

THE BAY AREA PARTNERSHIP

Partnership Technical Advisory Committee

October 17, 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 July 18, 2011 PTAC Meeting* | |
| 3. Partnership Reports | |
| • Transit Finance Working Group* | |
| Chair: Gayle Prior, GGBHTD | |
| <i>The Transit Finance Working Group meets on October 5, 2011.</i> | |
| • Local Streets and Roads Working Group | |
| Chair: Norman Hughes, City of Fremont | |
| <i>The Local Streets and Roads Working Group met on October 17, 2011. Note: This was a joint Partnership Working Group meeting with Local Streets and Roads and Programming and Delivery.</i> | |
| • Programming and Delivery Working Group | |
| Chair: Vivek Bhat, Alameda CTC | |
| <i>The Programming and Delivery Working Group met on October 17, 2011. Note: This was a joint Partnership Working Group meeting with Local Streets and Roads and Programming and Delivery.</i> | |

DISCUSSION ITEMS

1:40 p.m.

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|--|--|
| 4. Legislative Report* (<i>Rebecca Long</i>) | |
| (<i>MTC staff will present an update on legislative actions.</i>) | |
| 5. Cycle 3 Lifeline Guidelines Update* (<i>Jennifer Yeamans/Kristen Mazur</i>) | |
| (<i>Staff will provide an update on the upcoming Lifeline funding cycle.</i>) | |
| 6. New Freedom Cycle 4 Program of Projects* (<i>Kristen Mazur</i>) | |
| (<i>MTC staff will provide an update the proposed program of projects for Cycle 4 of the New Freedom grant program.</i>) | |
| 7. Plan Bay Area: | |
| (<i>Staff will present preliminary drafts for RTP/SCS work elements for review and input from this committee.</i>) | |
| a. Equity Analysis Framework* (<i>Jennifer Yeamans</i>) | |
| b. Schedule Update* (<i>Ashley Nguyen</i>) | |
| c. Investment Decisions: Introduction and Next Steps (<i>Ashley Nguyen</i>) | |

Estimated Time
for Agenda Item

INFORMATION ITEMS / OTHER BUSINESS

3:10 p.m.

8. 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>).
9. Recommended Future Agenda Items (*All*)
10. Public Comment

Next meeting on:

Monday, November 21, 2011* (*Subject to rescheduling*)
1:30 p.m. - 3:30 p.m.
MetroCenter, 1st Floor, Auditorium
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

July 18, 2011

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1. Introductions

2. Minutes of May 16, 2011 PTAC Meeting

The minutes for the May 16, 2011 PTAC meeting were accepted without comments.

3. Partnership Reports

Transit Finance Working Group (TFWG) – *Gayle Prior, Chair* – The TFWG met on June 1, 2011. *Gayle Prior (Chair)* reported that the WG discussed the FY2011 Transit Capital Priorities Program of Projects (POP) and Caltrans is reinstating the FTA EFT program.

Local Streets and Roads Working Group (LSRWG) – *Norm Hughes, Chair* – The LSRWG met on July 14, 2011. *Seana Gause (SCTA)* reported that the LSRWG discussed the long range needs assessment and the revised TIP revision procedures.

Programming and Delivery Working Group (PDWG) – *Vivek Bhat Chair* – The PDWG met on July 18, 2011. *Kenneth Kao (MTC)* reported that the PDWG heard staff updates on the 2012 STIP, the One Bay Area Grant proposal; TE delivery and the CTC/Prop1B update.

Discussion Items

4. Legislative Report

Rebecca Long (MTC) reported on the Budget, the Federal reauthorization, AB 57 (MTC Board revision), and the SB 582 (Commuter Bill).

5. Lifeline Program Evaluation

(Jennifer Yeamans, MTC/ Rachel Ede, Nelson/Nygaard) presented the draft Lifeline program evaluation results and recommendations and outlined the next steps. The evaluation covered Cycle 1 (FY05-08) and a part of Cycle 2, based on level of implementation. There is no current timeline for another evaluation. Staff is seeking comment on prioritizing recommendations. The draft guidelines are scheduled to be reviewed in September/October. Some PTAC attendees felt that the results and evaluation are inefficient in terms of procurements and that a large portion of the problems were due to mismatch in funding sources and project infrastructure improvements or specialized transportation ineligible for STA, the same problem occurs in the TLC program.

6. Revised TIP Procedures

Sri Srinivasan (MTC) explained the revised TIP revision procedures.

7. 2012 RTIP Policies and Procedures Discussion

Kenneth Kao (MTC) explained the draft 2012 RTIP Policies and Procedures and distributed the 2012 Fund Estimate County Targets. The 2012 STIP Guidelines haven't been release. The draft program is due October 14 and the final program of projects is due to MTC by October 24, the final program will be presented to the Commission for adoption in November.

8. Regional Transportation Plan/Sustainable Communities Strategy:

a) Alternative SCS Scenarios

Doug Johnson/ Ashley Nguyen (MTC) provided an overview of the initial Alternative SCS scenarios, summarized feedback to date and provided the schedule of next steps.

b) Equity Analysis Framework for Alternative Scenarios

Jennifer Yeamans (MTC)/ Marisa Raya (ABAG) presented the proposed Equity Analysis Frameworks for the Alternative Scenarios along with the timeline of next steps. The results of the analysis are expected to be released for public review in October.

c) OneBayArea Grant Concepts

Alix Bockelman/ Ross McKeown (MTC) presented the proposed OneBayArea Grant proposal for STP/CMAQ Cycle 2 programming and highlighted changes from Cycle 1 programming. Staff noted that the Priority

PARTNERSHIP TECHNICAL ADVISORY COMMITTEE (PTAC) MINUTES

July 18, 2011

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Conservation Area Planning Program (PCAPP) should read \$5M program element instead of \$2M as outlined in the memo.

Comments from PTAC members and attendees:

- *Seana Gause (SCTA):*
 - Appreciates work put into the framework.
 - Concerned there is no approved SCS/RTP/EIR or Federal Authorization.
 - Concerned about the difficulty in making jurisdictions who conceded in Cycle 1 whole.
 - In the rural jurisdictions where PDAs are small or non-existent, there should be flexibility to allow for funds to be used toward networks supporting PDAs.
 - Recommends starting incrementally and work up to 70%.
 - The Community Risk Reduction Plan (CRRP) was not mandated by CEQA, but created by BAAQMD, whereas CEQA calls for a programmatic approach.
- *Ben Tripousis (City of San Jose):*
 - Requested clarification on how PDAs and investments are allocated.
 - Requested clarification on whether the 25% housing production is based on actual or planned housing?
- *Bob Macaulay (STA):*
 - Which units were removed from inventory and which were actually built?
 - Requested that staff consider giving credit for over meeting RHNA.
 - Recommends the Complete Streets Policy requirement be either in the General Plan or adopted by Ordinance.
 - Not sure if the PCAPP represents the best of agriculture and open space and recommends having it reach beyond.
- *Marcella Rensi (VTA):*
 - Struggling on how to implement 70% in PDAs
 - Requested an overlay of the FAS on top of PDAs.
 - Recommend polling jurisdictions to see if there's enough need in PDAs.
 - Requested clarification in the definition of project type in support of PDAs.
- *David Chan (TAM):*
 - Regarding the PDA, language intends to support PDA (verbally), but written language does not match distinction.
 - Questioned the reduction in the PTAP program.
 - Requested further information on how the Performance and Accountability aspect will be monitored.
- *Sandy Wong (SM C/CAG):*
 - Echoed comments with an emphasis on how the 70% PDA requirement will be challenging.
 - Noted that the C/CAG Board of Directors had already adopted Cycle 2 based on Cycle 1, financial commitments were made to those jurisdictions who made concessions in Cycle 1.
 - Requested an overlay of the FAS and Bike Network against the PDAs.
 - Regarding the 25% housing production, doesn't think data based on permits should be used if the data is more than five years old.
 - Inquired if there was flexibility to spend some of the 70% within the county for agricultural land.
- *Matt Todd (BART):*
 - Requested examples of federally eligible PCA projects
- *Amber Crabbe (SFCTA):*

PARTNERSHIP TECHNICAL ADVISORY COMMITTEE (PTAC) MINUTES

July 18, 2011

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- Supports the proposal
- Regarding the 50% housing/RHNA components, feels low income should be prioritized and recommends a similar approach for TCIP.
- Requested the opportunity to include projects that were excluded from Cycle 1, but were previously eligible.
- Requested that the fund sources be clearly identified as well as which are committed to SCS.
- Requested how the Regional TE set aside will be programmed.

9. Public Comment

There were no public comments.

