

# THE BAY AREA PARTNERSHIP

## Partnership Technical Advisory Committee

December 12, 2011, 1:30 p.m. – 3:30 p.m.

MetroCenter, 1<sup>st</sup> Floor, Auditorium

101 - 8<sup>th</sup> Street, Oakland, CA 94607

### AGENDA

Estimated Time  
for Agenda Item

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- |  |                  |
|--|------------------|
| 1. Introductions   | <b>1:30 p.m.</b> |
| 2. Minutes of October 17, 2011 PTAC Meeting*   |                  |
| 3. Partnership Reports   |                  |
| • Transit Finance Working Group*   |                  |
| Chair: Gayle Prior, GGBHTD   |                  |
| <i>The Transit Finance Working Group meets on December 7, 2011.</i>  |                  |
| • Joint Partnership Local Streets and Roads/Programming and Delivery Working Group*  |                  |
| Chair: Sam Shelton, STA  |                  |
| <i>The Joint Partnership Local Streets and Roads/Programming and Delivery Working Group met on December 5, 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.**

- |  |  |
|--|--|
| 4. Nomination and Election of the CY 2012 PTAC Vice-Chair ( <i>Kate Miller, Chair</i> )  |  |
| 5. Legislative Report* ( <i>Rebecca Long</i> )<br>( <i>MTC staff will present an update on legislative actions.</i> )  |  |
| 6. New Quantitative PM Hot-Spot Analysis Requirements* ( <i>Stefanie Hom</i> )<br>( <i>Staff will discuss new quantitative PM hot-spot analysis requirements for PM2.5 and PM10 nonattainment and maintenance areas.</i> ) |  |
| 7. Cycle 3 Lifeline Guidelines Update* ( <i>Kristen Mazur</i> )<br>( <i>Staff will provide an update on the upcoming Lifeline funding cycle.</i> )   |  |
| 8. Plan Bay Area:<br>( <i>Staff will present preliminary drafts for RTP/SCS work elements for review and input from this committee.</i> )  |  |
| a. Draft Project Performance Assessment Results* ( <i>Lisa Klein/Dave Vautin/Sean Co</i> )   |  |
| b. Draft Scenario Assessment Results* ( <i>Lisa Klein</i> )  |  |
| c. Transportation Investment Strategies/Trade-Offs ( <i>Ashley Nguyen/Theresa Romell</i> )   |  |

**INFORMATION ITEMS / OTHER BUSINESS**

**3:10 p.m.**

9. Draft FFY 2010-11 Annual Listing of Federally Obligated Projects\*\* (*Kenneth Kao/Marcella Aranda*)  
(*Staff will provide the draft FFY 2010-11 Annual Listing of Federally Obligated Projects.*)
10. Draft CY 2012 PTAC Meeting Calendar\* (*Memo Only*)
11. 2011 TIP Revision Update and 2013 TIP Development\* (*Sri Srinivasan*)  
(*The current TIP and subsequent TIP Revisions are available online at:*  
<http://www.mtc.ca.gov/funding/tip/2011/revisions.htm>).
12. Recommended Future Agenda Items (*All*)
13. Public Comment

**Next meeting on:**

Monday, January 30, 2012 or February 6, 2012\*

(*The January and February Meetings have been consolidated due to conflicting holidays*)

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

MetroCenter, 1<sup>st</sup> Floor, Auditorium

101-8th Street, Oakland 94607

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\* 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](mailto: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 TakeTransit<sup>SM</sup> Trip Planner at [www.511.org](http://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

October 17, 2011

Page 1 of 2

### 1. Introductions

### 2. Minutes of July 18, 2011 PTAC Meeting

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

### 3. Partnership Reports

Transit Finance Working Group (TFWG) – *Gayle Prior, Chair* – The TFWG met on October 5, 2011. *Glen Tepke (MTC)* reported that the WG discussed the Plan Bay Area maintenance; the Transit Capital Priorities Program was adjusted in accordance with the continuing resolution which resulted in 1.5% cut in all federal programs; Short-range Transit Plans; and the Urbanized Areas criteria and census bureaus revised criteria.

Joint Partnership Local Streets and Roads/ Programming and Delivery Working Group (LSR/PDWG) – *Norm Hughes, Chair* – The LSR/PDWG met on October 17, 2011. *Ben Tripousis (City of San Jose)* reported that the LSR/PDWG discussed the FY2012 Federal Obligation Plan, Federal Efficiencies streamlining, LS&R long range needs assessment, the FY2012 RTIP and the One Bay Area Grant (OBAG) program.

## Discussion Items

### 4. Legislative Update

*Kate Miller (Chair)* provided a brief Legislative Update.

### 5. Lifeline Program Evaluation

*Kristen Mazur (MTC)* presented an overview and background of the Lifeline program and summarized proposed changes for Cycle 3. Comments by the Committee members included a request to ensure that MTC maintains transparency of project selection for all three grant programs. For Proposition 1B, applicants should submit an allocation request form along with a concurrence letter from their CMA.

### 6. New Freedom Cycle 4 Program of Projects

*Kristen Mazur (MTC)* summarized the New Freedom Cycle 4 process and next steps. Committee members felt that the comment period does not provide adequate time to present to the Transit Finance Working Group. Staff responded, stating they would work with a liaison to extend the comment period.

### 7. Plan Bay Area:

#### a) Equity Analysis Framework

*Jennifer Yeamans (MTC)* provided an update on Equity Analysis framework and summarized feedback from the Planning Committee and revisions since the July PTAC presentation. One significant difference is the definition of Communities of Concern. The Planning Committee requested to change the term of female Head of Household to single Head of Household and that change will be accommodated. Staff explained how Communities of Concern are determined. Committee members requested details/maps of other communities and requested periodic updates to the overlapping disadvantaged areas to be able to see how and if these areas are improving.

#### b) Schedule Update

*Ashley Nguyen (MTC)* presented a revised schedule for Plan Bay Area and highlighted specific action dates. A draft Plan and draft EIR is expected to be released in November/December 2012 with an expected adoption date of April 2013 for the Plan. The One Bay Area Grant will be tied with the preferred scenario with a draft in March 2012 and approval in May 2012.

#### c) Investment Decision: Introduction and Next Steps

*Ashley Nguyen (MTC)* summarized the Plan Bay Area (PBA) process to lay the groundwork for maintenance and regional programs' needs. *Theresa Romell (MTC)* presented and summarized the PBA revenue estimates. Estimated revenue over the 28-year plan is \$254B, of which \$188B is committed and \$67B discretionary. Of the discretionary revenue, 51% are conditioned and 49% are flexible. Ms. Romell summarized the Local Streets and Roads revenue needs over the 28-year Plan. *Glen Tepke (MTC)* summarized the Transit needs over the 28-year Plan.

## **PARTNERSHIP TECHNICAL ADVISORY COMMITTEE (PTAC) MINUTES**

October 17, 2011

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### *Comments from PTAC members and attendees:*

- Will there be a specific set aside for SB375 requirements?
  - Staff response: Policy initiatives are under consideration to assist in meeting SB375 requirements.
- Have you done similar analysis for State Highway and Regional programs?
  - Staff response: 511, Freeway Performance Initiative, and Clipper analysis have already been provided. Expansion will be determined by project performance assessment results.

### 8. Public Comment

*There were no public comments.*

### **Proposed Next Meeting:**

Monday, December 12, 2011

1:30 p.m. – 3:30 p.m.

MetroCenter, 1<sup>st</sup> Floor, Auditorium

101-8<sup>th</sup> Street, Oakland, CA 94607



METROPOLITAN  
TRANSPORTATION  
COMMISSION

## TRANSIT FINANCE WORKING GROUP (TFWG) MEETING AGENDA

WEDNESDAY, DECEMBER 7, 2011, 10:00 A.M. – 12:00 P.M.  
METROCENTER, 2<sup>ND</sup> FLOOR, FISHBOWL CONFERENCE ROOM  
101 EIGHTH STREET, OAKLAND, CA 94607

**Estimated Time**

### Discussion Items

- |  |        |
|--|--------|
| 1. Introductions   | 2 min  |
| 2. Approval of November 2, 2011 Minutes*   | 1 min  |
| 3. Elections for TFWG 2012 Chair and Vice Chair  | 3 min  |
| 4. Legislative Update ( <i>Rebecca Long</i> )  | 5 min  |
| 5. Plan Bay Area (SCS/RTP) Project Performance Assessment* ( <i>Dave Vautin</i> )        | 10 min |
| 6. SRTP Update* ( <i>Christina Verdin</i> )  | 5 min  |
| 7. Lifeline Cycle 3 Guidelines Update* ( <i>Kristen Mazur</i> )                          | 10 min |
| 8. FY13 TCP Policy Update* ( <i>Glen Tepke</i> )   | 10 min |
| 9. FY 2012-13 Fund Estimate Population Factors* ( <i>Adam Noelting</i> )                 | 10 min |
| 10. FY 2012 State Transit Assistance – 1st Quarter Allocations* ( <i>Adam Noelting</i> ) | 10 min |
| 11. Real-Time Transit Update* ( <i>Jim Macrae</i> )                                      | 10 min |

### Information Items / Other Items of Business:

- |  |       |
|--|-------|
| 12. 2011 TIP Update* ( <i>Memo Only</i> )  | 5 min |
| 13. 2013 TIP Development Update and Schedule* ( <i>Sri Srinivasan</i> )                      | 5 min |
| 14. Prop 1B Update: Transit (PTMISEA) and Transit Security (CTSGP)* ( <i>Adam Crenshaw</i> ) | 5 min |
| 15. California Hybrid Truck and Bus Voucher Incentive Project* ( <i>Glen Tepke</i> )         | 5 min |
| 16. FTA Grants Status Update* ( <i>Glen Tepke</i> )  | 5 min |
| 17. FTA Title VI and EJ Circulars** ( <i>Anne Richman</i> )                                  | 5 min |
| 18. CARB Fleet/ZEB Rule Update* ( <i>Glen Tepke</i> )  | 5 min |
| 19. 2012 FHWA Discretionary Program Update* ( <i>Memo Only</i> )                             | 1 min |
| 20. Recommended Future Agenda Items ( <i>All</i> )   | 2 min |

### Next Transit Finance Working Group Meeting:

Chair: Gayle Prior, GGBHTD

Vice-Chair: Rob Thompson, WestCAT

MTC Staff Liaison: Glen Tepke, MTC

Wednesday, January 4, 2012  
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](mailto:gtepke@mtc.ca.gov) if you have questions about this session.



METROPOLITAN  
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JOINT PARTNERSHIP LOCAL STREETS AND ROADS/  
PROGRAMMING AND DELIVERY WORKING GROUP  
101 - 8<sup>th</sup> St., 1st Floor, Room 171  
Monday, December 5, 2011  
10:00 a.m. – 12:00 p.m. – WG

### AGENDA

<u>Topic</u>	<u>Estimated Time</u>
<b>1. Introductions</b> ( <i>Sam Shelton, Vice-Chair, PDWG</i> )	5 min
<b>2. Review of Working Group Minutes*</b>	5 min
A. Joint Local Streets and Roads/Programming and Delivery Working Group – October 17, 2011 ( <i>Sam Shelton, Chair</i> )	
<b>3. Workshop:</b>	
A. ROW and Utility Relocation ( <i>Laura Hameister, Caltrans Local Assistance</i> ) ( <i>Caltrans Sr. Right of Way agent, Laura Hameister, will be available to address specific project concerns regarding ROW and utility relocation as well as provide an overview of the ROW process</i> )	30 min
<b>4. Programming Updates:</b>	
A. Federal Programs Delivery Update (STP/CMAQ, RIP-TE, HBP, Local Safety)** ( <i>Marcella Aranda</i> )	10 min
i. Final FY 2012 STP-CMAQ Annual Obligation Plan	
B. STIP Project Delivery Monitoring Update* ( <i>Kenneth Kao</i> )	5 min
<b>5. Caltrans/FHWA/CalRTPA Update:</b>	
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. Solicitation for FY 2012 Candidate Projects for 12 Discretionary Programs* ( <i>FHWA is soliciting applications for 12 discretionary programs for FY 2012 funding. Detailed information about each program and eligibility requirements can be found at <a href="http://www.fhwa.dot.gov/discretionary/index.cfm">http://www.fhwa.dot.gov/discretionary/index.cfm</a>. Applications are due to Caltrans by December 9, 2011</i> )	
ii. DLA-OB 11-11 Dispute Resolution Process* ( <i>DLA-OB 11-11 Dispute Resolution Process has been posted to the Local Assistance website at: <a href="http://www.dot.ca.gov/hq/LocalPrograms/DLA_OB/DLA_OB.htm">http://www.dot.ca.gov/hq/LocalPrograms/DLA_OB/DLA_OB.htm</a> Chapter 20 "Deficiencies and Sanctions" of the Local Assistance Procedures Manual has been revised in its entirety with this Office Bulletin.</i> )	
iii. DLA-OB 11-10 Amended Preliminary Environmental Screening Form for Non-Infrastructure Projects [PES(NI)]* ( <i>Attachment D Non-Infrastructure Project - Natural Environmental Study No Effect Memo was expanded <a href="http://www.dot.ca.gov/hq/LocalPrograms/DLA_OB/DLA_OB.htm">http://www.dot.ca.gov/hq/LocalPrograms/DLA_OB/DLA_OB.htm</a>.</i> )	
iv. [CalRTPA] DRAFT 2012 SHOPP* ( <i>The draft program of projects is provided to transportation planning agencies for an opportunity to review and comment. Comments are due to Caltrans HQ, Rick Guevel, at <a href="mailto:rick_guevel@dot.ca.gov">rick_guevel@dot.ca.gov</a> by December 30, 2011</i> )	
B. Federal Programs Update ( <i>Sylvia Fung, Caltrans D4</i> ) (if necessary)	5 min
<b>6. Discussion Items:</b>	
A. Proposition 1B Update ( <i>Kenneth Kao</i> )	10 min
B. FINAL Draft LSR Long-Range Needs/ Revenue Assessment** ( <i>Theresa Romell</i> )	10 min
C. FMS/ TIP Update* ( <i>Sri Srinivasan</i> )	20 min
( <i>The current TIP and subsequent TIP Revisions are available online at: <a href="http://www.mtc.ca.gov/funding/tip/2011/revisions.htm">http://www.mtc.ca.gov/funding/tip/2011/revisions.htm</a></i> )	

- D. Nomination and Election for the CY2012 Local Streets and Roads Working Group 2<sup>nd</sup> Vice-Chair (*Norm Hughes, LSRWG Chair*) 10 min
- E. Nomination and Election for the CY2012 Programming and Delivery Working Group Vice Chair (*Sam Shelton, PDWG Vice-Chair*) 10 min
- F. CY2012 Local Streets and Roads Working Group Meeting Calendar\* (*Norm Hughes, LSRWG Chair*) 5 min
- G. CY2012 Programming and Delivery Working Group Meeting Calendar\* (*Sam Shelton, PDWG Vice-Chair*) 5 min

**7. Informational Items:** (“Memo Only” unless otherwise noted)

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

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

**The next LSRWG meeting:**

Thursday, January 12, 2011  
9:30 a.m. – 11:30 a.m.  
MetroCenter, 1<sup>st</sup> Floor, Room 171  
101-8<sup>th</sup> Street, Oakland 94607

**The next PDWG meeting:**

TBD  
10:30 a.m. – 12:30 p.m.  
MTC, 3<sup>rd</sup> Floor, Fishbowl  
101-8<sup>th</sup> Street, Oakland 94607

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

Contact Marcella Aranda at [maranda@mtc.ca.gov](mailto:maranda@mtc.ca.gov) if you have questions regarding this agenda.

Agenda Item 4a



METROPOLITAN  
TRANSPORTATION  
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*Memorandum*

TO: Legislation Committee

DATE: December 2, 2011

FR: Executive Director

W. I. 1131

RE: S. 1813 (Boxer): Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21)

**Overview**

On November 9, 2011 the Senate Environment and Public Works (EPW) Committee unanimously approved S. 1813, a two-year, \$80 billion surface transportation authorization bill. The bill, titled Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21), contains only the highway, research, safety and planning portions of surface transportation law, consistent with the EPW committee’s jurisdiction. The transit section of the bill will be drafted by the Senate Banking Committee and is expected to be introduced within a couple of weeks.

The bill’s overall funding level for the Federal Highway Administration in FY 2012 is \$39.9 billion, two percent above the \$39.1 billion approved by Congress for FY 2012 in the recently adopted appropriations bill. S. 1813 overhauls the current structure of the highway program, shrinking 90 separate funding programs to 30, as shown in Attachment A. As a result of this consolidation, the formula programs are much larger than under current law — the Safe, Accountable, Flexible, Efficient Transportation Equity Act (SAFETEA). For instance, the Congestion Mitigation and Air Quality (CMAQ) program grows from \$2 billion in FY 2010 to \$3.3 billion in FY 2012, a 61 percent jump. Similarly, a new Transportation Mobility Program (TMP) that replaces the current Surface Transportation Program (STP) grows from \$7.6 billion to \$10.4 billion, a 38 percent jump. As shown in Attachment B, we estimate the Bay Area would receive almost \$50 million more per year in suballocated funds than in FY 2010 (the most recent year for which complete details are already known), for a total of \$204 million in FY 2012.

**Bill Provides a Modest Increase in Funding Overall**

While the bill avoids the draconian 30 percent cuts that were threatened by the House earlier this year (and result from constraining spending to anticipated Highway Trust Fund receipts), it represents only a down-payment toward providing sufficient funding to restore our transportation system to a state of good repair and modernize it to a condition that helps, rather than hinders, our ability to compete in the global economy. According to the U.S. Department of Transportation (DOT), federal funding levels need to be increased *threefold* to preserve and improve our state highway system. On the transit side, funding levels need to be more than *doubled*. Given a political climate focused on reducing the federal deficit and opposition by both parties to raising the gas tax, opportunities for providing substantially higher funding levels are extremely limited.

The Senate Finance Committee is tasked with identifying an additional \$12 billion in funds to offset the discrepancy between the estimated receipts into the Highway Trust Fund and S. 1813’s funding level. At the time this memo was finalized, it was still unclear where those savings would be found.

### **Bill's General Structure & Themes Are Promising, But Fine Print Could Be Improved**

Overall, Chair Barbara Boxer and the EPW Committee should be commended for addressing many of the key goals that MTC and entities across California (through the “California Consensus Principles”) have championed in our annual visits to Washington, D.C. over the last three years, including:

- program consolidation to focus federal funds on core national objectives;
- preserve our existing system in a state of good repair;
- performance measures and accountability, at a national, state and regional level;
- a new national freight program;
- expedite project delivery; and
- eliminate earmarks.

However, there are a number of areas where the bill could be strengthened. The remainder of this memorandum outlines key areas of the bill that staff has identified as most ripe for improvement.

### **Bill Does Not Focus Sufficient Funds on Metropolitan Mobility**

The bill does not create a program focused on metropolitan mobility. Instead, as noted previously, the bill replaces the current STP program with a new, substantially larger Transportation Mobility Program (TMP), but only half of each state’s share is distributed on the basis of population, with decision-making regarding the population-based funds delegated to MPOs. This 50 percent share is a significant reduction from STP’s current 62.5 percent distribution on the basis of population and accordingly, moves this program away from focusing on those areas that suffer the greatest mobility challenges. However, because the TMP program is almost \$3 billion larger than STP, in dollar terms, MAP-21 provides metro areas a significant increase in funding, including about \$17 million more for our region than we received in FY 2010.

California has a unique perspective on this program because state law directs 62.5 percent of the state’s STP funds to programming directly by MPOs in proportion to their share of the state’s urbanized population. Federal law simply requires that 62.5 percent of funds be *spent* within urbanized areas in proportion to population, but leaves project selection decision-making up to each state. To preserve the metro area focus that California has given to this program, we will work with our MPO partners across California to pursue an amendment that ‘grandfathers’ our more generous state arrangement in federal law.

### **CMAQ Funding Increased Significantly, but “Reserved Funds” Requirement Brings New Claimants to the Table.**

As noted previously, MAP-21 provides \$3.3 billion in Congestion Mitigation & Air Quality (CMAQ) funding nationwide, an increase of \$1.2 billion (or 60 percent) over current levels. It is important to note that about \$900 million of the increase results from shifting the Transportation Enhancement (TE) program to CMAQ (formerly funded as a ten percent “takedown” of STP funds). While the bill identifies these funds as “CMAQ reserved funds,” they may be spent anywhere in the state, including areas that are in attainment for air quality. Project eligibility for the reserved funds is also expanded from traditional TE categories to include bicycle and pedestrian programs (including Safe Routes to Schools), recreational trails programs, projects to achieve compliance with the Americans with Disabilities Act, carpool, vanpool and carshare projects, traffic calming programs, among others. As a result, the region’s share of CMAQ funds does not grow at the same rate as the CMAQ program overall. While calculating an exact amount for the region is premature as the bill proposes to change the formula to take particulate matter into account, based on

the *current* factors, we estimate the region would receive about \$106 million in CMAQ funding in FY 2012 compared to \$75 million in FY 2010, an increase of more than 40 percent.

### **Bill Would Tie Up \$16 Million in Annual CMAQ Funds for Construction Equipment**

The bill requires that 50 percent of the region's funding be spent on projects that reduce fine particulate matter (hereafter referred to as PM<sub>2.5</sub>). This general provision is not too restrictive as most air quality projects provide benefits to all pollutants, including PM<sub>2.5</sub>. However, the bill also requires that 30 percent of that amount be spent solely on diesel-powered construction equipment retrofits and repairs. This would take \$16 million of the region's annual CMAQ funds (about half of the growth over SAFETEA levels) off the table for other regional transportation priorities, including Transportation for Livable Communities, Safe Route to Schools, greenhouse gas emission reduction grants, and ITS-related projects, to name a few. MTC will pursue an amendment to exempt states that are already addressing the problem of PM<sub>2.5</sub> emissions from construction equipment from this set-aside requirement. This would exempt California, where the California Air Resources Board has issued a final rulemaking package that is set for action on December 14<sup>th</sup>, 2011 to go into effect in 2014 specifically focused on this source of PM<sub>2.5</sub> emissions.

### **Planning Provisions Create New Layers of Review**

The metropolitan planning section of the bill is generally consistent with the performance target work MTC is doing for Plan Bay Area, our long-range plan. However, we are concerned that the bill sets some unrealistic deadlines on MPOs. For instance, the bill requires that MPOs adopt performance targets within 90 days after the state DOT adopts performance targets. As you are well aware, 90 days is an unrealistic timeframe for meaningful consideration of performance targets that reflect the numerous and sometimes conflicting goals for how a metropolitan transportation system can best improve the economic vitality, mobility, environmental sustainability, livability and public health of its region. Additionally, some language in this section of the bill could be construed to foreclose the adoption of more ambitious targets at the regional level. Staff will work to amend this section to require MPOs to adopt performance targets within one year of the state's adoption and to allow MPO targets to exceed those set by the state DOT.

### **National Freight Program is Important Advance, but Should Be Mode Neutral**

MAP-21 provides \$2 billion per year for a new National Freight Program. The program is structured as a formula program, allowing funding for corridors designated by U.S. DOT as part of a "primary freight network" to be eligible for funding, as well as those deemed "rural" and not part of a new federally "primary freight network." Additionally, the bill imposes a constraint on the types of freight projects that can receive funds, placing a five percent cap on the share of freight funding that can be spent on rail or maritime projects. This cap undermines the ability of state and regional agencies to determine, based on a performance assessment of the various options, which projects can best achieve the desired objectives and at the lowest cost. We will pursue an amendment that removes, or at least raises, this cap.

