

THE BAY AREA PARTNERSHIP

Partnership Technical Advisory Committee

Monday, September 20, 2004, 1:30 p.m. – 3:30 p.m.

Auditorium, MTC

101 8th Street, Oakland, CA

AGENDA

1. Introductions
2. Minutes of July 19, 2004 PTAC Meeting *
3. PTAC Review Committee *
4. Partnership Working Group Reports
 - Project Delivery/ Joint Session (Brook)
 - Transit/ Joint Session (Chan)
 - Local Streets and Roads Session (Moshier)

Discussion Items

5. Legislative Update and 2005 Legislative Program * (Long)
Report on wrap up of the state legislative session. Staff is soliciting input for the upcoming legislative session.
6. Transportation 2030: Next Steps and Schedule ** (Nguyen)
Staff will report on the status of the Transportation 2030 planning effort, and describe the upcoming project milestones and schedule.
7. Second Cycle STP/CMAQ Programming Update
 - Transit Element * (Miller)
 - Local Streets and Roads ** (Goldblatt)
 - Transportation for Livable Communities/Housing Incentive Program (Baker)
8. Regional Measure 2 (Steinhauser)
 - *Update on the September * and FY 2004-05 allocations*
 - *Operations Program – Performance Measures * (Bockelman)*
9. RM 2 Real-time Transit Grant Program * (Berman)
MTC will administer a \$20M competitive grant program targeted at public transit operators for the purpose of delivering real-time transit arrival information to the general public. Staff will present a draft list of criteria for this program and present any comments from the Transit Finance Working Group.
10. Regional Operations Strategy * (Georgevich)
Staff will present the Regional Operations Strategy, which covers the region's current policies, programs and investments related to managing the transportation system and outlines future strategies and investments

Information Items

11. 2004 STIP – State Funding Shortfall * (McKeown)

Partnership Technical Advisory Committee Minutes

July 19, 2004

Page 1

1. Introductions
Paul Maxwell (Vice-Chair) requested introductions.
2. Minutes of June 21, 2004 PTAC Meeting
The minutes of the June PTAC meeting were approved.
3. Report of July Partnership Working Group
Project Delivery Session– The Project Delivery Group did not meet in July. Art Brook (Marin County) reported that the Project Delivery Workshop discussed the STP/CMAQ programming for 2006-07.

Transit/Joint Session– Alix Bockelman (MTC) reported that the Transit Session discussed AC Transit's Fleet Plan and reviewed the information distributed in the packet. She was asked about the outcome of the discussion. She replied that this was a information item only. Alix reported that RM2 Performance Measures were also discussed.

Local Streets and Roads Session– Brian Lee (San Mateo County) said that the Local Streets and Roads Committee met for three hours and selected a new Chair. They suggested a new Chair for PTAC (see next item).

Discussion Items

4. New Chair and Vice-Chair
Dianne Steinhauser (MTC) briefly reviewed the history of the creation of PTAC and how Chair and Vice-Chair positions have traditionally been selected at these types of meetings. PTAC was formed to consolidate three existing committees, the Partnership Finance Committee, Partnership Legislative Committee and Partnership Planning and Operations Committee. PTAC's first Chair, Dorothy Dugger, and Vice-Chair, Paul Maxwell, were selected at the group's first meeting in June of 2002. Dianne said that traditionally, the Vice-Chair would assume the Chair position and a new Vice-Chair would be selected. This method allows for continuity and has proved successful in the Working Groups meetings. It also allows for the two top positions to be alternated between a transit operator and a CMA representative.

Paul Maxwell asked for nominations for Chair. He was nominated and agreed to serve as Chair for the next year. Paul was asked how he intends to get the Streets and Roads Working Group more involved with PTAC? Dianne asked the Streets and Roads representative what role he wanted the group to have in PTAC. The selection of Paul Maxwell as Chair was unanimous.

Paul asked for nominations for Vice-Chair. Kathleen Kelly and Joan Martin were nominated. Kathleen Kelly was elected Vice-Chair. The terms for Chair and Vice-Chair will end in June 2005.

Dianne suggested a small sub-group meet to discuss PTAC's future and asked for volunteers. Dana Cowell, Mike Duncan and Brian Lee will serve on the sub-group along with Paul Maxwell, Kathleen Kelly and Dianne Steinhauser.

Partnership Technical Advisory Committee Minutes

July 19, 2004

Page 2

5. Legislative Update

Rebecca Long (MTC) – Rebecca reported on some of the items in her memo. The State budget has not yet been approved. Most of the transportation components are resolved. These issues include:

- suspend Prop 42 in FY 04-05, but repay entire \$1.2 billion in FY 07-08
- repay \$163 million in TCRF loans to the General Fund that were due in FY 05-06; this is needed to meet existing TCRP allocations
- repay \$20 million in State Highway Account loans
- reduce ERAF cuts to AC Transit, BART and Marin county

Also, STA funding levels are increased from the original \$101 million last year to \$117 million this year.

On July 2nd, the Governor signed AB 687, which contains Indian Gaming revenues for transportation. The bill authorizes up to \$1.5 billion in bonds be issued, of which \$1.2 billion would be for transportation. The funds would be distributed by the formula outlined below.

State Highway Account (SHA) loan repayment	\$457 million
Traffic Congestion Relief Program	\$290 million
Public Transportation Account (PTA) loan repayment	\$275 million
Local Streets and Roads loan repayment	\$192 million

AB 687 will only be enacted if Propositions 68 and 70 fail in November's election. Since many of the Indian tribes support Proposition 70, there is still some doubt about these funds. Proposition 68 is supported by the race tracks and card clubs.

Rebecca was asked who was supporting the "No" vote campaign? The Governor is the primary force against these two propositions and is looking for help from the cities to defeat these propositions.

Dianne Steinhauser (MTC) reported that there have been no STIP projects funding in the past year.

Paul Maxwell asked whether the Parks will have to contribute more to the state since the ERAF shift for transit agencies was reduced. Rebecca answered that she believed so.

Rebecca was asked about other districts that may be impacted in the budget. She said she would research this item and get back to the group at the next meeting.

6. 2004 STIP – CTC Staff Recommendations

Ross McKeown (MTC) – presented the 2004 STIP CTC Staff Recommendations. The CTC staff is maintaining funding levels at the current Fund Estimate levels. Several changes to projects in the Region include:

- San Francisco Light Rail Project will move from 2006/07 to 2007/08
- Sunol Grade project will move from 2005/06 to 2007/08

Partnership Technical Advisory Committee Minutes

July 19, 2004

Page 3

Ross said that there will be additional adjustments in the 2006 STIP. Since the Regional over-programmed in 2005 (\$15 million) and 2006 (\$6 million), staff is seeking ways to get \$30 million advanced from RM2. The CTC will continue the discussion at it's August 4-5 meeting.

Dianne reported that the CTC is considering a \$500 million GARVEE bond. A decision on this bond will be postponed until December or January. Counties will be asked to pay the cost of servicing any bonds that are issued. There have been some significant cost increases to some projects like the Sonoma 101 SR 12 to Steele Lane project with a 25% increase in materials from the original estimate.

7. Regional Measure 2

Dianne Steinhauser (MTC) reported that PAC recommended \$49.7 million of RM2 funds be programmed to four projects in July. MTC staff plan to bring 10 more projects to the Commission for funding in September. The Policy and Procedures Agreement is completed and will be presented to both sponsor's Boards and the MTC Commission concurrently. There are no cash flow problems yet because MTC will be using RM1 funds to back up RM2 fund requests. RM1 bonds will be sold soon and RM2 bonds will be sold in January of 2005, or later – as needed.

Staff anticipates no problems meeting the remaining requests totaling \$102 million in RM2 funds being requested in FY 2004-05.