Proposed Next Meeting:

Monday, October 17, 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, OCTOBER 5, 2011, 10:00 A.M. – 12:00 P.M.
METROCENTER, 3RD FLOOR, FISHBOWL CONFERENCE ROOM
101 EIGHTH STREET, OAKLAND, CA 94607

Estimated Time

Discussion Items

- | | |
|--|--------|
| 1. Introductions | 2 min |
| 2. Legislative Update* (<i>Rebecca Long</i>) | 5 min |
| 3. Plan Bay Area (SCS/RTP) Transit Needs Assessment Update | 20 min |
| a. Operating Needs* (<i>Sri Srinivasan/Kenneth Folan</i>) | |
| b. Capital Needs* (<i>Glen Tepke</i>) | |
| 4. Transit Capital Priorities FY12 POP* (<i>Glen Tepke</i>) | 10 min |
| 5. Proposed Guidelines for the Third Cycle Lifeline Transportation Program* (<i>Kristen Mazur</i>) | 10 min |
| 6. SRTP Funding Update* (<i>Christina Verdin</i>) | 10 min |

Information Items / Other Items of Business:

- | | |
|---|--------|
| 7. 2011 TIP Update* (<i>Memo Only</i>) | 5 min |
| 8. Prop 1B Update: Transit (PTMISEA) and Transit Security (CTSGP)* (<i>Amy Burch</i>) | 5 min |
| 9. Final Urban Area Criteria for the 2010 Census* (<i>Shimon Israel</i>) | 10 min |
| 10. FTA Grants Status Update* (<i>Glen Tepke</i>) | 5 min |
| 11. Small Systems Webinar - NTD Reporting* (<i>Glen Tepke</i>) | 5 min |
| 12. Recommended Future Agenda Items (<i>All</i>) | 2 min |

Next Transit Finance Working Group Meeting:

Wednesday, November 2, 2011
10:00 a.m. – 12:00 p.m.
Fishbowl 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.



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JOINT PARTNERSHIP LOCAL STREETS AND ROADS/
PROGRAMMING AND DELIVERY WORKING GROUP
101 - 8th St., 3rd Floor, Fishbowl
Monday, October 17, 2011
9:00 a.m. – 11:30 a.m. – WG
11:30 a.m. – 12:30 p.m. – Subcommittee

AGENDA

<u>Topic</u>	<u>Estimated Time</u>
1. Introductions (<i>Norm Hughes, Chair</i>)	5 min
2. Review of Working Group Minutes*	5 min
A. Local Streets and Roads Working Group – September 8, 2011 (<i>Norman Hughes, Chair</i>)	
B. Programming and Delivery Working Group – July 18, 2011 (<i>Vivek Bhat, Chair</i>)	
3. Programming Updates:	
A. Federal Programs Delivery Update (STP/CMAQ, RIP-TE, HBP, Local Safety)* (<i>Marcella Aranda</i>)	10 min
B. STIP Project Delivery Monitoring Update* (<i>Kenneth Kao</i>)	5 min
C. Legislative Update* (<i>Kenneth Kao</i>)	10 min
4. Caltrans/FHWA/CalRTPA Update:	
A. Caltrans Division of Local Assistance Web Update Announcements (DLAWUA)* (<i>Memo Only</i>) (<i>Caltrans Division of Local Assistance has posted program updates/announcements to their website. Jurisdictions are encouraged to review the bulletins for program changes.</i>)	
i. PID-Review-Reimbursement-Agreement-Version-8-25-11* (<i>Local agencies that plan to reimburse the Department for PID work in FY 2011-12 should contact the appropriate PID staff in your local Caltrans district office for additional information on how to proceed with the reimbursement process.</i>)	
ii. California Interregional Blueprint Workshops* (<i>Caltrans is sponsoring workshops to gather early input from state, regional, and local agency staff and interest groups on the development of the California Interregional Blueprint.</i>)	
iii. Advance Notice of FHWA Solicitation for Highways For Life Grant* (<i>This is an advance notice that FHWA is planning a solicitation for the Highways for Life Program to begin on November 1, 2011. Additional information can be found at: http://www.fhwa.dot.gov/discretionary/hfl2011selc.htm</i>)	
B. Federal Programs Update (<i>Sylvia Fung, Caltrans D4</i>) (if necessary)	5 min
i. Cooperative Work Agreement Cycle IX - Projects with Funds Subject to Lapse on June 30, 2012*	
5. Discussion Items:	
A. LSR Long-Range Needs/ Revenue Assessment** (<i>Sri Srinivasan</i>)	15 min
B. FY2012 RTIP Update (<i>Kenneth Kao</i>)	10 min
C. Prop 1B Update (<i>Kenneth Kao</i>)	10 min
D. 2012 STP-CMAQ Annual Obligation Plan* (<i>Ross McKeown</i>) (<i>MTC staff will present the draft FY2011-12 STP-CMAQ Annual Obligation Plan for the group's review. The deadline to submit changes to the plan to MTC is October 21, 2011.</i>)	20 min
E. One Bay Area Grant Proposal Update* (<i>Norm Hughes/Rick Marshall</i>)	20 min
F. Federal Efficiencies Streamlining Discussion (<i>Ross McKeown</i>)	30 min
6. Informational Items: (“Memo Only” unless otherwise noted)	
A. PTAP 13 Update*	

- B. FMS/ TIP 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>)
- D. 2011 Winter PMP User Week – November 28 – December
(The next PMP User Week is scheduled to begin in November, additional information can be found online at: <http://www.mtcpms.org/events/index.html>)
- E. CP2 Center News, September 2011
(A pdf of the California Pavement Preservation Newsletter is available on the online agenda.)
- F. Upcoming Courses from UC Berkeley ITS Tech Transfer*

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

5 min

The next LSRWG meeting:

Thursday, November 10, 2011
9:00a – 11:00a – Joint WG
11:00a- 12:00p – Subcommittee (if applicable)
MetroCenter, 1st Floor, Room 171
101-8th Street, Oakland 94607

The next PDWG meeting:

(NOTE: The November and December PDWG sessions have been consolidated due to the Thanksgiving and Christmas holidays)

Monday, December 5
10:30 a.m. – 12:30 p.m.
MTC, 3rd Floor, Fishbowl
101-8th Street, Oakland 94607

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

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



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Memorandum

TO: Partnership Technical Advisory Group

DATE: October 17, 2011

FR: Rebecca Long

RE: Legislative Update

Federal Update

September 2011 was a big month in Washington D.C. with respect to transportation policy. On September 8, President Obama proposed a \$50 billion transportation infrastructure package as part of a larger proposal titled the *American Jobs Act of 2011*. One week later, Congress adopted a 6-month extension of SAFETEA (and the gas tax that supports it), averting a much-feared expiration of the federal gas tax. The extension — the 8th thus far — will carry SAFETEA through the end of March 2012.

Surface Transportation Reauthorization In a noteworthy development, House Transportation & Infrastructure Committee Chair John Mica announced that he had reached a deal with House Republican leadership in support of finding additional funds for a long-term surface transportation bill. Such support is conditioned on finding revenue from a source other than a gas tax increase. An additional \$75 billion is needed over six years, or \$12.5 billion per year, to support the current surface transportation program at the FY 2011 levels, plus inflation, according to the Congressional Budget Office. However, Chairman Mica spoke of needing to identify an additional \$15 billion per year for the Highway Trust Fund, allowing for a modest increase in inflation-adjusted dollars. Chairman Mica also reiterated his opposition to another temporary extension of the authorization bill beyond the current expiration date of March 30, 2012, and stressed that Congress and the Administration should pass a 6-year reauthorization bill to spur job creation rather than passing a separate jobs bill that incorporates popular transportation provisions.

American Jobs Act The American Jobs Act (AJA) looks very similar to the Administration's proposed \$50 billion "up front" economic boost that was included in the FY 2012 budget proposal. Nationwide, the bill proposes \$27 billion for highways, \$9 billion for public transit, \$5 billion for multi-modal competitive grants, and \$4 billion for high-speed rail. With respect to the Federal Aviation Administration (FAA), the proposal includes \$1 billion to advance NextGen, which consists of technological improvements to the nation's air traffic control system, as well as \$2 billion for airport development grants. For the San Francisco Bay Area, the AJA would provide approximately \$400 million transit formula programs and \$150 million in regional surface transportation program funds. Another \$340 million is estimated from highway funding that Caltrans would distribute to the Bay Area either through the STIP or the SHOPP (assuming a 20 percent share), if the AJA was enacted. Meanwhile, the FY 2012 appropriations process is advancing, with both Appropriations Committees having passed bills, but no final deal reached for the Department of Transportation by the time this memo was finalized

State Update

FY 2011-12 Budget May Be Back on Table

With revenues coming in more than \$600 million lower than estimated in June, it appears likely that the automatic trigger cuts that were incorporated into the state budget will be triggered. If the revenues continue at the current place, the state may be out of balance by close to \$2 billion by the end of the year.

Bill Update

Governor Brown vetoed SB 650 (Blumenfeld), which would have created a Blue Ribbon Task Force to explore options for funding public transit across the state. The bill was sponsored by the Environmental Defense Fund and was supported by the California Transit Association.

Also worth noting for operators serving Alameda County, the Governor signed AB 1086 (Wieczowski), which allows Alameda County to exceed the 10% cap for local option sales taxes in order to allow the Alameda County Transportation Commission to seek a renewal and an increase of its sales tax in November 2012. If the voters approve the extension and the proposed increase, Alameda County would have a full 1 percent sales tax dedicated to transportation beginning in 2022.

While a number of bills were introduced in 2011 to make it easier for a public agency to form an infrastructure financing district (an alternative mechanism for using tax-increment financing revenue from local property taxes for various public infrastructure investments, including public transit), due to opposition by the Brown Administration, they were either amended to remove the IFD provisions or abandoned altogether. The exception was AB 664 (Ammiano) which deals with improvements to the Port of San Francisco to prepare for the America's Cup, the premier sailing competition coming to S.F. in 2013.