### **Acceleration of Project Delivery**

In an encouraging development, MAP-21 contains an entire section devoted to accelerating the notoriously slow federal project delivery process. This includes provisions related to allowing certain activities (such as right-of-way acquisition) to occur prior to final approval of the environmental impact report (EIR), expansion of projects qualifying for "categorical exclusion" under the National Environmental Policy Act (NEPA), incentives to encourage the use of "design-build" contracting methods, and a new process, including hard time-limits for resolution

of EIR issues, if requested by the lead agency. We believe more can be accomplished in the area of faster and more cost effective project delivery, while still maintaining a robust environmental protection process by following on the recommendations of the National Surface Transportation Policy and Revenue Study Commission report. That report included a number of recommendations including the addition to the expansion of projects qualifying for “categorical exclusion” under the National Environmental Policy Act (NEPA) and a more simplified NEPA process for projects that have few significant impacts.

### **Innovative Finance**

With regard to innovative finance, the bill significantly expands the size and scope of the Transportation Infrastructure Finance and Innovation Act (TIFIA) programs — a federal loan, loan guarantee, and line of credit program. Specifically, the bill expands TIFIA from \$122 million per year to \$1 billion and allows TIFIA to make up to 49 percent of a project’s total cost. It also allows TIFIA to be used to fund a group of projects, rather than just a single project and enables rates to be “locked in” at an earlier stage in the project development process. All of these changes enhance the role TIFIA can play in supplementing traditional federal funding. In particular, MTC staff is interested in what role an expanded TIFIA program could play in delivering the regional express lane program.

### **Next Steps**

The next step for S.1813 is for the Senate Banking Committee, the Senate Commerce, Science & Transportation Committee and the Senate Finance Committee to present their proposals for the transit, rail and safety and funding sections, respectively. At the time this memorandum was finalized, no dates had been announced. On the House side, House Transportation & Infrastructure Committee Chair John Mica, R-Fla., announced on November 30 that there was not sufficient time left in 2011 for his committee to take up a reauthorization bill and that a bill would likely not be released until February, leaving about six weeks before the current SAFETEA extension expires on March 31, 2012. Chairman Mica also indicated a desire for a five-year bill. The greatest impediment to a longer-time frame is identifying funds to offset the gap between revenues and expenditures, assuming funding remains at or above current levels. Approximately \$50 billion in additional funds would be needed to provide a five-year bill at current spending levels. Revenues from expanded oil and gas drilling have been proposed by Speaker John Boehner as one mechanism to finance the bill, but these don’t come close to that level. Staff will keep you informed as new developments unfold, along with new opportunities to help shape the next surface transportation authorization bill.



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Steve Heminger

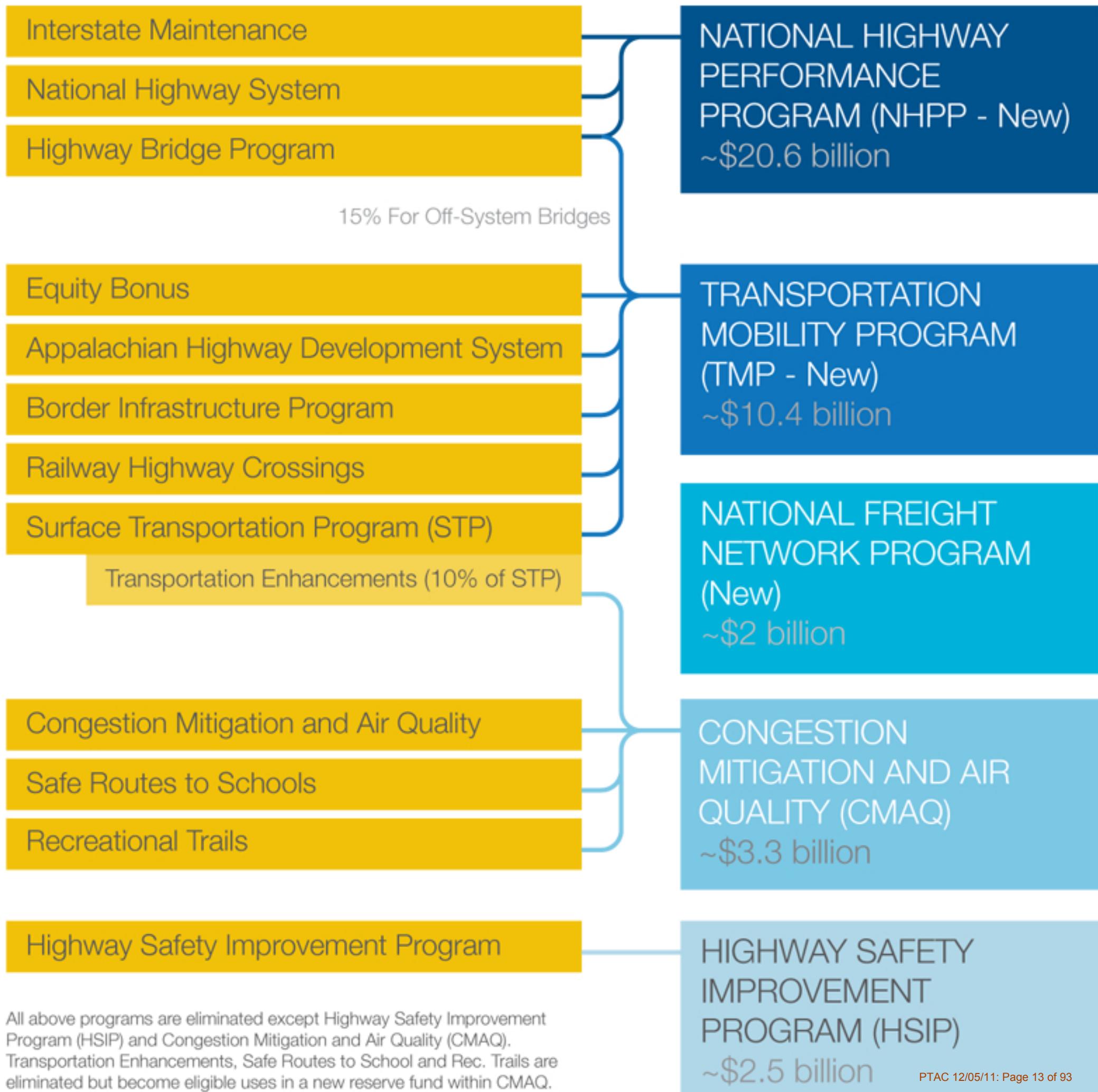
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J:\COMMITTEE\Legislation\Meeting Packets\Legis2011\12\_Legis\_Dec2011\4a\_MAP-21.doc

# Restructuring of Core Highway Programs Under the Senate's MAP-21 Transportation Reauthorization Proposal

## Current Formula Programs

## MAP-21 Core Program Structure



All above programs are eliminated except Highway Safety Improvement Program (HSIP) and Congestion Mitigation and Air Quality (CMAQ). Transportation Enhancements, Safe Routes to School and Rec. Trails are eliminated but become eligible uses in a new reserve fund within CMAQ.

**San Francisco Bay Area Suballocated Funding in MAP 21***Dollars in millions*

	FY 2010	FY 2012	FY 2013	Two Year Total
<b>Transportation Mobility Program</b>				
Authorization Level	\$ 7,588	\$ 10,402	\$ 10,578	\$ 20,980
Less State Planning & Research	\$ 7,493	\$ 10,194	\$ 10,366	\$ 20,560
California Share	\$ 749	\$ 1,019	\$ 1,037	\$ 2,056
MPO Share	\$ 421	\$ 510	\$ 518	\$ 1,028
<b>SF Bay Area Share (19.2%)</b>	<b>81</b>	<b>\$ 98</b>	<b>\$ 100</b>	<b>\$ 197</b>
<b>CMAQ</b>				
Authorization Level	\$ 2,058	\$ 3,310	\$ 3,366	\$ 6,675
California Share	\$ 432	\$ 695	\$ 707	\$ 1,402
California's Share of Reservation Amount		\$ 83	\$ 83	\$ 167
Less 10% Set Aside		\$ 612	\$ 623	\$ 1,235
<b>SF Bay Area Share (17.4%)</b>	<b>75</b>	<b>\$ 106</b>	<b>\$ 108</b>	<b>\$ 215</b>
<i>PM Setasides</i>		\$ 53	\$ 54	\$ 107
<i>Section 330 Construction Equipment Setaside</i>		\$ 16	\$ 16	\$ 32
<b>Subtotal from TMP/CMAQ Programs</b>	<b>156</b>	<b>\$ 204</b>	<b>\$ 208</b>	<b>\$ 412</b>
<b>Metropolitan Planning</b>				
Authorization Level	304	\$ 332	\$ 338	\$ 670
California Share	\$ 40.8	\$ 44.6	\$ 45.3	\$ 89.9
<b>Bay Area Share (16.4% based on FY 2010 actual)</b>	<b>\$ 6.7</b>	<b>\$ 7.3</b>	<b>\$ 7.4</b>	<b>\$ 14.8</b>
<b>SF Bay Area Grand Total Suballocated</b>	<b>\$ 163</b>	<b>\$ 212</b>	<b>\$ 215</b>	<b>\$ 427</b>



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## *Memorandum*

TO: Partnership Technical Advisory Committee

DATE: December 12, 2011

FR: Stefanie Hom

W. I.

RE: Quantitative PM Hot-Spot Analysis Requirements

In December 2010, the US Environmental Protection Agency (EPA) released new guidance to be used by state and local agencies to conduct quantitative particulate matter (PM) hot-spot analyses in non-attainment areas or maintenance areas for new highway and transit projects that involve significant diesel emissions. This new guidance transitions the PM hot-spot analysis from a qualitative analytical method to a quantitative analytical method. Beginning December 20, 2012, project sponsors will be required to complete a quantitative PM hot-spot analysis. Until then, PM hot-spot analyses can continue to be done qualitatively; quantitative analyses are optional.

### **Background**

The nine-county San Francisco Bay Area region was designated by EPA as a non-attainment area for the national 24-hour fine PM<sub>2.5</sub> standards. Under this designation, sponsors of certain projects that involve significant levels of diesel vehicle traffic are required to complete a PM<sub>2.5</sub> hot-spot analysis for project-level conformity determinations made by the Federal Highway Administration (FHWA) or Federal Transit Administration (FTA). A PM hot-spot analysis estimates likely future localized PM<sub>2.5</sub> pollutant concentrations and compares those concentrations to the national ambient air quality standards (NAAQS) and/or no-build conditions. Such an analysis is a means of demonstrating that a transportation project meets Clean Air Act conformity requirements to support state and local air quality goals with respect to potential localized air quality impacts.

### **New Quantitative Requirements**

A quantitative analytical method is necessary due to the complex nature of PM emissions, the statistical form of each NAAQS, and temperature variability over the course of a year. The new quantitative PM hot-spot analyses will need to be based on latest planning assumptions to estimate likely future localized pollutant concentrations in comparison to the relevant PM<sub>2.5</sub> and PM<sub>10</sub> national ambient air quality standards (NAAQS) or no-build conditions. Project emissions, including emissions from vehicles, road dust, and construction, can be calculated using the most recent EMFAC emissions model, and the AERMOD and CAL3QNCR air quality models.

A PM hot-spot analysis compares air quality concentrations with the project (build scenario) to either the NAAQS or to air quality concentrations without the project (no-build scenario). A transportation project will meet conformity requirements if at each appropriate receptor:

- PM concentration of the build scenario is equal to or less than the NAAQS; or,

- PM concentration of the build scenario is equal to or less than the PM concentration of the no-build scenario.

### **MTC's Role**

MTC currently facilitates interagency consultation for PM<sub>2.5</sub> hot-spot analyses through the Air Quality Conformity Task Force, which includes staff from EPA, FHWA, FTA, Caltrans, California Air Resources Board (CARB), Association of Bay Area Governments (ABAG), Bay Area Air Quality Management District (BAAQMD), congestion management agencies (CMAs), and transit operators. MTC will be expected to provide data and technical support to project sponsors completing the quantitative PM hot-spot analysis.

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1

## Lifeline Cycle 3 Proposed Program Guidelines DRAFT



**Partnership Technical Advisory Committee**  
**December 12, 2011**

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2

## Lifeline Background and Cycle 3 Overview

- **Two Lifeline funding cycles completed, providing \$74 million for 125 projects**
- **Cycle 3 guidelines incorporate findings from the recently completed Lifeline program evaluation**
- **Cycle 3 proposes \$87 million in funding, continued mix of state and federal funds, operating and capital**
- **Call for projects to be mostly conducted by County Congestion Management Agencies, with some exceptions**

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## Proposed Changes From Cycle 2

- **Proposition 1B Transit funds to be distributed directly to large transit operators and counties using updated formula (approx \$46 million)**
  - Concurrence from CMA required
  - Transit operators encouraged to consider needs throughout their service area
  - Prop 1B would be on an expedited programming timeline, allowing additional time for STA, JARC, STP programming
- **Low-income population factors updated with 2010 Census data**
- **Federal STP funds added, in accordance with draft OneBayArea grant proposal and “Resolution 3814 payback” (approx \$9 million)**

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## Proposed Changes From Cycle 2

- **Three year funding cycle FY11-FY13; final year has some uncertainty**
- **Planning basis expanded – could be CBTPs or other substantive local planning efforts involving focused outreach to low-income populations**
- **MTC to solicit 1 or 2 mobility management projects toward development of CTSA’s using approximately \$0.7 million in available JARC funds**
- **Various administrative updates**

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## Proposed Changes From Cycle 2

- **New multi-county approach:** Applicants with multi-county projects will submit copies of their application to all of the relevant county CMAs. If the counties have different application forms, the applicant may choose one form to submit to all counties. The applicant will notify the relevant LPAs and MTC. The LPAs will work together to score and rank the project, and, if selected, to determine appropriate funding.

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## Proposed Changes From Cycle 2

- **New proposal:** MTC to set aside up to \$1 million in STA funds to continue regional means-based discount development/implementation initially proposed in Cycle 2
  - Next few slides detail background and rationale

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## Means-Based Fare Discount Background

- **\$1.5 million was proposed in Lifeline Cycle 2 (2008) for a pilot project**
- **Intent was to test and evaluate proposals from transit operators to provide means-based fare discount to low-income riders**
- **Pilot project idea was abandoned when STA funds were eliminated at start of Cycle 2**
  - When STA funds were restored, focus was on recession and maintaining or restoring transit services rather than starting new projects

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## Means-Based Fare Discount Current Situation

- **Various stakeholders calling for means-based discounts**
  - 66% (19 of 29) of completed CBTP's proposed a means-based fare project
  - Focus on youth in some areas
  - Questions emerging during Clipper roll-out
- **Several operators have their own programs, not funded through Lifeline (VTA, SFMTA, SamTrans)**

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## Means-Based Fare Discount Recommendation

- **Be proactive – develop regional framework**
- **Set aside up to \$1 million in Lifeline Cycle 3**
- **Develop regional concept (Phase 1)**
  - Identify who is eligible, costs, funding, relationship to other discounts
  - Convene regional TAC for scope development and oversight
- **Depending on Phase 1 results, begin implementation activities**

## Proposed Third Cycle Funding

**Table A – Lifeline Transportation Program  
Third Cycle Funding  
FY2010-11 through FY2012-13**

Fund Source	FY2011 Actual	FY2012 Estimate	FY2013 Estimate	Total
STA <sup>1</sup>	(Programmed in Cycle 2)	\$ 11,673,561	\$ 11,907,032	\$ 23,580,593
Prop 1B <sup>2</sup>	\$ 46,519,967	-	-	\$ 46,519,967
JARC <sup>3</sup>	\$ 2,562,648	\$ 2,562,648	\$ 2,562,648	\$ 7,687,944
STP <sup>4</sup>	\$ -	\$ -	\$ 8,971,587	\$ 8,971,587
<b>Total</b>	<b>\$ 49,082,615</b>	<b>\$ 14,236,209</b>	<b>\$ 23,441,267</b>	<b>\$ 86,760,091</b>

**Notes:**

(1) FY2011 STA Funds were programmed in Cycle 2. The FY2011-12 STA Estimates reflect the \$413.2 million in the FY2011-12 State Budget. The FY2012-13 STA estimates assume 2% growth.

(2) FY2011 Prop 1B appropriations represent three years of funding.

(3) Consistent with federal JARC guidance, MTC may set aside five percent of the region's FY11, FY12 and FY13 apportionment to fund administration, planning and technical assistance.

(4) STP funds are available to the Lifeline Program starting in FY13, as part of MTC's "Resolution 3814 payback" being implemented in the 2nd cycle STP/CMAQ program (proposed One Bay Area Grants).

11/17/2011

# Proposed Third Cycle Funding

**Table B – Estimated Funding Target by Fund Source per County**

County & Share of Regional Low Income Population	FY2011		FY2012		FY2013			Total
	STA <sup>1</sup>	JARC <sup>2</sup>	STA	JARC <sup>2</sup>	STA	JARC <sup>2</sup>	STP <sup>3</sup>	
Alameda 23.7%		685,806	2,653,456	685,806	2,708,899	685,806	2,130,539	9,550,312
Contra Costa 13.4%		387,331	1,498,625	387,331	1,529,939	387,331	1,203,291	5,393,849
Marin 2.6%		75,235	291,094	75,235	297,176	75,235	233,728	1,047,704
Napa 2.2%		-	245,095	-	250,216	-	196,794	692,105
San Francisco 13.1%		378,258	1,463,520	378,258	1,494,100	378,258	1,175,104	5,267,499
San Mateo 7.6%		218,838	846,709	218,838	864,401	218,838	679,848	3,047,472
Santa Clara 23.7%		561,175	2,650,265	561,175	2,705,643	561,175	2,127,977	9,167,409
Solano 5.8%		-	649,332	-	662,900	-	521,368	1,833,601
Sonoma 7.9%		127,873	875,465	127,873	893,757	127,873	702,937	2,855,777
MTC - Means-Based Discount Project		-	500,000	-	500,000	-	-	1,000,000
MTC - Admin. Planning, Technical Assistance <sup>2</sup>		128,132	-	128,132	-	128,132	-	384,397
<b>Total 100.0%</b>		<b>2,562,648</b>	<b>11,673,561</b>	<b>2,562,648</b>	<b>11,907,032</b>	<b>2,562,648</b>	<b>8,971,587</b>	<b>40,240,123</b>

(1) FY2011 STA Funds were programmed in Cycle 2  
 (2) Consistent with federal JARC guidance, MTC will set aside five percent of the region's FY11, FY12 and FY13 apportionment to fund administration, planning and technical assistance  
 (3) STP funds are available to the Lifeline Program starting in FY13, as part of MTC's "Resolution 3814 payback" being implemented in the 2nd cycle STP/CMAQ program (proposed One Bay Area Grants).

11/17/2011

# Proposed Third Cycle Funding

**Table C – Estimated Funding Target for Proposition 1B Transit Funds per Transit Operator and County**

Transit Operator & Hybrid Formula (Share of Regional Low Income Ridership & Share of Regional Low Income Population) <sup>2</sup>		Prop 1B <sup>1</sup>			Total
		FY2011	FY2012	FY2013	
AC Transit 18.1%		8,403,487	-	-	8,403,487
BART 17.6%		8,173,010	-	-	8,173,010
County Connection (CCCTA) 1.0%		484,534	-	-	484,534
Golden Gate Transit/Marin Transit 3.2%		1,477,729	-	-	1,477,729
Wheels (LAVTA) 0.5%		240,910	-	-	240,910
Muni (SFMTA) 25.2%		11,723,430	-	-	11,723,430
SamTrans 4.9%		2,272,697	-	-	2,272,697
Tri Delta Transit (ECCTA) 0.7%		327,019	-	-	327,019
VINE (NCTPA) 1.3%		597,647	-	-	597,647
VTA 19.7%		9,186,049	-	-	9,186,049
WestCat (WCCTA) 0.3%		147,335	-	-	147,335
Solano County Operators 3.3%		1,547,328	-	-	1,547,328
Sonoma County Operators 4.2%		1,938,791	-	-	1,938,791
<b>Total 100.0%</b>		<b>46,519,967</b>	<b>-</b>	<b>-</b>	<b>46,519,967</b>

(1) FY2011 Prop 1B appropriations represent three years of funding.  
 (2) Only transit operators who have previously received Proposition 1B funds are included in the formula distribution

11/17/2011

## Funding Issues/Notes

- **STA FY12 Q1 showing significant decline – MTC confirming numbers with State Department of Finance**
- **Prop 1B Bond – cash timing remains uncertain**
- **Reauthorization proposals continue to include JARC**

## Proposed Schedule

Program	Action	Date
JARC/STA/STP	MTC issues guidelines to counties	December 21, 2011
Prop 1B	Transit operators submit draft project lists to CMAs	February 15, 2012
Prop 1B	Allocation requests due to MTC	April 11, 2012
<b>Prop 1B</b>	<b>Commission approval of Prop 1B projects</b>	<b>May 23, 2012</b>
Prop 1B	MTC submits FY11 request to Caltrans	June 1, 2012
Prop 1B	MTC & transit operators submit TIP amendments	End of April – Deadline TBD
JARC/STA/STP	Board-approved programs due to MTC from CMAs	May 15, 2012
JARC/STA/STP	MTC and transit operators submit TIP Amendments	June/July 2012 – Deadline TBD
<b>JARC/STA/STP</b>	<b>Commission approval of Program of Projects</b>	<b>June 27, 2012</b>
STA	Operators can file claims for FY12 and FY13	After Commission Approval
JARC	MTC and transit operators submit FTA grants with FY11 and FY12 JARC projects	November/December 2012 (following TIP approval)
JARC	FY11 and FY12 JARC-funded project sponsors enter into funding agreements	January/February 2013 (following FTA grant approval)
JARC/STP	MTC confirms availability of FY13 funds; MTC and transit operators submit TIP Amendments for FY13 projects	Winter/Spring 2013 (est.)
JARC/STP	MTC and transit operators submit FTA grant with FY13 projects	Spring/Summer 2013 (following TIP approval)
JARC/STP	FY13 project sponsors enter into funding agreements	Summer/Fall 2013 (following FTA grant approval)

## Next Steps

- **Program Guidelines – Approval Process**
  - 12/14: Programming & Allocations Committee
  - 12/21: Commission Approval



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*Memorandum*

TO: Partnership Technical Advisory Committee

DATE: December 5, 2011

FR: Dave Vautin, Sean Co and Lisa Klein

W.I. 1114

RE: Plan Bay Area Project Performance Assessment – Draft Results

Over the past several months, MTC staff has undertaken a project performance assessment in conjunction with Plan Bay Area. The results will help inform the Commission's discussion of trade-offs in developing a draft investment program in early 2012.

Staff released the draft project performance results at the November 4 Planning Committee. Please refer to the attached Planning Committee materials, which include a memorandum describing the analysis methodology and summary tables reflecting the project-level results.

Attachments:

- i. Project Assessment Planning Committee Memo
- ii. Project Assessment Planning Committee Presentation
- iii. Project Assessment Planning Committee Handouts

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## *Memorandum*

TO: Planning Committee

DATE: October 28, 2011

FR: Executive Director

RE: Plan Bay Area: Project Performance Assessment – Draft Results

Over the past several months, MTC staff has undertaken a project performance assessment to help inform the Commission's discussion of trade-offs in developing a draft program of transportation investments for Plan Bay Area in early 2012. This memo describes the analytical approach. Staff will present the draft results at your meeting on November 4. Staff is conducting a technical review of the performance data with transit operators, Congestion Management Agencies (CMAs), and an ad hoc technical advisory committee (Attachment 1).

### **Background**

All non-committed projects, as defined by the Commission in its Committed Funds and Projects Policy for Plan Bay Area (Resolution No. 4006) adopted in April 2011, are subject to the performance assessment. Our intent is to assess the degree to which potential transportation projects and programs: (1) advance the ten performance targets adopted by MTC and ABAG in January 2011 (Resolution No. 3987) and (2) are cost-effective. The performance assessment allows comparison of projects on a consistent qualitative and quantitative basis to the extent possible and practical. The Commission ultimately will use its policy discretion along with the performance results to determine which projects and programs are included in the Plan Bay Area investment strategy.

### **Project Assessment Approach**

MTC staff issued a "call for projects" in February, 2011 and received submittals for approximately 900 projects with a total cost of \$180 billion (in 2013\$). Of this total, approximately 180 larger projects (those with cost greater than \$50 million) worth a total cost of \$170 billion were selected for individual assessment. The remaining 700-plus smaller projects were grouped by type. MTC staff based the performance assessment on project definitions and cost estimates provided by project sponsors through the call for projects and follow-up discussion with sponsors, as needed.

