

THE BAY AREA PARTNERSHIP

Partnership Technical Advisory Committee

May 16, 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. Minutes of April 18, 2011 PTAC Meeting* | |
| 3. Partnership Reports | |
| • Transit Finance Working Group* | |
| Chair: Gayle Prior, GGBHTD | |
| <i>The Transit Finance Working Group met on May 4, 2011.</i> | |
| • Local Streets and Roads Working Group | |
| Chair: Norman Hughes, City of Fremont | |
| <i>The Local Streets and Roads Working Group met on May 16, 2011 in a joint session with the Partnership Programming and Delivery Working Group (PDWG).</i> | |
| • Programming and Delivery Working Group* | |
| Chair: Vivek Bhat, Alameda CTC | |
| <i>The Programming and Delivery Working Group met on May 16, 2011 in a joint session with the Partnership Local Streets and Roads Working Group (LSRWG).</i> | |

DISCUSSION ITEMS

1:40 p.m.

- | | |
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| 4. Legislative Report* (<i>Rebecca Long</i>) | |
| <i>(MTC staff will present an update on legislative actions, including the State Budget.)</i> | |
| 5. Plan Bay Area: | |
| <i>(Staff will present preliminary proposals for RTP/SCS work elements for review and input from this committee.)</i> | |
| a. Alternative SCS Scenarios* (<i>Ashley Nguyen</i>) | |
| b. Draft Financial Projections** (<i>Mat Adamo</i>) | |
| c. 511 Traveler Information Program Needs Assessment* (<i>Carol Kuester</i>) | |
| d. Freeway Performance Initiative Needs Assessment* (<i>Joy Lee/ Danielle Stanislaus</i>) | |
| e. Clipper Program Needs Assessment** (<i>Scott Rodda</i>) | |

INFORMATION ITEMS / OTHER BUSINESS

3:10 p.m.

- | | |
|---|--|
| 6. TIP Revision Update* (<i>Memo Only</i>) | |
| <i>(The current TIP and subsequent TIP Revisions are available online at:</i> | |
| http://www.mtc.ca.gov/funding/tip/2011/revisions.htm <i>).</i> | |
| 7. Recommended Future Agenda Items (<i>All</i>) | |
| 8. Public Comment | |

Next meeting on:

Monday, June 20, 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

April 18, 2011

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1. Introductions

2. Minutes of March 21, 2011 PTAC Meeting

The minutes for the March 21, 2011 PTAC meeting were accepted without comments.

3. Partnership Reports

Transit Finance Working Group (TFWG) – *Gayle Prior, Chair* – The TFWG met on April 6, 2011. *Gayle Prior (Chair)* reported that the WG discussed the FY2011 Transit Capital Priorities Program of Projects (POP); there is now a Continuing Resolution for the FTA Formula programs at 2010 funding levels. A POP Amendment will go before the PAC in May; TIP revisions need to be submitted through FMS by April 20. Additional items discussed include: 1) scheduling a meeting with FTA Region IX to streamline the grant process, 2) New Freedom Cycle 4 Draft Guidelines, 3) the proposed Bridge Toll Policy, and 4) MTC’s Regional Toll Policy. For the Bridge Toll Policy, the Group requested that MTC revisit the traffic flow analysis for AB 664 and clarify how the nearly \$1M in program management and capital support for the ABAG Bay Trail project is being spent. The RTP was also discussed.

Local Streets and Roads Working Group (LSRWG) – *Norm Hughes, Chair*- The LSRWG met on April 14, 2011. Programming and Delivery Working Group (PDWG) – *Vivek Bhat, Chair*- The PDWG met on April 18, 2011. *Seana Gause (SCTA)* reported that the agendas for both the LSRWG and the PDWG were similar. The Groups discussed the Regional Toll Credit Policy. The LSRWG felt that they would like to have more opportunity for input; the policy is scheduled to go before the Commission in April. Stakeholders are encouraged to submit comments to their Commissioners prior to the Commission meeting in April 27. The Group also discussed programming and delivery updates, inactive obligations, and Local Streets and Roads needs. Data analyzed for the Needs Assessment will be redistributed to the jurisdictions for final confirmation and clarification. *Alix Bockelman (MTC)* reported that the Regional Toll Policy is the overall policy framework and specific eligibility policies will be programmatic and requested specific comments. *Seana Gause (SCTA)* responded stating that since the program is proposed as a pilot program to end in FY2012, stakeholders would like to be able to use the funds that have already been programmed and applauds the eligibility of using local funds in previous phases and to use the toll credit in one phase. In general, the Group is seeking more flexibility in its application.

Discussion Items

4. Legislative Report

Rebecca Long (MTC) reported the legislature passed and the Governor signed AB105 which re-enacted the Gas Tax Swap and specifies that the base of the diesel sales tax is split 50/50 between STA and PTA and dedicates 100% of the new increment to STA, resulting in nearly \$330M in STA funds. The piece of funding most vulnerable is the new increment (~\$118M) since it is not protected under Prop 22. A bond sale is not expected to occur until at least the fall. On the transit side, due to CMIA program deadlines for when projects need to be funded from Prop 1B, there is clearly an incentive to fund that portion of Prop 1B before transit. Federally, the Continuing Resolution for FY2011 zeroed out High-Speed Rail and reduced New Starts funding by ~\$220M, due to a specific project. Any unobligated earmarks from ISTEA are rescinded and any earmarks from TEA-21 that haven’t obligated at least 10% of their funds by September 30, 2011 will be rescinded. Going forward, Congressman Micah is reiterating his commitment to fund a 6-yr bill at the gas tax revenue levels.

Comments:

- Colleen Ferguson (Santa Rosa): Is there any discussion on spending less of the money on processing and putting more funds on projects.
 - Staff Response: Chairman Micah is very interested in project delivery streamlining. Expect to see some reform.
- Seana Gause (SCTA): Please provide a brief update about the Fire Code revision.

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- Staff Response: There is an International Code Committee that took action on the fire code as it relates to street design. The Congress for New Urbanism was trying to push this Committee to go in a much more progressive route to accommodate more context sensitive design; however, the ICC took a more extreme action by revising the fire code to allow the fire department to veto any street design, particularly with regards to traffic calming devices. Some states have adopted their own standards and from a legislature standpoint, this is one way to avoid any impact upon the various jurisdictions.

5. Proposed Guidelines for New Freedom Cycle 4 Grants

Kristen Mazur (MTC) provided an overview of the New Freedom Cycle 4 draft guidelines. There will be a call for projects at the end of May, a workshop for applicants is scheduled for June 28 and applications are due by August 5. Staff is proposing to set-aside 5% for Title VI monitoring and oversight.

6. Regional Transportation Plan/Sustainable Communities Strategy:

Ashley Nguyen (MTC) announced that there are a number of RTP activities underway; the most prominent is the Call for Projects. MTC is working closely with the Congestion Management Agencies to submit projects by the deadline of April 29. While that is happening, MTC is going through the Needs Assessment and Performance Assessment methodology work. In terms of the Needs Assessment, staff is looking at Local Street and Road and Transit Capital and Operating needs, which will be discussed today. Currently, the current regional plans and Initial Vision Scenario (IVS) are out for review, and delving deeper into the 2nd phase of development, the Alternative Scenarios, will be discussed at today's meeting. Expect financial investment strategies to be discussed in the fall and the alternative scenarios and the 25-year financial forecast to be revisited at the May meeting.

a) State Highways Maintenance Needs Assessment

Ross McKeown (MTC) and *Lee Taubeneck (Caltrans)* provided an overview of the methodology for determining the State Highway Needs for Plan Bay Area. The estimated need of \$22.4B is still preliminary and may change as calculations are refined and based on new information from Sacramento.