AB 427 (Perez), which MTC supported, creates an incentive for local agencies to obligate their Proposition 1B Transit Security formula funds in a more timely manner and, in the event that an operator does not have an eligible project, provides a mechanism for operators to transfer their funds to another operator or to the metropolitan planning organization. The bill is on the Governor's desk.

Governor Brown signed AB 900, which creates a streamlined litigation process for a residential, retail, commercial, sports, cultural, entertainment, or recreational use project under the California Environmental Quality Act if a project meets specified criteria, including being consistent with an adopted Sustainable Communities Strategy, where one is in effect, and generates 10 percent fewer vehicle trips, than a "comparable" project. The bill does not apply to transportation infrastructure projects.



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Memorandum

TO: Partnership Technical Advisory Committee

DATE: October 17, 2011

FR: Kristen Mazur

RE: Lifeline Cycle 3 Guidelines Update

Background

MTC established the Lifeline Transportation Program in 2006 to address the mobility needs of low-income residents of the San Francisco Bay Area. The Lifeline Program is intended 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.
- Expand the range of transportation choices by adding a variety of new or expanded services.

The program is implemented locally by the nine Bay Area county congestion management agencies (CMAs). Two funding cycles have been completed, providing \$74 million for 125 projects. 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.

Third Cycle Program Guidelines

MTC staff is in the process of preparing the Guidelines for the third funding cycle. This cycle proposes \$87 million in funding. The funds are a mix of state and federal funds, which can be used for both capital and operating projects. The call for projects will be mostly conducted by County Congestion Management Agencies, with some proposed exceptions.

Attached is a PowerPoint presentation that provides an overview of the upcoming Third Cycle. The following are the major changes proposed:

- **Addition of STP funds (approximately \$9 million)** – This creates a more flexible funding mix for the program and will allow for CBTP updates and bike/ped projects identified in CBTPs.
- **Proposition 1B Transit funds to be distributed directly to transit operators and counties from MTC (approximately \$46 million)** – This proposal streamlines program

administration and reduces the administrative burden on the Lifeline Program Administrators by recognizing Proposition 1B funding eligibility limitations.

- **Low-income population factors to be updated with 2010 Census Data** – will likely result in some shifts between counties.
- **Funding cycle increased to three years** – A longer funding cycle reduces the administrative burden of the program.
- **Includes a mobility management solicitation** – MTC to solicit 1 or 2 mobility management projects toward development of CTSAs using approximately \$0.7 million in available JARC funds.
- **Expands the list of acceptable plans that LTP projects must be derived from** – CBTPs or “other substantive local planning efforts” are accepted.
- **Adds a process to support regional projects** – Applicants with multi-county projects will apply directly to MTC. MTC will screen multi-county applications and coordinate scoring activities with Lifeline Program Administrators. MTC will reserve the right to set aside a small portion of funds per county (likely less than 15 percent) in order to fund multi-county projects.
- **Adds MTC’s expanded Title VI requirements** – A new appendix outlines compliance requirements and responsibilities.
- **Adds new MTC grant administrative changes** – Transit operators are required to apply for and maintain their own FTA grants. MTC will apply for and maintain FTA grants for non-transit operators.
- **Adds project delivery requirements** – MTC may reprogram funds if project sponsors fail to obligate funds with 12 months of program approval. Sponsors have three years to complete their projects.

Next Steps

The proposed Cycle 3 program guidelines will be presented to the Programming and Allocations Committee for consideration at their November 9th meeting, and to the Commission for approval on November 16th. The County Lifeline Program Administrators will release their calls for projects shortly thereafter. Programs will be due to MTC in April.

Please contact Kristen Mazur (kmazur@mtc.ca.gov) or (510) 817-5789 if you have any questions.



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Memorandum

TO: Policy Advisory Council Equity & Access Subcommittee DATE: October 7, 2011
FR: Kristen Mazur W.I. 1518
RE: New Freedom Cycle 4 Grant Program Update

Background

The Federal Transit Administration's (FTA) New Freedom Program provides grants for new capital and operating projects aimed at reducing transportation barriers faced by individuals with disabilities beyond the requirements of the Americans with Disabilities Act of 1990.

Funds are apportioned by formula to large urbanized areas (UAs), small UAs, and rural areas based on the population of persons with disabilities in each UA. Funds are required to be spent on projects that provide transportation services within those areas. MTC, as the designated recipient of the Bay Area's large UA funds, is responsible for conducting a competitive selection process for those funds. Caltrans, the designated recipient for the state's small UA and rural area funds, conducts separate statewide calls for projects for the small UA and rural funds.

New Freedom Cycle 4 Process

In May 2011, MTC adopted Resolution No. 4012, which set forth guidelines for the competitive selection of Cycle 4 large UA projects. \$3.7 million is available in this cycle. This amount includes the FY2010 and FY2011 apportionments for the Bay Area's five large UAs (Antioch, Santa Rosa, Concord, San Jose, and San Francisco-Oakland). MTC issued a call for projects in June and applications were due in September. MTC received 29 applications totaling \$8.8 million in requests.

Following an initial eligibility screening by MTC staff, eligible projects were evaluated by a panel consisting of one Policy Advisory Council Equity and Access Subcommittee member, two representatives from the disabled community, and two MTC staff. Applications were scored based on the following criteria: (1) need and benefits; (2) coordination, partnership, and outreach; and (3) project readiness. Applicants were asked to cite—and the evaluation panel took into consideration—the relevant gaps, solutions, and/or strategies from the Coordinated Plan that each project was intended to address.

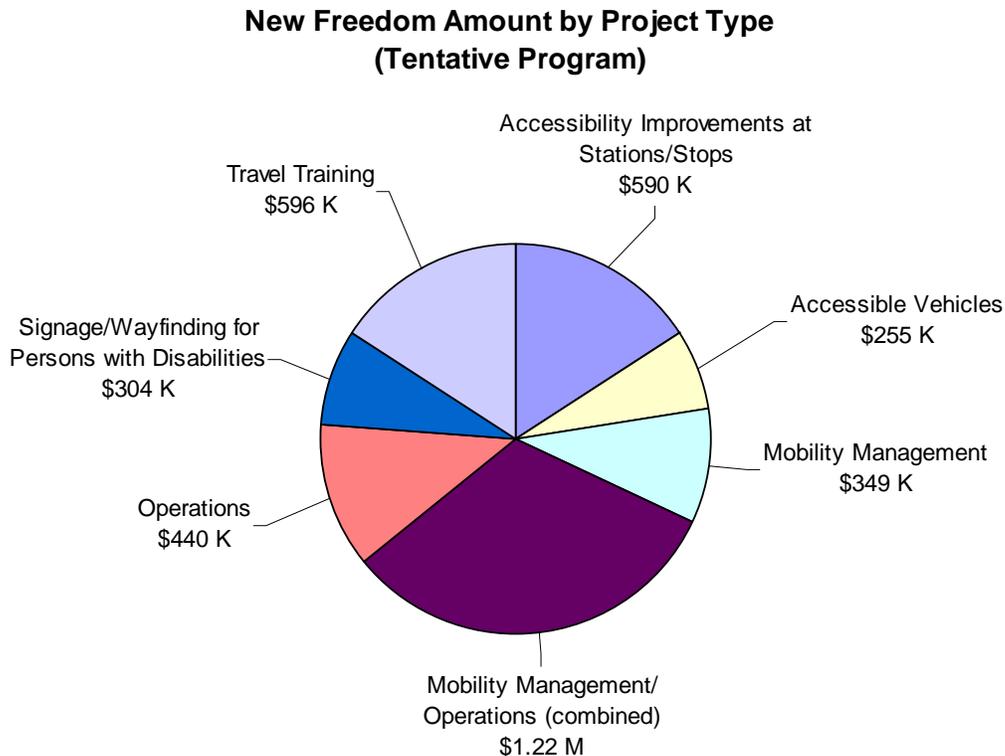
Recommended grant amounts were determined based on interrelated factors:

- a project's score relative to other projects within the same UA;
- the scalability of a project, if competing in oversubscribed UAs; and
- the objective of using as much of the available funds as possible.

In two counties, there are instances where proposed projects overlap competing and/or existing projects. In order to ensure that there is as much coordination as possible in the region, MTC

staff would like to meet with the relevant project sponsors from those two counties to discuss coordination opportunities before finalizing the program of projects and recommended grant amounts.

Because the program is not finalized, in lieu of presenting a detailed project list, staff has prepared the following chart summarizing the types of projects that are expected to receive funding, and the approximate New Freedom funding amounts.



As indicated in the chart, a large portion of the funds are proposed to be used for mobility management projects, or projects that combine mobility management and operations. For this program, mobility management focuses on the needs of the transportation-disadvantaged disabled population, and involves coordinating tailored services to more cost-effectively meet the needs of this market. Mobility management figures prominently in SAFETEA’s human service transportation coordination initiatives, and is identified as a need in the Commission’s adopted Coordinated Public Transit/Human Services Transportation Plan (“Coordinated Plan”).

