

THE BAY AREA PARTNERSHIP

Partnership Technical Advisory Committee

March 21, 2011, **1:30 p.m. – 3:30 p.m.**

MetroCenter, 1st Floor, Auditorium

101 - 8th Street, Oakland, CA 94607

AGENDA

Estimated Time
for Agenda Item

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- | | |
|--|------------------|
| 1. Introductions | 1:30 p.m. |
| 2. Nomination and Election for 2011 PTAC Executive Committee (<i>Kenneth Folan</i>) | |
| 3. Minutes of January 31, 2011 PTAC Meeting* | |
| 4. Partnership Reports | |
| • Partnership Board
Chair: John Ristow, Santa Clara VTA
<i>The Partnership Board met on February 16, 2011.</i> | |
| • Transit Finance Working Group*
Chair: Gayle Prior, GGBHTD
<i>The Transit Finance Working Group met on March 2, 2011.</i> | |
| • Local Streets and Roads Working Group*
Chair: Norman Hughes, City of Fremont
<i>The Local Streets and Roads Working Group met on March 10, 2011.</i> | |
| • Programming and Delivery Working Group*
Chair: Vivek Bhat, Alameda CTC
<i>The Programming and Delivery Working Group meets on April 18, 2011.</i> | |

DISCUSSION ITEMS

1:45 p.m.

- | | |
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| 5. Legislative Report* (<i>Rebecca Long</i>)
<i>(MTC staff will present an update on legislative actions, including the State Budget.)</i> | |
| 6. Regional Toll Credit Policy* (<i>Ross McKeown</i>)
<i>(Staff will present a draft proposal for discussion and Committee input.)</i> | |
| 7. Regional Transportation Plan/Sustainable Communities Strategy:
<i>(Staff will present preliminary proposals for RTP/SCS work elements for review and input from this committee.)</i> | |
| a. Current Regional Plans and Initial Vision Scenario* (<i>Dave Vautin/Ken Kirkey</i>) | |
| b. Spring 2011 Public Involvement Activities* (<i>Catalina Alvarado</i>) | |
| c. Project Performance Assessment Methodology Update* (<i>Dave Vautin</i>) | |

INFORMATION ITEMS / OTHER BUSINESS

3:10 p.m.

- | | |
|--|--|
| 8. TIP Amendment Update* (<i>Memo Only</i>)
<i>(The current TIP and subsequent TIP Amendments are available online at:
http://www.mtc.ca.gov/funding/tip).</i> | |
| 9. Recommended Future Agenda Items (<i>All</i>) | |
| 10. Public Comment | |

Next meeting on:

Monday, April 18, 2011

1:30 p.m. - 3:30 p.m.

MetroCenter,

101-8th Street, Oakland 94607

- * Agenda Items attached
- ** Agenda Items with attachments to be distributed at the meeting.

Contact Kenneth Folan at 510.817.5804 or kfolan@mtc.ca.gov if you have questions regarding this agenda.

Public Comment: The public is encouraged to comment on agenda items at committee meetings by completing a request-to-speak card (available from staff) and passing it to the committee secretary or chairperson. Public comment may be limited by any of the procedures set forth in Section 3.09 of MTC's Procedures Manual (Resolution No. 1058, Revised) if, in the Chair's judgment, it is necessary to maintain the orderly flow of business. **Record of Meeting:** MTC meetings are taped recorded. Copies of recordings are available at nominal charge, or recordings may be listened to at MTC offices by appointment. **Sign Language Interpreter or Reader:** If requested three (3) working days in advance, sign language interpreter or reader will be provided; for information on getting written materials in alternate formats call (510) 817-5757. **Transit Access to the MetroCenter:** BART to Lake Merritt Station. AC Transit buses: #11 from Piedmont or Montclair; #59 or #59A from Montclair; #62 from East or West Oakland; #88 from Berkeley. For transit information from other Bay Area destinations, call 511 or use the TakeTransitSM Trip Planner at www.511.org to plan your trip. **Parking at the MetroCenter:** Metered parking is available on the street. No public parking is provided at the MetroCenter. Spaces reserved for Commissioners are for the use of their stickered vehicles only; all other vehicles will be towed away.

PARTNERSHIP TECHNICAL ADVISORY COMMITTEE (PTAC) MINUTES

January 31, 2011

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1. Introductions

2. Nomination and Election for 2011 PTAC Executive Committee

Kenneth Folan (MTC) requested the group's concurrence in accepting and electing nominees from the Partnership Working Groups (Transit Finance, Local Streets and Roads, Programming and Delivery) for the CY 2011 PTAC Chair and Vice-Chair at its next regularly scheduled meeting. The Committee concurred. *Seana Gause (SCTA)* acted as ad hoc Chair.

3. Minutes of September 20, 2010 PTAC Meeting

The minutes for the September 20, 2010 PTAC meeting were accepted without objection.

4. Partnership Reports

Partnership Board – *John Ristow, Chair* – The Partnership is scheduled to meet on February 16, 2011. *Alix Bockelman (MTC)* reported that the agenda will mirror the January PTAC agenda and that the Board is expected to meet more through 2011.

Transit Finance Working Group (TFWG) – *Gayle Prior, Chair* – The TFWG met on January 5, 2011. *Joanne Parker (SMART, CY10 TFWG Chair)* announced that *Gayle Prior (GGBHTD)* will be acting Chair for the TFWG for CY2011. Items the TFWG has been discussing over the past few months include 1) whether or not MTC would require the transit operators to perform SRTPs in upcoming years. The majority of operators will not be required to do so, nor will MTC provide the traditional Section 5303 funds to do so. If operators wish to continue with their SRTPs, they may. It is unclear for NorthBay operators, since they are not included in the first round of the Transit Sustainability Project, 2) the 2010 Census and the ultimate yet undetermined impacts on the UAs resulting from federal fund disbursements. MTC submitted a letter commenting on the proposed UA changes.

Local Streets and Roads/Programming and Delivery Working Group (LSRPDWG) – *Norman Hughes, Chair LSRWG* - The LSRWG and PDWG met in a joint session on January 31, 2011. The meeting was very efficient particularly with programming and delivery issues. The LSRWG maintains its priority to “Fix-it-First” and sustaining our streets and the Group will come back to PTAC with more information on those priorities.

Discussion Items

5. Legislative Report

Rebecca Long (MTC) provided an update on the State Budget. The Governor proposed a robust State Transit Assistance program, proposing \$330M for STA contingent upon legislature reenacting gas tax swap by a 2/3 vote in order to prevent tax increases passed last year from being eliminated. Without 2/3 enactment of both the 17.3/gal gas tax increase and the sales tax on diesel fuel, California stands to lose \$2.5B in transportation funding. This needs to happen quickly because the other piece the Governor is proposing is to redirect the vehicle weight fees to the General Fund, temporarily for FY10-11 and FY11-12. MTC endorses the swap re-enactment as well as the vehicle weight fees diversion. MTC is also seeking jurisdictional support on its sponsored bill, the Regional Commute Benefit Policy for the Bay Area. The bill would require that employers with 20 or more employees provide a commute benefit to their employees. On the Federal level, the House is expected to introduce an authorization bill; however, it is not expected to be very robust. MTC will consider a policy at its February Leg Committee, a gas tax swap at the Federal level to eliminate the gas excise tax at the Federal level and replace it with a sales tax. Staff announced that the Annual Legislative Reception, which coincides with APTA, is scheduled for Wednesday March 16 in Washington D.C., anyone interested in attending and/or recommending briefings should email *Rebecca Long* at rlong@mtc.ca.gov.

6. Regional Transportation Plan/Sustainable Communities Strategy:

Ashley Nguyen (MTC) announced that all items under Item 6 are in draft form for review and comment. Staff requests that comments be consolidated and presented to the Partnership Board on February 16 who will then submit recommendations to the Commission. There is an advisory structure associated with the RTP/SCS

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project. The Regional Advisory Working Group (RAWG) meets on a monthly basis to address transportation and land-use items. The transportation and financial items will be brought to the PTAC for review and comment. Should there be other items in the RAWG that is of interest to PTAC, staff would be happy to bring that/those issues before the Committee for review and comment. The Financial Forecast Assumptions, the Draft Committed Policy and the Draft Project Performance Assessment Approach will be presented to the Partnership Board on February 16 and the Draft Committed Policy will be presented as an action item before the Planning Committee and Commission meetings in April. The Call for Projects will be released as guidance and presented at the February 9 MTC Planning Committee as an information item. The Draft Project Performance Approach, as we get more feedback on the approach and methodology, will be presented to the Planning Committee in March or April. The Needs projections are being presented to the respective Working Groups.

a) 25-Year Financial Forecast Assumptions

Mat Adamo (MTC) presented the proposed financial assumptions for the revenue projections element of the RTP/SCS.

Comments:

- April Chan (SamTrans): When all the funds sources are available, requested total amount of revenues estimated as compared to the current RTP period.
- Kate Miller (AC Transit): Recommends showing the funds in constant dollars so that the timeframe reflects projections over an equal amount of years.
- April Chan (SamTrans): Concerned about the sales tax growth rate variances across the counties.
- Amber Crabbe (SFCTA): Requested that staff consider the 2012 STIP Fund Estimate for the assumptions once it is available.
- Amber Crabbe (SFCTA): For the Public Private Partnership assumptions, define the sources more clearly and consider developer fees.
- Amber Crabbe (SFCTA): Provide more information on the Regional Parking proposal
- Amber Crabbe (SFCTA): Requested that staff provide an advocacy platform for new revenue sources
- Colleen Ferguson (City of Santa Rosa): If the proposal lumps the "Other Local Taxes" funds under regional funds or gives the perception of those local sources are under regional control, voters are less likely to support another sales tax measure.
- Public Comment, Dwayne Dewitt: Concerned that the job growth assumptions are unrealistic and should be more conservative. Requests that this assumption be evaluated annually.
- Public Comment, David Schonbrunn (TRANSDEF): Concerned that fuel consumption assumptions are too simplistic and unsupported, particularly in the way that it is presented in a linear extrapolation.
- Richard Marcus (SFCTA): Requested that the High Speed Rail (HSR) project be corrected from \$40 billion to \$43 billion.
- Public Comment, Dwayne Dewitt: Requested more public outreach outside of the internet, including postings on public transit and be multi-lingual.

b) Preliminary Draft Committed Funds and Projects Policy for the RTP/SCS

Ashley Nguyen (MTC) provided an overview of the preliminary draft committed funds and projects policy for the RTP/SCS. MTC staff is proposing to update the Policy on prior commitments approved by the MTC Planning Committee for T2035.

Comments:

- Bob Macaulay (STA): Concerned about potentially withdrawing funds from projects that were "committed" in prior RTPs and have expended a significant amount of resources.

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- Bob Macaulay (STA): Concerned that any action taken by the Commission would be premature without a significant dialogue between all the stakeholders to quantify the impacts of the proposed policy and to revisit final recommendations prior to Commission action.
- Marcella Renzi (VTA): Concerned that the December 31, 2011 threshold is too soon. There are a number of CMIA projects that are going to be delivered this year; however, the State isn't going to sell the bonds until November. The projects will be pending on the CTC agenda beginning in March until the State begins to distribute the funds after November. Please consider pushing this deadline out to 2012.
- Marcella Renzi (VTA): Consider completion of Right of Way as the threshold.
- Kate Miller (AC Transit): Clarify criteria for projects on the non-committed list.
- Public Comment, David Schonbrunn (TRANSDEF): Resolution 3434 projects not currently funded should be identified as "Committed pending award of FFGA".
- Tilly Chang (SFCTA): Resolution 3434 policy, projects that may receive New Starts and Small Starts funding, will these be listed as committed or as discretionary except for the amounts that are programmed to committed projects.
- Colleen Ferguson (City of Santa Rosa): Please clearly define "Under Construction".

c) Draft Guidance for the Call for Projects

Grace Cho (MTC) presented an overview of the Draft Guidance for the Call for Projects. To submit a project, MTC has developed a web-based application form that allows sponsors to update current projects and submit new ones for consideration in the plan. The web-based project application form will be available on March 1, 2011 and project submittals are due April 29, 2011.

Comments:

- Kate Miller (AC Transit): Please clarify how MTC will reconcile the regional need that is sent to MTC with the amount of revenues that is sent to the counties.
- April Chan (SamTrans): Clarify what targets multi-county agencies work toward.
- April Chan (SamTrans): Clarify if multi-county agencies are to work with each individual county's public participation program.
- Beth Walukas (ACCTC)/ Seana Gause (SCTA): Requested that those projects submitted directly to MTC be copied to the CMAs and Caltrans, similar to FMS.
- Tilly Chang (SFCTA): For Cost-Estimation Guidelines, projects that are in the pre-environmental stage, clarify guidance. Suggests a regional coordination.
- Public Comment, Dwayne Dewitt: Requested a Roseland/Sebastopol Rd Bus Rapid Transit route in Sonoma County.
- Public Comment, David Schonbrunn (TRANSDEF): Under General Project Criteria, recommended that legacy projects justify their relevance to SB 375.

d) Draft Project Performance Assessment Approach

Lisa Klein (MTC) provided an overview of the Draft Project Performance Assessment Approach.

Comments:

- Colleen Ferguson (City of Santa Rosa): Requested that members representing local streets and roads be considered for inclusion in the technical advisory group.

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- Tilly Chang (SFCTA): Requested more detail in approach to the Goals assessment, particularly for affordable housing.
- Public Comment, Jenny Barne (American Lung Association): Supported inclusion of health costs in the assessment.
- Public Comment, Miriam Holly (League of Women Voters): Requested cost benefit ratios with regards to transit affordability.

Information Items / Other Business

7. Tentative 2011 PTAC Meeting Calendar

The Committee accepted the Tentative 2011 PTAC meeting calendar without objection.

8. Recommended Future Agenda Items

9. Public Comment

- Dwayne Dewitt: Requested improved communication via public outreach to encourage public participation such as flyers, postings on public transportation, and other sources outside of the internet.

Proposed Next Meeting:

Monday, March 21, 2011

1:30 p.m. – 3:30 p.m.

MetroCenter

101-8th Street, Oakland, CA 94607

THE BAY AREA PARTNERSHIP

Wednesday, February 16, 2011

1:30 p.m. – 3:30 p.m.

Joseph P. Bort MetroCenter
Lawrence D. Dahms Auditorium
101 Eighth Street
Oakland, California 94607

AGENDA

- Item 1:** 1:30 p.m. **Call to Order / Introductions (Chair John Ristow¹)**
- Item 2:** 1:35 p.m. **Election of Vice Chair**
- Item 3:** 1:40 p.m. **Approval of Meeting Minutes of December 1, 2009***
- Item 4:** 1:45 p.m. **Recent changes to Partnership Board Resolution per MTC Resolution No. 3509, Revised* (Alix Bockelman)**
Staff will review minor changes made recently to the Partnership Board Authority resolution. Attached is the November 2010 staff memo to MTC's Legislation Committee.

DISCUSSION/ACTION ITEMS

- Item 5:** 1:55 p.m. **Regional Transportation Plan/Sustainable Communities Strategy* (Ashley Nguyen)**
Staff will provide an overview of the RTP/SCS phases and schedule.
- Item 5a)** 1:55 p.m. **25-Year Financial Projections Assumptions* (Alix Bockelman)**
Staff will review the key assumptions used in preparing the 25-year forecasts of federal, state, regional and local revenues anticipated to be available to the region for the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).
- Item 5b)** 2:05 p.m. **Draft Policy for Determining Committed Funds and Projects* (Ashley Nguyen)**
Staff will present the draft Policy as the basis for determining which projects and funds are subject to discretionary action by the Commission, as well as subject to project-level performance assessment.
- Item 5c)** 2:30 p.m. **Draft Project Performance Assessment Methodology* (Lisa Klein)**
Staff will present initial approach and methodology to conduct the project-level performance assessments of transportation projects and programs vying for consideration in the RTP/SCS.
- Item 5d)** 3:00 p.m. **Public Involvement Activities for Spring 2011* (Ellen Griffin)**
Staff will outline outreach activities to engage and solicit input from local jurisdiction staff and elected officials, transportation partners and the public on the Initial Vision Scenario results and development of more detailed RTP/SCS scenarios.
- Item 6:** 3:30 p.m. **Adjourn /Next meeting**

* Item is available to view on the MTC website.

** To be provided as a handout at the meeting.

¹ John Ristow 408-321-5713 email: john.ristow@vta.org - Chair
TBD - Vice Chair



TRANSIT FINANCE WORKING GROUP (TFWG) MEETING AGENDA

WEDNESDAY, MARCH 2, 2011, 10:00 A.M. – 12:00 P.M.
METROCENTER, 3RD FLOOR, CLAREMONT CONFERENCE ROOM
101 EIGHTH STREET, OAKLAND, CA 94607

Estimated Time

Discussion Items

- | | |
|--|--------|
| 1. Introductions | 3 min |
| 2. Selection of PTAC Chair for 2011 (<i>Glen Tepke</i>) | 5 min |
| 3. Legislative Update* (<i>Rebecca Long</i>) | 5 min |
| 4. FY12 Fund Estimate* (<i>Mat Adamo</i>) | 10 min |
| 5. FY11 POP* (<i>Glen Tepke</i>) | 20 min |
| 6. SCS/RTP Transit Needs Assessment | 30 min |
| a. Transit Operating Update* (<i>Sri Srinivasan</i>) | |
| b. Clipper Cost estimates* (<i>Jake Avidon</i>) | |
| c. Transit Capital Update* (<i>Glen Tepke</i>) | |
| 7. Recommendations on Use of RTCI by Transi Operators** (<i>Yonel Gran, Booz Allen Hamilton</i>) | 10 min |
| 8. SRTP Update* (<i>Christina Verdin</i>) | 10 min |

Information Items / Other Items of Business:

- | | |
|--|-------|
| 9. 2011 TIP Updates* (<i>Sri Srinivasan</i>) | 5 min |
| 10. ARRA Grant Status* (<i>Anne Richman</i>) | 5 min |
| 11. Prop 1B Update: Transit (PTMISEA) and Transit Security (CTSGP)* (<i>Amy Burch</i>) | 5 min |
| 12. Recommended Future Agenda Items (<i>All</i>) | 2 min |

Next Transit Finance Working Group Meeting:

Wednesday, April 6, 2011
10:00 a.m. – 12:00 p.m.
Claremont Conference Room, MTC Metro Center

* = Attachment in Packet ** = Handouts Available at Meeting

Contact Glen Tepke of MTC at 510-817-5781 or gtepke@mtc.ca.gov if you have questions about this session.



METROPOLITAN
TRANSPORTATION
COMMISSION

PARTNERSHIP LOCAL STREETS AND ROADS
WORKING GROUP MEETING
101 - 8th St., 1st Floor, Room 171
Thursday, March 10, 2011
9:00 a.m. – 11:00 a.m. – WG
11:30 a.m. – 12:00 p.m. – S.O.S.