Dianne was asked if RM2 operating funds will be available to sponsors? She said that because the legislative agreement to allow funds from Federally financed bridges to be used for operating expenses is attached to the Federal Reauthorization Legislation, it is unlikely that this problem will be able to be fixed legislatively. Staff is requesting an administrative interpretation from FHWA.

Dianne was asked if there was anything sponsors can do to help this legislation get passed? She said that because of the partisan nature of the legislation, the legislative fix may not be forthcoming.

8. Regional Measure 2 Performance Measures

Alix Bockelman (MTC) reported that legislation requires Performance Measures be used to qualify operators for funds. There are 14 projects that will be affected by this legislation. The primary features of the proposal are:

- two performance measures; farebox recovery ratio and annual change in passengers per revenue hour
- two year ramp-up period allowed
- corrective action plan and Commission review if performance not met.

Several operators noted that the information MTC is requesting is not available. Most operators do not track route specific farebox revenue and there are big differences between operators in the farebox ratios they receive. Ferry sponsors collect up to 40% of their expenses while express buses only collect 30% of the expenses. Alix said that there will be a two year ramp-up to the application of the Performance Measures.

Partnership Technical Advisory Committee Minutes

July 19, 2004

Page 4

The MTC Advisory Council have indicated that they would like a role in the PM process.

There is general concern from operators on providing information to show increased ridership by specific route. It will be difficult to rate the light rail system as a separate part of the larger system.

Alix reported that the schedule for PMs are to get comments from the Advisory Council, the Finance Working Groups, approval from PTAC in September and then to the Commission for final approval.

Alix was asked what the Advisory Council is and why they have a say in PMs. She said that the Advisory Council was formed by the Partnership to advise them on all issues. The Council meets every second Wednesday of the month at 12:30 p.m. at the MetroCenter.

Alix was asked how transit operators apply for RM2 funds? A sub-group will be formed to discuss this issue.

9. Second Cycle STP/CMAQ: TLC/HIP and Regional Bicycle and Pedestrian Program Update
Evelyn Baker (MTC) presented this item. A transcript of her presentation is included here.

MTC has \$27 million in Cycle 2 funds budgeted for the Transportation for Livable Communities (TLC) program. Of this amount, MTC had planned make \$18 million available for the regional call for projects, and to make the remaining \$9 million available to the nine CMAs to award through their county TLC programs.

However, to meet our TCMC requirement to have these funds fully allocated by June 2006, all TLC projects must be selected within the next few months.

MTC staff has been working with the CMAs to identify those counties that will be issuing a call for their county TLC programs this year. To date, it appears that only four of the counties – Napa, Solano, Santa Clara, and San Mateo, plan to use award their TLC funds in time to meet the June 2006 obligation deadline. The remaining counties will likely pool the funds from more than one year to issue a larger call for projects in the coming years.

Our current estimate is that, of the \$9 million that is budgeted for the county TLC programs, approximately \$4.5 million will not be claimed at the county level, and therefore will be redirected to the regional TLC program. Again, this is to ensure compliance with the TCMC requirement that the full \$27 million be fully allocated by June 2006. The amounts available in subsequent regional call for projects will be adjusted to redirect the \$4.5 million in regional funds back to the county programs accordingly.

In May of this year, MTC issued a call for the Regional TLC Planning and Capital grant program. The deadline to submit applications for funding was this past Friday, July 16th. As of close of business on Friday, we received 46 applications for planning projects and 53

Partnership Technical Advisory Committee Minutes

July 19, 2004

Page 5

applications for capital projects. We are currently logging in all applications received and do not yet have a figure for the total dollar amount requested.

We have developed a list of volunteers from the Advisory Council, the Partnership, and bicycle and pedestrian advisory committees to assist in the formal evaluation of the TLC applications. We anticipate completing the evaluation process by the beginning of September 2004, and will be bringing a recommended list of project to the September PAC and Commission meetings for their approval.

10. Second Cycle STP/CMAQ: Transit Element

Alix Bockelman (MTC) presented the proposed 2nd Cycle STSP/CMAQ program to the group. She said that there should be \$55 million available for the next two years. The General Managers are still discussing what to do about the \$1.3 billion transit shortfall. Under discussion is a proposal to allow BART to set aside funds in anticipation of their large fleet replacement need in a few years. They plan to put funds into escrow for future use. Smaller operators were concerned about how this action would affect their funding.

MUNI and several other operators expressed concern that they will have large, one time, capital replacement needs in the near future and asked if they could count on the same deal being offered to them. Ian McAvoy, JPB, said that he couldn't support this proposal in its current form. Dianne said that the proposal was only a starting point for discussion, not a final decision by MTC.

It was decided to send this item back to the Transit Finance Working Group for further discussion.

Information Items

11. Programming and Allocation Section Restructuring

Dianne Steinhauser (MTC) reported that RM2 had presented MTC with additional challenges and that the Programming and Allocations Department is undergoing a restructuring. She reviewed the attached memo and table which outlines the duties and staff responsible under the new structure.

The new structure is based on Programs rather than geographic location of sponsors. There will no longer be County Liaisons. There will now be Program Managers for each program.

Several people made suggestions such as having MTC staff continue to attend TAC meetings in the counties that hold such meetings. Some were concerned that there now appear to me more people for the sponsors to deal with than in the past.

12. Other Business - Next Meeting

Monday, September 20, 2004

MetroCenter, Auditorium

1:30 p.m. – 3:30 p.m.

**Partnership Technical Advisory Committee
Review Committee Minutes**

August 17, 2004

Page 1

In Attendance:

Paul Maxwell (CCTA)

Kathleen Kelly (BART)

Joan Martin (AC Transit)

Ross McKeown (MTC)

Mark Miletich (MTC)

Paul Maxwell (CCTA) asked for a brief history of how PTAC was originally formed. Ross McKeown (MTC) informed him, and the group, that prior to PTAC's inception, there were three Partnership committees (Partnership Finance Committee, Partnership Legislative Committee and Partnership Planning and Operations Committee) that performed similar duties and so in June of 2002, they were combined into PTAC.

The discussion continued about the role of the Partnership and its evolution from its intended purpose in the early 1990's. Originally, the Partnership was formed in response to ISTEA legislation to include virtually every public agency at all levels of government. Initially it assisted in the delivery of ten to fifteen (10 – 15) specific projects in the region. Now the Partnership consisted mainly of CMA Directors, General Managers of Transit Agencies, Caltrans representatives and staff from FTA. Attendance from other agencies had been somewhat sporadic.

1. Role of PTAC

PTAC's role has been to transfer information from MTC Staff to the cities, counties and transit agencies in the region and to make recommendations to the Partnership Board. Although historically PTAC and the Partnership had operated on a consensus basis, the group discussed the idea of having voting members and non-voting members. The voting members would be formally appointed as the PTAC representative of each of the Partnership members.

The discussion continued about some of the sub-groups that have been created to assist PTAC such as the Finance Working Group (Project Delivery, Joint Working Group and Transit Finance Working Group), the Local Streets and Roads Committee and the TCP sub-committee (General Managers). It appeared that a fairly large proportion of those attending the PTAC meeting also attended one of the working groups.

There was a discussion about what the Partnership Board expects from PTAC. It was decided to ask the Partnership to provide PTAC with specific direction about its role. Was the partnership expecting the PTAC to make recommendations on key issues before they surfaced at the Partnership Board, or had PTAC's role evolved into something more akin to a Technical Advisory Committee for the MTC?