Attachment 1 compares the approach used for Transportation 2035 and for Plan Bay Area. In both cases, the performance assessment includes two primary components, target achievement and benefit-cost ratio. The methodologies and criteria for both components were developed with input from the ad hoc technical advisory committee.

1. **Targets Assessment:** MTC conducted a qualitative targets assessment for all projects, either individually, for the 180 larger projects, or by type, for the remaining projects. The

assessment considers the degree to which projects support or have an adverse impact on the ten adopted Plan Bay Area Targets, which are all weighted equally. **Attachment 3** describes the Targets Assessment methodology and criteria in more detail.

2. **Benefit-Cost:** Similar to the methodology used in Transportation 2035, MTC calculated quantitative benefit-cost ratios (B/Cs) for approximately 90 of the larger transit and roadway expansion and operations projects, and regional programs (e.g., maintenance funding and Transportation for Livable Communities). The benefit-cost calculation monetizes project impacts on travel time, emissions, collisions, health costs due to level of physical activity, noise and out-of-pocket user costs. See **Attachment 4** for details on the benefit-cost methodology. The analysis results will categorize projects, such as “High” (B/C > 10), “Medium” (B/C between 1 and 9), and “Low” (B/C < 1).

### Policy Considerations

The project performance results are intended to help the Commission identify projects that will be included in the adopted RTP long-range investment strategy. The evaluation identifies outliers at both ends of the spectrum. Some projects will be especially high-performing and cost-effective and as such should be strong candidates for inclusion in Plan Bay Area. The assessment will also identify “lower-scoring” projects, which for various policy reasons deemed important by the Commission, might still be worthy candidates for Plan Bay Area.

### Next Steps

Following release of the draft analysis results at your November 4 meeting, staff will discuss the outcomes with several committees through the rest of the month and into early December:

- Plan Bay Area Equity Working Group – November 9
- MTC Policy Advisory Council – November 9
- Partnership Technical Advisory Committee – December 5

Should this process generate substantial comments or revisions, staff will report back to the Planning Committee at your December meeting. Additional milestones include:

- Release Scenario Assessment Results – December 2011
- Conduct Public Outreach – January 2012
- Discuss Infrastructure Needs and Investment Trade-Offs – October 2011 – February 2012
- Identify Preferred Scenario (includes Preliminary Investment Strategy) – February 2012
- Release Preferred Scenario Assessment Results – March 2012
- Approve Preferred Scenario (includes Proposed Investment Strategy) – May 2012

  
\_\_\_\_\_  
Steve Heminger

### Attachments

- Attachment 1: Overview of Plan Bay Area Transportation Project Performance Assessment
- Attachment 2: Participants in Ad Hoc Project Performance Technical Advisory Committee
- Attachment 3: Targets Assessment Methodology
- Attachment 4: Benefit Cost Assessment Methodology

### Attachment 1: Overview of Plan Bay Area Transportation Project Performance Assessment

	Plan Bay Area	Transportation 2035
<b>Subject to Assessment</b>	All uncommitted projects and regional programs	All uncommitted projects and regional programs
<b>Individual Assessment</b>  <b>Larger Projects (&gt;\$50 M in costs or regional impacts)</b>	<p><i>Note: many projects were considered "committed" in T-2035 are considered "uncommitted" in Plan Bay Area, resulting in more projects subject to individual analysis</i></p> <p><u>Targets Assessment</u> (all larger projects, 160 total)</p> <ul style="list-style-type: none"> <li>Evaluate support for adopted targets qualitatively through criteria-based evaluation. Where available, quantitative results from the B/C analysis inform this assessment.</li> </ul> <p><u>Benefit/Cost Assessment</u> (80 projects)</p> <ul style="list-style-type: none"> <li>MTC model analysis, combined with off-model analysis where applicable</li> </ul> <p>B/C ratio in 2035 including</p> <ul style="list-style-type: none"> <li>Travel time (with adjustments to valuation of nonrecurring delay)</li> <li>Emissions (CO<sub>2</sub>, PM<sub>2.5</sub>, PM<sub>10</sub>, ROG, NO<sub>x</sub>)</li> <li>Health costs associated with changes in active transportation levels</li> <li>Collisions (injuries, fatalities, or property damage only)</li> <li>Direct user costs (vehicle operating/ownership)</li> <li>Noise</li> </ul> <ul style="list-style-type: none"> <li>Determine level of confidence in the B/C results for each project (also known as the "inclusiveness analysis") <ul style="list-style-type: none"> <li>Degree to which major benefits are captured</li> <li>Degree to which benefits accrue early or late</li> </ul> </li> </ul> <p><b>Other</b></p> <ul style="list-style-type: none"> <li>Identify projects located in PDAs and in Communities of Concern</li> </ul>	<p><u>Qualitative Goals Assessment</u></p> <ul style="list-style-type: none"> <li>Based on project type (see below)</li> </ul> <p><u>Benefit/Cost Assessment</u> (60 projects)</p> <ul style="list-style-type: none"> <li>MTC model analysis, with off model analysis for regional programs</li> </ul> <ol style="list-style-type: none"> <li>B/C ratio in 2035 including <ul style="list-style-type: none"> <li>Delay</li> <li>Emissions (CO<sub>2</sub> and PM<sub>10</sub> and PM<sub>2.5</sub>)</li> <li>Collisions (injuries &amp; fatalities)</li> <li>Direct user costs (vehicle operating/ownership)</li> </ul> </li> <li>Cost per reduction on CO<sub>2</sub></li> <li>Cost per reduction in VMT</li> <li>Cost per low-income household served by new transit</li> </ol> <p>Goals not reflected in B/C are captured through the qualitative assessment</p>
<b>Project Type</b>  <b>Smaller Projects (&lt;\$50 M in costs or localized impacts)</b>	<p><u>Targets Assessment</u> (700 projects)</p> <ul style="list-style-type: none"> <li>Projects grouped into 9 categories by type</li> <li>Evaluate support for adopted targets by project type</li> </ul>	<p><u>Qualitative Goals Assessment</u> (all projects, 700+)</p> <ul style="list-style-type: none"> <li>Projects grouped into 13 categories by types</li> <li>Evaluate support for T-2035 goals by type</li> </ul>

**Attachment 2: Participants in  
Ad Hoc Project Performance Technical Advisory Committee**

First Name	Last Name	Organization
<b>Transit Operators</b>		
Val	Menotti	BART
Joanne	Parker	SMART
<b>Congestion Management Agencies</b>		
Liz	Brisson	San Francisco County Transportation Authority
Matt	Kelly	Contra Costa Transportation Authority
Bob	Macaulay	Solano Transportation Authority
Joseph	Kott	C/CAG of San Mateo County
<b>Local Government</b>		
Janet	Abelson	City of El Cerrito
April	Wooden	Suisan City
Lori	Macnab	City of Santa Rosa
<b>MTC Policy Advisory Council/ABAG Regional Planning Committee</b>		
Randi	Kinman	MTC Policy Advisory Council
Bena	Chang	MTC Policy Advisory Council / Silicon Valley Leadership Group
Cathleen	Baker	MTC Policy Advisory Council / County of San Mateo
Egon	Terplan	MTC Policy Advisory Council/ ABAG RPC/ San Francisco Planning and Urban Research Association
John	Holtzclaw	ABAG RPC/ Sierra Club
Stuart	Cohen	ABAG RPC/ TransForm
<b>Regional/State Agencies</b>		
Dave	Burch	BAAQMD
Neil	Maizlish	California Department of Public Health
Marisa	Raya	ABAG
Beth	Thomas	Caltrans

This ad hoc committee was designed to have representation from a variety of stakeholder groups while maintaining a manageable size for technical discussions. Our goal was to have representation as follows:

- 5 representatives of transportation agencies from PTAC (at least 2 transit and 2 CMAs)
- 4 representatives of local government
- 3 members of MTC's Policy Advisory Council
- 3 representatives of non-governmental advocacy groups represented on ABAG's Regional Policy Committee

### Attachment 3: Targets Assessment Methodology

The targets assessment considers the extent to which projects and programs support the ten Plan Bay Area targets adopted by the Commission. Attachment 3-A lists the criteria used to rate the projects for each of the targets. These targets were developed with input from the Partnership Advisory Technical Group, the Regional Advisory Working Group and the ad hoc Project Performance Technical Advisory Committee.

MTC staff measured support for each of the ten adopted targets on a five-point scale:

- strong support (1)
- moderate support (0.5)
- minimal impact (0)
- moderate adverse impact (-0.5)
- strong adverse impact (-1)

MTC staff summarized the targets assessment by combining the scores for all the targets into an overall “target score” while also noting subtotals for targets supported and targets where the impact is adverse. Each of the ten targets counts equally toward the total since the Commission has not assigned relative weights. Target 3, which related to particulate matter emissions, comprises three sub-elements but counts as a single target in this assessment. Likewise, Target 9, which calls for improving/increasing non-auto travel and decreasing VMT, has two sub-elements and counts as a single target in this analysis.

We originally intended to use quantitative output from the travel demand model where available from the benefit cost assessment. However, we found it challenging to integrate the quantitative model results, which are available for only some projects and targets, with qualitative assessment criteria. In the end, we applied the qualitative criteria in Attachment 1 to all projects.

MTC conducted the targets assessment for all uncommitted projects. We looked at about 180 larger projects (costs greater than \$50 million) on an individual basis; this total includes the 90 projects subject to benefit cost assessment plus 90 additional large projects that could not be represented in the regional travel demand model. For projects assessed on an individual basis, we considered particulars such as geography, which is important for targets such as Housing, Open Space/Agricultural Preservation, and Economic Vitality.

#### Smaller Project Assessment

We grouped the remaining 700 smaller projects into nine types based on mode and project purpose/function (e.g., expansion, operations, safety, etc.). These groupings capture many important distinctions relative to the targets but do not allow us to consider geography. A complete list of the 700 small projects sorted by type can be provided upon request.

Example projects were selected for each project category and were scored with numeric values to assess the impact on Plan Bay Area targets using the criteria in Attachment 3A. These representative projects served as the benchmark for each project category.

Priority Development Areas and Communities of Concern

While not explicitly addressed in the targets assessment, the relationship of projects to Priority Development Areas (PDAs) and Communities of Concern (CoCs) is clearly of interest. To inform the trade-off discussion, MTC staff will identify whether projects are located in PDAs and CoCs. Projects that are located in one of these areas and have strong support for the targets can generally be considered supportive of the PDA or CoC.

**Appendix 3-A: Targets Assessment Criteria**

	<b>Adopted Targets</b>		<b>Qualitative Assessment Criteria</b>	
<b>Outcome/ Goals</b>	<i>(all targets are for year 2035 compared to year 2005 base)</i>		<i>Project Support</i>	<i>Adverse Impact</i>
Climate Protection	<b>1</b>	Reduce per-capita CO <sub>2</sub> emissions from cars and light-duty trucks by 15%	<ul style="list-style-type: none"> <li>• Advances clean fuels and/or vehicles beyond CARB targets</li> <li>• Provides an alternative to driving alone</li> <li>• Provides a VMT reduction</li> </ul>	<ul style="list-style-type: none"> <li>• Results in increased VMT</li> </ul>
Adequate Housing	<b>2</b>	House 100% of the region’s projected 25-year growth by income level without displacing current low-income residents	<ul style="list-style-type: none"> <li>• Provides accessibility to and from areas with planned housing growth</li> <li>• Amount of planned housing growth in areas served</li> <li>• Amount of planned affordable housing (meets 2 strong, 1 medium)                             <ul style="list-style-type: none"> <li>○ Jurisdiction has an HCD-certified housing element</li> <li>○ Jurisdictions that permitted better than regional average for percentage of allocated very low and low income units</li> </ul> </li> </ul>	
Healthy and Safe Communities	<b>3</b>	Reduce premature deaths from exposure to PM <sub>2.5</sub> by 10%	<ul style="list-style-type: none"> <li>• Provides a VMT reduction</li> <li>• Increases walk/bike trips</li> <li>• Increases transit trips</li> </ul>	<ul style="list-style-type: none"> <li>• Results in increased VMT</li> </ul>
		Reduce premature deaths from exposure to PM <sub>10</sub> by 30%	<ul style="list-style-type: none"> <li>• Provides a VMT reduction</li> <li>• Increases walk/bike trips</li> <li>• Increases transit trips</li> </ul>	<ul style="list-style-type: none"> <li>• Results in increased VMT</li> </ul>
		Achieve greater reductions of PM in CARE communities	<ul style="list-style-type: none"> <li>• Strong reduction in CARE community</li> <li>• Moderate reduction in CARE community</li> <li>• No reduction in CARE community</li> </ul>	<ul style="list-style-type: none"> <li>• Increases PM or VMT in CARE communities</li> </ul>
	<b>4</b>	Reduce by 50% the number of injuries and fatalities from all collisions	<ul style="list-style-type: none"> <li>• Implements safety improvements (for all modes)</li> <li>• Reduces VMT</li> <li>• Enhances safety or security for transit passengers</li> </ul>	<ul style="list-style-type: none"> <li>• Results in increased VMT</li> </ul>
	<b>5</b>	Increase the average daily time walking and biking per person	<ul style="list-style-type: none"> <li>• Provides infrastructure to enhance bicycle and pedestrian trips</li> </ul>	<ul style="list-style-type: none"> <li>• Encourages auto trips</li> </ul>

Outcome/ Goals	Adopted Targets		Qualitative Assessment Criteria	
	<i>(all targets are for year 2035 compared to year 2005 base)</i>		<i>Project Support</i>	<i>Adverse Impact</i>
		for transportation by 60%	<ul style="list-style-type: none"> <li>Increases walk and bike trips to transit</li> </ul>	
Open Space and Agricultural Preservation	6	Direct all non-agricultural development within the urban footprint (existing urban development and urban growth boundaries)	<ul style="list-style-type: none"> <li>Project would NOT consume areas of open space</li> <li>Project would NOT consume areas of agricultural land</li> <li>Improves freeway, arterial or rail access to agricultural lands</li> </ul>	<ul style="list-style-type: none"> <li>Project would consume areas of open space/ agricultural land</li> </ul>
Equitable Access	7	Decrease by 10% the share of low-income and lower middle income residents' household income consumed by transportation and housing	<ul style="list-style-type: none"> <li>Provides low-cost transportation options for low income households</li> <li>Reduces household auto ownership costs/transportation costs for low income households</li> <li>Promotes development of affordable housing across community types</li> </ul>	<ul style="list-style-type: none"> <li>Increases transportation or housing costs for low income households</li> </ul>
Economic Vitality	8	Increase gross regional product (GRP) by 90%	<ul style="list-style-type: none"> <li>Improves operations to/from ports or in truck corridors</li> <li>Improves access to/from employment centers and areas (all modes)</li> </ul>	<ul style="list-style-type: none"> <li>Decreases access to port, truck or employment centers</li> </ul>
	9a	Decrease average per-trip travel time by 10% for non-auto modes	<ul style="list-style-type: none"> <li>Improved transit service headways</li> <li>More direct active transportation routes</li> <li>Reduces transit travel times</li> </ul>	<ul style="list-style-type: none"> <li>Increases transit service headways</li> </ul>

Transportation  
 System  
 Effectiveness

	Adopted Targets		Qualitative Assessment Criteria	
Outcome/ Goals	<i>(all targets are for year 2035 compared to year 2005 base)</i>		Project Support	Adverse Impact
	9b	Decrease auto vehicle miles traveled per capita by 10%	<ul style="list-style-type: none"> <li>Provides alternatives to the single occupant auto</li> <li>Reduces household vehicle ownership</li> </ul>	<ul style="list-style-type: none"> <li>Increases need of use of single occupant auto</li> </ul>
	10	Maintain the system in a state of good repair <ul style="list-style-type: none"> <li>Increase local roadway pavement condition index (PCI) to 75 or better</li> <li>Decrease distressed lane-miles on the state highways to less than 10% of the system</li> <li>Reduce average transit asset age to 50% of useful life</li> </ul>	<ul style="list-style-type: none"> <li>Improve roadway surface condition</li> <li>Project will replace or extend the life of bus, rail or ferry assets</li> </ul>	

**General Application Rules**

- In the individual project assessments (for projects with cost > \$50 million), efforts were made to account for project scale so that transit projects likely to attract more riders received more credit for reducing VMT, collisions, emissions, etc.
- Roadway projects that include transit & ridesharing improvements were given credit in the rating
- Due to their smaller scale, highway auxiliary lanes and other operations projects were considered less adverse than highway expansion for targets assessed base on changes in VMT.

### Attachment 4: Benefit-Cost Assessment Methodology

MTC calculated benefit cost ratios for approximately 90 higher-cost projects with regionally significant impacts based on project definitions and cost estimates provided by projects sponsors. Impacts and costs reflected in the benefit cost ratio are listed below. The calculation, which is based on best practices for benefit-cost assessment, captures many of the factors reflected in the adopted targets.

Project Impacts	Project Costs
<ul style="list-style-type: none"> <li>• travel time</li> <li>• emissions</li> <li>• collisions</li> <li>• out-of-pocket user costs (including parking, auto ownership, and auto operating costs)</li> <li>• health costs due to level of physical activity</li> <li>• noise</li> </ul>	<ul style="list-style-type: none"> <li>• Capital cost</li> <li>• Net operating and maintenance cost</li> </ul>

The benefit-cost ratio compares annual benefits in year 2035 with annualized cost. For most projects, MTC used the regional travel demand model to estimate project impacts in year 2035. For regional programs such as TLC, Lifeline, and the Regional Bike Network, MTC estimated impacts using sketch planning approaches similar to those used in Transportation 2035. Larger locally sponsored projects that cannot be represented in the regional travel demand model were not subject to the benefit-cost analysis but are still evaluated on an individual basis in the target assessment. **Attachment 4-A** includes a discussion of the criteria MTC staff used to determine which larger projects could be assessed using the regional travel demand model. In general, this group includes projects with cost greater than \$50 million (in 2013 dollars) that expand or significantly enhance transit services, freeways, state highways or local roads. The methodologies used to estimate benefits (using the travel demand model) and costs are described in **Attachment 4-B**.

The benefit-cost calculation monetizes project impacts on travel time, emissions, collisions, health costs due to level of physical activity, noise, and out-of-pocket user costs. These benefits are expressed in monetary terms. For example, the monetary value of travel time is tied to the average regional wage rate; similarly, the monetary value of particulate matter emissions reflects the costs associated with the known health impacts. MTC conducted research into current best practices for valuing project impacts; this information was reviewed with the ad hoc Project Performance Technical Advisory Committee prior to embarking on the analysis. The basis for valuing each benefit is described in **Attachment 4-C**.

In reviewing the benefit cost methodology, it is important to recognize the intent is to identify outliers and make broad comparisons. Projects will be grouped in benefit-cost ranges such as **High** (B/C ratio > 10), **Medium** (B/C ratio between 1 and 9), and **Low** (B/C ratio < 1).

In an effort to provide a more robust analysis, MTC staff will conduct sensitivity testing of the benefit cost assumptions. We also will develop a “confidence rating” as described below.

Sensitivity testing – We are conducting sensitivity tests to validate the robustness of our results. We principally aim to understand if certain assumptions fundamentally change the position of projects among the benefit-cost ranges. Sensitivity tests may include:

- Testing of travel time valuation
  - Value non-recurring delay reduction at three times the value of travel time
  - Only consider delay reduction for auto modes + transit travel time savings (similar to Transportation 2035)
- Testing of CO<sub>2</sub> valuation
  - Value CO<sub>2</sub> at significantly higher level (based on recent GHG valuation studies from the U.K.)
- Testing of collision valuations
  - Value collisions using USDOT valuations (these valuations are slightly higher than the Cal B/C values used in the analysis)
- Testing of noise valuation
  - Value noise levels to better capture health impacts (based on pending discussions with SFDPH staff)

Confidence rating – We see value in identifying the strengths and shortcomings of the benefit-cost assessment. As discussed in the spring, we plan on identifying our level of confidence with each of the benefit-cost ratios and indicating whether or not each project’s B/C ratio has been under- or over-estimated. Three primary criteria will be used to develop this rating:

- **Modeling Accuracy**
  - Has MTC’s model (known as Travel Model One) been successful at modeling similar types of projects, or does the model have limitations in understanding a particular type of travel behavior?
  - Does the “mode choice” modeling approach under- or over-estimate the number of trips affected by a particular project?
- **Framework Completeness**
  - Does the model capture all of the primary benefits of the project?
  - Are we capturing real-world limitations (e.g. system capacity issues)?
- **Timeframe Inclusiveness**
  - Is the project an “early winner” (i.e. can be implemented quickly and provides key benefits in the short term)?
  - Is the project a “late bloomer” (i.e. benefits will not be realized until the final years of the planning horizon)?

### **Attachment 4-A: Projects Subject to Benefit-Cost Analysis**

MTC staff selected projects from among projects submitted in response to the 2011 Call for Projects. Staff selected from projects submitted both as “New Commitments” (i.e. financially constrained) and as “Vision” projects, based on the following guidelines:

1. Committed projects and programs as defined by Commission action in April 2011 (MTC Resolution No. 4006) are not subject to project evaluation (benefit-cost or targets assessment).
2. MTC staff selected approximately 90 uncommitted transit and roadway projects for benefit-cost assessment based on a combination of cost and functional criteria. Projects with total costs greater than \$50 million (2013\$) were candidates for analysis. In addition, it was necessary that projects’ impacts could be captured in the regional travel demand model. Examples include:
  - New/enhanced transit service, including transit priority measures
  - Freeway-to-freeway interchanges
  - Freeway widenings, including HOV lanes & auxiliary lanes, generally more than 5 miles
  - State highway widenings and major arterial connectors/reliever route improvements, generally more than 5 miles

A few projects that cost less than \$50 million were selected if they had area-wide impacts. Examples include the Grand-MacArthur BRT and the Alameda-Oakland BRT.

In some cases, multiple project phases submitted as individual projects were grouped together for project evaluation. Examples include the SR-4 Bypass widening and SMART’s “Phase 2” projects.

3. Due to technology and resource limitations, some transit and roadway improvements costing more than \$50 million were not evaluated. These include projects considered to have localized impacts and other projects ill-suited for our analysis tools. Examples include:
  - Arterial or intersection improvements
  - Freeway-to freeway interchanges that do not include mainline widening
  - Local interchanges
  - Transit center improvements & parking expansion
  - Core transit capacity improvements, which do not result in more frequent service, though they may impact carrying capacity
  - Grade separations
  - Freight improvements
4. Regional Programs that are not “committed” under Commission policy are also subject to the benefit-cost assessment: Local Streets and Roads Maintenance & Transit Capital Need programs; New Freedom Program & Lifeline; Climate Initiative Program; Transportation for Livable Communities; Regional Bikeway Network; Freeway Performance Initiative; and emissions reduction programs (Electric Vehicle Solar Installation, Truck and Motorcycle Retirement, Heavy Duty Truck Replacement)

## **Attachment 4-B: Modeling Approach & Approach to Costs**

### Modeling Approach to Estimate Benefits

For approximately 80 of the 90 projects, impacts (e.g., changes in travel time, emissions, and out-of-pocket costs) were estimated using the regional travel demand model. Each project was coded as its own “Build” scenario and compared to a “No Build”, which included only those projects “committed” as per Commission policy. Both the Build and No Build reflect the land use assumptions in ABAG’s Current Regional Plans scenario. MTC’s Travel Model One was used for the analysis. The travel model estimates daily impacts by projecting travel conditions during five time periods over a 24-hour day. MTC multiplied the daily impacts by a factor of 300 to estimate annual impacts.

For nine regional programs, MTC staff employed off-model analysis, based on available research, to estimate benefits, using approaches similar to those used in Transportation 2035.