AGENDA

<u>Topic</u>	<u>Estimated Time</u>
1. Introductions (<i>Norm Hughes, Chair</i>)	5 min
2. Review of Working Group Minutes*	5 min
A. Local Streets and Roads Working Group – January 31, 2011 (<i>Norman Hughes, Chair</i>)	
3. Programming Updates:	
A. Report of Federal Inactive Obligations* (<i>Marcella Aranda</i>)	5 min
B. Federal Programs Monitoring Update* (<i>Marcella Aranda</i>)	15 min
4. Caltrans/FHWA/CalRTPA Update	
A. Federal Programs Update (<i>Sylvia Fung, Caltrans D4</i>)	10 min
B. Caltrans Division of Local Assistance Web Update Announcements (DLAWUA)* (<i>Memo Only</i>) (<i>Caltrans Division of Local Assistance has posted program updates/announcements to their website. Jurisdictions are encouraged to review the bulletins for program changes.</i>)	
i. 2011-12 Bicycle Transportation Account (BTA) - Call for Projects* (<i>The 2011-12 BTA Call for Projects, Project Application, and List of agencies with BTA awards open with CWAs can be accessed from:</i> http://www.dot.ca.gov/hq/LocalPrograms/bta/BTACallForProjects.htm . <i>The deadline to submit comments is March 18, 2011.</i>)	
ii. COIN - Change in Name (Caltrans Oversight Information Notice)* (<i>The Division of Local Assistance has renamed the COIN to stand for Caltrans Oversight Information Notice, in order to broaden its scope</i>)	
iii. Forest Highway Program - Added to "Discretionary Programs"* (<i>"The first official solicitation for California Forest Highway Program for 2017 program year" has been added to "Discretionary Programs" and placed on the website at:</i> http://www.dot.ca.gov/hq/LocalPrograms/DiscretionaryFunds/discretionary_programs.htm)	
iv. Caltrans Information Oversight Notice (COIN)* (<i>A new Caltrans Information Oversight Notice (COIN) regarding Pre-award Audit Requirements for A&E Consultant Contracts has been posted to the Local Assistance website at:</i> http://www.dot.ca.gov/hq/LocalPrograms/COIN/index.htm .)	
v. DLA Quarterly Report on Construction Oversight of Local Agency ARRA Projects* (<i>A quarterly report entitled "DLA Quarterly Report on Construction Oversight of Local Agency ARRA Projects - 1st Quarter FY 2011" has been posted to the Local Assistance website at:</i> http://www.dot.ca.gov/hq/LocalPrograms/Reports_db.htm .)	
vi. Quality Assurance Program (QAP) Manual – Revised* (<i>A revised version of the "Quality Assurance Program (QAP) Manual for Use by Local Agencies" has been posted to the Local Assistance website at:</i> http://www.dot.ca.gov/hq/LocalPrograms/public.htm .)	
vii. [CalRTPA] AB 1012 notification and April 1, 2011 Obligation Plans* (<i>This correspondence to the Executive Directors is the official annual notification to the regional agencies of the "use it or lose it" provisions of Assembly Bill 1012 enacted in October of 1999. Regional agencies are required to submit Obligation plans to the District Local Assistance Engineers by April 1, 2011. A template is provided on the Local Assistance Website:</i> http://www.dot.ca.gov/hq/LocalPrograms/)	

Chair: Norman Hughes, City of Fremont
Vice-Chair: Rick Marshall, Napa County

MTC Staff Liaison: Ross McKeown

- viii. COIN 11-02 - Administration of Contract Time*
(COIN 11-02, "Administration of Contract Time," has been posted to the Local Assistance website at: <http://www.dot.ca.gov/hq/LocalPrograms/COIN/index.htm>)
- ix. COIN 11-03 - Support Documentation for Payments*
(COIN 11-3, "Support Documentation for Payments," has been posted to the Local Assistance website at: <http://www.dot.ca.gov/hq/LocalPrograms/COIN/index.htm>)
- x. DLA OB-11-01 Highway Bridge Program Project Prioritization Policy*
(Office Bulletin OB-11-01, the REVISED Local Assistance Highway Bridge Program (HBP) Project Prioritization Policy has been posted to the Local Assistance website here: http://www.dot.ca.gov/hq/LocalPrograms/DLA_OB/DLA_OB.htm)
- xi. DLA OB-11-02 - HBP High Cost Projects Programming Policy & Procedures*
(Office Bulletin OB-11-02, the Local Assistance Highway Bridge Program (HBP) High Cost Projects Programming Policy and Procedures, has been posted to the Local Assistance website here: http://www.dot.ca.gov/hq/LocalPrograms/DLA_OB/DLA_OB.htm)

5. Standing Updates:

- A. Legislative Update* (Memo Only)
- B. P-TAP 12 Update (Amy Burch) 5 min

6. Discussion Items:

- A. Local Streets and Roads Working Group nomination for Partnership Technical Advisory Committee (PTAC) CY2011 Vice-Chair 10 min
- B. LSR Long-Range Needs/ Revenue Assessment* (Sri Srinivasan) 15 min
- C. Revising Local Street Standards to Incorporate the Complete Streets Philosophy (Steve Kowalewski, Contra Costa Co) 15 min
(Recent developments have arisen to change the fire code through the International Code Council that would prohibit traffic calming devices unless approved by the fire marshal. Contra Costa seeks the Working Group's feedback on how to work with local fire districts to discuss working together to achieve both party's missions and address the proposed code changes that may impact the Bay Area.)
- D. 2010 Assessment Update Draft Toolkit Materials* (Ben Tripousis) 10 min

7. Informational Items:

- A. Program for Arterial System Synchronization (PASS) – Call for Projects* (Memo Only)
- B. APACA Workshop: "Hot Mix Asphalt – Materials and Mix Design"* (Memo Only)
- C. 2011 Spring User Week – March 28-31* (Memo Only)
- D. FMS/ TIP Update* (Sri Srinivasan/ Adam Crenshaw) 5 min
(The current TIP and subsequent TIP Amendments are available online at: <http://www.mtc.ca.gov/funding/tip>)
- E. PMP Certification Status* (Memo Only)
(Recipients of PTAP-11 have **until April 30, 2011** to submit their final certification, otherwise risk having their certification lapse. Current PMP Certification status is available online at: <http://www.mtcpms.org/ptap/cert.html>)

8. Recommended Agenda Items for Next Meeting: (All) 5 min

The next LSRWG meeting:

Thursday, April 14, 2011
9:00a – 11:00a – LSRWG
11:00a- 12:30p – S.O.S.
MetroCenter, 1st Floor, Room 171
101-8th Street, Oakland 94607

* = Attachment in Packet ** = Handouts Available at Meeting

Contact Marcella Aranda at maranda@mtc.ca.gov if you have questions regarding this agenda.

- \$53 billion for high-speed and intercity rail, including \$8 billion in FY 2012;
- \$30 billion for a National Infrastructure Bank to invest in projects of regional or national significance;
- \$28 billion for Livable Communities, including \$4.1 billion in FY 2012, which consolidates a number of existing FHWA programs;
- \$35 billion for Bus & Rail State of Good Repair; and
- A \$32 billion Transportation Leadership Award program to create incentives for state and local partners to pursue transportation policy reforms.

The funding levels proposed for the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) are summarized in Attachment B.

Reauthorization: Big Increase in Spending, But No Mention of Revenue Source

The Administration's reauthorization proposal represents a 60 percent increase above inflation-adjusted levels of the current transportation authorization — the Safe, Accountable, Flexible, Efficient Transportation Equity Act (SAFETEA). According to the budget summary, the proposal emphasizes “fixing existing assets, moving toward a cost-benefit analysis of large transportation projects and consolidating duplicative, often-earmarked highway programs.” These concepts are very similar to many of the recommendations emerging from the National Surface Transportation Policy & Revenue Study Commission's January 2008 report.

However, unlike that report and many other blue ribbon commissions that have recommended an increase in the gas tax as the best way to finance additional federal funding, the Administration leaves unanswered the question of how the new revenue would be achieved, stating its intention to “work with Congress to authorize sufficient revenue for the Transportation Trust Fund” to ensure the “funding boost is offset and does not increase the deficit.” To put this funding question in context, Congress would need to identify an additional \$20 billion in FY 2012 and \$306 billion over the six year FY 2012-2017 period to fully offset the increased spending levels.

Administration Proposes Subjecting Transportation Budget to “PAYGO” Provisions & Creation of New Trust Fund

As noted above, the proposal does not recommend an increase in any specific user fee to help offset the funding increases, but it does propose a significant change to current law that would require the funding increases be paid for without increasing the deficit. Under this change, all surface transportation spending would be treated as “mandatory” and subject to “pay-as-you-go” (PAYGO) budget rules that require all higher spending be offset by either new revenue or cuts in other parts of the budget. The budget documents note that, “As a placeholder, the Budget assumes bipartisan agreement on new revenues sufficient to ensure the solvency of the Transportation Trust Fund through 2021.” Moreover, the budget assumes such revenues would be effective January 1, 2012.

Renaming of Fund Represents a Symbolic Shift Away from A Highway-Focused Program

The reauthorization proposal also recommends that the Highway Trust Fund (HTF) be renamed the Transportation Trust Fund and restructured with four subaccounts: Highway, Mass Transit, Rail & Infrastructure Bank. However, in recognition that this new structure could imply a diversion of baseline funding away from highways and transit, the budget documents state the

Administration's intent that the existing excise taxes remain dedicated solely to the highway and transit accounts.

Huge Increase in FTA Funding Proposed: Emphasis on State of Good Repair

The budget requests \$119 billion for the FTA over six years, as shown in Attachment A. For FY 2012, the budget proposes \$22 billion in FY 2012, an increase of \$11.6 billion, or 108 percent, over FY 2010 levels. The budget documents note that restoring transit to a state of good repair (SGR) is FTA's "highest priority" and this is borne out by a \$10.5 billion request for a new Bus & Rail SGR Program that would replace the existing Fixed Guideway and Bus & Bus Facilities Programs.

The SGR program would receive \$10.5 billion in FY 2012, three times the FY 2010 funding provided to the Fixed Guideway and Bus & Bus Facilities programs. As noted above, \$7.5 billion of this amount would be part of the Administration's \$50 billion "Up Front Economic Boost" and would require no local match.

The Administration proposes a revised formula that would target funding to agencies with the oldest equipment in most need of repair and would treat bus and rail projects "equitably." Additionally, to encourage better SGR practices, FTA proposes that asset management plans themselves be eligible for reimbursement under the program and that FTA grantees employ these systems as a condition of receiving federal SGR funds.

Administration Proposes Allowing Up to 25 Percent of Federal Transit Formula Funds to Be Used for Operating Expenses

The Administration proposes loosening restrictions on transit agencies using federal funds for operating expenses for agencies serving a metropolitan area that experienced a measurable decline in employment in the prior quarter. Specifically, the proposal would allow operators serving medium and large urbanized areas to use up to 25 percent of their Urbanized Area apportionment as operating assistance in the first year and declining portions during the second and third years for up to three consecutive years. After exercising this option, operators would be disqualified from this allowance for the same time period that they exercised it. To prevent federal funds from being used as a substitute for local funds, an operator seeking to use these funds for operating expenses would also be required to certify that funding shares from local partners was not reduced during the time period.

Reforms Proposed for New Starts Program

The Administration proposes changing the New Starts program's structure by ending the current two tier system of "New Starts" and "Small Starts," which entails different sets of project evaluation requirements. Instead, project applicants requesting more than \$100 million would continue to follow the traditional "full funding grant agreement" process while those seeking less than \$100 million, would receive funding under a simplified Project Construction Grant Agreement. Projects could be "exempt" from the evaluation and rating process if the project sponsor is seeking less than \$100 million in Capital Investment Grant program funds and the request represents less than 10 percent of the project's anticipated total capital cost. These "exempt" projects would be subjected to basic federal grant requirements and no longer evaluated and rated under the proposed criteria. Additional changes proposed include:

- Eliminating the need for an alternatives analysis since this is already performed as part of the National Environmental Policy Act process.
- Reducing the number of FTA approval steps in the process. Rather than separate Preliminary Engineering and Final Design approvals, projects would be required to obtain FTA approval at one stage called Project Development.
- Simplifying and reducing the number of project performance criteria from six to four. The four criteria would include transportation effects, environmental effects, economic development, and comparison of projects to costs.

New “Specialized Transportation Program” Proposed

Within the Transit Formula program, the Administration proposes merging the existing Job Access and Reverse Commute (JARC), Elderly & Disabled and New Freedom programs into one consolidated “Specialized Transportation Program.” Budget documents indicate that the proposal reflects stakeholder feedback and is designed to reduce the administrative burden on grant recipients. The objective of this program is to fill gaps in or enhance transportation services available to meet the particular needs of older adults, low-income individuals, and people with disabilities who are not well served by existing public transportation service. The program would receive \$405 million in FY 2012, an increase of \$179 million over FY 2010 levels.

Reauthorization Proposal Would Increase Highway Funding by Almost Fifty Percent

The Administration proposes \$336 billion for the FHWA over six years, as shown in Attachment B, up 48 percent over SAFETEA. This includes \$70 billion in FY 2012, a 69 percent increase over FY 2010. The stated goal of this increase is to enhance the “safety, livability, condition and efficiency of our nation’s highway system.” Program consolidation would shrink more than 55 existing programs into five new categories:

- The National Highway Program (NHP)
- Highway Safety Improvement
- Livable Communities
- Federal Allocation¹
- Research, Technology & Education

These programs would replace many programs familiar to MTC, including the existing Surface Transportation Program (STP) and the Congestion Mitigation and Air Quality (CMAQ) program, a portion of which come directly to MTC for programming throughout the region. While the new NHP and Livable Communities Program are both proposed to be formula-based programs, the basis for the formulas are not yet known so we cannot determine at this time whether the region would benefit from the proposed changes.

The new NHP program would consist of two components:

- **Highway Infrastructure Performance Program:** a \$16.8 billion formula-based program designed to improve the condition of an expanded definition of the National Highway System (220,000 miles relative to the existing 160,000 mile network), which will carry 55 percent of all traffic and 97 percent of all truck-borne freight.

¹ *Umbrella program including funding for Federal Lands, Emergency Relief, Tribal Lands, Construction Worker Training & Disadvantaged Business Assistance on bidding on federal highway contracts.*

- Flexible Investment Program: \$15.6 billion formula-based program that provides flexibility to states to invest in roadway preservation, congestion mitigation or other performance improvement programs on any federal-aid eligible highway.

Also worth noting, the budget includes \$20 million for FY 2012 to establish a Surface Transportation Revenue Alternatives Office to analyze the feasibility of implementing a national mileage-based user fee system. Over the six year period, \$300 million is proposed for this effort.

Livable Communities Program Would Replace Six Existing FHWA Programs

The Administration also proposes a Livable Communities Program within FHWA, consisting of \$28 billion over the six-year reauthorization period, including \$4.1 billion for FY 2012. Most of this funding, including \$3.6 billion in FY 2012, would be for a highly flexible, formula-based program that would distribute the funding directly to states. Budget documents do not indicate what formula would be used. The program would have very broad project eligibility, encompassing all projects that were otherwise eligible under the following existing programs:

- Transportation Enhancement Activities
- Transportation and Community and System Preservation
- Congestion Mitigation and Air Quality (CMAQ) Improvement
- Recreational Trails Program
- Safe Routes to School Program
- National Scenic Byways

If a state has nonattainment or maintenance areas for air quality, it would be required to devote 15 percent of its Livability Program formula funds to projects that would improve air quality in these areas. States without nonattainment and maintenance areas would not be subject to this requirement.

The remainder of the Livable Communities Program would be split between two new competitive grant programs open to local governments, metropolitan planning organizations (MPOs), and state departments of transportation (DOTs), at the following FY 2012 funding levels:

- Investments for Livable Communities Grant Program: \$500 million program to promote innovative, multi-modal, and multi-jurisdictional highway projects that promise significant environmental and economic benefits to an entire metropolitan area, a region, or the nation.
- Livability Capacity Building Grant Program: \$200 million to support metropolitan transportation planning capacity building, including data collection, software, staff training, etc. in the interest of improving capacity for addressing livability needs.

Administration Seeks a New Performance-Based Funding Program: “Transportation Leadership Awards” to Encourage States to Establish & Achieve Key Goals

Another new program — the Transportation Leadership Award Program — is modeled after the Department of Education’s “Race to the Top” program. The Administration proposes \$32 billion over six years to “encourage fundamental reforms in the planning, building and management of the transportation system.” Funds would be split between FHWA and FTA. The emphasis of the program is on setting tangible performance targets and leveraging federal funds to achieve them. According to supporting budget documents from FHWA, the purpose of the program is to help reform the way “transportation investments and decisions are made to better manage and realize

performance outcomes in the areas of safety, state of good repair, livability, environmental sustainability, and transportation system management.” Both state DOTs and MPOs would be eligible to apply for funds.

For the FHWA portion, the budget proposes \$1.3 billion in FY 2012. Projects would be eligible to receive between \$100 million to \$1 billion. The Administration proposes a one-year lead time to develop guidelines and criteria for the FTA portion of the program, with funding beginning in FY 2013 at \$1.6 billion.

Rail Safety

In response to recommendations from the National Transportation Safety Board and the Government Accountability Office following accidents in Boston, Washington, D.C., Chicago, Salt Lake City, San Francisco and Miami, the Administration proposes a new Rail Transit Safety Program that would empower the FTA with the authority to oversee rail safety nationwide. The program is described as a “cooperative effort with state transit safety oversight agencies to set national transit safety standards and provide inspections and consultation in order to ensure compliance.”

Six-Year High-Speed Rail Proposal

The reauthorization proposal includes \$53 billion for high-speed and intercity rail and recommends merging Amtrak's stand-alone program with the high-speed rail program as part of a larger “System Preservation” initiative. A second category of funding would be focused on “Network Development” dividing the nation's rail system into four tiers: core, express, regional or emerging. The Administration also recommends incorporating rail into the surface transportation authorization for the first time.

National Infrastructure Bank

The Administration is once again requesting that Congress establish a National Infrastructure Bank to provide loans and grants to support projects that improve our national competitiveness. The program would employ a “rigorous project comparison method that transparently measures which projects offer the biggest value to taxpayers and our economy.” The budget suggests that transportation projects would be the primary recipient of the bank's funding in early years.

FY 2012 President's Budget Request

Dollars in \$1,000's

	FY 2010 Enacted	FY 2012 Proposed
Office of the Secretary (DOT)		
Office of Livable Communities	\$ -	
National Infrastructure Investments - (TIGER)	\$ 600,000	\$ 2,000,000
Federal Highway Administration (FHWA)		
Federal Aid Highways Obligation Limitation	\$ 41,107,000	\$ 42,025,000
National Highway Program (new formula programs)		\$ 32,382,000
Highway Infrastructure Performance Program		\$ 16,750,000
Flexible Investment Program		\$ 15,632,000
Transportation Leadership Awards		\$ 1,284,000
<i>Federal Aid Highways Subtotal</i>	<i>\$ 41,107,000</i>	<i>\$ 42,025,000</i>
"Up Front" Proposal		
Federal Highways (formula)		\$ 25,000,000
TIFIA Credit Assistance		\$ 450,000
Cross-Border Transportation		\$ 2,200,000
<i>Subtotal "Up Front"</i>		<i>\$ 27,650,000</i>
FHWA Grand Total	\$ 41,107,000	\$ 69,675,000
Federal Railroad Administration (FRA)		
High-Speed and Intercity Passenger Rail Network Development	\$ 2,500,000	\$ 4,000,000
System Preservation & Renewal		\$ 4,046,000
Amtrak Operating Grants ¹	\$ 563,000	-
Amtrak Capital and Debt Service Grants ¹	\$ 1,001,625	-
Rail line Relocation & Improvement Program ¹	\$ 34,532	-
Railroad Research and Development ¹	\$ 37,613	-
FRA Grand Total		\$ 8,046,000
Federal Transit Administration (FTA)		
Formula & Bus Grants	\$ 8,343,171	\$ 4,257,392
Urbanized Area Formula	\$ 4,542,577	\$ 3,716,664
Non-Urbanized Area Formula Program	\$ 537,198	\$ 540,728
Consolidated Specialized Transportation Grant Program		\$ 405,000
Fixed Guide way Modernization ¹	\$ 1,663,033	\$ -
Alternative Analysis Program	\$ 24,948	\$ -
Alternative Transportation in Parks and Park Land	\$ 26,844	\$ -
Bus and Bus Facility ¹	\$ 981,953	\$ -
Clean Fuels	\$ 51,393	\$ -
Elderly and Disabled ²	\$ 133,222	\$ -
Job Access and Reverse Commute (JARC) ²	\$ 164,158	\$ -
New Freedom ²	\$ 92,308	\$ -
Over the Road Bus	\$ 8,782	\$ -
Planning and Research	\$ 116,757	\$ -
Bus & Rail State of Good Repair	\$ -	\$ 3,207,000
Capital Investment Program (New & Small Starts) ³	\$ 1,998,000	\$ 2,236,000
Energy Efficiency & Greenhouse Gas Reduction	\$ 75,000	\$ 75,000
<i>Federal Transit Administration SubTotal</i>	<i>\$ 10,730,752</i>	
"Up Front" Proposal		
Capital Investment Program (New & Small Starts) ³		\$ 1,000,000
Bus & Rail State of Good Repair		\$ 7,500,000
Urbanized Area Formula		\$ 2,775,000
Non-Urbanized Area Formula Program		\$ 225,000
<i>Subtotal "Up Front"</i>		<i>\$ 11,500,000</i>
FTA Grand Total		\$ 22,201,000

Source: Transportation Weekly, FHWA & FTA Budget Estimates submitted to the Appropriations Committees

Notes:

Totals may not add due to omission of smaller programs

(1) The Administration proposes to realign all passenger rail activities into two accounts, with all former Amtrak programs consolidated into the System Preservation & Renewal Program and all new expansion under the Network Development

(1) The Administration proposes to merge the Fixed Guideway/Rail Modernization Program and the Bus & Bus Facilities Program into a new Bus & Rail Transit State of Good Repair Program

(2) The Administration proposes merging the Job Access & Reverse Commute Program, the New Freedom Program and the Elderly & Disabled Program under a new Consolidated Specialized Transportation Program.

(3) For FY 2012, the Capital Investment Program is funded as an element of the Administration's proposed Transit Expansion & Livable Communities Program

Obama Administration Surface Transportation Reauthorization Account Totals for FY 2012-2017*(Dollars in millions)***Federal Highway Administration**

Program	2012	2013	2014	2015	2016	2017	Total
Administrative Expenses	\$ 441	\$ 468	\$ 489	\$ 511	\$ 533	\$ 558	\$ 3,000
National Highway Program	\$ 32,382	\$ 35,302	\$ 37,618	\$ 39,628	\$ 41,379	\$ 43,219	\$ 229,528
Safety Program	\$ 2,539	\$ 2,732	\$ 2,851	\$ 2,980	\$ 3,112	\$ 3,250	\$ 17,464
Livable Communities Program	\$ 4,100	\$ 4,290	\$ 4,477	\$ 4,680	\$ 4,888	\$ 5,104	\$ 27,539
Research, Technology & Education Program	\$ 641	\$ 678	\$ 697	\$ 718	\$ 742	\$ 769	\$ 4,245
Federal Allocation Program	\$ 1,357	\$ 1,474	\$ 1,550	\$ 1,631	\$ 1,713	\$ 1,776	\$ 9,501
Up Front Funding	\$ 27,650	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 27,650
<i>(Dollars in millions)</i>	\$ 1,284	\$ 2,397	\$ 2,400	\$ 2,871	\$ 3,726	\$ 4,474	\$ 17,152
Surface Transportation Revenue Alternatives	\$ 20	\$ 20	\$ 130	\$ 100	\$ 25	\$ 5	\$ 300
TOTAL	\$ 70,414	\$ 47,361	\$ 50,212	\$ 53,119	\$ 56,118	\$ 59,155	\$ 336,379

Federal Transit Administration

Program	2012	2013	2014	2015	2016	2017	Total
Transit Formula Grants	\$ 7,692	\$ 6,303	\$ 6,925	\$ 7,609	\$ 8,362	\$ 9,188	\$ 46,079
Bus & Rail State of Good Repair	\$ 10,707	\$ 3,771	\$ 4,341	\$ 4,900	\$ 5,532	\$ 6,247	\$ 35,498
Transit Expansion and Livable Communities	\$ 3,469	\$ 2,856	\$ 3,125	\$ 3,493	\$ 3,772	\$ 3,929	\$ 20,644
National Research & Technology Deployment	\$ 166	\$ 192	\$ 197	\$ 204	\$ 210	\$ 219	\$ 1,188
Transportation Leadership Awards		\$ 1,665	\$ 1,799	\$ 3,011	\$ 3,746	\$ 4,494	\$ 14,715
Operations and Safety	\$ 166	\$ 179	\$ 185	\$ 192	\$ 198	\$ 204	\$ 1,124
TOTAL	\$ 22,201	\$ 14,966	\$ 16,572	\$ 19,409	\$ 21,820	\$ 24,281	\$ 119,249

Note: totals may not sum due to rounding.