Some suggestions that came from the discussions included:

- Formally defining PTAC membership, alternates and voting procedures
- Written minutes from the Working Groups to be included in PTAC minutes each month
- Structure of the group
- Ask Partnership for direction
- Ask Steve Heminger what he expects from PTAC
- Get the MTC Planning section more involved with PTAC
- Get more involved in long range transportation issues facing the region
- Distribute draft agenda to Chair and Vice-Chair one week before meeting
- Mechanism for adding items to agenda



METROPOLITAN
TRANSPORTATION
COMMISSION

Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, CA 94607-4700
Tel: 510.464.7700
TDD/TTY: 510.464.7769
Fax: 510.464.7848

Memorandum

TO: Partnership Technical Advisory Committee

DATE: Sept. 13, 2004

FR: Rebecca Long

RE: Toll Bridge Seismic Retrofit Program – Legislative Update

In the wake of the Schwarzenegger Administration's announcement that Caltrans faces a \$3.2 billion cost overrun for the remaining work on the Richmond-San Rafael Bridge retrofit and San Francisco-Oakland Bay Bridge retrofit and replacement, the Legislature and the Governor were unable to reach an agreement on how to fund the shortfall in the final hours of the session. The Administration is reported to be asking the sole bidder for the self-anchored suspension (SAS) contract to extend its bid beyond the current September 30th deadline.

Provisions of Assembly Bill 2366

Assembly Member John Dutra authored AB 2366, a "stop-gap" measure that would have provided sufficient funding to allow Caltrans to award the single \$1.4 billion bid for the SAS contract on the east span of the San Francisco-Oakland Bay Bridge. Specifically, the bill proposed to transfer authority for the existing \$1 seismic surcharge from Caltrans to the Bay Area Toll Authority (BATA) to facilitate the consolidation and refinancing of existing toll-funded debt and cash reserves and allow up to \$520 million in additional toll revenues to be allocated to Caltrans for the award of (SAS) contract. It also removed the year 2038 sunset for the existing \$1 seismic surcharge that exists in current law.

Unlike the Schwarzenegger Administration's proposal, this approach protected the projects approved by the voters in Regional Measures 1 and 2, and those projects identified in MTC Resolution 3434 and did not require a toll increase to achieve the objective of keeping seismic safety on track. The bill also authorized BATA to undertake project management and oversight responsibilities for the toll bridge seismic retrofit program, to conduct financial and performance audits and to condition payments to Caltrans on the basis of these findings. This short-term strategy, however, would have required action next year to achieve a long-term deal to solve the majority of the reported overruns.

AB 2366 did not have the support of Governor Schwarzenegger who sought a comprehensive funding approach that placed the entire burden on local toll payers, a proposal that Bay Area legislators simply could not accept. With neither a short-term nor long-term funding solution enacted, the next opportunity for the Legislature to approve a financing agreement will likely be when they convene again for a few days in December 2004 to organize for the 2005-06 Regular Session.

Joint Legislative Audit Committee Approves Audit Request

While a legislative fix was not approved, the Legislature did take action to initiate an audit into the cause of the \$3.2 billion overrun. At the request of numerous legislators, the Joint Legislative Audit Committee (a joint committee of the Senate and the Assembly) voted on August 26th to require the Bureau of State Audits to examine the factors contributing to cost increases, actions of the various agencies in planning and managing the program, the adequacy of schedules and cost estimates, unforeseen developments and numerous other elements. In addition, the audit will examine how the funds have been used to verify that they are not being redirected to other purposes outside the seismic retrofit program. Such information should prove helpful in developing an equitable cost-sharing solution for the full cost increase.

In August 2002, the Bureau of State Audits completed a similar audit of the Toll Bridge Seismic Retrofit Program. That audit focused on the cost increases for the seismic program from the program estimates (\$2.6 billion) in SB 60 in 1997 to the revised estimates (\$4.6 billion) in AB 1171 in 2001. In summary, the 2002 audit found that the \$2 billion cost increase was due to five main reasons:

1. State law allowed the Bay Area to select a more expensive east span replacement design, which increased the cost of the project. The audit recognized that pursuant to SB 60 the estimated increased costs of the design selected by MTC were funded from an extension of the \$1 seismic surcharge.
2. Costs were underestimated because Caltrans had not included escalation rates in its estimates to account for inflationary increases in bid materials.
3. Increased support costs (both Caltrans staff and outside consultants) accounted for 26% of the reported cost increase.
4. External parties such as the U.S. Navy and then-Mayor of San Francisco delayed project progress, which increased project costs.
5. The complex and (in some cases) unprecedented nature of the seismic retrofit work on large structures over water has proven difficult to estimate due to the lack of benchmark cost estimating models.

MTC staff participated in the 2002 audit review, and we expect to be called upon to do so again in the 2004 audit.

We will continue to keep you informed about funding negotiations and legislative developments on the toll bridge seismic retrofit program as they occur.



**METROPOLITAN
TRANSPORTATION
COMMISSION**

Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, CA 94607-1700
Tel: 510.464.7766
TDD/TTY: 510.464.7769
Fax: 510.461.7848

Memorandum

TO: Partnership Technical Advisory Committee

DATE: September 20, 2004

FR: Kate Miller

W.I.: 1512

RE: Transportation 2030 Funding Challenges/ Second Cycle (FYs 2005-06 and 2006-07) STP-CMAQ
Transit Capital Programming

Background

According to the findings in Phase 1 of Transportation 2030, the Federal Transit Administration (FTA) Section 5307 and 5309 Fixed Guideway (FG) programs will only fund roughly \$7 billion of the \$11 billion in score 16 transit capital projects during the Transportation 2030 period. In particular, Phase 1 identified BART as having the largest overall capital shortfall and the largest score 16 shortfall of over \$1.0 billion. Based on the policy direction established in Phase 1 of Transportation 2030, regional funds – both STP/CMAQ and RTIP – would be needed to meet these score 16 need over the 25-year period.

At the August 16th PTAC Meeting, MTC staff introduced a proposal that was presented to the Finance Working Group for programming the Transit Capital element of the Second Cycle STP-CMAQ program. The option distributed the \$55 million pre-established transit set-aside to operators proportionately based on the transit capital shortfall developed in Phase I of Transportation 2030. Table 1 below, shows the shortfall by operator. Table 2 shows the recommended programming distribution based on these shortfall percentages.

Table 1: Percent of Transportation 2030 Score 16 Shortfall by Operator

	<u>AC Transit</u>	<u>BART</u>	<u>GGBHTD</u>	<u>Vallejo</u>	<u>Total</u>
\$s (In thousands)	143,386	1,073,005	36,103	43,395	1,295,889
% of Shortfall	11.1%	82.8%	2.8%	3.3%	100%

Table 2: July 7 Programming Proposal

<u>Fiscal Year</u>	<u>AC Transit</u>	<u>BART</u>	<u>GGBHTD</u>	<u>Vallejo</u>	<u>Total</u>
FY 2005-06	3,030,838	22,680,764	763,131	917,267	27,392,000
FY 2006-07	3,030,838	22,680,764	763,131	917,267	27,392,000
Total	\$6,061,676	\$45,361,528	\$1,526,262	\$1,834,534	\$54,784,000

A more careful review of the transit inventory showed that BART's \$2 billion car replacement from 2015 to 2019 was the primary driver of BART's transit capital need. To more directly address BART's shortfall, therefore, the staff proposal recommended establishing a sinking fund to finance BART's car replacement. In the near term, to address cash flow needs, the funds would be directed towards another BART project, such as BART's seismic project, with the idea that either Regional Measure 2 (RM2) or BART local funds would be held in reserve to fund the BART car project. It should be noted that any creative financing mechanism that uses RM2 funds will not change the amount of funding allocated to RM2 projects in the voter approved expenditure plan or the schedule for delivering those projects.

While most operators were supportive of establishing a sinking fund as a proactive strategy to prepare for funding BART's \$2 billion car replacement, some operators voiced concerns about the distribution of the Second Cycle STP-CMAQ transit funds. Specifically, the proposal was met with the following criticisms:

- Many transit operators currently have outstanding score 16 needs, and there is a mismatch between considering 25-year needs and distributing funding now based on that formula.
- Identifying only BART needs ignores other important regional replacement needs. MTC should explore other lumpy, significant capital projects. As an example, Muni noted that their Breda car replacement is slated to begin in FY 2023.
- Some transit operators believe that flexibility to fund projects below score 16 should be allowed.
- The proposal for non-BART counties is not equitable.