Comments:

- *Alix Bockelman (MTC):* Can you provide additional detail by county?
 - Staff Response: Currently, in tabular form, there are projects that are programmed in the constrained and bridge categories and detailed by county. This information can be provided to MTC after the meeting.
- *April Chan (SamTrans):* Is the data provided in year of expenditure or escalated? For the Highway needs, these numbers are accurate as to the 2007 needs. Will more current data be available for comparison in the RTP?
 - Staff Response: The data has been escalated by 2%. Providing current information is highly dependent upon Sacramento providing that data; in the interim, I think it is important to commit to using the 2007 data. I think it leaves undetermined what improvement on the distress lane miles as a result of funding any particular program.

b) Local Streets and Roads Maintenance Needs Assessment

Sri Srinivasan (MTC) presented the draft local streets and roads needs assessment and explained the methodology for calculating the needs. MTC staff is working with the Congestion Management Agencies to confirm operations needs with their respective jurisdictions. Local bridge needs are still being developed and will be brought back to the Committee in draft form at a future date.

Comments:

- *Lee Taubeneck (Caltrans):* How are you using the Pontis database?
 - Staff Response: We will have to get back to you with that information.

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c) Transit Operating Needs Assessment

Sri Srinivasan (MTC) reported on the Plan Bay Area – Draft Transit Operating Needs assessment and reported that some of the data is unconstrained with regards to plan changes; therefore, staff is working with the operators to determine their assumptions and the reasonableness of the data submitted. The included draft only includes the existing services levels and does not include any plan changes. Staff will bring back updated data to the Committee at a future date.

Comments:

- April Chan (SamTrans): The draft plan is over 28 years, but the original T-2035 is only over 25 years.
 - Staff Response: The numbers have been normalized.

d) Transit Capital Replacement Needs Assessment

Glen Tepke (MTC) provided an update on the Transit Capital Needs Assessment for Plan Bay Area. Final projections will be presented in time for the trade-off discussions in the fall.

Comments:

- Colleen Ferguson (Santa Rosa): Is SMART included in these projections? Is there a sense as to how much it will add to the total?
 - Staff Response: No, they are working on their piece of the regional transit capital inventory and staff will incorporate that in revisions scheduled for this summer.
 - Joanne Parker (SMART): At this point, it shouldn't make much of an impact on the region's total one way or the other. At this point, we will be looking at the initial operating segment (trackway, maintenance facility assets, and 12 cars), which should be nominal. We show the full segment coming in midway through the RTP cycle.
- Colleen Ferguson (Santa Rosa): Customarily, we only include replacement for systems that are currently running or based on their current boundaries without their extensions.
 - Staff Response: The projections assume that SMART will be up and running.

e) Draft Project Performance Assessment Methodology Update

Dave Vautin (MTC) provided an update on the Project Performance Assessment Methodology, detailing revisions to the methodology as a result of feedback received from the various stakeholders, and a schedule of next steps. The Plan Bay Area Call for Projects concludes on April 30, 2011.

Comments:

- Saravana Sunthanthira (Alameda CTC): The change to the T2035 horizon year to one long-term analysis is better. In terms of the horizon year, the plan period is 28 years, since the mandated target year is 2035, will there be another check for 2040 for air quality purposes?
 - Staff response: Yes, 2040 will be the horizon year for the conformity analysis. For target purposes and to maintain consistency with CARB targets, all analysis is based on 2035; however, we can run the model for 2040 later in the process.
- Kate Miller (AC Transit): How are we weighting the various targets and how do you adjust for that with the diversity of the projects?
 - Staff Response: Each target is weighted equally in the proposed approach. Please note that a project's performance in the targets assessment neither ensures its inclusion in the final plan nor necessitates its removal from the final plan.

f) Alternative Scenario Brainstorming

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Ashley Nguyen (MTC) reported that to initiate the alternative scenario planning process, MTC and ABAG staff would like to conduct an initial brainstorming exercise with the PTAC on a range of alternative scenarios that feature different combinations of land use, transportation, and policy strategies. Two scenarios – Current Regional Plan and then the Initial Vision Scenario (IVS) – which were previously tested did not help us to reach the 15% per capita greenhouse gas (GHG) emission reduction target so the strategy moving forward is to test alternative scenarios that do reach that target.

Comments:

- Colleen Ferguson (Santa Rosa): Regarding land use, please talk about any success stories in trying to establish policy that will drive private decision to a larger extent where business might choose to locate their business. How much can we count on this in working to achieve their goals?
 - Staff response: I think it's a work in progress. We try to make some assumptions in the IVS about the ability of the region to really carry a 100% housing target, really making some big assumptions about affordable housing about job locations, job growth in the region. Two practical things that are underway, we are trying to get some constructive feedback from the local jurisdictions as to the numbers presented to them as part of the IVS. Hopefully, in changing the numbers, the local jurisdictions will tell us about what they can and can't do with the resources they have and what policies they need in order to make them happen. Secondly, we are in the process in developing a regional economic development strategy. ABAG has started this with some grant funds by speaking to a number of business groups and employers to really think about what the region can do to really coalesce behind an economic development strategy to really get the jobs that we want and put them in the right places.
- Ben Tripousis (San Jose): On the committed projects as part of the various scenarios, does the scenario determine or help determine the committed projects or the do the types of projects help determine the scenarios?
 - Staff response: We have a committed policy that is going before the Commission for approval next week. That committed policy states that a project is deemed committed if it is under construction as indicated by utility relocation or vehicle procurement by May 1, 2011. There is a call for projects ending April 29, and we'll apply that policy so there will be a set of projects under construction. As part of the scenarios, those projects will be in as a base transportation network. All other projects will be assessed to determine if those projects best match up with land use for a particular alternative.
- Ben Tripousis (San Jose): Those projects that are submitted by April 29 will not be subject cost benefit analysis?
 - Staff: Correct, committed projects are not subject to a performance assessment.
- Ben Tripousis (San Jose): The pricing policies are important and we should focus on freeway tolling, express lanes and parking pricing. Of the scenarios laid out, looking more toward expanding those scenarios to help refocus some of the density and development and the resources to serve those efforts being in a quasi-urban/quasi-suburban city we're working very hard to densify our downtown right along transit corridors so helping those communities that are trying to do that will be more productive. Finally, I'd like to see our position on fix-it-first be a part of this in some way as a part of Plan Bay Area, similarly, if not more emphasized, to T-2035.
- Ying Smith (VTA): Regarding pricing policies and TDM strategies, those are all very good but based on what we have learned, the TDM strategies without the pricing component will probably not make a dent in reducing VMT and I cannot advocate focusing on those measures but instead on the rest of them. Can you elaborate on "strive for financial constraints and achievability"?
 - Staff response: What was seen in the IVS was an unconstrained scenario both in terms of the housing need as well as the infrastructure. What we are trying to look at is to really put an eye

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toward financial constraint and achievability but we wanted some flexibility to think about a scenario that may require more monies or may not be achievable unless we had some policy measures in place to make them achievable. The Commission is required to adopt a financially constrained plan, but we have some flexibility under SB 375 to consider an alternative planning scenario that is outside of adopted plan.

- Ying Smith (VTA): MTC's Transit Sustainability Project (TSP), I understand that this is what will be used to develop transit alternatives, but I do advocate input from all the transit agencies. There is a lot of work involved, based on each agencies input, I do advocate taking the input seriously and not using TSP to replace the transit agencies' work.
 - Staff response: We do intend to work closely with the TSP steering committee to help define the transit scenario for the alternatives.
- Amber Crabbe (SFCTA): Under pricing strategies, will you also be considering congestion pricing?
 - Staff: We are open to all pricing ideas.
- Amber Crabbe (SFCTA): You are defining the scenarios to reach the 15% reduction in GHG emissions, will the other targets and performance measures influence the definition of the alternative scenarios or are they really about the GHG emissions?
 - Staff response: We wanted to put a finer point on the GHG emission but certainly all the other 9 targets will have influence in terms of how we develop the transportation and land use strategy to advance those targets. It is unlikely that we'll accomplish, in any one scenario, all ten performance objectives but we can place a higher emphasis on a subset of that.
- Amber Crabbe (SFCTA): Regarding the use of the TSP to define transit service alternative, does that include primarily operating scenarios or will that consider the whole range of expansion alternatives as well?
 - Staff response: We're open to both considering both transit services and expansion projects.
- Amber Crabbe (SFCTA): This seems to be a new definition of the role of the TSP than what is was originally supposed to be, can you provide more detail how the call for projects inputs will be used in this evaluation and how that effort is going to be expanded to encompass this additional role?
 - Staff response: All projects coming through, other than the committed projects, will be subject to the project performance assessment. We'll use that process to inform the transportation network for each of the scenarios.
- Joanne Parker (SMART): Initially, when the TSP was formulated, the North Bay was not going to be a part of the substantive service analysis, if that is still is the case, which combined with historically the North Bay, in the RTP travel models, having a misrepresentation of some of the transit facilities in the Northbay. I'm concerned with the North Bay getting under-detailed when developing scenarios. I think you should look at a more suburban job housing fit, I think there are different models of suburban. There are some areas of the region that are going to experience things a little differently than what the IVS anticipates. Regarding the GHG analysis, is most of the travel modeling peak travel times?
 - Staff response: All drive times are included.
- Joanne Parker (SMART): Regarding Public-Private investment, individual operators and jurisdictions are left to their own discretion in terms of how to negotiate one on one with private enterprises in how they might invest in infrastructure or private shuttle services, etc. Perhaps there is another way to externalize in one of the strategies, maybe look at significant private investment.
- Colleen Ferguson (Santa Rosa): Does the TSP address connectivity between different transit operators in the Bay Area?

