

THE BAY AREA PARTNERSHIP

Partnership Technical Advisory Committee

July 18, 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 May 16, 2011 PTAC Meeting* | |
| 3. Partnership Reports | |
| • Transit Finance Working Group* | |
| Chair: Gayle Prior, GGBHTD | |
| <i>The Transit Finance Working Group met on June 1, 2011.</i> | |
| • Local Streets and Roads Working Group | |
| Chair: Norman Hughes, City of Fremont | |
| <i>The Local Streets and Roads Working Group met on July 14, 2011.</i> | |
| • Programming and Delivery Working Group* | |
| Chair: Vivek Bhat, Alameda CTC | |
| <i>The Programming and Delivery Working Group met on July 18, 2011.</i> | |

DISCUSSION ITEMS

1:40 p.m.

- | | |
|--|--|
| 4. Legislative Report* (<i>Rebecca Long</i>) | |
| <i>(MTC staff will present an update on legislative actions, including the State Budget.)</i> | |
| 5. Lifeline Program Evaluation* (<i>Jennifer Yeamans</i>) | |
| <i>(MTC and consultant staff will present findings from the recently completed evaluation of the Lifeline Transportation Program and seek review and input on draft recommendations in advance of a third Lifeline funding cycle.)</i> | |
| 6. Revised TIP Revision Procedures* (<i>Sri Srinivasan</i>) | |
| <i>(Staff will present the revised TIP revision procedures.)</i> | |
| 7. 2012 RTIP Policies and Procedures Discussion* (<i>Kenneth Kao</i>) | |
| <i>(Staff will present the draft 2012 RTIP policies and procedures.)</i> | |
| 8. 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. Equity Analysis Framework for Alternative Scenarios* (<i>Jennifer Yeamans/Marisa Raya</i>) | |
| c. One Bay Area Grant Concepts* (<i>Alix Bockelman/Ross McKeown</i>) | |

Estimated Time
for Agenda Item

INFORMATION ITEMS / OTHER BUSINESS

3:10 p.m.

9. Plan Bay Area: Spring 2011 Workshops Summary* (*Memo Only*)
10. 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>).
11. Recommended Future Agenda Items (*All*)
12. Public Comment

Next meeting on:

(NOTE: THERE ARE NO REGULARLY SCHEDULED PARTNERSHIP MEETINGS IN AUGUST)
Monday, September 19, 2011
1:30 p.m. - 3:30 p.m.
MetroCenter, 1st Floor, Room 171
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

May 16, 2011

Page 1 of 2

1. Introductions

2. Minutes of April 18, 2011 PTAC Meeting

The minutes for the April 18, 2011 PTAC meeting were accepted without comments.

3. Partnership Reports

Transit Finance Working Group (TFWG) – *Gayle Prior, Chair* – The TFWG met on May 4, 2011. *Gayle Prior (Chair)* reported that the WG discussed the FY2011 Transit Capital Priorities Program of Projects (POP).

Joint Partnership Local Streets and Roads/Programming and Delivery Working Group (LSR/PDWG) – *Norm Hughes, LSRWG Chair, Vivek Bhat PDWG Chair*- The Joint LSR/PDWG met on May 16, 2011. *Ben Tripousis, (City of San Jose)* reported that the Joint Partnership LSR/PDWG heard staff monitoring updates on Federal inactive projects and project delivery status. Caltrans representatives provided presentations on utility relocation, Independent Assurance Materials Testing and the Federal-aid process. A bond sale is not expected to occur until at least the fall.

Discussion Items

4. Legislative Report

Rebecca Long (MTC) reported that the Federal Continuing Resolution for FY2011 zeroed out High-Speed Rail. 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. The May revise was released and reflected roughly \$2.5B more in current year revenues.

In State legislation, the Commuter Bill (SB582) has been changed to a 4-yr pilot program for employers of 20 or more employees, the south coast is exempt.

5. Regional Transportation Plan/Sustainable Communities Strategy:

a) Alternative SCS Scenarios

Ashley Nguyen (MTC) provided an overview of the initial Alternative SCS scenarios and summarized feedback to date.

Comments from PTAC members and attendees:

- Requested that alternative distributions be reviewed and considered within each of the scenarios.
- Requested other policy initiatives be considered.
- Noted that some of the scenarios seemed a bit repetitive.
- Questioned how the Initial Vision Scenarios (IVS) would recognize local UA growth boundaries, particularly related to Jobs and Housing and Fix-It-First incentivizing.
- Expressed concern that the current proposed initiatives are not capturing current infrastructure costs, but appear to only focus on growth.

b) Draft Financial Projections

Mat Adamo (MTC) presented the draft financial projections for Plan Bay Area. The projections assume a 2.2% inflation rate on the revenues side. County Sales Tax measures assume reauthorization. The Plan assumes that reasonably anticipated funds (RAF) will be discretionary. Federal funds are projected as base year with a 3% annual growth rate, and come from the \$.18 excise tax and General Fund.

c) Draft 511 Traveler Information Program Needs Assessment

Carol Kuester (MTC) presented the Plan Bay Area – Draft 511 Traveler Information Program Needs Assessment.

d) Draft Freeway Performance Initiative (FPI) Needs Assessment

PARTNERSHIP TECHNICAL ADVISORY COMMITTEE (PTAC) MINUTES

May 16, 2011

Page 2 of 2

Joy Lee/Danielle Stanislaus (MTC) presented the Plan Bay Area – Draft Freeway Performance Initiative (FPI) Needs Assessment.

Comments from PTAC members and attendees:

- Noted that the needs are significantly higher over T2035 and requested staff to provide a more detailed list of arterials for the Arterial Management Program as well as a more detailed methodology, particularly local street data.
- Questioned the ramp metering affects as being outdated, particularly in a declining economy.
- Commented that the Operating and Maintenance delta is \$3.7B, which is more than the Plan Bay Area revenue projections and felt that the delta should be consistent with anticipated jobs/ housing growth.

e) Draft Clipper Program Needs Assessment

Scott Rodda (MTC) presented the Plan Bay Area – Draft Clipper Program Needs Assessment. The needs differ from T2035 in that it includes all program components that were previously not included in T2035, including staff costs. The projections reflect that the cost to the operator based on total volume of fare revenue is \$.01/transaction.

6. Public Comment

There were no public comments.

Proposed Next Meeting:

Monday, July 18, 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, JUNE 1, 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 May 4, 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: Follow-Up* (<i>Christina Verdin</i>) | 10 min |

Information Items / Other Items of Business:

- | | |
|---|-------|
| 6. Prop 1B Update: Transit (PTMISEA) and Transit Security (CTSGP)* (<i>Amy Burch</i>) | 5 min |
| 7. 2011 TIP Update* (<i>Adam Crenshaw</i>) | 5 min |
| 8. “Integrating Transit Applications: Defining Data Interfaces Using TCIP” Workshop* (<i>Memo Only</i>) | |
| 9. Transit Sustainability Project: Project Steering Committee 2011 Tentative Meeting Schedule* (<i>Memo Only</i>) | |
| 10. Caltrans reinstating EFT Payment Program* (<i>Memo Only</i>) | |
| 11. Recommended Future Agenda Items (<i>All</i>) | 2 min |

Next Transit Finance Working Group Meeting:

Wednesday, July 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., 3rd Floor, Fishbowl
Thursday, July 14, 2011
9:00 a.m. – 11:00 a.m. – WG
11:00 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/ Programming and Delivery Working Group – May 16, 2011 (<i>Norman Hughes, Chair</i>)	
3. Programming Updates:	
A. Report of Federal Inactive Obligations* (<i>Marcella Aranda</i>)	5 min
B. Federal Programs Delivery Update (STP/CMAQ, RIP-TE, HBP, Local Safety)** (<i>Marcella Aranda</i>)	5 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. Federal Safe Routes to School (SRTS) Cycle 3 Call for Projects Update_Deadline July 15, 2011*	
ii. Fraud, Waste and Abuse on ARRA Projects*	
iii. DLA OB-11-08 Authorization of Non-infrastructure Projects*	
iv. DLA OB-11-09 Right of Way Certification - Short Form (Exhibit 13-A)*	
v. Secretary LaHood Announces \$527 Million in Funding for New Round of Popular TIGER Grant Program*	
vi. Caltrans Audits & Investigations ICAP/ICRP Submittal Process*	
vii. Webinar Conference Title VI and Local Agency Responsibilities, Wednesday, July 20, 2011*	
viii. DLA OB-11-10 Preliminary Environmental Screening Form for Non-Infrastructure Projects [PES(NI)]*	
ix. LPP 11-04 - Emergency Relief (ER) Program Chapter update LAPG Chapter 11*	
B. Federal Programs Update (<i>Sylvia Fung, Caltrans D4</i>)	5 min
5. Discussion Items:	
A. LSR Long-Range Needs/ Revenue Assessment** (<i>Sri Srinivasan</i>)	10 min
B. Revised TIP Revision Procedures* (<i>Sri Srinivasan</i>)	10 min
C. One Bay Area Grant Proposal* (<i>Craig Goldblatt</i>)	30 min
6. Informational Items: (“Memo Only” unless otherwise noted)	
A. MTC Press Release, “Bay Area Pavement Conditions Stalled in Fair Territory”, June 22, 2011* (<i>MTC’s new Pothole Report is available online at: www.mtc.ca.gov/library/pothole_report/.</i>)	
B. Legislative Update*	
C. FMS/ TIP Update* (<i>The current TIP and subsequent TIP Revisions are available online at: http://www.mtc.ca.gov/funding/tip/2011/revisions.htm</i>)	

D. PMP Certification Status

(Current PMP Certification status is available online at: <http://www.mtcpms.org/ptap/cert.html>)

7. Recommended Agenda Items for Next Meeting: (All)

5 min

The next LSRWG meeting:

(NOTE: THERE ARE NO REGULARLY SCHEDULED PARTNERSHIP MEETINGS IN AUGUST)

Monday, September 8, 2011

9:00a – 11:00a – Joint WG

11:00a- 12:00p – S.O.S.

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.



METROPOLITAN
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COMMISSION

PARTNERSHIP PROGRAMMING AND DELIVERY
WORKING GROUP MEETING
101 - 8th St., 3rd Floor, Fishbowl
Monday, July 18, 2011
10:30 a.m. – 12:30 p.m.

AGENDA

<u>Topic</u>	<u>Estimated Time</u>
1. Introductions (<i>Vivek Bhat, Chair</i>)	5 min
2. Review of Working Group Minutes*	5 min
A. Joint Partnership Local Streets & Roads/ Programming and Delivery Working Group – May 16, 2011 (<i>Vivek Bhat, Chair</i>)	
3. Standing/ Programming Updates:	
A. Report of Federal Inactive Obligations* (<i>Marcella Aranda</i>)	5 min
B. Federal Programs Delivery Update (STP/CMAQ, RIP-TE, HBP, Local Safety)* (<i>Marcella Aranda</i>)	5 min
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
E. Legislative Update* (<i>Memo Only</i>)	
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. Federal Safe Routes to School (SRTS) Cycle 3 Call for Projects Update_Deadline July 15, 2011*	
ii. Fraud, Waste and Abuse on ARRA Projects*	
iii. DLA OB-11-08 Authorization of Non-infrastructure Projects*	
iv. DLA OB-11-09 Right of Way Certification - Short Form (Exhibit 13-A)*	
v. Secretary LaHood Announces \$527 Million in Funding for New Round of Popular TIGER Grant Program*	
vi. Caltrans Audits & Investigations ICAP/ICRP Submittal Process*	
vii. Webinar Conference Title VI and Local Agency Responsibilities, Wednesday, July 20, 2011*	
viii. DLA OB-11-10 Preliminary Environmental Screening Form for Non-Infrastructure Projects [PES(NI)]*	
ix. LPP 11-04 - Emergency Relief (ER) Program Chapter update LAPG Chapter 11*	
B. Federal Programs Update (<i>Sylvia Fung, Caltrans D4</i>)	
5. Discussion Items:	
A. Local Streets and Roads Needs Assessment Update** (<i>Sri Srinivasan</i>)	10 min
B. Revised TIP Revision Procedures* (<i>Sri Srinivasan</i>)	10 min
C. 2012 RTIP Policies and Procedures Discussion* (<i>Kenneth Kao</i>)	15 min
D. One Bay Area Grant Proposal Concepts* (<i>Ross McKeown</i>)	30 min
E. Federal Efficiencies Subcommittee (FES) Update (<i>Ross McKeown</i>)	10 min
6. Informational Items: (“Memo Only” unless otherwise noted)	
A. MTC Press Release, “Bay Area Pavement Conditions Stalled in Fair Territory”, June 22, 2011*	

B. TIP Revision Update*

(The current TIP and subsequent TIP Revisions are available online at: <http://www.mtc.ca.gov/funding/tip/2011/revisions.htm>).

C. PMP Certification Status

(Current PMP Certification status is available online at: <http://www.mtcpms.org/ptap/cert.html>)

7. Recommended Agenda Items for Next Meeting: (All)

5 min

The next PDWG meeting:

(NOTE: THERE ARE NO REGULARLY SCHEDULED PARTNERSHIP MEETINGS IN AUGUST)

Monday, September 19, 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.



**METROPOLITAN
TRANSPORTATION
COMMISSION**

Agenda Item 4a

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Memorandum

TO: Legislation Committee

DATE: July 1, 2011

FR: Deputy Executive Director, Policy

W. I. 1131

RE: FY 2011-12 State Budget Update

Overview

On Thursday, June 30, Governor Brown signed the FY 2011-12 State Budget that was adopted on a party line vote two days earlier. The \$86 billion budget closes the remaining shortfall by assuming \$4 billion in higher revenue projections than contained in the budget the Legislature adopted several weeks ago. Since January, legislators have closed the state's original \$26.6 billion deficit with \$11.8 billion in unexpected revenue, more than \$12 billion in cuts, and about \$3.5 billion in fund shifts and internal borrowing. The budget includes a \$500 million reserve.

In the event that the \$4 billion in additional revenue does not materialize, the budget deal contains triggers that would go into effect next January. These would shorten the K-12 school year by a week and impose \$100 million in additional cuts each to the University of California and California State University systems. Democratic leaders also announced that they would pursue a ballot initiative to bring tax increases before voters in November 2012.

Budget Postpones Over \$1.3 Billion in Transportation Loan Repayments

Despite passage of Proposition 22 last November to prevent, once and for all, diversion of transportation funds to the General Fund, AB 115, a budget trailer bill adopted as part of the final budget, postpones until June 30, 2012 the repayment date of \$1.3 billion in State Highway Account (SHA) loans and \$29 million in Public Transportation Account loans that were made prior to Proposition 22's passage and were originally due to be repaid in 2014. AB 115 also effectively eliminates repayment of an earlier SHA loan of \$443 million by labeling the original funds as vehicle weight fees — the sole source of SHA funding that may be loaned or used for bond debt service — and authorizing the repayment funds to be used solely for those purposes. Additionally, AB 115 provides that any vehicle weight fees not used for transportation bond debt service shall be loaned to the General Fund. Depending on how CTC and Caltrans apportion the reduced funds, staff estimates between \$64 million to \$128 million in fewer funds available for transportation capital projects in the 2012 State Transportation Improvement Program (STIP).

Governor Brown Cuts \$147 Million in High-Speed Rail Connectivity Funds

Using his line-item veto authority, the Governor reduced the appropriation of high-speed rail connectivity funds from \$154 million to \$7 million, restricting the remaining funds to positive train control safety projects. The veto message was almost identical to that used by Governor Schwarzenegger in his reduction of the same item in last year's budget, namely that the projects that were proposed to be funded "appeared unrelated to the high speed rail project or an

integrated rail plan.” However, the project eligibility provided for in Proposition 1A is very broad and does not require the funds to be limited to projects that provide enhanced connectivity to the state’s high-speed rail system. For the Bay Area, the reduction translates to a cut of at least \$27 million in funding for the San Francisco Municipal Transportation Authority’s Central Subway Project and a \$32 million cut in funding for Phase 1 of the Bay Area Rapid Transit District’s (BART) rail car replacement project.

State Transit Assistance Left Intact

The good news for transportation is that State Transit Assistance funding was left untouched. It is estimated to bring in \$416 million statewide, including \$150 million to the Bay Area, as reported last month. This is more than double the funding level provided last year, when \$400 million was appropriated to cover both FY 2009-10 and FY 2010-11.

Indirect Impacts

The budget also has some other indirect impacts on transportation funding. On the positive side, changes to rules related to collection of sales taxes for on-line purchases (applicable to businesses such as Amazon.com and Overstock.com, which have historically refused to collect sales taxes) could result in higher sales tax revenue dedicated to transportation through the county-based sales tax measures, as well as the statewide 0.25 percent Transportation Development Act (TDA) funding. While the budget assumes \$200 million from this change, it appears premature to estimate the local revenue that could be realized given recent announcements by Amazon that they intend to close aspects of their business within California that would subject them to the tax. On the negative side, the budget’s diversion of approximately \$1.7 billion in funds that would otherwise go to redevelopment agencies — a major source of revenue for infrastructure improvements in the region’s priority development areas — will reduce local funding available for transit-oriented development. This element of the budget is expected to be challenged in court.



Ann Flemer



**METROPOLITAN
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COMMISSION**

PTAC 7/18/11: Item 5
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Memorandum

TO: Partnership Technical Advisory Committee

DATE: July 18, 2011

FR: Jennifer Yeaman

RE: Lifeline Transportation Program Evaluation

Background

MTC established the Lifeline Transportation Program in 2006 to support community-based transportation projects that:

- Are developed through a collaborative and inclusive planning process that includes broad partnerships among a variety of stakeholders.
- Address transportation gaps and/or barriers identified through a Community-Based Transportation Plan (CBTP) or are otherwise based on a documented assessment of needs within the designated communities of concern.
- Improve a range of transportation choices by adding a variety of new or expanded services.

The program has been implemented locally by the nine Bay Area county congestion management agencies (CMAs) over two funding cycles of both capital and operating projects. The first cycle (FY 2006 – FY 2008) provided \$18.2 million in funding with a combination of federal Congestion Mitigation and Air Quality (CMAQ), FTA Jobs Access and Reverse Commute (JARC), and State Transit Assistance (STA) funds. The second cycle (FY 2009 – FY 2011) provided a combined \$56 million in JARC, STA, and state Proposition 1B Transit funds. Projects are selected at the county level and are tailored to meet a broad range of locally identified needs, including fixed-route transit, transit stop improvements, pedestrian and bicycle access improvements, senior and children's transportation, community shuttles, auto loan programs, and mobility management activities.

Following the first Lifeline cycle, MTC conducted an administrative evaluation of the program. This evaluation found the CMAs were effectively managing the program's administration and recommended several changes to improve the program's administrative workings that were implemented in the second cycle. Project outcomes were not considered in this administrative evaluation, since so few projects had been implemented at the time.

Draft Program Evaluation Results

In July 2010, MTC retained consultant assistance to conduct an independent evaluation of the Lifeline program in terms of both project outcomes and administration, in advance of developing program guidelines for a third funding cycle. The consultant was directed to:

- Conduct national research to determine how other regional planning organizations have structured programs intended to meet the mobility needs of low-income residents

- Research and analyze first cycle and a portion of second cycle project outcomes with respect to effectively meeting program goals
- Identify factors that promote successful projects
- Evaluate program outcomes with respect to their relationship with CBTP findings
- Showcase examples of projects in the Bay Area that incorporate innovative approaches to meeting program goals and that could be replicated elsewhere in the region
- Develop recommendations for MTC to consider with respect to refining program design, funding, administration, and project oversight.

A project TAC was convened to advise MTC and consultant staff in carrying out the evaluation, made up of county-level program administrators, transit agency staff, and other program stakeholders including non-profit agencies who work with low-income populations. The TAC met four times throughout the course of the project to review the evaluation methodology, provide input on data-gathering protocols and instruments, and review the consultant's recommendations. Key findings and recommendations from the evaluation are summarized in the attached PowerPoint presentation.

At your July 18 meeting, MTC and consultant staff will present the results of the evaluation, answer any questions you may have, and accept your comments and input on the findings and recommendations presented. In addition, maps of all Lifeline Cycle 1 and Cycle 2 projects will be provided as handouts.

Next Steps

Following review by other program stakeholders including the MTC Policy Advisory Council, and Congestion Management Agency staff, and the Transit Finance Working Group, staff anticipates presenting a final draft evaluation report to the Programming and Allocations Committee in September. Staff will consider the evaluation's recommendations in the development of program guidelines for the third Lifeline program funding cycle, which staff anticipates releasing along with a funding estimate in October, following additional stakeholder review and input.



Lifeline Program Evaluation: Summary & Recommendations

MTC LIFELINE TRANSPORTATION PROGRAM EVALUATION

Partnership Technical Advisory Committee

July 18, 2011

Presented by Rachel Ede



Today's Presentation

- Brief overview of project
 - Purpose of the project
 - Methodology
 - Best Practices
 - Key findings
- Recommendations

Project Purpose

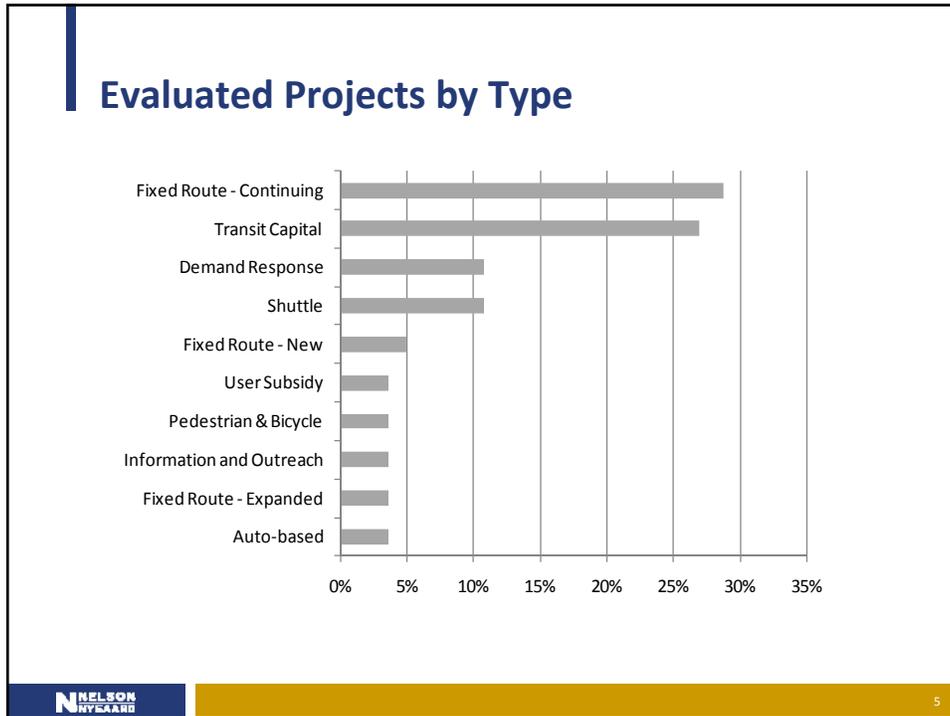
Independently evaluate MTC Lifeline Program goals, administration, and project outcomes.

- Did project outcomes meet program goals?
- What factors promote successful projects?
- Do the program goals align with the funding sources?
- How did the Community Based Transportation Plans (CBTPs) affect project outcomes?
- How can the program be improved?
 - Program goals - Administration
 - Funding sources - Project oversight

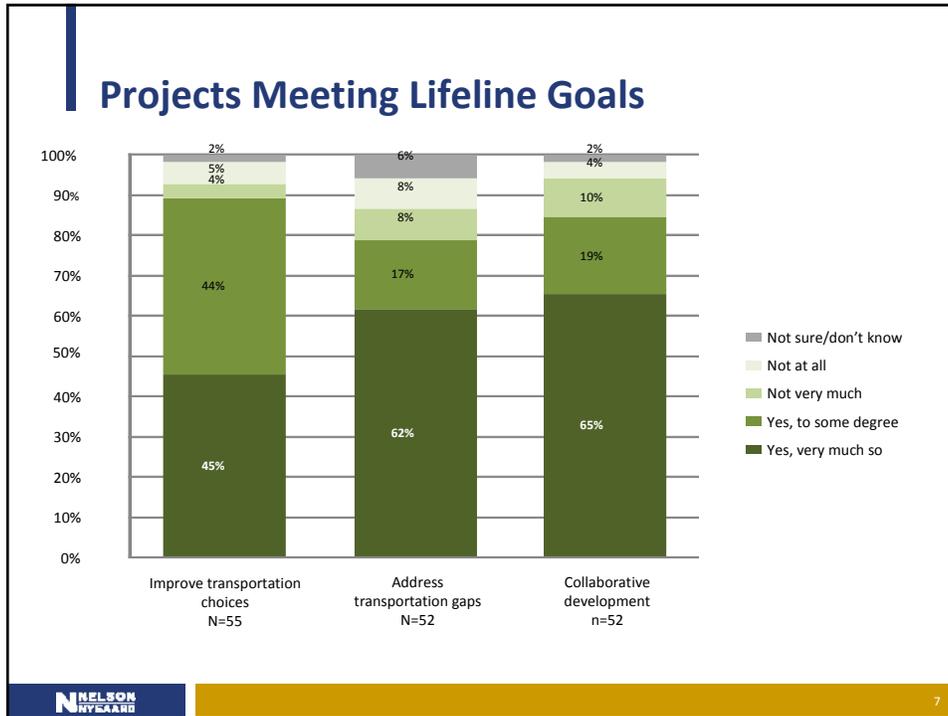
Methodology

- Collect program documentation
- Survey comparable programs nationwide
- Review all CBTPs and Coordinated Plan *
- Identify and collect data on projects to evaluate
- Develop criteria for evaluating projects *
- Survey project sponsors
- Conduct focus groups
- Identify best practices among Lifeline projects
- Develop recommendations *

* See handouts for details



- ### Key Findings: Projects
- Almost all projects focused on enhancing access to jobs and essential services for low-income individuals
 - Majority of projects met Lifeline program goals
 - Of operations projects:
 - Half prevented or reduced service cuts
 - One third improved access or connections (35%)
 - One third expanded hours or days of service (32%)
- NELSON AQUIRE 6



- ### Best Practices: Keys to Success
- Collaborative process with community partners
 - Leveraging existing networks, infrastructure, and resources
 - Tailoring services for a specific clientele
 - Adopting reasonable goals for project outcomes
 - Dedicated staff to oversee project activities, continuity of staff
 - Ongoing project monitoring (including follow-up with clientele), flexibility to “retool” if necessary
 - Effective means of promoting services in the community
 - Involving partners in “doing what they do best”
- NELSON AQUIRE
- 8

Key Findings: Program

- Overall, LTP working well, funding projects that have had success in improving mobility
- Local control is an effective mechanism for developing and implementing projects
- Multiple funding sources provide flexibility, but lead to administrative complexities involving timelines, reporting, restrictions, and distribution
- Variable timelines for calls, project submission, approval, and contract execution contribute to administrative burden
- A more robust and comprehensive mechanism for reporting is needed

Selected Recommendations

- Clarify to project sponsors that LTP will fund projects that are not CBTP-based or strictly in a Community of Concern
- Continue to consider other relevant local planning efforts as sources for LTP projects
- Create a process to support multi-county projects
- Continue to support a mix of transit and non-transit related projects
- Clarify and strengthen role of local program administrators; locate monitoring and evaluation with CMAs

Selected Recommendations (Continued)

- Seek other, more flexible funds for use in the LTP
- Establish a regular, predictable funding cycle and call for projects
- Assess feasibility of developing a regional web-based database for application, reporting, report-generation
- Require “continuation” projects to demonstrate success in more systematic manner
- Encourage CMAs to include a diverse group of interested stakeholders in ranking project applications
- Encourage sponsors to include wide range of collaborators: SSAs, transportation advocates, non-profits

- Questions and Discussion



**METROPOLITAN
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Memorandum

TO: Partnership Technical Advisory Committee

DATE: July 18, 2011

FR: Sri Srinivasan

RE: Revised FTIP Amendment and Administrative Modification Procedures

From time to time circumstances dictate that changes be made to the TIP following its adoption. Federal regulations permit changes to the TIP if the procedures for doing so are consistent with federal requirements for TIP development and approval, and consistent with federal procedures for revisions to the Federal Statewide Transportation Improvement Program (FSTIP). MTC will consider such revisions when the circumstances prompting the change are compelling, and the change will not adversely affect air quality conformity or financial constraint findings of the TIP. Recently, FHWA and FTA revised the procedures for amending and modifying the Federal Statewide Transportation Improvement Program (FSTIP) and TIP. The TIP and the revision procedures (that are part of the TIP) have been amended with Revision 11-09 to reflect the new guidelines.