Based on these comments, MTC staff has reviewed all of the large, score 16 projects in the region and evaluated alternative programming distributions. Based on the results of MTC's analysis on the other large capital replacements in the region, other agreements for financing may be developed for discussion and consideration with members of the Finance Working Group and PTAC when these capital needs become timelier.

Alternative Programming Proposals

In response to the comments received at the Working Group and Partnership Technical Advisory Committee meetings and further review of the transit capital data, MTC staff looked at two alternative funding distribution options for the non-BART fleet replacement increment.

Alternative 1: Assign 82.8% for BART based on the Transportation 2030 shortfall, and distribute the balance of STP funds (17.2% - \$9,422,848) based on the unfunded balances from the FY 2003-04 and FY 2004-05 FTA formula programs.

<u>Percentage & Programming</u>	<u>BART</u>	<u>Caltrain</u>	<u>Muni</u>	<u>Total</u>
Percentage	82.8%	8.7%	8.5%	100.00%
FY 2005-06 Programming	22,680,764	2,374,966	2,336,270	\$27,392,000

FY 2006-07 Programming	22,680,764	2,374,966	2,336,270	\$27,392,000
Total	\$45,361,528	\$4,749,932	\$4,672,540	\$54,784,000

Caltrain and Muni unfunded balances are the result of project caps as outlined in the Transit Capital Priorities (TCP) Process and Criteria (the policy that guides the FTA formula programming). Caps are imposed on revenue vehicle fleet replacements in excess of \$20 million per bus sub-fleet, \$30 million per rail sub-fleets, and \$7.5 million per project category for non-vehicle fixed guideway projects. Aside from BART, Caltrain, and Muni, the TCP project caps did not limit funding to any other operator in the FY 2003-04 and FY 2004-05 FTA formula programs.

Alternative 2: Assign 82.8% for BART based on the Transportation 2030 shortfall, and distribute the balance of STP funds based on proportional score 16 need from capital data shown in Short Range Transit Plans (SRTP) for FY 2005-06 and FY 2006-07.

<u>Percentage and Programming</u>	<u>BART</u>	<u>AC Transit</u>	<u>Caltrain</u>	<u>GGBHTD</u>	<u>Muni</u>	<u>SCVTA</u>	<u>Vallejo</u>
Percentage 2006	82.8%	0%	1.3%	2.0%	13.2%	.6%	.2%
2007	82.8%	2.5%	1.1%	5.8%	4.24%	1.5%	2.1%
FY 2005-06 Programming	22,680,576	0	344,084	556,975	3,610,576	157,923	41,866
FY 2006-07 Programming	22,680,576	686,221	286,613	1,599,352	1,161,268	411,478	566,492
Total	\$45,361,153	\$686,221	\$630,697	\$2,156,327	\$4,771,844	\$569,401	\$608,358

Attachment A shows the score 16 projects identified in operators' respective SRTPs. Note that project sponsors who would have received a total amount of less than \$100,000 were eliminated from consideration because funding below \$100,000 is insufficient to fund most high scoring capital projects. These projects are also more likely to be fully funded in the FTA formula programs in FY 2005-06 and FY 2006-07.

Comments from the August 4th Finance Working Group on the Alternative Proposals

Members of the working group discussed the two additional options, however a consensus was not reached. Staff representing Caltrain and Muni selected Alternative 1 while staff from AC Transit, Golden Gate, VTA, and Vallejo selected Alternative 2.

Some members of the Working Group requested a more comprehensive review of all operators' Short Range Transit Plans and specifically requested assurance that small operators' score 16 needs were being met. Other members of the Working Group felt that this issue should be elevated to PTAC or the Partnership Board level.

Response to Additional Information and Option to Delay Programming

In response to the comments received at the working group, MTC staff expanded its list of score 16 capital projects for all operators from their most recent SRTPs on Attachment A (note that operators that do not participate in the Transit Capital Priorities have not submitted SRTPs). Under Alternative 2, none of the newly added operators would qualify for funding since the amount of funds they would receive is less than \$100,000.

Some members of the Working Group requested an analysis of the score 16 needs that would be met through the Federal Transit formula program in FY 2005-06 and FY 2006-07. Because there are still unresolved issues surrounding the policy for the distribution of the federal formula funds and because the information in the SRTPs are in some cases outdated, it would be challenging to ensure that all score 16 needs have been met prior to completing the FTA programming.

Therefore, MTC staff's revised proposal is that BART receive 82.8% for the Second Cycle STP funds based on the shortfall derived in Phase 1 of Transportation 2030 for their fleet replacement and that the balance of the STP funds be programmed in conjunction with the FY 2005-06 and FY 2006-07 FTA funds. This way, the funds would be added to the FTA funds and distributed proportionately to those operators whose projects are not fully funded by the FTA funds.

Recap of Staff Proposals

Option 1: Distribute funds proportionately to operators showing a score 16 shortfall in Phase 1 of Transportation 2030.

Option 2: Assign 82.8% for BART based on the Transportation 2030 shortfall, and distribute the balance of STP funds (17.2% - \$9,422,848) based on the unfunded balances from the FY 2003-04 and FY 2004-05 FTA formula programs.

Option 3: Assign 82.8% for BART based on the Transportation 2030 shortfall, and distribute the balance of STP funds based on proportional score 16 need from capital data shown in Short Range Transit Plans (SRTP) for FY 2005-06 and FY 2006-07.

Option 4 – Staff Recommendation: Assign 82.8% for BART based on the Transportation 2030 shortfall for fleet replacement, and distribute the balance of STP funds based on proportional score 16 need from the FY 2005-06 and FY 2006-07 FTA formula programs.

Attachment B summarizes the funding amounts by operator for each of the above options.

Next Steps

If there is consensus on the general distribution framework for the FY 2005-06 and FY 2006-07 transit funds, staff will recommend approval of the STP Transit framework to the Commission in November or December. The call for projects will be delayed pending the call for projects for the FTA Formula

program, expected in Spring 2005. The details of the BART car financing and near-term programming options will be addressed in early 2005. The schedule detail is included below.

MTC staff has had initial meetings with BART staff to discuss the long-term financing arrangement for the BART car replacement. It is MTC staff's intent that the following will occur prior to approval of the second cycle STP-CMAQ transit capital programming: 1) a fleet plan for BART's car replacement will be reviewed by MTC and BART boards, and 2) finalize a near-term mechanism for using the federal funds and banking an equal amount for future car costs.

Proposed Schedule

<u>Item</u>	<u>Completion Date</u>
FWG/PTAC approval of programming principles	October 2004
Programming and Allocations Approval of Programming Principles	November or December 2004
FWG/PTAC approval of BART Car Finance Concept	January 2005
Call For Projects	February-March 2005
Proposed program to FWG/PTAC	March-April 2005
MTC/BART Approval of Fleet Plan and to enter into Financial Negotiations for this funding increment	March 2005
Commission adoption	May-June 2005