These projects include:

- Transportation for Livable Communities
- Lifeline
- Climate Initiatives Program
- Regional Bikeway Network
- Local Streets and Roads Maintenance
- Transit Capital Need
- New Freedom
- Emissions reduction programs (Electric Vehicle Solar Installation, Truck and Motorcycle Retirement, Heavy Duty Truck Replacement)
- Selected elements of the Freeway Performance Initiative (incident management, emergency preparedness and 511 Ridershare)

### Cost Approach

All measures are calculated based on annualized benefits in year 2035 and annualized total costs. Both benefits and costs are expressed in 2013 dollars.

Annualized total costs are capital costs divided by the expected life of the capital investment (as shown in the table below) plus one year of net operating and maintenance costs in 2035. The total project cost, as opposed to the discretionary funding request, was used as the basis for the benefit-cost calculation. Project sponsors provided capital cost estimates. Where annual operating and maintenance cost estimates were provided, they were used. Where sponsors did not provide estimates (all cases were roadway projects), MTC staff estimated them using average per-mile road maintenance costs.

<b>Project Lifecycle Assumptions by Project Type</b>	<b>Expected Useful Life of Improvement (in years)</b>
Local Bus (1)	<b>14</b>
Over-the-Road Bus (1)	<b>18</b>
BRT Systems (2)	<b>20</b>
Rail Project - if majority of costs are new tunnels and/or stations (3)	<b>80</b>

<b>Project Lifecycle Assumptions by Project Type</b>	<b>Expected Useful Life of Improvement (in years)</b>
Rail Project – all others (4)	<b>30</b>
Ferry (1)	<b>30 to 50</b>
Technology/Operations Components (5)	<b>20</b>
Roadway (6)	<b>20</b>

Sources:

- (1) Reflects with MTC’s Transit Capital Priorities Process and Criteria (MTC Resolution No. 3908). For ferry projects: (1) Water Emergency Transportation Authority (WETA) has asked MTC to use a useful life of 50 years for ferry boats; the longer lifecycle is further appropriate because WETA projects include costs for constructing new terminals; (2) the useful life for other operators’ ferries is assumed to be 30 years.
- (2) Reflects that BRT system costs typically reflect considerable roadway improvements.
- (3) Reflects FTA New Starts Guidelines, which estimates a useful life of 125 years for tunnels and underground stations and 50 to 70 years for other stations. An average of 80 years was used to reflect that a portion of costs are for vehicles, track and systems, which typically have a useful life of 20 to 30 years.
- (4) Reflects MTC’s Transit Capital Priorities Process and Criteria (MTC Resolution No. 3908), which assumes a 25-year replacement cycle for light rail vehicles, heavy rail vehicles and locomotives, in conjunction with FTA’s New Starts Guidelines, which suggest a 20 to 35 year lifecycle for guideway and track.
- (5) Caltrans Transportation System Management Inventory (December 2003) gives lifecycles for various TOS field elements ranging from 10 to 35 years. Video cameras (10 years), communications hubs (10 years) and HAR elements (15 years); fiber optics (35 years), CMS (25 years) and metering equipment (25 years) are at the high end. 20 year is used as a middle-of-the-road number.
- (6) Reflects guidance in Caltrans’ Life-Cycle Cost Analysis Procedures Manual (November 2007), which suggests pavement may have a useful life of 10, 20 or 40 years depending on the type of pavement and project. 20 year was assumed as a mid-point.

### Attachment 4-C: Benefit Valuation

Benefit	Plan Bay Area Valuation (\$2013)	What does this valuation include?
<b>In-Vehicle Travel Time (Auto and Transit) per Person Hour of Travel</b>	<b>\$16.03</b>	<p>This valuation is set equal to one-half of the mean regional wage rate (\$32.06). The valuation represents the discomfort to travelers of enduring transportation-related delay and the loss in regional productivity for on-the-clock travelers &amp; commuters.</p> <p><i>Sources: Caltrans Cal B-C Model; Bureau of Labor Statistics National Compensation Survey, 2011</i></p>
<b>Out-of-Vehicle Travel Time (Transit) per Person Hour of Travel</b>	<b>\$35.27</b>	<p>This valuation is set equal to 2.2 times the valuation of in-vehicle transit time. The valuation represents the additional discomfort to travelers of experiencing uncertainty of transit arrival time, exposure to inclement weather conditions, and exposure to safety risks.</p> <p><i>Source: FHWA Surface Transportation Economic Analysis Model (STEAM)</i></p>
<b>In-vehicle Travel Time (Freight/ Trucks) per Vehicle Hour of Travel</b>	<b>\$26.24</b>	<p>The valuation is set equal to the average wage rate for a Bay Area employee in the Transportation – Truck Driver (average of heavy and light) occupation sector (\$23.83/hour), plus the average hourly carrying value of cargo (\$2.41/hour).</p> <p><i>Sources: FHWA Highway Economic Requirements System; Bureau of Labor Statistics National Compensation Survey, 2011</i></p>
<b>Travel Time Reliability per Person Hour (Auto) or per Vehicle Hour (Truck) of Non-recurring Delay</b>	<b>\$16.03 [Auto] \$26.24 [Truck]</b>	<p>The valuation represents the additional traveler frustration and loss of regional productivity of experiencing non-expected incident related travel delays. The value is set equal to the value of in-vehicle travel time for autos and trucks.</p> <p><i>Source: SHRP2 L05 Project – "Incorporating Reliability Performance Measures into the Transportation Planning and Programming Processes"</i></p>
<b>Fatality Collisions (valuation per fatality)</b>	<b>\$4,590,000</b>	<p>The valuation includes the internal costs to a fatality collision victim (and their family) resulting from the loss of life, as well as the external societal costs. The valuation represents:</p> <ul style="list-style-type: none"> <li>• Loss of life for the victims</li> <li>• Medical costs incurred in attempts to revive victims</li> <li>• Loss of enjoyment of family member to other members of the family</li> <li>• Loss of productivity to the family unit (e.g. loss of earnings)</li> <li>• Loss of productivity to society</li> <li>• Loss of societal investment in the victim (e.g. educational costs)</li> </ul> <p><i>Sources: Caltrans Cal-BC Model, 2010; National Safety Council, 2010</i></p>
<b>Injury Collisions (valuation per injury)</b>	<b>\$64,000</b>	<p>The valuation includes the internal costs to an individual (and their family) resulting from the injury, as well as the external societal costs. The valuation represents:</p> <ul style="list-style-type: none"> <li>• Pain and inconvenience for the individuals</li> <li>• Pain and inconvenience for the other family members</li> <li>• Medical costs for injury treatment</li> <li>• Loss of productivity to the family unit (e.g. loss of earnings)</li> <li>• Loss of productivity to society</li> </ul> <p><i>Sources: Caltrans Cal-BC Model, 2010; National Safety Council, 2010</i></p>

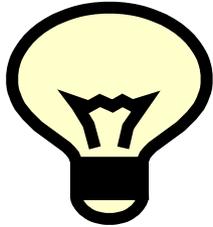
Benefit	Plan Bay Area Valuation (\$2013)	What does this valuation include?
<b>Property Damage Only (PDO) Collisions</b> <i>(valuation per incident)</i>	<b>\$2,455</b>	The valuation includes the internal costs to a property damage collision victim (and their family) resulting from the time required to deal with the collision, as well as the external societal costs from this loss of time. The valuation represents: <ul style="list-style-type: none"> <li>• Inconvenience to the individual and to other members of the family</li> <li>• Loss of productivity to the family unit</li> <li>• Loss of productivity to society</li> </ul> <i>Source: Caltrans Cal-BC Model, 2010</i>
<b>CO<sub>2</sub> per Metric Ton</b>	<b>\$55.35</b>	This valuation represents the full global social cost of an incremental unit (metric ton) of CO <sub>2</sub> emissions from the time of production to the damage it imposes over the whole of its time in the atmosphere.  <i>Source: BAAQMD Clean Air Plan, 2010 (uprated to year 2035 using a 2% annual adjustment)</i>
<b>Particulate Matter per Ton</b>	<b>\$490,300 [diesel PM<sub>2.5</sub>]</b> <b>\$487,200 [direct PM<sub>2.5</sub>]</b>	These valuations represent the negative health effects of increased emissions including: <ul style="list-style-type: none"> <li>• Loss of productive time (work &amp; school)</li> <li>• Direct medical costs from avoiding or responding to adverse health effects (illness or death).</li> <li>• Pain, inconvenience, and anxiety that results from adverse effects (illness or death), or efforts to avoid or treat these effects</li> <li>• Loss of enjoyment and leisure time</li> <li>• Adverse effects on others resulting from their own adverse health effects</li> </ul> <i>Source: BAAQMD Clean Air Plan, 2010</i>
<b>NO<sub>x</sub> per Ton</b>	<b>\$7,800</b>	
<b>ROG per Ton</b>	<b>\$5,700 [acetaldehyde]</b> <b>\$12,800 [benzene]</b> <b>\$32,200 [1,3-butadiene]</b> <b>\$6,400 [formaldehyde]</b> <b>\$5,100 [all other ROG]</b>	
<b>SO<sub>2</sub> per Ton</b>	<b>\$40,500</b>	
<b>Vehicle Operating Costs per Vehicle Mile Traveled (VMT)</b>	<b>\$0.2518 [Auto]</b> <b>\$0.3700 [Truck]</b>	This valuation represents the variable costs (per mile) of operating a vehicle. This valuation includes fuel, maintenance, depreciation (mileage), and tires.  <i>Source: Caltrans Cal-BC Model, 2010</i>
<b>Noise per Vehicle Mile Traveled</b>	<b>\$0.0012 [Auto]</b> <b>\$0.0150 [Truck]</b>	This valuation represents the value of property value decreases and societal cost of noise abatement.  <i>Source: FHWA Federal Cost Allocation Report</i>
<b>Costs of Physical Inactivity</b>	<b>\$1,220</b>	This valuation represents the savings achieved by influencing an insufficiently active adult to engage in moderate physical activity five or more days per week for at least 30 minutes. It reflects annual Bay Area health care cost savings of \$326 (2006 dollars), as well as productivity savings of \$717 (2006 dollars).  <i>Source: California Center for Public Health Advocacy/ Chenoweth &amp; Associates 2006, "The Economic Costs of Overweight, Obesity, and Physical Inactivity Among California Adults"</i>
<b>Auto Ownership Costs per Vehicle (change in the number of autos)</b>	<b>\$6,290</b>	This valuation represents the annual ownership costs of vehicles, beyond the per mile operating costs. This valuation includes purchase/lease cost, maintenance, and finance charges.  <i>Source: MTC Bay Area auto ownership analysis, 2011</i>

# **PI** BayArea **Plan**

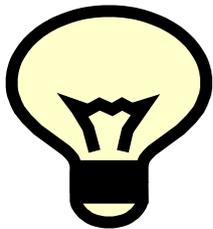
## **Transportation Project Performance Assessment Draft Results**

**Planning Committee  
November 4, 2011**

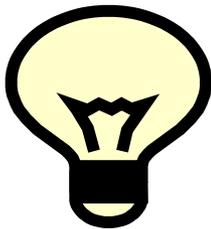
# The Big Picture



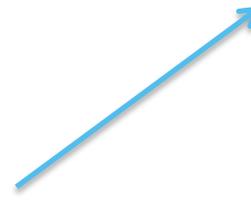
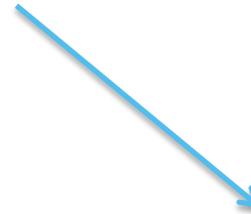
**Project  
Assessment**  
(Jun. - Nov. '11)



**Scenario  
Assessment &  
Equity Analysis**  
(May - Dec. '11)



**Investment  
Trade-Offs**  
(Nov. '11 – Feb. '12)

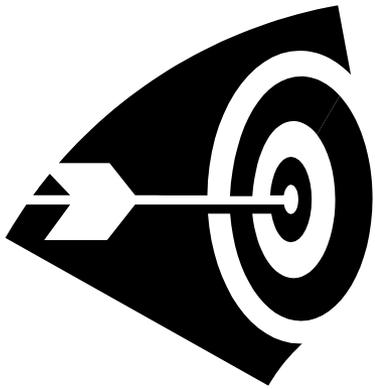


**Preferred  
Investment  
Strategy**  
(Feb. – May '12)

# Project Performance Assessment

- Evaluate all non-committed projects
- Identify projects that stand out with respect to levels of target support and cost-effectiveness
- Establish a level playing field for project comparisons
- Build on approach from Transportation 2035 Plan

# Two Types of Assessment



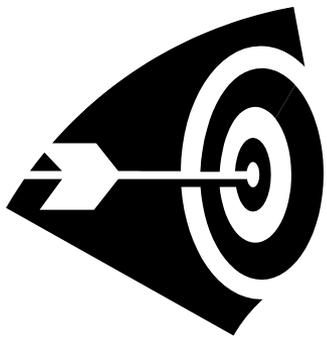
## TARGETS ASSESSMENT

*Determine impact on targets adopted by MTC and ABAG*



## BENEFIT-COST ASSESSMENT

*Compare benefits & costs*



# TARGETS

- **Targets adopted by MTC & ABAG**
- **Larger projects (cost >\$50 million) subject to individual assessment**
- **Smaller projects assessed by type**

## Adopted Targets

1. CO<sub>2</sub> emissions reduction
2. Adequate housing
- 3 a. PM<sub>2.5</sub> emissions reduction  
b. PM<sub>10</sub> emissions reduction  
c. PM emissions reduction in CARE communities
4. Injury and fatality collision reduction
5. Increase in minutes of active transportation (walking/biking)
6. Open space and agricultural preservation
7. Decrease in low-income expenditures on transportation
8. Economic vitality
- 9 a. Decrease in per-trip non-auto travel time or increase in non-auto mode share  
b. VMT reduction
10. State of good repair



## BENEFIT-COST

- Evaluate projects with cost > \$50 million or regional impacts
- Benefits based on MTC regional travel model
- Cost submitted by project sponsors
- Builds on T-2035 project evaluation approach

### Benefits include:

- Travel time
- Emissions (CO<sub>2</sub>, PM<sub>2.5</sub>, PM<sub>10</sub>, ROG, NO<sub>x</sub>)
- Health costs due to level of physical activity
- Collisions causing injuries, fatalities, or property damage
- Direct user costs (vehicle operating/ownership)
- Noise

### Costs include:

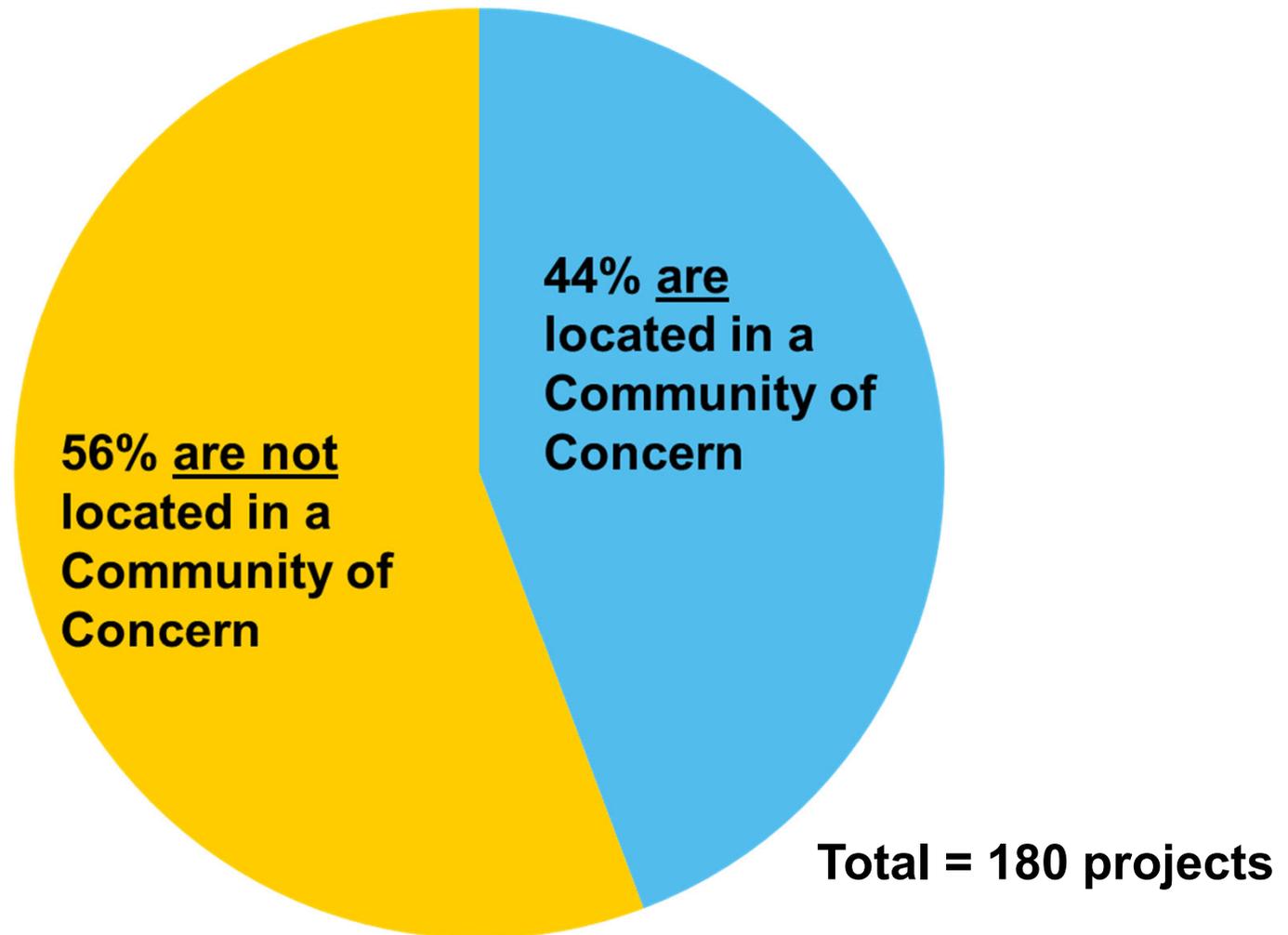
- Capital expenditures
- Net operating & maintenance expenditures

# Equity Considerations in Performance Assessments

Project Assessment	Scenario Assessment
<p><b>Adopted equity-related targets</b></p> <ol style="list-style-type: none"> <li>1. Provide adequate housing</li> <li>2. Reduce particulate emissions in CARE communities</li> <li>3. Reduce housing plus transportation costs for low-income households</li> </ol> <p><b>Identify projects in Communities of Concern</b></p>	<p><b>Approved Equity Measures</b></p> <p>Performance measures approved by Planning Committee in October</p> <ol style="list-style-type: none"> <li>1. Housing + Transportation Affordability</li> <li>2. Displacement Analysis/Poverty Concentration</li> <li>3. Commute Travel Time</li> <li>4. VMT Density</li> <li>5. Non-commute Travel Time</li> </ol>

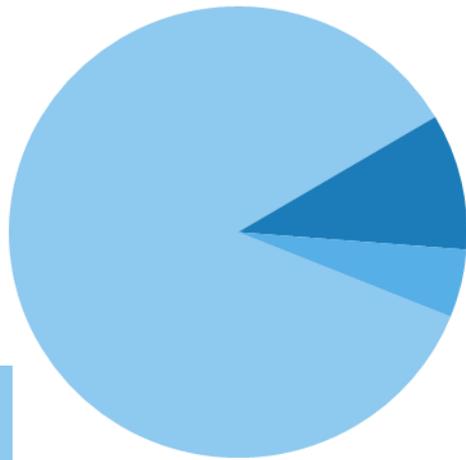
# Projects in Communities of Concern

## Large projects only (costs over \$50 million)



# Projects Analyzed

**900 Projects Total  
(\$180 billion)**



## 100 Large Projects (\$150 billion) B/C & Targets Assessment

- Transit Efficiency (40)
- Transit Expansion (20)
- Roadway Efficiency & Express Lanes (20)
- Roadway Expansion (10)
- Regional programs (10)

## 80 Other Large Projects (\$20 billion) Targets Assessment Only

- Transit Efficiency, Station & Access (10)
- Roadway Efficiency - Interchanges & Other (35)
- Roadway Expansion (20)
- Maintenance, safety, other (10)
- Goods movement (5)

## 700 Small Projects (\$10 billion) Targets Only, by type

- Local roadway (230)
- Freeways (120)
- Transit (80)
- Bike/Pedestrian (110)
- Other (40)

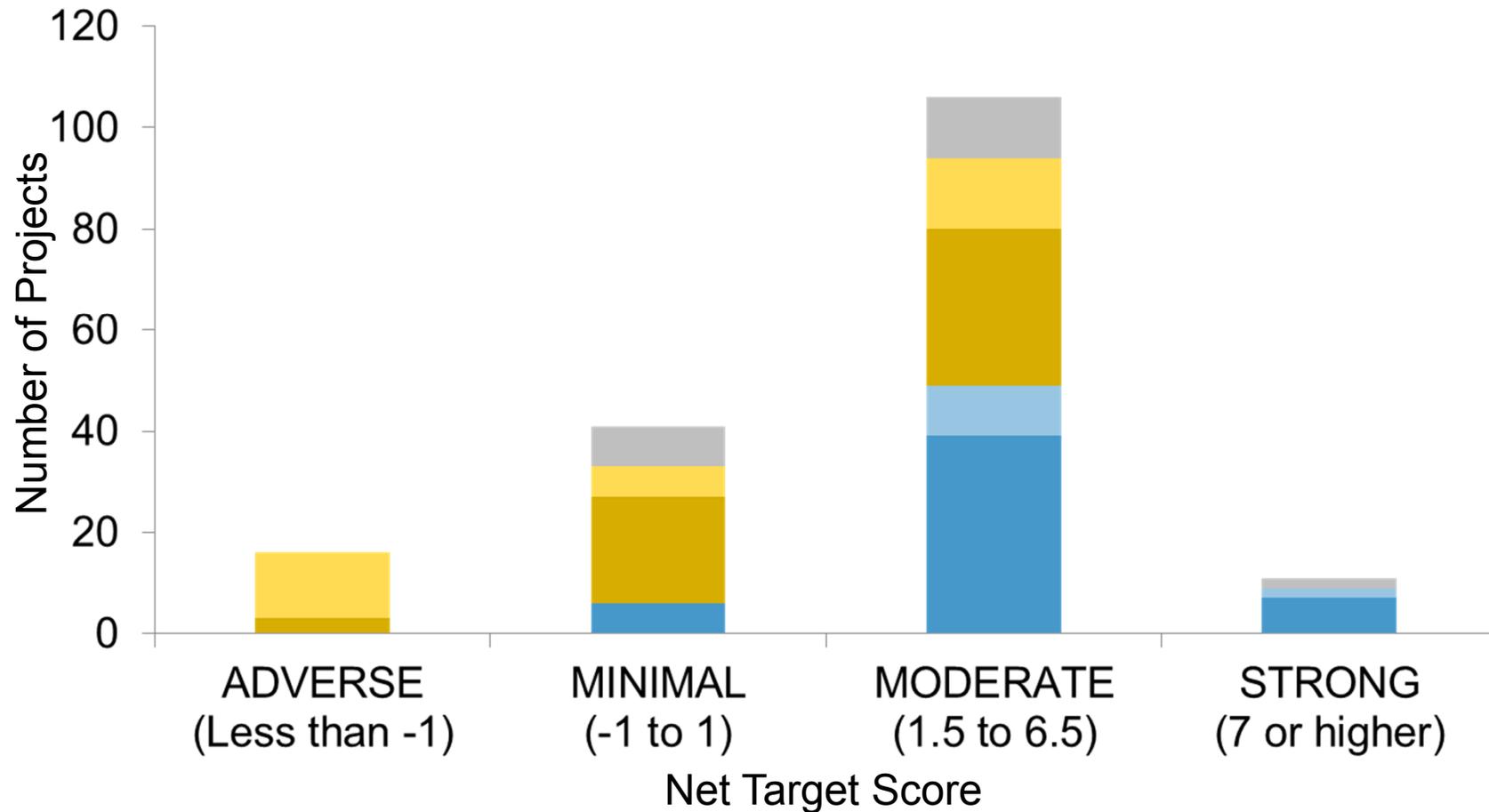
Costs in 2013\$, approximate

Some projects were eventually bundled for analysis

DRAFT results

# Support for Targets by Project Type

## Large projects only (cost over \$50 million)



# Top Observations - Targets

## 1. Target scores break down by mode

- Transit/non-motorized projects support the most targets
- Roadway operational/interchange projects with bike/ped. or transit features are somewhat supportive
- Roadway expansion projects have more adverse impacts

## 2. For projects not in B/C analysis (e.g., local interchange and roadway operations), assessment does not capture local mobility benefits.