The significant changes to the procedures are as follows:

- The revised procedures allow Caltrans to delegate approval of administrative modifications to the FSTIP to an MPO. This implies that the Executive Director and Deputy Directors have the authority to approve TIP administrative modifications. The delegation will be effective after amendment 11-09 is approved by the state and federal agencies in early August.
- The amount a project may be changed as an administrative modification has been changed from the current threshold of the lesser of 25% or \$5 million, to the lesser of 40% or \$10 million.
- The Preliminary Engineering (PE) phase may be programmed into the TIP as an administrative modification if Right of Way (ROW) phase or Construction (CON) phase is already programmed in the TIP.
- An FTA funded project can be reprogrammed from the Prior TIP into the current TIP as an administrative modification.
- A project can be added or deleted from a grouped project listing provided the funding amounts are within the threshold of the lesser of 40% or \$10 million.
- The description of a project in a grouped project listing can be changed as an administrative modification as long as such change does not conflict with the approved environmental document.

Attachments:

1. MTC - 2011 Transportation Improvement Program (TIP) Revision Process and Procedures
2. Revised FTIP Amendment and Administrative Modification Procedures

**Metropolitan Transportation Commission
2011 Transportation Improvement Program (TIP)
Revision Process and Procedures
As Amended with TIP Revision 11-09**

The following is an excerpt from the Public Participation Plan (MTC Resolution No. 3821—see Appendix A-4). The Public Participation Plan was updated on December 15, 2011 following approval of the 2011 TIP to address changes in the MTC advisory committee structure, Title VI requirements, and technical changes in other areas. Furthermore, on June 3, 2011, FHWA and FTA issued changes to the FSTIP/TIP Administrative Modifications and Amendment Procedures. The TIP Revision Process and Procedures have been updated to incorporate provisions in the updated Public Participation Plan and the updated FSTIP/TIP Administrative Modifications and Amendment Procedures. These procedures are attached and posted on the internet at: <http://www.mtc.ca.gov/funding/tip/>

Updating and Revising the TIP

Federal regulations require that the TIP be updated at least once every four years. From time to time, circumstances dictate that revisions be made to the TIP between updates. MTC will consider such revisions when the circumstances prompting the change are compelling, and the change will not adversely affect transportation-air quality conformity or negatively impact the financial constraint findings of the TIP. These regulations can be viewed on MTC's website at <http://www.mtc.ca.gov/funding/tip/tiprevisionprocedures.pdf>.

In addition to a TIP update, revisions to the TIP may occur as TIP Amendments, TIP Administrative Modifications, or TIP Technical Corrections. The criteria for Administrative Modifications and Amendments are defined in federal regulations, specifically Title 23, CFR part 450.104.

The Federal Highway Administration, Federal Transit Administration, and Caltrans agreed on Amendment and Administrative Modification Guidelines on November 17, 2008 and revised these guidelines on June 3, 2011. The guidelines are posted online at: www.dot.ca.gov/hq/transprog/federal/fedfiles/res_publications/amend_mod_procedures_approval.pdf. Further explanation about TIP updates and how the types of revisions are processed are shown in the narrative below and table that follows.

- **TIP Update**

This is a complete update of the existing TIP, to reflect new or revised transportation investment strategies and priorities. An update of the TIP is required at least once every four years. Because all projects included in the TIP are consistent with the RTP, MTC's extensive public outreach for development of the RTP is reflected in the TIP as well. The TIP implements, in the short-term, the financially constrained element of the RTP and is responsive to comments received during the development of the RTP. TIP updates will be subject to the conformity and interagency consultation procedures described in MTC Resolution No. 3757.

- **TIP Amendment**

This is a revision that involves a major change to the TIP, such as the addition or deletion of a project; a major change in project cost or project/project phase initiation date; or a major change in design concept or design scope (e.g., changing project



Attachment 1: MTC Resolution 3975, Attachment A Appendix A-33

termini or the number of through traffic lanes). An amendment is a revision that requires public review and comment, re-demonstration of fiscal constraint, or an air quality conformity determination. Amendments requiring a transportation-air quality conformity analysis will be subject to the conformity and interagency consultation procedures described in MTC Resolution No. 3757.

▪ **TIP Administrative Modification**

An administrative modification includes minor changes to a project’s costs or to the cost of a project phase; minor changes to funding sources of previously included projects; and minor changes to the initiation date of a project or project phase. An administrative modification does not require public review and comment, re-demonstration of fiscal constraint, or conformity determination.

▪ **TIP Technical Correction**

Technical corrections may be made by MTC staff as necessary. Technical corrections are not subject to an administrative modification or an amendment, and may include revisions such as: changes to information and projects that are included only for illustrative purposes; changes to information outside of the TIP period; changes to information not required to be included in the TIP per federal regulations; or changes to correct simple errors or omissions including data entry errors. These technical corrections cannot significantly impact the cost, scope, or schedule within the TIP period, nor will they be subject to a public review and comment process, re-demonstration of fiscal constraint, or a conformity determination.

**Public Participation for
Updating and Revising the Transportation Improvement Program (TIP)**

TIP Update
<p>❶ Notify public of opportunities to participate via U.S. mail; use appropriate lists within MTC’s database, including list of Regional Transportation Plan participants Also notify the public using such methods as local media outlets; electronic-mailings to stakeholder and advocacy groups; the TIP-INFO Notification (e-mail); or via an electronic subscription system that is open for anyone to sign up to be kept informed about the TIP.</p>
<p>❷ Notify Bay Area Partnership technical committees or working groups Conduct Intergovernmental consultation, as appropriate.</p>
<p>❸ Release Draft TIP for 30-day public review and comment period</p> <ul style="list-style-type: none"> ▪ Draft TIP available for viewing in MTC Library; and mailed to major libraries throughout the Bay Area ▪ Posted on MTC website for public review and comment <p>Extend public review period by 5-days if final TIP differs significantly from draft TIP and the changes are considered material differences.</p>
<p>❹ Respond to significant comments; MTC’s response compiled into an appendix in the final TIP.</p>
<p>❺ Review by an MTC standing committee, typically the Programming & Allocations Committee (a public meeting); referral to Commission.</p>



Attachment 1: MTC Resolution 3975, Attachment A Appendix A-33

<p>⑥ Adoption by Commission at a public meeting. Approval by Caltrans. Approval by Federal Highway and Federal Transit Administrations (FHWA/FTA).</p>
<p>⑦ Notify the public about the Commission’s action with electronic mailings, including via an electronic subscription system that is open for anyone to sign up to be kept informed about the TIP.</p>

<p>TIP Amendment</p>
<p>① Notify public via TIP-INFO Notification (e-mail) or other electronic notification methods.</p>
<p>② Notify Bay Area Partnership technical committees or working groups Available for viewing in MTC Library Posted on MTC website for public review</p>
<p>③</p> <ul style="list-style-type: none"> • Amendments deleting or adding a project or changing an existing project that is subject to a new air quality conformity analysis: <ul style="list-style-type: none"> ○ 30-day public review and comment period, with review by an MTC standing committee at a public meeting; and ○ Approval by the full Commission at a public meeting. • Amendments deleting or adding a project that is <i>not</i> subject to an air quality conformity analysis (such as a roadway rehabilitation): <ul style="list-style-type: none"> ○ Review and approval by an MTC standing committee or the full Commission at a public meeting. • An amendment changing an existing project that is not subject to an air quality conformity analysis, or changing an existing grouped project listing (such as the highway bridge program), or bringing a previously listed project or phase back into the TIP for financial purposes; or changing TIP funding revenues: <ul style="list-style-type: none"> ○ Approval by the MTC Executive Director or designee, following 5-day notice on MTC’s website, or ○ Review and approval by an MTC standing committee or the full Commission at a public meeting.
<p>④ Approval by Caltrans Approval by FHWA/FTA</p> <p>Notify public via TIP-INFO Notification or via an electronic subscription system open to anyone who requests to be kept informed about the TIP.</p>

<p>TIP Administrative Modification</p>
<p>① No public review.</p>
<p>② Approval by MTC Executive Director or designee by delegated authority (authority is delegated by the Federal Highway Administration or Federal Transit Administration), or Caltrans</p>



Attachment 1: MTC Resolution 3975, Attachment A Appendix A-33

<p>③ After approval, notify Bay Area Partnership technical committees or working groups.</p>
<p>④ After approval:</p> <ul style="list-style-type: none"> • post in MTC Library • post on MTC website • notify public via TIP-INFO Notification or via an electronic subscription system open to anyone who requests to be kept informed about the TIP.

<p>TIP Technical Correction</p>
<p>① No public review.</p>
<p>② Technical corrections by staff.</p>
<p>③ No approval required.</p>

Federal Transit Administration Program of Projects Public Participation Requirements

Federal transit law and joint Federal Highway Administration (FHWA)/Federal Transit Administration (FTA) planning regulations governing the metropolitan planning process require a locality to include the public and solicit comment when the locality develops its metropolitan long-range transportation plan and its metropolitan TIP. FTA has determined that when a recipient follows the procedures of the public involvement process outlined in the FHWA/FTA planning regulations, the recipient satisfies the public participation requirements associated with development of the Program of Projects (POP) that recipients of Section 5307 funds must meet. This Public Participation Plan follows the procedures for public involvement associated with TIP development and therefore satisfies public participation requirements for the POP. All public notices of public involvement activities and times established for public review and comment on the TIP will state that they satisfy the POP requirements of the Section 5307 Program.

TIP Revision Request Submittal

To request a TIP revision, a project sponsor must log onto MTC’s Fund Management System (FMS), MTC’s web based programming application tool. The project sponsor identifies the project that needs to be amended, makes the necessary changes and submits the proposal to MTC for review. Likewise, to propose a new project, the project sponsor creates a new project and submits the project proposal to MTC using FMS.

MTC staff reviews the submitted application or amendment proposal for compliance with federal regulations, statute, and regional polices, including funding completeness, impacts to air quality, financial constraint and for compliance with other federal, state and regional requirements before forwarding the submitted application or amendment for approval.

If the proposal is found not to conform to the guidelines (revision process guidelines; fund specific guidelines; Air Quality and conformity regulations), it is sent back to the project sponsor. Generally, changes that require a new Air Quality conformity analysis, as determined through the Interagency Consultation process, are held until the next TIP update. (See Public Participation Plan in Appendix A-4.)

Revision Approval Authority

Staff have the authority to make technical corrections, and the Executive Director and/or a Deputy Director has signature authority to approve administrative modifications for the TIP and Federal Statewide Transportation Improvement Program (FSTIP) under delegated authority by



Attachment 1: MTC Resolution 3975, Attachment A Appendix A-33

the California Department of Transportation (Caltrans) and to forward TIP amendments once approved by the Commission to the appropriate state and federal agencies for review and approval.

Fund Management

Federal funds are to be programmed in the TIP, up to the apportionment level available for that fiscal year for that fund source, within the fiscal year in which the funds are to be obligated by the Federal Highway Administration (FHWA) or transferred to the Federal Transit Administration (FTA), or awarded in a FTA grant. This ensures proper management of federal Obligation Authority (OA) against program apportionment levels within the region and ensures that OA is available for projects that are programmed in a particular fiscal year.

It is the responsibility of the project sponsor to ensure the funds can be used within the deadlines established by regional, state and federal requirements and that the provisions of MTC's regional project funding-delivery policy can be met (MTC Resolution No. 3606). It is also the responsibility of the project sponsor to continuously monitor the progress of the programmed funds against regional, state and federal deadlines, and to report any potential difficulties in meeting these deadlines to MTC, Caltrans and the appropriate county CMA within a timely manner.

Contact

For questions on the TIP revision process contact: Srikalyani Srinivasan at (510) 817-5793 or at ssrinivasan@mtc.ca.gov. A copy of this document is available on the Internet at:

<http://www.mtc.ca.gov/funding/tip/>





U.S. Department
of Transportation
**Federal Highway
Administration**

**Federal Highway Administration
California Division**

June 3, 2011

650 Capitol Mall, Suite 4-100
Sacramento CA 95814
(916) 498-5001
(916) 498-5008 fax

In Reply Refer To:
HDA-CA

Doc ID: 62,530

Mr. Malcolm Dougherty, Acting Caltrans Director
California Department of Transportation
1120 N Street
Sacramento, CA 95814

Attention: Federal Resources Office, M.S. 82
For Rachel Falsetti, Division of Transportation Programming

SUBJECT: Revised Federal – Federal Statewide Transportation Improvement Program
(FSTIP) and Federal Transportation Improvement Program (FTIP) Amendment
and Administrative Modification Procedures

In our letter dated November 17, 2008, the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) provided the California Department of Transportation (Caltrans) procedures on the FSTIP/FTIP Administration Modification and Amendment process.

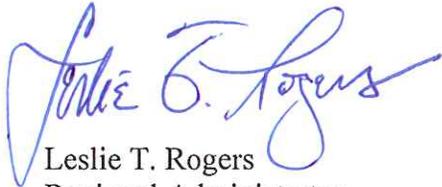
Working in coordination with Caltrans, FTA and FHWA have revised the FSTIP/FTIP Administration Modification and Amendment Procedures. The enclosed revised procedures provide much more flexibility, and in the spirit of FHWA's Every Day Counts Initiative, should shorten project delivery time by allowing for fewer formal amendments which generally take longer to process.

The revised procedures detail what specific types of programming changes to the FSTIP/FTIPs may be made as administrative modifications, for which approval has been delegated to the State, and what changes must be submitted to FHWA and/or FTA for approval as formal amendments. These procedures are intended to offer more flexibility to Caltrans and the Metropolitan Planning Organizations (MPOs) as well as clarify the parameters of an administrative modification.

Throughout the FSTIP/FTIP Administration Modification and Amendment Procedures update process, the FHWA and FTA have been very pleased with our partnership with Caltrans. This effort highlights Caltrans' continued dedication to the stewardship of the Federal-aid Program. More specifically, the FHWA and FTA extend great appreciation to Caltrans Office of Federal Transportation Management Program Chief, Mr. Muhaned Aljabiry and his staff.



If you have any questions regarding the attached procedures, please contact Ray Sukys, FTA, at 415-744-2802 (Raymond.Sukys@dot.gov) or Sue Kiser, FHWA, at 916-498-5009 (Sue.Kiser@dot.gov).



Leslie T. Rogers
Regional Administrator
Federal Transit Administration

Sincerely,



For
Robert F. Tally Jr.
Acting Division Administrator
Federal Highway Administration

Enclosure

cc: (e-mail)

Muhaned Aljabiry, Caltrans Programming

Abhijit Bagde, Caltrans Programming

Ray Sukys, FTA

Ted Matley, FTA

Scott Carson, FHWA

Cecilia Crenshaw, FHWA

Jermaine Hannon, FHWA

Wade Hobbs, FHWA

Sue Kiser, FHWA

Aimee Kratovil, FHWA

Michael Morris, FHWA

Stew Sonnenberg, FHWA

Joseph Vaughn, FHWA

JRH/km

FSTIP/FTIP Administrative Modifications and Amendments Procedures

The following procedures are applicable for processing amendments and administrative modifications to the Federal – Statewide Transportation Improvement Program (FSTIP) and the Federal Transportation Improvement Programs (FTIPs).

Projects programmed in the FSTIP may be delivered in any of the recognized program years of the FSTIP provided Expedited Project Selection Procedures (EPSPs) have been adopted by the MPOs in accordance with 23 CFR 450, and the required interagency consultation or coordination is accomplished and documented. Changing the obligation year of a project using EPSP does not require an administrative modification or an amendment if the change does not require an air quality conformity determination.

1. Administrative Modifications:

An administrative modification is a minor change to the FSTIP/FTIP that does not require a conformity determination, a demonstration of fiscal constraint, public review and comment, or federal approval. The following changes to the FSTIP/FTIP can be processed through administrative modifications:

- i. Revise description of a project or a grouped project listing without changing the project scope or without conflicting with the approved environmental document;
- ii. Revise the funding amount listed for a project or a project phase. Additional funding is limited to the lesser of 40 percent of the total project cost or \$10 million. Programming capacity must be available in the FSTIP/FTIP prior to programming the modification and stated in the supporting documentation, See Table below for examples;

(Note: Updated FTIP financial plans may be requested by Caltrans to validate fiscal constraint, if a MPO has processed only Administrative Modifications for a period of six months or more.)

Initial Project Cost	New Project Cost	Total Sum Increase	% Change in Cost	% Change < or = 40%	Total Sum Increased is < or = \$10M	Type of Amendment (Formal or Administrative)
\$1,000,000	\$1,400,000	\$400,000	40%	Yes	Yes	Administrative
\$10,000,000	\$15,000,000	\$5,000,000	50%	No	Yes	Formal
\$500,000,000	\$510,000,000	\$10,000,000	2%	Yes	Yes	Administrative
\$100,000	\$140,000	\$40,000	40%	Yes	Yes	Administrative
\$400,000	\$1,000,000	\$600,000	150%	No	Yes	Formal
\$2,500,000	\$3,000,000	\$500,000	20%	Yes	Yes	Administrative

- iii. Program Preliminary Engineering (PE) phase, provided the Right of Way and/or Construction phase(s) are already programmed in the current

FSTIP/FTIP and additional funding amounts stay within the limits specified in Section ii.

(Note: Activities done prior to Federal Authorization are not eligible for Federal participation.)

- iv. A cost decrease has no cap as long as reduction in cost does not result in deletion of a project or a phase, and the affected project phase is still fully funded.
- v. Change source of funds.
- vi. Change a project lead agency.
- vii. Program Federal funds for Advance Construction conversion, programming capacity must be available in the FSTIP/FTIP prior to programming the conversion.
- viii. Change the program year of funds within the current FSTIP/FTIP provided MPO has adopted EPSP in accordance with 23 CFR 450.
- ix. Split or combine an individually listed project or projects, provided that the schedule and scope remain unchanged.
- x. Change grouped project listings description as long as it is consistent with the Programming Grouped Project Listings in Air Quality Non-Attainment or Maintenance Areas guidance.
- xi. Add or delete a project or projects from a grouped project listing, provided the funding amount stays within the limits specified in Section ii.
- xii. Program emergency repair projects on the state highways as a result of a natural disaster or catastrophic failure from an external cause, and that are not covered by the Emergency Relief Program, provided that these projects are exempt from Air Quality Conformity Requirements.
- xiii. Re-program a project for which FHWA funds were transferred to FTA in the prior FSTIP/FTIP and FTA has not approved the grant yet. The project can be programmed in the current FSTIP/FTIP via an administrative modification provided there is no change in the original scope or cost. Program the project using fund type "FTA 5307 (FHWA Transfer Funds)" in the FSTIP/FTIP.
- xiv. Program an FTA funded project from the prior FSTIP/FTIP into the current FSTIP/FTIP provided there is no change in the original scope or cost. Use the project description field (or "CTIPS MPO Comments" section) to list the year, amount, and type of the prior year funds.
- xv. Make minor changes to an FTA funded grouped project listing. Minor changes include changing the number of transit vehicles purchased by 20% or less and changing the fuel type of transit vehicles. The MPO must take the change through its interagency consultation procedures to confirm that the change in scope is minor.

2. Amendments:

Amendments are all other modifications to the FSTIP/FTIP that are not included under administrative modifications and shall be approved in accord with the provisions of 23

CFR 450.326 for each metropolitan area in the State, and in accord with the provisions of 23 CFR 450.216 for the non-metropolitan area.

3. Procedures:

a. Administrative Modifications:

MPOs with approval delegation from Caltrans

Caltrans may delegate to an MPO's Board the authority to approve administrative modifications. In such a case, no Caltrans approval of administrative modifications is required. If the MPO Board has delegated the authority to the Executive Director to approve administrative modifications, the MPO must provide copies of the delegation to Caltrans, FHWA, and FTA. The MPO must send copies of the approved administrative modification to Caltrans, FHWA, and FTA. Once approved by the MPO, the administrative modification will be deemed part of the FSTIP. The MPO will demonstrate in a subsequent amendment that the net financial change from each administrative modification has been accounted for. Caltrans will conduct periodic reviews of MPO's administrative modification process to confirm adherence to these procedures. Noncompliance with these procedures will result in revocation of that MPO's delegation.

MPOs without approval delegation from Caltrans

Each MPO's administrative modification will be forwarded to Caltrans Division of Transportation Programming for approval. If the MPO Board has delegated the authority to the Executive Director to sign off on administrative modifications, the MPO must provide copies of the delegation to Caltrans, FHWA, and FTA. The MPO must send copies of the administrative modification to Caltrans, FHWA, and FTA. In addition, the MPO must demonstrate in a subsequent amendment that the net financial change from each administrative modification has been accounted for. Once approved by Caltrans, the administrative modification will be deemed part of the FSTIP since no Federal action is required. Caltrans will notify FHWA and FTA of the approved administrative modification.

(Note: If it is found that an approved administrative modification does not meet the criteria of an administrative modification, FHWA and FTA reserves the right to reject that administrative modification and require a formal amendment.)

b. Amendments:

Amendments to the FSTIP must be developed in accordance with the provisions of 23 CFR 450, and approved by FHWA and/or FTA in accordance with 23 CFR 450 and the July 15, 2004 MOU between FHWA – California Division and FTA Region 9. Each amendment must be forwarded to Caltrans Division of Transportation Programming for approval on behalf of the Governor. To expedite processing, the MPO will also forward a copy of the submitted amendment to FHWA and FTA at the same time the amendment is sent to Caltrans. Once

approved by Caltrans, the amendment will be forwarded to FHWA and/or FTA for federal approval. Once approved by FHWA and/or FTA, the amendment will be deemed part of the FSTIP. The FHWA and/or FTA approval letter and respective Conformity Determination will be addressed to Caltrans, with copies sent to the MPO.

4. Consultation:

If a question arises regarding the interpretation of what constitutes an administrative modification or an amendment, Caltrans, the MPO, FHWA and/or FTA will consult with each other to resolve the question. If after consultation the parties disagree, the final decision rests with FTA, for transit projects, and FHWA, for highway projects.

Any exception to these procedures is allowed only through consultation among MPOs, Caltrans, and FHWA/FTA. FTA, for transit projects, and FHWA, for highway projects, will have the final decision whether or not such an exception is granted.



METROPOLITAN
TRANSPORTATION
COMMISSION

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Memorandum

TO: Partnership Technical Advisory Committee

DATE: July 18, 2011

FR: Kenneth Kao

RE: 2012 STIP Development Policies and Guidelines

Background

As the Regional Transportation Planning Agency for the nine-county Bay Area, the Metropolitan Transportation Commission (MTC) is responsible for developing and submitting the region's proposed projects for the upcoming 2012 Regional Transportation Improvement Program. In cooperation with the Congestion Management Agencies, MTC will develop the schedule and Policies and Procedures for the 2012 RTIP in the coming months.

The following policy and programming issues regarding the 2012 RTIP will be discussed at the Programming and Delivery Working Group and the Partnership Technical Advisory Committee.

New Transportation Enhancement Policies

- **Transportation Enhancement Project Priority versus TE Reserve**
In an effort to increase delivery of Transportation Enhancement projects, the California Transportation Commission will give priority to programming actual projects over TE reserve. This means that if a county wishes to program TE reserve, and another county wishes to program TE funds to an identified project, the CTC will program the identified project if there is not enough capacity to program both. In this example, the TE reserve will either not be programmed, or be programmed in a later year where there is capacity. Accordingly, MTC strongly recommends identifying actual projects for programming, rather than programming to TE reserve.
- **Front Loading of Transportation Enhancement Funds**
The California Transportation Commission will allow for the front loading of Transportation Enhancement funds in the 2012 STIP. Therefore, counties are able to request programming of new TE projects in the first three years of the STIP. Previously, new projects were only allowed in the last two years of the STIP. MTC cautions, however, that projects programmed in the early years of the STIP must be ready to allocate the funds in the year of programming.
- **Transportation Enhancement Project Pre-Review by Caltrans Local Assistance**
In many instances, projects proposed for the Transportation Enhancement program of the STIP encounter a number of unanticipated environmental and schedule issues that delay the project, causing a need for STIP time extensions. In order to minimize these unanticipated obstacles to project delivery, the MTC requires Caltrans pre-review of all proposed TE projects in the 2012 RTIP. After the Congestion Management Agencies submit their projects to MTC for inclusion into the RTIP, MTC will transmit all TE Project Programming Request (PPR) forms and approved TE Applications to Caltrans District 4 Local Assistance for an additional cursory review. Local Assistance Engineers and Environmental staff may

recommend changes to the project schedule and cost, based on known project conditions and environmental considerations. These recommendations will be reviewed with MTC and the CMA before being updated in the final 2012 RTIP submittal or subsequent updates through the California Transportation Commission prior to final 2012 STIP adoption.

- **Transportation Enhancement Project Delivery Deadlines**

In order to more closely align Transportation Enhancement project delivery dates with the summer construction season, MTC will enforce new allocation deadlines for TE projects. All TE projects must submit a full and complete CTC allocation and federal obligation package to Caltrans District 4 by December 1 of the fiscal year in which the project is programmed. This will give sufficient time for Caltrans and CTC to allocate the funds by the following February in order to meet obligation by March 31. Exceptions to the TE delivery deadlines may be granted for extraordinary circumstances, such as for instances where the project has a target award later than the six month award deadline after allocation prescribed by CTC STIP guidelines. Any exceptions will be reviewed by CMA and MTC, and granted on a case-by-case basis.

- **MTC's Share of Transportation Enhancement Reserves**

MTC has held half of the region's Transportation Enhancement funds in reserve for regional priorities to be identified through future policy decisions. At this time, staff proposes continuing to hold half of the region's TE funds in reserve in the 2012 RTIP for future identified project(s). The project(s) would be programmed in the last two years of the 2012 RTIP.

Other New Policies

- **MTC Resolution No. 3866 Compliance – Transit Coordination Implementation Plan**

On February 24, 2010, MTC approved Resolution No. 3866, which documents coordination requirements for Bay Area transit operators to improve the transit customer experience when transferring between transit operators and in support of regional transit projects. *If a transit operator fails to comply with Res. 3866 requirements, MTC may withhold, restrict or reprogram funds or allocations.* Res. 3866 supersedes MTC's earlier coordination plan, Res. 3055.

One goal of MTC staff in organizing Res. 3866 was to incorporate some detailed project information through reference rather than directly in the resolution in order to facilitate future updates of project-specific requirements and minimize the need for official Commission action. For this reason, some documents are referenced in Res. 3866 and available for download at <http://www.mtc.ca.gov/planning/tcip>. MTC may periodically update these documents after soliciting feedback from its TACs. Transit operators must comply with these more detailed documents in order to comply with Res. 3866.

- **Project Study Report Requirement Update**

Over the past few years, Caltrans, in cooperation with the regional agencies, has re-examined the Project Study Report process. Through the years, the PSR document has become too detailed, and duplicates much of the effort that will be done during the environmental document phase. As a result of this re-examination, Caltrans has approved the lighter Project Study Report (Project Development Support) (PSR/PDS) document for use to program new STIP projects. However, the CTC will only allow preconstruction phases to be programmed in the STIP with the PSR/PDS document. Construction can be programmed once a draft environmental document has been circulated. Additionally, if a project has already

substantially completed an environmental document (such as a circulating draft or a final environmental document), the PSR requirement is waived, and a project sponsor may request programming of STIP funds to the project.

Carryover Policies from 2010 RTIP

- **ARRA RTIP Backfill Programming**

In order to expedite obligation and expenditure of American Recovery and Reinvestment Act of 2009 (ARRA) funds, and to address the State's lack of funding, MTC programmed \$31 million in ARRA funds to backfill unavailable STIP funds for the Caldecott Tunnel Fourth Bore project. Of the \$31 million, \$29 million came from Contra Costa's county share, and \$2 million from Alameda's county share. These amounts were not programmed in the 2010 RTIP, therefore, in the 2012 RTIP, MTC will have discretion to program the \$31 million in freed up RTIP capacity from these two counties. Therefore, Contra Costa's available programming capacity will be reduced by \$29 million, and Alameda's available programming capacity will be reduced by \$2 million in FY 2012-13.