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- Staff response: Yes, there are financial elements as well as service and institutional elements.
- Kate Miller (AC Transit): When will your recommendations for scenarios come back to PTAC?
 - Staff response: The scenarios will come back in June.
- Kate Miller (AC Transit): Regarding the jobs/housing balance in the suburbs, how do you do one without affecting the other? That is a concern. If there is incentive for suburban employers, do you think they will move from the rural areas to the suburbs because there are not too many employers in the rural areas. My concern is that if incentives are good enough to get employers to move from the most highly densely populated areas of suburbs, does it also affect employers moving out of the urban area which to me should be a primary concern and the suburban jobs should be secondary. It seems that there are more people and low-income people in the urban areas. My larger concern is to not support current trends of employers moving out of the urban areas. I also understand wanting to support the suburban high density areas, but there needs to be a way to have a balance.
- Colleen Ferguson (Santa Rosa): I don't have any concerns having more jobs where people are living.
 - Staff response: ABAG is in the process in developing a new land use model that will include spatial location, economic strategies, and market feasibility. To some degree, we will be relying on some statistical tools via this model to help shape this alternative should we move in this direction.

7. Partnership Technical Advisory Committee Roles and Responsibilities

Kenneth Folan (MTC) reported that at past PTAC meetings, there were requests to clarify PTAC's role in informing the both Partnership Board as well as MTC staff and eventually the Commission. PTAC reports directly to the Partnership Board. The PTAC Chair will clarify the Committee's consensus to ensure they are memorialized in the minutes to be presented at the next Partnership Board. Should the Partnership Board not meet, then staff will include the consensus decision in its staff report to the Commission. The PTAC is a consensus building group.

Information Items / Other Business

8. Federal Programs Monitoring Update

Marcella Aranda (MTC) reported that a call for projects for the Federal Safe Routes to School Cycle 3 was announced today. The deadline to submit applications is July 15, 2011. Current red-flagged Safe Routes to School projects are ineligible to apply for Cycle 3 until those flags are cleared. Caltrans issued a notice for the Federal Highway Bridge Program stating that it is a first come first served for delivery and encouraging all projects to advance programmed funds and deliver projects early including projects programmed in the outer years. Without a new Federal Authorization, there's no guarantee these funds will be available after July, this applies to all federal funds.

9. TIP Update

Sri Srinivasan (MTC) reported that the TIP revision schedule included in the packet will be revised. The POP Amendment will be included as a stand-alone amendment to go in June. The deadline to submit projects and revisions in FMS for the POP Amendment is April 28.

10. Recommended Future Agenda Items

11. Public Comment

Proposed Next Meeting:

Monday, May 16, 2011

1:30 p.m. – 3:30 p.m.

MetroCenter, 1st Floor Auditorium

101-8th Street, Oakland, CA 94607



TRANSIT FINANCE WORKING GROUP (TFWG) MEETING AGENDA

WEDNESDAY, MAY 4, 2011, 10:00 A.M. – 12:00 P.M.
METROCENTER, 2ND FLOOR, CLAREMONT CONFERENCE ROOM
101 EIGHTH STREET, OAKLAND, CA 94607

Estimated Time

Discussion Items

- | | |
|--|--------|
| 1. Introductions | 2 min |
| 2. Approval of April 6, 2011 Minutes* | 3 min |
| 3. Legislative Update (<i>Rebecca Long</i>) | 5 min |
| 4. FY11 POP* (<i>Glen Tepke</i>) | 30 min |
| 5. Proposed Bridge Toll Policy Changes* (<i>Glen Tepke/Christina Verdin</i>) | 10 min |
| 6. Plan Bay Area (SCS/RTP) Transit Needs Assessment Update | 20 min |
| a. Transit Operating Update* (<i>Sri Srinivasan</i>) | |
| b. Transit Capital Update* (<i>Glen Tepke</i>) | |
| 7. SRTP Funding Update (<i>Christina Verdina</i>) | 10 min |
| 8. TSP Update* (<i>Carolyn Clevenger</i>) | 10 min |

Information Items / Other Items of Business:

- | | |
|---|-------|
| 9. Prop 1B Update: Transit (PTMISEA) and Transit Security (CTSGP)* (<i>Kenneth Folan</i>) | 5 min |
| 10. 2011 TIP Update* (<i>Sri Srinivasan</i>) | 5 min |
| 11. Recommended Future Agenda Items (<i>All</i>) | 2 min |

Next Transit Finance Working Group Meeting:

Wednesday, June 1, 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

JOINT PARTNERSHIP LOCAL STREETS AND ROADS/
PROGRAMMING AND DELIVERY
WORKING GROUP MEETING
101 - 8th St., 1st Floor, Auditorium
Monday, May 16, 2011
9:00 a.m. – 11:00 a.m. - LSRPDWG
11:00 a.m. – 12:30 p.m. – S.O.S.

AGENDA

Topic	Estimated Time
1. Introductions (<i>Vivek Bhat, Chair</i>)	5 min
2. Review of Working Group Minutes*	5 min
A. Partnership Programming and Delivery Working Group – April 18, 2011 (<i>Vivek Bhat, Chair</i>)	
B. Partnership Local Streets & Roads Working Group – April 14, 2011 (<i>Norm 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>)	5 min
a. Call for Projects-Solicitation for ALL Discretionary Programs-Due May 20*	
C. STIP Project Delivery Monitoring Update* (<i>Kenneth Kao</i>)	5 min
D. CTC/ Prop 1B/ State Budget Update * (<i>Kenneth Kao</i>)	10 min
4. Caltrans/FHWA/CalRTPA Update	
A. 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. DLA-OB 11-06 – Federal Safe Routes to School (SRTS) Program* (<i>An Office Bulletin (DLA-OB 11-06 – Federal Safe Routes to School (SRTS) Program) has been posted to the Local Assistance website at: http://www.dot.ca.gov/hq/LocalPrograms/DLA_OB/DLA_OB.htm. This DLA OB supersedes OB 08-01 for the Cycle 2 Federal Safe Routes to School Program and updates the SRTS Program Guidelines and Applications for the Cycle 3 call for projects.</i>)	
ii. LPP 11-02 - Master Agreement* (<i>LPP 11-02 - Master Agreement has been posted to the Local Assistance website at: http://www.dot.ca.gov/hq/LocalPrograms/lpp/lpp1r1.htm. This LPP updates Exhibit 4-C "Master Agreement for Federal-Aid Projects", and supporting pages, of the Local Assistance Procedures Manual.</i>)	
iii. Interim Guidance for Project Initiation Documents*	
iv. DLA Quarterly Report on Construction Oversight of Local Agency ARRA Projects - 2nd Quarter FY 2011* (<i>A quarterly report entitled "DLA Quarterly Report on Construction Oversight of Local Agency ARRA Projects - 2nd Quarter FY 2011" has been posted to the Local Assistance website at: http://www.dot.ca.gov/hq/LocalPrograms/Reports_db.htm.)</i>	
v. Chapter 8 Section 8.7 of LAPM: Public Hearings* (<i>Chapter 8 Section 8.7 of the Local Assistance Procedures Manual has been revised and posted to the Local Assistance website at: http://www.dot.ca.gov/hq/LocalPrograms/lam/lapm.htm</i>)	
vi. Notice of Information Request for Proposition 1B Projects* (<i>Please take a few moments to read the attached letter from Chief Financial Officer Norma Ortega requesting information of Proposition 1B funded projects.</i>)	