Next Steps

MTC staff will distribute the proposed program of projects to the Equity and Access Subcommittee via email when it is finalized. If requested, staff can also present the proposed program at the November Subcommittee meeting. The program will be presented to the Programming and Allocations Committee for consideration at their November 9th meeting.

Please contact Kristen Mazur at kmazur@mtc.ca.gov or (510) 817-5789 with questions or comments.



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Memorandum

TO: Planning Committee

DATE: October 7, 2011

FR: Executive Director

RE: Plan Bay Area Equity Analysis

Background

MTC has conducted an Equity Analysis of the last three Regional Transportation Plans in accordance with federal guidance on civil rights and environmental justice. The basic approach is to identify communities of concern for analysis, and then use a set of equity performance measures to compare how different scenarios benefit or adversely affect communities of concern relative to the remainder of the region. Past analyses have relied on a framework based mainly on consideration of minority and low-income status to satisfy federal civil rights and environmental justice requirements.

For Plan Bay Area, staff recommends a similar overall Equity Analysis approach of identifying communities of concern and comparing a set of equity performance measures to the remainder of the region. However, we also recommend key refinements and modifications as described in this memorandum. In addition to the proposed approach for the Equity Analysis, staff proposes to analyze minority status alone, using the same set of performance measures, in order to comply with federal civil rights requirements.

Engagement with Equity Working Group and Development of Performance Measures

Last December, staff presented a three-step approach to conducting the equity analysis of Plan Bay Area to the Regional Advisory Working Group (RAWG) and MTC Policy Advisory Council Equity & Access Subcommittee. We solicited participation by members of these groups in the formation of a regional Equity Working Group, which has met monthly since February 2011 to advise staff on the development of the equity analysis (Attachment A lists Working Group participants). The three-step Equity Analysis approach is as follows:

- **Step 1:** Assess the outcome of the 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 Scenarios assessment (*recommended approach is the subject of this memorandum*)
- **Step 3:** Complete the equity assessment of the Preferred Scenario based on the evaluation methodology developed in 2011 and consistent with federal guidelines (*beginning early 2012*)

In February, MTC's Policy Advisory Council recommended that the Equity Analysis also consider seniors and people with disabilities. Since then, staff has been working closely with

Equity Working Group members and other interested stakeholders to revise the Equity Analysis framework for the Alternative Scenarios. The proposed framework consists of a set of equity performance measures that address a range of themes identified in discussions with the Equity Working Group, summarized in [Attachment B](#).

Revised Definition of Communities of Concern

MTC has defined “communities of concern” for the past three RTP Equity Analyses as areas with concentrations of either 70% minority or 30% low-income residents. Given overall regional trends of increasing minority and low-income populations since the 2000 Census, this definition would now include roughly 40% of the region’s population based on updated data from the Census Bureau, up from 34% of the region analyzed in *Transportation 2035*.

In response to Equity Working Group feedback that the analysis would be more informative with a more focused definition of communities of concern, staff proposed a revised definition which identifies communities with multiple overlapping factors instead of any one factor. The list of factors, reviewed by the Equity Working Group, are as follows:

Disadvantage Factor	% of Regional Population ¹	Proposed Concentration Threshold
1. Minority	54%	70%
2. Low Income (<200% of Poverty)	23%	30%
3. Limited English Proficiency	9%	20%
4. Zero-Vehicle Households	9%	10%
5. Seniors 75 and Over	6%	10%
6. Population with a Disability	18%	25%
7. Female-Headed Families with Children	10%	15%
8. Cost-burdened Renters ²	10%	15%

¹Source: 2005-09 American Community Survey tract-level data; data for population with a disability is from 2000 Census, the most recent available.

²Defined as the share of housing units occupied by renters paying more than 50% of income for rent.

[Attachment C](#) illustrates the varying degrees to which these 8 factors overlap throughout the region, ranging from communities having 0 to up to 7 out of 8 possible factors.

Input Received

Both the Equity Analysis performance measures and the revised “community of concern” framework reflect feedback received over the past several months from numerous stakeholders. Equity Working Group members generally support the proposed framework, but many recommended adding communities that are both low-income and minority to the four-factor definition described above. This recommendation adds 2% more of the region to the definition and has been incorporated into the final staff proposal. Numerous stakeholders also recommended a measure of particulate-matter emissions instead of the “VMT Density” measure recommended by Equity Working Group members. The Policy Advisory Council will review staff’s proposal at its meeting on October 12 and their input will be reported at your meeting.

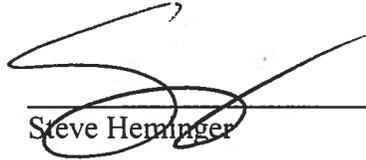
Staff Recommendation

Staff recommends approval of the proposed Equity Analysis performance measures for the Alternative Scenarios and the revised definition of communities of concern to include communities that are characterized as having 4 or more factors listed above, or that have concentrations of both low-income and minority populations. This approach produces a community-of-concern definition that is much more targeted than the existing definition (encompassing 22% of the region's land area and 20% of the population compared to 40% using the existing approach). Staff is also recommending the revised definition be incorporated into MTC's other work areas that currently use the existing definition, such as the Lifeline program and Community Based Transportation Planning Program.

Attachment D illustrates the difference between communities included under the previous approach versus the revised approach.

Next Steps

Following Committee approval of the Equity Analysis framework, analysis of the Alternative Scenarios will proceed with results anticipated to be available alongside other analysis results in December.



Steve Heminger

Attachments

PowerPoint Presentation

Attachment A: Equity Working Group Membership Roster

Attachment B: Proposed Equity Measures for Alternative Scenarios

Attachment C: Sum of 8 Possible Overlapping Disadvantage Factors by Census Tract

Attachment D: Proposed Equity Analysis Communities of Concern: Difference Between Existing and Revised Definitions

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Attachment A

OneBayArea

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

Proposed Equity Measures for Alternative Scenarios

Measure/Theme	Key Questions Addressed	Target Population Breakout
Theme: Affordable Housing and Transportation Choices		
1. Housing + Transportation Affordability	<ul style="list-style-type: none"> • <i>What is the extent of any current and future-year disparity between target and non-target populations?</i> • <i>Which scenario(s) reduce the share of income spent on housing and transportation by the greatest amount for the target population?</i> • <i>Which scenario(s) provide similar or better results for the target population compared to the rest of the population?</i> 	<ul style="list-style-type: none"> • Low-income households (all) vs. all other households • Communities of concern vs. all other communities
Theme: Growing Equitably		
2. Displacement Analysis 2a. Poverty Concentration	<ul style="list-style-type: none"> • <i>Which scenario(s) result in the smallest displacement of low-income households?</i> • <i>Which scenario(s) accommodate the greatest number of low-income households?</i> • <i>Which scenario(s) reduce concentration of low-income households by the greatest amount?</i> 	<ul style="list-style-type: none"> • Low-income households (all)
Theme: Making the Jobs/Housing Connection		
3. Commute Travel Time	<ul style="list-style-type: none"> • <i>What is the extent of any current and future-year disparity between target and non-target populations?</i> • <i>Which scenario(s) reduce commute travel time by the greatest amount for the target populations?</i> • <i>Which scenario(s) provide similar or better results for the target population compared to the rest of the population?</i> 	<ul style="list-style-type: none"> • Low-income households vs. all other households • Communities of concern vs. all other communities
Theme: Healthy Communities		
4. VMT Density	<ul style="list-style-type: none"> • <i>What is the extent of any current and future-year disparity between target and non-target populations?</i> • <i>Which scenario(s) reduce VMT Density by the greatest amount for the target population?</i> • <i>Which scenario(s) provide similar or better results for the target population compared to the rest of the population?</i> 	<ul style="list-style-type: none"> • Communities of concern vs. all other communities
Theme: Equitable Mobility		
5. Non-commute Travel Time	<ul style="list-style-type: none"> • <i>What is the extent of any current and future-year disparity between target and non-target populations?</i> • <i>Which scenario(s) reduce average trip time to non-work destinations by the greatest amount for the target populations?</i> • <i>Which scenario(s) provide similar or better results for the target populations compared to the rest of the population?</i> 	<ul style="list-style-type: none"> • Low-income households (all) vs. all other households • Communities of concern vs. all other communities

PI BayArea Plan

Equity Analysis Framework for Alternative Scenarios

MTC Planning Committee
October 14, 2011

Equity Analysis Development

- **Initial Vision Scenario Equity Analysis (March 2011) based on adopted Performance Targets**
 - Looked at low-income households only
 - No spatial component for communities of concern

- **Regional Equity Working Group convened to advise staff on a revised framework for Equity Analysis of Alternative Scenarios**
 - 10 members from Regional Advisory Working Group
 - 10 members from Policy Advisory Council Equity & Access Subcommittee