- **Highlights of Changes in the 2010 RTIP**

A number of changes that were first implemented in the 2010 RTIP are carried forward to the 2012 RTIP. These changes include the following:

- Complete Streets Checklist – Required for all projects
- SB 286 Conservation Corps Involvement – Required for all TE projects
- Prohibition of Multiple Phases in Same Year – Required for all projects
- Project Size Minimums - \$500,000 minimum project size for large counties, \$250,000 minimum project size for counties under 1 million population.

- **2012 STIP Schedule**

Currently, the 2012 STIP is proceeding as scheduled, and as identified in Attachment A. In previous years, the STIP process had been delayed due to the lack of a state budget. This cycle, a state budget is now in place. Therefore, a delay in the STIP schedule is not expected.

CTC is still scheduled to adopt the final STIP Fund Estimate and Guidelines at the August CTC meeting. Currently, the MTC Commission will approve the RTIP on November 16, 2011. The deadline for CMAs to submit the draft list of RTIP projects is October 14, 2011. Please refer to Attachment A for the current 2012 RTIP Schedule.

Additionally, CMAs and Caltrans are reminded of two important policies for the development of the 2012 RTIP:

- **CMAs Notification of All Eligible Project Sponsors**

The CMAs are reminded that they must notify all eligible project sponsors within the county of the availability of RTIP funds. Eligible project sponsors include cities, counties, transit operators, and tribal governments. Notification can be in the form of a call for projects to all eligible project sponsors. Prior board action committing RTIP funds to a specific set of projects may also be sufficient to meet this requirement.

- **Caltrans Notification of Cost Increases**

Caltrans shall notify the CMAs and MTC of any anticipated cost increases to currently-programmed RTIP projects by September 1, 2011. This will allow sufficient time to ensure these cost increases are programmed in the RTIP or addressed another way in consultation

with Caltrans and the CMA. Ideally, Caltrans should notify the CMAs and MTC of cost increases prior to the call for projects.

Any questions regarding these policy and programming issues should be directed to Kenneth Kao at (510) 817-5768, or kkao@mtc.ca.gov.

Attachments:

A – Tentative 2012 RTIP Schedule

J:\COMMITTEE\Partnership\Partnership PDWG\2011 PDWG\11 PDWG Memos\05_July 18 11\04b_0_2012_STIP_Development.doc

<p style="text-align: center;">METROPOLITAN TRANSPORTATION COMMISSION 2012 Regional Transportation Improvement Program Draft Development Schedule July 11, 2011</p>	
March 23, 2011	Caltrans presentation of draft STIP Fund Estimate Assumptions (CTC Meeting – San Diego)
May 11, 2011	CTC adoption of STIP Fund Estimate Assumptions (CTC Meeting – Los Angeles)
June 20, 2011	Partnership Technical Advisory Committee (PTAC) / Programming and Delivery Working Group (PDWG) discussion and review of initial issues and schedule for 2012 RTIP
June 22, 2011	Caltrans presentation of the draft STIP Fund Estimate and draft STIP Guidelines (CTC Meeting – Long Beach)
June 30, 2011	Governor signs State Budget
July 18, 2011	PTAC and PDWG review of proposed RTIP Policies and Procedures
July 27, 2011	CTC holds 2012 Fund Estimate Workshop and STIP Guidelines Hearing (Sacramento)
August 10, 2011	CTC adopts STIP Fund Estimate and STIP Guidelines (CTC Meeting – Sacramento)
September 7, 2011	Transit Finance Working Group (TFWG) review of proposed RTIP Policies and Procedures
September 8, 2011	Local Streets and Roads Working Group (LS&RWG) review of proposed RTIP Policies and Procedures
September 14, 2011	MTC Programming and Allocations Committee (PAC) scheduled review and recommendation of final proposed RTIP Policies and Procedures
September 19, 2011	PTAC and PDWG scheduled review of final proposed RTIP Policies and Procedures
September 28, 2011	MTC Commission scheduled adoption of RTIP Policies and Procedures
October 14, 2011	CMAAs submit to MTC, RTIP projects summary listings and identification of projects requiring project-level performance measure analysis. Deadline to submit Routine Accommodations Checklist for new projects.
October 17, 2011	PTAC scheduled review of draft RTIP
October 24, 2011	Final Project Programming Request (PPR) forms due to MTC. Final RTIP project listing and performance measure analysis due to MTC. Final PSR (or PSR Equivalent), Transportation Enhancement Application (approved by Caltrans), Resolution of Local Support, and Certification of Assurances due to MTC (Final Complete Applications due)
October 28, 2011	MTC submits Transportation Enhancement projects and applications to Caltrans District 4 for Local Assistance review
November 7, 2011	Draft RTIP scheduled to be available for public review
November 9, 2011	PAC scheduled review of RTIP and referral to Commission for approval
November 16, 2011	MTC Commission scheduled approval of 2012 RTIP
December 15, 2011	2012 RTIP due to CTC
February 1, 2012	CTC 2012 STIP Hearing – Southern California (Los Angeles)
February 8, 2012	CTC 2012 STIP Hearing – Northern California (CTC Meeting - Sacramento)
March 8, 2012	CTC Staff Recommendations on 2012 STIP released
March 28, 2012	CTC adopts 2012 STIP (CTC Meeting – Sacramento)

Shaded Area – Actions by Caltrans or CTC



TO: MTC Planning Committee
ABAG Administrative Committee

DATE: July 1, 2011

FR: Deputy Executive Director, Policy, MTC
Executive Director, ABAG

RE: Plan Bay Area: Alternative Scenarios

Background

Last month, the Commission and ABAG's Administrative Committee approved moving forward to evaluate five alternative scenarios to demonstrate how the region might achieve the Plan Bay Area performance targets adopted by MTC and ABAG earlier this year. In response to public comment, the Committees requested staff to consider a proposal for a sixth alternative scenario focused on "Equity, Environment and Jobs" (see attachment A) and to return to the July Committee meeting with details on how the approved five alternatives address the components included in this sixth alternative scenario. Staff is scheduled to meet with the proponents of this alternative scenario on July 1 and will report back at your meeting on July 8.

To provide context for your discussion, staff offers the following background information related to the alternative scenarios assessment process.

Relationship between Alternative Scenarios and the Preferred Alternative

The primary purpose of the scenario assessments is to compare and contrast the interaction between land use policy and transportation investment strategies as measured by specific performance targets related to the economy, the environment and equity. These targets are described in Attachment B. This information will be used to ultimately select a preferred land use forecast and transportation investment strategy that will be the basis of a preferred Sustainable Communities Strategy (SCS) alternative that MTC and ABAG will consider for adoption in Spring 2013.

With this in mind, the alternative scenario assessments are intended to demonstrate how well various land uses, transportation infrastructure and policy initiatives perform against the targets. While discrete scenarios will be evaluated, the preferred SCS alternative will be developed based on a mix of alternative scenario components that best achieve the targets and can demonstrate financial feasibility.

Project Performance Assessment

Each "non-committed" project submitted as a result of the call for projects will be evaluated to determine how well it performs relative to achieving the performance targets. A separate benefit/cost ratio analysis also will be conducted on larger capacity increasing projects (greater than \$50 million). This project-level assessment will inform the selection of transportation projects included in the alternative scenarios.

MTC Planning Committee/ABAG Administrative Committee
 Plan Bay Area: Alternative Scenarios
 July 1, 2011
 Page 2

Social Equity Analysis

In past Regional Transportation Plans, MTC has prepared a federally-required equity analysis on a preferred (or CEQA Project) alternative included in the RTP environmental impact report. Concerns have been expressed by social equity advocates that the equity analysis has been conducted too late in the planning process to meaningfully inform selection of a preferred alternative. In response to these concerns, staff will conduct a separate equity analysis for each alternative scenario as part of the alternative scenarios assessment for Plan Bay Area. We note that coming up with a single definition of equity has been difficult. Nonetheless, staff consultation with social equity advocates (e.g., members of the SCS Equity Working Group) is well underway to define the measures that will be used for the equity analysis (see Attachment C.)

The information developed in the equity analysis for each alternative scenario will be used to inform development of a preferred SCS alternative. In addition to the equity analysis on the alternative scenarios, staff will conduct an equity analysis on the preferred SCS consistent with federal Title VI and current federal Executive Orders.

Next Steps

Staff is proceeding to define the five approved land use/transportation scenarios in more detail and in consultation with our advisory groups. We expect that some of the alternative scenario concepts may evolve over time as performance information is developed.

Staff will conduct the technical analysis between July and September 2011, and will present the results to the joint MTC Planning and ABAG Administrative Committees in October 2011. This will mark the beginning of a public process to review and comment on the alternative scenarios. Input received will help us identify a draft preferred scenario that is slated for approval by MTC and ABAG in early 2012. The draft preferred scenario will be subject to environmental review and other analyses throughout the remainder of 2012. Plan Bay Area is slated for final adoption in April 2013.

We look forward to providing more details on scenarios descriptions and the results of our discussions with the social equity advocates in a staff report to be distributed before your meeting on July 8.

Ann Flemer

Ezra Rapport

June 9, 2011

Mark Green, Chair, and Members
ABAG Administrative Committee

James P. Spering, Chair, and Members
MTC Planning Committee

Dear Chairs and Members:

We join two of your advisory bodies – MTC’s Policy Advisory Council and the RTP/SCS Equity Working Group – in urging you to add a scenario that maximizes social equity to the set of alternatives that MTC and ABAG will develop and analyze this summer. The list of scenarios before you today, which was only released to the public in the past week, will be incomplete without such a scenario. Including one in the analysis is critical to your informed decision making and the public’s meaningful participation.

Instead of voting to accept the set of five alternatives before you today, we ask that you **direct staff to include for analysis an additional scenario that maximizes social equity — the Equity, Environment, and Jobs Scenario (see attached) — and to ensure that *all* of the scenarios advance social equity outcomes.** Staff should then present you with an updated slate of alternatives at your July meeting.

The best Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS) will be the one that most strongly promotes all of the “three Es”: equity for low-income communities and communities of color, economic vitality, and environmental health. None of the five proposed Alternative Scenarios before you today offers that choice.

Key components of an Equity, Environment, and Jobs Scenario are summarized on the **attached sheet** and include maximizing the funds needed to operate local transit service while providing affordable housing in job-rich suburban communities as well as in the urban core. We believe that this scenario will outperform the five currently before you, not only in terms of social equity performance measures, but in terms of GHG reduction, local job creation, and other important regional goals. Hard facts support our view: research shows that transit operating expenditures create 40% more jobs than spending on capital projects, and that affordable housing near entry-level jobs improves access to economic opportunity. Similarly, investing in robust local transit operations is the most cost-effective way to maximize GHG reductions, and affordable housing near jobs directly reduces driving.

The failure to include and analyze an equity scenario will not only deprive the public and decision makers of important information about the range of choices available, but will also shut out the meaningful input of advisory groups whose work is not yet completed. The work of your Housing Methodology Committee and Equity Working Group, bodies you created to advise you on the Sustainable Communities Strategy, is ongoing and not reflected in the five scenarios now before you. These bodies should have a meaningful opportunity to inform the scenarios. Rather than voting on an incomplete set of alternatives today, we request that staff be directed to present an updated set of scenarios, including an equity-focused scenario, at your meeting next month.

We look forward to working with staff to develop the specific details of the Equity, Environment and Jobs Scenario, and of the other staff-outlined scenarios.

Sincerely,

ACCE Riders for Transit Justice

Albany Rollers & Strollers

Bay Area Regional Health Inequities Initiative (BARHII)

Bay Localize

Breakthrough Communities

Center for Progressive Action

Ella Baker Center

Genesis

Grassroots Leadership Network of Marin

Green Youth Alliance

PolicyLink

Public Advocates

Public Interest Law Firm, a project of the Law Foundation of Silicon Valley

Regional Asthma Management and Prevention (RAMP), A Project of the Public Health Institute

SF Bay Walks

SF Council of Community Housing Organizations (CCHO)

SF Walks & Rolls

United Seniors of Oakland & Alameda County

Urban Habitat

Walk&Roll Berkeley

Enclosure: Equity, Environment and Jobs Scenario features

cc: MTC Commissioners and ABAG Board Members
MTC and ABAG staff

Equity, Environment and Jobs Scenario

MTC and ABAG should put an “Equity, Environment, and Jobs” scenario on the table for consideration. We recommend the scenario include the following key features.

Land Use Components of the Scenario:

- Distribute a substantial proportion of the region’s overall housing growth to high-opportunity communities based on the presence of jobs, high-performing schools, transit service levels, and other indicators of opportunity.
- Allocate to cities with disproportionately low numbers of lower-income residents a proportionately higher percentage of extremely-low, very-low, and low income housing units.

Transportation Components of the Scenario:

- Maximize existing and new funding for local transit operations, and prioritize operating assistance for those communities in which lower-income populations are concentrated or for job centers which commit to more lower-income housing growth, with a goal of increasing transit operating funding sustainability.
- Prioritize capital funds that cannot be shifted or swapped to transit operations for maintenance of the existing transit system rather than capital expansion.
- Include only the most cost-effective transit expansion projects, including those prioritized in CBTPs (Community Based Transportation Plans), in communities that protect existing low-income residents from displacement.
- Prioritize capital projects that will improve health and safety, especially in Communities of Concern, that equalize mortality rates by race and income.
- Set aside a portion of Local Streets & Roads (LSR) and other funds to reward local jurisdictions that accommodate, and provide local funding to build, a significant portion of the region’s lower-income housing need and/or enact strong policies to protect existing extremely-low, very-low, and low income residents from displacement.

We look forward to working with staff to develop the specific details of the Equity, Environment and Jobs Scendario, and the other staff-outlined scenarios.

MTC Planning Committee/ABAG Administrative Committee
Plan Bay Area: Alternative Scenarios
July 1, 2011

Attachment B: Adopted Performance Targets

GOAL: CLIMATE PROTECTION	
Target #1:	Reduce per-capita CO ₂ emissions from cars and light-duty trucks by 15%
GOAL: ADEQUATE HOUSING	
Target #2:	House 100% of the region's projected 25-year growth by income level (very-low, low, moderate, above-moderate) without displacing current low-income residents
GOAL: HEALTHY AND SAFE COMMUNITIES	
Target #3:	<p>Reduce premature deaths from exposure to particulate emissions:</p> <ul style="list-style-type: none"> • Reduce premature deaths from exposure to fine particulates (PM_{2.5}) by 10% • Reduce coarse particulate emissions (PM₁₀) by 30% • Achieve greater reductions in highly impacted areas <p>Associated Indicators *</p> <ul style="list-style-type: none"> • Incidence of asthma attributable to particulate emissions • Diesel particulate emissions <p>*MTC, ABAG and the BAAQMD will monitor the indicators by collecting data on actual conditions over time. These are distinguished from the targets, which will be forecast for the scenarios in 2011 using regional land use, travel and air quality models.</p>
Target #4:	Reduce by 50% the number of injuries and fatalities from all collisions (including bike and pedestrian)
Target #5:	Increase the average daily time walking or biking per person for transportation by 60% (for an average of 15 minutes per person per day)
GOAL: OPEN SPACE AND AGRICULTURAL PRESERVATION	
Target #6:	Direct all non-agricultural development within the current urban footprint (existing urban development and urban growth boundaries)
GOAL: EQUITABLE ACCESS	
Target #7:	Decrease by 10% the share of low-income and lower-middle income residents' household income consumed by transportation and housing
GOAL: ECONOMIC VITALITY	
Target #8:	Increase gross regional product (GRP) by 90% – an average annual growth rate of approximately 2% (in current dollars)
GOAL: TRANSPORTATION SYSTEM EFFECTIVENESS	
Target #9:	<ul style="list-style-type: none"> • Decrease average per-trip travel time by 10% for non-auto modes • Decrease automobile vehicle miles traveled per capita by 10%
Target #10:	<p>Maintain the transportation system in a state of good repair:</p> <ul style="list-style-type: none"> • Increase local road pavement condition index (PCI) to 75 or better • Decrease distressed lane-miles of state highways to less than 10% of total lane-miles • Reduce average transit asset age to 50% of useful life

MTC Planning Committee/ABAG Administrative Committee
Plan Bay Area: Alternative Scenarios
July 1, 2011

Attachment C: Proposed Equity Analysis Measures

Theme/Measure	Key Questions Addressed	Proposed Target Population Breakout
Theme: Affordable Housing and Transportation Choices		
1. Housing + Transportation Affordability	<ul style="list-style-type: none"> • Which scenario(s) reduce the share of income spent on housing and transportation by the greatest amount for the target population? • Which scenario(s) provide similar or better results for the target population compared to the rest of the population? 	<ul style="list-style-type: none"> • Low-income households (all) vs. non-low-income households • Low-income/minority communities of concern vs. remainder of region • Limited English proficiency/limited educational attainment communities vs. remainder of region • Low-mobility communities vs. remainder of region
Theme: Growing Equitably		
2. Displacement Analysis	<ul style="list-style-type: none"> • Which scenario(s) result in zero displacement of low-income households? • Which scenario(s) accommodate the greatest number of low-income households? 	<ul style="list-style-type: none"> • Low-income households (all)
Theme: Making the Jobs/Housing Connection		
3. Jobs-Housing Fit Analysis	<ul style="list-style-type: none"> • Which scenario(s) provide the best fit for low-income households and entry-level jobs? 	<ul style="list-style-type: none"> • Low-income households (all)
Theme: Healthy Communities		
4. Vehicle Emissions (PM_{2.5} and PM₁₀)	<ul style="list-style-type: none"> • Which scenario(s) reduce emissions by the greatest amount for the target populations? • Which scenario(s) provide similar or better results for the target populations compared to the rest of the population? 	<ul style="list-style-type: none"> • Low-income/minority communities of concern vs. remainder of region • Limited English proficiency/limited educational attainment communities vs. remainder of region • Low-mobility communities vs. remainder of region
Theme: Equitable Mobility		
5. Non-commute Travel Time	<ul style="list-style-type: none"> • Which scenario(s) reduce average trip time to non-work destinations by the greatest amount for the target populations? • Which scenario(s) provide similar or better results for the target populations compared to the rest of the population? 	<ul style="list-style-type: none"> • Low-income households (all) vs. non-low-income households • Low-income/minority communities of concern vs. remainder of region • Limited English proficiency/limited educational attainment communities vs. remainder of region • Low-mobility communities vs. remainder of region

Plan BayArea

TO: MTC Planning Committee
ABAG Administrative Committee

DATE: July 6, 2011

FR: Deputy Executive Director, Policy, MTC
Executive Director, ABAG

RE: Plan Bay Area: Alternative Scenarios

Last month, the Commission and ABAG's Administrative Committee approved moving forward to evaluate five alternative scenarios to demonstrate how the region might achieve the Plan Bay Area performance targets adopted by MTC and ABAG earlier this year. In response to public comment, the Committee and Commission requested staff to consider a proposal for a sixth alternative scenario focused on "Equity, Environment and Jobs" and to return in July with details on how the approved five alternatives address the components proposed for this sixth alternative scenario.

This memorandum and its attachments provide additional detail on how the five approved alternative scenarios address the land use and transportation components recommended by the advocates and recommends next steps for addressing equity in the alternative scenarios process.

Defining Equity

The 1994 Executive Order 12898, Federal Actions to Address Environmental Justice in Minority and Low Income Population states that "each federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health effects of its programs, policies and activities on minority populations and low income populations." The U.S. Department of Transportation directs all its federal agencies to adhere to the principles outlined in the Executive Order. As such the Executive Order applies to Regional Transportation Plans (RTPs); MTC has therefore conducted equity analyses on its RTPs since 1994.

The Regional Equity Working Group for Plan Bay Area was formed in early 2011 from the membership of the Regional Advisory Working Group and MTC Policy Advisory Council's Equity & Access Subcommittee. The purpose of the Equity Working Group is to assist in identifying and providing advice on the major equity issues in the region from a diverse range of community and professional perspectives, including housing, transportation access and affordability, public health, and infrastructure need. The Equity Working Group has met monthly since February to assist staff in the development of the equity analysis framework for Plan Bay Area.

To date the Equity Working Group developed a set of regional equity priority issues that form the conceptual framework of the five equity analysis performance measures. These are as follows and will be further refined and defined over the next several weeks:

1. **Affordable Housing and Transportation Choices** (including preservation and production of affordable housing near transit)
2. **Equitable Growth** (avoiding displacement of low-income residents/communities, creating “complete communities”)
3. **Making the Jobs/Housing Connection**
4. **Healthy Communities** (public health implications of regional decision making)
5. **Equitable Mobility** (including options for seniors and people with disabilities)

The target populations involved in the equity analysis are determined in part by federal Title VI/EJ requirements. Based on input from the Equity Working Group, staff proposes to expand this definition of target populations for purposes of the equity analysis of each alternative scenario to include the low-income households and low-income or minority communities as analyzed in previous RTPs, as well as communities with concentrations of zero-vehicle households, limited-English-proficient residents, people with disabilities, and seniors over age 75.

Relationship between the Regional Housing Needs Allocation (RHNA) and Plan Bay Area

The proposed RHNA methodology being developed by ABAG staff with the help of the SCS Housing Methodology Committee combines sustainability and fair share criteria as requested by advocates of the “Equity, Environment, and Jobs Scenario”. As currently proposed by ABAG, the RHNA income allocation method would give jurisdictions that have a relatively higher proportion of households in a certain income category a smaller allocation of housing units in that same category. Conversely, jurisdictions that have a lower proportion of households in an income category would receive a larger allocation of housing units in that same category.

The alternative scenarios will incorporate most of the elements of the proposed RHNA methodology, including an emphasis on growth in PDAs, the use of “quality of life” factors to distribute growth to areas outside of PDAs, the minimum threshold for growth, and the income shift. We believe this directly addresses the Land Use component #2 in advocates’ scenario.

SB 375 requires RHNA to be consistent with the SCS. As such, the RHNA methodology will closely track the development of the alternative scenarios. The Preferred SCS Scenario ultimately adopted by MTC and ABAG in February 2012 will use the RHNA distribution for first 8 years of the One Bay Area plan.

Equity Considerations in the Approved Scenarios

A. Land Use Elements

The Focused Growth, Core Concentration, and Outer Bay Area Growth scenarios address the land use components requested by the equity leaders and advocates as follows:

1. *Allocation of a substantial proportion of housing growth based on jobs, high-performing schools, transit service levels, and other indicators of opportunity:*

The SCS will pursue the development and strengthening of complete communities to enhance the quality of life in all neighborhoods and centers throughout the region. The PDA framework, in particular, emphasizes residents' access to transit, jobs, stores, quality schools, health services, and entertainment. While many PDAs might not currently have high-performing schools or strong employment growth, the purpose of the SCS is to provide additional support to those communities to address needed improvements. The alternative scenarios will identify some of the policies and investments required to achieve strong complete communities in PDAs.

In addition, some growth in each of the constrained alternative scenarios will be directed to areas outside of the PDAs that have the characteristics of a complete community. Growth outside of the PDAs will be distributed based, in part, on factors that contribute to neighborhood quality of life, such as access to jobs, transit, services, and quality schools. Each jurisdiction will be expected to accommodate a minimum percent of the housing need it is expected to generate based on factors related to demographic change and household formation.

The approach used would be consistent with what is adopted as part of the RHNA methodology for the 2015-2022 period. As currently proposed, the RHNA methodology includes the following components: housing and job growth in PDAs from SCS Preferred Scenario, an upper housing threshold (110 percent of household formation), a minimum housing floor (40 percent of household formation), quality of life factors for growth outside of PDAs, and the income allocation (175 percent shift towards regional average)¹

2. *Allocate extremely low, very-low, and low income housing units to cities with low numbers of low-income residents:*

All three constrained alternative scenarios will address this equity objective by projecting a greater diversity of housing choices across jurisdictions, which is also part of the proposed RHNA methodology described above. As proposed, the income allocation method gives jurisdictions that have a relatively higher proportion of households in a certain income category a smaller allocation of housing units in that same category. Conversely, jurisdictions that have a lower proportion of households in an income category would receive a larger allocation of housing units in that same category.

The Focused Growth, Core Concentration, and Outer Bay Area Growth scenarios emphasize different equity approaches based on the underlying land use pattern. The Core Concentration scenario will provide greater access to jobs and services to a higher share of the low-income population than the other scenarios given the concentration of growth in the Inner Bay Area. The Outer Bay Area Growth scenario would increase employment opportunities and access to services and amenities for the predominantly residential neighborhoods in the Outer Bay Area. By accommodating more moderate levels of growth in PDAs throughout the region, the Focused Growth scenario provides a balance between these approaches.

¹ More details about the RHNA methodology are available on the One Bay Area website at: http://www.onebayarea.org/plan_bay_area/housing.htm.

The attached ABAG staff memoranda provide more details for how the land use elements of the alternative scenarios address social equity, including displacement and health and safety issues. Staff believes that the proposed alternative scenarios provide a reasonable range of land use growth assumptions that can incorporate the advocate's land use components.

B. Transportation Elements

Two transportation elements are included in the five MTC/ABAG-approved alternative scenarios: (1) Transportation 2035 network (represented in Alternative Scenarios 3 and 5); and (2) T2035 plus Core Capacity Expansion (represented in Alternative Scenarios 1, 2 and 4). These elements provide a reasonable range of options that we believe can address the components of the proposed "Equity, Environment and Jobs Scenario" as follows:

1. Maximize funding for local transit operations and prioritize service in lower-income areas.

The T2035 plan transit expenditures total about \$140 billion, or about 65% of total funding. Of this \$140 billion, about \$111 billion, or 51% of total expenditures, is invested in maintaining and operating the region's existing transit system. Even with this substantial investment, a combined capital maintenance and operating need remains totaling \$17 billion despite an additional \$6 billion infusion of new RTP discretionary funding for transit capital replacement. The T2035 plan mainly assumes transit service expansion for the fully funded projects (both capital and operating) in Resolution 3434 (MTC's regional transit expansion plan) projects. These projects included SMART, BART/San Jose, and various light rail transit (LRT) and bus rapid transit (BRT) projects. No new bus or fixed guide way service was assumed beyond these projects due to the inability to leverage new operating funds, and due to the combined \$17 billion capital maintenance and operating remaining needs.

Despite not being able to address the T2035-projected combined maintenance and operating needs, the financially unconstrained IVS (Scenario #1) assumes service frequency increases on 70 bus and rail lines that total an estimated additional \$300 million/year in net operating costs. These service increases are located primarily in high-growth PDAs, which also support the Communities of Concern that are identified by MTC as areas with high levels of minority and low-income populations. Federal statute requires that our transportation plans meet the test of financial reasonableness. With this requirement in mind, it is clear that we will need to look to ways to leverage existing funding to cover projected transit unmet needs in T2035 (Scenarios 3 and 5), and to fund desired new services beyond the T2035 envisioned in Scenarios 2 and 4.

2. Flex more transit capital funding into transit operating and backfill transit capital with other capital funding.

An initial assessment of T2035 indicates that, under federal eligibility provisions, we could flex about \$ 7 billion of additional capital maintenance funding for operating revenue. While this transfer reduces the T2035 transit operating need from \$8 billion to \$1 billion, it increases the transit capital replacement need to \$7 billion (from \$17 billion to \$24 billion). We could also assume additional operating revenue in two ways: 1) assume transit cost containment and efficiencies consistent with the Transit Sustainability Project analysis that assumes the region could achieve up to 10% reduction in operating costs under certain cost containment strategies; and 2) determine what uncommitted revenues could be directed to

fund transit operations. As with past RTPs, this latter approach would be subject to Commission deliberations on investment tradeoffs.

3. *Include only the most cost-effective projects, including those from Community Based Transportation Plans.*

Staff will conduct a performance assessment of all projects or project types, similar to what was done for the Transportation 2035 Plan. The assessment will be based on the performance targets previously adopted by MTC and ABAG. All “non-committed” projects are subject to a target assessment. A benefit/cost ratio analysis will be conducted on larger capacity increasing projects (greater than \$50 million). These analyses will provide MTC and ABAG with sufficient information to understand tradeoffs among projects included in the alternative scenarios.