Attachment A: Score 16 Transit Capital from Operator Short Range Transit Plans

Operator	Project	2006	%	Proposed		%	Proposed STP \$s
				2007	\$s		
A C Transit	Low Floor Buses Std size				25,379		
	Sub Total	0	0.0%	0	25,379	13.7%	686,221
BART	Mainline	30,255			32,931		
BART	Controls and Communication	39,620			39,000		
	Sub Total	69,875		0	71,931		0
Caltrain	Rolling Stock Overhaul + Replacement	8,000			500		
Caltrain	Signal System Replacement + Rehab	2,700					
Caltrain	Track Rehab	7,500			7,600		
Caltrain	Tunnel Rehab	600			1,000		
Caltrain	Grade Crossing Rehab	1,500			1,500		
	Sub Total	20,300	6.9%	347,169	10,600	5.7%	286,613
CCCTA	Replace 4 minivans				239		
	Sub Total	0	0.0%	0	239	0.1%	6,096
Golden Gate	Bus Replacement	5,740			26,230		
Golden Gate	Ferry Replacement	8,750			10,460		
Golden Gate	Channel Dredging	5,280			3,430		
Golden Gate	Fixed Guideway Connectors	4,340			8,570		
Golden Gate	Spaulding Replacement	2,000			10,000		
Golden Gate	Spaulding refurbishment	4,800			0		
Golden Gate	Major Vessel Component Rehab	1,950			460		
	Sub Total	32,860	11.2%	561,969	59,150	32.0%	1,599,352
LAVTA	Fixed Route Vehicle Replacement	4,904			0		
LAVTA	Paratransit Vehicle Replacement	0			462		
	Sub Total	4,904	1.7%	78,742	462	0.3%	41,784
Muni	Cable Car Reno	978			1,009		
Muni	Hist Veh Reno	6,500			6,500		
Muni	LRV Overhaul	10,624			3,315		
Muni	Motor Coach Mid Life Rebuild	10,266			0		
Muni	Motor Coach Replace	52,128			2,345		
Muni	Paratransit Vans	1,872			0		
Muni	Trolley Coach Mid life Rebuild	8,774			0		
Muni	Cable Car Infrastructure Rehab	2,299			3,706		
Muni	Overhead Rehab	7,916			13,164		
Muni	Rail Replacement	13,164			11,289		
Muni	Route Electrification	43,987			0		
Muni	Subway Infrastructure Program	38,057			1,620		
Muni	Wayside Fare Collection Equipment	16,449			0		
	Sub Total	213,014	72.6%	3,642,948	42,948	23.3%	1,161,268
SamTrans	Paratransit Vehicles	3,173			0		
	Sub Total	3,173	1.1%	50,948	0	0.0%	0
SCVTA	Bus Replacement	8,167			12,679		
SCVTA	Rail Rehab	150			158		
SCVTA	Substation Rehab+Replace	0			111		
SCVTA	Rail Replacement	0			1,750		
SCVTA	Insulator Replacement	500			520		
SCVTA	LRT Crossovers and Switches	350			0		
SCVTA	OCS Contact wire replacement	150			0		
	Sub Total	9,317	3.2%	159,339	15,218	8.2%	411,478
Vallejo	Purchase Ferry Boat				12,000		
Vallejo	Replace Buses	2,470			4,331		
Vallejo	Replace Buses				4,620		
	Sub Total	2,470	0.8%	39,660	20,951	11.3%	566,492
Santa Rosa	No Score 16 Projects	0			0		
	Sub Total	0	0.0%	0	0	0.0%	0
Benicia	Paratransit Van Replacement	75					
	Sub Total	75	0.0%	1,204	0	0.0%	0
Vacaville	Bus Replacement				975		
Vacaville	Special Services Minibus purchase				155		
	Sub Total	0	0.0%	0	1,130	0.6%	28,823
Sonoma	CNG Coaches	1700			2709		
Sonoma	Paratransit Vehicles	365			320		
Sonoma	Minibus purchase				480		
	Sub Total	2,065	0.7%	33,157	3,509	1.9%	89,504
Union City	Paratransit Vehicles	145					
	Sub Total	145	0.0%	2,328	0	0.0%	0
Fairfield	Vans	88					
Fairfield	Coach Replacement				1480		
	Sub Total	88	0.0%	1,413	1,480	0.8%	37,750
Napa	35' Bus Replacement	2392					
Napa	Van Replacement	382			791		
	Sub Total	2,774	0.9%	44,541	791	0.4%	20,176
Tri Delta	Replacement Vans	644					
	Sub Total	644	0.2%	10,341	0	0.0%	0
WCCTA	Bus Replacements	1,594			2,063		
WCCTA	DAR Replacements				791		
	Sub Total	1,594	0.5%	25,594	2,854	1.5%	72,797
Grand Total		363,298	100%	4,711,424	256,642	100%	4,711,424
Grand Total - BART		293,423			184,711		

Values shown in 1,000s of 2004 \$s

Project sponsors receiving less than \$100,000 are eliminated because this amount is insufficient to fund high scoring capital projects.

Attachment B: Summary of STP Distribution Options

Operator	Option A - T2030 Shortfall		Option 1 - Unfunded FYs 2004 and 2005 FTA balance		Option 2 - SRTP		Option 3 - Delay and Base on Unfunded FYs 2006 and 2007 FTA	
	\$	%	%	\$	\$	%	\$	%
AC Transit	6,061,676	11.1%		0.0%	686,221	1.3%	unknown	
BART	45,361,528	82.8%	45,361,528	82.8%	45,361,153	82.8%	45,361,153	82.8%
Caltrain		0.0%	4,749,932	8.7%	630,697	1.2%	unknown	
GGBHTD	1,526,262	2.8%		0.0%	2,156,327	3.9%	unknown	
Muni		0.0%	4,672,540	8.5%	4,771,844	8.7%	unknown	
SCVTA		0.0%		0.0%	569,401	1.0%	unknown	
Vallejo	1,834,534	3.3%		0.0%	608,358	1.1%	unknown	
Total	54,784,000	100.0%	54,784,000	100.0%	54,784,000	100.0%	54,784,000	82.8%



**METROPOLITAN
TRANSPORTATION
COMMISSION**

Joseph P. Bort Memorial Center
101 Eighth Street
Oakland, CA 94607-4700
Tel: 510.464.7700
TDD/TTY: 510.464.7769
Fax: 510.464.7848

Memorandum

TO: Programming and Allocations Committee

DATE: September 8, 2004

FR: Executive Director

RE: Proposed RM 2 September Allocations

Background

In July, the Commission allocated \$49.7 million to four Regional Measure 2 projects, three capital and one planning project. This month, an additional ten RM 2 capital projects are being proposed for \$47.2 million in allocations.

Final resolution has not yet been secured regarding federal limitations on toll revenue expenditures for transit operations. MTC is actively seeking statutory or administrative relief of this limitation. Until this is resolved, the Commission will be precluded from any allocations of RM 2 funds for transit operating purposes. As noted previously, the majority of RM 2 operating funds are pledged to new transit services that will not be ready to commence operations for a few years in any event.

FY 2004-05 Allocations

Allocations of RM2 funds will be managed with consideration of the cash flow capacity of the toll revenue collection and planned debt financing of the RM 2 capital program. The Initial Project Reports (IPRs) submitted by project sponsors between April and June serve as the initial allocation requests that MTC will consider during FY 2004-05. In total, MTC received approximately \$172 million worth of allocation requests for FY 2004-05.

MTC will be bringing the FY 2004-05 allocation requests to the Commission over the course of the fiscal year. In any given month, allocation decisions will be subject to the availability of funds. Over time, as project sponsors are ready to proceed with subsequent phases, the allocation requests will be brought forward to the Commission. MTC will entertain allocations on this as-needed basis throughout the life of the RM2 program.

September Allocation Recommendations

Based on project readiness and completeness of the IPRs, ten capital projects are recommended for allocations in September, as highlighted in the overall summary in Attachment A. Project specific conditions are listed in the accompanying resolutions for each project.

1) Project# 4.1: Dumbarton Rail (MTC Resolution No. 3647)

The Dumbarton Rail Corridor (DRC) project will extend commuter rail service across the Bay between the Peninsula and the East Bay by rehabilitating and reconstructing rail facilities on the existing railroad alignment and right of way. The purpose of the project is to enhance regional connectivity among BART, AC Transit, ACE, Capitol Corridor, Union City Transit, Caltrain, and SamTrans; alleviate traffic congestion on the Dumbarton Bridge; and accommodate future travel demand through improved mobility options. A Project Study Report (PSR) was recently completed for the project and the project sponsor is

ready to proceed with environmental studies. Other local funding has been secured to complete the environmental study, which is estimated to cost \$5.7 million over two years. Staff recommends allocating \$2.8 million in RM2 funds to San Mateo County Transportation Authority for the environmental study for this project.