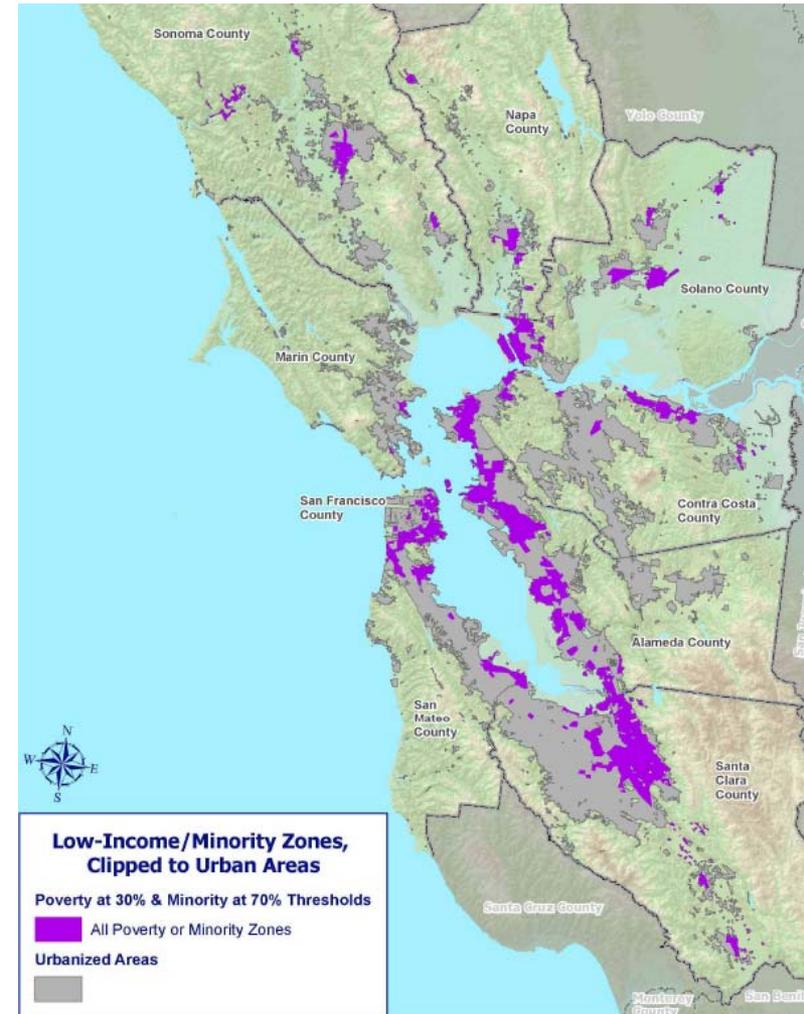
- **Results to be released with other Alternative Scenarios Analysis work**

Equity Analysis Approach

- 1. Identify communities of concern**
- 2. Identify equity-related performance measures for scenarios**
- 3. Compare performance measure results between communities of concern and remainder of region**

Identifying Communities of Concern: Existing Definition (2000 Census)

- **Includes all communities that are either 70% minority or 30% low-income (many are both) to include:**
 - 34% of region's total area and population
 - 51% of the regional minority population
 - 55% of the regional low-income population
- **Past feedback: Broad definition makes analysis results hard to interpret**
- **Current approach with new Census data would now capture 40% of the region**
- **Doesn't specifically address other vulnerable populations**
 - Policy Advisory Council recommended adding seniors and people with disabilities to analysis

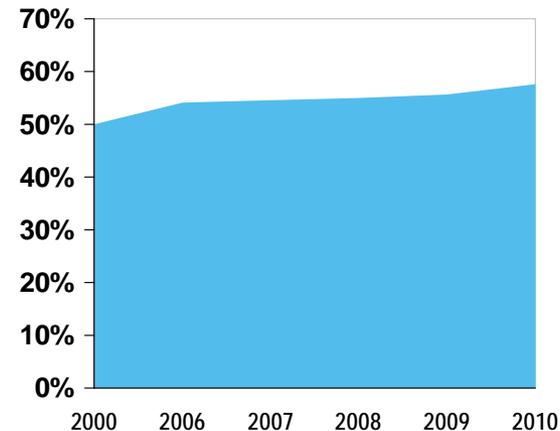


What's Changed Since 2000?

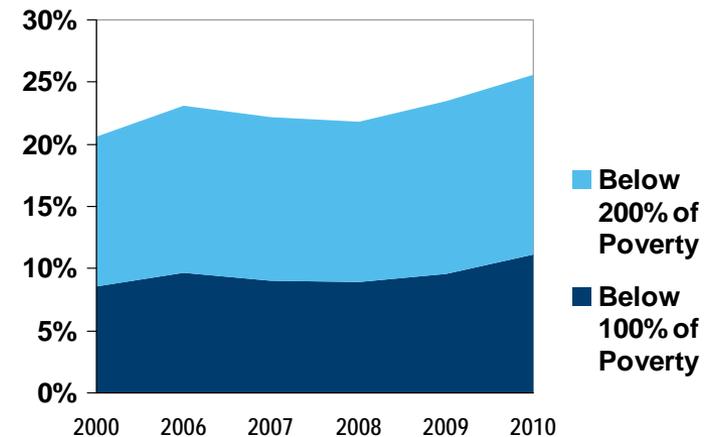
- **Regional minority and low-income populations have increased in both # and % terms**
 - Minority population grew by 22%
 - Low-income population (<200% of federal poverty) grew by 32%
 - Region overall grew by 5%

- **More targeted approach would more clearly reveal equity impacts of scenarios in a diverse — and diversifying — region**

Minority % of Bay Area Population



Low-Income % of Bay Area Population



Communities of Concern: Proposed Revised Definition

- Start by identifying communities with concentrations of key disadvantage factors

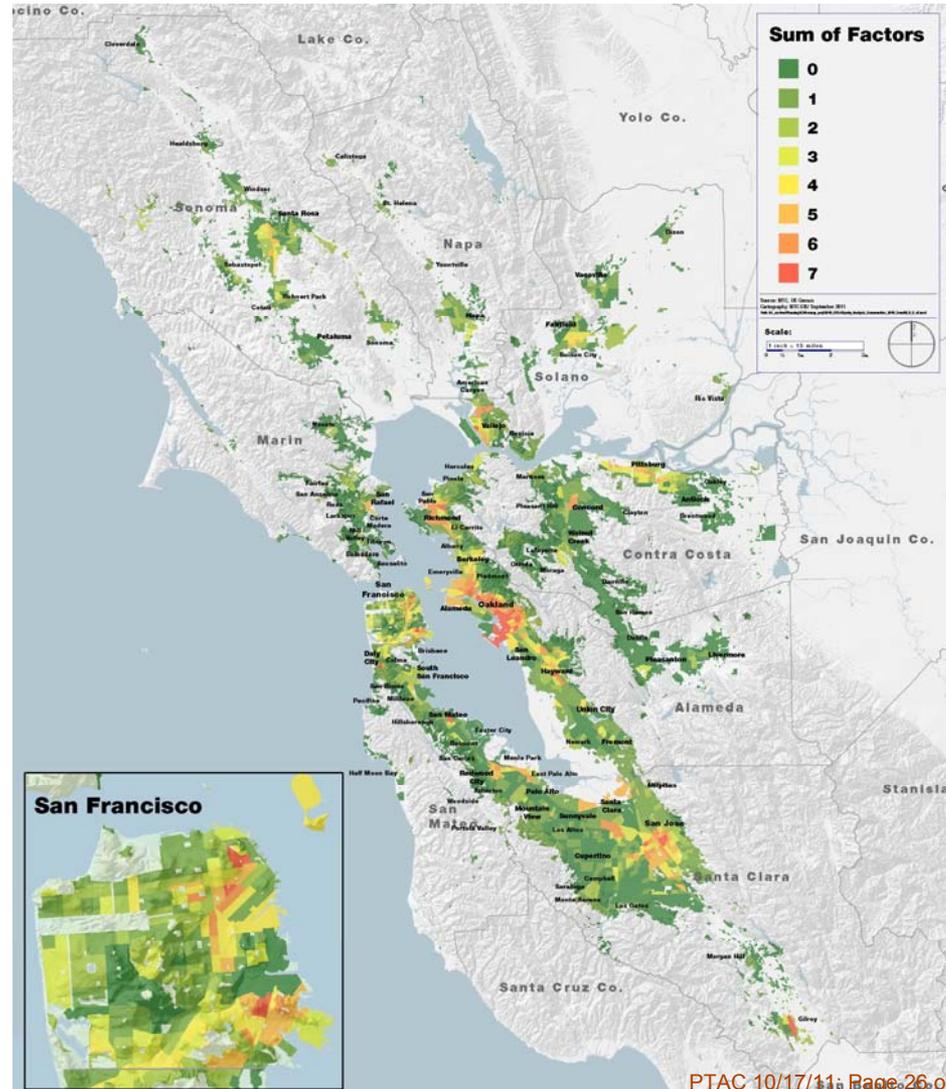
	% of Regional Population ¹	Proposed Community Concentration Threshold
1. Minority residents	54%	70%
2. Low-income residents (<200% of poverty)	23%	30%
3. Residents who do not speak English well or at all	9%	20%
4. Households with no car	9%	10%
5. Seniors age 75+	6%	10%
6. Persons with a disability	18%	25%
7. Female-headed households with children	10%	15%
8. Cost-burdened renters	10%	15%

¹Source: American Community Survey 2005-09 tract-level data; Population with a disability is from Census 2000.