- vii. Good Faith Efforts (GFE) Training Presentation and Q&A Materials*
(Accompanying the release of DLA-OB 11-04 – Evaluating and Submitting Good Faith Efforts, Caltrans and FHWA hosted training webinars on Good Faith Efforts. Included in the packet are the Powerpoint presentation and corresponding Q&A.)
- viii. HBP (Bridge Program) Status Reports Have Been Updated*
*(The monthly HBP FFY 10/11 project status spreadsheet and regional/district summary reports have been updated. See item 7 on this web link to view the reports:
<http://www.dot.ca.gov/hq/LocalPrograms/hbrr99/hbrr99a.htm>)*
- ix. Updated Info Re: DBE No. Cert Expiration*

B. Federal Programs Update (Sylvia Fung, Caltrans D4)

- i. Right of Way (ROW) and Utility Relocation Clarification 10 min
- ii. Independent Assurance/ Material Testing Requirements (Cathrina Barros/ David Small/ Azita Bagherli) 10 min

5. Standing Updates:

- A. Legislative Update* (Memo Only)

6. Discussion Items:

- A. Local Streets and Roads Needs Assessment Update** (Sri Srinivasan) 15 min
- B. RTIP-TE Delivery Status and Issues* (Kenneth Kao) 15 min
- C. Federal-Aid Process Efficiencies* (Ross McKeown) 15 min

7. Informational Items:

- A. Regional Toll Credit Policy (Ross McKeown) 5 min
- B. TIP Revision Update* (Memo Only)
(The current TIP and subsequent TIP Revisions are available online at: <http://www.mtc.ca.gov/funding/tip/2011/revisions.htm>). 5 min
- C. PMP Certification Status* (Memo Only)
(Recipients of PTAP-11 had 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>)
- D. Plan Bay Area: Spring 2011 Public Workshops
(For more information about the spring 2011 Plan Bay Area workshops and what's happening in your county, visit the OneBayArea website at http://www.onebayarea.org/plan_bay_area/workshops.htm.)

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

The next LSRWG meeting:

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

The next PDWG meeting:

Monday, June 20, 2011
10:30a – 12:30p
MetroCenter, 3rd Floor, Fishbowl
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.



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PTAC Item 4

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Memorandum

TO: Partnership Technical Advisory Committee

DATE: May 16, 2011

FR: Rebecca Long

W. I. 1131

RE: FY 2011 Federal Appropriations

On April 15, the President signed H.R. 1473, providing appropriations for the remainder of FY 2011. In stark contrast to prior budgets, the bill contains no earmarks for transportation. While most of the federal transportation program was spared deep cuts, substantial reductions were made to the High Speed Rail program. The bill also rescinded \$630 million in earmarks from surface transportation acts adopted in 1998 and prior years. A draft list of Bay Area highway projects that were rescinded or are at risk, based on draft information provided by Caltrans, is included as Attachment A.

In summary, key transportation cuts in H.R. 1473 include:

- Zero funding for High Speed Rail in FY 2011 (vs. a \$1 billion request in the President's proposed FY 2011 budget and \$2.5 billion in FY 2010) and a reduction of \$400 million in funding that was appropriated in FY 2010.
- \$400 million reduction in New Starts funding relative to FY 2010 for a total of \$1.6 billion and a \$280 million rescission of FY 2010 funds due to the cancellation of the New Jersey tunnel project.
- An across-the-board reduction of 0.2 percent for all remaining transportation programs. While this is not a significant cut, it represents a substantial reduction relative to the four percent annual growth that was assumed for the Federal Transit Program and three percent for Federal Highways in Transportation 2035.

A summary of the final funding nationwide levels by program is included as Attachment B.

Additional Competitive "TIGER" Grant Funds Approved for FY 2011

Considering the current political climate in Washington, D.C. it is noteworthy that the budget provides \$528 million for National Infrastructure Investments, commonly referred to as TIGER III, after the original \$1.5 billion Transportation Investment Generating Economic Recovery (TIGER) program that was included in the 2009 American Recovery & Reinvestment Act (ARRA). Funding for TIGER III was not included in the President's FY 2011 budget request, but was added by Congress. The first step in the grant process for these funds will be a formal release of the scoring criteria in the Federal Register. Based on language that was carried over from 2010, this is not likely to occur until June 2011, at the earliest. Once the criteria are released, MTC staff will consult with Commissioners and our local partners to develop a recommendation on a Bay Area strategy for the funds.

BAY AREA EARMARKS AFFECTED BY RESCISSION IN H.R. 1473 (FY 2011 CONTINUING RESOLUTION) - DRAFT

STATUS	COUNTY	SPONSOR	PUBLIC LAW	PROGRAM CODE	DESCRIPTION IN STATUTE	FUNDS AUTHORIZED	OBLIGATION AUTHORITY	OBLIGATED AS OF 1/12/11	OA REMAINING AS OF 1/12/11
RESCINDED	Solano	City of Dixon	ISTEA	3610	To improve 3 grade crossings in Dixon	\$1,755,772	\$1,755,772	\$1,096,921	\$658,851
RESCINDED	Santa Clara	Santa Clara Valley Transportation Authority	ISTEA	3660	For safety improvements on Highway 152 in the vicinity of Gilroy	\$5,755,029	\$5,755,029	\$4,697,466	\$1,057,563
RESCINDED	Santa Clara		ISTEA	3680	Upgrade Rt. 87 from 4 to 6 lanes including 2 HOV lanes, a new freeway interchange and local circulation system for San Jose International Airport	\$14,436,344	\$14,436,344	\$9,916,222	\$4,520,122
AT RISK*	San Mateo	City of San Bruno	TEA21	Q920	Construct I-380 connector between Sneath Lane and San Bruno Avenue, San Bruno	\$2,100,000	\$1,970,161	\$0	\$1,970,161
AT RISK	SAN MATEO	City of San Mateo	TEA21	Q920	Upgrade SR 92/EI Camino Interchange, SAN MATEO	\$2,775,000	\$2,603,425	\$0	\$2,603,425
AT RISK	SAN MATEO		TEA21	Q920	Construct tunnel with approaches as part of Devil's Slide project in San Mateo County	\$6,000,000	\$5,629,026	\$0	\$5,629,026
TOTAL RESCINDED									\$6,236,536
TOTAL AT RISK									\$10,202,612

* To be rescinded if less than 10% of authorized level is not obligated by 9/30/11.
Source: Caltrans Division of Local Assistance