Source: President Obama's FY 2012 Federal Budget Request, FHWA & FTA Summaries.



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Memorandum

TO: Partnership Technical Advisory Committee

DATE: March 21, 2011

FR: Ross McKeown

RE: Regional Toll Credit Policy for MTC-Managed Federal Funds

Background

Section 1111(c) of the Transportation Equity Act for the 21st Century (TEA21), and 23 U.S.C., Section 1044 of the Intermodal Surface Transportation Efficiency Act (ISTEA) under Section 120(j) allows states to use certain toll revenue expenditures as a credit toward the non-federal matching share of certain programs authorized by Title 23 (referred as toll credits) and for transit programs authorized by Chapter 53 of Title 49 (also referred as transportation development Credits).

During the period from FY 1991-92 through FY 2005-06, California collected approximately \$18.2 billion in toll revenue receipts, of which over \$7.1 billion was invested to build and/or improve public highway facilities. Based on federal statutes, the Federal Highway Administration (FHWA) approved approximately \$5.7 billion in toll credits from investments during this time period. Now approved, these toll credits do not lapse, and are available until used by the state.

To date there are five regions with toll revenues qualifying for toll credits:

Region	(\$millions)	
MTC	\$3,492	60.8%
OCTA	\$2,040	35.5%
SANDAG	\$113	2.0%
LAMTA	\$61	1.1%
SACOG	\$39	0.7%
Total	\$5,744	100.0%

To be able to earn a credit, a state must satisfy the Maintenance of Effort (MOE) determination, which covers a state's non-federal transportation capital expenditures over a 4-year period. To be eligible for toll credits, the expenditures in the last year of the 4-year period must exceed the annual average of the expenditures in the preceding three years of the 4-year period.

Toll credits do not provide additional revenues, but rather allow the use of federal funds without a required non-federal match.

Current State Toll Credit Policy

Caltrans has established an interim toll credit policy covering the three-year demonstration period of FY 2009-10 through FY 2011-12. The policy will be evaluated prior to implementation of a final policy for FY 2012-13 and beyond. The state policy allows the use of toll credits in lieu of the required non-federal match anywhere in the state for selected federal

Proposed Regional Toll Credit Policy

PTAC: March 21, 2011

Page 2 of 3

programs. With few exceptions, toll credits may be used by Caltrans for all federal funds in the SHOPP and STIP - including Transportation Enhancement (TE) funds. Earmarks, FHWA discretionary funding, FTA funds managed by Caltrans, Highway Bridge Program (HBP) funds for local bridges off the federal-aid system, FHWA Planning funds, and FTA 5303 planning funds are eligible as well. The use of toll credits for STP/CMAQ and FTA 5307/5309 FG funds is at the discretion of the RTPA/designated recipient. Caltrans is not allowing the use of toll credits for any project programmed in the local 'on federal-aid system' bridge and safety programs it manages (HBP, HSIP, HR3 and SRTS) because this would require the de-programming of projects because toll credits do not provide additional revenue.

For fiscal year 2009-10, a total of \$241.3 million in toll credits was used for 333 projects statewide, with 38 projects in the MTC region.

Proposed Regional Policy

Considering that toll credits do not provide additional revenue and result in fewer projects delivered with the same amount of federal funding, the use of toll credits should be carefully considered to avoid reductions in overall funding available for transportation projects. Furthermore, a sponsor may not have as much 'ownership' in the implementation and delivery of the project if they do not have their own funds on the project. However, using toll credits can be beneficial for project implementation in special situations. It is therefore proposed that toll credits only be used under the following limited circumstances, on a case-by-case basis for federal funds managed by MTC (such as FTA 5307 and 5309 FG and STP/CMAQ):

- **Maximize Efficient Use of Federal Funds:** Consider applying toll credits on large federalized projects where non-federal funding may be redirected to other transportation projects not requiring federalization. This would focus federal funds on fewer, larger projects, while redirecting more flexible funding to other transportation projects that may have difficulty proceeding through the federal-aid process. The redirected funds would be used to supplement rather than replace existing funding.
- **Facilitate Funding Exchanges:** Consider the use of toll credits if needed to facilitate the exchange of non-federal funds. Often local fund sources, such as county transportation measure funds, rely on bonding to expedite delivery due to projects being ready to implement sooner than funding becomes available. Under such situations it may be advantageous to make federal funds available (with toll credits) early, in exchange for local funds later. Using toll credits would facilitate such an exchange by maximizing the local dollars available for the exchange that would otherwise be required as match to the exchanged federal funds. This would help expand the 'pool' of non-federal funds with which to implement a broader range of regional transportation strategies, consistent with MTC's existing exchange program.
- **Target Federal Funds to Specific Phases:** For smaller projects it is often advantageous to use federal funds only for the construction phase while using local funds for the preliminary engineering and right of way phases. However, it is often difficult to obtain federal approval to consider local funding spent on earlier phases as match to federal funds in later phases. Sponsors tend to over-match smaller projects as a result. Toll

Proposed Regional Toll Credit Policy

PTAC: March 21, 2011

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credits could be used on a case-by-case basis for the construction phase, where local funds have been expended in excess of the required match in the earlier phases. The overall project would still have a local match to the project, while facilitating project delivery by targeting federal funds to only one phase.

This policy only applies to federal funds managed by MTC (such as FTA 5307 and 5309 FG and STP/CMAQ) and will be re-evaluated following issuance of Caltrans' final toll credit policy in FY 11-12.

Attachment:

- Caltrans Toll Credit Policy – June 30, 2010

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CALIFORNIA DEPARTMENT OF TRANSPORTATION TOLL CREDIT USE POLICY

Background:

Section 1111(c) of the Transportation Equity Act for the 21st Century (TEA21), and 23 U.S.C., Section 1044 of ISTEA under Section 120(j) allows states to use certain toll revenue expenditures as a credit toward the non-federal matching share of programs authorized by Title 23 (except for the emergency relief programs) and for transit programs authorized by Chapter 53 of Title 49.

During Fiscal Year (FY) 1992 through FY 2006, California has collected approximately \$18.2 billion in toll receipts, of which over \$7.1 billion was invested to build and/or improve public highway facilities. Based on federal statutes, the State applied for approximately \$5.7 billion in toll credits from investments during this time period. Now approved, these toll credits do not lapse until used by the state.

These guidelines apply to the \$5.7 billion which was approved by the FHWA for the State of California¹ until the end of FY 2011-2012. This two year period represents the demonstration period, permanent program policy to be in place for the FY 2012 and beyond.

Guiding Principles for use of Toll Credits:

- Compliance with state and federal statutes,
- Maximize the use of federal funds,
- Toll credits should not result in the redirection of non-federal funds away from transportation.

Constraints/requirements:

- Use of toll credits does not generate additional federal funding and is limited to the non-federal match required for Apportionments and Obligational Authority (OA) available in any given year.
- All projects proposed to use toll-credits should be fully funded at the maximum allowable federal reimbursement rate.
- Use of toll credits will require amendments to current programming documents.
- FTIPs still need to be financially constrained.
- Toll credits may not be applied to projects funded with FHWA Emergency Relief funds or Appalachian Development Highway System (ADHS).
- The State must establish a special account to track toll credits.
- Processes for the tracking of toll credit usage must be established.

¹ On June 1, 2005, the Department received approval from FHWA for \$104.026 million in toll credits from private entity expenditures on State Route 91. Until the policy for toll credit use in 2012-13 is developed, this \$104.026 million will be kept separate for use within Orange County.

Distribution Process:

1. Toll credits will be made available statewide to the RTPAs for federal match to any eligible federal program, to the Highway Bridge Program Projects for off federal-aid system projects and to the Department to match federal funds used for STIP and SHOPP. Toll credits will not be used for any programmed project in the local safety programs.
 - a. RTPAs will provide the Department with an estimate of the total need for toll credits for the FTIP period by programming year.
 - b. In order for the State to implement the usage of toll credits statewide, the RTPA must submit to the Department on or before October 1 of each federal fiscal year, a list of programmed FTIP projects that are planned to use the credits for the upcoming federal fiscal year (starting October 1).
2. Prior to the end of the two-year demonstration period the policy will be re-evaluated and if necessary changes will be made to the methodology and process for the disbursement of toll credits to take effect in FY 2012-2013.

Monitoring and Reporting of Toll Credit Usage and Balance

In accordance to the FHWA February 8, 2007 Memorandum on Tolling and Pricing Program, Caltrans will establish and maintain a special account to track the use and balance of toll credits for FHWA funded projects.

Prior to using toll credits for projects funded through the FTA, RTPAs and local agencies shall develop and maintain a special account to track the use and balance of toll credits, acceptable to FTA and FHWA. The obligations of funds through FTA constitute final use of toll credits as FTA funds are not de-obligated but are amended through the FTA.



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Memorandum

TO: Partnership Technical Advisory Committee

DATE: March 21, 2011

FR: Lisa Klein and Dave Vautin

W. I. 1131

RE: Current Regional Plans and Initial Vision Scenario

To kick-off the scenario assessment phase of Plan Bay Area, MTC and ABAG staff recently completed analysis of the Initial Vision Scenario. ABAG and MTC staff released the Initial Vision Scenario at the March 11 joint meeting of the MTC Planning Committee and ABAG Administrative Committee.

Prior to completing the Initial Vision Scenario, ABAG and MTC staff conducted analysis of a Current Regional Plans Scenario. This Scenario is useful for tracing a path from analysis of the current Transportation 2035 Plan (as adopted in 2009) through the ARB greenhouse gas target setting process in summer 2010 to the current analysis. Over this time, ABAG and MTC have updated demographic assumptions and introduced new a new travel demand model – each of which affects our projections of future travel and greenhouse gas emissions.

ABAG and MTC staff will present the Current Regional Plans and Initial Vision Scenario at your March 21 meeting. Please see the attached materials for reference:

- Attachment A: Current Regional Plans, presentation to Regional Advisory Working Group (March 1, 2011)
- Attachment B: Initial Vision Scenario, memorandum to MTC Planning Committee and ABAG Administrative Committee, March 4, 2011
- Attachment C: Initial Vision Scenario, presentation to MTC Planning Committee and ABAG Administrative Committee, March 11, 2011

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Attachment A

OneBayArea

Current Regional Plans Scenario - Analysis Results and Spring 2011 Public Engagement Activities



Regional Advisory Working Group

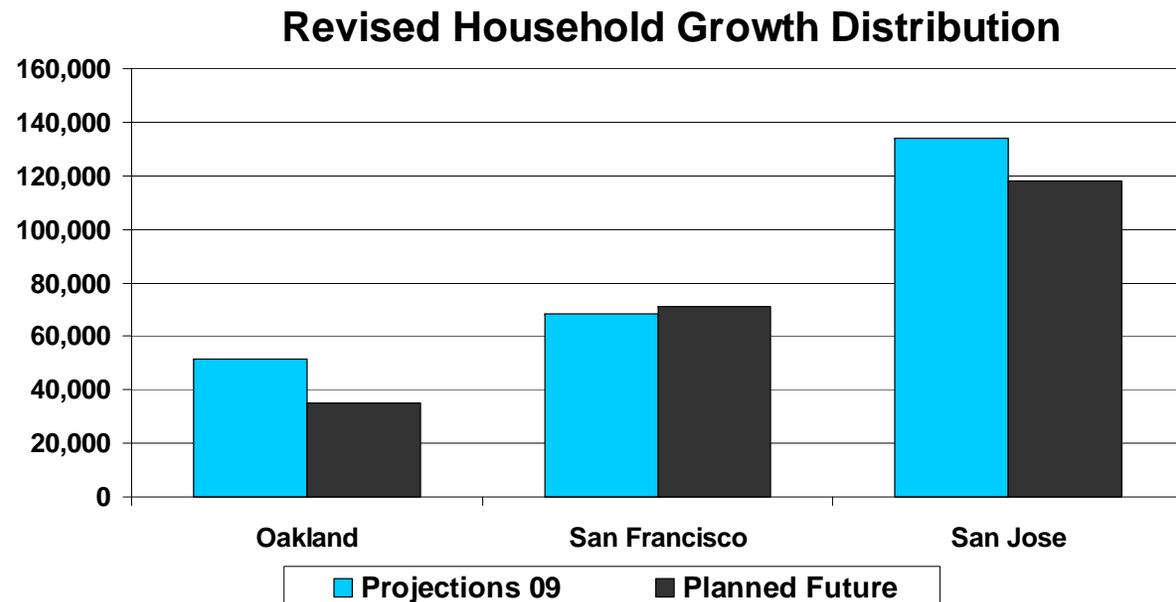
March 1, 2011

Current Regional Plans

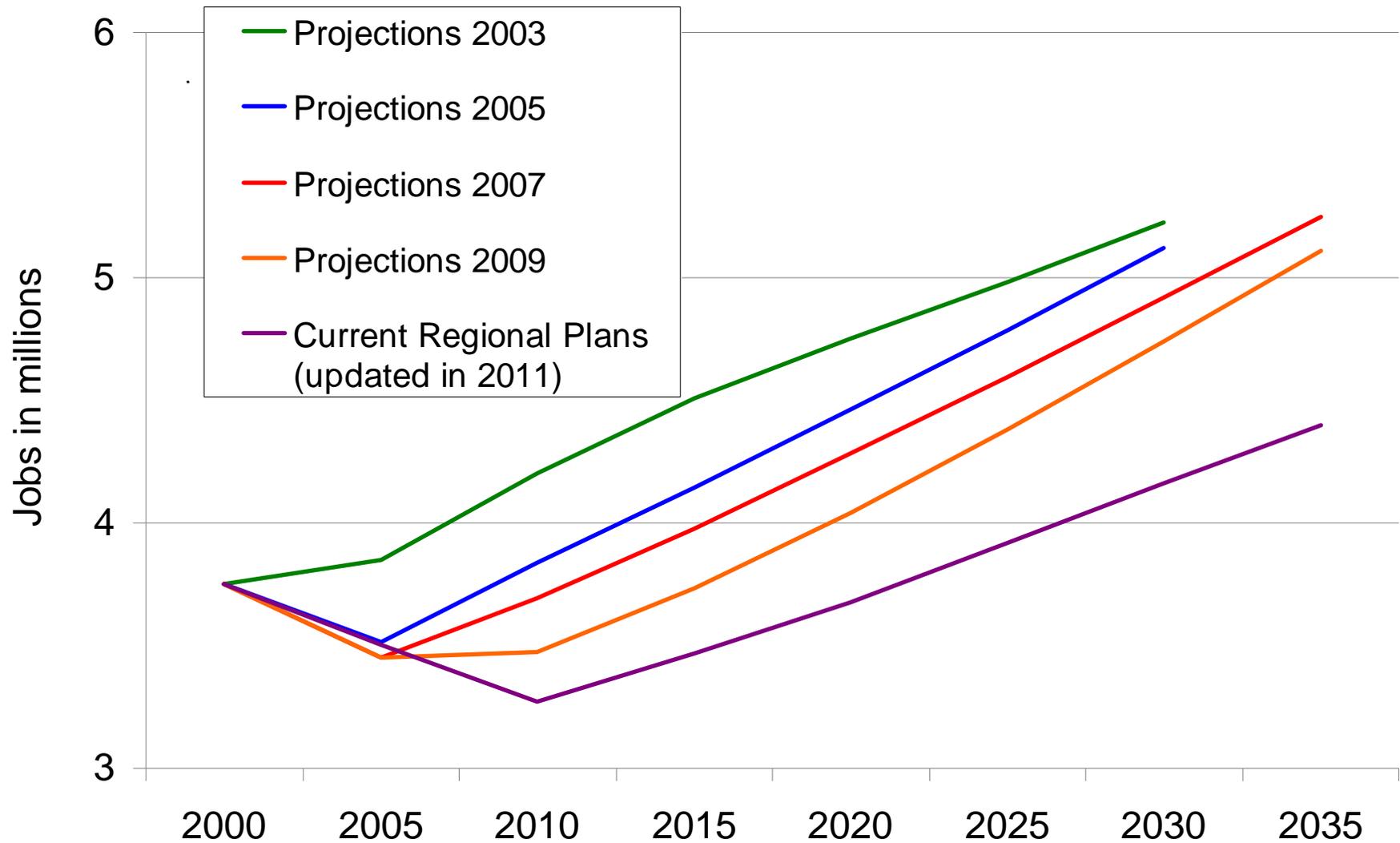
- Updates Projections 2009 forecast
- Starting point for analysis; basis for creation of the Initial Vision Scenario
- Reflects current planning and assumptions
- Not designed to meet the targets
- Won't become the Sustainable Communities Strategy

Proj. 2009 ▷ Current Regional Plans

- Reviewed Projections 2009 forecast with CMA's & Local Jurisdictions
- Reduced Employment Forecast by 205,000 jobs in 2010 and 707,000 jobs in 2035
- Assumed T2035 Transportation Network and Investments



Regional Job Projections



Current Regional Plans vs. Historical Trends

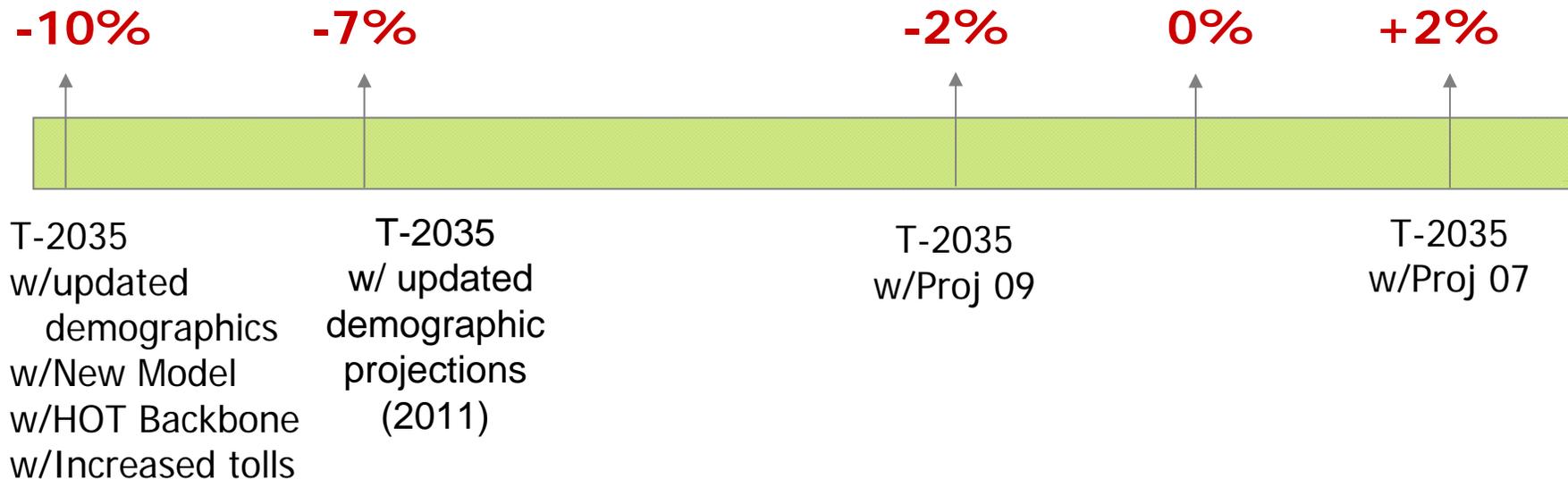
- Assumes higher rates of housing construction than seen historically (24,000 vs 20,000 annually) but still does not meet the housing target.
- Still results in insufficient affordable housing (historically about 40% of the region's need).
- Continued commuting growth originating outside the region (jobs exceed employed residents by over 300,000 in 2035).