## 3. Due to lack of weighting, specialized projects may receive low-target scores even if they meet one target very well.

# Benefit-Cost Ratio Results

## Highest B/C Ratios ( $\geq 10$ )

9 projects

### Transit Efficiency

- BART Metro
- AC Transit Grand MacArthur BRT
- SFMTA Transit Effectiveness
- Irvington BART Infill Station

### Congestion Pricing

- Treasure Island
- SF Pilot program

### Roadway Efficiency

- Freeway Performance Initiative
- San Mateo and Santa Clara ITS

## Medium B/C Ratios ( $1 < 9$ )

45 projects

## Lowest B/C Ratios ( $< 1$ )

22 projects

### Transit Expansion

- Dumbarton Rail
- SMART Ph. 2
- Transbay Transit Center Ph. 2B
- Capital Expressway LRT Ph. 2 & 3
- Downtown East Valley LRT Ph. 2
- Vasona LRT Ph. 2
- Monterey Hwy. & Sunnyvale-Cupertino BRT
- BART to Livermore Ph. 2
- ACE Service Expansion
- Capital Corridor Frequency Improvement
- Union City Station & Dumbarton Rail Seg. G

### Transit Efficiency

- MTA Historic Streetcar Expansion
- Sonoma Countywide Bus
- Marin Countywide Bus
- Golden Gate Bus

### Highway Expansion

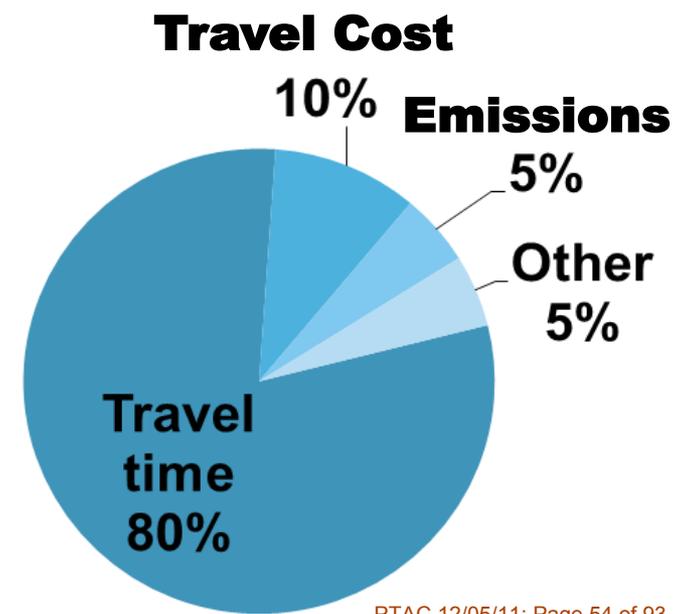
- I-80/I-680/SR12 Interchange

### Other

- Lifeline
- Emissions Reduction Programs (3)

# Top Observations – Benefit Cost

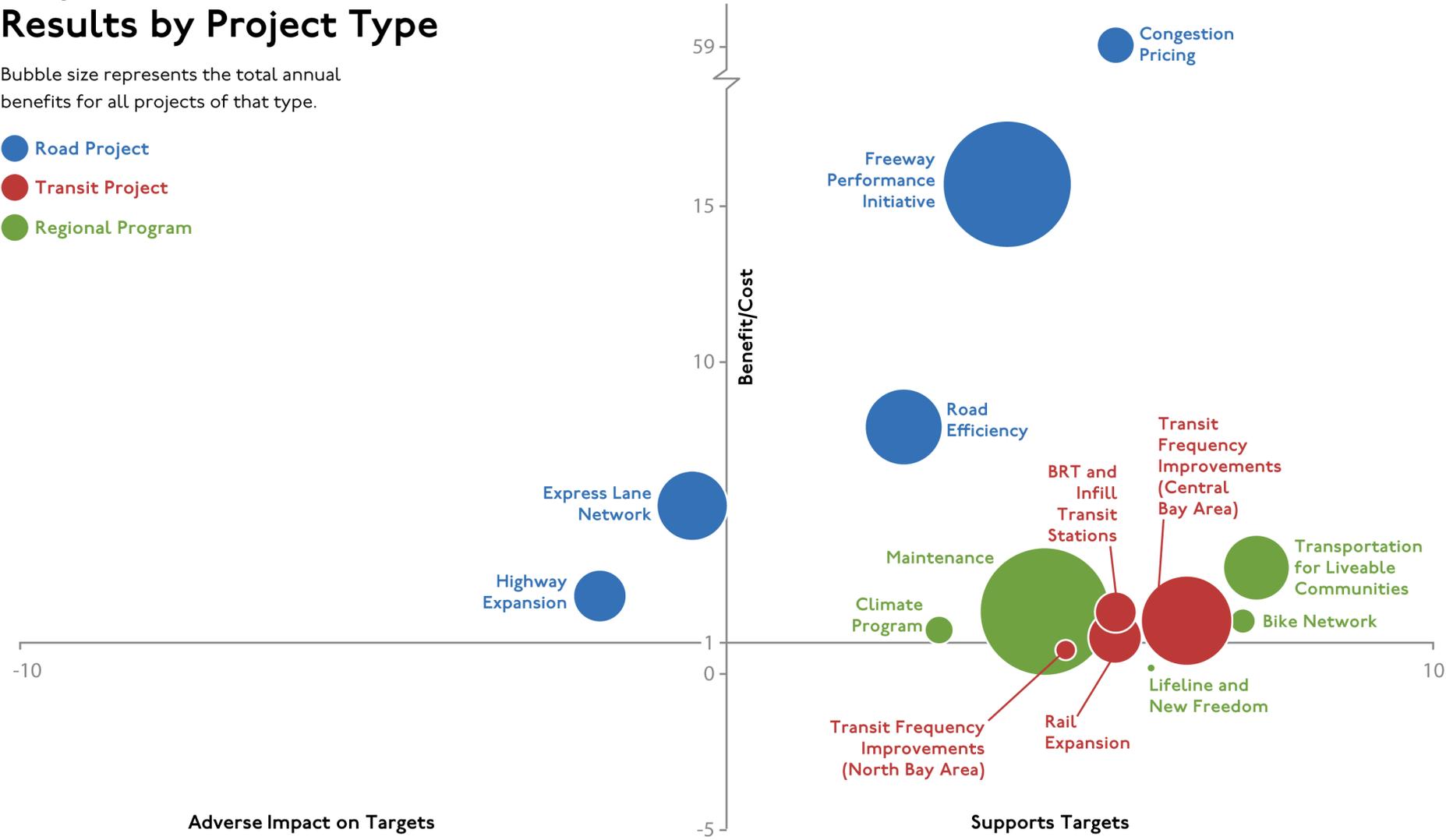
- 1. Lower-cost, efficiency projects have the best B/C ratios**
- 2. Land use matters:**
  - Higher benefit-cost ratios for transit projects serving denser areas and for roadways serving growth areas.
  - Scenarios analysis will show how different land use assumptions and interactions among projects could alter results.
- 3. B/C is driven by travel time savings - for transit and roadway projects.**



# Project Performance Assessment: Results by Project Type

Bubble size represents the total annual benefits for all projects of that type.

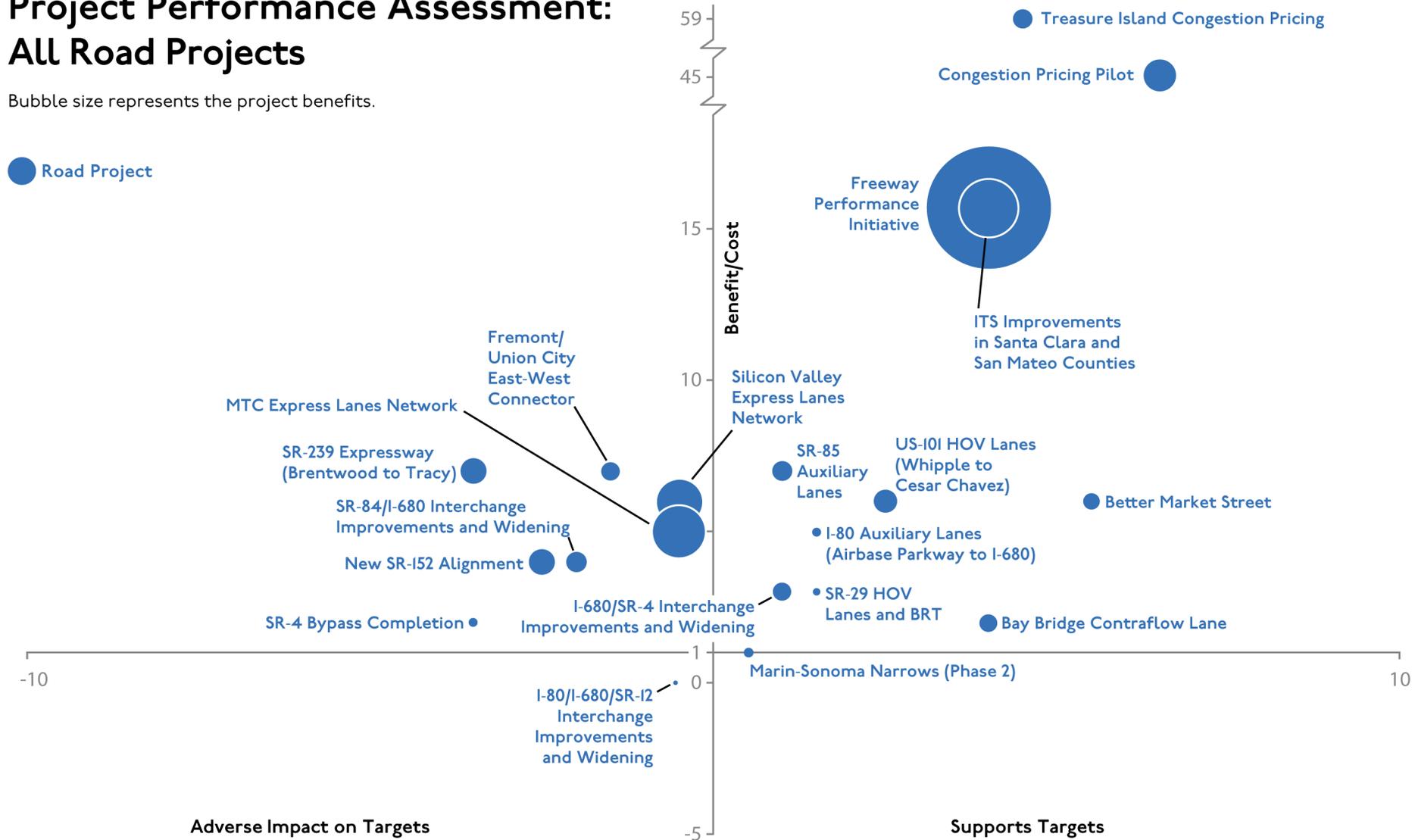
- Road Project
- Transit Project
- Regional Program



# Project Performance Assessment: All Road Projects

Bubble size represents the project benefits.

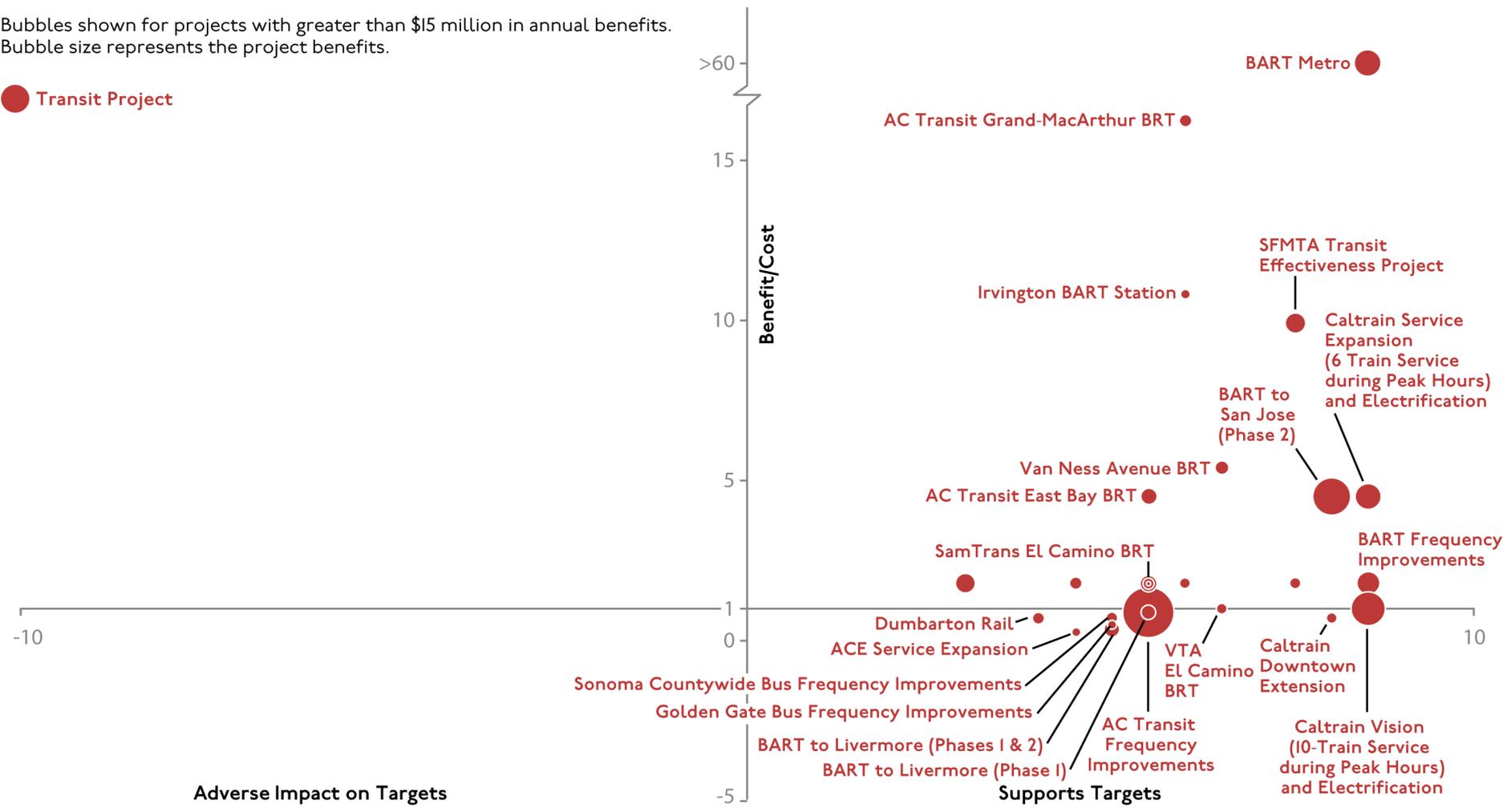
● Road Project



# Project Performance Assessment: Selected Transit Projects

Bubbles shown for projects with greater than \$15 million in annual benefits.  
Bubble size represents the project benefits.

● Transit Project



# Top Observations - Summary

- 1. The best performers are pricing projects and transit and road efficiency projects in the central Bay Area.**
- 2. Transit expansion projects achieve the highest target ratings but many have B/C less than 1.**
  - Results are mixed for Resolution No. 3434 projects.
  - Many projects have high operating costs.
  - Many have large benefits but also have very large costs.
- 3. Roadway expansion projects are middle of the pack for B/C but rate lowest for targets.**

# Are Travel Time Savings Sustainable?

## (Does the Assessment Capture Induced Demand?)

Traveler Reactions to Travel Time Savings	Impact of Individual Project	Reflected in Project Assessment?
1. Change route or transit line	Large	Yes
2. Change mode	Large	Yes
3. Change departure time	Large	Partially
4. Make a new trip	Modest	Partially
5. Change destinations e.g., take a job further from home	Modest	No; will capture in scenarios
6. Change residential location e.g., move further from job centers or activities	Modest	No; work in progress on integrated land use and transportation modeling

# How Should the Project Assessment Results be Used?

## Should MTC:

- **Ensure “high-performing” projects are in the Plan?**
  - Define “high-performing” as net target score  $\geq 7$  and B/C  $\geq 10$ ?
  
- **Include “low-performing” projects only if a compelling case is made?**
  - Define “low-performing” as net target score  $\leq -1$  or B/C  $< 1$ ?
  - Compelling case could be based on factors such as benefits not captured in assessment framework; highly effective at a single, important target.

# Timeline

- October**      **Technical review of Project Assessment Results**  
**Begin discussion of infrastructure needs & investment trade-offs**
- November**    **Release Draft Project Assessment Results**  
**Review with Policy Advisory Council and PTAC**
- December**    **Release Scenario Assessment Results and Equity Analysis**
- January '12**   **Conduct Public Outreach**  
**Final Project Assessment Results**
- February**     **Conclude discussion of infrastructure needs & investment trade-offs**  
**Identify Preferred Scenario (incl. Investment Strategy)**



# **Project Performance Assessment**

## **DRAFT Results Summary Tables**

**November 4, 2011**

**Metropolitan Transportation Commission**

### List of Attached Exhibits

1. Summary of Benefit-Cost Ratios and Target Scores - DRAFT
2. Graph of Benefit-Cost and Targets Results by Project Type - DRAFT
3. Graph of Benefit-Cost and Targets Results for Road Projects - DRAFT
4. Graph of Benefit-Cost and Targets Results for Transit Projects - DRAFT

### Detailed Tables Available On-Line

With material for the November 4, 2011 MTC Planning Committee:

<http://apps.mtc.ca.gov/events/agendaView.akt?p=1763>

1. Benefit-Cost Assessment – Nominal Annual Benefits - DRAFT
2. Benefit-Cost Assessment – Monetized Annual Benefits - DRAFT
3. Confidence Assessment of Benefit-Cost Results - DRAFT
4. Targets Assessment of Large Projects - DRAFT
5. Targets Assessment of Small Projects by Project Type - DRAFT
6. Project Assessment Equity Considerations - DRAFT

For discussion of the project assessment methodology and approach, please see the October 28, 2011 staff memorandum and the November 4, 2011 staff presentation to the MTC Planning Committee at:

<http://apps.mtc.ca.gov/events/agendaView.akt?p=1763>

Project ID	Project Name	County*	Project Type	Project Capital Costs (in millions of 2013 dollars)	Total Annualized 2035 Benefits (in millions of 2013 dollars)	Total Annualized 2035 Costs (in millions of 2013 dollars)	Plan Bay Area B/C Ratio	T-2035 B/C Ratio	Overall Targets Score	Targets Supported	Targets Adversely Affected	
High B/C	240182	BART Metro Program (including Bay Fair Connection and Civic Center Turnback)	Multi-County	Transit Efficiency	350	161	-7	>60	n/a	8.5	8.5	0
	240694	Treasure Island Congestion Pricing	San Francisco	Pricing	59	69	1	59	n/a	4.5	4.5	0
	240522	Congestion Pricing Pilot	San Francisco	Pricing	102	227	5	45	n/a	6.5	6.5	0
	22780	AC Transit Grand-MacArthur BRT	Alameda/3434	Transit Efficiency	36	32	2	18	n/a	6.0	6.0	0
	230419	Freeway Performance Initiative	Regional	FPI	2,991	3,175	202	16	28	4.0	4.0	0
	22274	ITS Improvements in San Mateo County	San Mateo	Road Efficiency	66	56	4	16	n/a	4.0	4.0	0
	240494	ITS Improvements in Santa Clara County	Santa Clara	Road Efficiency	320	752	48	16	n/a	4.0	4.0	0
	22062	Irvington BART Station	Alameda	Transit Efficiency	123	19	2	12	n/a	6.0	6.0	0
	240171	SFMTA Transit Effectiveness Project	San Francisco	Transit Efficiency	157	90	8	11	n/a	7.5	7.5	0
22400	SR-239 Expressway Construction (Brentwood to Tracy)	Contra Costa	Highway Expansion	373	144	21	7	1	-3.5	1.0	4.5	
240431	SR-85 Auxiliary Lanes (El Camino Real to Winchester Boulevard)	Santa Clara	Road Efficiency	198	81	12	7	n/a	1.0	1.0	0	
94506	Fremont/Union City East-West Connector	Alameda	Arterial Expansion	190	65	10	7	1	-1.5	1.5	3.0	
98207T	Alameda-Oakland BRT + Transit Access Improvements	Alameda	Transit Efficiency	16	14	2	6	n/a	5.5	5.5	0	
240523, 240060	US-101 HOV Lanes (Whipple Avenue to Cesar Chavez Street)	Multi-County	Road Efficiency	331	123	19	6	n/a	2.5	2.5	0	
230161	Van Ness Avenue BRT	San Francisco/3434	Transit Efficiency	140	44	7	6	n/a	6.5	6.5	0	
HOTd	Silicon Valley Express Lanes Network	Santa Clara	Express Lanes Network	1,398	408	70	6	n/a	-0.5	2.0	2.5	
240155	Better Market Street	San Francisco	Transit Efficiency	200	56	10	6	n/a	5.5	5.5	0	
22455	AC Transit East Bay BRT	Alameda/3434	Transit Efficiency	211	62	12	5	n/a	6.0	6.0	0	
HOTe	CTC Application + Alameda County Authorized Lanes Express Lanes Network	Multi-County	Express Lanes Network	2,364	602	118	5	n/a	-0.5	2.0	2.5	
230468	I-80 Auxiliary Lanes (Airbase Parkway to I-680)	Solano	Road Efficiency	50	18	4	5	2+	1.5	1.5	0	
n/a	Local Streets and Roads Capital Maintenance Needs	Regional	Maintenance	n/a	1,369	280	5	5	4.5	4.5	0	
240375	BART to San Jose/Santa Clara (Phase 2: Berryessa to Santa Clara)	Santa Clara/3434	Transit Expansion	4,094	324	70	5	n/a	8.0	8.0	0	
240134, 21627	Caltrain Service Frequency Improvements (6-Train Service during Peak Hours) + Electrification (SF to Tamien)	Multi-County	Transit Efficiency	848	153	34	5	n/a	8.5	8.5	0	
240557	Oakdale Caltrain Station	San Francisco	Transit Efficiency	51	3	1	4	n/a	4.5	4.5	0	
240062, 22776	SR-84/I-680 Interchange Improvements + SR-84 Widening (Jack London to I-680)	Alameda	Highway Expansion	381	87	21	4	n/a	-2.0	1.0	3.0	