2) Project# 4.2: Dumbarton Rail – Union City Intermodal Environmental Impact Report (MTC Resolution No. 3648)

Union City is in the midst of preparing an Environmental Impact Report (EIR) for the Union City Intermodal Passenger Rail Project (UCI). This station also serves as the end of the line for the Dumbarton Rail Corridor (DRC) in the East Bay. The original scope of the UCI EIR did not include the DRC components. The UCI EIR needs to be expanded to address the DRC needs, including the examination of two layover yard options and revisions to the noise and air impact studies. The requested allocation of RM2 funds to expand the scope of the environmental document for the Union City Intermodal to include elements of the Dumbarton Rail Corridor allows the potential for early delivery of a useable segment in the East Bay portion of the Dumbarton Rail corridor. Staff recommends allocating \$0.1 million to the City of Union City for the environmental study for this project, which will fully fund this phase.

3) Project# 11.1: U.S. 101 Greenbrae Interchange Improvements (MTC Resolution No. 3649)

The U.S. 101 Greenbrae Interchange Improvements will improve the functionality and safety of the interchange. The project limits are from south of Tamalpais Dr. to Sir Francis Drake Blvd.; the project will construct a full service diamond interchange at Wornum Way to replace a number of nonconforming hook ramps on both sides of the highway, which will eliminate the need for northbound traffic entering the highway at Industrial Way to exit and re-enter the highway at Sir Francis Drake Blvd. This project is fully funded by RM 2 funds. Staff recommends allocating \$3.5 million to the Transportation Authority of Marin for the environmental study for this project, which will fully fund this phase.

4) Project# 15: Central Contra Costa BART Crossover (MTC Resolution No. 3650)

This project will construct a set of crossovers near the Pleasant Hill BART station. The completion of this project would provide a turnaround point for trains on the San Francisco-Concord line and allow BART to run more frequent trains between Pleasant Hill and San Francisco during peak commute hours. This project is fully funded by RM 2 funds. Staff recommends allocating \$1 million to BART for the environmental study for this project, which will fully fund this phase.

5) Project# 20.1: City CarShare (MTC Resolution No. 3654)

This project will provide reliable, on-demand shared vehicle services along transbay transit corridors. RM2 Funds will be used to establish new carsharing locations or “pods” (points of departure), to acquire vehicles, to develop and install vehicle tracking and communications technology, and to staff the establishment of carsharing service along transbay corridors. Phase 1 will add fourteen vehicles adjacent to the following six transbay transit stations: Downtown Berkeley, San Francisco Transbay Terminal/ Ferry Terminal, San Francisco Civic Center, San Francisco 16th Street and Mission BART, San Francisco 24th Street and Mission BART, Oakland Macarthur BART. Staff recommends allocating \$0.75 million to City CarShare for Phase 1, the establishment of additional points of departures, which fully funds this phase of the service expansion.

6) Project# 22: Transbay Terminal (MTC Resolution No. 3651)

The Transbay Terminal / Downtown Caltrain Extension Project consists of three major components: a new, multi-modal Transbay Terminal on the site of the present Transbay Terminal; the extension of

Caltrain commuter rail service from its current San Francisco terminus at Fourth and Townsend Streets to a new underground terminus underneath a proposed new Transbay Terminal; and the establishment of a Redevelopment Area with related development projects, including transit-oriented development on publicly owned land in the vicinity of the new multi-modal Transbay Terminal. As the EIR has been approved and the EIS Record of Decision will soon be approved, the sponsor, the Transbay Terminal Joint Powers Authority, is requesting funds to continue Preliminary Engineering (PE). Because this effort is jointly funded by the San Francisco County Transportation Authority (SFCTA), the Authority must approve the complementary funds for this effort. Staff recommends allocating \$15.5 million to TJPA for the environmental study for this project, representing 74% of this first phase PE effort. The SFCTA is scheduled to approve their share of this phase, \$5.5 million, on September 21st. The SFCTA has already appropriated \$10 million toward a right of way (ROW) solution for the 80 Natoma site. MTC and the SFCTA are jointly funding the near-term ROW and Phase 1 of PE, with MTC contributing more towards the PE and the SFCTA contributing a greater proportion of the ROW

7) Project# 24.1: AC Transit Enhanced Bus Rolling Stock (MTC Resolution No. 3655)

AC Transit is developing enhanced bus service on Telegraph Avenue, International Boulevard, and East 14th Street (Berkeley-Oakland-San Leandro). The overall project includes bus bulbs, signal prioritization, new buses, and other improvements. Priority of investment decisions will be focused on improving the AC Connection to BART on these corridors. AC Transit's current allocation request is for the purchase of fifteen 60' Van Hool Articulated Buses for Phase I of the project. Staff recommends allocating \$8.2 million to AC Transit for rolling stock procurement for this project.

8) Project# 28.1: WTA Facility Improvements (MTC Resolution No. 3652)

The Water Transit Authority plans to establish and expand ferry service servicing San Francisco, South San Francisco, Berkeley, Alameda/Oakland, Port Sonoma, and Richmond. With their initial funding request, the WTA plans to complete environmental studies for site-specific service locations including Downtown SF Ferry Terminal, South San Francisco, Berkeley, Port Sonoma, Richmond, and Alameda/Oakland. As well, they are moving forward on several studies necessary for system-wide expansion: wake wash, rafting birds, and ridership studies for the Richmond ferry service. RM2 solely funds these efforts. Staff recommends allocating \$7 million to the WTA for environmental studies for this project.

In addition to the environmental studies included in project #28, RM 2 also includes complementary capital funding for the terminal and vessels for the Berkeley, Alameda/Oakland and South San Francisco ferry expansion projects. Specifically, \$36 million in total, or \$12 million per project, is available from RM2 to fund these future project elements. These funds will be allocated at a later date.

9) Project# 29.1: Express Bus South Rolling Stock (MTC Resolution No. 3656)

As part of the Express Bus program, AC Transit is purchasing ten 60' Van Hool Articulated Buses to provide transbay service over the San Mateo, Dumbarton, and Bay Bridge Corridors. Staff recommends allocating \$5.3 million to AC Transit for rolling stock procurement for this project.

10) Project# 36.1: Caldecott Tunnel Improvements – Fourth Bore (MTC Resolution No. 3653)

The project will provide for a new fourth bore at the Caldecott Tunnel. The Contra Costa Transportation Authority (CCTA) in cooperation with Caltrans is currently working on the environmental document for the project, which includes the project report, environmental document, and preliminary design. RM 2 funds have been requested to complete the environmental phase for the project. The total cost of the

phase is \$23 million; the remainder of the funds are committed from Traffic Congestion Relief Program (TCRP) and the Interregional Improvement Program (IIP). Staff recommends allocating \$3 million to the CCTA for environmental studies for this project.

A total of \$47.2 million is recommended for allocation for ten projects in September. A map identifying the location of these projects is included in Attachment C. A separate MTC resolution is assigned to each RM 2 project. Each project resolution includes a summary of the project, an anticipated cash flow plan, and project specific conditions of the RM 2 funding.

Recommendation

Staff recommends that the Programming and Allocations Committee forward Resolution Nos. 3647, 3648, 3649, 3650, 3651, 3652, 3653, 3654, 3655 and 3656 to the Commission for approval.