Revised GHG Emission Reduction Estimates

- Targets recommended by MTC and set by ARB
 - 2020: -7 percent reduction in GHG per capita relative to 2005
 - 2035: -15 percent reduction in GHG per capita relative to 2005
- Four key changes:
 - **(1)** Higher Bridge tolls were introduced on July 1, 2010 (carpools charged) → less automobile travel
 - **(2)** Regional HOT network reduced (more financially feasible “backbone”) → less automobile travel/more congestion
 - **(3)** New model more sensitive to changes in transit supply, roadway supply, density, and congestion → less automobile travel
 - **(4)** Current Regional Plans (Updated demographics projections 2011) → less travel overall

Revised GHG Emission Reduction Estimates

(% per capita - 2005 vs 2035)



Increase GHG Reductions per capita

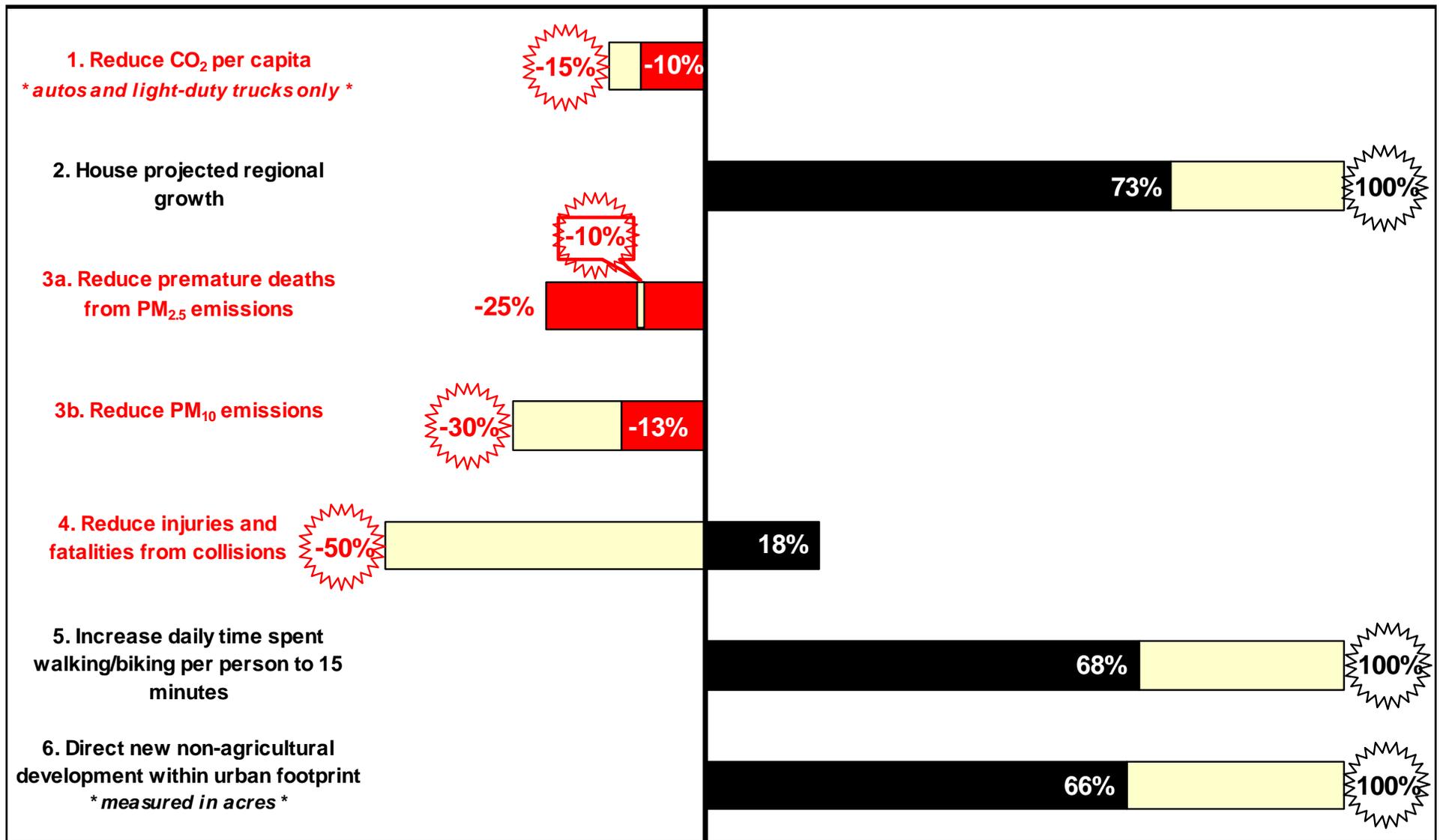


GHG Targets: ARB vs. Current Regional Plans

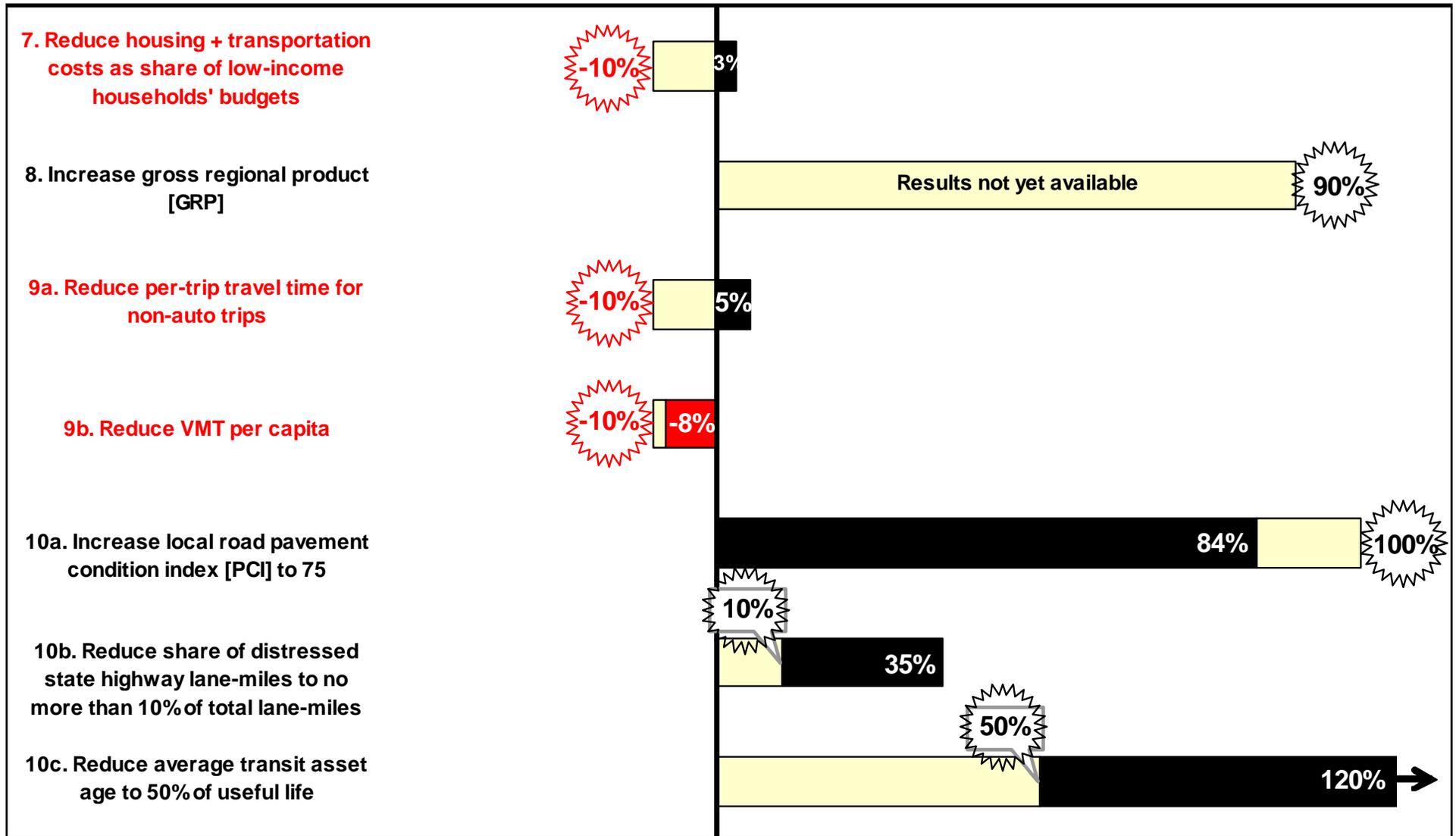
(% per capita reduction compared to 2005)

Horizon Year	ARB Target	Current Regional Plans
2020	-7%	-9%
2035	-15%	-10%

Targets Performance – Current Regional Plans (1)



Targets Performance – Current Regional Plans (2)



Conclusions

- While we meet the 2020 GHG target, we have a ways to go to meet the 2035 GHG target and other targets
- The prolonged Great Recession is having profound impacts on projected job growth
- The unconstrained Initial Vision Scenario includes more focused growth in urban areas but still may not get us to the GHG and other targets
- Achieving the targets may require greater reliance on non-infrastructure strategies

Key Next Steps Remaining for This Year

- Initial Vision Scenario – March 11, 2011
- Define/Evaluate Detailed SCS scenarios/RTP projects – April 2011 to December 2011
- Approve Draft Preferred SCS – December 2011
- Release Draft RHNA Plan – December 2011

The logo for the Bay Area Plan. It features the word "BayArea" in a bold, black, sans-serif font. Below it, the word "Plan" is written in a large, blue, stylized font where the letters are interconnected and have a grid-like pattern.

To: MTC Planning Committee, ABAG Administrative Committee

Date: March 4, 2011

Fr: ABAG and MTC Executive Directors

Re: Initial Vision Scenario

The Initial Vision Scenario starts the conversation on the Sustainable Communities Strategy among local jurisdictions, regional agencies, and other interested stakeholders. This scenario proposes a future development pattern that depends upon a strong economy, sufficient funding for affordable housing and supportive public infrastructure and transportation investments. The proposed distribution of housing focuses on areas close to transit that have been identified by local jurisdictions. This focused growth pattern preserves open space and agricultural land in the Bay Area.

This important step in the Sustainable Communities Strategy process is designed to solicit comment primarily from local elected officials and their constituents. This input will inform the development of the detailed scenarios to be drafted by the summer of 2011.

Through integrated regional land use, housing, and transportation investments, the Initial Vision Scenario proposes a sustainable pattern of regional growth that maximizes the reduction of greenhouse gas emissions while accommodating the entire region's housing need through 2035. In this scenario, which is unconstrained in terms of financial and other resources to support housing growth, Priority Development Areas (PDAs), Infill Opportunity Areas (areas not designated as PDAs, but that share many of the same attributes), and transit corridors accommodate a major share of housing growth. The development of the transportation network in the region by 2035 is aligned with those areas. As such the transportation network for the Initial Vision Scenario is based on Transportation 2035, but also includes improved transit headways to serve increased growth in PDAs and Infill Opportunity Areas. The attached maps show the Priority Development and Infill Opportunity Areas for the region and for each county.

The Initial Vision Scenario relies on input from local jurisdictions and the characteristics of the places they identified for the distribution of growth. The Initial Vision Scenario differs from previous forecasts (Projections 2007, 2009, 2011) in identifying places to accommodate an additional demand for 267,000 households beyond Projections 2011 so that the current phenomenon of "in-commuting" from adjoining regions does not worsen in the future. These prior forecasts were derived from Census Tracts. This scenario was constructed utilizing a detailed place-based approach, meaning that growth was distributed in specific neighborhoods or geographic locations based on their characteristics. Between November 2010 and January 2011, MTC and ABAG received input from local planners on the capacity for sustainable growth in PDAs and new Infill Opportunity Areas to supplement the information gathered through the PDA Assessment. To the extent possible, MTC and ABAG staff used local estimates of

growth to meet the housing target. However, this scenario includes additional housing units in some PDAs or Infill Opportunity Areas beyond the number submitted by local jurisdictions.

The Initial Vision Scenario assumes a growth of 903,000 households up to 3.6 million, and 1.2 million jobs up to 4.5 million by 2035 compared to today. About 95 percent of new households are accommodated within the urban footprint. PDAs and Infill Opportunity Areas include about two thirds of household growth in the region. At the county level, San Francisco, Santa Clara, Alameda and Contra Costa are projected to absorb a major share of the total increase in the number of households, at nearly 80%. They also absorb the majority of the region's job growth, also nearly 80%. It should be noted that the Initial Vision Scenario does not substantially reallocate jobs to PDAs and assumes continued job growth in employment campuses dispersed throughout the region.

Major cities take the lead in the projected growth of housing in the region. San Jose, San Francisco, and Oakland are projected to produce one third of the housing needed by 2035 by building upon their regional centers and intensifying transit corridor development. At the same time, medium-sized cities that range from city centers to transit towns (Fremont, Santa Rosa, Berkeley, Hayward, Richmond, Concord, and Santa Clara) would accommodate 17 percent of the regional total.

When assessed against the performance targets adopted by the regional agencies, the Initial Vision Scenario reflects significant progress towards the sustainability and equity targets of the region. The Initial Vision Scenario meets the regional housing target and achieves an incremental improvement over our current regional plans with the reduction of greenhouse gas emissions (GHG) per capita by 12 percent in 2035. Thus, it falls short of the 15% GHG per capita reduction target in 2035 established by California Air Resources Board. As expected, we will need to evaluate other infrastructure and transportation demand management strategies in order for the region to achieve the GHG target.

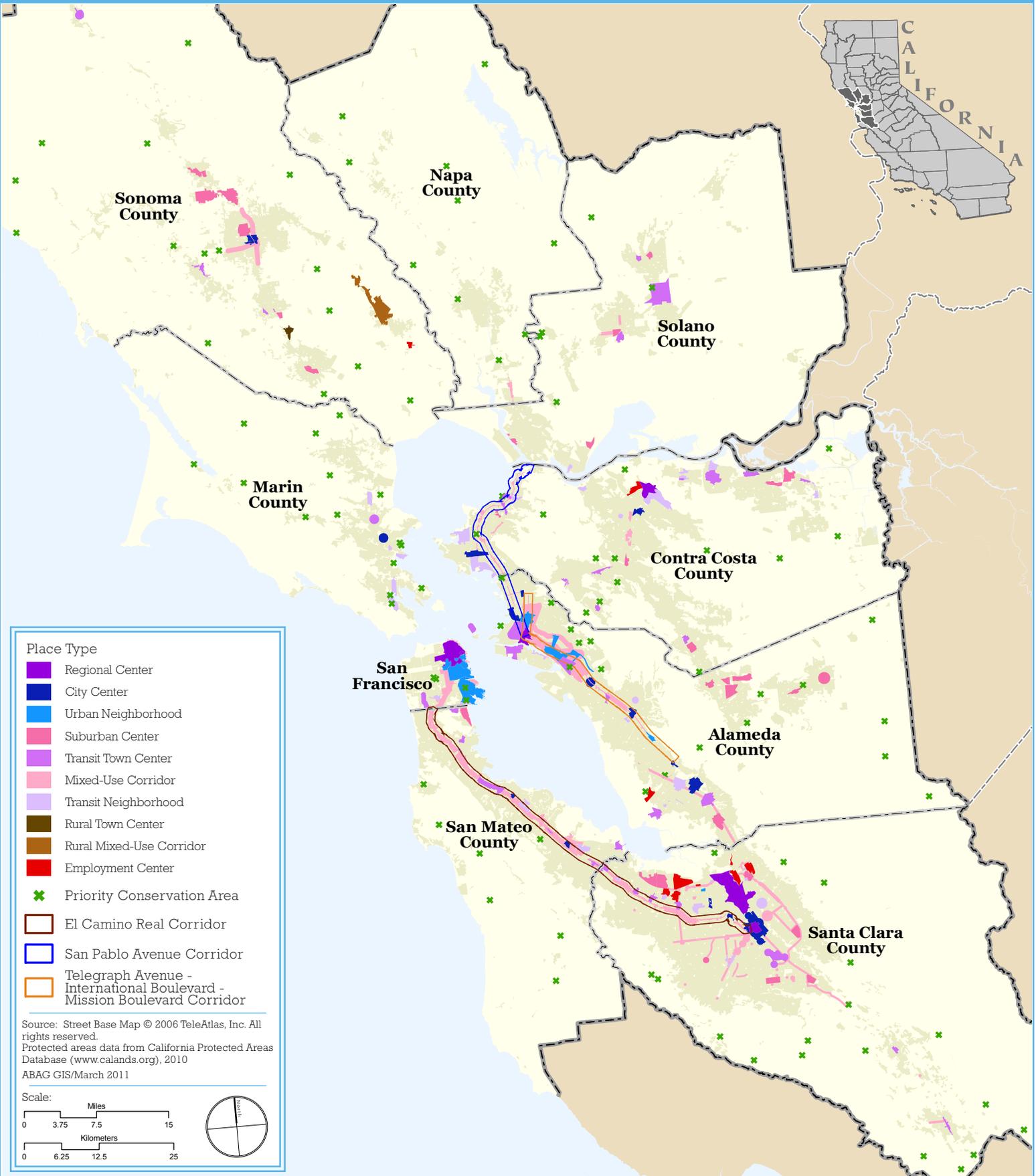
The performance of the Initial Vision Scenario on healthy and safe communities, equitable access, and transportation system effectiveness targets is mixed, indicating some improvements over previous trends and previous forecasts. These results point to the need for additional policies and strategies to meet the regional performance targets. In particular, strategies that will encourage more job growth in PDAs and near transit nodes would substantially improve the performance of the targets, especially the greenhouse gas emissions target. These strategies will be the subject of the upcoming detailed scenarios analysis.

The complete report on the Initial Vision Scenario with detailed analysis, data, and maps will be released for public review and presented at your March 11, 2011 joint meeting.

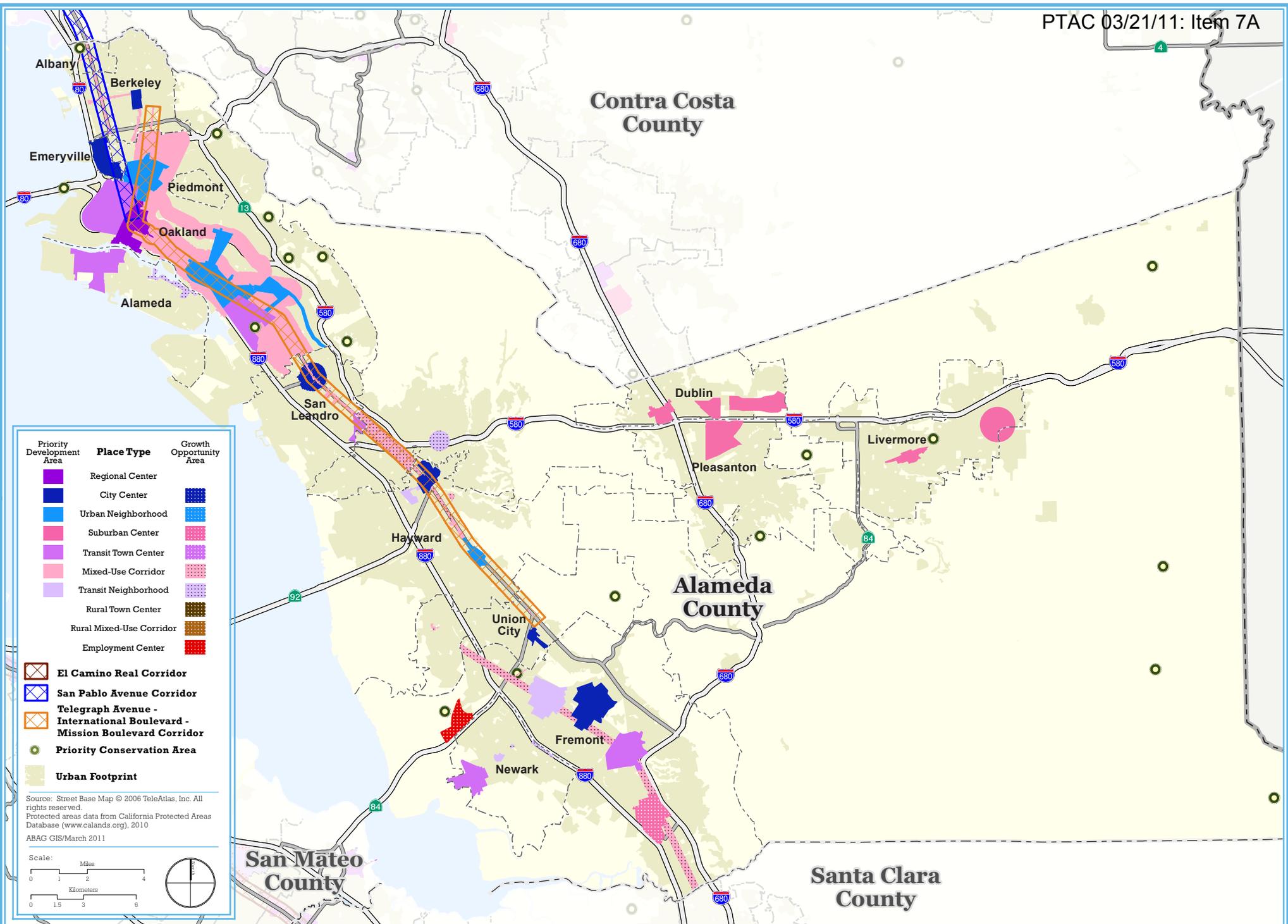
Ezra Rapport



Steve Heminger



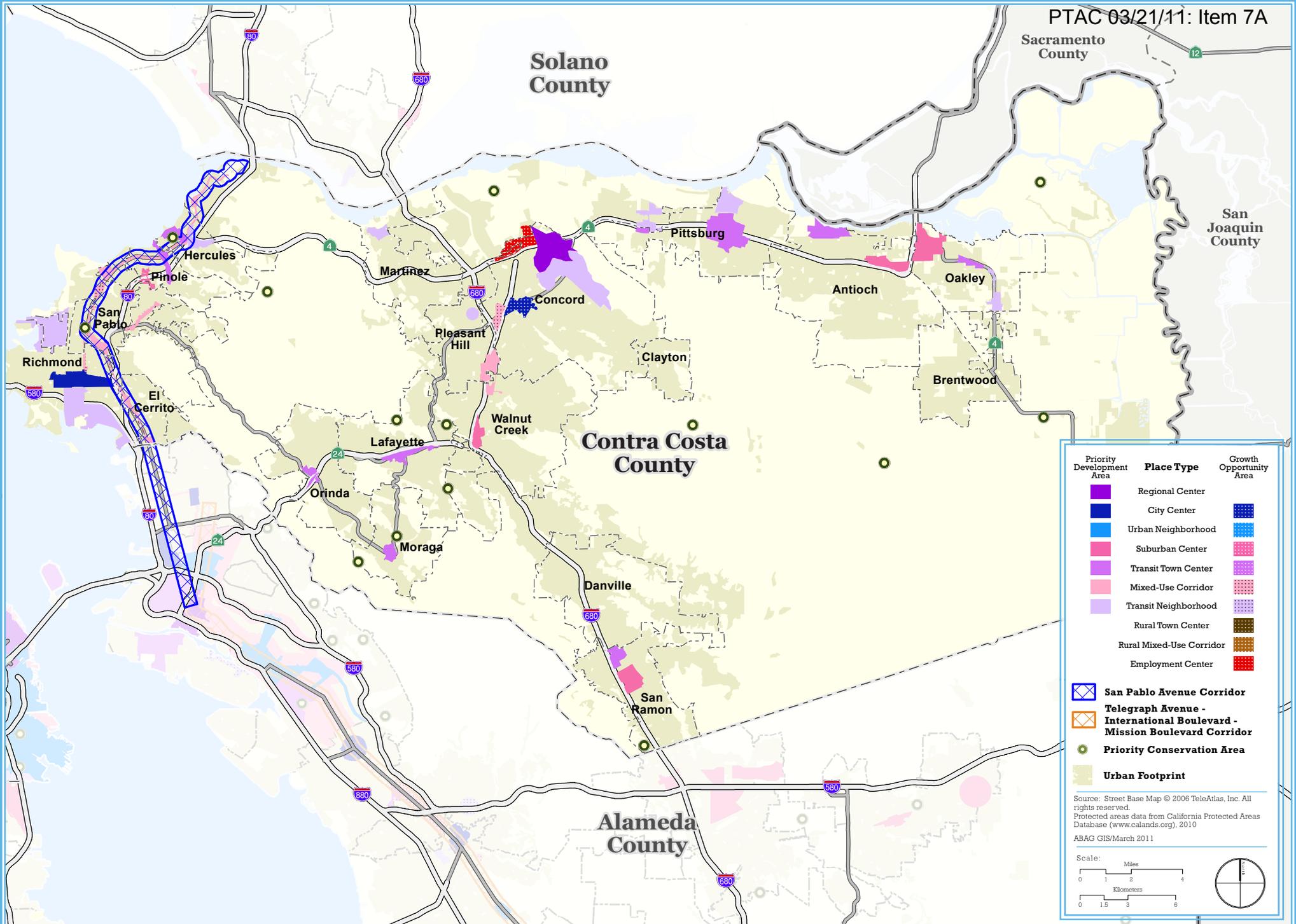
Place Type for Priority Development Areas and Growth Opportunity Areas