Project ID	Project Name	County*	Project Type	Project Capital Costs (in millions of 2013 dollars)	Total Annualized 2035 Benefits (in millions of 2013 dollars)	Total Annualized 2035 Costs (in millions of 2013 dollars)	Plan Bay Area B/C Ratio	T-2035 B/C Ratio	Overall Targets Score	Targets Supported	Targets Adversely Affected
230294	New SR-152 Alignment	Santa Clara	Highway Expansion	776	148	41	4	n/a	-2.5	1.5	4.0
240410	Transportation for Livable Communities	Regional	TLC	7,131	875	255	3	2	7.5	7.5	0
21205, 22350	I-680/SR-4 Interchange Improvements + SR-4 Widening (Morello Avenue to SR-242)	Contra Costa	Highway Expansion	396	65	21	3	1	1.0	1.5	0.5
21341	Fairfield/Vacaville Capitol Corridor Station (Phases 1, 2, and 3)	Solano	Transit Efficiency	54	2	1	3	n/a	3.5	3.5	0
240617	SR-29 HOV Lanes and BRT (Napa Junction to Vallejo)	Napa	Road Efficiency	60	11	4	3	n/a	1.5	1.5	0
22227, 240328, 240334	Geneva Avenue Corridor Improvements (Roadway Extension, BRT, and Southern Intermodal Terminal)	Multi-County	Transit Efficiency	216	36	15	2	n/a	4.5	4.5	0
240147	Southeast Waterfront Transportation Improvements	San Francisco	Transit Efficiency	397	88	36	2	n/a	3.0	3.0	0
240026	SamTrans El Camino BRT	San Mateo	Transit Efficiency	120	59	25	2	n/a	5.5	5.5	0
00BART	BART Service Frequency Improvements	Multi-County	Transit Efficiency	1,275	126	56	2	n/a	8.5	8.5	0
230604	Bay Bridge Contraflow Lane	Multi-County	Pricing	611	67	31	2	n/a	4.0	4.0	0
240018	Dumbarton Corridor Express Bus	Multi-County	Transit Efficiency	101	23	12	2	n/a	6.0	6.0	0
22511, 22512, 22122, 230613, 22120, 230581	WETA Service Expansion (Treasure Island, Berkeley/Albany, Richmond, Hercules, and Redwood City)	Multi-County/3434	Transit Expansion	320	41	22	2	n/a	5.5	5.5	0
22605	SR-4 Bypass Completion (SR-160 to Walnut Avenue)	Contra Costa	Highway Expansion	150	15	9	2	1†	-3.5	1.0	4.5
00MUNI	Muni Service Frequency Improvements	San Francisco	Transit Efficiency	0	25	14	2	n/a	5.5	5.5	0
240526	SFCTA Transit Performance Initiative	San Francisco	Transit Efficiency	490	28	16	2	n/a	7.5	7.5	0
22247	Regional Bikeway Network	Regional	Bike/Ped	1,464	124	73	2	0.5	7.0	7.0	0
n/a	New Freedom Program	Regional	Lifeline/New Freedom	n/a	3	2	2	n/a	6.0	6.0	0
22268	San Mateo Countywide Shuttle Service Frequency Improvements	San Mateo	Transit Efficiency	0	10	6	2	n/a	1.5	1.5	0
230550	Climate Initiatives (5-year program)	Regional	Climate	560	158	112	1	0.4	3.0	3.0	0
n/a	Transit Capital Maintenance Needs	Regional	Maintenance	n/a	1,787	1,286	1	1	4.5	4.5	0
240545	Parkmerced Light Rail Corridor	San Francisco	Transit Efficiency	76	6	5	1	n/a	4.5	4.5	0
230055	Golden Gate Ferry Service Frequency Improvements	Multi-County	Transit Efficiency	34	6	4	1	n/a	4.0	4.0	0
230164	Geary Boulevard BRT	San Francisco	Transit Efficiency	242	15	12	1	7	6.5	6.5	0
240521, 240134, 21627	Caltrain Vision (10-Train Service during Peak Hours) + Electrification (SF to Tamien)	Multi-County/3434	Transit Efficiency	5,599	272	220	1	n/a	8.5	8.5	0

Medium B/C

Project ID	Project Name	County*	Project Type	Project Capital Costs (in millions of 2013 dollars)	Total Annualized 2035 Benefits (in millions of 2013 dollars)	Total Annualized 2035 Costs (in millions of 2013 dollars)	Plan Bay Area B/C Ratio	T-2035 B/C Ratio	Overall Targets Score	Targets Supported	Targets Adversely Affected
240196	BART to Livermore (Phase 1: 1-Station Rail Extension with Bus Enhancements)	Alameda	Transit Expansion	1,250	50	42	1	4†	5.5	5.5	0
00ACT1	AC Transit Service Frequency Improvements	Multi-County	Transit Efficiency	654	606	510	1	n/a	5.5	5.5	0
240119	VTA El Camino BRT	Santa Clara	Transit Efficiency	239	28	24	1	n/a	6.5	6.5	0
22343	I-680 Express Bus Service Frequency Improvements (Phase 2)	Contra Costa	Transit Efficiency	60	12	11	1	1	4.5	4.5	0
98147, 240691	Marin-Sonoma Narrows (Phase 2: HOV Lanes)	Multi-County	Road Efficiency	300	20	18	1	8†	0.5	2.5	2.0
22415	Historic Streetcar Expansion Program	San Francisco	Transit Efficiency	66	9	9	0.9	2	4.0	4.0	0
240216	Dumbarton Rail	Multi-County/ 3434	Transit Expansion	755	31	36	0.8	n/a	4.0	4.0	0
230290	Transbay Transit Center - Phase 2B (Caltrain Downtown Extension)	San Francisco/ 3434	Transit Expansion	1,174	25	31	0.8	n/a	8.0	8.0	0
240650	Sonoma Countywide Bus Service Frequency Improvements	Sonoma	Transit Efficiency	428	32	41	0.8	n/a	5.0	5.0	0
240676, 240675, 240677	SMART (Phase 2: Extensions to Cloverdale & Larkspur + IOS Cost Deferrals)	Multi-County/ 3434	Transit Expansion	283	10	13	0.7	n/a	6.0	6.0	0
230252	Marin Countywide Bus Service Frequency Improvements	Marin	Transit Efficiency	0	9	12	0.7	1	5.5	5.5	0
230219, 230314	Golden Gate Bus Service Frequency Improvements	Multi-County	Transit Efficiency	143	16	29	0.5	n/a	5.0	5.0	0
22956	Capitol Expressway Light Rail Extension (Phase 2: to Eastridge Transit Center)	Santa Clara	Transit Expansion	276	4	8	0.5	n/a	5.5	5.5	0
230547	Monterey Highway BRT	Santa Clara	Transit Efficiency	140	15	37	0.4	n/a	5.5	5.5	0
22667	BART to Livermore (Phases 1 & 2: Rail Extension)	Alameda	Transit Expansion	4,177	57	153	0.4	n/a	5.0	5.0	0
22019	Downtown East Valley (Phase 2: LRT)	Santa Clara/ 3434	Transit Expansion	307	5	16	0.3	n/a	5.0	5.0	0
98139	ACE Service Expansion	Multi-County/ 3434	Transit Efficiency	600	19	67	0.3	n/a	4.5	4.5	0
230554	Sunnyvale-Cupertino BRT	Santa Clara	Transit Efficiency	100	5	26	0.2	n/a	5.5	5.5	0
22978	Capitol Expressway Light Rail Extension (Phases 2 & 3: to Nieman)	Santa Clara	Transit Expansion	435	3	19	0.2	n/a	5.5	5.5	0
240690	Lifeline Program	Regional	Lifeline/New Freedom	n/a	10	119	0.1	0	6.0	6.0	0
22009	Capitol Corridor Service Frequency Improvements (Oakland to San Jose)	Multi-County/ 3434	Transit Efficiency	509	1	18	0.1	n/a	7.0	7.0	0
98119	Vasona Light Rail Extension (Phase 2)	Santa Clara	Transit Expansion	176	0	6	0.0	n/a	5.5	5.5	0
240589	EV Solar Installation [BAAQMD program]	Regional	Climate	1	0	2	0.0	n/a	0.5	1.0	0.5
240582	Truck & Motorcycle Retirement [BAAQMD program]	Regional	Climate	6	0	6	0.0	n/a	0	1.0	1.0

Low B/C

Project ID	Project Name	County*	Project Type	Project Capital Costs (in millions of 2013 dollars)	Total Annualized 2035 Benefits (in millions of 2013 dollars)	Total Annualized 2035 Costs (in millions of 2013 dollars)	Plan Bay Area B/C Ratio	T-2035 B/C Ratio	Overall Targets Score	Targets Supported	Targets Adversely Affected
240577	Heavy-Duty Truck Replacement [BAAQMD program]	Regional	Climate	42	0	44	0.0	n/a	0	1.0	1.0
230101	Union City Commuter Rail Station + Dumbarton Rail Segment G Improvements	Alameda/3434	Transit Efficiency	180	0	2	0.0	n/a	5.5	5.5	0
230326, 230327	I-80/I-680/SR-12 Interchange Improvements + Widening	Solano	Highway Expansion	1,600	-3	83	0.0	2	-0.5	1.5	2.0

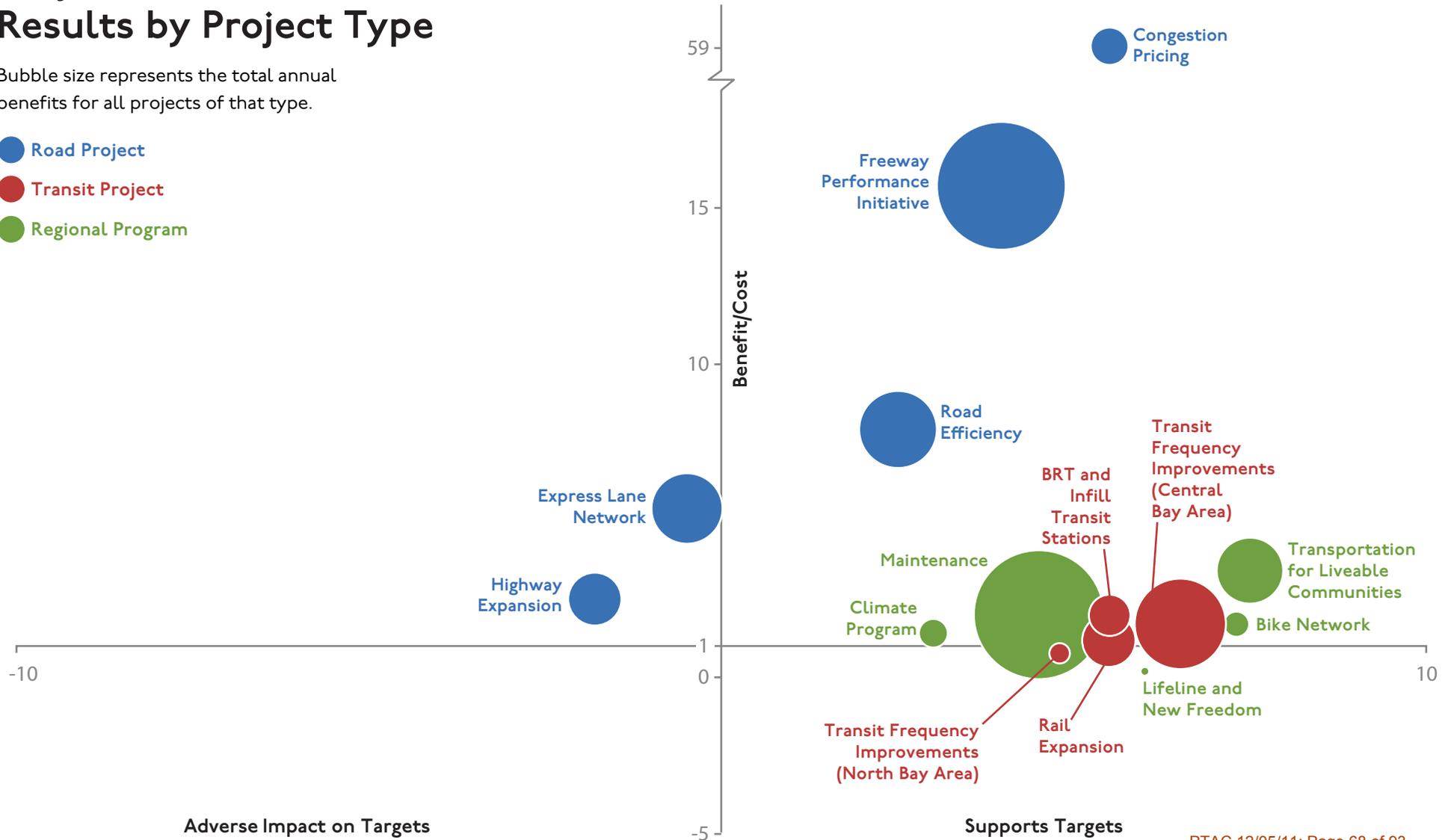
B/C RATIO - COLOR KEY	
<b>High B/C</b> (B/C ratio greater than 10)	Green
<b>Medium B/C</b> (B/C ratio between 1 and 10)	Yellow
<b>Low B/C</b> (B/C ratio less than 1)	Red

TARGETS SCORE - COLOR KEY	
Green	<b>Strong Support</b> (score of 7.0 or higher)
Light Green	<b>Moderate Support</b> (score between 1.5 and 6.5)
Yellow	<b>Minimal Impact</b> (score between -1.0 and 1.0)
Red	<b>Moderate Adverse Impact</b> (score between -1.5 and -6.5)
Dark Red	<b>Strong Adverse Impact</b> (score of -7.0 or lower)

# Project Performance Assessment: Results by Project Type

Bubble size represents the total annual benefits for all projects of that type.

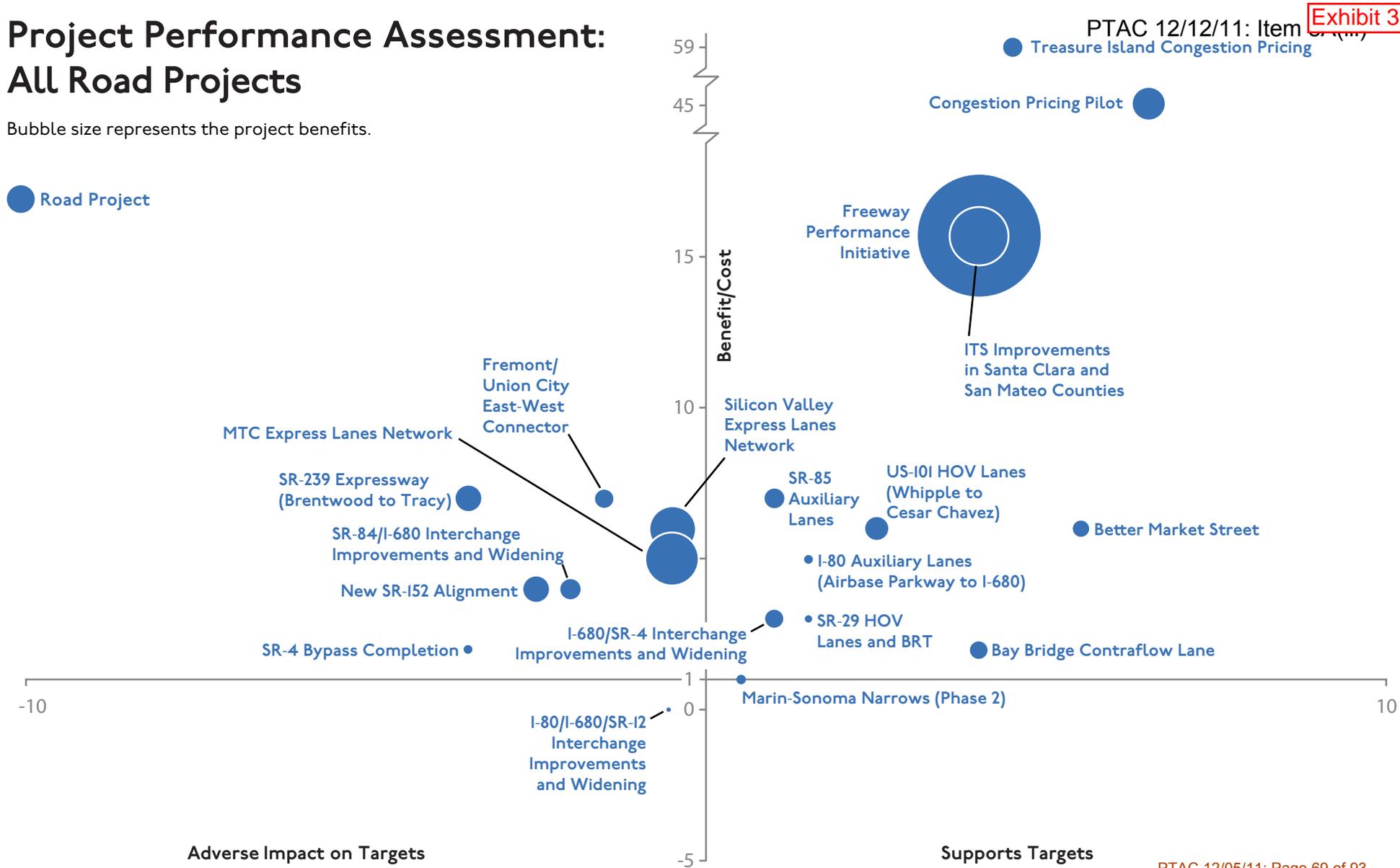
- Road Project
- Transit Project
- Regional Program



# Project Performance Assessment: All Road Projects

Bubble size represents the project benefits.

● Road Project



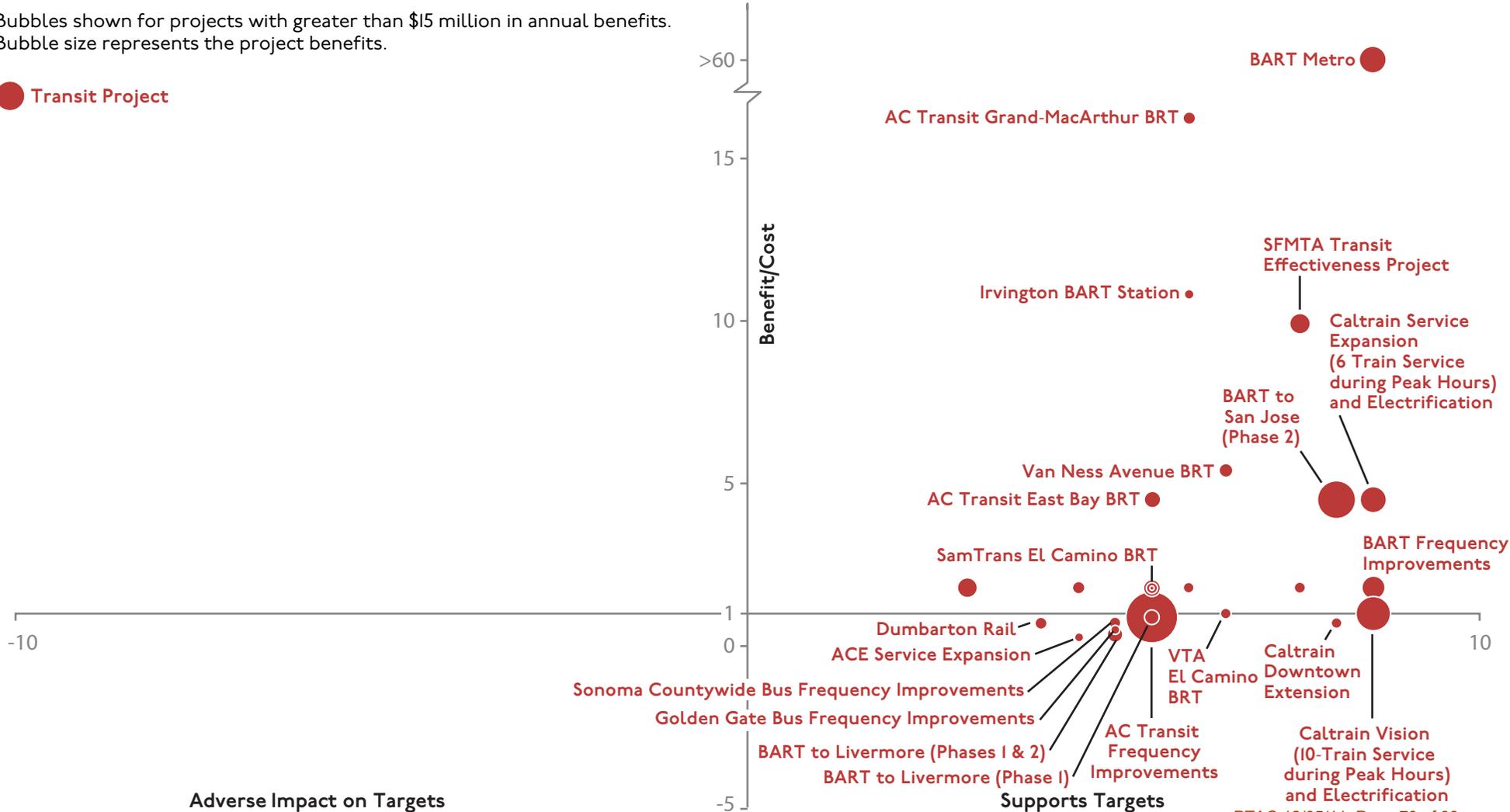
Adverse Impact on Targets

Supports Targets

# Project Performance Assessment: Selected Transit Projects

Bubbles shown for projects with greater than \$15 million in annual benefits.  
Bubble size represents the project benefits.

● Transit Project



# Plan Bay Area

To: MTC Planning Committee, ABAG Administrative Committee

Date: December 2, 2011

Fr: ABAG and MTC Executive Directors

Re: Plan Bay Area: Draft Scenarios Assessment Results

In June 2011, the MTC Planning and ABAG Administrative committees approved moving forward to evaluate five alternative scenarios to demonstrate how the region might achieve the Plan Bay Area performance targets. This memorandum summarizes the underlying land use and transportation assumptions for the scenarios (Table 1). Detailed descriptions of the land use and transportation assumptions are included in **Attachments C and D**. At your December 9 meeting, staff will present preliminary results of the performance targets analysis and equity analysis for the scenarios. This will mark the beginning of a public process to review and comment on the alternative scenarios and will help the Commission and ABAG define a draft preferred scenario slated for approval in Spring 2012.

**Table 1: Overview of Land Use and Transportation Assumptions in Five Scenarios**

	<b>LAND USE PATTERN</b>	<b>TRANSPORTATION NETWORK</b>
1.	<b>Initial Vision Scenario</b> – <i>As defined in Spring 2011</i>	<b>Transportation 2035 Network</b> – <i>Investment strategy in Transportation 2035</i>
2.	<b>Core Concentration</b> – <i>Concentrates housing and job growth at selected Priority Development Areas (PDAs) along the core transit network in the Inner Bay Area.</i>	<b>Core Capacity Transit Network</b> – <i>Increases transit service frequency along the core transit network.</i>
3.	<b>Focused Growth</b> – <i>Recognizes the potential of PDAs throughout the region with an emphasis on major transit corridors.</i>	<b>Core Capacity Transit Network</b> See description above.
4.	<b>Constrained Core Concentration</b> – <i>Concentrates housing and job growth at selected PDAs along the core transit network in the Inner Bay Area.</i>	<b>Core Capacity Transit Network</b> See description above.
5.	<b>Outward Growth</b> – <i>Higher levels of growth in inland areas of the Bay Area; closer to past trends.</i>	<b>Transportation 2035 Network</b> See description above.

## Scenario Definitions

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 a set of ten specific performance targets related to the economy, the environment and equity. These targets are described in **Attachment A**. In October 2011, the MTC Planning Committee approved a set of five additional measures for the Equity Analysis, as shown in **Attachment B**. In addition, the SCS Ad Hoc Committee on Performance Measures recommended a set of indicators that describe how growth can be compatible with complete communities. Analysis will be available for all scenarios on the Plan Bay Area website ([http://www.onebayarea.org/plan\\_bay\\_area/](http://www.onebayarea.org/plan_bay_area/)).

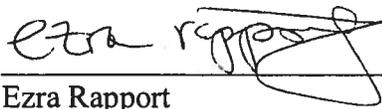
The specific land use and transportation definitions for the scenarios were developed based on considerable input from the Regional Advisory Working Group, Regional Planning Committee, Partnership Technical Committee, and MTC Policy Advisory Council. In particular, MTC and ABAG staff held two detailed workshops on this topic in August. Results of MTC's transportation project performance assessment also informed the investments included in the two transportation networks.

### **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 the performance targets. The preferred SCS scenario alternative will be developed based on a mix of alternative scenario components that best achieve the targets and can demonstrate financial feasibility.

### **Next Steps**

Staff will release the scenario assessment at your December 9 meeting. This release marks the beginning of a public process to review and comment on the alternative scenarios. MTC and ABAG will hold a series of public workshops throughout January 2012 to discuss tradeoffs and gauge support among the land use scenarios and supportive transportation programs and projects. Input received will help us define a draft preferred land use forecast and investment strategy for release in March 2012 followed by approval by MTC and ABAG in May 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.