Overlapping Disadvantage Factors

- **Recommended threshold for Equity Analysis communities: 4 or more overlapping factors**
 - 1.2 million residents currently live in these communities
 - Over 400,000 live in communities with 6+ factors

- **Also add communities that are both low-income and minority**



Equity Analysis Framework

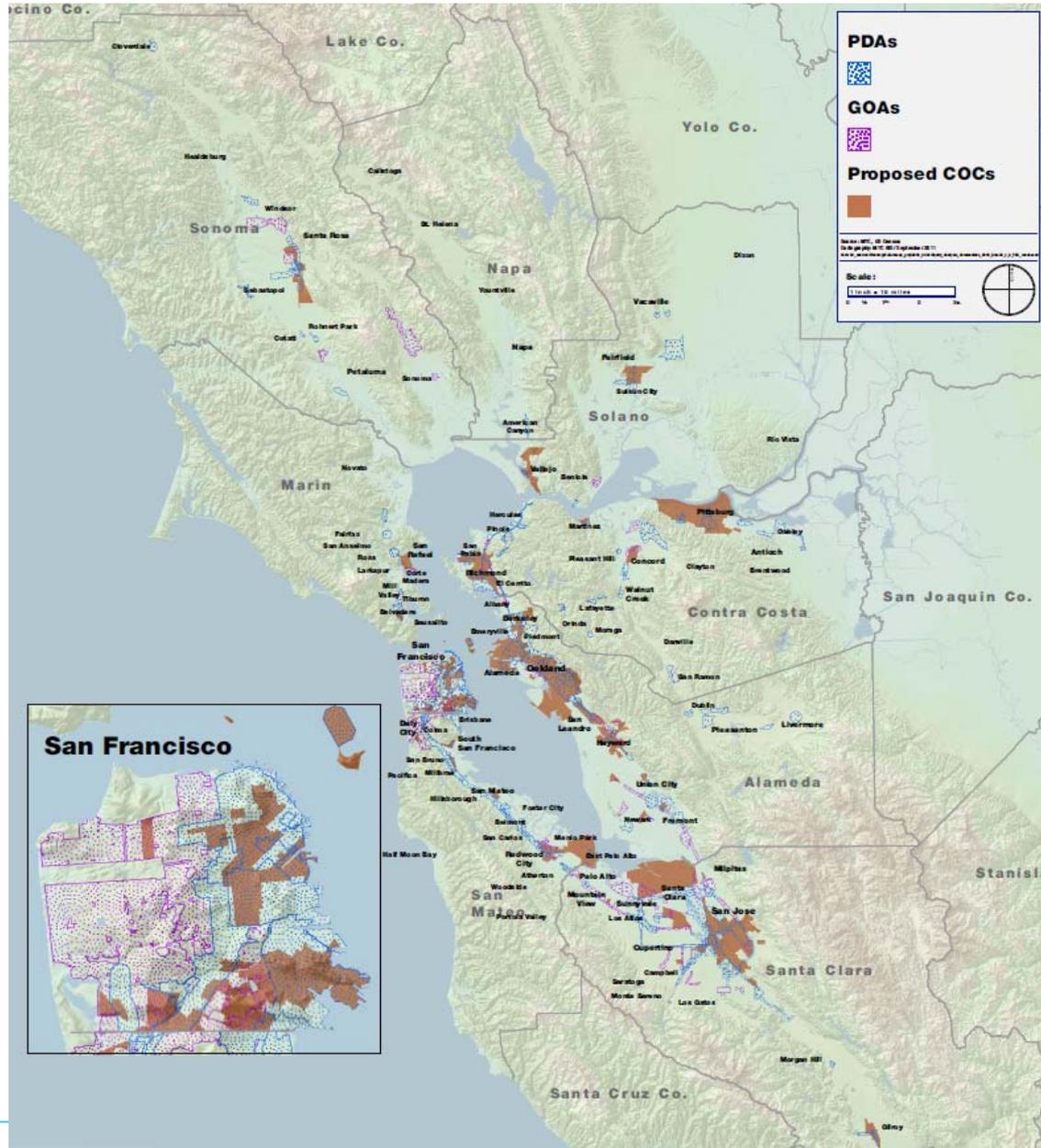
Proposed Performance Measures

Theme	Associated Performance Measures
Affordable Housing and Transportation Choices	1. Housing + Transportation Affordability
Growing Equitably	2. Displacement Analysis 2a. Poverty Concentration
Making the Jobs/Housing Connection	3. Commute Travel Time
Healthy Communities	4. VMT Density
Equitable Mobility	5. Non-commute Travel Time

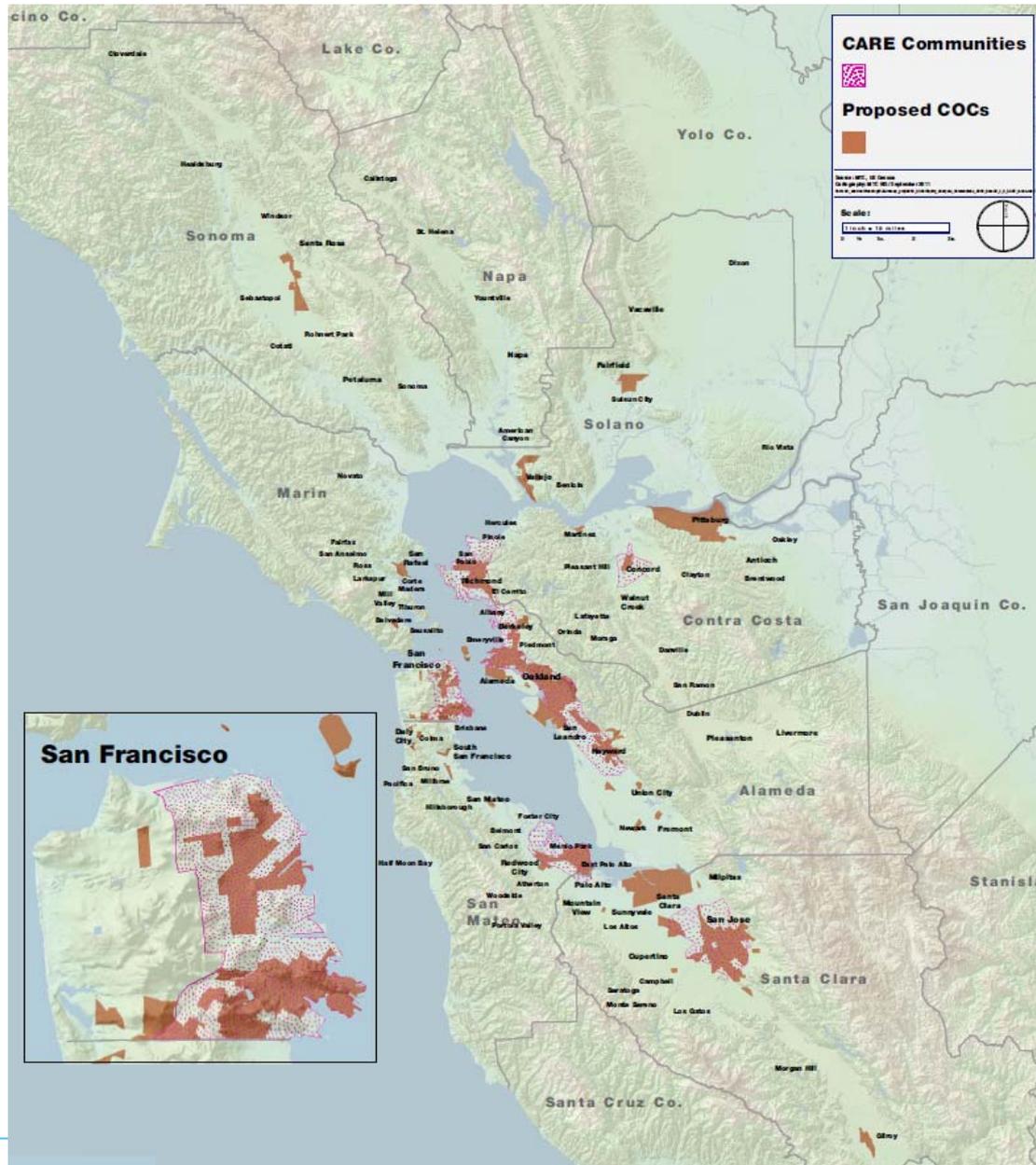
Considerations

- **Relationship of revised definition to:**
 - Priority Development Areas/Growth Opportunity Areas
 - BAAQMD CARE communities
 - Other MTC planning and programming efforts (Lifeline program, Community-based Transportation Planning)

Relationship to PDAs/GOAs



Relationship to CARE Communities



Staff/Equity Working Group Recommendation

- **Define communities of concern to include 4 or more of the 8 factors**
- **Add communities that are both minority and low-income, even if they have fewer than 4 overlapping factors**

Next Steps

Planning Committee Approves Equity Analysis Framework	Today
Conduct Analysis of Alternative Scenarios	November 2011
Alternative Scenarios Results Available	December 2011
Analyze Preferred Scenario	Spring 2012



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Memorandum

TO: Planning Committee

DATE: October 7, 2011

FR: Executive Director

W. I.

RE: Plan Bay Area Progress Report and Schedule Revisions

Plan Bay Area Progress Report

MTC and ABAG staffs have been working with our partners and stakeholders to define and evaluate five land use/transportation scenarios that were approved by MTC and ABAG in June and July 2011. These scenarios are to demonstrate different ways we can achieve the 15 percent per-capita greenhouse gas emission reduction targets and other adopted performance targets. Two special stakeholder meetings were held in August 2011 for purposes of (a) explaining and soliciting input on the general approach to defining the two transportation networks, including the transit service frequency enhancements; and (b) presenting the land use assumptions for three of the five scenarios. In September 2011, staff continued to vet the scenarios through meetings with the Regional Advisory Working Group, Transit Sustainability Project (TSP) Service Technical Advisory Committee, and Congestion Management Agencies (CMAs). During this time, we also solicited input on the One Bay Area Grant proposal, and continued the project performance assessment work. As of early October 2011, MTC and ABAG staff finalized the scenario definitions and began technical analysis.