Priority Development Area	Place Type	Growth Opportunity Area
	Regional Center	
	City Center	
	Urban Neighborhood	
	Suburban Center	
	Transit Town Center	
	Mixed-Use Corridor	
	Transit Neighborhood	
	Rural Town Center	
	Rural Mixed-Use Corridor	
	Employment Center	
	El Camino Real Corridor	
	San Pablo Avenue Corridor	
	Telegraph Avenue - International Boulevard - Mission Boulevard Corridor	
	Priority Conservation Area	
	Urban Footprint	

Source: Street Base Map © 2006 TeleAtlas, Inc. All rights reserved.
 Protected areas data from California Protected Areas Database (www.calands.org), 2010
 ABAG GIS/March 2011

Scale:
 0 1 2 4 Miles
 0 1.5 3 6 Kilometers

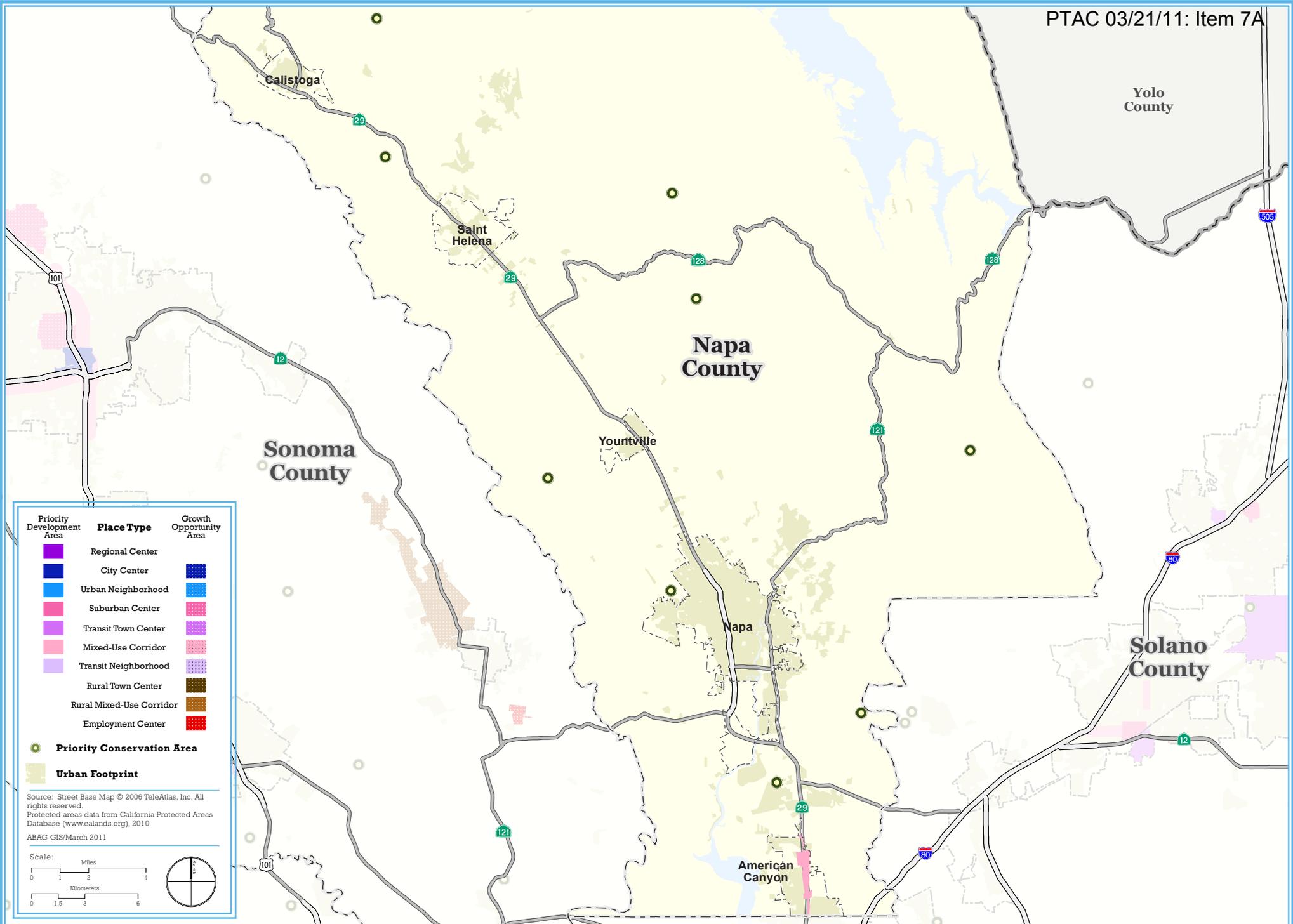


Priority Development Area	Place Type	Growth Opportunity Area
	Regional Center	
	City Center	
	Urban Neighborhood	
	Suburban Center	
	Transit Town Center	
	Mixed-Use Corridor	
	Transit Neighborhood	
	Rural Town Center	
	Rural Mixed-Use Corridor	
	Employment Center	
	San Pablo Avenue Corridor	
	Telegraph Avenue - International Boulevard - Mission Boulevard Corridor	
	Priority Conservation Area	
	Urban Footprint	

Source: Street Base Map © 2006 TeleAtlas, Inc. All rights reserved.
 Protected areas data from California Protected Areas Database (www.calands.org), 2010
 ABAG GIS/March 2011







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	Transit Neighborhood	
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	Rural Mixed-Use Corridor	
	Employment Center	
	Priority Conservation Area	
	Urban Footprint	

Source: Street Base Map © 2006 TeleAtlas, Inc. All rights reserved.
 Protected areas data from California Protected Areas Database (www.calands.org), 2010
 ABAG GIS/March 2011

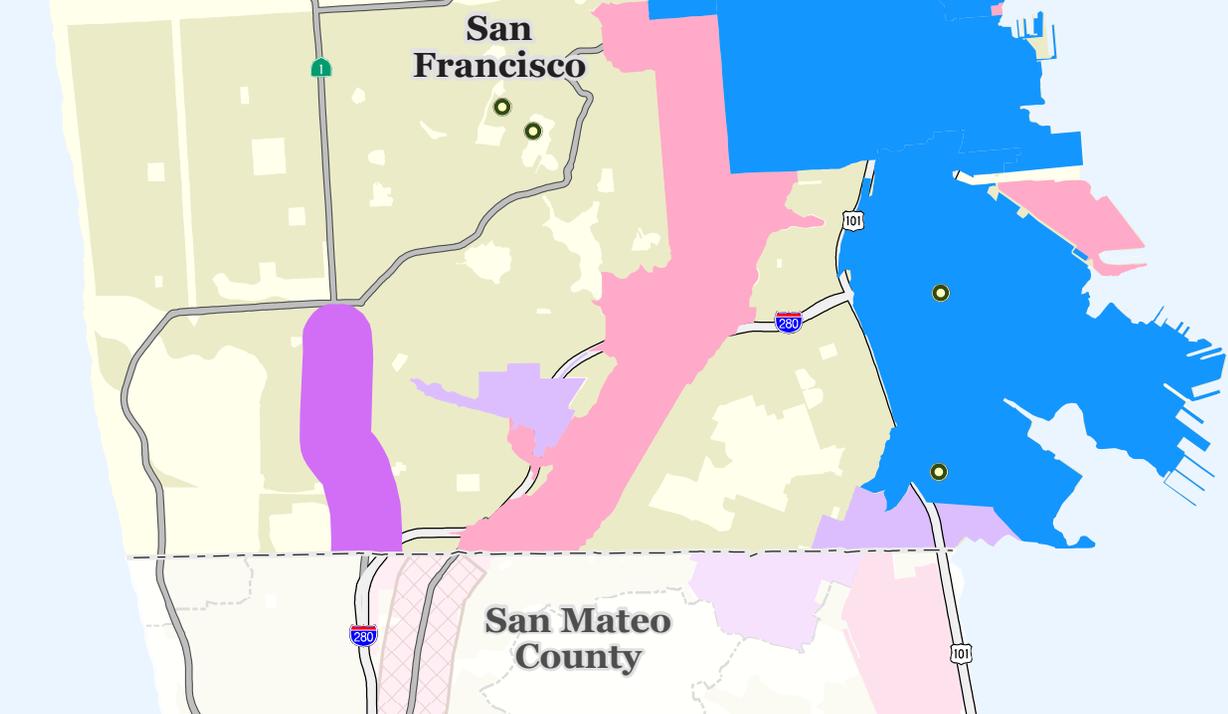
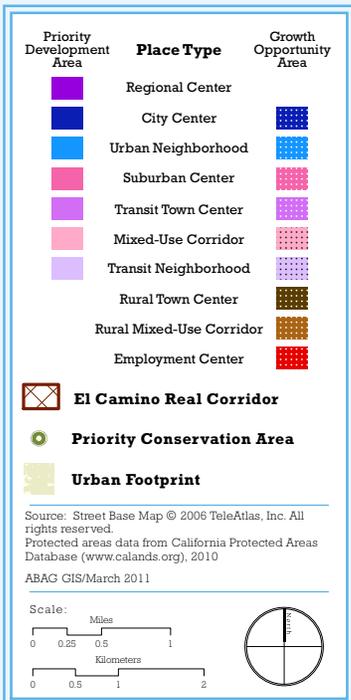
Scale:
 0 1 2 4 Miles
 0 1.5 3 6 Kilometers

Marin
County

San
Francisco
Bay

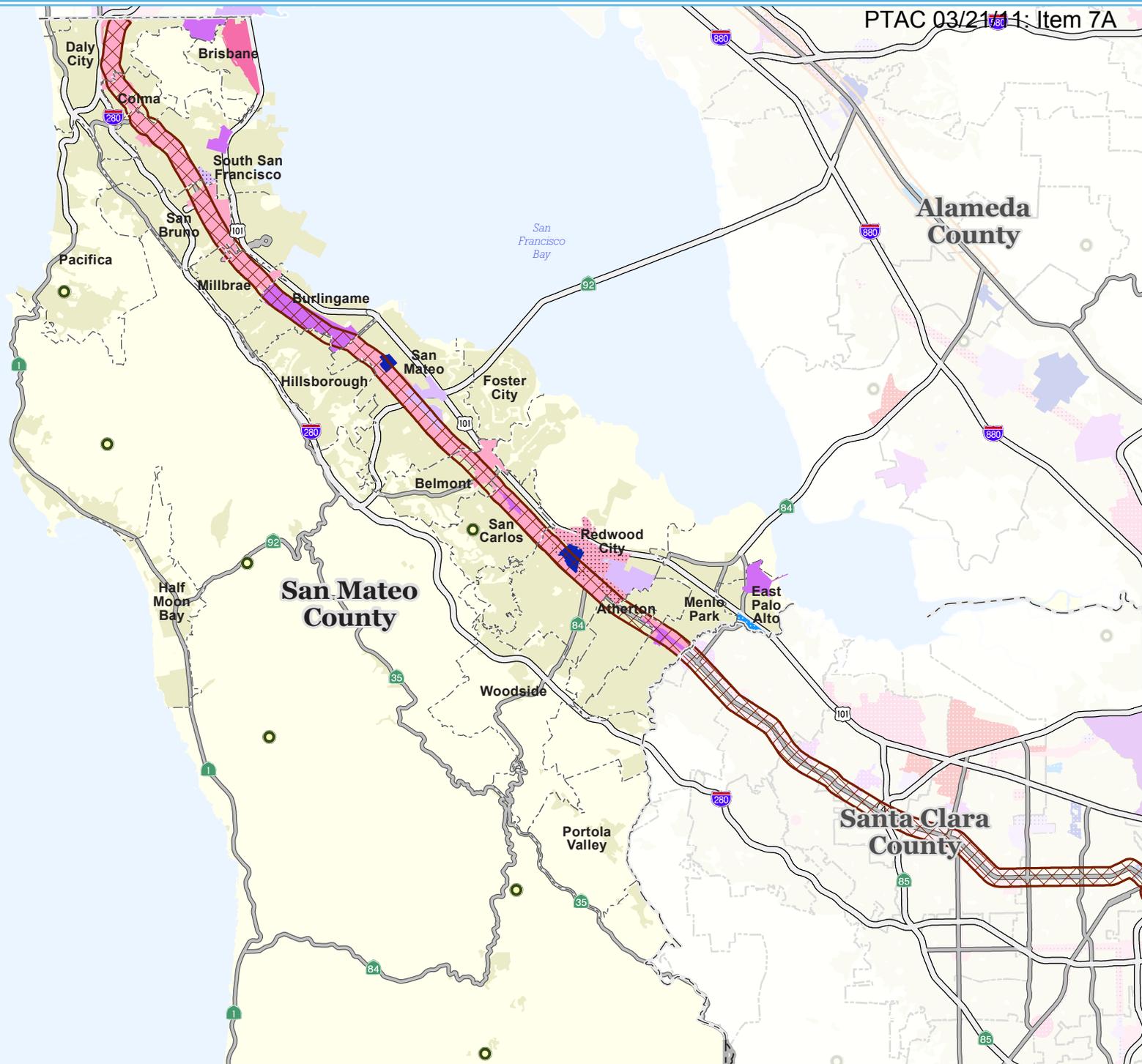
Alameda
County

Pacific
Ocean



San
Francisco
Bay

San Mateo
County



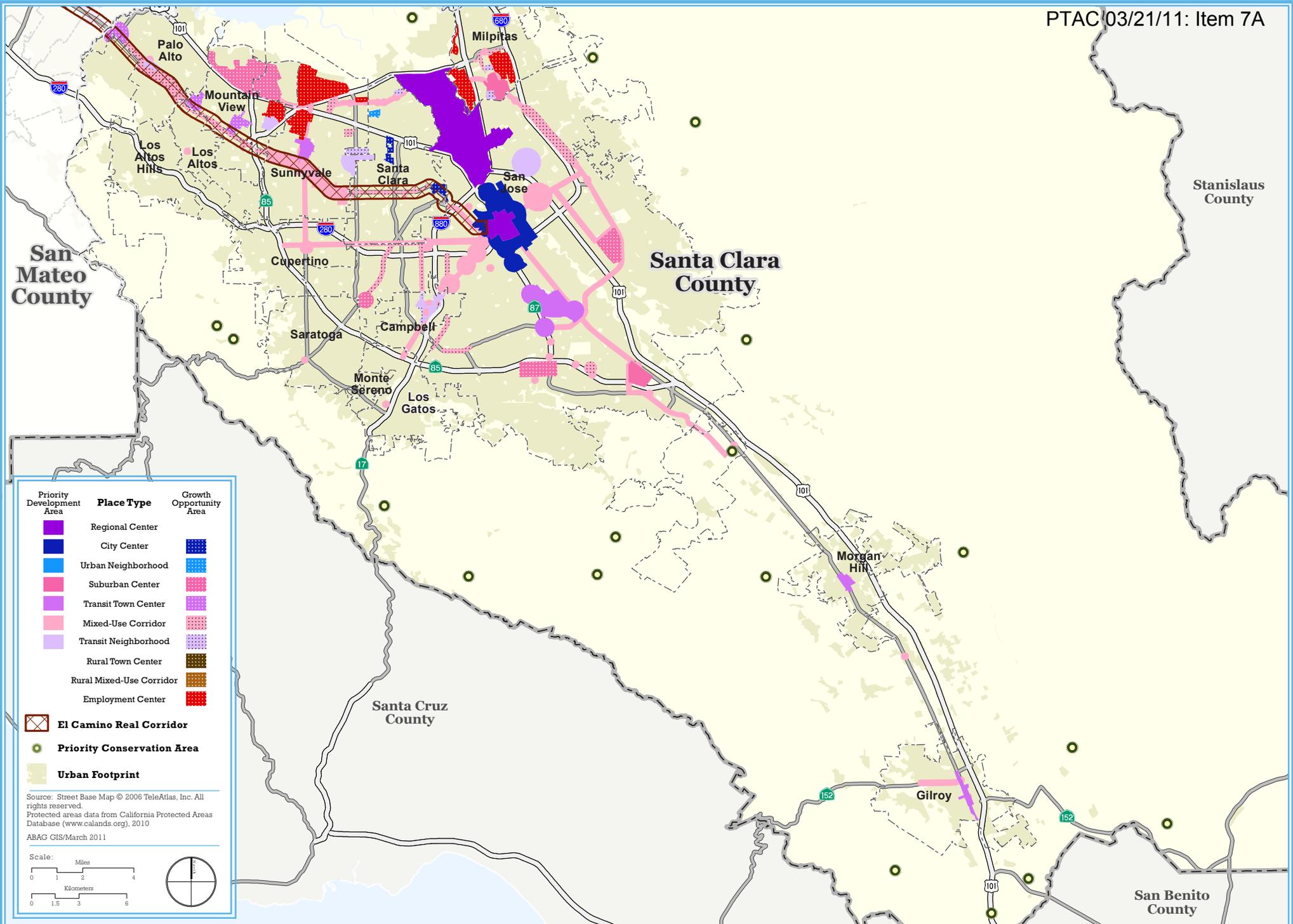
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	Transit Neighborhood	
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	Rural Mixed-Use Corridor	
	Employment Center	

- El Camino Real Corridor
- Telegraph Avenue - International Boulevard - Mission Boulevard Corridor
- Priority Conservation Area
- Urban Footprint

Source: Street Base Map © 2006 TeleAtlas, Inc. All rights reserved.
 Protected areas data from California Protected Areas Database (www.calands.org), 2010
 ABAG GIS/March 2011

Scale:
 Miles: 0, 0.75, 1.5, 3
 Kilometers: 0, 1.5, 3, 6





Priority Development Area	Place Type	Growth Opportunity Area
	Regional Center	
	City Center	
	Urban Neighborhood	
	Suburban Center	
	Transit Town Center	
	Mixed-Use Corridor	
	Transit Neighborhood	
	Rural Town Center	
	Rural Mixed-Use Corridor	
	Employment Center	