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Ezra Rapport



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Steve Heminger

### **Attachments**

- Attachment A: Plan Bay Area Performance Targets
- Attachment B: Equity Measures for Alternative Scenarios
- Attachment C: Land Use Scenario Definitions
- Attachment D: Transportation Network Definitions

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**Attachment A: Plan Bay Area Performance Targets**  
(Adopted by MTC/ABAG in January 2011)

<b>GOAL: CLIMATE PROTECTION</b>	
Target #1:	Reduce per-capita CO <sub>2</sub> emissions from cars and light-duty trucks by 15%
<b>GOAL: ADEQUATE HOUSING</b>	
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
<b>GOAL: HEALTHY AND SAFE COMMUNITIES</b>	
Target #3:	<p>Reduce premature deaths from exposure to particulate emissions:</p> <ul style="list-style-type: none"> <li>• Reduce premature deaths from exposure to fine particulates (PM<sub>2.5</sub>) by 10%</li> <li>• Reduce coarse particulate emissions (PM<sub>10</sub>) by 30%</li> <li>• Achieve greater reductions in highly impacted areas</li> </ul> <p>Associated Indicators *</p> <ul style="list-style-type: none"> <li>• Incidence of asthma attributable to particulate emissions</li> <li>• Diesel particulate emissions</li> </ul> <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)
<b>GOAL: OPEN SPACE AND AGRICULTURAL PRESERVATION</b>	
Target #6:	Direct all non-agricultural development within the urban footprint (existing urban development and urban growth boundaries)
<b>GOAL: EQUITABLE ACCESS</b>	
Target #7:	Decrease by 10% the share of low-income and lower-middle income residents' household income consumed by transportation and housing
<b>GOAL: ECONOMIC VITALITY</b>	
Target #8:	Increase gross regional product (GRP) by 90% – an average annual growth rate of approximately 2% (in current dollars)
<b>GOAL: TRANSPORTATION SYSTEM EFFECTIVENESS</b>	
Target #9:	<ul style="list-style-type: none"> <li>• Decrease average per-trip travel time by 10% for non-auto modes</li> <li>• Decrease automobile vehicle miles traveled per capita by 10%</li> </ul>
Target #10:	<p>Maintain the transportation system in a state of good repair:</p> <ul style="list-style-type: none"> <li>• Increase local road pavement condition index (PCI) to 75 or better</li> <li>• Decrease distressed lane-miles of state highways to less than 10% of total lane-miles</li> <li>• Reduce average transit asset age to 50% of useful life</li> </ul>

**Attachment B: Equity Measures for Alternative Scenarios  
(approved by MTC in October 2011)**

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

**Attachment C: Land Use Scenario Definitions  
(adopted by MTC/ABAG in July 2011)**

In July, ABAG's Executive Board and the Metropolitan Transportation Commission approved a framework for Five Alternative Scenarios, which will be used to inform the development of the Preferred Scenario of the Sustainable Communities Strategy (SCS). Scenarios 1 and 2 are based on unconstrained growth, assume very strong employment growth (approx. 1.5 million jobs), and unprecedented funding to support affordable housing and neighborhood development (approx. 1 million households). Scenario 1, the Initial Vision Scenario was released in March 2011. Scenario 2, the Core Concentration Scenario provides for a more concentrated development pattern along transit corridors. The Core Concentration Scenario addresses the distribution of more than one million households and nearly 1.5 million jobs by 2040. This scenario aims to channel new growth into the traditional urban and inner suburban core of the region to 1) revitalize older neighborhoods, 2) preserve natural and agricultural lands, 3) fully utilize the region's major fixed transit investments, and 4) build dynamic moderate density concentrations of employment and housing in key clusters ringing the Bay. These two scenarios are essential to identify the challenges and policies required to achieve an ideal sustainable development path.

The land use patterns for Scenarios 3, 4, and 5 are based on an assessment of economic growth, financial feasibility, and reasonable planning assumptions (approx. 770,000 households and 1 million jobs). They provide a range of housing and employment distribution patterns across places and cities that support equitable and sustainable development. These three scenarios assume a strong economy that can support adequate affordable housing production. They also assume targeted local and regional strategies and additional funding to support sustainable and equitable growth.

- **Scenario 3: Focused Growth Scenario:** Recognizes the potential of Priority Development Areas and Growth Opportunity Areas across the region with an emphasis on housing and job growth along major regional transit corridors.
- **Scenario 4: Constrained Core Concentration Scenario:** Concentrates housing and job growth at selected Priority Development Areas in the Inner Bay Area along the region's core transit network.
- **Scenario 5: Outward Growth Scenario:** Addresses higher levels of growth in inland parts of the Bay Area and is closer to previous development trends than the other two scenarios. (*This scenario was previously named "Outer Bay Area" Growth Scenario*)

# Transportation 2035 Network

- **Starts with 2010 transit and roadway network as the base network**
- **Keeps investment levels for maintenance, transit and roadway expansion, and bike/pedestrian at roughly same levels as in T2035**
- **Tests T2035 projects proposed to be carried over into Plan Bay Area**
- **Considers project performance assessment results**

## Examples of Significant Projects Tested

### Roads

- **Regional Express Lanes Network**
- **Freeway Performance Initiative**
- **San Mateo and Santa Clara ITS**
- **Fremont-Union City East-West Connector**
- **I-680/Rt 4 Interchange Impvts. + SR-4 Widening**
- **Marin-Sonoma Narrows Stage 2**
- **Jameson Canyon Impvts. Phase 2**
- **SR-29 HOV Lanes + BRT**
- **New SR-152 Alignment**
- **I-80 Auxiliary Lanes (Airbase to I-680)**

### Transit

- **AC Transit Grand Mac-Arthur BRT**
- **Irvington BART Infill Station**
- **Alameda-Oakland BRT + Transit Access Impvts.**
- **AC Transit East Bay BRT**
- **I-680 Express Bus Frequency Impvts.**
- **Caltrain 6-Train Service + Electrification (SF to Tamien)**
- **Van Ness Ave. BRT**
- **SMART (San Rafael-Larkspur)**
- **BART Extension from Berryessa to San Jose/Santa Clara**
- **Fairfield/Vacaville Capitol Corridor Station**

# Core Capacity Transit Network

- **Starts with 2010 transit and roadway network as the base network**
- **Keeps T2035 investment levels for maintenance and bike/pedestrian, but reduces roadway expansion and boosts core capacity transit service**
- **Tests most T2035 Network projects and includes a 46 percent increase in transit frequency impvts. from 2010 network (at a total 28-year operating and capital cost of \$53 billion)**
- **Not financially constrained due to cost of transit frequency impvts. exceeding available revenue**
  - Only \$15 billion of the needed \$53 billion is available (\$10 billion in operating efficiencies per TSP and \$5 billion in new revenue)
- **Considers project performance assessment results**

## Examples of Significant Projects Tested (includes most T2035 Network projects)

### Roads

- SR-84/I-680 Interchange Impvts + SR-84 Widening
- Bay Bridge Contraflow Lane
- US-101 HOV Lanes (Whipple Ave to Cesar Chavez St)

### Transit

- BART Metro Program
- Dumbarton Corridor Express Bus
- BART Bay Fair Connection
- BART to Livermore Phase 1
- Golden Gate Ferry Service Frequency Impvts.
- SFMTA Transit Effectiveness
- Better Market Street
- Geneva Ave BRT and Southern Intermodal Terminal
- Parkmerced Light Rail Corridor
- Oakdale Caltrain Station
- SamTrans El Camino BRT
- VTA El Camino BRT
- Service Frequency Impvts. on AC Transit, Muni, ferries, BART, and Caltrain

### Pricing

- Congestion Pricing Pilot
- Treasure Island Congestion Pricing



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**PARTNERSHIP TECHNICAL ADVISORY COMMITTEE (PTAC)  
2012 MEETING SCHEDULE - TENTATIVE**

Meetings occur the 3<sup>rd</sup> Monday of each month (unless otherwise noted)

1:30 p.m. – 3:30 p.m.

MTC MetroCenter, Auditorium (subject to availability)  
101-8<sup>th</sup> Street, Oakland 94607

MTC Staff Liaison – Kenneth Folan, [kfolan@mtc.ca.gov](mailto:kfolan@mtc.ca.gov)  
Meeting Manager – Marcella Aranda, [maranda@mtc.ca.gov](mailto:maranda@mtc.ca.gov)

<p>Monday, January 30 -or- February 6* (Room TBD) <i>*Note: Date to be confirmed. Off schedule due to conflicting holidays</i></p>	<p>Monday, March 19 (1<sup>st</sup> Floor, Auditorium)</p>
<p>Monday, April 16* (1<sup>st</sup> Floor, Auditorium)</p>	<p>Monday, May 21 (1<sup>st</sup> Floor, Auditorium)</p>
<p>Monday, June 18 (1<sup>st</sup> Floor, Auditorium)</p>	<p>Monday, July 16* (1<sup>st</sup> Floor, Auditorium)</p>
<p><b>NO MEETING SCHEDULED IN AUGUST</b></p>	
<p>Monday, September 17 (1<sup>st</sup> Floor, Auditorium)</p>	<p>Monday, November 19* (1<sup>st</sup> Floor, Auditorium)</p>
<p>Monday, December 17* (1<sup>st</sup> Floor, Auditorium)</p>	



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## *Memorandum*

TO: Partnership Technical Advisory Committee

DATE: December 12, 2011

FR: Adam Crenshaw

RE: 2011 TIP Update

### **TIP Revision 11-16 – Amendment (Proposed)**

Amendment 11-16 revises 69 projects with a net increase in funding of \$281.5 million. Among other changes, the revision:

- Updates the funding plan of the TIP to add approximately \$24.5 million in FTA discretionary Grant Revenues;
- Updates the funding plans of 14 projects and adds 17 new exempt projects into the TIP with a \$161 million total increase in FTA programming to reflect changes to the Transit Capital Priorities Program;
- Archives 10 projects as they have been completed;
- Transfers \$600,000 in CMAQ funds to Santa Rosa City Bus's Automated Vehicle Location System (SON090007) from the Green My Ride TDM Program (SON110005) and deletes the project as it will not be going forward;
- Amends four new exempt projects into the TIP (Santa Clara County: Isabel Bridge Replacement [SCL110108] using \$4.5 million in HBP funds; San Rafael: Sidewalk along East Francisco Blvd [MRN110029] using \$1.5 million in NMTTP funds; San Jose: Road Rehab and Pedestrian Facilities [SCL110107] using \$15 million in local funds; and Environmental Study for ACE Alignment [ALA110086] using \$300,000 in HSR 1103(f) funds);
- Amends one new grouped listings into the TIP (New Freedom FY10 & FY11 Large UA [REG110026]);
- Splits FY2009 5310 and local funds from the Elderly & Persons with Disability Program (VAR030001) to create a new listing Elderly & Persons with Disability Program (REG110027), adds \$5.2 million in FY2011 5310 funds to the new listing, and archives the previous listing;
- Updates the funding plans and back-up listings of two Caltrans Managed Grouped Listings (the Safe Routes to School Program [REG090001] to add \$11.8 million and the Highway Bridge Program (VAR991007) to add \$45.6 million; and
- Updates the funding plans of five individually-listed projects funded with Highway Bridge Program funds (including deleting the individually listed Doherty Drive Bridge Replacement Project [MRN110001] to combine it with the Highway Bridge Program Grouped Listing).

Changes made with this revision do not affect the air quality conformity or conflict with the financial constraint requirements. TIP Revision 11-16 was approved by the MTC Commission on November 16, 2011. Caltrans approval is expected in mid-December, 2011 and final federal approval is expected in early January, 2012.

### **TIP Revision 11-15 – Administrative Modification (Proposed)**

Administrative Modification 11-15 revises 81 projects with a net increase in funding of \$112.7 million. Among other changes, this revision:

- Updates the funding plans of 40 projects to reflect changes to the Transit Capital Priorities Program, programming \$99.6 million in FTA Section 5307 funds and \$45.3 million in FTA Section 5309 Fixed-Guideway funds;
- Updates the funding plans of 9 individually listed projects funded through Caltrans' Highway Bridge Program;
- Updates the funding plans and back up listings of four grouped listings (SHOPP Collision Reduction [MTC050011], SHOPP Emergency Response [REG070001], SHOPP Mandates [VAR991003], and FTA Non-Urbanized Formula Program [VAR030002]);
- Updates the project sponsor and implementing agency for ten Benicia Breeze and seven Vallejo Transit projects to reflect the consolidation of these two agencies to form Solano County Transit (Soltrans);
- Transfers \$500,000 in CMAQ funds from the Moraga Way Streetscape Improvements project (CC-110055) to the Richmond – Nevin Ave. Bicycle and Pedestrian Improvements and Streetscape project (CC-110007); and
- Updates the funding plan to the Sonoma County portion of the US 101 Marin/Sonoma Narrows project to reflect the programming of \$45 million in Proposition 1B – CMIA funds, \$1.9 million in Proposition 1B – SLPP funds and \$8.7 million in local sales tax funds.

The administrative modification is financially constrained by year and The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$19,080,500 for SHOPP funding and \$300,000 in FTA 5311(f) funds programmed through this administrative modification.

MTC's 2011 TIP, as revised with Revision No. 2011-15, 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 November 21, 2011.

#### **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.

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 (Approved)**

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 was received on October 19, 2011 and final federal approval was received on November 10, 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.

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](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](mailto: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](mailto:acrenshaw@mtc.ca.gov) or Sri Srinivasan at (510) 817-5793 or [ssrinivasan@mtc.ca.gov](mailto: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 November 21, 2011

**METROPOLITAN TRANSPORTATION COMMISSION**  
**TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**  
**TENTATIVE 2011 TIP REVISION SCHEDULE (SUBJECT TO CHANGE)**  
**as of November 21, 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)	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 19, 2011	November 10, 2011	Approved	November 10, 2011
Admin. Modification	11-14	September 22, 2011	October 4, 2011	N/A	N/A	Approved	October 4, 2011
Admin. Modification	11-15	November 1, 2011	November 21, 2011	N/A	N/A	Approved	November 21, 2011
Amendment	11-16	September 29, 2011	November 16, 2011	(estimated 4-weeks after MTC Approval)	(estimated 4-weeks after CT Approval)	Pending	TBD
Admin. Modification	11-17	December 1, 2011	December 22, 2011 (Estimated)	N/A	N/A	TBD	TBD
Admin. Modification	11-18	January 1, 2012	January 31, 2012 (Estimated)	N/A	N/A	TBD	TBD
Amendment	11-19	December 1, 2011	January 25, 2012 (Estimated)	(estimated 4-weeks after MTC Approval)	(estimated 4-weeks after CT Approval)	TBD	TBD
Admin. Modification	11-20	February 1, 2012	February 29, 2012 (Estimated)	N/A	N/A	TBD	TBD
Admin. Modification	11-21	March 1, 2012	March 31, 2012 (Estimated)	N/A	N/A	TBD	TBD
Amendment	11-22	February 1, 2012	March 28, 2012 (Estimated)	(estimated 4-weeks after MTC Approval)	(estimated 4-weeks after CT Approval)	TBD	TBD
Admin. Modification	11-23	April 1, 2012	May 4, 2012 (Estimated)	N/A	N/A	TBD	TBD
Amendment	11-24	April 1, 2012	May 23, 2012 (Estimated)	(estimated 4-weeks after MTC Approval)	(estimated 4-weeks after CT Approval)	TBD	TBD
Amendment (Transit Only)	11-25	April 1, 2012	May 23, 2012 (Estimated)	(estimated 4-weeks after MTC Approval)	(estimated 4-weeks after CT Approval)	TBD	TBD

**2011 TIP Locked Down for Development of 2013 TIP Update \*\***

TBD - To Be Determined

N/A - Not Applicable / Not Required

The schedule is also available at the following link: [http://www.mtc.ca.gov/funding/tip/2011/2011\\_TIP\\_Revision\\_Schedule.pdf](http://www.mtc.ca.gov/funding/tip/2011/2011_TIP_Revision_Schedule.pdf)

Notes: \* MTC has delegated authority to approve TIP administrative modifications, and may approve administrative modifications on, prior to, or after the tentative date listed

\*\* Expected federal approval of 2013 TIP Update is December 2012

J:\PROJECT\Funding\TIP\2011 TIP Revisions - Amendments - Admin Mods\TIP Revision Schedule\2011 TIP Revision Schedule 11-21-11.xls]2011 Print



**METROPOLITAN  
TRANSPORTATION  
COMMISSION**

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## *Memorandum*

TO: Partnership Technical Advisory Committee

DATE: December 12, 2011

FR: Sri Srinivasan

RE: Archiving Old Projects from the TIP

### **Background**

The Transportation Improvement Program (TIP) is a comprehensive listing of all Bay Area surface transportation projects that are to receive federal funding or are subject to a federally required action, or are considered regionally significant for Air Quality Conformity purposes, during the four-year period from FY 2010-11 through FY 2013-14. MTC is required to prepare and adopt an updated TIP once every two years.

In order to make the TIP update process easier, we are looking to "clean up" the TIP in advance of the 2013 TIP update that will take place next year. This process will involve several steps; the first step is to archive projects from the TIP.

Generally projects are retained in the TIP update when the project

1. has funds in the four year TIP period (2012-13 through FY 2015-16) and later
2. has phases that are still being worked on – for example the project has been obligated but the construction has yet to be awarded.
3. is a segmented project – for example, segment one is land acquisition for an intermodal facility and segment two is the construction of bus shelters and segment three is the construction of parking facility; sponsors may choose to leave segments one and two for informational purposes (to allow the public to view the entire project in the TIP).
4. continues to have federal discretionary funds that have not been obligated or put into a grant (in such cases sponsors are advised to update the project schedule in the TIP).
5. has FTA funds which were apportioned in FY09 or later, because transit funds can be programmed for three years after the year of apportionment.
6. scope is being expanded – for example, for an existing a local road rehabilitation project, the plan is to add a bike path because of availability of additional funds
7. or the project has been delayed (in such cases sponsors are advised to update the project schedule in the TIP)

Generally projects are archived from the TIP when the project or program

1. has been completed or open for service.
2. has no funding left because of the three common reasons
  - the funds were transferred to another project (in such cases sponsors are advised to update the project cost to zero and add the name of the project where the funds that received the funds)
  - the expected funds were never received (in such cases sponsors are advised to update the project cost to zero)

- or the project was never started (for locally funded projects) (in such cases sponsors are advised to update the project cost to zero)

Of the approximately 900 Local Streets and Roads and State Highway projects currently in the TIP, 200 do not have any funds in the current four year TIP Period (FY2010-11 through FY2013-14). To aid in your review process, attached is a list of the Local Streets and Roads and State Highway projects with no funding in the current TIP.

### **Next Steps**

We are asking project sponsors to review all the Local Streets and Roads and State Highway projects and either 1) process a revision request to archive the project or 2) provide adequate justification for retaining the project in the TIP.

For archiving the project the steps to follow are listed below.

- 1) Log into FMS and go to the Universal Application Page
- 2) Click on the “Create Revision” button
- 3) Select the project you want to archive or remove from the TIP
- 4) If the project was completed please use this in the “Reason for Revision” area - Archive project from the TIP because the project has been completed and is open for service. If the project was not completed but the funds were transferred to a different project, please use - Archive project from the TIP because the funds were transferred to project (and kindly add the name of the project).
- 5) **Submit the revision by December 30, 2011**

This process will help remove all the old projects in the TIP and reduce the number of projects you need to review at the time of TIP update. If you choose to leave the projects in the TIP, provide justification as to why the project needs to be retained in the TIP.

It is important to remember that projects with no funding in the four-year TIP period are only for informational purposes and any change requires a formal amendment. Thank you for your continued efforts with the TIP. If you have any questions, please contact Adam Crenshaw at (510) 817-5794 or [acrenshaw@mtc.ca.gov](mailto:acrenshaw@mtc.ca.gov) or Sri Srinivasan at (510) 817-5793 or [ssrinivasan@mtc.ca.gov](mailto:ssrinivasan@mtc.ca.gov).

Attachment A: List of all Local Streets and Roads and State Highway projects with no funding in the TIP.

**Attachment A: List of Projects in the 2011 TIP with no funding in the TIP Period**

Sponsor	TIP ID	Project Name	Funds Programmed for Informational Purposes in TIP	Funds in the TIP Period (FY 2010-11 through FY2013-14)
Alameda County	ALA010003	Crow Canyon Safety Improvements	\$4,950,000	\$0
ACCMA	ALA010032	I-580 San Leandro Estudillo Noise Barrier	\$10,735,000	\$0
Newark	ALA010052	Central Avenue Railroad Overpass at UPRR	\$1,581,000	\$0
San Leandro	ALA050001	I-880/ Washington Ave. I/C Reconfiguration	\$2,453,500	\$0
San Leandro	ALA050002	SR 185- E. 14th St/ Hesperian Blvd/150th Ave	\$2,933,800	\$0
ACCMA	ALA050006	I-580 (TriValley) Right of Way Preservation	\$9,700,000	\$0
Dublin	ALA050008	I-580/Fallon Road Interchange Improvements	\$16,600,000	\$0
ACTIA	ALA050009	I-580 Castro Valley Interchange Improvements	\$34,938,000	\$0
ACCMA	ALA050011	I-580 (TriValley) Corridor - WB Aux Lanes	\$4,500,000	\$0
ACTIA	ALA050014	SR 84 Expressway Widening	\$126,459,000	\$0
ACCMA	ALA050029	I-680 SMART Carpool Lane	\$25,619,000	\$0
ACCMA	ALA050036	Alameda SMART Corridors Operations & Management	\$2,646,000	\$0
Alameda County	ALA050052	E. Castro Valley Blvd /Dublin Canyon Rd Rehab	\$701,000	\$0
Caltrans	ALA050059	SR 13 Median Landscaping	\$565,000	\$0
Alameda County	ALA050072	Alameda County - Castro Valley Blvd Rehabilitation	\$955,000	\$0
Oakland	ALA050080	7th Street,W. Oakland Transit Village Improvements	\$4,294,000	\$0
Dublin	ALA050082	E. Dublin BART Station Corridor Bike/Ped Enh.	\$2,431,000	\$0
Dublin	ALA050083	W. Dublin BART Station Corridor Bike/Ped Enh.	\$1,421,000	\$0
Caltrans	ALA070003	I-880 Fifth Avenue Bridge Retrofit/Replacement	\$185,703,000	\$0
Oakland	ALA070004	MacArthur Blvd Bikeway	\$200,000	\$0
Caltrans	ALA070005	I-580 Oakland Horton/Hollis St. Widening	\$2,252,000	\$0
Caltrans	ALA070006	I-880 SB Auxiliary Lane at Oak Street	\$3,325,000	\$0
Caltrans	ALA070007	I-880 High Street Bridge Retrofit/Replacement	\$152,730,000	\$0
Oakland	ALA070011	66th Avenue Streetscape Improvement Project	\$1,492,000	\$0
Fremont	ALA070037	Bay Street Streetscape & Parking Project	\$3,550,000	\$0
Alameda County	ALA070040	Hampton Rd Streetscape Improvements	\$5,550,000	\$0
Livermore	ALA070059	Livermore Downtown Pedestrian Improvements	\$1,094,000	\$0
Caltrans	ALA070060	I-238 Widening Replacement Planting	\$4,059,000	\$0
Caltrans	ALA090029	I-880 Fruitvale Avenue Bridge Rehab in Oakland	\$10,562,019	\$0
Fremont	ALA090036	Osgood Road Rehabilitation	\$1,555,758	\$0
Berkeley	ALA090039	Berkeley Bike/Ped Overcrossing Site Access Imps	\$929,000	\$0
Berkeley	ALA090040	Berkeley: University Ave Pavement Rehab - Phase 3	\$430,000	\$0
Berkeley	ALA090042	Berkeley University Ave Pavement Rehabilitation	\$1,522,315	\$0
Alameda County	ALA090043	Alameda Co: Pavement Rehab Central Unincorp	\$1,529,903	\$0
Alameda County	ALA090044	Alameda Co.:Pavement Rehab in Eastern Unincorp	\$1,240,000	\$0
Alameda	ALA090045	Alameda City: Various Streets Rehabilitation	\$1,774,000	\$0
Hayward	ALA090046	Hayward: Pavement Rehabilitation for LS&R	\$2,630,000	\$0
Oakland	ALA090047	Oakland - Various Streets and Roads Rehabilitation	\$3,857,444	\$0
Pleasanton	ALA090048	Pleasanton: Santa Rita Rd/ Stoneridge Dr Overlay	\$1,216,711	\$0
Oakland	ALA090050	Oakland - Citywide Curb Ramp and Sidewalk Repair	\$1,118,832	\$0
Livermore	ALA090052	Livermore Various Arterial Streets Pavement Rehab	\$2,050,262	\$0
Alameda County	ALA090054	Alameda Co:Pavement Rehab San Lorenzo/Ashland Unin	\$445,000	\$0
Pleasanton	ALA090055	Pleasanton: Bernal Avenue Pavement Rehabilitation	\$605,000	\$0
Oakland	ALA090056	Oakland - Various Streets and Roads Maintenance	\$1,355,000	\$0
Alameda	ALA090057	Alameda City: Certain Streets Rehabilitation	\$432,000	\$0
Livermore	ALA090058	Livermore: Vasco Road Overlay	\$400,000	\$0
San Leandro	ALA090059	San Leandro: Springlake Dr Street Rehabilitation	\$547,000	\$0
Oakland	ALA090063	Oakland Various Streets Rehabilitation II	\$1,000,000	\$0
Pleasanton	ALA090073	Pleasanton: Santa Rita Rd Pavement Rehabilitation	\$810,000	\$0
San Leandro	ALA090074	San Leandro: Bancroft Avenue Street Rehabilitation	\$764,662	\$0
Alameda County	ALA090075	Alameda Co - San Miguel Ave Sidewalk Improvements	\$1,099,097	\$0
Caltrans	ALA090076	Berkeley Parking Pricing and Real-time Guidance	\$2,250,000	\$0
Caltrans	ALA977038	San Francisco-Oakland Bay Bridge	\$5,665,800,000	\$0