Schedule Revisions

MTC and ABAG staffs are revising the Plan Bay Area production schedule to account for the extra time needed for 1) the Commission and ABAG to approve the five scenario concepts; 2) partners/stakeholders to provide input on scenario definitions, and 3) MTC and ABAG staff to finalize these definitions and prepare them for technical analysis. As a result, we are extending the production schedule by three months, which means Commission and ABAG approval of the preferred scenario in May 2011 rather than February 2011 as originally planned. **Attachment A** shows the revised process charts for the remaining Plan phases.



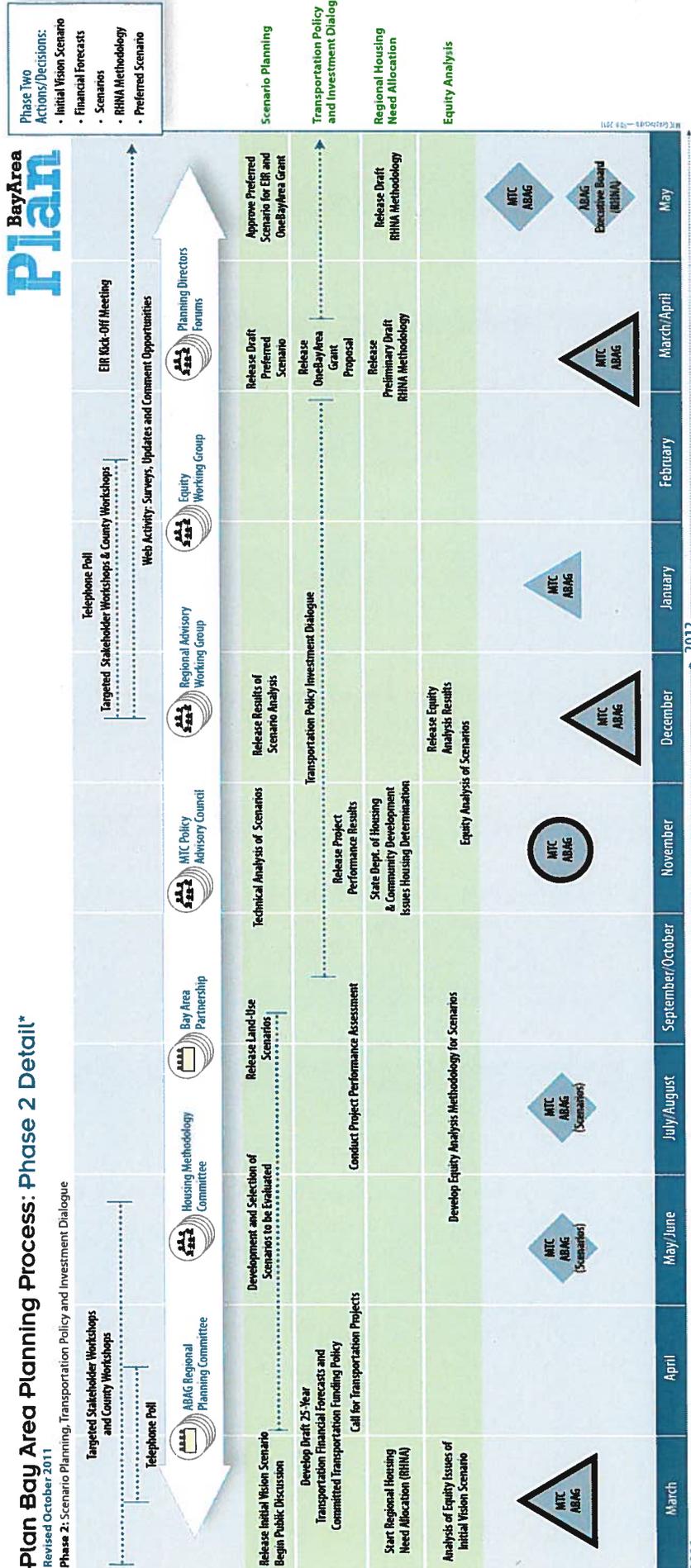
Steve Heminger

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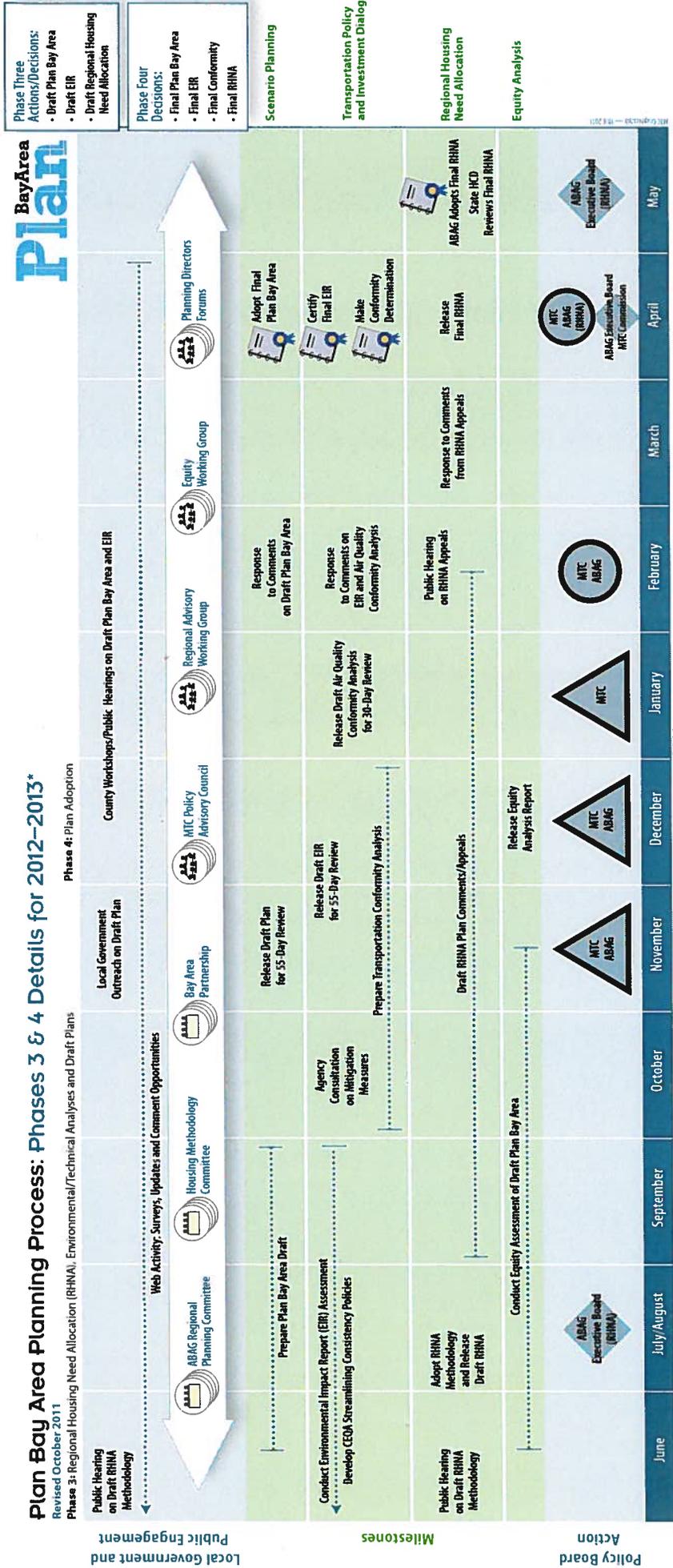
Plan Bay Area Planning Process: Phase 2 Detail*

Revised October 2011
Phase 2: Scenario Planning, Transportation Policy and Investment Dialogue



*Subject to change
 Policy Board Actions
 Meeting for Discussion/Public Comment
 Document Release
 Decision
 JOINT meeting of the ABAG Administrative Committee and the MTC Planning Committee for Discussion/Public Comment
 JOINT document release by ABAG and MTC
 ABAG - ABAG Administrative Committee
 MTC - MTC Planning Committee

For more information on key actions and decisions and how to get involved, visit OneBayArea.org



Plan Bay Area Planning Process: Phases 3 & 4 Details for 2012-2013*

Revised October 2011

Phase 3: Regional Housing Need Allocation (RHNA), Environmental/Technical Analyses and Draft Plans

Phase 4: Plan Adoption

*Subject to change

Policy Board Actions

- Meeting for Discussion/Public Comment

Document Release

- Decision

JOINT document release by

- ABAG and MTC

ABAG - ABAG Administrative Committee

- MTC - MTC Planning Committee

For more information on key actions and decisions and how to get involved, visit OneBayArea.org



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Memorandum

TO: Partnership Technical Advisory Committee

DATE: October 17, 2011

FR: Adam Crenshaw

RE: 2011 TIP Update

TIP Revision 11-14 – Administrative Modification (Approved)

Administrative Modification 11-14 revises 33 projects with a net increase in funding of \$5.7 million. Among other changes, this revision:

- Updates the funding plans of 17 STP/CMAQ funded projects to reconcile with actual obligations and updated project schedules;
- Revises the Air Quality Conformity Exemption descriptions of 9 projects in concurrence with Air Quality Conformity Task Force item 3d on September 22, 2011, 1 project in concurrence with Task Force item 1b on August 25, 2011 and 1 project in concurrence with Task Force item 2b on March 7, 2011;
- Updates the funding plans of four Non-Motorized Transportation Pilot Program funded projects to reflect actual costs; and
- Updates the funding plan and back-up listing of the FTA Non-Urbanized Formula Program grouped listing [VAR030002] to add \$68,812 in FTA 5311(f) funds and \$56,361 in local funds.