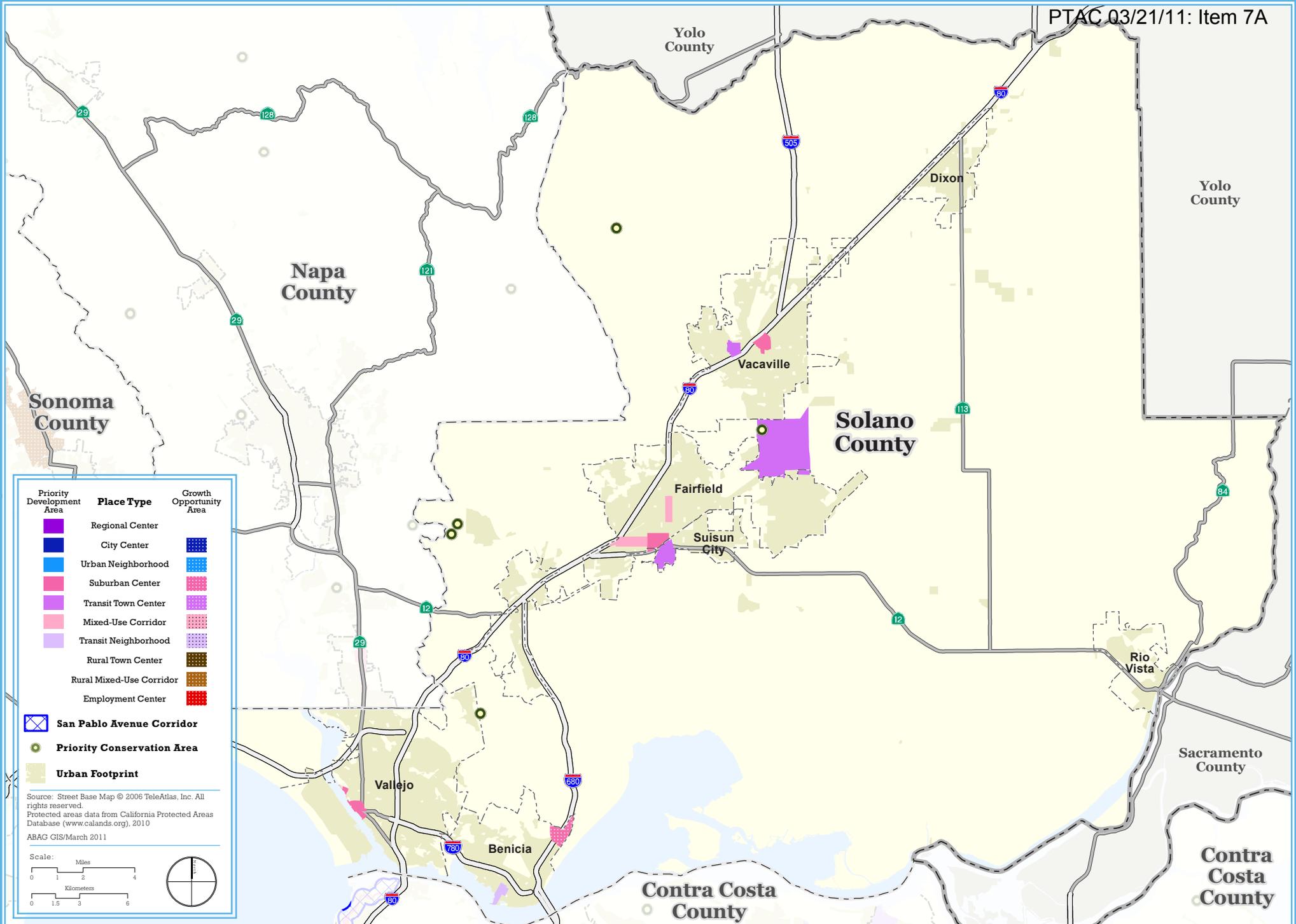
El Camino Real Corridor

Priority Conservation Area

Urban Footprint

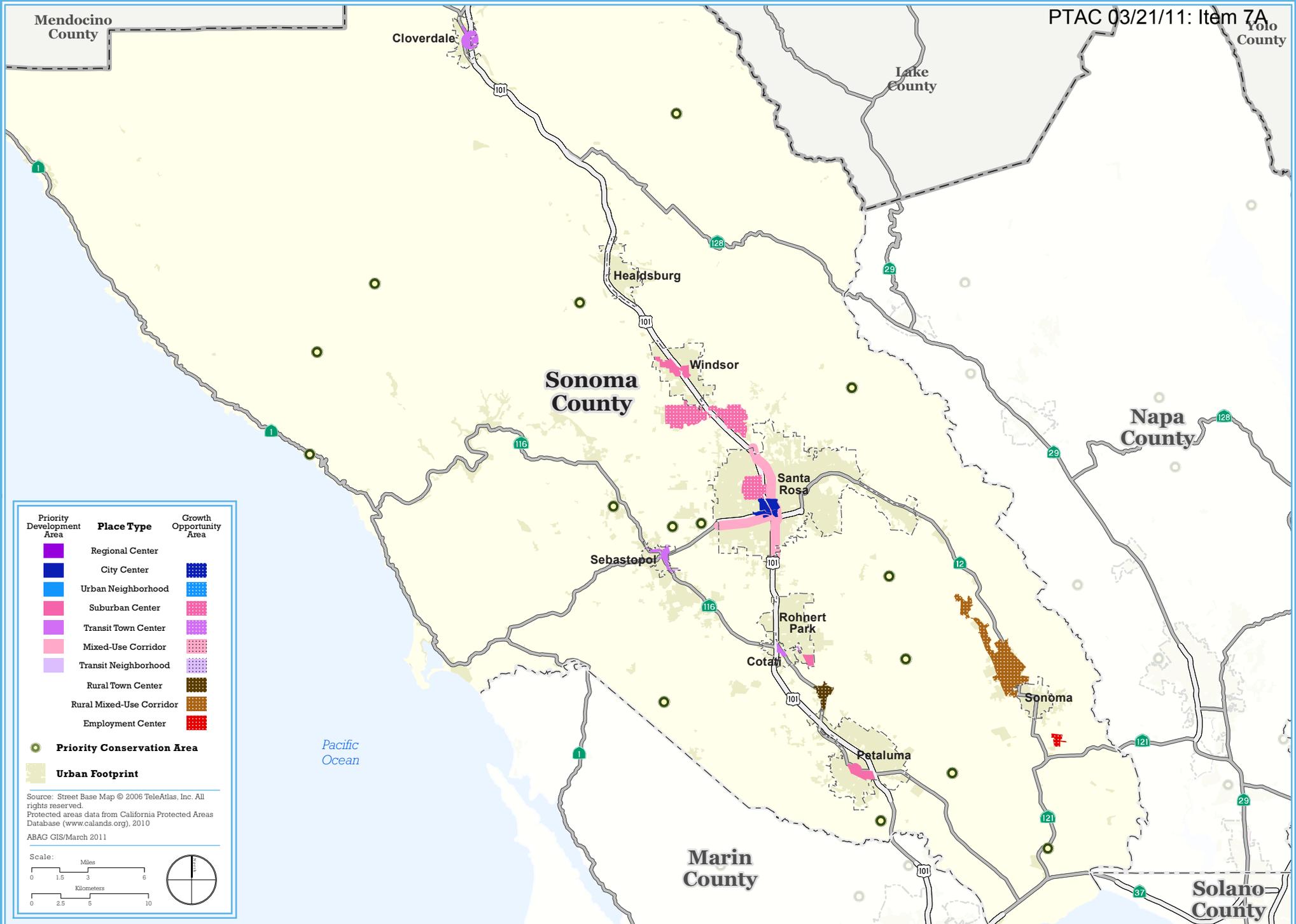
Source: Street Base Map © 2006 TeleAtlas, Inc. All rights reserved.
 Protected areas data from California Protected Areas Database (www.calands.org), 2010
 ABAG GIS/March 2011

Scale:
 0 1 2 4 Miles
 0 1.5 3 6 Kilometers



Source: Street Base Map © 2006 TeleAtlas, Inc. All rights reserved.
 Protected areas data from California Protected Areas Database (www.calands.org), 2010
 ABAG GIS/March 2011

Scale:
 0 1 2 4 Miles
 0 1.5 3 6 Kilometers



Priority Development Area	Place Type	Growth Opportunity Area
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	Transit Neighborhood	
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	Rural Mixed-Use Corridor	
	Employment Center	
	Priority Conservation Area	
	Urban Footprint	

Source: Street Base Map © 2006 TeleAtlas, Inc. All rights reserved.
 Protected areas data from California Protected Areas Database (www.calands.org), 2010
 ABAG GIS/March 2011

Scale:
 0 1.5 3 6 Miles
 0 2.5 5 10 Kilometers

BayArea Plan

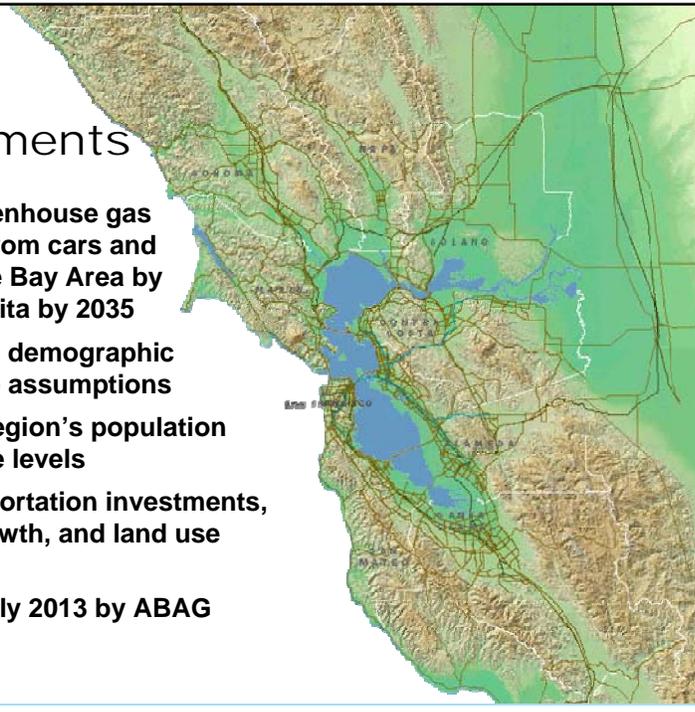
Release of the Initial Vision Scenario

MTC Planning Committee
 ABAG Administrative Committee
 March 11, 2011

SB 375 Requirements

- Reduce greenhouse gas emissions from cars and trucks in the Bay Area by 15% per capita by 2035
- Use realistic demographic and revenue assumptions
- House the region's population at all income levels
- Align transportation investments, housing growth, and land use planning
- Adopt in early 2013 by ABAG and MTC

BayArea
Plan



Building on an Existing Framework

- Established local-regional partnership to support sustainable growth and protect natural resources
- SB 375 is structured to support a sustainable regional growth pattern supported by policies and incentives
- Initial Vision Scenario incorporates local input on places and policies for growth



Bay Area
Plan

3

Initial Vision Scenario: What is it?

- Starting point to develop the Sustainable Communities Strategy (SCS)
- Identifies places for sustainable growth
- Accommodates regional housing need
- Strengthens existing communities
- Utilizes existing transit infrastructure
- Assumes unconstrained resources
 - Affordable housing
 - Neighborhood infrastructure
 - Transit and other investments

Bay Area
Plan

4

Initial Vision Scenario: How was it developed?

- **Housing Growth Distribution Criteria**
 - Locally identified growth in Priority Development Areas or new Growth Opportunity Areas
 - Additional housing units based upon a jurisdiction's selected Place Type for a PDA or Growth Area
 - Greater housing density proximate to significant transit investments (Existing Transit or Resolution 3434 Transit Expansions)
 - Major mixed-use corridors with high potential for transit-served, infill development



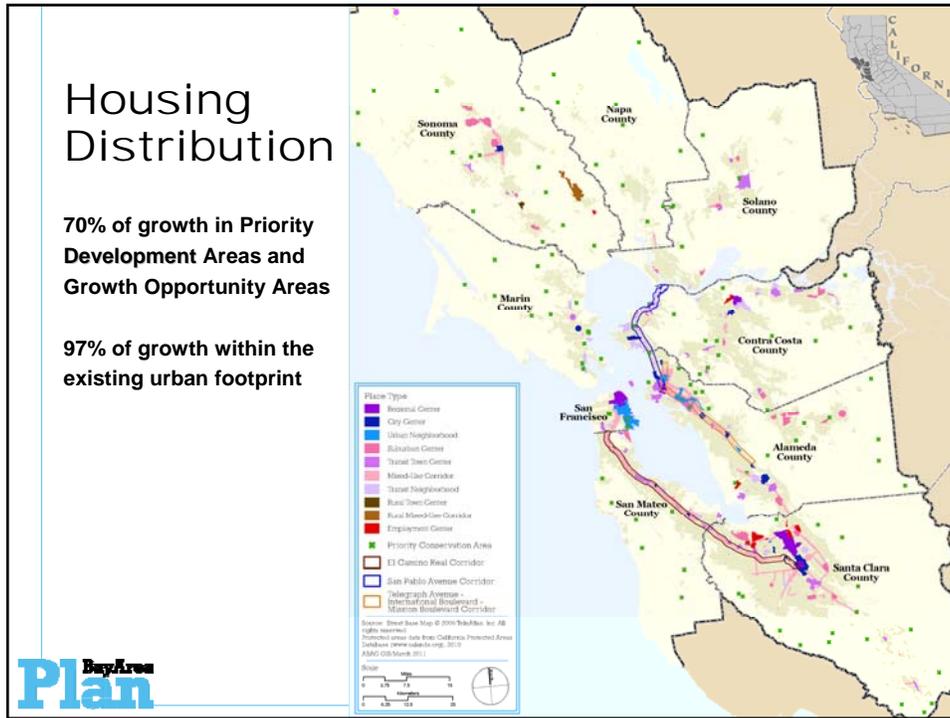
5

Regional Growth Overview

Scenario	Households	Population	Employed Residents	Jobs
2010	2,669,800	7,348,300	3,152,400	3,271,300
2035 Current Regional Plans	+633,500	+1,717,900	+881,600	+1,129,100
2035 Growth Increment	+269,000	+363,700	+165,000	+92,900
2035 Initial Vision Scenario	+902,500	+2,081,600	+1,046,600	+1,222,000
Total 2035 Initial Vision Scenario	3,572,300	9,429,900	4,199,000	4,493,300



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Initial Vision Scenario: Housing Distribution

COUNTY	2010 Households	2035 Households	2010-2035 Growth	2010-2035 Growth Rate
Alameda	557,700	770,400	212,700	38%
Contra Costa	392,700	546,700	154,000	39%
Marin	106,400	117,100	10,700	10%
Napa	51,300	56,100	4,800	9%
San Francisco	346,700	436,800	90,100	26%
San Mateo	264,500	358,300	93,800	36%
Santa Clara	613,900	867,800	253,900	41%
Solano	148,200	187,800	39,600	27%
Sonoma	188,400	231,400	42,900	23%
TOTAL	2,669,800	3,572,300	902,600	34%

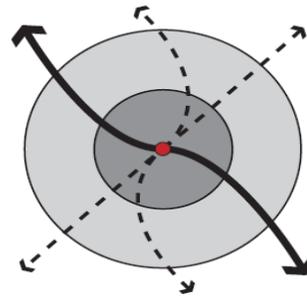
Bay Area Plan

8

Place Types

Station Area Planning Manual

- Regional Center
- City Center
- Suburban Center
- Transit Town Center
- Urban Neighborhood
- Transit Neighborhood
- Mixed Use Corridor



Recently proposed by local jurisdictions

- Employment Center
- Rural Town Center
- Rural Mixed Use Corridor



9

Place Types

City Center

- City Centers are magnets for surrounding areas while also serving as commuter hubs to the region.
- Examples include the downtowns of Hayward, Berkeley, Redwood City, and Santa Rosa.



10

Place Types

Suburban Center

- Suburban Centers are often similar to City Centers but with lower densities, less transit, and more parking and single-use areas.
- Examples include West Downtown Walnut Creek, Mountain View’s North Bayshore, and Hacienda Business Park in Pleasanton.



Bay Area
Plan

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Place Types

Mixed Use Corridor

- These corridors encompass a mix of low- and mid-rise buildings housing residential, commercial, employment, and civic or cultural uses.
- Examples include San Francisco’s Mission-San Jose Corridor, San Pablo Avenue in the East Bay, and El Camino Real along the San Francisco Peninsula.



Bay Area
Plan

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Place Types

Transit Town Center

- Transit Town Centers are local-serving centers of economic and community activity.
- Examples include the Suisun City Downtown and Waterfront, Downtown Palo Alto, and Downtown South San Francisco.



Bay Area
Plan

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Initial Vision Scenario: Growth Pattern

- Concentrates 70% of growth in PDAs, Growth Opportunity Areas; about 3% of region's land area
- Limits greenfield development – 97% of growth in existing developed areas
- Reduces development pressure on Priority Conservation Areas
- Preserves character of existing residential neighborhoods
- Utilizes existing transit; strengthens planned transit
- Provides for rapid growth in senior population
- Leverages /improves existing water, sewer infrastructure
- Lower per capita water use to growth location, development type

Bay Area
Plan

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Employment Distribution

COUNTY	2010 Jobs	2035 Jobs	2010-2035 Growth	2010-2035 Growth Rate
Alameda	675,600	925,400	249,900	37%
Contra Costa	345,900	479,400	133,400	39%
Marin	129,700	151,100	21,400	17%
Napa	70,100	88,800	18,700	27%
San Francisco	544,800	713,700	168,900	31%
San Mateo	330,100	452,200	122,100	37%
Santa Clara	858,400	1,238,400	380,000	44%
Solano	126,300	176,700	50,400	40%
Sonoma	190,400	267,600	77,200	41%
TOTAL	3,271,300	4,493,300	1,222,000	37%



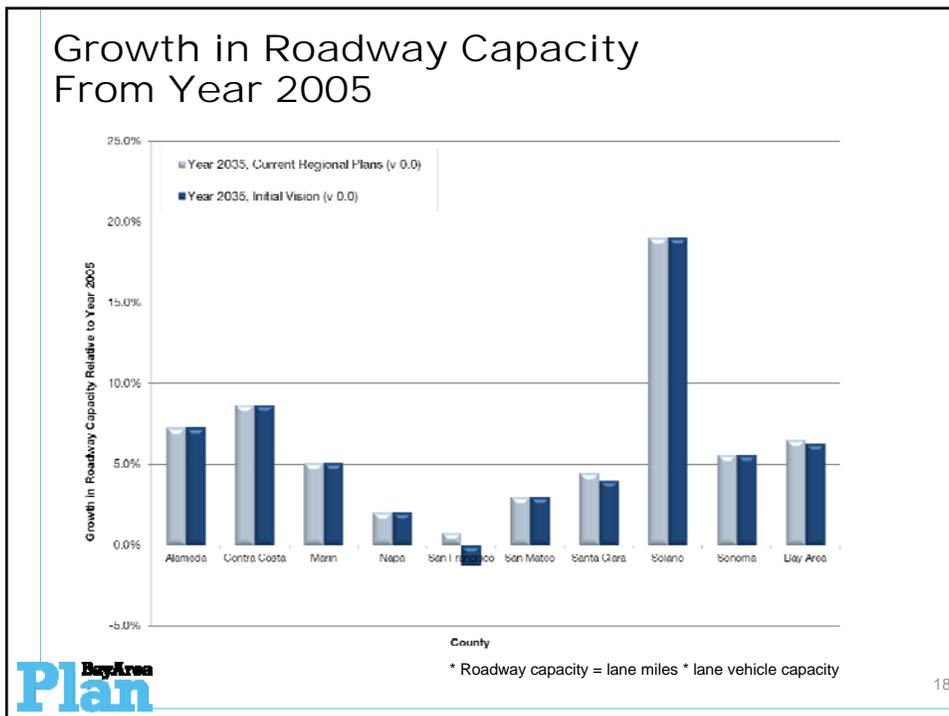
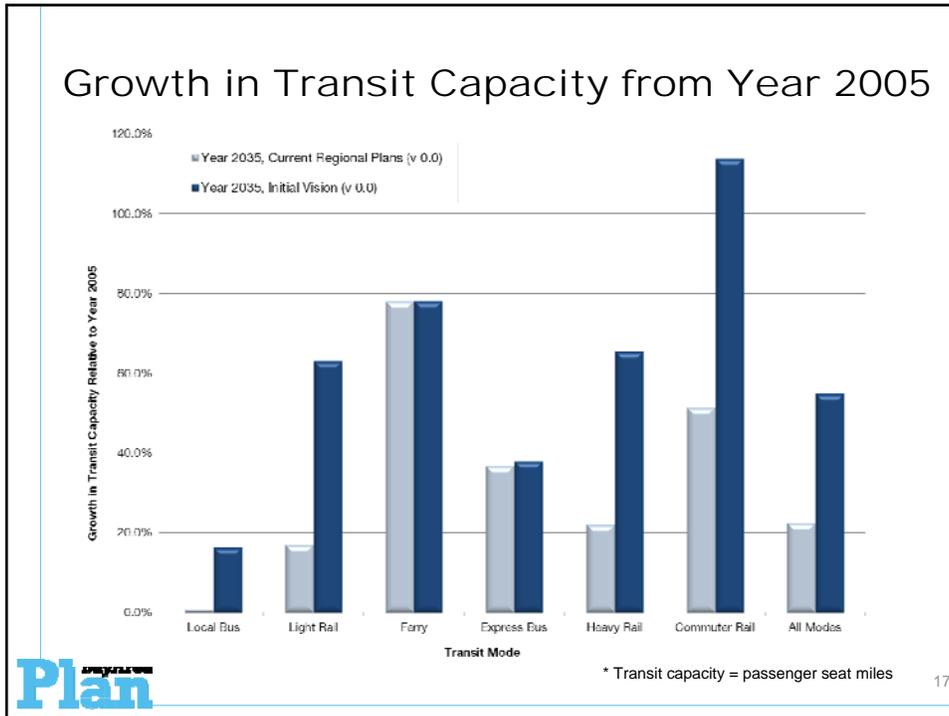
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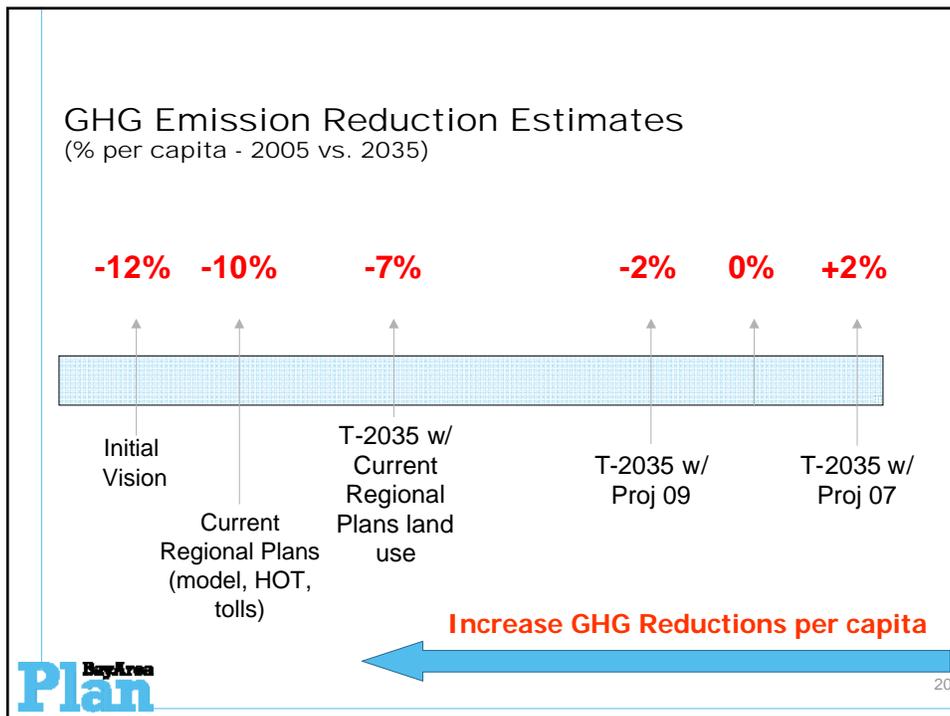
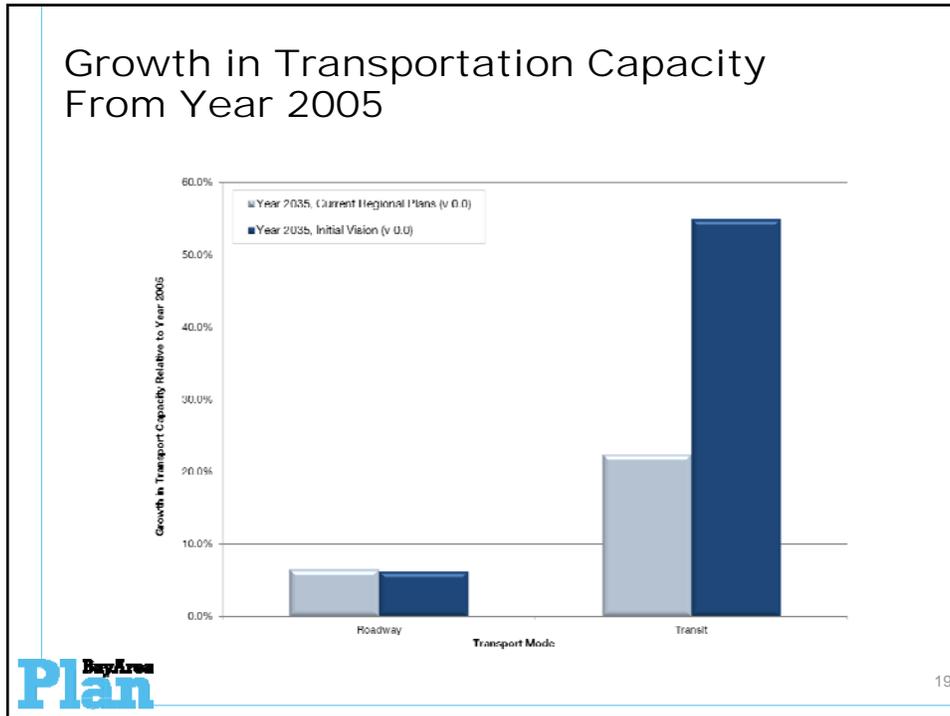
Initial Vision Scenario Transportation Network