**Attachment A: List of Projects in the 2011 TIP with no funding in the TIP Period**

Sponsor	TIP ID	Project Name	Funds Programmed for Informational Purposes in TIP	Funds in the TIP Period (FY 2010-11 through FY2013-14)
Caltrans	ALA990013	I-238 Widening	\$109,235,000	\$0
Fremont	ALA990014	Washington Blvd/Paseo Padre Grade Separation	\$96,083,000	\$0
Alameda	ALA990054	Tinker Avenue Reconfiguration	\$18,661,000	\$0
Oakland	ALA991081	42nd Ave. & High St. I-880 Access Improv.	\$19,285,000	\$0
ACCMA	ALA991084	I-680 Sunol Grade - Alameda SB HOV Final Phase	\$203,056,000	\$0
Caltrans	B-H970002	I-880/SR92 Interchange Reconstruction	\$135,846,533	\$0
CCTA	CC-010009	SR 4 East Widen Loveridge to Somersville Ph 2	\$166,004,000	\$0
Caltrans	CC-050026	I-80 EB HOV Lane - SR 4 to Carquinez Bridge	\$50,000,000	\$0
San Pablo	CC-050066	San Pablo: San Pablo Ave Rehabilitation	\$3,405,000	\$0
Pinole	CC-050073	Pinole: Appian Way Pavement Overlay	\$1,228,000	\$0
Danville	CC-050075	Crow Canyon/Camino Tassajara Intersection Imp.	\$8,097,000	\$0
Caltrans	CC-070017	I-680 South Contra Costa Roadway Rehabilitation	\$68,884,000	\$0
Richmond	CC-070066	Central Richmond Greenway (East Segment)	\$2,133,000	\$0
EB Reg Park Dis	CC-070069	Oakley - Big Break Regional Trail	\$532,000	\$0
El Cerrito	CC-070074	San Pablo Avenue Streetscape	\$4,516,000	\$0
Concord	CC-070083	Concord- Monument Blvd/Meadow Ln Pedestrian Imprvs	\$2,310,701	\$0
Martinez	CC-070085	Martinez - Marina Vista Streetscape	\$3,259,000	\$0
Hercules	CC-070086	Refugio Bridge - Bike, Ped & Vehicle Connectivity	\$3,512,000	\$0
CCTA	CC-070090	I-680 HOV Southbound Lane Extension	\$3,000,000	\$0
Antioch	CC-090040	Antioch: Hillcrest Avenue Pavement Rehabilitation	\$2,800,000	\$0
Martinez	CC-090042	Martinez - Various Arterial Pavement Rehab	\$1,050,000	\$0
Brentwood	CC-090043	Brentwood - Balfour Road Overlay	\$1,089,778	\$0
Clayton	CC-090044	Clayton - Various Arterials Overlay	\$380,854	\$0
Concord	CC-090045	Concord - Clayton Road Intersection Improvements	\$1,454,000	\$0
Concord	CC-090046	Concord: Clayton Road Rehab Market to Oakland Ave	\$1,541,504	\$0
Danville	CC-090048	Danville - Diablo Rd/Green Valley Rd Rehab	\$970,614	\$0
El Cerrito	CC-090050	El Cerrito - Various Streets Pvmt Rehabilitation	\$1,094,000	\$0
Moraga	CC-090052	Moraga - Moraga Rd Pavement Resurfacing	\$660,000	\$0
Pinole	CC-090054	Pinole - San Pablo Avenue Crosswalk Improvements	\$254,317	\$0
Hercules	CC-090055	Hercules - San Pablo Ave. Pavement Rehabilitation	\$711,000	\$0
Lafayette	CC-090057	Lafayette- Various Streets Pavement Rehabilitation	\$744,000	\$0
San Ramon	CC-090078	San Ramon: San Ramon Vly Blvd. Rehabilitation - N	\$1,935,000	\$0
Walnut Creek	CC-090080	Walnut Creek Civic Drive Rehab - Arroyo to Walden	\$882,214	\$0
Oakley	CC-090081	Oakley: Oakley Rd Pavement Rehabilitation	\$435,491	\$0
Oakley	CC-090082	Oakley: Delta Rd Pavement Rehabilitation	\$380,540	\$0
Orinda	CC-090083	Orinda: Chas. Hill Rd/Honey Hill Rd/Miner Rd Pvmt	\$443,539	\$0
Pittsburg	CC-090085	Pittsburg: Pavement Rehabilitation Project	\$1,943,000	\$0
Pleasant Hill	CC-090086	Pleasant Hill: Contra Costa Blvd Pavement Rehab	\$952,000	\$0
Richmond	CC-090087	Richmond: Carlson Boulevard Improvements	\$4,600,000	\$0
CC County	CC-090088	Contra Costa Co: Marsh Creek Road Pavement Overlay	\$3,042,259	\$0
CC County	CC-110030	WCC SRTS ENCOURAGEMENT AND EDUCATION	\$562,000	\$0
Danville	CC-110036	San Ramon Valley Street Smarts	\$392,000	\$0
Marin County	MRN030003	Cal-Park Hill Tunnel Improvements	\$27,451,000	\$0
FHWA	MRN030007	Chimney Rock Lighthouse Rehabilitation.	\$6,054,789	\$0
FHWA	MRN050020	Stinson Beach Access Road	\$2,803,000	\$0
Marin County	MRN050029	Olema Bolinas Pathway	\$418,000	\$0
Caltrans	MRN070007	I-580 WB to US 101 NB Aux Lanes	\$20,000,000	\$0
San Anselmo	MRN070010	San Anselmo - Non-motorized Transp. Pilot Program	\$182,435	\$0
Ross	MRN070013	Ross - Non-motorized Transp. Pilot Program	\$200,000	\$0
TAM	MRN070017	TAM - Non-motorized Transportation Pilot Program	\$100,000	\$0
Tiburon	MRN070021	Tiburon: Non-motorized Transp. Pilot Program	\$253,134	\$0
Tiburon	MRN090019	Tiburon: Reed Ranch Road and Ridge Road Overlay	\$350,826	\$0
Ross	MRN090037	Sir Francis Drake Blvd Resurfacing	\$650,000	\$0

**Attachment A: List of Projects in the 2011 TIP with no funding in the TIP Period**

Sponsor	TIP ID	Project Name	Funds Programmed for Informational Purposes in TIP	Funds in the TIP Period (FY 2010-11 through FY2013-14)
Marin County	MRN090039	Marin County: Pavement Rehab Prog - Phase C	\$1,272,590	\$0
Fairfax	MRN110017	Bridge No. 27C0008, Meadow Way over San Anselmo Cr	\$2,382,200	\$0
Larkspur	MRN110023	BRIDGE NO. 27C0028, BON AIR RD OVER CORTE MADERA	\$15,469,300	\$0
Larkspur	MRN110024	BRIDGE NO. 27C0150, ALEXANDER AVE	\$4,103,601	\$0
Port of Oakland	MTC050019	LNG Infrastructure Implementation	\$3,027,000	\$0
American Canyon	NAP050011	American Canyon - Elliott Street Rehabilitation	\$311,000	\$0
American Canyon	NAP070002	Wetlands Edge Bay Trail Segment	\$966,000	\$0
Napa	NAP070003	Napa - Browns Valley Road Rehabilitation	\$750,000	\$0
American Canyon	NAP070004	West American Canyon Road Rehabilitation	\$347,000	\$0
Yountville	NAP090001	Yountville: SR 29 Bicycle Safety Improvements	\$1,100,000	\$0
NCTPA	NAP090003	SR 12/29/221 Soscol Junction Interchange Study	\$6,300,000	\$0
American Canyon	NAP090009	American Canyon: Various Streets and Roads Rehab	\$519,971	\$0
Napa	NAP090010	Napa City: Various Streets and Roads Rehab	\$1,706,752	\$0
Napa County	NAP090013	Napa County: Silverado Trail Rehab Phase C	\$361,060	\$0
Napa County	NAP090014	Napa County: Silverado Trail Rehab Phase D	\$465,063	\$0
Caltrans	SCL050011	SR 152 Runoff Pollution Control	\$821,000	\$0
San Jose	SCL050039	Almaden Expressway Ped. Bridge	\$12,835,000	\$0
San Jose	SCL050079	Silicon Valley TIMC	\$10,153,000	\$0
Santa Clara Co	SCL070013	Harvey Bear Ranch Trail Development: Ph 2	\$600,000	\$0
VTA	SCL070019	Blossom Hill Rd/Monterey Hwy Ped Bridge	\$10,500,000	\$0
Campbell	SCL070022	East Campbell Avenue Access Master Plan	\$3,807,859	\$0
Saratoga	SCL070026	Saratoga - DeAnza Bike/Ped Trail	\$1,992,000	\$0
Santa Clara Co	SCL090002	San Tomas Expressway Box Culvert Repair - Phase 1	\$15,900,000	\$0
Caltrans	SCL090033	I-280 Roadway Rehabilitation in San Jose	\$17,056,295	\$0
San Jose	SCL090036	Branham Ln/Monterey Hwy Grade Crossing Design	\$570,000	\$0
San Jose	SCL090065	San Jose: Various Streets Rehabilitation Phase 2	\$6,595,534	\$0
Milpitas	SCL090070	Milpitas: Abbott Avenue Resurfacing	\$783,321	\$0
Sunnyvale	SCL090071	Sunnyvale: Homestead Road Asphalt Overlay, Ph. II	\$1,224,965	\$0
Caltrans	SCL090073	Stanford U Parking Pricing w/ Off-Peak Incentives	\$2,947,500	\$0
Santa Clara Co	SCL110080	Bridge #37C0028 Curtner Ave over Curtner Ave	\$667,000	\$0
Santa Clara Co	SCL110081	Bridge #37C0053 San Tomas Expwy over Los Gatos Crk	\$570,000	\$0
Santa Clara Co	SCL110082	Bridge #37C0081 Central Expwy over San Tomas Expwy	\$355,001	\$0
Santa Clara Co	SCL110083	Bridge #37C0092 Watsonville Rd over Llagas Creek	\$462,000	\$0
Santa Clara Co	SCL110084	Bridge #37C0182 Central Expwy over Wolfe Road	\$300,000	\$0
Santa Clara Co	SCL110085	Bridge #37C0198 Lawrence Expwy over SP/UP French	\$885,001	\$0
Santa Clara Co	SCL110086	Bridge #37C0346 JuniperoSerra/San Francisquito Crk	\$431,000	\$0
Santa Clara Co	SCL110087	Bridge #37C0368 W Middle Ave/W Little Llagas Crk	\$252,000	\$0
Santa Clara Co	SCL110089	Bridge #37C0377 Watsonville Rd/W Little Llagas Crk	\$343,000	\$0
Santa Clara Co	SCL110091	Bridge #37C0537 Gilman Rd over Llagas Creek	\$327,000	\$0
Santa Clara Co	SCL110092	Bridge #37C0580 Thomas/Luchessa Rd over Carnadero	\$420,000	\$0
Caltrans	SCL970002	SR 152 Truck Passing Lane - Part A	\$14,760,000	\$0
Caltrans	SCL991077	I-680 Sunol Grade SouthBound HOV Lanes - SCL Final	\$8,308,000	\$0
SF DPW	SF-010004	4th St Bridge Seismic Retrofit & Rehab	\$40,408,000	\$0
Natl Park Svc	SF-030002	Golden Gate National Park Road Rehab	\$33,119,500	\$0
SF DPW	SF-050032	US 101 - Van Ness Avenue Enhancements	\$1,130,000	\$0
SF County TA	SF-050044	S.F. Value Pricing Study & Pilot	\$1,300,000	\$0
Natl Park Svc	SF-050045	Trails & Bikeways	\$10,924,000	\$0
SF DPW	SF-070031	Valencia Streetscape Improvements	\$4,660,000	\$0
SF DPW	SF-070032	Leland Avenue Streetscape Improvements	\$4,078,000	\$0
SF DPW	SF-070039	Divisadero Streetscape and Ped. Improvements	\$3,389,000	\$0
MUNI	SF-070040	SF Downtown Parking Pricing	\$46,000,000	\$0
Natl Park Svc	SF-090024	Prepare an EIS	\$490,000	\$0
SF County TA	SF-090028	Congestion Pricing Study and Coordination	\$516,374	\$0

**Attachment A: List of Projects in the 2011 TIP with no funding in the TIP Period**

Sponsor	TIP ID	Project Name	Funds Programmed for Informational Purposes in TIP	Funds in the TIP Period (FY 2010-11 through FY2013-14)
SFMTA	SF-090029	San Francisco - Various Pedestrian Signal Upgrades	\$466,360	\$0
SF DPW	SF-090033	San Francisco: Jones Street Pavement Renovation	\$1,410,277	\$0
SF DPW	SF-090034	San Francisco: Turk Street Pavement Renovation	\$1,195,042	\$0
SF DPW	SF-090044	San Francisco: Divisadero St Pavement Renovation	\$5,784,831	\$0
SF DPW	SF-090045	San Francisco: 7th Ave/Laguna Honda Pvmt Renov	\$2,787,467	\$0
SF DPW	SF-090046	San Francisco: Geary Blvd Intersections Paving	\$524,462	\$0
SF DPW	SF-090047	San Francisco: Bush Street Pavement Renovation	\$3,685,000	\$0
SF DPW	SF-090048	San Francisco: Various Locations Curb Ramps Imps 1	\$782,592	\$0
SF DPW	SF-090049	San Francisco: Holloway Avenue Curb Ramps	\$514,204	\$0
SF DPW	SF-090050	San Francisco - Corbin Place Stair Replacement	\$450,000	\$0
SF DPW	SF-090052	Williams Avenue Pavement Renovation	\$990,672	\$0
SF DPW	SF-090053	Various Locations Curb Ramps #2	\$651,921	\$0
Redwood City	SM-070001	Redwood City - El Camino Real/Broadway Streetscape	\$1,265,000	\$0
Belmont	SM-070005	US 101 Belmont Bike/Ped Bridge	\$8,230,194	\$0
Caltrans	SM-090023	San Mateo County: Install TMS Elements	\$2,163,293	\$0
San Bruno	SM-090052	San Bruno: Various Resurfacing & Overlays	\$959,000	\$0
San Mateo	SM-090054	Smart Corridor Initial Implementation Project	\$1,940,000	\$0
Caltrans	SM-990003	SR 92 Slow Vehicle Lane Improvements	\$28,640,000	\$0
Caltrans	SM-991118	I-280/I-380 I/C Local Access Improvements	\$3,825,110	\$0
FHWA	SOL030015	San Pablo Bay Entrance Rehabilitation	\$625,000	\$0
Caltrans	SOL050005	SR 12 Truck Climbing Lane	\$25,013,000	\$0
Caltrans	SOL070002	I-80 Alamo Creek On-Ramp and Bridge Widening	\$3,924,000	\$0
Caltrans	SOL070014	I-80/I-680 Mitigation Landscaping	\$50,000	\$0
Vacaville	SOL070029	Ulatis Creek Bike Path - Allison to I-80	\$1,411,000	\$0
Fairfield	SOL090004	McGary Road Improvements	\$3,003,000	\$0
Solano County	SOL090015	Redwood-Fairgrounds Dr Interchange Imps (Study)	\$1,500,000	\$0
Caltrans	SON010001	Son 101 HOV - SR 12 to Steele & Steele Lane I/C	\$4,966,000	\$0
Son Co TA	SON010019	Son 101 HOV - Steele Lane to Windsor (North)	\$119,804,000	\$0
Caltrans	SON050002	Son 101 HOV - Santa Rosa Bike/Ped Beautification	\$5,694,000	\$0
Sonoma County	SON050011	Sonoma County - Various Streets Rehabilitation	\$16,559,000	\$0
Rohnert Park	SON070001	Rohnert Park - City Center Plaza Pedestrian Imps	\$1,829,000	\$0
Windsor	SON070005	Windsor - Old Redwood Hwy Pedestrian Linkages	\$403,079	\$0
Son Co Reg Park	SON070008	Bodega Bay Trail Segments 1B and 1C	\$817,000	\$0
Son Co TA	SON090005	Airport OC/IC- US 101	\$46,700,000	\$0
Sebastopol	SON090015	Sebastopol: Various Streets Overlays	\$798,023	\$0
Rohnert Park	SON090022	Rohnert Park: Various Streets Rehabilitation	\$1,371,551	\$0
Sonoma County	SON090028	Sonoma County - FY 2010 Various Streets Rehab	\$2,695,994	\$0
Petaluma	SON110020	East Washington Street Pedestrian Crossing	\$565,900	\$0
Caltrans	SON950005	Son 101 HOV - Rohnert Park Expwy to Santa Rosa Av	\$89,715,000	\$0
Caltrans	SON990001	Son 101 HOV - SR 12 to Steele Lane	\$133,822,000	\$0
Caltrans	VAR991010	GL: Hazard Elimination and Safety Program - HES	\$41,905,000	\$0
Grand Total			\$8,173,589,690	\$0



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## *Memorandum*

TO: Partnership Technical Advisory Committee

DATE: December 12, 2011

FR: Sri Srinivasan, Programming and Allocations Section

RE: Tentative 2013 TIP Schedule

The federally required Transportation Improvement Program or TIP, is a comprehensive listing of all Bay Area surface transportation projects that are to receive federal funding or are subject to a federally required action, or are considered regionally significant for air quality conformity purposes. The 2011 TIP was adopted by the Commission on October 27, 2010 and approved by the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) on December 14, 2010. It is valid through December 13, 2014. MTC is required by the State to prepare and adopt an updated TIP every two years. Therefore, it is time to develop a new TIP. The 2013 TIP will cover the four-year period of FY 2012-13 through FY 2015-16.

Because it takes several months to prepare a new TIP, the 2011 Transportation Improvement Program (TIP) is set to go into a lockdown on Thursday, April 5, 2012. This is necessary to provide the time required to conduct the required Air Quality conformity analysis and determination, provide sufficient time for public participation, provide sufficient time for Caltrans, FHWA and FTA review and approval, and to ensure the data is consistent as we move from the current 2011 TIP to the new updated 2013 TIP.

Attached is the tentative TIP Development schedule (Attachment 1).

The 2013 TIP will be developed using FMS. If members of your staff would like additional training in using FMS, please contact us as soon as possible and we will arrange a training session.

Developing the 2013 TIP entails reviewing all your current TIP projects, and informing MTC of:

1. Which projects are completed and should be archived (ideally, this process should be completed by December 30, 2011. This will reduce the number of projects that you have to review)
2. Which projects need to be continued into the new TIP;
3. Which transit funds programmed in the prior year are not yet included in a FTA grant. Please change the program year but leave the Apportion year (Appn Year) as is.

4. Any changes to existing projects including scope, funding, contact person, phase change, schedule delays etc;
5. Updated project costs. Federal regulations require that the project listings reflect the latest estimates of the total project cost including all local funds, and costs of each phase. All costs must be escalated to the year of expenditure;
6. Justification of the sources of funds for those funds programmed in the TIP with “Other local funds” in excess of two million dollars;
7. Ensuring that the RTP Long Range Plan funds (RTP-LRP) funds are not programmed within the four-year TIP period (FY2012-13 through FY15-16)

Attachment 2 is a flowchart of the TIP clean up process. MTC staff will present a detailed TIP development guide over the next few months.

We appreciate your help in updating the TIP. Time spent now getting the TIP entries correct will save time in the future by minimizing additional changes and avoiding potential project delivery delays.

Attachment 1: Tentative TIP Development Schedule

Attachment 2: Process flowchart for TIP Data Clean-up

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**ATTACHMENT 1: TENTATIVE 2013 TIP DEVELOPMENT SCHEDULE**

**Monday, November 28, 2011**

<b>Proposed Milestone Dates</b>	<b>Milestone</b>
Friday, March 30, 2012	Last day to submit changes to current FTIP for Revision 11-23 (Administrative Modification) using FMS
Friday, March 30, 2012	Last day to submit new projects for current FTIP for the last FTIP Amendment
<b>Thursday, April 05, 2012</b>	<b>FMS Locked Down - No more changes to 2011 FTIP - Start of 2013 FTIP Development</b>
Friday, April 13, 2012	Start of review and update by project sponsors and CMAs
Thursday, April 26, 2012	Review of conformity approach by AQCTF for the 2013 FTIP
Wednesday, May 09, 2012	Final 2011 FTIP Amendment released for public comment
<b>Thursday, May 10, 2012</b>	<b>Completion of project review by sponsors and CMAs</b>
Wednesday, June 13, 2012	PAC Meeting - authorize public hearing and release Draft 2013 FTIP & AQ Conformity
Friday, June 29, 2012	Begin of Public Review Period for 2013 FTIP and Conformity Analysis
Wednesday, July 11, 2012	Public Hearing on Draft FTIP and AQ Conformity Analysis
Friday, August 03, 2012	End of Public Review Period for Draft FTIP and Conformity Analysis
Thursday, August 23, 2012	Review of Final Draft Conformity Analysis by AQCTF
Wednesday, September 12, 2012	PAC review of Final 2013 FTIP and Final Conformity analysis and referral to Commission
<b>Wednesday, September 26, 2012</b>	<b>Final 2013 FTIP and Final Air Quality Conformity analysis approved by Commission</b>
<b>Friday, September 28, 2012</b>	<b>2013 FTIP submitted to Caltrans</b>
Monday, October 01, 2012	Deadline for Final FTIP to Caltrans
Monday, October 08, 2012	Start of FSTIP Public Participation (Statewide Public Review Process)
Monday, October 29, 2012	End of FSTIP Public Participation (Statewide Public Review Process)
Thursday, November 15, 2012	FSTIP submitted to FHWA/FTA
Monday, December 17, 2012	Final FHWA/FTA Approval of 2013 TIP / AQ Conformity Analysis

# Attachment 2: Process flowchart for TIP Data Clean-up