**FY 2011 Federal Surface Transportation Appropriations
(As Enacted in H.R. 1473)**

Dollars in \$1,000's

	FY 2010 Enacted	President's Proposed FY 2011 Budget	Final Bill
Office of the Secretary (DOT)			
Office of Livable Communities	\$ -	\$ 20,000	\$ -
National Infrastructure Investments - (TIGER 3)	\$ 600,000	\$ -	\$ 528,000
Federal Highway Administration (FHWA)			
Federal Aid Highways Obligation Limitation	\$ 41,107,000	\$ 41,362,775	\$ 41,024,786
Federal Railroad Administration (FRA)			
High-Speed and Intercity Passenger Rail	\$ 2,500,000	\$ 1,000,000	\$ -
Amtrak Operating Grants	\$ 563,000	\$ 563,000	\$ 561,874
Amtrak Capital and Debt Service Grants	\$ 1,001,625	\$ 1,052,000	\$ 923,625
Rail line Relocation & Improvement Program	\$ 34,532	\$ -	\$ 10,532
Railroad Research and Development	\$ 37,613	\$ 40,000	\$ 35,100
Federal Transit Administration (FTA)			
Formula & Bus Grants	\$ 8,343,171	\$ 8,271,700	\$ 8,326,485
Livable Communities (Obligation Limitation)	\$ -	\$ 306,905	\$ -
Urbanized Area Formula	\$ 4,542,577	<i>Not specified</i>	\$ 4,533,492
Non Urbanized Area Formula Program	\$ 537,198	" "	\$ 536,123
Fixed Guide way Modernization	\$ 1,663,033	" "	\$ 1,659,707
Alternative Analysis Program	\$ 24,948	" "	\$ 24,898
Alternative Transportation in Parks and Park Land	\$ 26,844	" "	\$ 26,790
Bus and Bus Facility	\$ 981,953	" "	\$ 979,989
Clean Fuels	\$ 51,393	" "	\$ 51,290
Elderly and Disabled	\$ 133,222	" "	\$ 132,956
Job Access and Reverse Commute (JARC)	\$ 164,158	" "	\$ 163,829
New Freedom	\$ 92,308	" "	\$ 92,123
Over the Road Bus	\$ 8,782	" "	\$ 8,764
Planning and Research	\$ 116,757	" "	\$ 116,523
Major Capital Investment Program (<i>New & Small Starts</i>)	\$ 1,998,000	\$ 1,822,112	\$ 1,600,000
Energy Efficiency & Greenhouse Gas Reduction (TIGGER)	\$ 75,000	\$ 52,743	\$ 50,000
<i>Federal Transit Administration Total</i>	\$ 10,730,752	\$ 10,799,534	\$ 9,976,485

Source: Transportation Weekly, HR 1473 bill text



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Memorandum

TO: Partnership Technical Advisory Committee

DATE: May 16, 2011

FR: Ashley Nguyen

RE: Plan Bay Area: Defining Alternative Scenarios

Phase 2 of the Plan Bay Area process focuses largely on conducting an analysis of alternative scenarios to demonstrate how the Bay Area can achieve its 15 percent per-capita greenhouse gas emission reduction target, stipulated by CARB, and other ABAG/MTC adopted performance targets. While both the Current Regional Plans and Initial Vision Scenario get us closer to the greenhouse gas targets, they still fall short. We must now find alternative ways to achieve this target as required by SB 375. This means identifying and testing a range of alternative scenarios that feature different combinations of land use, transportation investments, and policy strategies.

MTC and ABAG staff have conducted initial brainstorming on alternative scenario concepts with the Regional Advisory Working Group and Partnership Technical Advisory Committee in April and May 2011. We are also receiving feedback through the Plan Bay Area/You Choose Bay Area workshops that are now underway. The following points have been raised thus far:

- Create distinct scenarios, including a historical land use “trend” option for comparative purposes.
- Focus more growth in the urbanized areas of the region to preserve agricultural lands and open space.
- Consider refocusing development along transportation corridors (not just transit lines).
- Increase growth in Priority Development Areas (PDAs) but realize that they have limits on their carrying capacities.
- Increase existing transit service and improve pedestrian access to transit
- Create a strategy that places importance on supporting growth in rural/suburban communities, but recognize that the growth will not be at the same density and intensity as growth in the more urbanized areas of the region.
- Emphasize the importance of the “fix-it first” policy (i.e., maintain existing system)
- Consider policy initiatives such as Transportation Demand Management and road and parking pricing

The attached PowerPoint presentation outlines initial concepts for the alternative scenario analyses. We look forward to your ideas to help us further refine these alternatives. Staff will present draft alternative scenarios for your review and approval in June. The analysis of the scenarios will begin immediately thereafter.

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BayArea Plan

Defining Alternative Scenarios

Partnership TAC
May 16, 2011

Policy Issues

1. Given what we learned from Current Regional Plans and the Initial Vision Scenario:
 - a. Have we pushed the land use far enough, and have we designed a land use pattern sufficient to reach our targets?
 - b. Can we afford the transportation improvements needed to support the land use pattern?
 - c. What difference could employment distribution make?
 - d. What more do we need in order to reach our targets?
2. Can we develop distinct alternative scenarios that help us evaluate these questions?

Input To Date

(from advisory groups and public workshops)

- Create distinct scenarios, including a historical land use “trend” option for comparative purposes.
- Focus more growth in the urbanized areas of the region to preserve agricultural lands and open space.
- Consider refocusing development along transportation corridors (not just transit lines).
- Increase growth in Priority Development Areas (PDAs) but realize that they have limits on their carrying capacities.
- Create a strategy that places importance on supporting growth in rural/suburban communities, but recognize that the growth will not be at the same density and intensity as growth in the more urbanized areas of the region.
- Emphasize the importance of the “fix-it first” policy (i.e., maintain existing system)
- Consider policy initiatives such as Transportation Demand Management and road and parking pricing



3

Alternative Scenarios Framework

- Define and evaluate a small number of alternative scenarios that are deemed financially feasible and achievable
- Each scenario will be distinctly different in terms of growth patterns, transportation investments, or supportive policies
- Growth patterns entail distribution and intensity of jobs, population and housing in small geographic areas within jurisdictions
- Land uses will be distributed to reduce trip lengths and will be located in proximity to transit network
- Each scenario will aim to achieve adopted performance targets
- Project performance assessment will inform transportation investments for scenarios



4

Land Use, Transportation & Policy Variables

Land Use	Transportation	Policy Initiatives
<p>More Concentrated Growth* Shifting jobs/housing distributions in the Current Regional Plans, and choosing to distribute growth among Priority Development Areas (PDAs) in a manner that optimizes GHG reductions (this may mean that some PDAs are more appropriate growth areas than others)</p>	<p>Transportation 2035 Investment Strategy</p> <ul style="list-style-type: none"> 80% of funding to "Fix-It First" Policy Maintain existing transit service levels with Resolution 3434 transit expansion Regional Express Lane Network, Freeway Performance Initiative (FPI), and various roadway improvements around region 	<ul style="list-style-type: none"> Transportation Demand Management (telework, commuter benefits, ridesharing services, etc.) Eco-Driving (driver education on how to drive to save fuels and reduce emissions) Electric Vehicles (beyond what's assumed by Air Resources Board) Parking Pricing (e.g., higher parking during peak hours, charge for employer parking) Other Pricing (e.g., toll lanes, vehicle fees)
<p>Most Concentrated Growth Shifting jobs/housing around the Bay, and concentrating job/housing growth around existing centers</p>	<p>Intensive Transit Services</p> <ul style="list-style-type: none"> Allocate more funding to places that are taking on growth, which involves redistributing maintenance funds to core areas with "Fix-It First" funding as an incentive Extensive transit funding for core capacity improvements, such as to BART, Caltrain, Muni and AC Transit bus rapid transit and local transit Smaller backbone Regional Express Lane Network, FPI, and various roadway improvements 	
<p>Dispersed Growth Shifting more jobs towards housing growth in outer areas of the region</p>	<p>Transit Expansion & Roadway Improvements</p> <ul style="list-style-type: none"> More highway improvements and long-haul transit expansion, increased carpool/vanpools and shuttle services, and various roadway improvements 	

Bay Area Plan *This scenario is the Initial Vision Scenario with consideration for job location and intensity, financial constraints and local input

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Example Scenarios

(by "mixing & matching" land use, transportation & policy variables)

Land Use	Transportation	Policy Initiatives
<p>1 Push land uses harder to achieve the 15% greenhouse gas emission reduction target</p>	<p>Transportation 2035 Investment Strategy</p>	<ul style="list-style-type: none"> No Change to Existing Policies
<p>2 Reduce intensity of land uses</p>	<p>Transportation 2035 Investment Strategy</p>	<ul style="list-style-type: none"> No Change to Existing Policies
<p>3 Optimize the Initial Vision Scenario</p>	<p>Intensive Transit Services</p>	<ul style="list-style-type: none"> No Change to Existing Policies
<p>4 Support jobs-housing balance & fit in outer areas</p>	<p>Transit Expansion & Roadway Improvements</p>	<ul style="list-style-type: none"> Transportation Demand Management Eco-Driving