4. *Prioritize capital projects that will improve health and safety.*

In addition to point #3 above, ABAG and MTC adopted the following three health and safety performance targets that will be used in the evaluation of each scenario:

- Reduce premature deaths from exposure to particulate emissions/ incidence of asthma
- Reduce the number of injuries and fatalities from all collisions (including bike and pedestrian)
- Increase the average daily time walking or biking per person for transportation

5. *Use local road discretionary funding and other funding to support communities that provide significant portions of the region's lower-income housing.*

The OneBayArea Grant program (to be released under Agenda Item 2 a.) is based on the premise that those local jurisdictions providing higher shares of the region's housing growth, which includes lower-income housing per RHNA, would receive more regional discretionary funding. MTC and ABAG will have extensive discussions on investment tradeoff strategies that will determine how One Bay Area Grant and its regional program elements are carried forward into a preferred long-range Plan Bay Area investment strategy expected to be approved in February 2012.

Recommendation

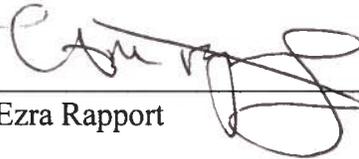
On July 1, MTC and ABAG staff met with representatives of groups proposing the “Equity, Environment and Jobs Scenario” to further discuss the need for this scenario. At that meeting, staff indicated that more details on the land use and transportation elements of the five approved scenarios would be presented at your July 8 meeting. These have been articulated in this memorandum and its attachments. We propose to use this information to continue discussions, review with the Policy Advisory Council and Equity Working Group, and come back to the Commission and ABAG Boards later this month.

Through these discussions, we will further clarify the transportation and land use element assumptions of each scenario to determine the best approach to address the equity components being sought in the “Equity, Environment and Job Scenario”.

Staff recommends that the committees take no action on this topic on July 8 to allow staff to work further with the advocates and others in developing an approach to address equity in the alternative scenario definitions. ABAG is expected to consider this issue at its July 21, 2011 Executive Board meeting and the Commission would do so at its meeting on July 27, 2011.



Ann Flemer



Ezra Rapport

SH/ER:DK

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OneBayArea

Date: July 5, 2011

To: MTC Planning Committee
ABAG Administrative Committee

From: Executive Director, ABAG

Re: Sustainable Communities Strategy (SCS) Land Use Scenario Assumptions

This memo provides an overview of the land use assumptions that will guide development of the alternative scenarios of the Bay Area's Sustainable Communities Strategy.

Background

Under SB 375, the adopted Sustainable Communities Strategy (SCS) must be based on a forecasted land use pattern that utilizes reasonable planning assumptions. Based on the SCS Alternative Scenarios concepts, staff has developed additional details for the five alternatives.

The two unconstrained scenarios—Initial Vision Scenario and Core Concentration—are based on identifying areas within the region that could potentially meet the region's total housing need. Staff has not yet performed sufficient analysis to identify the level of public resources required to implement such a strategy, but our preliminary assessment indicates that it may exceed a reasonable forecast. Although these two scenarios may not meet the requirement that the SCS be based on a reasonable forecasted land use pattern, what we learn about the policies and resources needed for the region to meet the total housing need will inform the development of the final SCS scenario.

The remaining three scenarios (Focused Growth, Core Concentration, and Outer Bay Area Growth) are based on a more financially attainable economic and housing forecast and utilize reasonable planning assumptions. For this reason, this report focuses on these three scenarios, with some additional discussion of the unconstrained scenarios at the end of this report.

In addition, regional agencies staff have responded to concerns raised by equity advocates by explaining and adding specific equity inputs into the Focused Growth, Core Concentration, and Outer Bay Area Growth scenarios. The memo "Response to Equity Groups Regarding Sustainable Communities Strategy (SCS) Land Use Scenario Assumptions" describes in more detail how these concerns were addressed.



Forecasted Constrained Scenarios

The three moderate growth scenarios are *Focused Growth*, *Core Concentration*, and *Outer Bay Area Growth*. These three scenarios take into account reasonable planning assumptions related to funding availability. All three scenarios assume higher rates of employment growth and housing production than the Bay Area has experienced over the previous 20 years. In order to achieve these results, these scenarios assume that over the next 30 years there will be significant reforms in State and regional policies and the availability of new funding sources for affordable housing and infrastructure that replace redevelopment financing.

Land use decisions are governed by local jurisdictions and are a local responsibility. The land use assumptions utilized in the scenarios are based upon local input and strong coordination among local and regional agencies.

Land Use Patterns and Strategies

Focused Growth Scenario

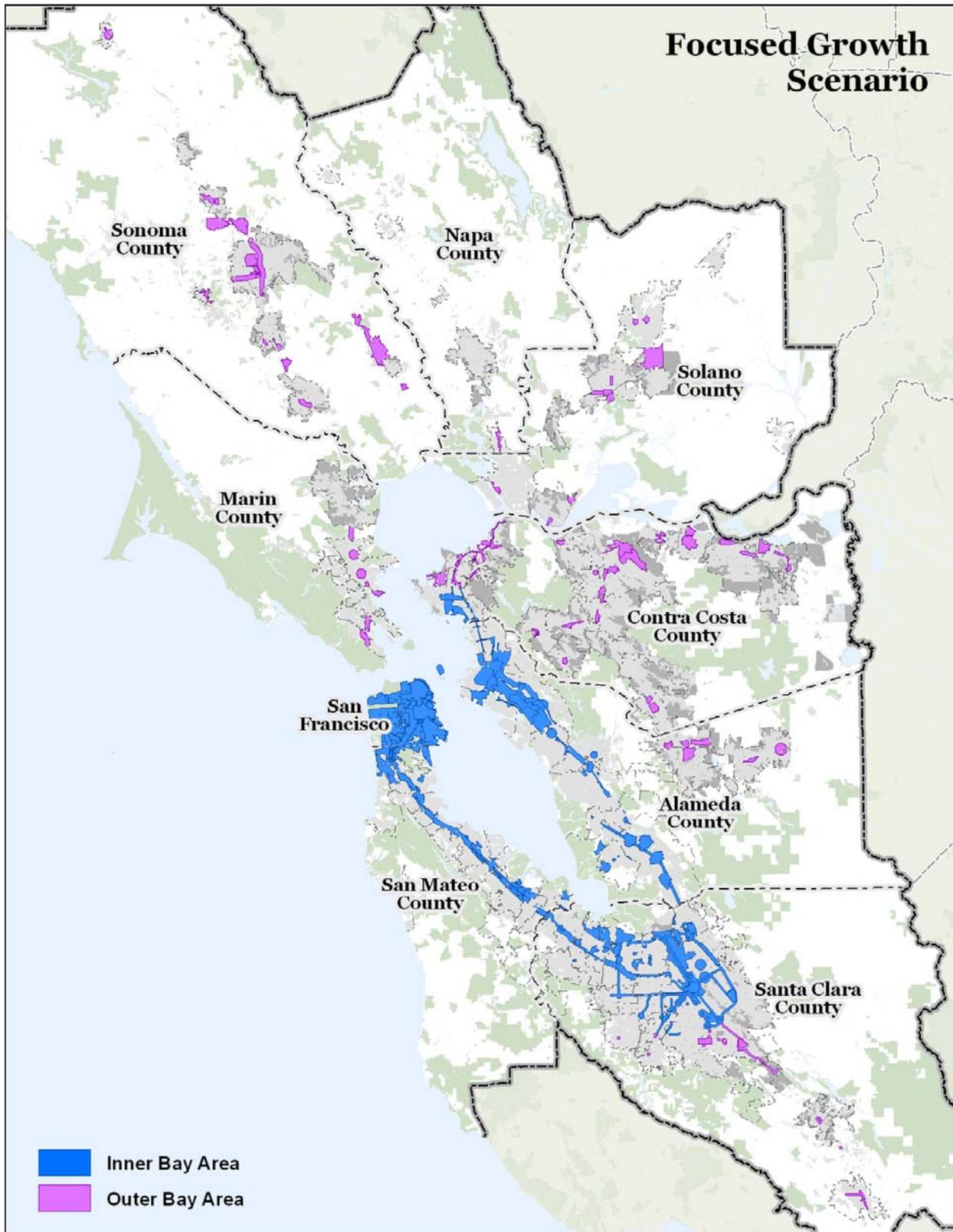
This scenario maximizes the potential of the Priority Development Areas (PDAs)¹ to accommodate household and job growth across the region with an emphasis on density along several transit corridors in the Inner Bay Area (the map on page three shows how this is defined). This scenario would intensify growth in all PDAs, with an emphasis on growth in the PDAs along the major transit corridors. It is expected that around 70 percent of the housing production and around 55 percent of the employment growth would be accommodated within PDAs. Putting more homes and jobs near transit would provide residents and employees with increased access to jobs and services, while providing the densities needed to support more robust transit service.

The growth within the PDAs would be based on the place type proposed by the local jurisdiction and would be tied to input provided by local jurisdictions on the level of growth they can reasonably accommodate given their resources, local plans, and community support. Except for the major cities, where high-rise buildings are considered, most other places would be expected to build three- to five-story buildings of wood frame construction.

Core Concentration Scenario

This scenario builds upon the pattern of growth outlined in the Focused Growth scenario, but shifts additional growth toward the regional and city centers in the Inner Bay Area, to take advantage of the core transit network. This would result in a more compact development pattern, but within reasonable financial constraints. By concentrating more growth in the city centers and regional centers, it goes even further than the Focused Growth scenario in trying to maximize the use of the existing transit network and provide access to jobs and services to most of the population. It would include a higher number of steel frame buildings and higher densities in regional and city centers than in the Focused Growth or Outer Bay Area Growth scenarios.

¹ ABAG/MTC staff expect to expand the PDA framework to incorporate the Growth Opportunity Areas that were identified during development of the Initial Vision Scenario. As a result, the term PDAs in this context refers to both PDAs and Growth Opportunity Areas.



Outer Bay Area Growth Scenario

This scenario also builds upon the Focused Growth scenario, but incorporates a regional employment analysis to address higher levels of growth in PDAs in the Outer Bay Area than those considered in Focused Growth and Core Concentration. Most of the housing production and employment growth would still be accommodated in the Inner Bay Area. However, this scenario would cluster jobs and housing in key transit-served locations as a way to promote economic development and greater access to services and amenities in the Outer Bay Area. Office parks in the Outer Bay Area would be assumed to grow faster in this scenario than the others and would be supported by increased density of PDAs and cities in the Outer Bay Area. While increased use of public transit would be very limited in the Outer Bay Area, some shorter commutes could be expected as jobs are created closer to some primarily residential communities. This scenario would consider intensifying existing office parks, downtown centers, and PDAs in the Outer Bay Area through construction of three- to five-story buildings and town houses.

Scenario Assumptions

All of the scenarios are developed based on growth and land use assumptions that pursue a pattern of sustainable and equitable development. These assumptions guide the scale and location of jobs, housing, and services included in the scenarios.

Community Building

- *Complete communities:* The SCS is intended to pursue the development and strengthening of complete communities to enhance the quality of life in all neighborhoods and centers throughout the region. Some places already have strong complete communities and could accommodate additional population; other places could accommodate growth but need additional support to strengthen their urban qualities. PDAs emphasize residents' access to transit, jobs, stores, quality schools, health services, and entertainment. They also encourage focused employment growth supported by transit, services, and amenities, with the exception of industrial and agricultural employment that have specific land and road requirements. The purpose of the complete communities framework is to use the PDA development process to enhance the quality of life for all residents and workers, current and future, without displacing the existing community. The alternative scenarios will identify some of the policies and investments required to achieve a complete community in each PDA.

Some of the growth in each of the alternative scenarios will also be directed to areas outside of the PDAs that have the characteristics of a complete community. The proportion of growth outside of the PDAs will vary across the three constrained scenarios, depending on the extent to which growth is concentrated in the core of the Inner Bay Area. In all three scenarios, this non-PDA growth will be distributed based, in part, on factors that contribute to neighborhood quality of life, such as access to jobs, transit, services, and quality schools.

- *Place types:* In order to recognize the diversity of places with various development expectations throughout the region, we have defined ten different place types that capture a wide range of urban and rural qualities. Each place type identifies spatial, economic, and social qualities such as the concentration of jobs and housing, levels of transit service, range of building heights and densities, and the diversity of shops and services. Local jurisdictions have chosen a place type for each PDA according to the vision of growth and development they want to pursue in the area. For example, Sonoma has chosen The Springs as a *Rural Mixed-Use Corridor*, cities in San Mateo County and Alameda County have designated portions of the Grand Boulevard and San Pablo Avenue corridor as *Mixed-Use Corridors*, Santa Rosa has designated its downtown as a *City Center*, and San Jose has designated its downtown as a *Regional Center*. The designated place types will guide the distribution of growth in the alternative scenarios. Overall, more growth will be expected in regional and city centers, which will have more buildings of three to ten stories. Less growth will go to rural towns and transit neighborhoods, where most growth will be in townhouses and wood frame buildings of two to five stories.

Growth and Land Use

- *Total regional growth:* Total household and employment growth for the constrained scenarios remains to be defined in consultation with forecasting and regional planning experts. We expect to have a slower pace of growth in the early part of the 30-year period, with faster growth closer to 2040. Total household growth by 2040 would be within the range of 600,000 to 900,000 households. While striving to get as close to the housing need of approximately 900,000 units, the constrained housing forecast will be established based on an assessment of economic growth, financial feasibility, and reasonable planning strategies. Household growth will be forecasted by income level. Employment growth would range between 0.8 and 1.2 million additional jobs. This employment growth is lower than previous forecasts but higher than the trends over previous decades.
- *Population growth:* The scenarios will utilize population growth estimates informed by the 2010 Census data. Based on expected demographic changes in the region's population, it may be possible to establish different thresholds for the number of persons per household and employed residents per household in the Inner and Outer Bay Area. This is related to the growth of our senior population and minority groups. For example, given some growth of multigenerational households and some seniors aging in place, we expect higher household and employed resident density in the Inner Bay Area.
- *Housing production:* The scenarios are designed to improve the quality of housing and access to affordable housing for the entire population in the region. The production of workforce housing in PDAs will be crucial to support sustainable and equitable development. Considering the housing affordability challenges in the region, the scenarios will maximize the production of housing for the low-income and very low-income population at various place types and locations. Different levels of affordable

housing subsidies will be considered across place types. The scenarios will assume policies to retain housing affordability and minimize displacement. No decline in the very low-income or low-income population will be assumed in any of the alternatives. In alignment with the Regional Housing Need Allocation (RHNA) under state regulation, the scenarios will assume each jurisdiction will produce housing that addresses the regional needs of all income groups. No jurisdiction will be assumed to produce housing exclusively for one income group.

Employment, Environment, and Equity

- *Employment:* The scenarios will consider various options for the distribution of employment that will support economic growth across various place types. Each place type is defined by the scale and density of employment and combination of industry groups. Over the next 30 years, professional services and knowledge-based industries are expected to experience the highest growth while manufacturing will significantly slow down across the region. Major employment centers with leading industries are expected to carry a high share of the employment growth. However, scenarios will also assume that small office parks increase their employment density, services, and transit services, and small downtowns strengthen their local services.
- *Environment:* The preservation of farmland and open space can ensure that Bay Area lands will provide clean water, local food, diverse habitats to support a variety of native plants and animals, and recreational opportunities. It further presents an opportunity to remain economically viable by attracting businesses, workers, and visitors that value these lands for their contribution to the quality of life in the Bay Area. To support the goal of open space and agricultural preservation, the alternative scenarios maximize development in the urban footprint, with the benefit of decreasing development pressure on these lands.
- *Equity:* Social equity means increasing access to opportunities and improved quality of life for residents of all neighborhoods in the region. It is the fair and equitable distribution of economic benefits and costs, social benefits and costs, and environmental benefits and costs among all communities. This includes not only an equitable distribution of resources for current residents throughout the Bay Area, but also equitable provision of resources for future residents through an adequate supply of housing options, transit accessibility, and healthy and sustainable communities.

Social equity is promoted in the alternative scenarios through the emphasis on encouraging growth in complete communities, both in PDAs and in the areas outside of PDAs. In addition, each of the alternative scenarios will also distribute growth in a way that ensures that each jurisdiction is planning to accommodate a minimum percent of the housing need it is expected to generate based on factors related to demographic change and household formation. The minimum threshold will be informed by the discussion and analysis at the SCS Housing Methodology Committee.²

² The SCS Housing Methodology Committee is currently considering a minimum threshold of 40 percent.

The three constrained alternative scenarios will also promote social equity by projecting a greater diversity of housing choices across jurisdictions. This is based on the concept embedded in RHNA that encourages access to affordable housing in all jurisdictions and seeks to avoid concentration of households by income. As proposed, the income allocation method gives jurisdictions that have a relatively higher proportion of households in a certain income category a smaller allocation of housing units in that same category.³

Consistency Between the SCS and RHNA

SB 375 requires the Regional Housing Need Allocation (RHNA) to be consistent with the SCS. To promote this consistency, the methodology for the RHNA allocation will be based on the growth pattern shown in the Preferred Scenario of the SCS. Here, we are also proposing that elements of the proposed RHNA methodology (including the minimum threshold for household growth, the use of “quality of life” factors to distribute growth, and the changes to the income distribution) be incorporated into the development of the alternative scenarios.

The alternative scenario evaluation will help inform the selection of a Preferred SCS. Once the Preferred SCS is selected, it will form the basis for the RHNA allocations to each jurisdiction for the period between 2015 and 2022 using the total housing need determination provided by the California Department of Housing and Community Development (HCD). As currently proposed, the RHNA methodology includes the following components:

- **Sustainability Component**
 - Housing and job growth in PDAs from SCS Preferred Scenario
- **Fair Share Elements**
 - Upper housing threshold (110 percent of household formation)
 - Minimum housing floor (40 percent of household formation)
 - Quality of life factors outside of PDAs
 - Income allocation (175 percent shift towards regional average)

More details about the RHNA methodology are available on the One Bay Area website at: http://www.onebayarea.org/plan_bay_area/housing.htm.

In conclusion, these assumptions translate into three major criteria for the development of the alternative scenarios:

- (1) Sustainable and complete communities’ growth would be captured in the PDAs, which is largely informed by input from local jurisdictions. This is expected to account for around 70 percent of the total household growth and 55 percent of employment growth.
- (2) The complete community and quality of life criteria would be applied to the growth outside of PDAs and would include factors such as good transit service, high quality schools, or employment.
- (3) Distribute household growth in a way that promotes social equity and a greater diversity of housing choices in all jurisdictions.

³ The SCS Housing Methodology Committee is currently considering a 175 percent income shift.

Comment on the Unconstrained Scenarios

The **Initial Vision Scenario** was completed in March 2011 as the first approach to the SCS. This scenario assumed a strong economy and unconstrained resources for housing production. It assumed the transportation network proposed in the last Regional Transportation Plan (T2035) with a significant increase in bus service. This scenario was designed to meet the housing target. The analysis of greenhouse gas (GHG) emissions resulted in a reduction of 12 percent by 2035, which was short of the target of a 15 percent reduction.

The **Unconstrained Core Concentration** scenario modifies the Initial Vision Scenario to achieve the targeted 15 percent reduction in GHG by concentrating development in the Inner Bay Area and introducing additional land use policies and transportation investments. As with the Constrained Core Concentration scenario, this scenario shifts growth toward regional and city centers in the Inner Bay Area for a more compact development pattern by 2040. However, it also assumes a strong economy and unconstrained resources for housing production. It includes a higher number of steel frame buildings and higher densities than in the Initial Vision Scenario. For transportation, it assumes the transportation network proposed in T2035 as well as the resources needed to increase bus service and implement other transit and infrastructure investments. Overall, it maximizes the use of the existing transit network and provides improved access to jobs and services to most of the population.

OneBayArea

Date: July 5, 2011

To: MTC Planning Committee
ABAG Administrative Committee

From: Executive Director, ABAG

Re: Response to Equity Groups Regarding Sustainable Communities
Strategy (SCS) Land Use Scenario Assumptions

Overview

Social equity leaders and advocates have worked with regional agencies in the development of the equity analysis to be conducted for the alternative scenarios once they are completed. While some questions remain on the scope and indicators included in this equity analysis, it is our understanding that the main concern is related to the equity inputs in the design of the scenarios. Regional agencies staff have responded to this concern by explaining and adding specific equity components to the Focused Growth, Core Concentration, and Outer Bay Area Growth scenarios.

The Joint Committee also requested that staff develop a sixth alternative that would specifically explore issues related to equity, employment, and the environment. The details of this potential scenario are still under development through consultation with the equity groups, so a description of this option has not been included in this memo.

Forecasted Constrained Scenarios

The three moderate growth scenarios are *Focused Growth*, *Core Concentration*, and *Outer Bay Area Growth*. These three scenarios take into account reasonable planning assumptions related to funding availability. All three scenarios assume higher rates of employment growth and housing production than the Bay Area has experienced over the previous 20 years. In order to achieve these results, these scenarios assume that over the next 30 years there will be significant reforms in State and regional policies and the availability of new funding sources for affordable housing and infrastructure that replace redevelopment financing.

Land use decisions are governed by local jurisdictions and are a local responsibility. The land use assumptions utilized in the scenarios are based upon local input and strong coordination among local and regional agencies.



Land Use Patterns and Strategies

Focused Growth Scenario

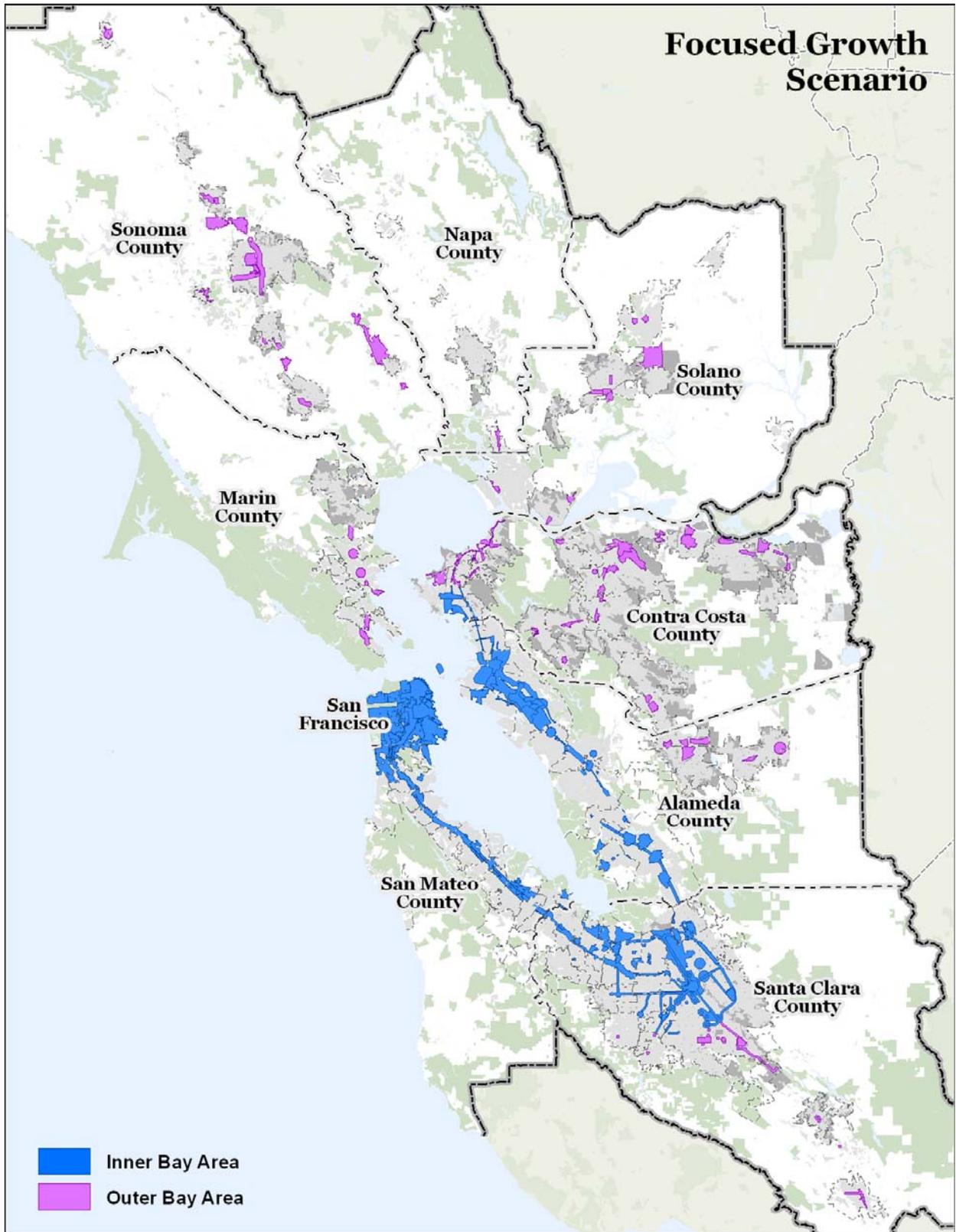
This scenario maximizes the potential of the Priority Development Areas (PDAs)¹ to accommodate household and job growth across the region with an emphasis on density along several transit corridors in the Inner Bay Area (the map on page three shows how this is defined). This scenario would intensify growth in all PDAs, with an emphasis on growth in the PDAs along the major transit corridors. It is expected that around 70 percent of the housing production and around 55 percent of the employment growth would be accommodated within PDAs. Putting more homes and jobs near transit would provide residents and employees with increased access to jobs and services, while providing the densities needed to support more robust transit service.

The growth within the PDAs would be based on the place type proposed by the local jurisdiction and would be tied to input provided by local jurisdictions on the level of growth they can reasonably accommodate given their resources, local plans, and community support. Except for the major cities, where high-rise buildings are considered, most other places would be expected to build three- to five-story buildings of wood frame construction.

Core Concentration Scenario

This scenario builds upon the pattern of growth outlined in the Focused Growth scenario, but shifts additional growth toward the regional and city centers in the Inner Bay Area, to take advantage of the core transit network. This would result in a more compact development pattern, but within reasonable financial constraints. By concentrating more growth in the city centers and regional centers, it goes even further than the Focused Growth scenario in trying to maximize the use of the existing transit network and provide access to jobs and services to most of the population. It would include a higher number of steel frame buildings and higher densities in regional and city centers than in the Focused Growth or Outer Bay Area Growth scenarios.

¹ ABAG/MTC staff expect to expand the PDA framework to incorporate the Growth Opportunity Areas that were identified during development of the Initial Vision Scenario. As a result, the term PDAs in this context refers to both PDAs and Growth Opportunity Areas.



Outer Bay Area Growth Scenario

This scenario also builds upon the Focused Growth scenario, but incorporates a regional employment analysis to address higher levels of growth in PDAs in the Outer Bay Area than those considered in Focused Growth and Core Concentration. Most of the housing production and employment growth would still be accommodated in the Inner Bay Area. However, this scenario would cluster jobs and housing in key transit-served locations as a way to promote economic development and greater access to services and amenities in the Outer Bay Area. Office parks in the Outer Bay Area would be assumed to grow faster in this scenario than the others and would be supported by increased density of PDAs and cities in the Outer Bay Area. While increased use of public transit would be very limited in the Outer Bay Area, some shorter commutes could be expected as jobs are created closer to some primarily residential communities. This scenario would consider intensifying existing office parks, downtown centers, and PDAs in the Outer Bay Area through construction of three- to five-story buildings and town houses.

Equity in the Constrained Alternative Scenarios

The Focused Growth, Core Concentration, and Outer Bay Area Growth scenarios address the land use components requested by the equity leaders and advocates as follows:

1. *Allocation of a substantial proportion of housing growth based on jobs, high-performing schools, transit service levels, and other indicators of opportunity:*

The SCS will pursue the development and strengthening of complete communities to enhance the quality of life in all neighborhoods and centers throughout the region. The PDA framework, in particular, emphasizes residents' access to transit, jobs, stores, quality schools, health services, and entertainment. While many PDAs might not currently have high-performing schools or strong employment growth, the purpose of the SCS is to provide additional support to those communities to address needed improvements. The alternative scenarios will identify some of the policies and investments required to achieve strong complete communities in PDAs.

In addition, some growth in each of the constrained alternative scenarios will be directed to areas outside of the PDAs that have the characteristics of a complete community. Growth outside of the PDAs will be distributed based, in part, on factors that contribute to neighborhood quality of life, such as access to jobs, transit, services, and quality schools. Each jurisdiction will be expected to accommodate a minimum percent of the housing need it is expected to generate based on factors related to demographic change and household formation.