ORIGINAL SIGNED BY:

Steve Heminger

Attachment A – Proposed September Allocations and FY 2004-05 Capital Program Funding Requests
Attachment B – Map of Proposed September Allocations

SH:RMcK

J:\Section\Allstaff\Resolution\Temp-res\MTC\tmp-3647.doc

RM 2 Capital Program Requests - Proposed September 2004 Allocations September 8, 2004

Capital Program Project No.	Project Description	Project Sponsor	Legis. Funding (\$1,000)	MTC Allocation Recommendation			
				Amount (\$1,000)	Phase	Month	Multi-Year Commitment
1	BART/SF MUNI Direct Connection at Embarcadero & Civic Center Stations	BART	3,000				
2	SF MUNI Metro 3rd Street LRT Extension	SF MUNI	30,000	30,000	CON	JULY	YES
3	3.1 SF MUNI E-Line - Acquire 11 Historic Streetcars	SF MUNI	5,710	5,710	CON	JULY	YES
	3.2 SF MUNI E-Embarcadero Historic Streetcar Line	SF MUNI	4,290				
Subtotal			10,000				
4	4.1 Dumbarton Commuter Rail Service	San Mateo TA, Alameda CMA, ACTIA	134,900	2,787	ENV	SEPT	YES
	4.2 Union City Intermodal Station Environmental Impact Report	Union City	100	100	ENV	SEPT	NO
Subtotal			135,000				
5	Vallejo Ferry Intermodal Station	City of Vallejo	28,000				
6	6.1 Solano County Express Bus Intermodal Facilities - Vallejo Curtola Transit Center	City of Vallejo	TBD				
	6.2 Solano County Express Bus Intermodal Facilities - Benicia Intermodal Facility	City of Benicia	TBD				
	6.3 Solano County Express Bus Intermodal Facilities - Fairfield Transportation Center	Fairfield/Suisun Transit	TBD				
	6.4 Solano County Express Bus Intermodal Facilities - Vacaville Intermodal Station	City of Vacaville	TBD				
Subtotal			20,000				
7	7.1 Solano North Connector (Abernathy to Green Valley Road)	STA	23,552				
	7.2 Solano I-80/I-680 Interchange Complex (HOV Lanes from SR12 W to Airbase Parkway)	STA	76,448				
Subtotal			100,000				
8	I-80 EB HOV Lane Extension from Route 4 to Carquinez Bridge	Caltrans	50,000				
9	Richmond Parkway Park & Ride	AC Transit	16,000				
10	10.1 SMART Extension to Larkspur or San Quentin	SMART	30,000				
	10.2 San Quentin Intermodal Water Transit Terminal Study	SMART	5,000				
Subtotal			35,000				
11	11.1 U.S. 101 Greenbrae I/C Corridor Imps. - Sir Francis Drake To Tamalpais	Transportation Authority of Marin	48,948	3,533	ENV	SEPT	YES
	11.2 Sir Francis Drake Blvd Widening	Transportation Authority of Marin	429				
	11.3 Cal Park Hill Tunnel Rehabilitation and Bikeway	Transportation Authority of Marin	7,092				
	11.4 Central Marin Ferry Access Imps. Phase A - Wornum to Corte Madera	Transportation Authority of Marin	1,149				
	11.5 Central Marin Ferry Access Imps. Phase B - Corte Madera Ck. and Sir Francis Drake	Transportation Authority of Marin	5,865				
Subtotal			63,483				
12	12.1 Direct HOV lane connector from I-680 to the Pleasant Hill BART - Study	CCTA	1,000				
	12.2 Direct HOV lane connector from I-680 to the Pleasant Hill BART	CCTA	14,000				
Subtotal			15,000				
13.1	E-BART / Rail Extension to East Contra Costa Deliverable Segment #1	BART, CCTA	32,651				

**RM 2 Capital Program Requests - Proposed September 2004 Allocations
September 8, 2004**

Capital Program Project No.	Project Description	Project Sponsor	Legis. Funding (\$1,000)	MTC Allocation Recommendation			
				Amount (\$1,000)	Phase	Month	Multi-Year Commitment
13	13.2 E-BART / Rail Extension to East Contra Costa Deliverable Segment #2	BART, CCTA	63,349				
	Subtotal		96,000				
14	14.1 Benicia Siding Extension	Capital Corridor JPA	7,750				
	14.2 Fairfield/Vacaville Intermodal Rail Station and Track Improvements	Fairfield/Suisun Transit	17,250				
	Subtotal		25,000				
15	Central Contra Costa BART Crossover	BART	25,000	1,000	ENV	SEPT	YES
16	Benicia-Martinez Bridge: New Span	BATA	50,000				
17	17.1 Express Bus North - Vallejo Curtola Transit Center	City of Vallejo	TBD				
	17.2 Express Bus North - Benicia Park/Industrial I/C Improvements and Park and Ride	City of Benicia	TBD				
	17.3 Express Bus North - Fairfield Transportation Center	Fairfield/Suisun Transit	TBD				
	17.4 Express Bus North - Vacaville Intermodal Station	City of Vacaville	TBD				
	17.5 Express Bus North - Martinez Transit Center	CCCTA	TBD				
	17.6 Express Bus North - Diablo Valley College Transit Center	CCCTA	TBD				
	17.7 Express Bus North - Napa VINE	Napa VINE	TBD				
	17.8 Express Bus North - GGBH&TD	GGBH&TD	TBD				
	Subtotal		20,000				
18	TransLink®	MTC	22,000				
19	Real-time transit information	MTC	20,000				
20	20.1 City CarShare	City Car Share	2,500	750	CON	SEPT	
	20.2 Safe Routes to Transit	East Bay Bicycle Coalition, TALUC	20,000				
	Subtotal		22,500				
21	BART Tube Seismic Retrofit	BART	143,000	11,000	ENV	JULY	YES
22	Transbay Terminal/Downtown Caltrain Extension	Transbay JPA	150,000	15,495	ENV	SEPT	NO
23	Oakland Airport Connector	BART, Port of Oakland	30,000				
24	AC Transit Enhanced Bus - Phase 1 (International Blvd/Telegraph Ave. Corridor)	AC Transit	65,000	8,200	CON	SEPT	NO
25	Commuter Ferry Service for Alameda/Oakland/Harbor Bay	WTA	12,000				
26	Commuter Ferry Service for Berkeley/Albany	WTA	12,000				
27	Commuter Ferry Service for South San Francisco	WTA	12,000				
28	28.1 Water Transit Facility Improvements, Spare Vessels and Environmental Review	WTA	47,000	6,000	ENV	SEPT	YES
	Richmond Ferry Terminal Increased Ridership Study	WTA	1,000	1,000	ENV	SEPT	YES
	Subtotal		48,000				
	29.1 Express Bus South - Purchase of Rolling Stock	AC Transit	TBD	5,300	CON	SEPT	NO

**RM 2 Capital Program Requests - Proposed September 2004 Allocations
September 8, 2004**

Capital Program Project No.	Project Description	Project Sponsor	Legis. Funding (\$1,000)	MTC Allocation Recommendation				
				Amount (\$1,000)	Phase	Month	Multi-Year Commitment	
29	29.2	Express Bus South - SR 84 WB / Newark Blvd HOV ON-Ramp	Alameda County CMA	TBD				
	29.3	Express Bus South - SR 84 WB HOV Lane Extension	Alameda County CMA	TBD				
	29.4	Express Bus South - Hesperian Blvd park and Ride Lot	Alameda County CMA	TBD				
	29.5	Express Bus South - I-880 NB / Maritime Street HOV On-Ramp	Alameda County CMA	5,300				
	Subtotal			22,000				
30	I-880 North Safety Improvements	Alameda County CMA	10,000					
31	31.1	BART Warm Springs Extension - Grade Separation	City of Fremont	85,000				
	31.2	BART Warm Springs Extension	BART	10,000				
	Subtotal			95,000				
32	I-580 (Tri Valley) Rapid Transit Corridor Improvements	Alameda County CMA	65,000					
33	33.1	Transit Connectivity Plan	MTC	3,000				
	33.2	Bay Area Regional Rail Plan	MTC	500				
	33.3	Regional Rail Master Plan	Caltrain, BART	3,000				
	Subtotal			6,500				
34	Integrated Fare Structure Program	TransLink® Consortium	1,500					
35	Transit Commute Benefits Promotion	MTC	5,000					
36	36.1	Caldecott Tunnel Improvements - Fourth Bore	CCTA	50,000	3,000	ENV	SEPT	YES
	36.2	Caldecott Tunnel Improvements - Transit Study	CCTA	500				
	Subtotal			50,500				
SEPTEMBER ALLOCATION SUBTOTAL					47,165			
CUMULATIVE TOTALS (Allocations to date, including Proposed September)				1,513,483	93,875			