Bay Area Plan

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Alternative Scenario Timeline

Develop alternative scenarios through an iterative process	Now – June 2011
Present alternative scenarios for initial review in June and then approval by MTC and ABAG in June/July	June/July 2011
Start scenario analysis	July 2011
Release scenario results	October 2011
Seek public review and comment on scenario results	October 2011
Review preferred scenario with MTC and ABAG	January 2012
Approval of preferred scenario by MTC and ABAG	February 2012



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Memorandum

TO: Partnership Technical Advisory Committee
FR: Carol Kuester
RE: Plan Bay Area: Proposed 511 Program Plan Budget

DATE: May 16, 2011

Background

The 511 program has been in operation for almost 10 years collecting and validating regional traffic, transit (static and real-time), ridesharing and parking data for dissemination on 511 phone, 511.org, texting, a mobile web site, and via data feeds. Traffic and transit incident data is entered into the 511 system 24/7 by staff at the Traveler Information Center, which is co-located with the Caltrans TMC. 511 also provides a Regional Ridesharing and Bicycling Program whose staff conduct outreach to employers and maintain a regional database to facilitate ridematching. 511 plays a key role in informing the public about transportation incidents and emergencies. The 511 phone system receives nearly 500,000 calls per month and the website supports more than two million user sessions each month. In recent years, 511 has played an increasingly significant role providing information in transportation incidents and emergencies. The program is generally viewed as effective and successful.

However, several trends are informing MTC's proposed budget for 511 for the Plan Bay Area:

- As 511 services become more sophisticated to meet user trends and preferences, the cost to operate and maintain 511 phone, web, and mobile services continues to increase.
- Private sector firms and developers are increasingly offering traveler information services (i.e., in-vehicle navigation device providers, Google, app developers) calling into question whether the public sector should continue using public funds to provide similar dissemination services.
- Some 511 deployers (the states of Florida, Massachusetts, Georgia and the San Diego region) are contracting with private sector companies to receive 511 phone, web, and mobile dissemination services free of charge in exchange for placing advertising on the phone, web and on blue and white highway signs.

Proposed 511 Program Budget

For Plan Bay Area, the 511 program budget is proposed as follows:

- **Committed:** Sustained in its current form as a "committed project" from FY 2013 through FY 2019 when the terms of several contracts end (total request in 2013 dollars: \$141.3M)
- **For "New Commitment" Discussion:** Transitioned to a smaller-sized project with significantly less funding beginning in FY 2020. The 511 program would dramatically

downsize its services and functionality. Ideas currently include narrowing focus to data collection and provision of data feeds, identifying private sector partner to provide phone service, web site, and mobile services at no cost to MTC, and/or reducing the regional rideshare program. This reduced 511 program scope is currently assumed for FY 2020-2040 and will compete for funding as part of the Freeway Performance Initiative (total request in 2013 dollars: \$177.8M.)

The Plan Bay Area 28-year planning horizon is challenging for technology programs like 511, which relies on long-term contracts to operate the service but must also quickly respond to rapid changes in consumer preferences and end-user devices. The attached table summarizes the proposed funding request approach.



Plan Bay Area — 511 Program

FY 2013–2019
Committed: 511 Program

Total Request \$141.3 M (in 2013 dollars)

FY 2020–2040

Uncommitted: Included in FPI Program
Total Request \$177.9 M (in 2013 dollars)

STRATEGY	DETAILS	STRATEGY	DETAILS
Collect and validate regional traffic, transit, ridesharing and parking data.	<ul style="list-style-type: none"> Traffic data includes freeway speeds, travel times, incidents Transit data includes schedules, fares and routes for 34 agencies and real-time departures for 95% of transit customers Rideshare database includes 28,000 customer contacts Parking data includes static data for 400 lots, and some real-time availability for 15 garages/lots and 6,000 on-street spaces Staffed traveler information center (TIC) to verify incidents and respond in emergencies 24/7 	Collect and validate regional traffic, transit, ridesharing and parking data.	Same as FY 2013–2019, except: <ul style="list-style-type: none"> Reduce staff coverage in traveler information center to only supporting incident verification and providing limited emergency response
Disseminate data through 511 phone, Web (511.org), and mobile tools (m.511.org.) Provide data through data feeds and Application Programming (APIs). Maintain Regional Ridesharing and Bicycling Program	<ul style="list-style-type: none"> Provide phone service with comprehensive, real-time, multimodal information (500,000 calls/month) Provide 511 Web pages including a driving times map and regional multimodal trip planner including data for 34 transit agencies (2.0 M user sessions/month); assumes improvements every four years Provide real-time transit departures for 95% of transit customers; monitor costs and usage (Phone: 127,000 requests/month; Texting: 11,000/month; Web: 12,000 page views/month — and growing) Support a mobile website and some texting, explore affordable mobile apps Offer personalized service via MY 511 and Web features (i.e., cookies) (Phone: 14,000 requests/month; Web: 175,000 page views/month) Provide a data feed to Caltrans for driving times on 35 CMS Provide real-time transit departure info to 56 transit hub signs Provide data feeds to individuals/companies (static transit data: 34, and traffic: 16) Provide the regional ridematch system and schoolpool tool for use regionally and by county programs Fund employer outreach in nine counties through FY2015-16 (four through contract, five through delegated counties) Provide bicycling program and Bikemapper Web mapping tool Promote 511 via marketing budget (\$450K annually) 	Identify private-sector partners to provide 511 phone, web pages and all mobile services. Provide data feeds and APIs.	Reduce scope to provision of: <ul style="list-style-type: none"> Regional traffic (speeds, travel times, incidents), transit (schedule and real-time), ridesharing and parking data feeds and APIs to support third-party websites and apps A no-cost contract for IVR, web, mobile website, and apps. Cease providing 511 dissemination tools and personalized services assuming private sector fulfills the need Data feed to Caltrans for driving times on CMS Real-time transit departure info to transit hub signs Regional ridematch system and schoolpool tool for use regionally and by county programs

511 Program Reassessment Tasks to Inform 2017 RTP

2011–13	2013–14	2014–15
511 Staff complete tasks to inform program reassessment <ul style="list-style-type: none"> Reassess the scope and local v. regional delivery of regional rideshare services Re-evaluate the mobile website strategy Outreach to private sector to increase use of 511 data feeds and APIs; monitor creation of apps, websites using 511 data Complete and implement traffic data collection strategy and assess impacts Assess impacts of new traffic incident data entry system Monitor real-time departure system costs and usage 	511 Program reassessment <ul style="list-style-type: none"> Assess state of private sector provision of traveler information Assess outcomes of no-cost 511 web/phone systems in other regions 	Reassessment informs development of RTP/SCS 2017



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Memorandum

TO: Partnership Technical Advisory Committee

DATE: May 16, 2011

FR: Joy Lee & Danielle Stanislaus

RE: Plan Bay Area: Freeway Performance Initiative Needs Assessment

The Freeway Performance Initiative (FPI) seeks to maximize the efficiency and improve the management, reliability and safety of the existing freeway, highway and arterial infrastructure, while limiting traditional expansion of the freeway system to only the most essential locations. To establish the 28-year need as proposed under Plan Bay Area, staff first calculated the cost of the unfunded portion of the T-2035 FPI. Then, in consultation with the regional Arterial Operations Committee (AOC) and Incident Management Task Force (IMTF), staff worked to expand the scope to include the essential elements needed for the successful implementation of other regional and local transportation programs and projects. The proposed Plan Bay Area FPI elements include: 1) Ramp Metering, 2) Freeway ITS Infrastructure, 3) Arterial Management/PASS, 4) Incident Management, 5) Emergency Preparedness, 6) Traveler Information/511, and 7) O&M for Arterial and Freeway ITS Infrastructure. The total 28-year need for FPI is \$5.8 billion, which creates a comprehensive, cost-effective means of managing the region's existing freeway and arterial infrastructure to keep people moving safely, efficiently, and effectively, with benefits across modes and through partnerships with the other regional and local transportation agencies.

Please see the attached FPI Fact Sheet for details about the investment history and accomplishments to date for FPI, as well as the needs going forward and how FPI helps to further the larger Plan Bay Area goals.