The approach used would be consistent with what is adopted as part of the Regional Housing Need Allocation (RHNA) methodology for the 2015-2022 period. As currently proposed, the RHNA methodology includes the following components: housing and job growth in PDAs from SCS Preferred Scenario, an upper housing threshold (110 percent of household formation), a minimum housing floor (40 percent of household formation),

quality of life factors for growth outside of PDAs, and the income allocation (175 percent shift towards regional average)²

2. *Allocate extremely low, very-low, and low income housing units to cities with low numbers of low-income residents:*

All three constrained alternative scenarios will address this equity objective by projecting a greater diversity of housing choices across jurisdictions, which is also part of the proposed RHNA methodology described above. As proposed, the income allocation method gives jurisdictions that have a relatively higher proportion of households in a certain income category a smaller allocation of housing units in that same category. Conversely, jurisdictions that have a lower proportion of households in an income category would receive a larger allocation of housing units in that same category.

The Focused Growth, Core Concentration, and Outer Bay Area Growth scenarios emphasize different equity approaches based on the underlying land use pattern. The Core Concentration scenario will provide greater access to jobs and services to a higher share of the low-income population than the other scenarios given the concentration of growth in the Inner Bay Area. The Outer Bay Area Growth scenario would increase employment opportunities and access to services and amenities for the predominantly residential neighborhoods in the Outer Bay Area. By accommodating more moderate levels of growth in PDAs throughout the region, the Focused Growth scenario provides a balance between these approaches.

² More details about the RHNA methodology are available on the One Bay Area website at: http://www.onebayarea.org/plan_bay_area/housing.htm.

PI BayArea Plan

Alternative Scenarios Follow-Up

**Joint MTC Planning Committee and ABAG Administrative Committee
July 8, 2011**

Scenario Action & Follow-Up

(from June 22, 2011 Commission/ABAG Administrative Committee Meeting)

Action Taken

Directed staff to move forward with the evaluation of the five (5) alternative scenarios

Notes

1. **Transportation Option #3: Expanded Network was deleted**
2. **Land Use Option #5: Outer Bay Area Growth now matched with Transportation Option #1: Transportation 2035 Investment Strategy**

Follow-Up in July

Directed staff to report back on the following:

1. **Details on the land use, infrastructure and policy initiatives assumed under each of the 5 alternative scenarios**
2. **How the components of the proposed equity-focused scenario are reflected in the 5 alternative scenarios**
3. **Details on the proposed equity-focused scenario based upon consultation with equity stakeholder groups**

Equity, Environment and Jobs Scenario

Request for an “Equity, Environment, and Jobs” scenario that includes following key features:

Land Use

- 1** Distribute substantial proportion of the region’s overall housing growth to high-opportunities communities based on presence of jobs, high-performing schools, transit service levels
- 2** Allocate to cities with low numbers of lower-income residents a higher percentage of lower-income housing

Transportation

- 3** Maximize existing and new funding for local transit operations & prioritize operating assistance for low-income communities
- 4** Prioritize capital funds that cannot be shifted to transit operations for maintenance over capital expansion
- 5** Include only the most cost-effective transit expansion projects, including those from Community-Based Transportation Plans
- 6** Prioritize capital projects that will improve health and safety, especially in Communities of Concern
- 7** Set aside a portion of local streets and roads/other funds to reward local jurisdictions that accommodate and build low-income housing

SCS: Land Use

- Land Use Scenarios
- Regional Housing Need Allocation and the SCS
- Addressing Equity

Land Use Scenario Assumptions

- Community Building
- Demographic and Economic Growth
- Employment, Environment, Equity

Land Use Scenario Assumptions

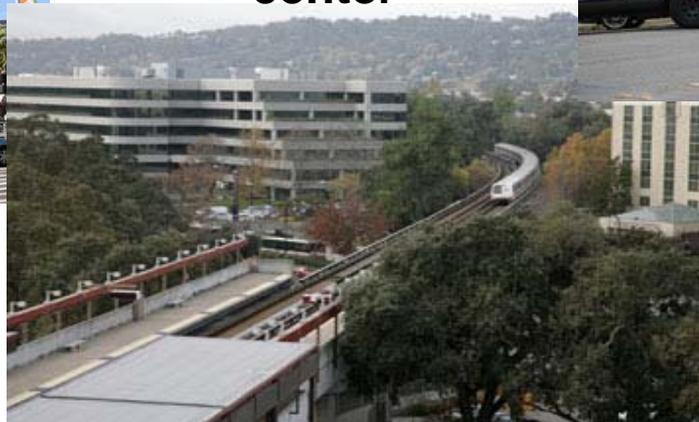
■ Community Building

- **Complete Communities** – provide a range of housing options, transit accessibility, employment opportunities, and amenities
- **Place Types** - recognizes the diversity of places and development expectations throughout the region



**Regional
center**

**Suburban
center**



**Rural town
center**

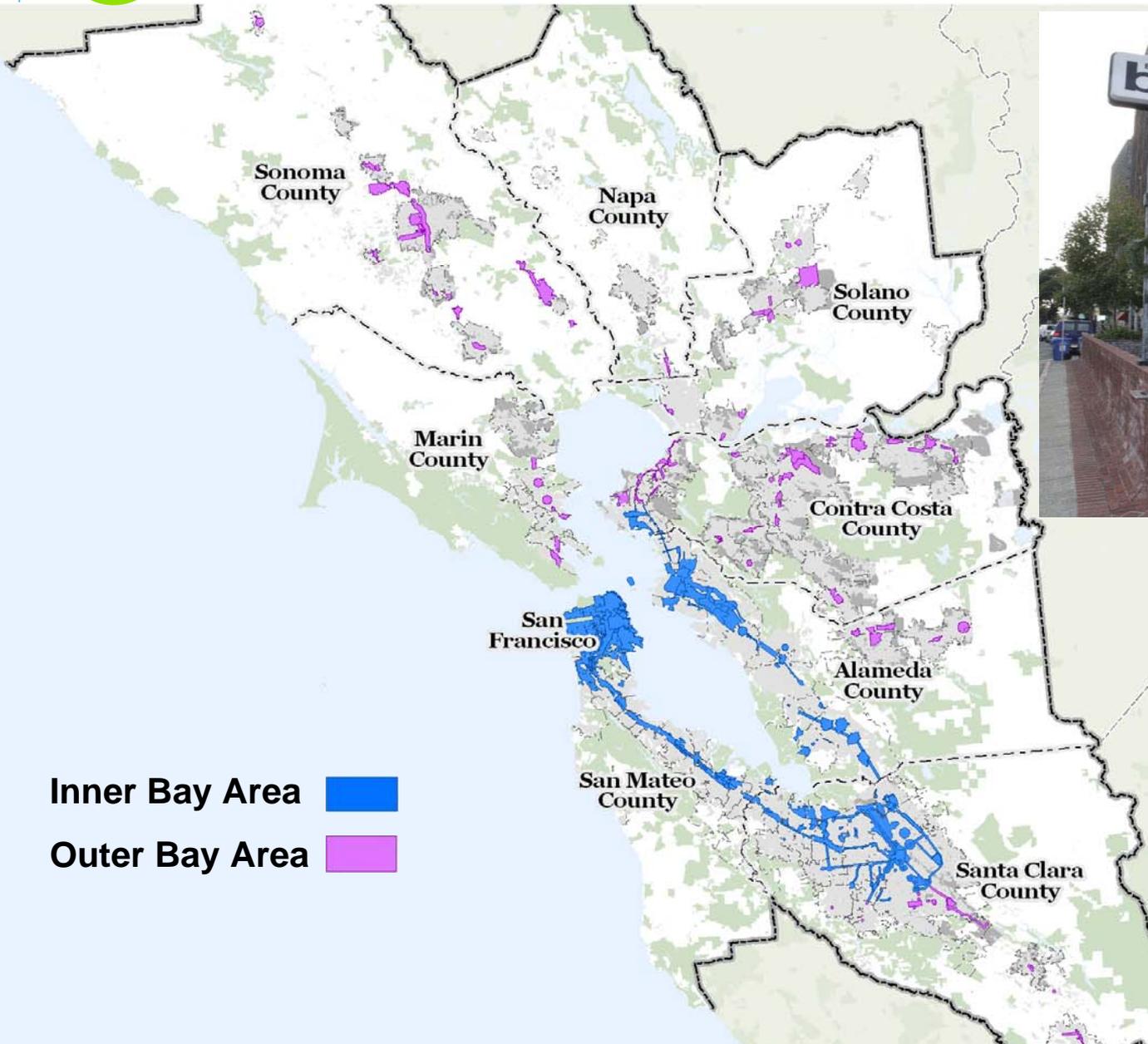
Land Use: Alternative Scenarios

- **Unconstrained resources and policies**
 - 1 Initial Vision Scenario
 - 2 Core Concentration Scenario

- **Constrained resources and reasonable planning**
 - 3 Focused Growth Scenario
 - 4 Core Concentration Scenario
 - 5 Outer Bay Area Growth Scenario

3

Focused Growth Scenario

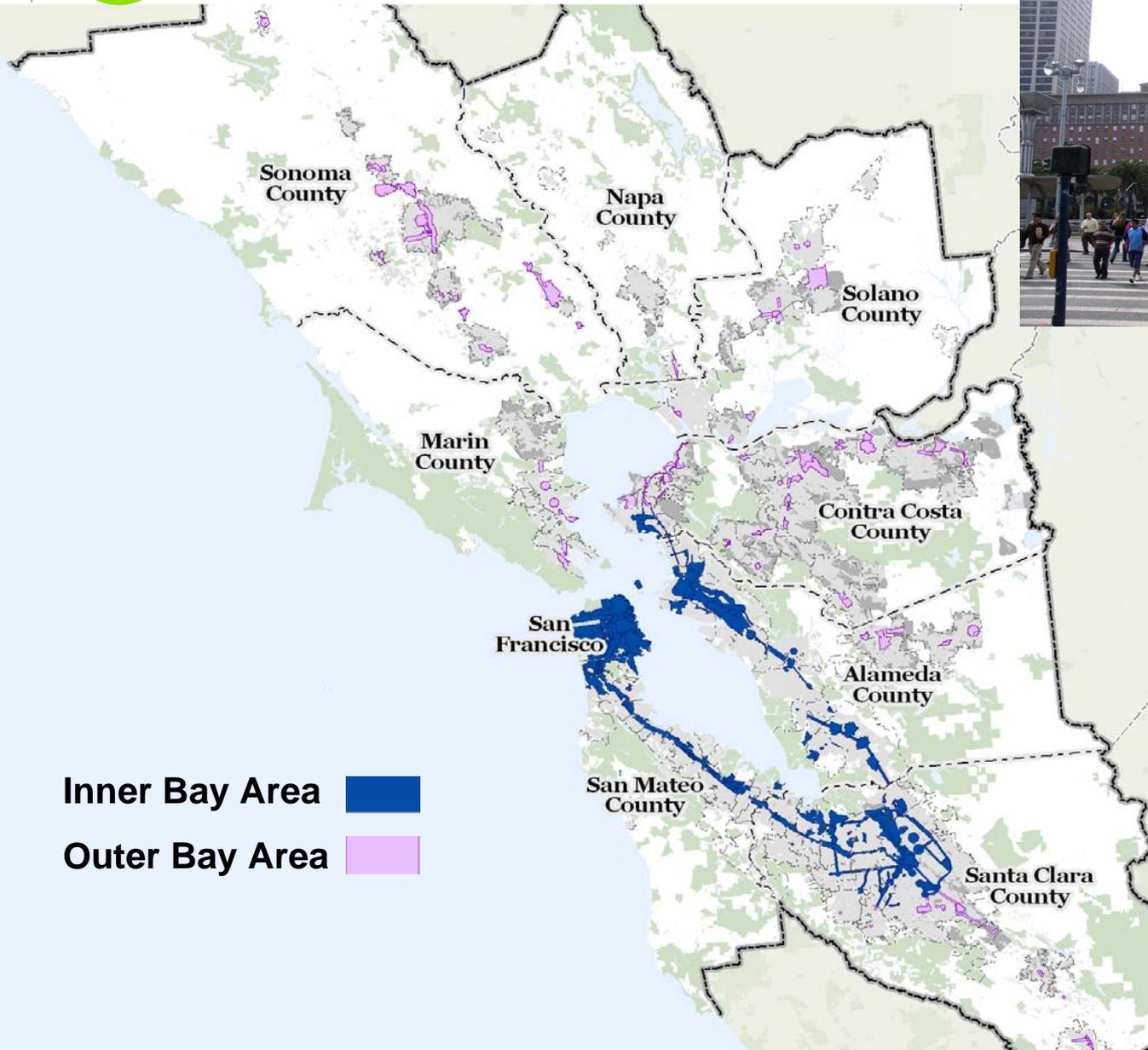


Inner Bay Area 
Outer Bay Area 



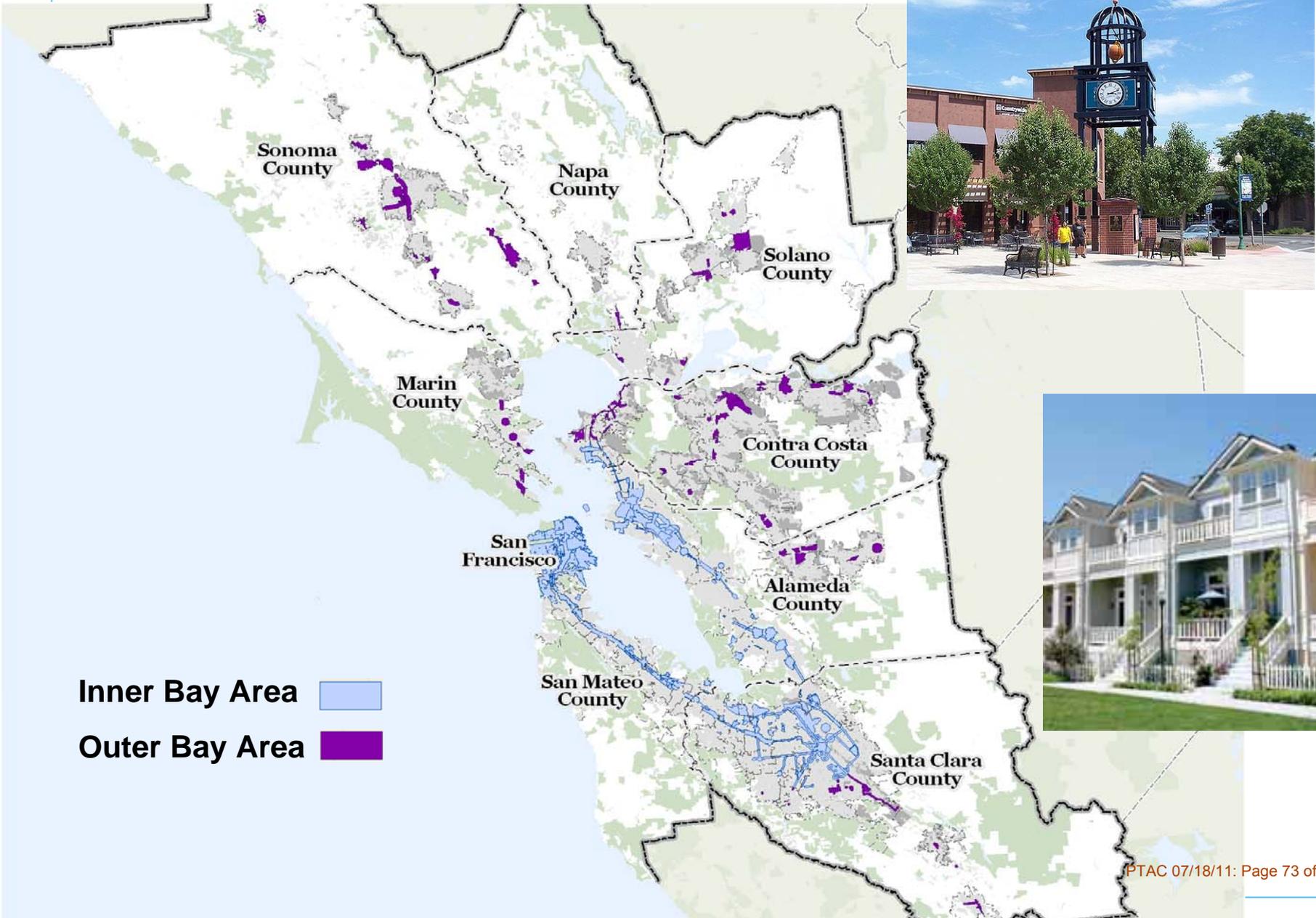
4

Core Concentration Scenario



Inner Bay Area 
Outer Bay Area 

5 Outer Bay Area Growth Scenario



Inner Bay Area 
Outer Bay Area 

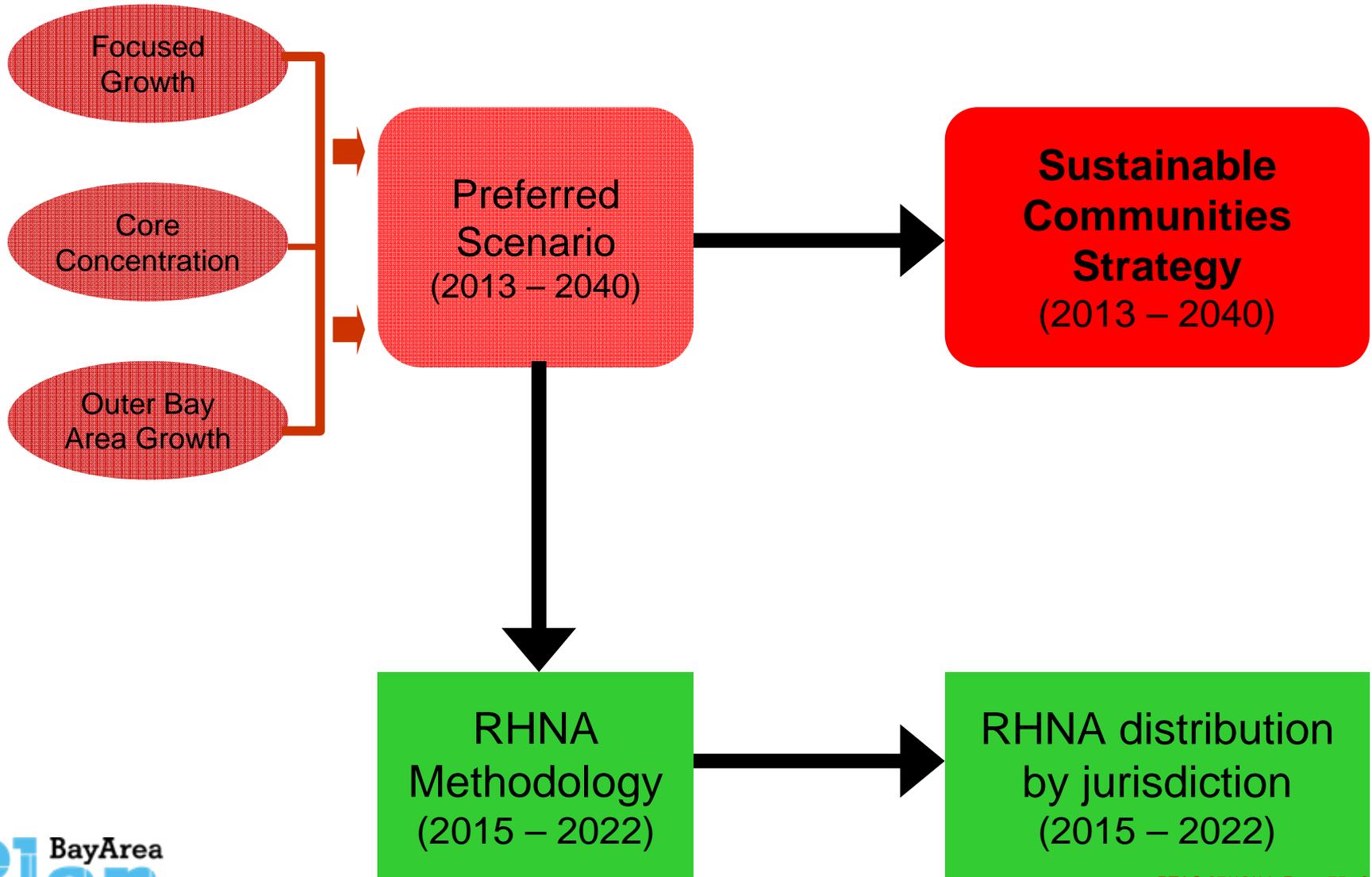
Regional Housing Need Allocation

- **Determines how much housing of all levels of affordability must be provided by each jurisdiction**

- **Methodology includes:**
 - **Sustainability Component**
 - Housing and job growth in PDAs from SCS Preferred Scenario

 - **Fair Share Factors**
 - Upper housing threshold (110% of household formation)
 - Minimum housing floor (40% of household formation)
 - Quality of life factors outside of PDAs
 - Income allocation (175% shift towards regional average)

SCS and RHNA



Land Use: Addressing Equity

All scenarios are based on equity components

Equity advocates' concerns	Inclusion of equity components in scenarios
Access to opportunities	<ul style="list-style-type: none"> ■ Complete Communities ■ Quality of life factors
Reduce income disparities	<ul style="list-style-type: none"> ■ Minimum housing floor ■ Income redistribution

Land Use: Addressing Equity

Scenarios allow analysis of different equity strategies

3 Focused Growth

- Increased access to public transit in PDAs across place types

4 Core Concentration

- High share of low income population gain greater access to jobs, services, and transit

5 Outer Bay Area Growth

- Economic development in areas with limited jobs and services

Transportation Assumptions

1 Initial Vision Scenario

1. Based on T-2035 network
 - Existing transit service (2005)
 - Backbone Express Lane Network (approx. 500 miles)
 - Fully funded Resolution No. 3434 projects
2. Increase in transit headways/service in high-growth PDAs (mirrors Communities of Concern)
 - New dedicated bus lanes in SF and SJ

2 Unconstrained Core Concentration

1. Same as T-2035 network in IVS
2. Further increase in transit headways/service in high-growth PDAs/city centers/ in Inner Bay Area – increased service in Communities of Concern – than in Scenario 1

Transportation Assumptions

3 Focused Growth

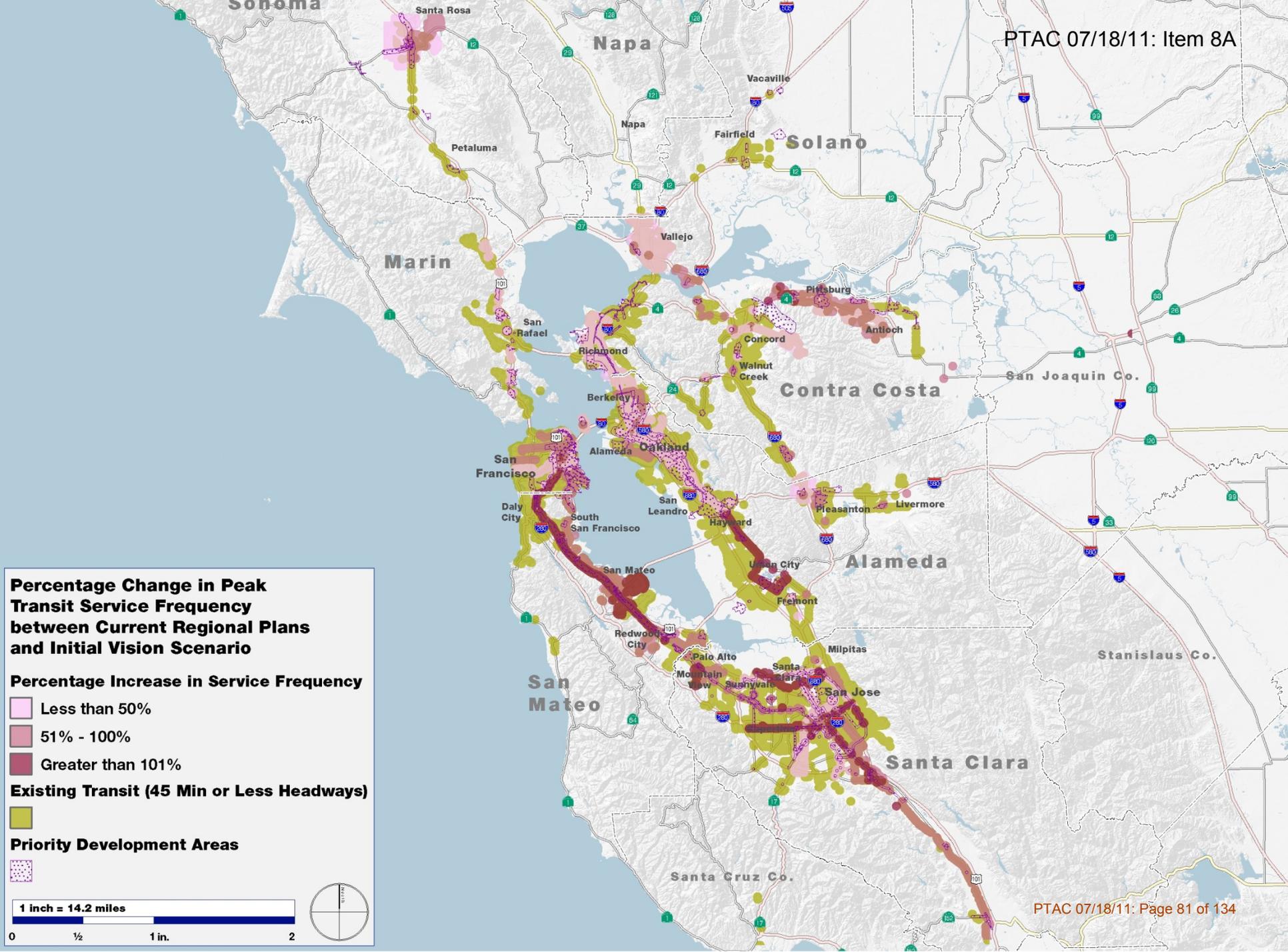
1. Same as T-2035 network in IVS
2. Smaller increase in transit headways/service in high-growth PDAs/city centers/ in Inner Bay Area than in Scenarios 1 & 2

4 Core Concentration

1. Same as T-2035 network in IVS
2. Smaller increase in transit headways/service in high-growth PDAs/city centers/ in Inner Bay Area than in Scenario 2, but larger increase than Scenarios 1 & 2

5 Outer Bay Area Growth

1. T-2035 network in IVS with full Express Lane Network buildout
2. Smaller increase in transit headways/service in high-growth PDAs/city centers – more express bus between Inner/Outer Bay Area than in Scenarios 1 - 4



Percentage Change in Peak Transit Service Frequency between Current Regional Plans and Initial Vision Scenario