- **Transportation 2035 is base network with Express Lane Backbone system**
- **Increased frequencies of existing transit services adjacent to Initial Vision growth areas**
- **Highlights include ...**
 - Improved headways on over 70 local bus routes and several express bus routes
 - Improved headways on BART, eBART, Caltrain, Muni Metro, VTA Light Rail, and ACE
 - 60 miles of dedicated bus lanes in San Francisco and Santa Clara counties
- **Increase in passenger seat miles of**
 - 55 percent relative to 2005
 - 25 percent relative to Current Regional Plans in 2035



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GHG Targets

(% per capita reduction compared to 2005)

Horizon Year	ARB Target	Current Regional Plans	Initial Vision Scenario
2020	-7%	-9%	-11%
2035	-15%	-10%	-12%

Target Results Preview

Initial Vision Scenario does two things:

1. Creates more housing and more affordable housing

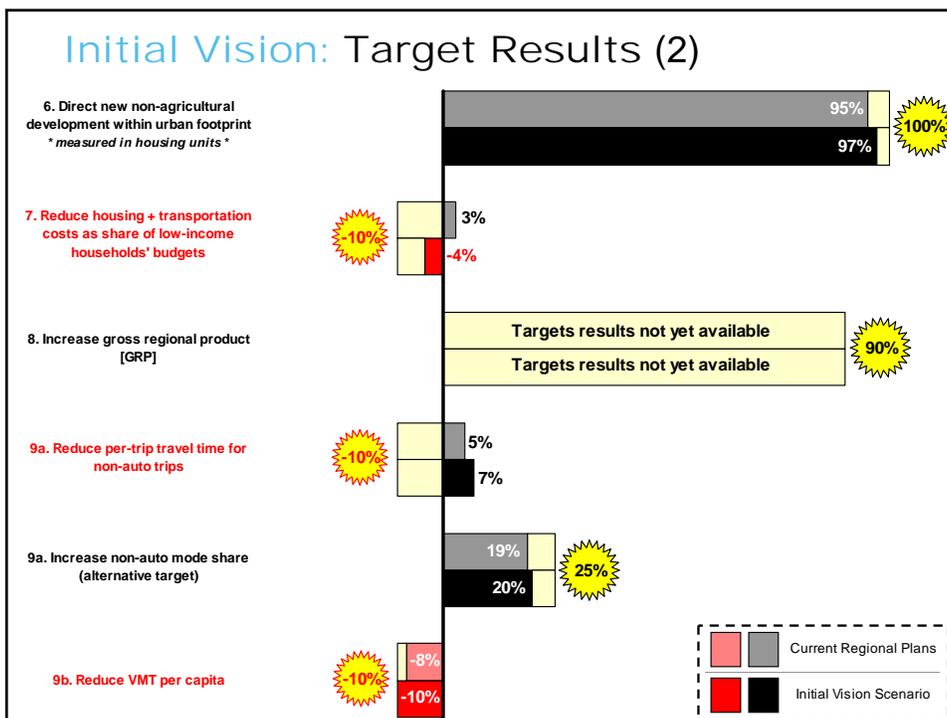
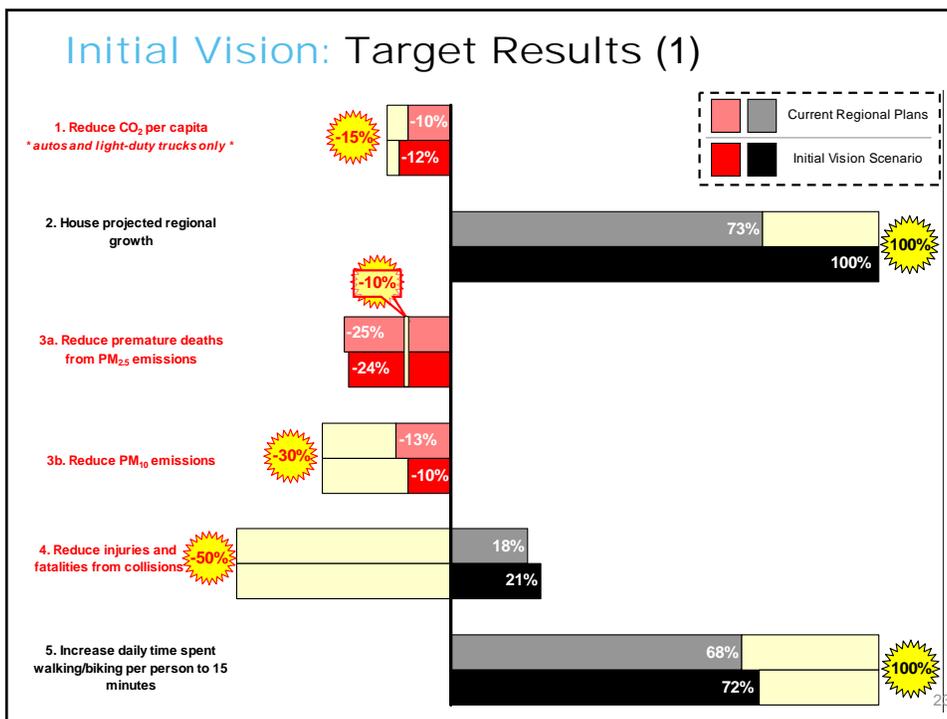
This is all “good” news for the targets:

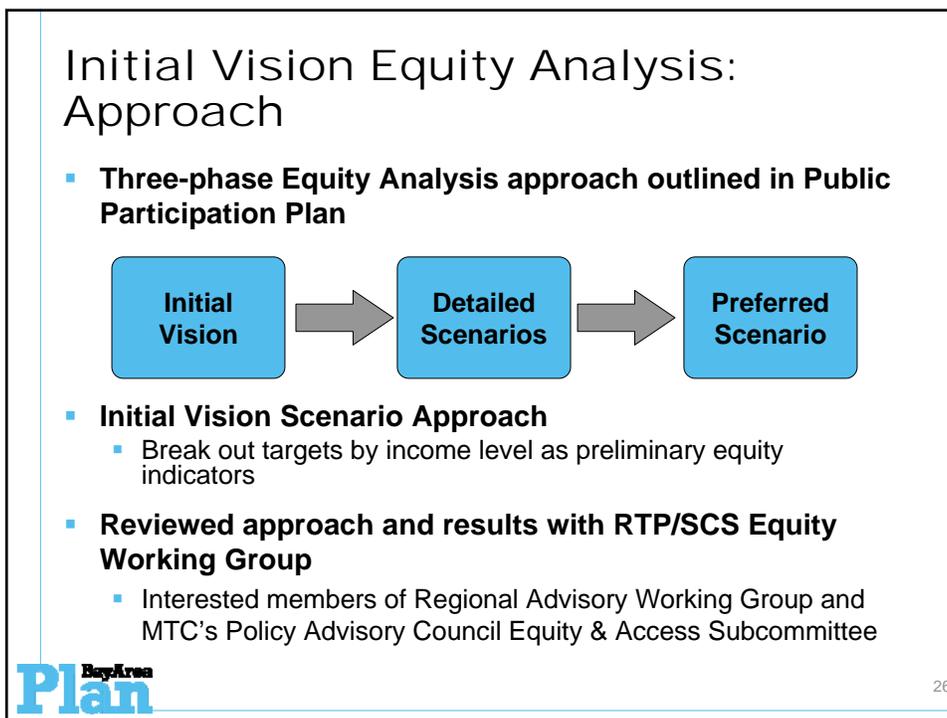
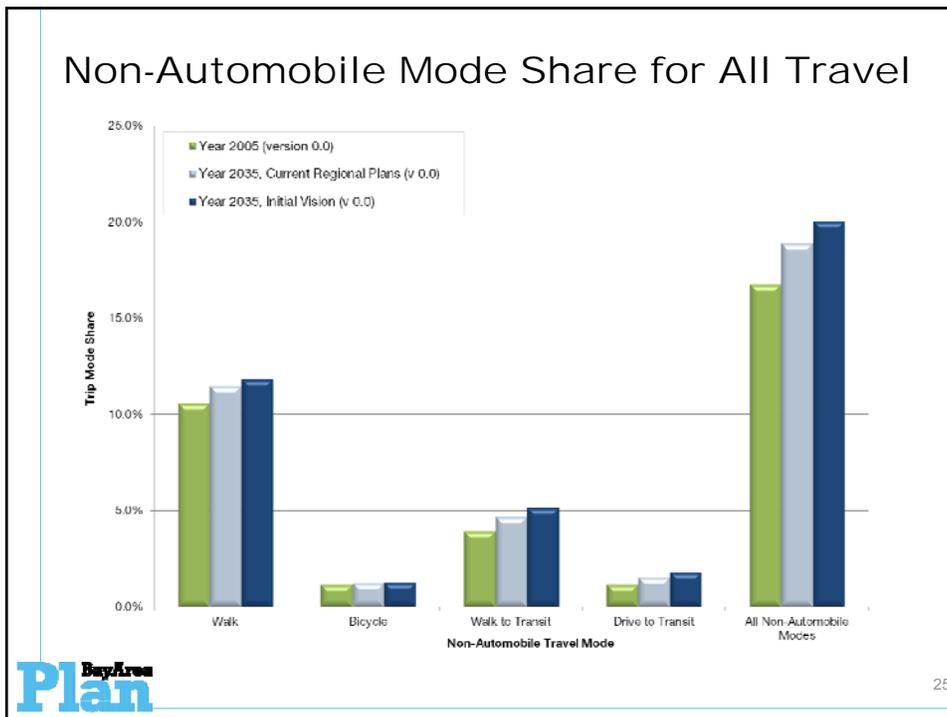
- Meets the housing target
- Improves jobs-housing-transit alignment
- Reduces housing costs for low-income households

2. Brings more people into the region

This is both “good” and “bad” for the targets:

- New residents ride transit, walk and bike more than existing residents and GHG/capita and VMT/capita go down
- But they still drive. As a result, total VMT goes up, which increases collisions and particulate emissions from autos





Do Low-Income Households Have Similar or Better Results Than Higher-Income Households for the Initial Vision Scenario?

		Current Conditions	2035 Initial Vision Scenario
Climate Protection	<i>Per-capita VMT</i>	●	●
Adequate Housing	<i>Adequate housing</i>	○	●
Healthy and Safe Communities	<i>Active travel</i>	●	●
Equitable Access	<i>Affordability</i>	○	●
Economic Vitality	<i>Travel time to work/school</i>	●	●
	<i>Travel cost</i>	●	●
Transportation System Effectiveness	<i>Non-auto travel time</i>	●	●

KEY ○ = Worse results
 ● = Result mixed, or by assumption
 ● = Similar or better results



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Initial Vision Scenario Conclusions

- The Initial Vision Scenario reflects additional progress towards the sustainability of the region
- Bay Area communities can accommodate housing in sustainable locations given adequate resources and transit
- While we meet the 2020 GHG target, we still don't meet the 2035 GHG target and some other targets
- Achieving the targets still requires additional land-use, transportation and non-infrastructure strategies
- Employment location, and its relationship to housing and transit, is a key issue requiring further analysis



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Next Steps

Public Involvement (mid-March – July 2011)

- Elected Officials Briefings
- Planner-to-Planner Discussions
- Countywide Workshops
- Community-based Engagement in Communities of Concern
- Telephone Poll & Focus Groups
- Web-based Survey & Interactive Visualization Tools

Detailed SCS Scenarios Definitions (April – December 2011)

- Seek input on a range of detailed alternatives to be tested
- Define draft alternatives that represent varying land-use/transportation strategies that will help us achieve greenhouse gas and other targets
- Finalize alternative definitions in July 2011
- Evaluate alternatives and produce results by December 2011
- Identify preferred scenario by January 2012

Next Steps (continued)

Additional Analysis (starting in April 2011)

- Employment distribution across region
- Housing distribution by economic segments
- Equity analysis

Transportation Investment Strategy (starting in October 2011)

- Discuss transportation policies and investment strategies

Regional Housing Needs Allocation (RHNA) (underway)

- Release Draft RHNA Methodology in July 2011
- Adopt Final RHNA Methodology in September 2011
- State issues Bay Area housing needs determination in October 2011
- Release Draft RHNA Plan in January 2012
- Adopt Final RHNA Plan in September 2012

OneBayArea

Date: March 21, 2011
 To: Partnership Technical Advisory Committee
 From: Ellen Griffin, MTC
 Subject: Public Involvement Activities for Spring 2011: Initial Vision Scenario

This memo summarizes the key activities planned for public outreach and involvement for the Regional Transportation Plan/Sustainable Communities Strategy. With the release of the Initial Vision Scenario in March, and leading up to adoption of detailed scenarios in July, ABAG and MTC are planning the following:

- **Briefings for local elected officials in each county** — We are in the process of setting up forums in all nine counties (through Congestion Management Agencies or other appropriate agencies) following the March release of the Initial Vision Scenario. We will conduct these meetings in March and early April, to give elected officials a chance to hear directly about information pertaining to the communities they represent and the process moving forward. City managers will be invited to participate. A tool kit is also being prepared for elected officials who wish to conduct meetings in their communities.
- **Staff-Level Briefings** — ABAG and MTC’s planning staff will organize a Planning Directors' Forum in each county to provide technical briefings with key local planning staff to discuss the results of the Initial Vision Scenario analysis.
- **Countywide Workshops** — We will conduct public workshops in all nine counties. Some of these forums will be held in partnership with the Silicon Valley Community Foundation, which is leading an effort known as “Envision Bay Area” to draw more Bay Area residents into the discussion about SCS. The format will be similar in all nine counties, and will include an internet-based tool to illustrate different options for future growth and travel, and show tradeoffs associated with different choices. We will bring an updated listing of public workshops to your March 21 meeting.
- **Partnerships with Community Organizations** — MTC and ABAG are partnering with 14 community- and faith-based organizations, as well as local nonprofits to involve low-income communities and communities of color in development of the SCS planning scenarios. An RFP with funding available to cover organizations’ costs in helping us plan and execute strategies for public involvement was issued in February and generated 40 proposals. A list organizations approved by MTC’s Administration Committee is included in Attachment 1. We have forwarded contact information for all organizations that applied to the congestion management agencies.
- **Telephone Poll/Focus Groups** — Later this spring we will conduct a telephone survey of Bay Area residents on topics such as housing and development patterns, and to get their views on a range of strategies to reduce greenhouse gas emissions.



- **Web, Visualization and e-news** — A more high-profile, interactive web presence, electronic newsletters and social media are planned to keep those interested up to date and engaged in the development of Plan Bay Area.

Project-based Outreach by Counties

At the county congestion management agency level, CMAs will also be conducting public meetings and seeking public comments on local transportation projects as part of the Call for Projects. We are coordinating meeting schedules and including information on public meetings on the OneBayArea web site.

Below is a list of contacts at each of the county CMAs:

- Alameda County
Alameda County Transportation
Commission
Beth Walukas:
bwalukas@accma.ca.gov
- Contra Costa County
Contra Costa Transportation
Authority
Martin Engelmann: mre@ccta.net
- Marin County
Transportation Authority of Marin
Karita Zimmerman:
kzimmerman@tam.ca.gov
- Napa County
Napa County Transportation and
Planning Agency
Eliot Hurwitz: ehurwitz@nctpa.net
- San Francisco
San Francisco County Transportation
Authority
Tilly Chang: tilly.chang@sfcta.org
- San Mateo County
City/County Association of
Governments
Jean Higaki:
jhigaki@co.sanmateo.ca.us
- Santa Clara County
Santa Clara Valley Transportation
Authority
Chris Augenstein:
chris.augenstein@vta.org
- Solano County
Solano Transportation Authority
Bob Macaulay: rmacaulay@sta-snci.com
- Sonoma County
Sonoma County Transportation Authority
Janet Spilman: jspilman@sctainfo.org

Key Contacts for public outreach and involvement activities:

JoAnna Bullock, ABAG, 510.464.7968 (JoAnnaB@abag.ca.gov)
Ellen Griffin, MTC, 520.817.5854 (egriffin@mtc.ca.gov)

Plan Bay Area Public Engagement Partnerships with Community Groups

These groups were approved by MTC's Administration Committee partner with MTC and ABAG to involve low-income communities and communities of color in the development of Plan Bay Area.

Community-Based Organization	County	Community of Concern
Causa Justa/Just Cause	Alameda	East and West Oakland
South Hayward Parish	Alameda	Hayward/Union City
Youth Radio	Alameda	Alameda County-based, but potentially broadcasts locally and nationally
Monument Community Partnership	Contra Costa	Concord
Opportunity West	Contra Costa	Richmond
Grassroots Leadership Network of Marin	Marin	Canal Neighborhood & Marin City
Asian, Inc.	San Francisco	South of Market & Tenderloin
People Organized to Win Employment Rights (POWER)	San Francisco	Bayview Hunters Point & Mission
Housing Leadership Council	San Mateo	East Palo Alto/North Fair Oaks
Peninsula Conflict Resolution Center	San Mateo	South San Francisco/San Bruno
San Jose Downtown Association	Santa Clara	Central San Jose
Vietnamese Voluntary Association	Santa Clara	San Jose & Milpitas
KBBF Radio	Sonoma	Santa Rosa (Roseland District), but also broadcasts locally and nationally
Dixon Family Services	Solano	Dixon



METROPOLITAN
TRANSPORTATION
COMMISSION

Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, CA 94607-4700
TEL 510.817.5700
TDD/TTY 510.817.5769
FAX 510.817.5848
E-MAIL info@mtc.ca.gov
WEB www.mtc.ca.gov

Memorandum

TO: Partnership Technical Advisory Committee

DATE: March 21, 2011

FR: Dave Vautin and Lisa Klein

W.I.

RE: Plan Bay Area (SCS/RTP) Transportation Project Performance Assessment – Draft Approach

At the January PTAC meeting, MTC staff described an initial approach to assess transportation projects and programs considered for inclusion in the Draft Financially Constrained Plan Bay Area (SCS/RTP) adopted by the Commission. Building on the approach used in Transportation 2035 transportation projects and programs submitted through the call for projects will be evaluated using both quantitative (benefit-cost) and qualitative (goals) project-level analyses. This process is designed to identify projects and programs that advance the Plan Bay Area goals, support the land use strategy, and are cost-effective. The results of the analysis will help inform the Commission's discussions of the trade-offs of various transportation investment strategies when selecting a set of projects for inclusion in the financially-constrained Draft Plan Bay Area.

Progress in Developing Project Performance Assessment Methodology

In February, staff assembled a technical committee to provide feedback on potential methodologies for both quantitative and qualitative project-level evaluation. This group, consisting of members from local government, CMAs, transit agencies, MTC's Policy Advisory Council, and ABAG's Regional Planning Committee (RPC), has convened on two occasions to date to discuss these matters in further detail. The group will meet a third time prior to the March PTAC meeting, and staff will provide an oral update on the committees discussions at the March 21 PTAC meeting.

During the first two meetings of the technical committee discussion topics have included:

- Approaches to value travel time benefits in the benefit-cost assessment
- Other benefits that could be included in the benefit-cost assessment
- Identification of project types for the goals assessment
- Goals assessment criteria
- Evaluation framework for projects that might adversely affect goal achievement

Key Messages

The following list highlights major comments to date from the technical committee, RAWG, and PTAC - as well as the staff response to these concerns.