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Freeway Performance Initiative: Regional System Efficiency & Integration in the Works

THE GOAL:

To maximize the efficiency and improve the management, reliability and safety of the existing freeway, highway and arterial infrastructure, while limiting traditional expansion of the freeway system to only the most essential locations.

THE INVESTMENT HISTORY:

As one of the highest benefit-cost performing projects in the Transportation 2035 Plan (T-2035), \$1.6 billion was included for the the Freeway Performance Initiative (FPI) to complete and maintain the Bay Area’s Traffic Operations System, of which ramp metering was the largest component. A small portion of the FPI was also identified for signal timing improvements throughout the region. Additionally included, though separate from the \$1.6 billion, was \$220 million for incident management activities, including the Call Box and Freeway Service Patrol (FSP) Programs. No freeway widening was included (or funded) as part of the FPI. Of the funds included in T-2035, \$222 million and \$38 million has been allocated, respectively, to date.



THE ACCOMPLISHMENTS:

MAJOR progress in terms of quickly delivering low-cost projects that improve mobility and efficiency through proven technology, and increase motorist aid and safety for the Bay Area.

With the \$260 million T-2035 allocation, the following has been achieved:

Increased Ramp Metering: Expanded the number of ramps metered from 330 locations (28% of the system) in 2009 to 500 locations (44% of the system) by 2012. This has led to reduced travel times and improved reliability on major freeway corridors with almost no impact on local street operations. With traditional freeway expansion costing 15-50 times more to achieve similar congestion relief benefits, this quickly implementable strategy also yields significant reductions in CO, PM10 and PM2.5 emissions.

Effects of Ramp Metering Deployments Since 2007

		Maximum Travel Time Reduction	Peak Period Duration Reduction	% Delay Reduction
SM-101	SB; Hillsdale to University	-19 min.	-1 hr	57%
ALA-580	EB; Foothill to Greenville	-11 min.	-2 hr	33%
SM-280	NB; Sneath to Serramonte	-3 min.	-1 hr	28%
SCL-85	SB; Almaden to Cottle	-4 min.	-1 hr	52%
SCL-87	NB; Rte 85 to Skyport	-4 min.	-2 hr	30%
SCL-87	SB; Charcot to Santa Teresa	-9 min.	-1 hr	41%
ALA-580	WB; I-205 to Foothill	-7 min.	-1hr	24%
SCL-101	SB; Embarcadero to De La Cruz	-1 min.	N/A	5%
SCL-880	SB; SR 237 to Stevens Creek	-11 min.	-1 hr	38%



Retiming local signal systems that: 1) establish communication between local and state-owned signals, 2) coordinate signals across multiple jurisdictions, 3) coordinate signals included as part of other regional efforts (i.e. Safe Routes to Schools/Transit, Complete Streets, Smart Corridors, Incident Management), and 4) support priority for transit vehicles.

Program for Arterial System Synchronization (PASS)	(Annual Average)
# of signals retimed	500/year
# of transit lines on the corridors served	45
# of pedestrians accounted for during peak hour timing	10,000
# of bicyclists accounted for during peak hour timing	2,000
Benefit/Cost Ratio (includes travel time and fuel consumption savings and emissions reductions)	32:1
Emissions Reductions	ROG, NOx, PM10, CO

Improved Incident Management through the implementation of regional safety/motorist aid programs such as the FSP and Call Boxes in order to quickly identify and respond to planned and unplanned freeway incidents to minimize negative impacts on congestion, public safety, and air quality.

Freeway Service Patrol & Call Box	(Annual Average)
# of FSP trucks	78
# of FSP fwy miles covered	552
# of incidents with FSP response	130,000/year
FSP Benefit/Cost Ratio	4:1
FSP Emissions Reductions	ROG, NOx, CO
# of Call Boxes	2,200
# of Calls Received	22,000/year

THE NEEDED NEXT STEPS:

Although significant progress has been made, allocations from T-2035 Cycles 1 and 2 only funded part of the need, and thus much more needs to be done to complete the infrastructure and improve the integration and management of the region’s freeway and arterial systems. This includes looking at the funding needed to enable the existing programs and projects to respond to the growing needs of the region in the future, as in the area of emergency preparedness.

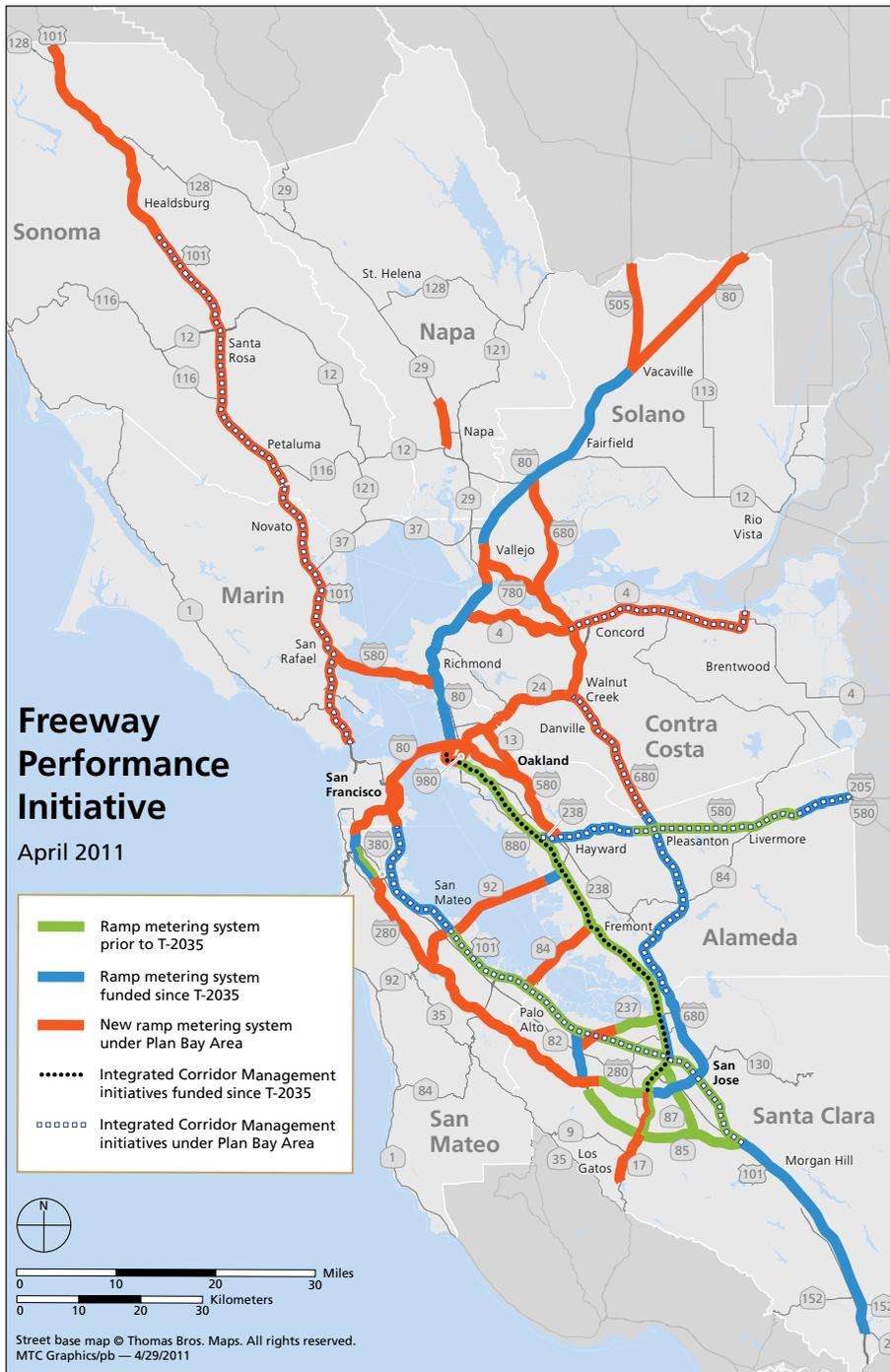
Additionally, the FPI benefits shown above can only be achieved if the system equipment is functioning properly. A substantial investment is therefore needed to operate, maintain, and repair/ replace both existing and future Intelligent Transportation System (ITS) equipment, such as ramp meters, street signals, changeable message signs, and video cameras. Many agencies express frustration over insufficient funding for the maintenance of this important equipment, which leaves the infrastructure to deteriorate and fails to supply the management capabilities needed to provide the full extent of the system benefits to the traveling public.