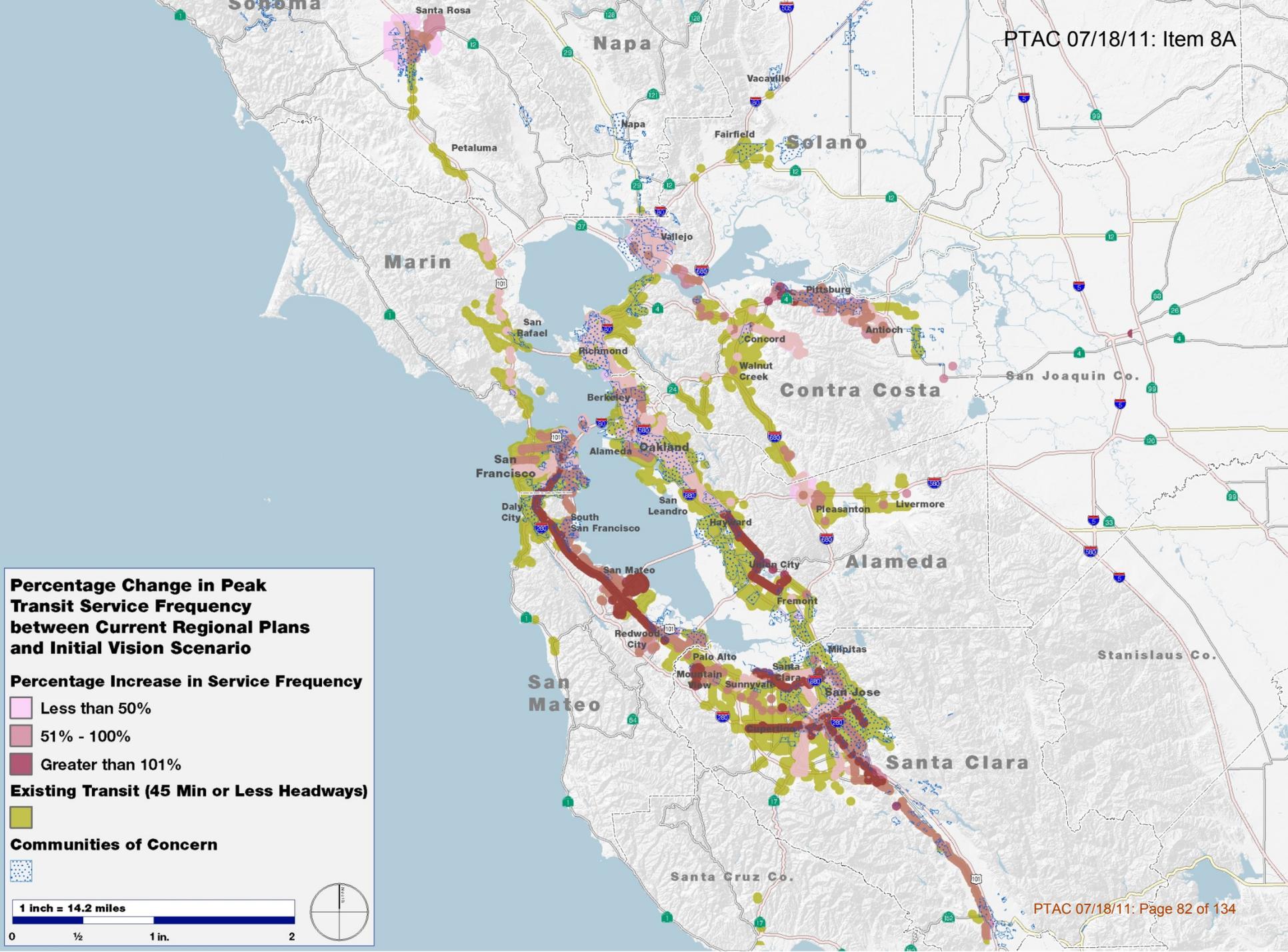
Percentage Increase in Service Frequency

- Less than 50%
- 51% - 100%
- Greater than 101%

Existing Transit (45 Min or Less Headways)

Priority Development Areas





Percentage Change in Peak Transit Service Frequency between Current Regional Plans and Initial Vision Scenario

Percentage Increase in Service Frequency

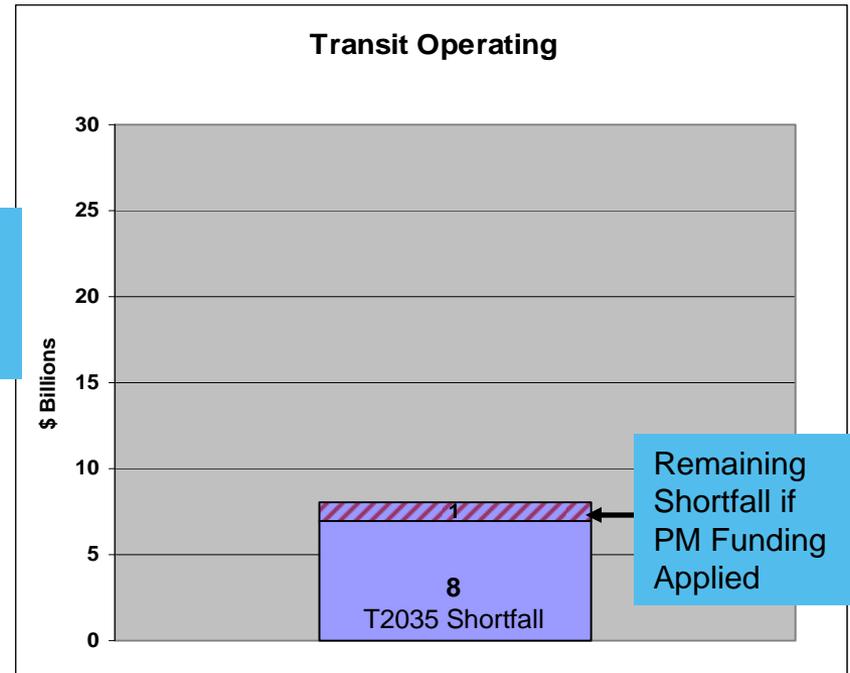
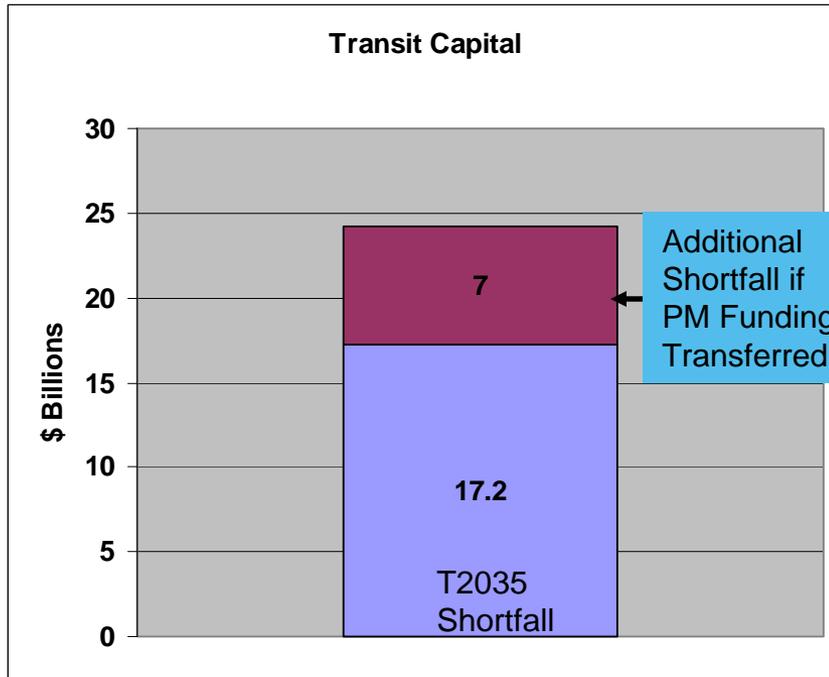
- Less than 50%
- 51% - 100%
- Greater than 101%

Existing Transit (45 Min or Less Headways)

- Communities of Concern



T2035 Transit Shortfalls



Capital Shortfall: \$17.2 Billion

Additional Shortfall if PM Funding (5307/5309) Transferred: \$7 Billion

Potential New Shortfall: \$24.2 Billion

- Eligible potential backfill sources: STP, RTIP

Operating Shortfall: \$8 Billion

Max PM Funding Applied (5307/09 transferred from capital): \$7 Billion

Potential New Shortfall: \$1 Billion

Transportation Assumptions

Include cost-effective transit expansion in low-income communities

- Over 900 projects submitted for consideration in the Plan in response to MTC's Call for Projects in February 2011
- All projects/programs, including transit expansion projects from Community-Based Transportation Plans (CBTPs), are subject to project performance assessment with exception of the 150+ committed projects

Transportation Project Performance Assessment

- Identify projects and programs that advance Plan Bay Area targets, support the land use strategy, and are cost-effective
- Evaluate projects and programs submitted through the Call for Projects
- Initial results will inform transportation projects to be included in scenarios
- Final results will inform the Commission's discussions of trade-offs of various investment strategies when selecting a set of projects for inclusion in the preferred scenario

Equity Analysis

- Assess how each scenario distributes benefits and burdens in communities of concern and rest of the region using target definitions developed by Regional Equity Working Group

Project Performance Assessment

BENEFIT-COST ASSESSMENT

Compare benefits and costs

- Evaluate projects with greater than \$50 million in costs and/or regional impacts
- Quantify project support for equity by comparing aggregate benefits for low-income travelers and for the rest of the population:
 - out-of-pocket cost savings
 - travel time savings

TARGETS ASSESSMENT

Determine performance against all adopted performance targets

- Evaluate all projects
- Capture key equity issues:
 - Adequate Housing – accessibility provided to areas with planned housing growth, including affordable housing
 - Particulate Matter – PM emissions in CARE communities
 - Equitable Access – transportation costs for low-income households

All Scenarios Subject to Equity Analysis

Proposed Equity Analysis

Themes	Equity Analysis to be Performed	Key Questions Addressed
Affordable Housing & Transportation Choices	Housing + Transportation Affordability Percent of average share of household income spent on housing and transportation costs combined	Which scenario reduces the share of income spent on housing and transportation by the greatest amount for the target population?
Growing Equitably	Displacement Analysis Comparison of forecasted number of low-income households to current year	Which scenario (a) results in zero displacement of low-income households and (b) accommodates greatest number of low-income households?
Making Jobs/ Housing Connection	Jobs-Housing Fit Analysis Comparison of low-income households to entry-level jobs	Which scenario provides best fit for low-income households and entry-level jobs?
Healthy Communities	Vehicle Emissions Analysis Estimation of emissions of fine and coarse particulates per day per roadway	Which scenario reduces emissions by the greatest amount for the target population?
Equitable Mobility	Non-Commute Travel Time Average travel time for non-commute trips, reflecting trips to shopping, childcare, health/medical, and social/recreation	Which scenario reduces average trip time to non-work destinations by the greatest amount for the target population?

Transportation Assumptions

Proposed One Bay Area Grants

- **Would allocate Cycle 2 STP/CMAQ funds to reward counties whose jurisdictions produce housing (using RHNA formula)**
- **Most funding directed to Priority Development Areas that are expected to accommodate significant portion of the region's housing growth**

Alternative Scenario Timeline

Start alternative scenarios analysis	July 2011
Release alternative scenarios results	October 2011
Seek public review and comment on alternative scenarios results	October 2011
Release preferred land use scenario to conform with RHNA schedule	November 2011
Review preferred scenario with MTC and ABAG	January 2012
Approval of preferred scenario by MTC and ABAG	February 2012

Next Steps

- **Meet with Policy Advisory Council and Equity Working Group to review Alternatives Assumptions**
- **Consult with Advocates of the Equity, Environment and Jobs Scenario**
- **Policy Board Schedule:**
 - ABAG Executive Committee – July 21, 2011
 - Commission – July 27, 2011



METROPOLITAN
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Memorandum

TO: Partnership Technical Advisory Committee

DATE: July 18, 2011

FR: Marisa Raya, ABAG and Jennifer Yeaman, MTC

RE: Plan Bay Area: Equity Analysis Framework for Alternative Scenarios

This memorandum summarizes the proposed framework for the equity analysis of the Plan Bay Area Alternative Scenarios. Staff will present this information at your July 18 meeting and welcomes your comments and input on the proposed framework.

Background

Last December, staff presented to the Regional Advisory Working Group (RAWG) and MTC Policy Advisory Council Equity & Access Subcommittee a three-step approach to carrying out the equity analysis of Plan Bay Area, and solicited participation by members of these groups in the formation of the RTP/SCS Equity Working Group, which has met monthly since February (see Attachment A for a group roster). The Plan Bay Area equity analysis is intended to determine the allocation of Plan benefits and burdens between identified target populations and the remainder of the region, spanning all three major planning phases related to the plan's development:

- **Step 1:** Assess the outcome of Initial Vision Scenario (*completed March 2011*)
- **Step 2:** Review the analysis framework used for the Initial Vision Scenario and update for use on the Alternative SCS Scenarios assessment (*currently under way*)
- **Step 3:** Complete the equity assessment of the Preferred Scenario based on the evaluation methodology developed in 2011 and consistent with federal guidelines in concert with the RTP EIR process (*beginning late 2011/early 2012*)

Step 1 was completed in March, reviewed with the Equity Working Group, and summarized in the Initial Vision Scenario Report. Since then, staff has been working closely with working group members to develop a framework for the equity analysis of Plan Bay Area's Alternative Scenarios. The proposed framework consists of five equity measures addressing a range of distinct themes that were elevated in discussions with Equity Working Group members, summarized in Attachment B.

Initial Vision Scenario Equity Analysis: Takeaways

Given the abbreviated timeframe of the Initial Vision Scenario's development, the equity analysis of the Initial Vision Scenario relied on breaking out results for the 10 adopted performance targets by income level to the extent possible, and identifying relevant proxies for the targets that could not be broken out by income. While tying the equity analysis directly to adopted policy objectives was seen as a powerful way to promote equity in discussions of

regional priorities, staff identified two drawbacks in this approach: (1) the large number of equity measures was challenging to summarize in terms of the Initial Vision Scenario's *overall* equity performance; and (2) not every target, when disaggregated, translated into an effective equity measure.

Proposed Equity Analysis Framework for Alternative Scenarios

The goal of the Alternative Scenarios equity analysis is to compare how the different scenarios perform in distributing the benefits and burdens of the alternative land use, transportation, and policy packages between the target populations of concern and non-target populations. To carry out this comparison requires identifying a set of equity performance measures that can be readily summarized for each scenario, as well as relevant target population(s) for each performance measure.

Compared to the targets-based framework of the Initial Vision Scenario, the proposed Alternative Scenarios framework follows a more succinct approach to selecting measures, based not only on the availability and quality of data for both the base and horizon years, but also on the following criteria that each measure:

- Ties directly to key regional equity priorities identified by past studies and in Equity Working Group discussions.
- Adds a distinct dimension of equity not captured in any of the other equity analysis measures.
- Is simple, straightforward, and easy to understand.
- Has potential to reflect substantive differences between Alternative Scenarios relevant to equitable development, and combine meaningfully into a way to identify which Alternative Scenario best supports equitable development.
- Is able to inform and support policy initiatives related to equity that are within the regional agencies' policy realm.

Attachment B summarizes the equity analysis framework for the Alternative Scenarios reviewed initially by the Equity Working Group last month. It consists of five performance measures that address a range of priority regional equity issues identified in past agency studies and then elevated via discussions with working group members. Each measure presented includes a detailed description of what data the measure would produce, the relevant key questions the measure would help answer, which target population(s) would be compared, and brief discussion of advantages and potential issues related to the inclusion of each measure.

Identification of Target Populations

In addition to the low-income and minority Communities of Concern that have been analyzed by MTC in past RTP Equity Analyses, staff is proposing to identify additional target populations to include in the Alternative Scenarios analysis, including "Limited English Proficiency/Limited Educational Attainment Communities" and "Low Mobility Communities." These additional communities have been recommended insofar as they:

- incorporate consideration of national origin into the analysis
- respond to a recommendation made by MTC's Policy Advisory Council to evaluate seniors and people with disabilities in addition to low-income/minority populations
- assess results specifically for communities that may be less likely to be engaged in the planning process.

Staff proposes to characterize these communities as having concentrations of the following populations based on the most recent data available from the Census Bureau that is consistent with MTC’s current travel analysis zone geographies.

Low-Income/Minority Communities of Concern

Low Income Population (less than 200% of federal poverty level)

Minority Population (any race or ethnicity besides white/non-Hispanic)

Limited English Proficiency/Limited Educational Attainment Communities

Population That Speaks English Less Than “Very Well”

Population 25+ with Less Than High School Diploma

Low Mobility Communities

Population 5+ with a Disability

Population 75+

Zero-Vehicle Households

A summary analysis of staff’s initial proposed thresholds for defining these communities is provided in Attachment C. Based on feedback from Equity Working Group members on the proposed thresholds, staff is currently developing an alternative definition based on more consistently derived thresholds which will be reviewed at the July 13 Equity Working Group meeting.

Equity Analysis Schedule

	Equity Analysis Milestones	Plan Bay Area Milestones
Finalize equity analysis framework for Alternative Scenarios and proceed with model-based technical work	July 2011	
Finalize methodologies for “off-model” analyses	August 2011	
Alternative Scenario Results released for public review	October 2011	October 2011
Confirm methodology for equity analysis of Preferred Scenario	March/April 2012	
MTC/ABAG adopt SCS Preferred Scenario		April 2012
Technical analysis of Preferred Scenario	Summer 2012	Summer 2012
MTC/ABAG release Draft RTP/SCS	November 2012	November 2012
MTC/ABAG adopt Final RTP/SCS		April 2013



RTP/SCS Equity Working Group Roster

First	Last	Title	Agency/Org	Public	NGO	Health	Transport	Housing	Community	Geography
Carl	Anthony	Founder	Breakthrough Communities		X				X	Regional
Naomi	Armenta	Disabled Community Representative	MTC Policy Advisory Council				X		X	Alameda Co
Rajiv	Bhatia	Director of Occupational and Environmental Health	San Francisco Department of Public Health	X		X			X	San Francisco
Richard	Burnett	Disabled Community Representative	MTC Policy Advisory Council						X	Solano Co
Brent	Butler	Planning Manager	City of East Palo Alto	X				X		San Mateo Co
Carlos	Castellanos	Economy Representative	MTC Policy Advisory Council					X		Alameda Co
Gen	Fujioka	Senior Policy Advocate	Nat'l Coalition for Asian Pacific American Community Development		X			X	X	San Jose, San Francisco
Sandi	Galvez	Senior Associate	Bay Area Regional Health Inequities Initiative		X	X			X	East Bay
Allison	Hughes	Disabled Community Representative	MTC Policy Advisory Council						X	San Francisco
Lindsay	Imai	Transportation and Housing Program Associate	Urban Habitat		X		X		X	Regional
Dolores	Jaquez	Senior Community Representative	MTC Policy Advisory Council						X	Sonoma Co
Randi	Kinman	Low-Income Community Representative	MTC Policy Advisory Council						X	Santa Clara Co
Nathan	Landau	Senior Planner	AC Transit	X			X			East Bay
Tess	Lengyel	Manager of Programs and Public Affairs	Alameda County Transportation Commission	X			X			Alameda Co
Federico	Lopez	Disabled Community Representative	MTC Policy Advisory Council						X	Contra Costa
Evelina	Molina	Low-Income Community Representative	MTC Policy Advisory Council						X	Sonoma Co
Nick	Pagoulatos	Co-Executive Director, Dir. of Community Planning & Development	Dolores Street Community Services		X				X	San Francisco
Gerald	Rico	Minority Community Representative	MTC Policy Advisory Council						X	Napa Co
Frank	Robertson	Minority Community Representative	MTC Policy Advisory Council						X	Contra Costa
Michael	Wright	Director of Concord Community Reuse Project	City of Concord	X						Contra Costa

Attachment B: Draft Equity Measures for Alternative Scenarios

Measure/Description	Key Questions Addressed	Target Population Breakout	Discussion
Theme: Affordable Housing and Transportation Choices			
<p>1. Housing + Transportation Affordability Result is a percentage expressing the average share of household income spent on housing and transportation costs combined. Results are compared between groups across all scenarios.</p>	<ul style="list-style-type: none"> Which scenario(s) reduce the share of income spent on housing and transportation by the greatest amount for the target population? Which scenario(s) provide similar or better results for the target population compared to the rest of the population? 	<ul style="list-style-type: none"> Low-income households (all) vs. non-low-income households Low-income/minority communities of concern vs. remainder of region Limited English proficiency/limited educational attainment communities vs. remainder of region Low-mobility communities vs. remainder of region 	<p>Advantages:</p> <ul style="list-style-type: none"> Dovetails with targets analysis (which combines low and moderately low income households) <p>Issues:</p> <ul style="list-style-type: none"> Relies on future-year assumptions/forecasts about housing cost and income distribution, as well as forecasted transportation costs Travel mode choice and access end up deeply embedded within the measure
Theme: Growing Equitably			
<p>2. Displacement Analysis Compares forecasted number of low-income households to current-year. Results are compared across all scenarios.</p>	<ul style="list-style-type: none"> Which scenario(s) result in zero displacement of low-income households? Which scenario(s) accommodate the greatest number of low-income households? 	<ul style="list-style-type: none"> Low-income households (all) 	<p>Advantages:</p> <ul style="list-style-type: none"> Dovetails with targets analysis <p>Issues:</p> <ul style="list-style-type: none"> May be difficult to characterize market forces in forecasts
Theme: Making the Jobs/Housing Connection			
<p>3. Jobs-Housing Fit Analysis</p>	<ul style="list-style-type: none"> Which scenario(s) provide the best fit for low-income households and entry-level jobs? 	<ul style="list-style-type: none"> Low-income Households (all) 	<p>Advantages:</p> <ul style="list-style-type: none"> Addresses inter-jurisdictional issues affecting locations of jobs and housing <p>Issues:</p> <ul style="list-style-type: none"> Methodology still under development
Theme: Healthy Communities			
<p>4. Vehicle Emissions (PM2.5 and PM10) Emissions of fine and coarse particulate matter from on-road vehicles are estimated in terms of average amount (e.g. kg) per day per roadway link. Based on location of roadway links, results are compared between groups across all scenarios.</p>	<ul style="list-style-type: none"> Which scenario(s) reduce emissions by the greatest amount for the target populations? Which scenario(s) provide similar or better results for the target populations compared to the rest of the population? 	<ul style="list-style-type: none"> Low-income/minority communities of concern vs. remainder of region Limited English proficiency/limited educational attainment communities vs. remainder of region Low-mobility communities vs. remainder of region 	<p>Advantages:</p> <ul style="list-style-type: none"> Dovetails with targets analysis (which analyzes BAAQMD CARE communities) <p>Issues:</p> <ul style="list-style-type: none"> Spatially disaggregated emissions estimates are a proxy for—but do not equate to—forecasting air quality concentrations or health outcomes
Theme: Equitable Mobility			
<p>5. Non-commute Travel Time Result is an average travel time in minutes for non-commute trips, reflecting travel to all other destinations than work or school, including shopping, childcare, health and medical, and social/recreational trips.</p>	<ul style="list-style-type: none"> Which scenario(s) reduce average trip time to non-work destinations by the greatest amount for the target populations? Which scenario(s) provide similar or better results for the target populations compared to the rest of the population? 	<ul style="list-style-type: none"> Low-income households (all) vs. non-low income households Low-income/minority communities of concern vs. remainder of region Limited English proficiency/limited educational attainment communities vs. remainder of region Low-mobility communities vs. remainder of region 	<p>Advantages:</p> <ul style="list-style-type: none"> Can capture a broad cross-section of populations who benefit from improved connections to non-work destinations. <p>Issues:</p> <ul style="list-style-type: none"> Doesn't individually break out more specific kinds of trips or modes of interest to specific target populations.

Attachment C: Proposed Geographic-Based Definitions of Target Populations for Equity Analysis of Alternative Scenarios
Draft for Discussion - 06/28/11

	(A) Target Population: Regional Total	(B) Target Population Share of Total Regional Population	(C) Regional Median Target- Population Share by Tract*	(D) Proposed Target Population Threshold	(E) Share of Regional Tracts Included by Threshold	(F) Share of Total Regional Population Located in Tracts Above Threshold	(G) Share of Regional Target Population Located in Tracts Above Threshold	(H) Share of Regional Target Population Located in Union of Communities
Communities of Concern								
Low income population (1)	1,544,352	23%	19%	30%	27%	23%	48%	60%
Minority population (1)	3,785,369	54%	52%	70%	30%	31%	47%	56%
<i>Communities of Concern Union**</i>					40%	40%		
Limited English Proficiency/Low Educational Attainment Communities								
Pop. speaking English less than "very well" (1)	1,159,188	18%	15%	20%	35%	36%	64%	72%
Pop. 25+ with less than HS diploma (1)	642,723	13%	10%	15%	36%	35%	67%	74%
<i>LEP/Low Educational Attainment Communities Union</i>					44%	46%		
Low Mobility Communities								
Population 5+ with a disability (2)	1,106,833	18%	17%	25%	13%	11%	19%	44%
Population 75+ (1)	409,225	6%	5%	10%	12%	10%	25%	46%
Zero Vehicle Households*** (1)	234,074	9%	5%	10%	28%	28%	69%	85%
<i>Low Mobility Communities Union</i>					39%	35%		

(1) Analysis based on 2005-09 American Community Survey data

(2) Analysis based on 2000 Census data

* This data is included to highlight the varying spatial distributions of different target populations within the region. A number in Column C much lower than Column B reflects greater spatial concentrations of the target population within the regional context; if the number in Column C is closer to that in Column B, the target population is more dispersed throughout the region.

** By comparison, Communities of Concern defined by 2000 Census used in the last two RTP Equity Analyses comprised 34% of all regional TAZs and 33% of regional population.

*** Regional total is expressed in households rather than population.



TO: Partnership Technical Advisory Committee

DATE: July 18, 2011

FR: Ann Flemer, Deputy Executive Director, Policy, MTC

RE: OneBayArea Grant — Cycle 2 STP/CMAQ Funding

Attached for your review and comment is a proposal to establish the OneBayArea Grant program approved for release to the public by the MTC Planning Committee and ABAG Administrative Committee at their joint meeting on July 8, 2011.

Preliminary Timeline and Next Steps

Staff will seek feedback from stakeholder and technical working groups over the next several months. The preliminary timeline for development and approval of the OneBay Area Grant is shown below.

July – Sept. 2011	<ul style="list-style-type: none"> ▪ The Joint MTC Planning Committee / ABAG Administrative Committee release of OneBay Area Grant proposal for public review ▪ <i>ABAG releases preliminary draft concepts for RHNA methodology</i> ▪ Working Group Discussions of Cycle 2/OneBay Area Grant approach
Fall 2011	<ul style="list-style-type: none"> ▪ Follow-up Committee Presentation of OneBayArea Grant and Cycle 2 approach ▪ <i>ABAG releases draft RHNA methodology</i>
December 2011	<ul style="list-style-type: none"> ▪ <i>Adoption of Cycle 2 approach based on draft RHNA methodology</i> ▪ <i>MTC/ABAG releases draft Preferred SCS</i> ▪ Commission adoption of Cycle 2 funding commitments for MTC Regional Programs
February 2012	<ul style="list-style-type: none"> ▪ <i>MTC/ABAG approves draft preferred SCS</i>
March 2012	<ul style="list-style-type: none"> ▪ Commission adoption of Cycle 2/OneBay Area Grant with Final RHNA
April 2012 – Feb. 2013	<ul style="list-style-type: none"> ▪ CMA Project Selection Process
April 2013	<ul style="list-style-type: none"> ▪ Final SCS adopted

If you have questions about the proposal please contact Alix Bockelman (510-817-5850) or Craig Goldblatt (510-817-5837) of MTC staff.

OneBayArea Grant Program

(Draft July 8, 2011)

Federal Transportation Funding and Program Policies (Attachment A)

Approximately every six years, U.S. Congress enacts a surface transportation act. The current act (SAFETEA) originally scheduled to expire on September 30, 2009 is still in effect through several legislative extensions. The funding provided to our area through this legislation includes Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) funds.

In December 2009 the Commission adopted an overall framework directing how approximately \$1.4 billion in STP and CMAQ funds were to be allocated over the following six years (2010-2015). The first three years (Cycle 1) of this period were committed to projects and programs and the overall framework provided policy direction for the second three years (Cycle 2).

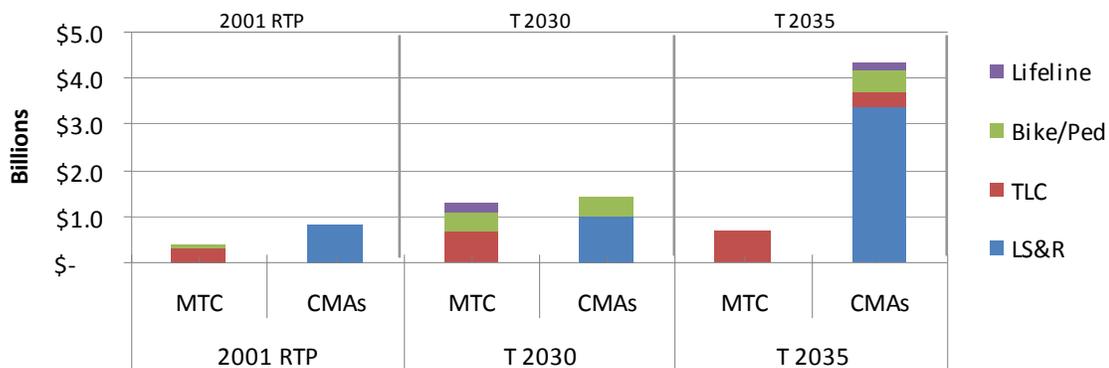
Staff proposes an alternative to the current Cycle 2 framework that better integrates the region’s federal transportation program with land-use and housing policies by providing incentives for the production of housing with supportive transportation investments. Attachment A summarizes this framework and proposal for Cycle 2.