The administrative modification is financially constrained by year and MTC relies on the State’s federal programming capacity in the amount of \$670,000 for Earmark and FTA 5311(f) funds programmed through this administrative modification.

The TIP revision entries have been emailed to your staff. MTC’s 2011 TIP, as revised with Revision No. 2011-14, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the State Implementation Plan (SIP). Final approval from the deputy executive director was received on October 4, 2011

TIP Revision 11-13 – Amendment (Proposed)

Amendment 11-13 revises 15 projects with a net increase in funding of \$68.4 million. Among other changes, this revision:

- Updates the funding plan of the TIP to add approximately \$13.5 million in federal discretionary revenues;
- Updates the funding plans and back-up listings of three Caltrans managed Grouped Listings (Safety Improvements Highway Safety Improvement Program [REG070009] - splits out \$900,000 in HSIP funds to the individually listed Highway 9 Safety Improvements project [SCL070050], Emergency Repair SHOPP Emergency Response [REG070001] - updates the back-up list and adds in \$29.2 million in programming, and Bridge Rehabilitation and Reconstruction SHOPP [REG110025] - updates the back-up list and adds in \$11.6 million in programming);

- Programs \$3 million in federal discretionary funds to amend in two new projects (Caltrain Transit Asset Management System [REG110025] and San Pablo Bay NWR Access Road in Petaluma [SON110030]) and updates the funding plan of the Napa Valley Vine Trail Design and Construction project (NAP110014);
- Amends in one new project using \$500,000 in CMAQ - TLC funds (Moraga Way Streetscape Improvements [CC-110055]) and updates the scopes and funding plans of two other CMAQ funded projects (South Hayward BART Area/Dixon Street Streetscape [ALA110035] and Local Government EV Fleet Program [REG110013]); and
- Archives the Sunnyvale/Evelyn Avenue/Maria Lane Overlay project from the TIP as the project has been completed and is open to traffic.

Changes made with this revision are financially constrained and do not affect the air quality conformity or conflict with the financial constraint requirements. TIP Revision 11-13 was approved by the MTC Commission on September 28, 2011. Caltrans approval is expected in mid-October, 2011 with final federal approval expected in early November, 2011.

TIP Revision 11-12 – Administrative Modification (Approved)

Administrative Modification 11-12 revises 22 projects with a net increase in funding of \$2.8 million. Among other changes, this revision:

- Programs \$10.5 million in federal discretionary funding to update the funding plans of five projects (Napa Valley Vine Trail – Design Segments [NAP110014], I-680 Auxiliary Lanes [CC-030005], SR 82 – El Camino Real Grand Boulevard Initiative [SM-050051], GGBHTD – Replacement of Ferry Propulsion Systems [MRN090025], and Ferry Service – Berkeley/Albany [MTC050027]);
- Updates the funding plans of all Non-Motorized Transportation Pilot Programs (NMTTP) funded projects in the TIP to reflect actual obligations and removes \$2.6 million from the NMTTP for Marin County listing (MRN050033) as these funds are already included in the individual listing for the Cal-Park Hill Tunnel project (MRN030003); and
- Shifts the second phase of the Walnut Creek - Ygnacio Valley Road Ped/Bike Trail project (CC-050031) to a new individually listed project (CC-110054).

This administrative modification is financially constrained and MTC relies on the State's federal programming capacity in the amount of \$10.5 million for federal discretionary funds programmed through this administrative modification. Changes made with this revision do not affect the air quality conformity. The revision received final approval from the deputy executive director on September 1, 2011.

TIP Revision 11-11 – Administrative Modification (Approved)

Administrative Modification 11-11 revises 15 projects with a net increase in funding of \$650,402. Among other changes, this revision:

- Updates the funding plan of the Non-Motorized Transportation Pilot Program (NMTTP) for Marin County to add in \$398,902 in NMTTP earmark funds;
- Updates the air quality exemption codes for seven projects to reflect the project descriptions as approved by the Air Quality Conformity Task Force on July 28, 2011; and
- Updates grouped listings for the Jobs Access and Reverse Commute (JARC) Small Urbanized Area and Rural Area Program to add \$400,000 in JARC funds and reduce Other Local funds by \$148,500, and to include a new back-up list.

The administrative modification is financially constrained and MTC relies on the State's federal programming capacity in the amount of \$1.5 million for the Earmark funds and \$400,000 in JARC funds 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 August 4, 2011 and final Caltrans approval was received on August 8, 2011.

TIP Revision 11-10 - Amendment (Approved)

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 SFMTAs Third St. LRT Phase 2 New Central Subway and AC Transits 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 MTCs Safe Routes to School CMAQ funds;
- Updates two Caltrans managed Group Listings: SRTS Safety Improvements and SHOPP Pavement Resurfacing; and
- 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 was approved by the MTC Commission on July 27, 2011. Caltrans approval was received on September 8, 2011 and final federal approval was received on September 15, 2011.

TIP Revision 11-09 - Amendment (Approved)

Amendment 11-09 does not make any changes to project listings in the TIP. The amendment makes the following changes:

- Expands the delegated signatory authority of the Executive Director and Deputy Directors for approving TIP administrative modifications to include approval of administrative modifications to the Federal Statewide Transportation Improvement Program (FSTIP);
- Updates reference to the latest Public Participation Plan approved by MTC on December 15, 2011(Appendix A-4 of the adopted 2011 TIP);
- Revises the 2011 TIP revision process and procedures (Appendix A-33 of the adopted 2011 TIP) to include provisions of the updated public participation plan and incorporate the FSTIP/TIP administrative modifications and Amendment procedures recently revised by FHWA and FTA, including the following changes –

- Revises the amount a project may be changed as an administrative modification from the current threshold of the lesser of 25% or \$5 million, to the lesser of 40% or \$10 million;
- Allows the programming of the Preliminary Engineering (PE) phase as an administrative modification if right of Way or Construction is already programmed in the TIP;
- Allows the reprogramming of an FTA funded project from the Prior TIP into the current TIP as an administrative modification;
- Allows the addition or deletion of a project from a grouped project listing provided the funding amounts are within the threshold of the lesser of 40% or \$10 million; and allows the description of a project in a grouped project listing to be changed as an administrative modification as long as such change does not conflict with the approved environmental document.

TIP Revision 11-09 was approved by the MTC Commission on July 27, 2011. Caltrans approval was received on August 17, 2011.

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.

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.

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. 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>.

Attachments:

A - 2011 TIP Revision Schedule as of October 4, 2011

METROPOLITAN TRANSPORTATION COMMISSION
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
TENTATIVE 2011 TIP REVISION SCHEDULE (SUBJECT TO CHANGE)
as of October 4, 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	July 13, 2011	Approved	July 13, 2011
Amendment (Transit Only Amendment)	11-07	April 28, 2011	June 22, 2011	July 25, 2011	August 9, 2011	Approved	August 9, 2011
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 17, 2011	N/A	Approved	August 17, 2011
Amendment	11-10	May 26, 2011	July 27, 2011	September 8, 2011	September 15, 2011	Approved	September 15, 2011
Admin. Modification	11-11	July 3, 2011	August 4, 2011	August 8, 2011	N/A	Approved	August 8, 2011
Admin. Modification	11-12	August 25, 2011	September 1, 2011	N/A	N/A	Approved	September 1, 2011
Amendment	11-13	July 28, 2011	September 28, 2011	October 12, 2011	November 2, 2011	Proposed	TBD
Admin. Modification	11-14	September 22, 2011	October 4, 2011	N/A	N/A	Approved	October 4, 2011
Admin. Modification	11-15	October 27, 2011	November 30, 2011	N/A	N/A	TBD	TBD
Amendment	11-16	September 29, 2011	November 23, 2011	December 7, 2011	January 4, 2012	TBD	TBD
Admin. Modification	11-17	November 17, 2011	December 22, 2011	N/A	N/A	TBD	TBD
Amendment	11-18	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