THE FUTURE NEEDS UNDER PLAN BAY AREA:

Complete the unfunded portion of the T-2035 FPI, and expand the FPI scope to include essential elements needed for the successful implementation of other regional and local transportation programs and projects.

FPI Elements	28-Year Cost (Millions)	Description & Benefits
Ramp Metering	\$100M	Completes the ramp metering system in the Bay Area. 300 additional locations are proposed (see map on back page).
Freeway ITS Infrastructure	\$870M	Full deployment of the freeway ITS infrastructure, including traffic cameras, changeable message signs, and speed sensors to improve the efficiency of the freeway system and to manage non-recurrent congestion by minimizing the impacts of incidents on travel time reliability.
Arterial Management/ PASS	\$1,880M	Provides traffic signal coordination for 100% of the regionally significant signals (approx. 7,800 signals), builds out the arterial ITS infrastructure, and adds important elements like incident/emergency flush plans and Transit Vehicle Priority timing plans for all coordinated signals in the region.
Incident Management	\$400M	Sustains the existing level of investment in the FSP and Call Box Programs, and enhances transportation agencies' and first responders' capabilities to clear traffic incidents. Also allows for improved integrated corridor management activities.
Emergency Preparedness	\$200M	Enhances the region's transportation agencies' emergency readiness, coordination and response capabilities, which are critical to the safety and protection of the region's transportation infrastructure and economic resiliency.
O&M for Arterial and Freeway ITS Infrastructure	\$2,100M	Maintenance of the existing and future arterial and freeway ITS equipment needed to achieve the full benefits of the FPI.
Traveler Information/ 511	\$260M	Collects, consolidates and distributes via data feeds/APIs accurate regional traffic, transit, and parking data for trip planning and real-time travel. Provides ridematch tool to reduce single-occupant vehicles and enables travelers to make more cost-effective and efficient travel-mode decisions.
TOTAL 28-Year FPI Need	\$5,810M	Creates a comprehensive, cost-effective means of managing the region's existing freeway and arterial infrastructure to keep people moving safely, efficiently, and effectively, with benefits across modes and through partnerships with the other regional and local transportation agencies.



Freeway Performance Initiative Alignment with Plan Bay Area Goals:

Climate Protection

- Reduces emissions from all vehicles (ROG, NOx, CO PM2.5 and PM10)

Healthy & Safe Communities

- Reduces exposure to particulate emissions
- Reduces all types of collisions for ALL transportation modes
- Improves regional emergency preparedness and response efforts
- Increases safety on arterial streets for pedestrians and bicyclists

Equitable Access

- Empowers travelers to take advantage of lower-cost transportation options like transit and ridesharing

Economic Vitality

- Improves freight operations by reducing travel time, improving connectivity and accessibility, and boosting reliability on major truck corridors

Transportation System Effectiveness

- Improves operations and maintenance of the existing transportation infrastructure
- Improves total trip performance by addressing first/last mile commute concerns
- Reduces travel time and improves travel time reliability for ALL modes
- Increases the amount of information available to enable travelers to make more cost-effective and efficient travel-mode decisions
- Increases regional transportation connectivity through agency partnerships



For more information on the FPI, please contact by email:

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Memorandum

TO: Partnership Technical Advisory Committee

DATE: May 16, 2011

FR: Sri Srinivasan

RE: Update on TIP Revisions

TIP Revision 11-06 – Amendment (Proposed)

Revision 11-06 is an amendment that revises 42 projects with a net decrease in funding of \$133.1 million. Among other changes, the revision:

- Amends in five new exempt projects:
 - Two projects Kirker Pass Road Overlay [CC-110044] and Napa County Road Rehabilitation -Various Streets funded with \$2.7 million in STP funds [NAP110019]);
 - SR92/El Camino Real (SR82) Ramp Modifications Project (SM-110047) funded with \$2.8 million in federal earmark funding and Lake Merritt Improvement Project [ALA110072] funded with \$827,900 in federal earmark funding; and
 - San Jose Walk N Roll – Safe Access [SCL110057] project funded with \$568,000 in CMAQ funding;
- Updates the back-up lists and revises the costs for the following Caltrans managed Grouped Listings:
 - Highway Bridge Program for Local Bridges (VAR991007) is reduced by \$241.5 million. The revision also splits out 18 projects totaling \$93.9 million from the Highway Bridge Program Grouped Listing and archives them as the funds have been obligated and the projects delivered;
 - Safety Improvements – Highway Safety Improvement Program (REG070009) is reduced by \$22.3 million;
 - SHOPP – Emergency Response (REG070001) is increased by \$12.4 million; and
 - Railroad/Highway Crossings (VAR991009) is increased by \$2.3 million;
- Updates the funding plan for the I-80 Integrated Corridor Mobility Project (ALA070041) to add \$8.1 million in Other Local funds and reprogram \$76.7 million in Proposition 1B funds from prior years to FY 2011(\$31.4 million) and FY2012 (\$45.3 million).

Changes made with this revision do not affect the air quality conformity or conflict with the financial constraint requirements. The amendment is on schedule to be presented to the Programming and Allocations Committee on May 11, 2011 and approved by the MTC Commission on May 25, 2011, with final approval by FHWA/FTA expected in June 2011.

TIP Revision 11-05 – Amendment (Approved)

Revision 11-05 is an amendment that revises to 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 was approved by the MTC Commission on March 23, 2011, Caltrans approval was received on March 25, 2011 and final federal approval was received on March 30, 2011.

TIP Revision 11-04 – Administrative Modification (Approved)

Revision 11-04 is an administrative modification that revises 22 projects with a net increase in funding of \$1.67 million. Among other changes, this revision:

- Updates the funding plan of Almaden Expressway Improvements project (SCL070005) to add \$2.6 million in FY2010-11 CON Earmark-T3-HPP funds with 20% toll credit match and reduce FY2007-08 CON Other Local funds by \$1.2 million;
- Transfers \$250,000 in Non-motorized Transportation Pilot Program (NMTTP) funds from Marin County's NMTTP (MRN050033) to the City of Novato's NMTTP (MRN070011);
- Updates the funding plan of 14 projects to reprogram funds between phases, fund sources and years, with minor changes to project cost in ten cases. The significant cost change was the reduction of the total cost of the Regional Bicycle Sharing Pilot project (REG110010) by \$431,350.

Changes made with this revision do not affect the air quality conformity or conflict with the financial constraint requirements. Revision 11-04 was approved by deputy executive director on May 2, 2011 and final Caltrans approval was received on May 2, 2011.

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 TIGGER 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 NMTTPP 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 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>.

Information on TIP revisions is also available through the TIPINFO notification system (electronic mails). Anyone may sign up for this service by sending an email address and affiliation to: tipinfo@mtc.ca.gov.

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 May 5, 2011

METROPOLITAN TRANSPORTATION COMMISSION
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
ATTACHMENT A: TENTATIVE 2011 TIP REVISION SCHEDULE (SUBJECT TO CHANGE)
as of May 5, 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	April 28, 2011	May 2, 2011	May 2, 2011	N/A	Approved	May 2, 2011
Amendment	11-05	January 27, 2011	March 23, 2011	March 25, 2011	March 30, 2011	Approved	March 30, 2011
Amendment	11-06	March 31, 2011	May 25, 2011	June 8, 2011	June 30, 2011	Pending	TBD
Amendment (Transit Only Amendment)	11-07	April 28, 2011	June 22, 2011	July 6, 2011	July 27, 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

The schedule is also available at the following link: http://www.mtc.ca.gov/funding/tip/2011/2011_TIP_Revision_Schedule.pdf

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