OneBayArea Grant Program

As shown in the chart below, over time the county congestion management agencies (CMAs) have been given increased responsibility for project selection for an increasing share of funding coming to the region.

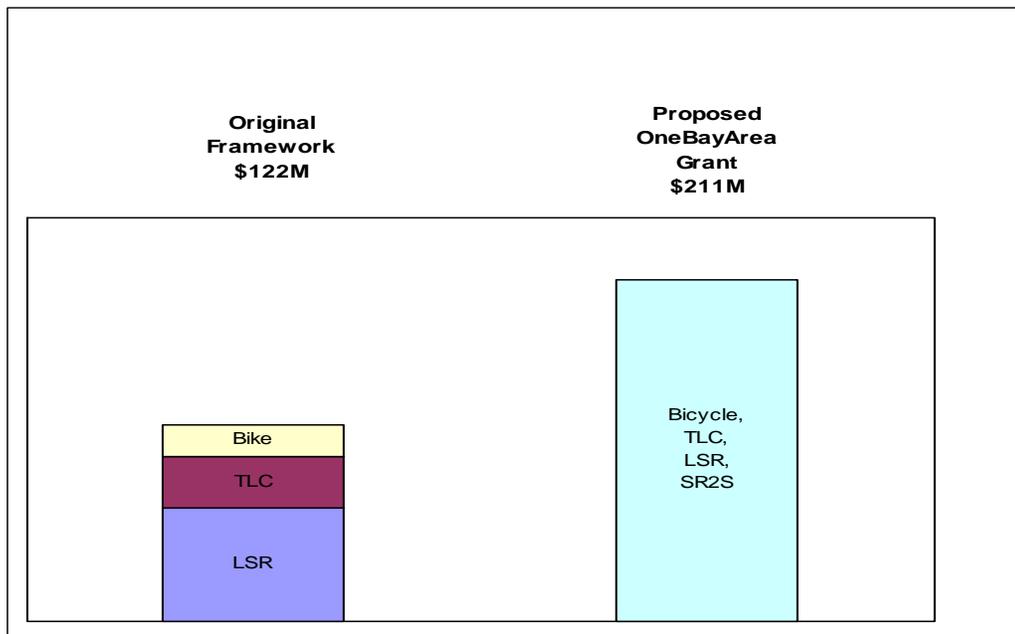
Program and Project Selection Evolves over Past Two Decades

Past Long Range Plan Discretionary Funding Assignments



For Cycle 2, staff proposes to continue this trend by shifting a larger portion of discretionary federal funding to local jurisdictions for taking on a larger share of the region’s housing production. Further, additional flexibility is proposed for CMAs to address their respective transportation needs. Specifically, the proposal would:

- Shift more Funding to Locally Managed OneBayArea Grant Program:** Dedicate \$211 million or roughly 40% of the Cycle 2 funding program to a new OneBayArea Grant. The funding for the OneBayArea Grant is the result of merging many of the programs in the Cycle 2 framework into a single flexible grant program and is roughly a 70% increase in the funding distributed to the counties as compared to the Cycle 2 framework adopted by the Commission. By comparison, the status quo approach for Cycle 2 would result in 22% going to County Congestion Management Agency (CMA) programs down from 30% in Cycle 1
- Add Flexibility by Eliminating Program Categories:** The One Bay Grant proposal provides additional flexibility under Cycle 2 by eliminating required program categories and combining funding for TLC, Bicycle, Local Streets and Roads Rehabilitation, and Safe Routes to School. See figure illustrating this change on the following page. Project selection will be limited to a degree by the project eligibility limitations of CMAQ which will make up approximately half of the funds that each county will receive.



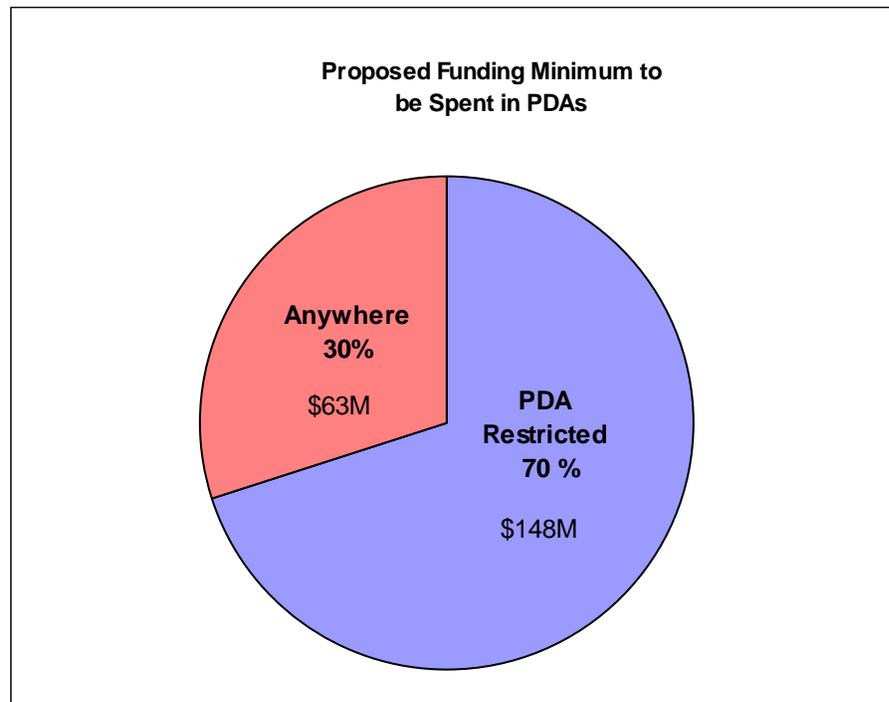
- Leverage Outside Funds to Grow Program and Meet More Objectives:** Additional opportunities could be sought through other regional programs, other non-federal sources for affordable housing, and other local funds to augment program objectives. As a start, the Air District proposes \$6 million from its Regional Transportation for Clean Air (TFCA) Program. TFCA eligibility considerations will be guiding the use of these funds in the overall program.
- Continue Key Regional Programs:** The remaining funding is targeted to continue regional programs such as Regional Operations, Freeway Performance Initiative, and Transit Capital Rehabilitation. Refer to Attachment A-2 for a description of these regional programs.
- Establish a Priority Conservation Area Planning Program:** This new \$2 million program element will provide financial incentives for counties with populations under 500,000 for

preservation of resource area and farmland, as defined in California Government Code Section 65080.01.

Distribution Formula for the OneBayArea Grant (Attachments B, C, D)

Staff proposes a distribution formula for OneBayArea Grant funding (Attachment B) that includes housing incentives to support the SCS and promote effective transportation investments that support focused development. In order to ease the transition to this new funding approach, staff is also recommending a 50% population share factor in the formula:

1. Formula to Counties: The proposed distribution formula to the counties includes three components: 50% population, 25% Regional Housing Needs Allocation (RHNA) for 2007-2014, and 25% actual housing production. This approach provides incentives for both future housing commitments and actual housing production. The fund distribution will be refined using the new RHNA to be adopted by ABAG next spring along with the SCS. The new RHNA being developed, which covers years 2015-2022, places a greater emphasis on city centered growth. As a result, refinements are likely to result in modest revisions to the funding distribution consistent with these revised development patterns. The proposed OneBayArea Grant formula also uses actual housing data from 1999-2006, and has been capped such that each jurisdiction receives credit for housing up to its RHNA allocation. Subsequent funding cycles would rely on housing production from ABAG's next housing report to be published in 2013.
2. Priority Development Area (PDA) Minimum: Require that at least 70% of funding be spent on projects in Priority Development Areas (planned, potential and growth opportunity areas). Counties, at their discretion, can elect to use up to 5% of the PDA restricted funds for the development of priority conservation area (PCA) plans. Growth opportunity areas are tentatively considered as PDAs until ABAG completes final PDA designations next fall. See Attachment C for PDA program minimums for each county and Attachment D for a map and a list of the PDAs.



The OneBayArea Grant supports Priority Development Areas while providing flexibility to fund transportation needs in other areas.

Performance and Accountability

As noted at the outset, housing allocation according to RHNA and housing production will be the primary metric for distributing the OneBayArea Grant funding. In addition, staff recommends the following performance and accountability requirements.

1. Supportive Local Transportation and Land-Use Policies: Staff recommends that local agencies be required to have at least two of the following four policies adopted in order to be eligible for grant funds:
 - a) Parking/pricing policies (e.g. cash out, peak pricing, on-street/off street pricing differentials, eliminate parking minimums, unbundled parking) and adopted city and/or countywide employer trip reduction ordinances
 - b) Adopted Community Risk Reduction Plans (CRRP) per CEQA guidelines
 - c) Have affordable housing policies in place or policies that ensure that new development projects do not displace low income housing
 - d) Adopted bicycle/pedestrian plan and complete streets policy in general plans pursuant to Complete Streets Act of 2008

2. Approved Housing Element: Also, a HCD-approved housing element consistent with RHNA/SB375 law is a proposed condition for any jurisdiction receiving Cycle 2 OneBayArea grants. This may be met as follows: 1) adoption of a housing element that meets the current RHNA before the new RHNA is adopted, or 2) the adoption of a housing element that meets the new RHNA after its approval early in 2012. Jurisdictions have 18 months after the adoption of the SCS to meet the new RHNA; therefore, compliance is expected and required by September 2014. Any jurisdiction failing to meet either one of these deadlines will not be allowed to receive grant funding. Lastly any

MTC Planning Committee/ABAG Administrative Committee: OneBayArea Grant (cont.)

July 8, 2011

Page 5

jurisdiction without adopted housing elements addressing the new RHNA by September 2014 will be ineligible to receive any funding after Cycle 2 until they have adopted a housing element.

Implementation Issues

Below are issues to be addressed as we further develop the OneBayArea Grant concept:

1. Federal Authorization Uncertainty: We will need to closely monitor development of the new federal surface transportation authorization. New federal programs, their eligibility rules, and how money is distributed could potentially impact the implementation of the OneBayArea Grant Program as proposed.
2. Revenue Estimates: Staff assumes a steady but modest nominal revenue growth rate of 4% annually. Given the mood of Congress to downsize federal programs, these estimates are potentially overly optimistic if there are significant reductions in STP / CMAQ apportionments over the Cycle 2 time period. Staff recommends continuing to move forward with the conservative revenue assumptions and make adjustments later if needed.

Attachments

J:\PROJECT\Funding\T4 - New Act\T4 - STP-CMAQ\T4 Cycle Programming\T4 Second Cycle\Cycle 2 Policy Dev\One Bay Area Grant\Post Planning Comm
Public Release 7-12-11\ Post PlanningCommittee Memo 7-12-11.doc

Attachment A-1

OneBayArea Grant Proposal

New Act STP / CMAQ Cycle 2 Draft Funding Proposal July 8, 2011

(amounts in millions \$)

Funding Available: Cycle 1: \$466M (after \$54M Carryover) Cycle 2: \$548M Air District: \$6M	Existing Framework				Cycle 2 One Bay Area		Cycle 2 Total
	Cycle 1		Cycle 2 Status Quo		MTC	One Bay Area Grant*	
	MTC	CMA Block Grant	MTC	CMA Grant			
1 Regional Planning *	23		26		5	21	26
2 Regional Operations	84	0	74	0	74	0	74
3 Freeway Performance Initiative (FPI)	51	0	66	0	66	0	66
4 Transit Capital Rehabilitation *	0	0	125	0	125	0	125
5 Local Streets and Roads Rehabilitation*	6	94	7	70	3	74	77
6 Climate Initiatives *	80		40		25	12	40
7 Regional Bicycle Program *	0	20	0	20	0	20	20
8 Transportation for Livable Communities (TLC) *	51	28	64	32	15	85	102
9 Transportation Oriented Development (TOD) Fund	10	0	0	0	5		
10 Priority Conservation Area Planning Pilot							
11 MTC Res 3814 Transit Payback Commitment	6	0	25	0	25	0	25
Total	324	142	426	122	343	211	554
	70%	30%	78%	22%	62%	38%	

Grant Totals:	Cycle 1 Block Grant		Cycle 2 Status Quo		Cycle 2 One Bay Area	
		142	30%	122	22%	211

J:\PROJECT\Funding\T4 - New Act\T4 - STP-CMAQ\T4 Cycle Programming\T4 Second Cycle\Cycle 2 Policy Dev\One Bay Area Grant\Cycle2 Develop tables.xls\Program Funding 7-8-11

* Air District funding of \$6 million adds capacity to support OneBay Area Grant.

1) Regional Planning:

\$21M (\$7M per year) for CMA Planning to be distributed to CMAs through OneBayArea Grant.

4) Transit Capital Rehabilitation:

100% Transit Rehab assigned as Regional Transit Rehabilitation, as Transit is network based and regional

5) Local Streets and Roads Rehabilitation

\$3M for a scaled back PTAP program

6) Climate Initiative:

\$5M for SFGO in Regional. Eastern Solano CMAQ to Solano TA part of OneBayArea Grant.

7) Regional Bicycle Program:

\$20M as CMAQ rather than TE as originally proposed in Framework

8) Transportation for Livable Communities (TLC)

TLC program eliminated - All TLC funds to OneBayArea grant

Attachment A-2: Regional Programs

Regional Planning to support planning activities in the region carried out by the Association of Bay Area Governments (ABAG), the San Francisco Bay Area Conservation and Development commission (BCDC), and MTC. CMAs would access their OneBayArea grant to fund planning activities.

Regional Operations: This program includes Clipper, 511, Incident Management and a scaled-back Pavement Technical Assistance Program (PTAP).

Freeway Performance Initiative This program emphasizes the delivery of ramp metering projects on the State Highway System throughout the Bay Area to gain the most efficiency out of the existing highway network.

Priority Conservation Area Planning: Staff is recommending a new pilot for the development of priority conservation area (PCA) plans for counties with populations under 500,000 to ameliorate outward development expansion and maintain their rural character.

Transportation for the Livable Communities (TLC) and the Affordable Transportation Oriented Development (TOD) Housing Fund: The bulk of the TLC Program's funding will shift to the OneBayArea Grant. The remaining funds under MTC's management are proposed to continue station area planning and/or CEQA assistance to PDAs and support additional investments in affordable housing.

Climate Initiatives: The objective of the Climate Initiatives Program launched in Cycle 1 was to make short-term investments that reduce transportation-related emissions and vehicle miles traveled, and encourage the use of cleaner fuels. Through the innovative projects selected and evaluation process, the region is building its knowledge base for the most effective Bay Area strategies for the Sustainable Communities Strategy and next long-range plan. The proposed funding for the Cycle 2 Climate Initiative Program would allow some continuation of these efforts at the regional level and protect a prior commitment to the SFGo project.

Transit Capital Rehabilitation: The Commission deferred transit rehabilitation needs from Cycle 1 to Cycle 2 in order to allow more immediate delivery of some of the other programs. The program objective, as in the past, is to assist transit operators to fund major fleet replacements, fixed guideway rehabilitation and other high-scoring capital needs that cannot be accommodated within the FTA Transit Capital Priorities program.

MTC Resolution 3814 Transit Payback Commitment: Consistent with the Cycle 2 framework, MTC is proposing to program \$25 million to Lifeline, small operators, and SamTrans right-of-way settlement to partially address a commitment originally envisioned to be met with state spillover funds.

**Attachment B
PROPOSAL**

**OneBayArea Grant Distribution Formula
Cycle 2 (FYs 2013, 2014, 2015)**

County	50%-25%-25% (Pop. RHNA - Housing Production Capped)	Status Quo Grant Program
Alameda	\$42.4	\$25.4
Contra Costa	\$31.5	\$16.6
Marin	\$6.4	\$5.0
Napa	\$4.2	\$2.9
San Francisco	\$24.6	\$11.8
San Mateo	\$17.2	\$11.1
Santa Clara	\$55.3	\$28.1
Solano	\$13.8	\$9.0
Sonoma	\$15.8	\$12.3
Bay Area Total	\$211.0	\$122.1

Difference From Status Quo Grant Program

County	50%-25%-25% (Pop. RHNA - Housing Production Capped)	Status Quo Grant Program
Alameda	\$17.1	-
Contra Costa	\$14.9	-
Marin	\$1.4	-
Napa	\$1.3	-
San Francisco	\$12.8	-
San Mateo	\$6.1	-
Santa Clara	\$27.2	-
Solano	\$4.8	-
Sonoma	\$3.5	-
Bay Area Total	\$88.9	-

% Change From Status Quo Grant Program

County	50%-25%-25% (Pop. RHNA - Housing Production Capped)	Status Quo Grant Program
Alameda	67%	-
Contra Costa	89%	-
Marin	27%	-
Napa	43%	-
San Francisco	109%	-
San Mateo	55%	-
Santa Clara	97%	-
Solano	53%	-
Sonoma	29%	-
Bay Area Total	73%	-

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Notes:

Status quo program based on framework for Cycle 2 adopted by the Commission and continuation of Cycle 1 county block grant policies.

RHNA is based on current 2007-20014 targets

Population data from Department of Finance, US Census 2010

Housing production 1999-2006 is capped at 1999-2006 RHNA thresholds

Attachment C

PROPOSAL

PDA Investments for the OneBayArea Grant

50%-25%-25% (Pop.- RHNA - Actual Housing Production Capped) Distribution

Apportionment Area	County Grant Amount	Allocation Areas	
		PDA 70% Minimum	Anywhere in County
Alameda	\$42.4	\$29.7	\$12.7
Contra Costa	\$31.5	\$22.0	\$9.4
Marin	\$6.4	\$4.5	\$1.9
Napa	\$4.2	\$2.9	\$1.2
San Francisco	\$24.6	\$17.2	\$7.4
San Mateo	\$17.2	\$12.0	\$5.1
Santa Clara	\$55.3	\$38.7	\$16.6
Solano	\$13.8	\$9.6	\$4.1
Sonoma	\$15.8	\$11.0	\$4.7
Regional Total	\$211.0	\$147.7	\$63.3

Attachment D: Priority Development Areas

Alameda County

Jursidiction or Area Name	PDA Status
Alameda	
Naval Air Station	Planned/Potential
<i>Northern Waterfront</i>	<i>Growth Opportunity Area</i>
Albany	
<i>San Pablo Avenue & Solano Avenue</i>	<i>Growth Opportunity Area</i>
Berkeley	
Adeline Street	Potential
Downtown	Planned
San Pablo Avenue	Planned
South Shattuck	Planned
Telegraph Avenue	Potential
University Avenue	Planned
Dublin	
Downtown Specific Plan Area	Planned
Town Center	Planned
Transit Center	Planned
Emeryville	
Mixed-Use Core	Planned
Fremont	
Centerville	Planned
City Center	Planned
Irvington District	Planned
<i>Ardenwood Business Park</i>	<i>Growth Opportunity Area</i>
<i>Fremont Boulevard & Warm Springs Boulevard Corridor</i>	<i>Growth Opportunity Area</i>
<i>Fremont Boulevard Decoto Road Crossing</i>	<i>Growth Opportunity Area</i>
<i>South Fremont/Warm Springs</i>	<i>Growth Opportunity Area</i>
Hayward	
Downtown	Planned
South Hayward BART	Planned
South Hayward BART	Planned
The Cannery	Planned
<i>Carlos Bee Quarry</i>	<i>Growth Opportunity Area</i>
<i>Mission Corridor</i>	<i>Growth Opportunity Area</i>
Livermore	
Downtown	Planned
Vasco Road Station Planning Area	Potential
Newark	
Dumbarton Transit Oriented Development	Potential
Old Town Mixed Use Area	Potential
<i>Cedar Boulevard Transit</i>	<i>Growth Opportunity Area</i>
<i>Civic Center Re-Use Transit</i>	<i>Growth Opportunity Area</i>

Oakland

Coliseum BART Station Area	Planned
Downtown & Jack London Square	Planned
Eastmont Town Center	Planned
Fruitvale & Dimond Areas	Planned
MacArthur Transit Village	Planned
Transit Oriented Development Corridors	Potential
West Oakland	Planned

Pleasanton

Hacienda	Potential
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San Leandro

Bay Fair BART Transit Village	Potential
Downtown Transit Oriented Development	Planned
East 14th Street	Planned

Union City

Intermodal Station District	Planned
<i>Mission Boulevard</i>	<i>Growth Opportunity Area</i>
<i>Old Alvarado</i>	<i>Growth Opportunity Area</i>

Alameda County Unincorporated

<i>Castro Valley BART</i>	<i>Growth Opportunity Area</i>
<i>East 14th Street and Mission Boulevard Mixed Use Corridor</i>	<i>Growth Opportunity Area</i>

Contra Costa County

Jursidiction or Area Name	PDA Status
Antioch	
Hillcrest eBART Station	Planned
Rivertown Waterfront	Potential
Concord	
Community Reuse Area	Potential
Community Reuse Area	Potential
<i>Downtown BART Station Planning</i>	<i>Growth Opportunity Area</i>
<i>North Concord BART Adjacent</i>	<i>Growth Opportunity Area</i>
<i>West Downtown Planning Area</i>	<i>Growth Opportunity Area</i>
El Cerrito	
San Pablo Avenue Corridor	Planned
Hercules	
Central Hercules	Planned
Waterfront District	Planned
Lafayette	
Downtown	Planned
Martinez	
Downtown	Planned
Moraga	
Moraga Center	Potential
Oakley	
Downtown	Potential
Employment Area	Potential
Potential Planning Area	Potential
Orinda	
Downtown	Potential
Pinole	
Appian Way Corridor	Potential
Old Town	Potential
Pittsburg	
Downtown	Planned
Pittsburg/Bay Point BART Station	Planned
Railroad Avenue eBART Station	Planned
Pleasant Hill	
Buskirk Avenue Corridor	Potential
Diablo Valley College	Potential
Richmond	
Central Richmond	Planned
South Richmond	Planned
<i>23rd Street</i>	<i>Growth Opportunity Area</i>
<i>San Pablo Avenue Corridor</i>	<i>Growth Opportunity Area</i>
San Ramon	
City Center	Planned
North Camino Ramon	Potential

Walnut Creek

Walnut Creek: West Downtown

Planned

Contra Costa County Unincorporated

Contra Costa Centre

Planned

Downtown El Sobrante

Potential

North Richmond

Potential

Pittsburg/Bay Point BART Station

Planned

West Contra Costa Transportation Advisory Committee: San Pablo Avenue
Corridor

Planned/Potential

Marin County

Jursidiction or Area Name	PDA Status
<i>San Rafael</i>	
Civic Center/North Rafael Town Center	Planned
Downtown	Planned
<i>Marin County Unincorporated</i>	
Urbanized 101 Corridor	Potential
<i>San Quentin</i>	<i>Growth Opportunity Area</i>

Napa County

Jursidiction or Area Name	PDA Status
<i>American Canyon</i>	
Highway 29 Corridor	Potential

San Francisco County

Jursidiction or Area Name	PDA Status
<i>San Francisco</i>	
19th Avenue	Potential
Balboa Park	Planned
Bayview/Hunters Point Shipyard/Candlestick Point	Planned
Downtown-Van Ness-Geary	Planned
Eastern Neighborhoods	Planned
Market & Octavia	Planned
Mission Bay	Planned
Mission-San Jose Corridor	Planned
Port of San Francisco	Planned
San Francisco/San Mateo Bi-County Area (with City of Brisbane)	Planned
Transbay Terminal	Planned
Treasure Island	Planned
<i>Citywide</i>	<i>Growth Opportunity Area</i>

San Mateo County

Jursidiction or Area Name	PDA Status
Brisbane	
San Francisco/San Mateo Bi-County Area (with San Francisco)	Potential
Burlingame	
Burlingame El Camino Real	Planned
Daly City	
Bayshore	Potential
Mission Boulevard	Potential
<i>Citywide</i>	
East Palo Alto	
Ravenswood	Potential
<i>Woodland/Willow Neighborhood</i>	
Menlo Park	
El Camino Real Corridor and Downtown	Planned
Millbrae	
Transit Station Area	Planned
Redwood City	
Downtown	Planned
<i>Broadway</i>	<i>Growth Opportunity Area</i>
<i>Middlefield</i>	<i>Growth Opportunity Area</i>
<i>Mixed Use Waterfront</i>	<i>Growth Opportunity Area</i>
<i>Veterans Corridor</i>	<i>Growth Opportunity Area</i>
San Bruno	
Transit Corridors	Planned
San Carlos	
Railroad Corridor	Planned
San Mateo	
Downtown	Planned
El Camino Real	Planned
Rail Corridor	Planned
South San Francisco	
Downtown	Planned
<i>Lindenville Transit Neighborhood</i>	<i>Growth Opportunity Area</i>
CCAG of San Mateo County: El Camino Real	Planned/Potential

Santa Clara County

Jursidiction or Area Name	PDA Status
<i>Cambell</i>	
Central Redevelopment Area	Planned
<i>Winchester Boulevard Master Plan</i>	<i>Growth Opportunity Area</i>
<i>Gilroy</i>	
Downtown	Planned
<i>Los Altos</i>	
<i>El Camino Real Corridor</i>	<i>Growth Opportunity Area</i>
<i>Milpitas</i>	
Transit Area	Planned
<i>Hammond Transit Neighborhood</i>	<i>Growth Opportunity Area</i>
<i>McCandless Transit Neighborhood</i>	<i>Growth Opportunity Area</i>
<i>McCarthy Ranch Employment Center</i>	<i>Growth Opportunity Area</i>
<i>Midtown Mixed-Use Corridor</i>	<i>Growth Opportunity Area</i>
<i>Serra Center Mixed-Use Corridor</i>	<i>Growth Opportunity Area</i>
<i>Tasman Employment Center</i>	<i>Growth Opportunity Area</i>
<i>Town Center Mixed-Use Corridor</i>	<i>Growth Opportunity Area</i>
<i>Yosemite Employment Center</i>	<i>Growth Opportunity Area</i>
<i>Morgan Hill</i>	
Morgan Hill: Downtown	Planned
<i>Mountain View</i>	
Whisman Station	Potential
<i>Downtown</i>	<i>Growth Opportunity Area</i>
<i>East Whisman</i>	<i>Growth Opportunity Area</i>
<i>El Camino Real Corridor</i>	<i>Growth Opportunity Area</i>
<i>Moffett Field/NASA Ames</i>	<i>Growth Opportunity Area</i>
<i>North Bayshore</i>	<i>Growth Opportunity Area</i>
<i>San Antonio Center</i>	<i>Growth Opportunity Area</i>
<i>Palo Alto</i>	
Palo Alto: California Avenue	Planned
<i>Palo Alto: El Camino Real Corridor</i>	<i>Growth Opportunity Area</i>
<i>Palo Alto: University Avenue/Downtown</i>	<i>Growth Opportunity Area</i>
<i>San Jose</i>	
Berryessa Station	Planned
Communications Hill	Planned
Cottle Transit Village	Planned
Downtown "Frame"	Planned
East Santa Clara/Alum Rock Corridor	Planned
Greater Downtown	Planned
North San Jose	Planned
West San Carlos and Southwest Expressway Corridors	Planned
<i>Bascom TOD Corridor</i>	<i>Growth Opportunity Area</i>
<i>Bascom Urban Village</i>	<i>Growth Opportunity Area</i>
<i>Blossom Hill/Snell Urban Village</i>	<i>Growth Opportunity Area</i>
<i>Camden Urban Village</i>	<i>Growth Opportunity Area</i>
<i>Capitol Corridor Urban Villages</i>	<i>Growth Opportunity Area</i>

Capitol/Tully/King Urban Villages
Oakridge/Almaden Plaza Urban Village
Saratoga TOD Corridor
Stevens Creek TOD Corridor
Westgate/El Paseo Urban Village
Winchester Boulevard TOD Corridor

Growth Opportunity Area
Growth Opportunity Area

Santa Clara

Central Expressway Focus Area
El Camino Real Focus Area
Great America Parkway Focus Area
Lawrence Station Focus Area
Santa Clara Station Focus Area
Tasman East Focus Area

Growth Opportunity Area
Growth Opportunity Area
Growth Opportunity Area
Growth Opportunity Area
Growth Opportunity Area
Growth Opportunity Area

Sunnyvale

Downtown & Caltrain Station
 El Camino Real Corridor
 Lawrence Station Transit Village
East Sunnyvale ITR
Moffett Park
Peery Park
Reamwood Light Rail Station
Tasman Station ITR

Planned
 Planned
 Potential
Growth Opportunity Area
Growth Opportunity Area
Growth Opportunity Area
Growth Opportunity Area
Growth Opportunity Area

VTA Cores, Corridors, and Station Areas (estimate)

Potential

Solano County

Jurisdiction or Area Name	PDA Status
<i>Benicia</i>	
Downtown	Planned
Northern Gateway	Growth Opportunity Area
<i>Dixon</i>	
<i>Fairfield</i>	
Downtown South (Jefferson Street)	Planned
Fairfield-Vacaville Train Station	Potential
North Texas Street Core	Potential
West Texas Street Gateway	Planned
<i>Rio Vista</i>	
<i>Suisun City</i>	
Downtown & Waterfront	Planned
<i>Vacaville</i>	
Allison Area	Planned
Downtown	Planned
<i>Vallejo</i>	
Waterfront & Downtown	Planned
<i>Solano County Unincorporated</i>	

Sonoma County

Jursidiction or Area Name	PDA Status
<i>Clverdale</i>	
Downtown/SMART Transit Area	Planned
<i>Cotati</i>	
Downtown and Cotati Depot	Planned
<i>Healdsburg</i>	
<i>Petaluma</i>	
Central, Turning Basin/Lower Reach	Planned
<i>Rohnert Park</i>	
Sonoma Mountain Village	Potential
<i>Santa Rosa</i>	
Downtown Station Area	Planned
Mendocino Avenue/Santa Rosa Avenue Corridor	Potential
Sebastopol Road Corridor	Planned/Potential
<i>North Santa Rosa Station</i>	<i>Growth Opportunity Area</i>
<i>Sebastopol</i>	
Nexus Area	Potential
<i>Sonoma</i>	
<i>Windsor</i>	
Redevelopment Area	Planned
<i>Sonoma County Unincorporated</i>	
<i>8th Street East Industrial Area</i>	<i>Growth Opportunity Area</i>
<i>Airport/Larkfield Urban Service Area</i>	<i>Growth Opportunity Area</i>
<i>Penngrove Urban Service Area</i>	<i>Growth Opportunity Area</i>
<i>The Springs</i>	<i>Growth Opportunity Area</i>

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 Provided by ABAG 6/6/2011



TO: Partnership Technical Advisory Committee

DATE: July 18, 2011

FR: Ellen Griffin, MTC

W. I.

RE: Summary of Spring 2011 Plan Bay Area Public Comments

This spring, MTC and ABAG conducted 10 public workshops (one in each of the nine Bay Area counties, plus an added Oakland workshop to accommodate the high level of interest from the public). The 10 forums were conducted in partnership with a group known as Envision Bay Area, which received a grant from the Knight Foundation to promote public participation in development of Plan Bay Area. The group, led by the Silicon Valley Community Foundation, with assistance from Greenbelt Alliance and others, developed an interactive web tool — dubbed “You Choose, Bay Area” — which walked participants through a priority-setting exercise about future land development and housing growth. A version of that tool was adapted for use in the workshops, which also sought public comment on proposed “place types” for locally designated Priority Development/Conservation areas, as well as on transportation investment options and potential policy initiatives.