- Dominance of travel time under a benefit-cost approach: One of the most significant methodological questions raised in the Transportation 2035 evaluation is how to appropriately capture travel time savings without masking other benefits.
 - *Staff response*: After reviewing the state of the practice, staff believes the most appropriate approach is to: (1) Consider reducing the value of non-recurring travel delay based on updated research. (2) Perform a more comprehensive benefit-cost assessment that accounts

for outcomes that may not be directly related to the targets but where there is sound reason to include them. Examples include impacts on ROG and NOx emissions, property damage collisions, and possibly noise. In addition, evaluate the degree to which the benefit-cost analysis captures project outcomes, some of which may not be readily measured as described below. (3) For transparency, report travel time savings by mode for each project. (4) Conduct sensitivity tests to determine the extent to which travel time valuation assumptions impact the relative ranking of transportation projects. Other approaches were reviewed but are not supported by state of the practice. These include: varying travel time benefits by mode to reflect in-vehicle productivity, particularly for transit, and discounting small increments of travel time. In addition, we considered using different values of time depending on trip purpose and concluded this was unlikely to substantially alter the result.

- Ways to acknowledge how well the benefit-cost assessment captures project outcomes. For example, some projects outcomes may be difficult to quantify for all projects. In other cases, our models and methods may do a better job capturing outcomes for certain projects.
 - *Staff response:* Staff is proposing to conduct a systematic review of these issues in the course of the benefit-cost assessment. This would allow us to rate each benefit cost score based on the degree to which is reflects the project's main benefits. This could be a way to address the model's limited ability to account for changes in land use due to transportation investments (such as induced demand) and the effects of transit overcrowding on ridership.
- Inclusion of equity considerations in project assessment: A technical committee member expressed that equity should be captured in both the benefit-cost analysis and the goals assessment.
 - *Staff response:* Staff proposes to conduct a quantitative equity analysis of project-level benefits. This analysis could estimate project benefits in travel time savings and direct user costs for low-income populations compared to the rest of the population. The approach has been reviewed with MTC's Equity Working Group, as well as the technical committee. Equity will also be evaluated under the Equitable Access goal in the goals assessment process.
- Projects subject to quantitative analysis: As discussed in past memoranda, quantitative analysis would be limited to larger projects with regional impacts, in addition to regional programs. However, MTC's travel model does not fully capture the benefits of certain transportation improvements (for example, freeway interchange improvements). Committee members were concerned about these shortcomings.
 - *Staff response:* For these projects, staff proposes either relying on off-model analysis to capture the benefits, or relying solely on qualitative assessment. Regardless of the approach used to evaluate each project, we propose detailing our level of confidence in benefit-cost's ability to capture project-level impacts.
- Assessment of transportation projects that support PDAs: Committee members discussed how significantly the goals assessment should favor transportation projects within PDAs compared to other areas that may take on growth. While some members viewed PDAs as worthy of significant emphasis in the evaluation, others argued that other parts of the region deserve substantial transportation investments as well.

- *Staff response:* Staff will continue to review the goals assessment approach to determine the optimal balance of PDA support within the identified framework.

Draft Approach to Project Performance Assessment

We have made initial revisions to our proposed project performance assessment methodology in response to the comments of the technical committee as shown in **Attachment 1**. We have also provided examples of the qualitative criteria to be used for the goals assessment in **Attachment 2**, as well as a list of potential project types in **Attachment 3**. Revisions to the methodology will continue through early April, at which point MTC's Planning Committee will review the project performance assessment approach.

Schedule for Transportation Project Performance Assessment

- March 2011 – Finalize methodology for project performance assessment
- April 8, 2011 – MTC Planning Committee reviews methodology
- April 30, 2011 – Submittal deadline for transportation projects
- May to July 2011 – Conduct performance assessment and release results
- July 2011 – Define detailed scenarios
- October – December 2011 – Detailed scenario results and discussion of trade-offs to define draft SCS/RTP investments and land use

Attachment 1 – Transportation Project Performance Assessment
Changes since the initial project evaluation proposal (January 2011) are marked in italics.

	Transportation 2035	Plan Bay Area – Draft Approach
Goals Assessment (largely qualitative)	<ul style="list-style-type: none"> All projects (700+) assessed, grouped into 13 project type How well projects address each goal/number of goals addressed Conducted by panel of MTC staff and stakeholders 	<ul style="list-style-type: none"> Same as for Transportation 2035 – but reflecting new goals/targets and with added emphasis on: <ul style="list-style-type: none"> support for focused growth statutory goals to reduce carbon dioxide and accommodate future housing demand
Benefit-Cost Assessment (quantitative)	<ul style="list-style-type: none"> 60 large-scale uncommitted projects as well as uncommitted regional programs MTC model analysis <ol style="list-style-type: none"> B/C ratio in 2035 including <ul style="list-style-type: none"> Delay CO₂ PM₁₀ and PM_{2.5} Injuries & fatalities Direct user costs (vehicle operating/ownership) Cost savings for on-time maintenance Cost per reduction on CO₂ Cost per reduction in VMT Cost per low-income household served by new transit <p>Goals not reflected in B/C are captured through the qualitative assessment</p>	<ul style="list-style-type: none"> Same types of projects but potentially more (perhaps 100) - subject to final policy on committed projects MTC model analysis, <i>combined with off-model analysis where applicable</i> <ol style="list-style-type: none"> B/C ratio – <i>perform over 25 years rather than for horizon year (time permitting)</i> <ul style="list-style-type: none"> Travel time (<i>with adjustments to valuation of nonrecurring delay</i>) CO₂ PM₁₀ and PM_{2.5} Health costs associated with changes in active transportation levels Injuries & fatalities <i>and property damage collisions</i> Direct user costs (vehicle operating/ownership) <i>Impacts of VMT – e.g. noise</i> Cost savings for on-time maintenance <p><i>Project-level benefits (travel time and direct user costs) will be analyzed to determine the distribution of benefits across income levels</i></p> <p>Goals not reflected in B/C are captured through the goals assessment in a qualitative fashion</p>
Synthesis & Use of Information	<ul style="list-style-type: none"> Bubble chart mapping B/C and number of goals addressed Sponsors “justify” projects with low-B/C before inclusion in the draft plan 	<ul style="list-style-type: none"> Bubble chart mapping B/C and number of goals addressed Sponsors must “justify” projects with <ol style="list-style-type: none"> low B/C or meeting few goals increase in CO₂ emissions that do not support draft land use
Considerations	<ul style="list-style-type: none"> Four quantitative measures was information overload for the decision makers; prefer to have a single quantitative result 	<ul style="list-style-type: none"> Perform sensitivity tests to assess level of confidence in B/C results Determine “inclusiveness” of B/C approach by identifying its limitations in project evaluation

Attachment 2 – Potential Criteria for Goals Assessment

SCS/RTP Goals	Supporting Criteria	Example Project Types (not comprehensive)
Climate Protection	<p>Reduces CO₂ emissions from motor vehicles</p> <ul style="list-style-type: none"> • Advances clean fuels and/or vehicles • Provides an alternative to driving alone • Improves emission rates by affecting travel speeds <p>Protects transportation infrastructure from sea-level rise</p> <ul style="list-style-type: none"> • <i>Example needed</i> 	<p>Reduces CO₂ emissions from motor vehicles</p> <ul style="list-style-type: none"> • Bicycle lanes • Electric Vehicle charging infrastructure • Transit service improvements • Arterial traffic signal timing • Transportation Demand Management (ex. 511)
Adequate Housing	<p>Enables development of new housing required to meet projected demand – at all income levels</p> <ul style="list-style-type: none"> • Project is in a PDA or connects to a PDA • Increases transit to underserved areas • Supports complete communities • Promotes agricultural lands viability by providing farm to market access • Improves accessibility of recreational use to open space 	<ul style="list-style-type: none"> • Station area planning • Transit Oriented Development and Transportation for Liveable Community projects
Healthy and Safe Communities	<p>Reduces fatal and injury collisions</p> <ul style="list-style-type: none"> • Implements safety improvements (for all modes) • Reduces vehicle miles driven <p>Encourages walking and biking trips</p> <ul style="list-style-type: none"> • Provides infrastructure to enhance bicycle and pedestrian trips • Increases walk and bike trips to transit • Increases safety for walk and bike trips <p>Reduces particulate matter emissions</p> <ul style="list-style-type: none"> • Reduces vehicle miles driven • Reduces truck and vehicle traffic on roadways near highly impacted areas • Enhances safety or security for transit passengers 	<p>Reduces fatal and injury collisions</p> <ul style="list-style-type: none"> • Safe Routes to School program • Roadway safety projects <p>Encourages walking and biking trips</p> <ul style="list-style-type: none"> • Bicycle and pedestrian infrastructure projects • Transit Oriented Development and Transportation for Liveable Community projects • 511 BikeMapper <p>Reduces particulate matter emissions</p> <ul style="list-style-type: none"> • Transit improvements (vehicles and stations/stops) • Hybrid bus replacement program • Bus Rapid Transit • Carpool improvement and encouragement

SCS/RTP Goals	Supporting Criteria	Example Project Types (not comprehensive)
Open Space and Agricultural	<p>Promotes agricultural lands economic viability by providing farm to market access</p> <ul style="list-style-type: none"> • Preserves farmland and habitat • Increases infill development in rural areas <p>Improves accessibility of recreational and tourism uses to open space</p> <ul style="list-style-type: none"> • Improved transit service and auto access to park , open space and agricultural lands • Improved transit and auto access to tourist destinations 	<p>Promotes agricultural lands viability by providing farm to market access</p> <ul style="list-style-type: none"> • Improves operations on roadways serving Bay Area agricultural lands <p>Improves accessibility of recreational use to open space</p> <ul style="list-style-type: none"> • Projects from Golden Gate National Resource Area transportation plan • 511 Transit to Trails online transit mapper
Equitable Access	<p>Reduces transportation costs</p> <ul style="list-style-type: none"> • Provides low-cost transportation options • Reduces household auto ownership costs/transportation costs <p>Improves access from low-income and minority communities to jobs and essential destinations</p> <ul style="list-style-type: none"> • Provides transit access to health care and education • Provides non-transit mobility options (e.g., shuttles, car-sharing) <p>Improves access to elderly and disabled residents</p> <ul style="list-style-type: none"> • Increases elderly usage on transit • Improves paratransit service <p>Reduces housing costs</p> <ul style="list-style-type: none"> • Promotes development of affordable housing across community types 	<p>Reduces transportation costs</p> <ul style="list-style-type: none"> • Lifeline transportation program • Transit enhancements • 511 Transit Trip Planner and 511 RideMatch <p>Improves access from low-income and minority communities to jobs and essential destinations</p> <ul style="list-style-type: none"> • Transit serving target community <p>Improves access to elderly and disabled residents</p> <ul style="list-style-type: none"> • Targeted transit enhancements <p>Reduces housing costs</p> <ul style="list-style-type: none"> • Increase transit to Communities of Concern
Economic Vitality	<p>Improves goods movement mobility</p> <ul style="list-style-type: none"> • Improves operations from port/truck corridors <p>Improves access to job centers</p> <ul style="list-style-type: none"> • Encourages job growth • Increases median income • Improves arterial operations for first/last mile commutes (all modes) 	<p>Improves goods movement mobility</p> <ul style="list-style-type: none"> • Improves truck corridors and/or freight rail corridors that are critical for regional and/or sub-regional economic sustainability <p>Improves access to job centers</p> <ul style="list-style-type: none"> • New or enhanced transit service to major job centers • Congestion relief serving major job centers

SCS/RTP Goals	Supporting Criteria	Example Project Types (not comprehensive)
Transportation System Effectiveness	<p>Reduces travel time or improves speeds for non-auto modes</p> <ul style="list-style-type: none"> Improves transit service headways <p>Improves transit or roadway reliability/throughput, including reductions to delay from traffic collisions</p> <p>Improves travelers' experience</p> <ul style="list-style-type: none"> Provide information to allow travelers to make better travel decisions Makes services more convenient <p>Reduces VMT per capita</p> <ul style="list-style-type: none"> Provides alternatives to the single occupant auto Reduces household vehicle ownership <p>Advances System maintenance</p> <ul style="list-style-type: none"> Improves road conditions 	<p>Reduces travel time or improves speeds for non-auto modes</p> <ul style="list-style-type: none"> Bus Rapid Transit improvements Improved transit service headways <p>Improves transit or roadway reliability/throughput</p> <ul style="list-style-type: none"> Bus Rapid Transit improvements Matching transit capacity to land use density Ramp metering/Freeway Service Patrol <p>Provides information</p> <ul style="list-style-type: none"> Traveler information Transit coordination projects and programs <p>Reduces VMT per capita</p> <ul style="list-style-type: none"> Transit service enhancements Supports projects identified in the Regional Rail Plan Parking management strategies <p>Advances System operations/maintenance</p> <ul style="list-style-type: none"> Local Streets and Roads shortfall Transit maintenance facility Clipper
Transportation Security	<p>Improves emergency response preparedness</p>	<ul style="list-style-type: none"> Seismic retrofit Emergency communications systems Ferry services

**Attachment 3 – Illustrative List of Project Types for Goals Assessment
(project types will be refined as the evaluation unfolds, based on the projects received)**

Project Type
1. Transit efficiency
2. Transit expansion
3. Transportation Demand Management
4. Traveler information
5. Bicycle and pedestrian
6. Transit oriented development
7. Lifeline transportation
8. Maintenance
9. Incident management
10. Road and transit safety
11. Freeway/arterial technology
12. High occupancy toll lanes
13. Freeway to freeway interchanges
14. Carpool lanes
15. Freeway expansion
16. Local interchanges
17. Arterial expansion
18. Climate change and emissions reduction
19. Public outreach/education
20. Parking management
21. Clean vehicles
22. Safe Routes to School/Transit
23. Emergency preparedness



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Memorandum

TO: Partnership Technical Advisory Committee

DATE: March 21, 2011

FR: Adam Crenshaw

RE: 2011 TIP Update

TIP Revision 11-05 – Amendment (Proposed)

Revision 11-05 is an amendment that revises 127 projects with a net increase in funding of \$218.9 million. Among other changes, the revision:

- Amends in five new exempt projects into the TIP for approximately \$3.9 million– that were originally listed under the County Safe Routes to School (SRTS) Grouped Listing REG090071. The grouped listing is being deleted as part of this amendment;
- Amend in a new exempt project funded with TIGER II funds of approximately \$2 million: Oakland Army Base Infrastructure Master Plan (ALA110046);
- Update the name, scope and the cost of Iron Horse Trail, Tri-Valley Transit Connector to East Bay Green Transportation Initiative (ALA110011) and add in \$7.9 million in TIGER II funds and \$7 million in Other Local funds;
- Updates the back-up lists and increases the costs for the following Caltrans managed Grouped Listings:
 - SHOPP - Roadway Preservation (MTC050009) by \$82.8 million
 - SHOPP - Collision Reduction (MTC050011) by \$73.9 million
 - SHOPP - Emergency Response (REG070001) by \$15.8 million
 - SHOPP - Mandates (VAR991003) by \$22.9 million
 - SHOPP - Bridge Rehab and Reconstruction (VAR991005) by \$29.4 million
 - Highway Bridge Program for Local Bridges (VAR991007) by \$159.8 million
- Deletes four duplicate projects from the TIP: Port of Oakland 7th Street Grade Separation (ALA070023 - \$180.2 million); City of Napa - Freeway Drive/Golden Gate CIR Project. (NAP090015 - \$793,000); Freeway Drive/Golden Gate Drive Pavement Rehab (NAP11005 - \$793,000) and Sunnyvale Ave/Old San Francisco Rd Intersection (SCL110011 - \$835, 000).

Changes made with this revision do not affect the air quality conformity or conflict with the financial constraint requirements. Revision 11-05 is on schedule to be approved by the MTC Commission on March 23, 2011 and final federal approval is expected in April 2011.

TIP Revision 11-04 – Administrative Modification (In-Process)

TIP Revision 11-03 – Amendment (Approved)

Revision 11-03 is an amendment that revises 47 projects with a net increase in funding of \$38 million. Among other changes, the revision:

- Amends in 17 new exempt Climate Initiative Program projects into the TIP – 13 of which fall under the Innovative Grants Category and 4 under the Safe Route to Schools Creative Grants Category. It also removes 5 Climate Initiative Program projects from the TIP based on finalization of the program.
- Amends in five new exempt projects funded with FTA State of Good Repair Funds of approximately \$16.9 million. Additionally, it updates the funding plan of two projects to add State of Good Repair Funds of \$36.9 million: SFMTA: Islais Creek Motor Coach Facility (SF990004) and NCTPA: Replace Rolling Stock (NAP090005).
- Amends the funding plan of AC Transit's Zero Emission Bus Advanced Demonstration project (ALA070046) to add in \$6 million in TIGGER II funding and \$2 million in matching funds.
- Amends in two new exempt projects funded with TIGER II funds of approximately \$3.3 million: Iron Horse Trail, Tri-Valley Transit Connector (ALA110011) and Grand Boulevard Initiative: Removing Barriers to Livable Communities (SM-110006).
- Updates the funding plan of the US 101 Doyle Drive Replacement project (SF-991030) to reflect changes made as part of Revision 2009-59 and to reconcile federal funding to match final obligations.

Changes made with this revision do not affect the air quality conformity or conflict with the financial constraint requirements.

Revision 11-03 was approved by the MTC Commission on December 15, 2010, Caltrans approval was received on December 29, 2010 and final federal approval was received on December 30, 2010.

TIP Revision 11-02 – Administrative Modification (Approved)

Revision 11-02 is an administrative modification that revises 35 projects with a net increase in funding of \$981,383. Among other changes, this revision:

- Updates the funding plan of the Non-motorized Transp. Projects – Marin County project (MRN090049) to add approx. \$1 million in NMTTP funds in FY11;
- Updates the Caltrans managed Grouped Listing for Collision Reduction (MTC050011) to update the back-up list and add \$610,999; and
- Updates the STP /CMAQ funded grouped listing for the County Safe Routes to School (SRTS) Program (REG090071) to update the back-up list and reduce the cost by \$622,000.

The changes made with this revision will not affect the air quality conformity or conflict with the financial constraint requirements. The revision was approved by the deputy executive director on February 17, 2011 and final Caltrans approval was received on February 18, 2011.

TIP Revision 11-01 – Administrative Modification (Approved)

Revision 11-01 is an administrative modification that revises 198 projects with a net decrease in funding of \$13.5 million. Among other changes, this revision:

- Splits five STP /CMAQ funded grouped listings: County Safe Routes to School (SRTS) Program (REG090071), Transportation Enhancements – Regional Transportation for Livable

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Communities (TLC) (REG090073), Pavement Resurfacing/Rehab - Local Roads System (REG110002), Regional Bike/Ped Projects (REG110003), and Transportation Enhancements – County TLC (REG110005) into 117 individual projects to allow for better tracking of the projects and reconciles project costs to actual funding in the case of existing projects; the grouped listing for County SRTS Program (REG090071) continues to be active in the TIP; all other grouped listings listed above are being archived;

- Reconciles ARRA funding on 25 projects to match final obligation amounts; and
- Updates 29 projects to reflect Caltrans' use of toll credits for all RIP-TE funds in FY11.

The changes made with this revision will not affect the air quality conformity or conflict with the financial constraint requirements. The revision was approved by the deputy executive director on January 4, 2011 and final Caltrans approval was received on January 6, 2011.

The Fund Management System (FMS) system has also been updated to reflect the approvals received. FMS is available at the following link: <http://fms.mtc.ca.gov/fms/>. Projects in all the revisions can be viewed at: <http://www.mtc.ca.gov/funding/tip/revisions.htm>.

The 2011 TIP revision schedule (Attachment A) has been posted at the following link: http://www.mtc.ca.gov/funding/tip/2011/2011_TIP_Revision_Schedule.pdf and project sponsors are requested to submit revision requests before 5:00 PM on the stated deadlines.

If you have any questions regarding any TIP project, please contact Adam Crenshaw at (510) 817-5794 or acrenshaw@mtc.ca.gov or Sri Srinivasan at (510) 817-5793 or ssrini@mtc.ca.gov.

Attachments:

A - 2011 TIP Revision Schedule as of February 23, 2011

**METROPOLITAN TRANSPORTATION COMMISSION
 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
 TENTATIVE 2011 TIP REVISION SCHEDULE (SUBJECT TO CHANGE)
 as of February 23, 2011**

REVISION TYPE	REVISION NUMBER	AMENDMENT REQUEST SUBMISSION DEADLINE	MTC APPROVAL*	STATE APPROVAL*	FED. APPROVAL*	APPROVAL STATUS	TIP REVISION FINAL APPROVAL DATE
Admin. Modification	11-01	November 18, 2010	January 4, 2011	January 6, 2011	N/A	Approved	January 6, 2011
Admin. Modification	11-02	December 30, 2010	February 17, 2011	February 18, 2011	N/A	Approved	February 18, 2011
Amendment	11-03	October 29, 2010	December 15, 2010	December 29, 2010	December 30, 2010	Approved	December 30, 2010
Admin. Modification	11-04	February 24, 2011	March 31, 2011	April 8, 2011	N/A	Pending	TBD
Amendment	11-05	January 27, 2011	March 23, 2011	April 6, 2011	April 29, 2011	In-Process	TBD
Admin. Modification	11-06	April 28, 2011	May 31, 2011	June 9, 2011	N/A	TBD	TBD
Amendment	11-07	March 31, 3011	May 25, 2011	June 8, 2011	June 30, 2011	TBD	TBD
Admin. Modification	11-08	June 30, 2011	July 29, 2011	August 12, 2011	N/A	TBD	TBD
Amendment	11-09	May 26, 2011	July 27, 2011	August 10, 2011	August 31, 2011	TBD	TBD
Admin. Modification	11-10	August 25, 2011	September 28, 2011	October 12, 2011	N/A	TBD	TBD
Amendment	11-11	July 28, 2011	September 28, 2011	October 12, 2011	November 2, 2011	TBD	TBD
Admin. Modification	11-12	October 27, 2011	November 30, 2011	December 14, 2011	N/A	TBD	TBD
Amendment	11-13	September 29, 2011	November 23, 2011	December 7, 2011	January 4, 2012	TBD	TBD
Amendment	11-14	November 24, 2011	January 25, 2012	February 8, 2012	February 29, 2012	TBD	TBD

Kindly Note:

* Future approval dates are expected dates and are subject to change