In addition to the public workshops, staff also briefed local elected officials and planning staffs in all nine counties. We contracted with 14 community-based organizations in low-income communities and communities of color to involve residents in those communities in the Plan Bay Area dialogue. These groups used a variety of methods to survey residents.

Online — at www.onebayarea.org/plan_bay_area/get_involved.htm — you can find a complete list of all the workshops, briefings and community events conducted this spring, as well as workshop results by county. This includes written comments received at each workshop, and a summary of priorities expressed by workshop participants by county.

Attached is the PowerPoint presented to MTC’s Planning Committee and ABAG’s Administration Committee on June 10, which includes an overview of all the public engagement activities, a summary of key themes heard at these workshops and events — including comments from community-based organizations.

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Plan BayArea

**Spring 2011
Public Engagement**

Joint MTC Planning
Committee/ABAG
Administrative Committee
June 10, 2011



Innovations in Plan Bay Area Engagement

- Extensive outreach to local government
- New partnership to leverage funds and draw new participants
- New social media campaign, strong web presence
- Produced multiple videos featuring board members and agency experts
- Community-based organizations used a variety of outreach techniques
- Local cable TV coverage



Thousands of Bay Area Residents Give Early Input on Plan Bay Area

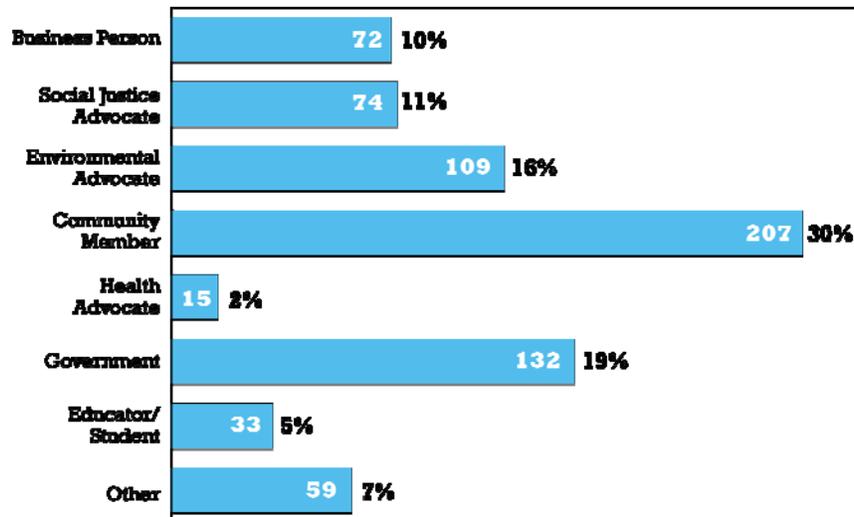
Spring Meetings and Events

- 10 public workshops drew 790 participants.
- Partnered with 14 non-profit groups to conduct 1,600 surveys in low-income communities/ communities of color (meetings, festivals, door-to-door)



3

Who Attended the Workshops?



Numbers represent participants who selected this category | % represent percentage of total participants



4

Thousands of Bay Area Residents Give Early Input on Plan Bay Area

Strong Web Presence

- 5,400 visits to “You Choose” web tool (3,600 unique visits)
- 5,700 visits to OneBayArea.org (3,200 unique visits)
- Social media, online news, other publications drew 1000s of views



5

Review of Comments From all Sources

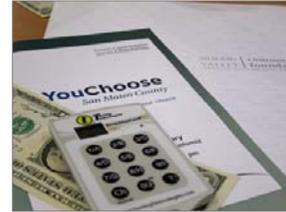
- Tabulations from workshops, written comments, web tool, surveys from community-based organizations
- Key messages reflect opinions expressed by many participants
- Many opposing views were expressed
- Some felt outreach materials were biased to support more growth



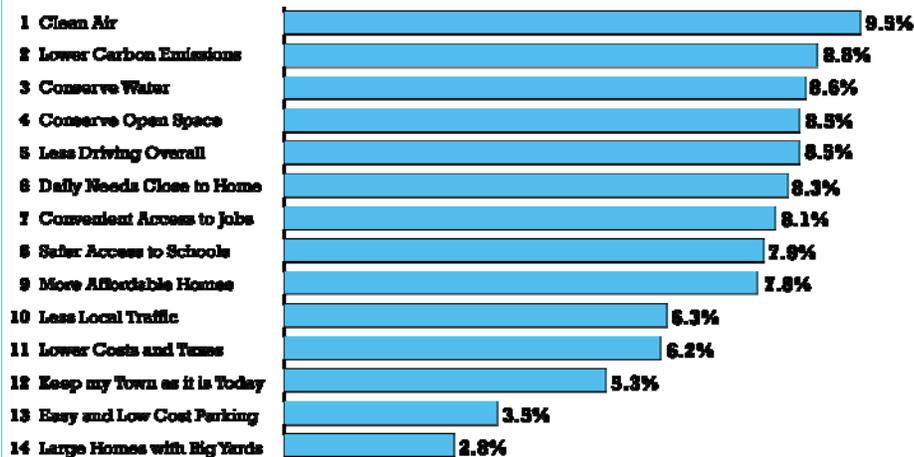
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Plan Bay Area Workshops

- **Interactive workshop exercise developed by nonprofits (similar to web version)**
- **Goals:**
 - Identify priorities
 - Show participants how priorities are affected by various land use choices to accommodate future growth
 - Hear the perspectives of all participants and offer the opportunity to discuss similarities or differences of opinions
 - Participants gain a deeper understanding of the regional planning process, and the trade-offs involved in decision-making
 - Participants provide feedback to the Plan Bay Area process and be motivated to remain engaged

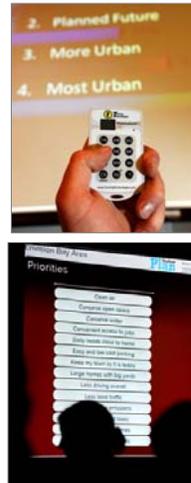


Priorities Expressed in Workshops



Additional Priorities Identified by Participants

- Economic development
- Convenient, affordable transit
- Public Health
- Bike and pedestrian friendly communities
- “None of the above”

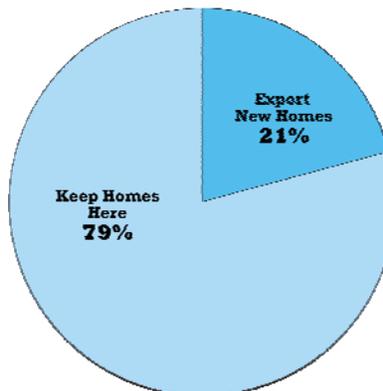


9

Housing Future Residents

- Most participants supported building homes within the region (versus exporting homes to outlying areas)

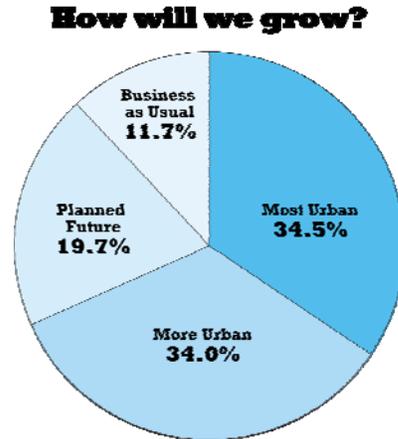
Where do we build?



10

Preferred Land-Use Patterns

- Most workshop participants endorsed “Urban” and “Most Urban” growth scenarios
- Residents surveyed by community-based organizations supported less growth



Priorities for Place Types

- Support for place types (by PDA) was mixed
- Locate housing near jobs
- More pedestrian- and bike-friendly communities
- Support growth with resources (for infrastructure, schools, safety, parks, urban gardens, open space)
- Conserve agricultural lands and open spaces (especially in the North Bay)



Priorities for Place Types

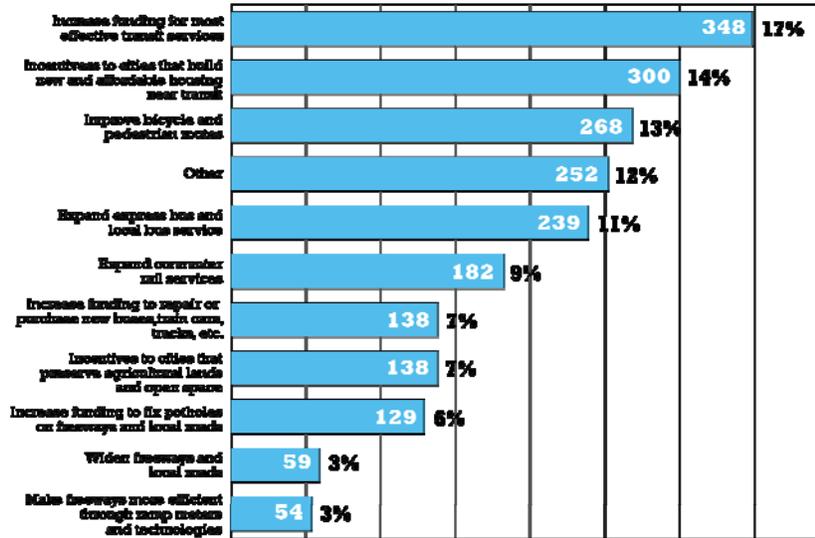
- **Concerns about . . .**
 - Accuracy of growth estimates
 - Accommodating growth of any type
 - Displacement of current residents and insufficient affordable housing
 - Suburbs will also need support for accommodating growth
 - Health impacts of in-fill development in areas near freeways



Most urban: I want all growth to be accommodated through in-fill and redevelopment in existing urban areas, with significant funds spent on transit, walking and bicycle facilities.



Transportation Investment Strategies

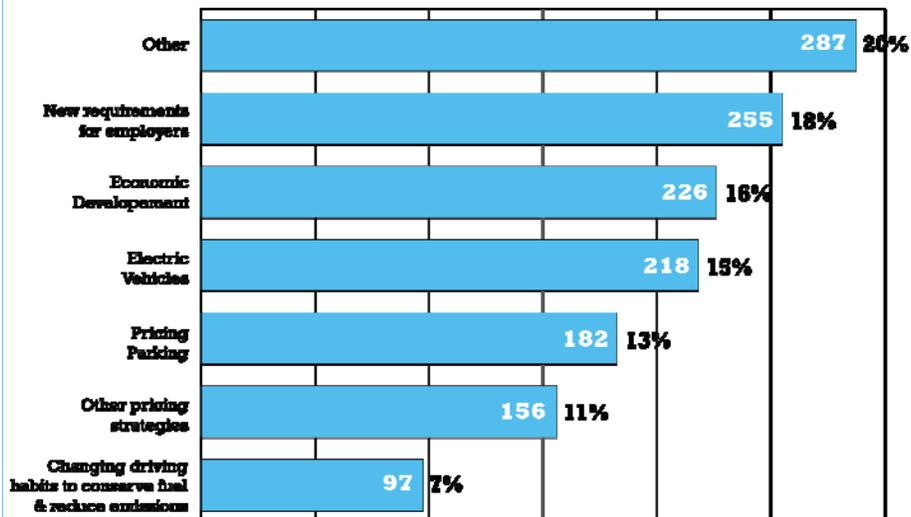


Investing Transportation Revenues

- Robust, expansive transit system is key to sustainable growth
- Support for incentives to local jurisdictions to develop or preserve lands based on local planning
- Local jurisdictions need flexibility to tailor infrastructure investments
- Support for walkable, bicycle-friendly Bay Area neighborhoods
- Invest in economic development projects (incentives for job creation, better access to local businesses, streamlined regulations)



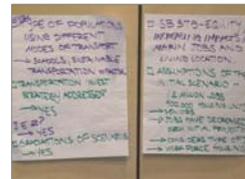
Priority Policy Investments



Numbers represent participants who selected this category | % represents percentage of total participants

Policies for Curbing Greenhouse Gases

- Employers have a key role, but consider incentives as well as requirements
- Support for gas tax
- Mixed support for electric vehicles and pricing
- Health issues are an important component of long-term planning
- Transit is key – robust, healthy, affordable, integrated



Involving Low-Income Communities and Communities of Color

- 14 non profits selected through competitive bid to engage their residents/clients
- Involved some 1,600 residents (in all Bay Area counties except Napa)
- Used variety of techniques – meetings, festivals, door-to-door canvassing



Comments From Community-Based Outreach

- Expand public transit options
- Maintain open spaces, including parks, playgrounds, and recreational areas
- Increase job opportunities
- Maintain and increase housing options for low- and middle-income communities



Community-Based Outreach Concerns overall about...

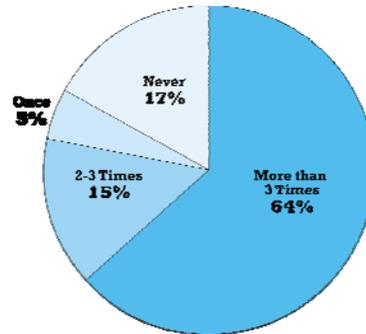
- Adverse impacts on long-time residents in low-income communities; potential for displacement
- Need to retain diversity and local community character
- Impacts of growth on infrastructure, schools, crime, recreational amenities for youth



Workshops Bring New Voices

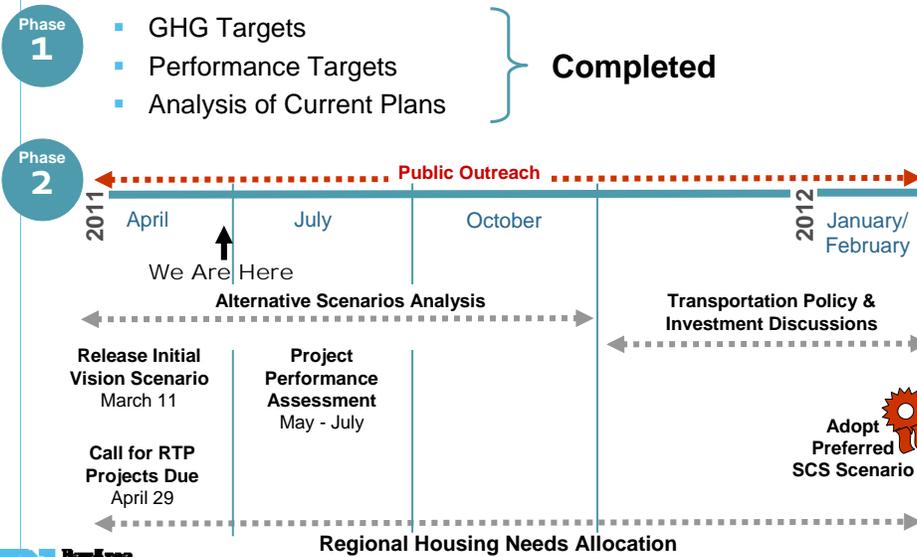
- Nearly 20 percent of participants had never attended a public meeting or workshop on transportation or land use issues

How often have you attended a public meeting or workshop on transportation or land use issues in the Bay Area in the past?

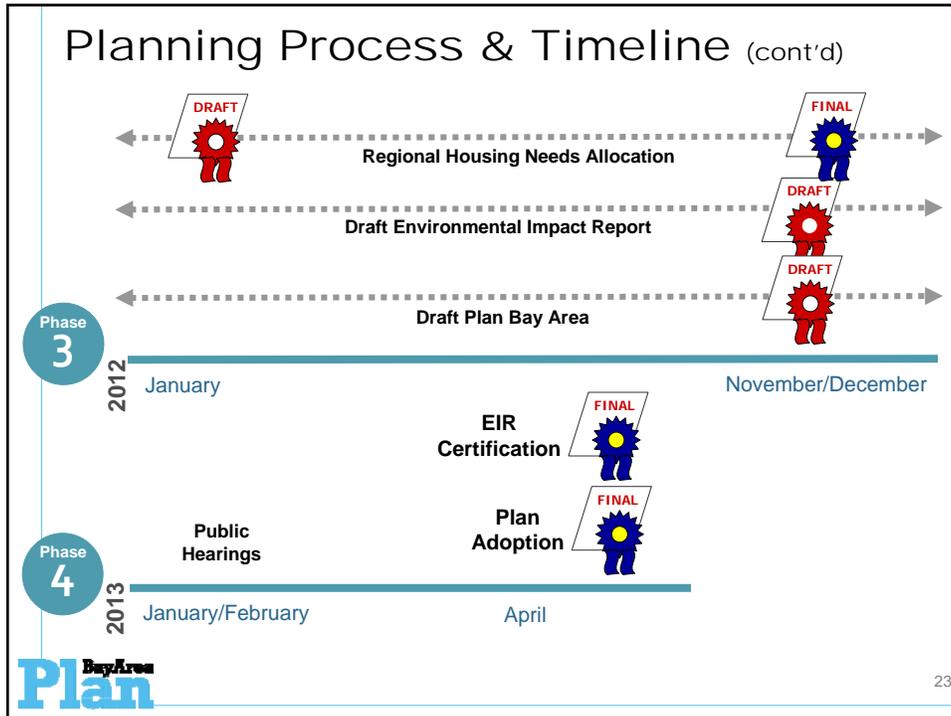


21

Planning Process & Timeline



22





METROPOLITAN
TRANSPORTATION
COMMISSION

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Memorandum

TO: Partnership Technical Advisory Committee

DATE: July 18, 2011

FR: Adam Crenshaw

RE: 2011 TIP Update

TIP Revision 11-10 – Amendment (Pending)

Amendment 2011-10 makes revisions to 34 projects with a net increase in funding of \$52 million. Among other changes, the revision:

- Updates the funding plan and schedule for the San Jose International Airport People Mover (SCL090019) to remove \$50.4 million in RTIP funding and \$402 million in Santa Clara County Sales Tax Measure funds and moves the project to later years;
- Updates the funding plan for the BART to Silicon Valley - Warm Springs to Berryessa extension (SCL110005) to replace \$50.4 million in Santa Clara Sales Tax Measure funds with \$50.4 million in RTIP funding redirected from the San Jose People Mover (SCL090019) by the California Transportation Commission (CTC);
- Updates the funding plans of SFMTA's Third St. LRT Phase 2 – New Central Subway and AC Transit's Enhanced Bus – Telegraph/International/East 14th Street to program \$35 million in FY11 5309 New Starts and Small Starts funding in place of existing long range plan funds with no change to the total project cost;
- Updates the funding plans of the SF Ferry Terminal/Berthing Facilities project (MTC050029) to add \$16 million in Proposition 1B funds;
- Adds approximately \$16 million in local funds to the US 101/Broadway Interchange Reconstruction project (SM-050028);
- Amends 11 new exempt projects into the TIP using \$3.9 million in STP funding, \$2.6 million in IIP funding, \$2.5 million in CMAQ funding, \$117,000 in HPP earmark funding, \$1.2 million in local funding, and \$52,000 in FEMA funding;
- Adds four projects in Contra Costa County using MTC's Safe Routes to School CMAQ funds;
- Updates two Caltrans managed Group Listings: SRTS Safety Improvements and SHOPP Pavement Resurfacing;
- Deletes the Travis AFB: North Gate Improvements project (SOL070048) because the funds were redirected to other projects.

Changes made with this revision do not affect the air quality conformity or conflict with the financial constraint requirements. TIP Revision 11-10 is an amendment scheduled for referral by the Programming and Allocations Committee on July 13, 2011 and scheduled for approval by the MTC Commission on July 27, 2011, with final approval by FHWA/FTA expected in August 2011.

TIP Revision 11-09 – No Project Revisions (Proposed)

See Revised TIP Revision Procedures from July 18, 2011 PTAC

TIP Revision 11-08 – Administrative Modification (Approved)

TIP revision 11-08 revises 55 projects with a net increase in funding of \$13.6 million. Among other changes, this revision:

- Updates the funding plans of 12 STIP funded projects to reflect the latest approvals by CTC;
- Updates the funding plans for 10 projects with no change in the total cost by changing fund sources (eg. BART – Berryessa to San Jose Extension - Fund source change in years outside of the four years of the TIP) or reprograms funds between phases (e.g. \$3.7 million in Public Lands Highway funds from the construction phase to right-of-way for the US 101 Doyle Drive Replacement project) or changes the funding between years (e.g. reprograms \$15 million in 5309 Small Starts funds from FY12 to FY11 for the Van Ness Bus Rapid Transit project);
- Updates the air quality exemption codes for 14 projects to reflect the project descriptions;
- Splits a portion of the SR1-19th Avenue Streetscape Improvements (SF-070025) project to create a locally funded project; and
- Updates four Caltrans managed grouped listings: High Risk Rural Roads, Highway Safety Improvement Program, SHOPP Mobility program, and SHOPP Collision Reduction program.

MTC relies on the State’s federal programming capacity in the amount of \$668,000 for the Earmark funding programmed through this administrative modification. Changes made with this revision do not affect the air quality conformity. The revision was approved by the deputy executive director on July 7, 2011 and final Caltrans approval was received on July 8, 2011.

TIP Revision 11-07 – Amendment (Proposed)

Amendment 11-07 makes revisions to 39 projects with a net increase in funding of \$2.6 million. Among other changes, the revision:

- Transfers \$7.3 million in FY2010-11 FTA 5307 funds and \$1.8 million in local matching funds from the BART Car Exchange (Preventive Maintenance) (REG050020) to BART’s Railcar Replacement Program (REG090037);
- Updates the funding plans of three projects:
 - Transfers \$17.5 million in FY 2008-09 CMAQ funding from the AC Transit’s Enhanced Bus – Telegraph/ International/ East 14th project (ALA050017) to the SF Muni Third Street LRT Phase 2 – New Central Subway project (SF-010037);
 - Reduces the FY 2010-11 Proposition 1B – PTMISEA funds on the SF Muni Third St. LRT Phase 2 – New Central Subway project (SF-010037) by \$17.5 million; and
 - Adds \$14.5 million in FTA 5307 funds and \$3.6 million in local matching funds to AC Transit’s Preventive Maintenance Program (ALA991070);
- Updates the funding plan for WETA’s Central Bay Operations and Maintenance Facility (ALA110001) to reflect the transfer of \$2.5 million in FTA 5309 funds from the Ferry Service – Berkeley/Albany project (MTC050027) and increase the total cost of the facility project by \$6.6 million;
- Reduces the FY2010-11 FTA 5307 funds on SFMTA: Motor coach replacement- 45 NABI buses (SF-090043) by \$16 million and transfers the remaining \$4 million in FTA 5307 funds to SF Muni Rail Replacement Program. Part B (SF-95037B); and
- Increases the amount of FTA 5309 Fixed Guideway funds on two projects by \$3.3 million each (VTA: Rail Substation Rehab/Replacement [SCL050049] and TP OCS Rehab & Replacement [SCL090044]).

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Changes made with this revision do not affect the air quality conformity or conflict with the financial constraint requirements. TIP revision 11-07 was approved by the MTC Commission on June 22, 2011. Caltrans approval and final approval by FTA is expected in July 2011.

TIP Revision 11-06 – Amendment (Proposed)

Revision 11-06 is an amendment that revises 42 projects with a net decrease in funding of \$88.5 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]);
 - SR/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 increased by \$22.4 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. TIP revision 11-07 was approved by the MTC Commission on May 25, 2011. Caltrans approval and final approval by FHWAFTA is expected in July 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 ssrinivasan@mtc.ca.gov.

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Attachments:

A - 2011 TIP Revision Schedule as of July 8, 2011

METROPOLITAN TRANSPORTATION COMMISSION
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
TENTATIVE 2011 TIP REVISION SCHEDULE (SUBJECT TO CHANGE)
as of July 8, 2011

REVISION TYPE	REVISION NUMBER	AMENDMENT REQUEST SUBMISSION DEADLINE	MTC APPROVAL*	STATE APPROVAL*	FED. APPROVAL*	APPROVAL STATUS	TIP REVISION FINAL APPROVAL DATE
2011 TIP Update	11-00	June 17, 2010	October 27, 2010	November 12, 2010	December 14, 2010	Approved	December 14, 2010
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	Proposed	TBD
Amendment (Transit Only Amendment)	11-07	April 28, 2011	June 22, 2011	July 6, 2011	July 27, 2011	Proposed	TBD
Admin. Modification	11-08	June 30, 2011	July 7, 2011	July 8, 2011	N/A	Approved	July 8, 2011
Amendment	11-09	N/A	July 27, 2011	August 10, 2011	August 31, 2011	Pending	TBD
Amendment	11-10	May 26, 2011	July 27, 2011	August 10, 2011	August 31, 2011	Pending	TBD
Admin. Modification	11-11	August 25, 2011	September 28, 2011	September 30, 2011	N/A	TBD	TBD
Amendment	11-12	July 28, 2011	September 28, 2011	October 12, 2011	November 2, 2011	TBD	TBD
Admin. Modification	11-13	October 27, 2011	November 30, 2011	December 2, 2011	N/A	TBD	TBD
Amendment	11-14	September 29, 2011	November 23, 2011	December 7, 2011	January 4, 2012	TBD	TBD
Amendment	11-15	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