**METROPOLITAN
TRANSPORTATION
COMMISSION**

Joseph P. Burt MetroCenter
101 Eighth Street
Oakland, CA 94607-1700
Tel: 510.461.7700
TDD/TTY: 510.461.7769
Fax: 510.461.7848

Memorandum

TO: Partnership Technical Advisory Committee

DATE: September 20, 2004

FR: Alix Bockelman

RE: Regional Measure 2 Performance Measures – For Approval

MTC staff kicked off its discussion of performance measures for Regional Measure 2 (RM2) transit operating projects in July 2004. Since July, there have been two presentations to the Finance Working Group and one to the MTC Advisory Council on the draft performance measure policy. The MTC Advisory Council took a support position on the draft policy, but asked that MTC review the performance measure for lifeline services to ensure that it is fair and adequate based on existing lifeline service performance. Staff will bring any revisions to the policy based on this requested review to the September 20th meeting.

Background and Timeline

By way of background, RM2 – approved by the voters in March 2004 – included 36 capital projects and 14 discrete planning and operating projects meant to reduce congestion in the bridge corridors. Attachments A and B summarize the capital and operating projects identified in the legislation. It was a significant policy initiative to include operating funds for the RM2 transit expansion projects to ensure sustainability of the new services. Operating funds are often scarce, as federal requirements typically prohibit federal funding from being used for operations. For the operating projects, the legislation identified an annual eligibility amount. This funding amount escalates annually by 1.5%; however, there is an overall limitation for operating assistance of 38% of the annual revenues collected by Regional Measure 2.

To ensure that the RM2 operating funds are directed to productive services, the legislation enacting RM2 included specific language requiring the services to annually meet performance measures. The legislation provided guidance on the type of performance measure and the development of the measures. In summary, RM2 requires that ridership and farebox recovery be among the performance measures adopted by MTC in its role of administering RM2 transit operating funds. RM2 requires MTC to develop the performance measures in consultation with the affected transit agencies and the Advisory Council. It also requires MTC to take action if an operating project cannot achieve the established performance measures. The legislative language is included as Attachment C.

Because the performance measures must be in place prior to approving any operating allocations, staff is aiming to present a recommendation to the Commission in October. MTC has requested the federal agencies to make an administrative ruling that, if approved, would allow operating requests to proceed. Therefore, an October approval would ensure that operating requests are able to move forward if there is a remedy to the current limitation of the use of toll revenues for operations.

Proposal

In developing a proposed policy for performance measures, MTC staff had as its goal the direction of RM2 operating dollars to productive services within the corridors identified in the legislation. To accomplish this goal, staff focused on the two performance measures – farebox recovery and ridership – that were outlined in the legislation.

First, staff evaluated existing Transbay bus, rail, and ferry services, as well as BART feeder bus service to gauge average performance on these routes. Attachment D summarizes these findings. The proposed farebox recovery measures approximate an average of existing performances for these services, based on available data. The proposed performance measures tend to be slightly lower than the average farebox recovery ratios because they also take into account existing performance measures that the Commission has adopted. For example, the Commission has adopted farebox recovery ratios for the Regional Express Bus program and the ferry services competing for existing Bridge Toll funding.

Second, because the services are all different and not comparable on a ridership basis, staff focused on ensuring a positive year-to-year change in ridership. A negative ridership adjustment would trigger consultation with the sponsoring agency followed by a public hearing to consider the transit service and Commission action.

Additionally, there was consideration of the administrative ease and transparency for monitoring the performance measures on an annual basis. This consideration is important in that the performance measures must be verifiable by an independent auditor on an annual basis.

The primary features of the proposed policy are as follows. Attachment E details these provisions:

- Two performance measures:
 - Farebox recovery ratio – different threshold depending on type and mode of service (Attachment E details)
 - Annual Change in Passengers per Revenue Hour - positive (negative value allowed up to percent change in TDA revenues to account for economic factor)
- Two-year ramp-up period allowed
- Consultation with project sponsor and Commission action if performance not met

Comments and Responses To-Date

Based on the comments received from the Finance Working Group and further clarification with the bill author about legislative intent, staff is recommending a change to the proposed policy as compared to its original proposal. The Muni Third Street and AC Transit Enhanced bus projects are proposed to meet a system-wide performance measure rather than a route-specific target. The rationale is that it is difficult in the case of each of these services to distinguish the transbay transfer riders from the local riders. The focus of the RM2 funds for these projects is to strengthen the feeder network to the other transbay transit services. For purposes of meeting the performance thresholds for these two regional feeder services, the Muni and AC Transit system-wide performance must meet the requirements established under state law for receiving Transportation Development Act (TDA), State Transit Assistance (STA), and AB 1107 funding. AC Transit must still meet route-specific measures for the Regional Express Bus operating elements, which directly serves the transbay market.

Suggestions received to date as well as MTC staff comments are outlined in the table below.

Suggestions for Policy Changes	MTC Staff Comments
1) Broaden the discussion to include other performance measures for consideration (Advisory Council member).	1) We are open to considering other options, but it could delay the adoption of the policy. Further, the legislation called for ridership and farebox recovery ratio so any new measures would have to be in addition to the ones legislatively established.
2) Create separate farebox recovery thresholds for each RM2 operating project (RM2 sponsor).	2) The thresholds were developed based on average performance for similar types of existing services. To create consistency and ensure meaning to the performance measures, MTC would like to avoid selecting a project-specific performance measure.
3) Establish farebox recovery ratios that are corridor instead of mode-specific (RM2 sponsor).	3) There is little data to validate corridor-specific measures.
4) Take into account travel time savings in the measure – not just changes in transit ridership to address established urban system (RM2 Sponsor).	4) Travel time savings is definitely an important project benefit – one that FTA is giving more weight to – and one that our own state of the system report evaluates for corridors. However, it would be difficult to use this as an ongoing performance measure since the “base alternative” would be outdated. For simplicity, MTC staff would recommend this measure not be part of RM2 operating measures.
5) Aggregate performances for integrated services that cannot easily separate one segment from the entire service (RM2 Sponsor).	5) MTC agrees – see discussion of the AC Transit Enhanced Bus and Muni Third Street services above.

Next Steps

If the Partnership Technical Advisory is supportive of the policy, MTC staff will forward the attached policy recommendation on performance measures for the RM2 operating projects to the Programming and Allocations Committee in October.

**Regional Measure 2: \$1 Toll Increase Expenditure Plan
Capital Projects**

Project Title	Project Description	Year	Toll Funding	Project Number	Project Sponsor(s)
Central Bay					
BART Tube Seismic Retrofit	Add seismic capacity to existing BART tube connecting the East Bay with San Francisco.	2005	\$143.0	21	BART
Transbay Terminal/Downtown Extension	Funding for a new Transbay Terminal at First and Mission Streets in San Francisco providing added capacity for transbay, regional, local, and intercity bus services, the extension of Caltrain rail services into the terminal, and accommodation of a future high-speed rail line to the terminal and eventual rail connection to the east bay.	2005/2009 2016-2020	\$150.0	22	Transbay Joint Powers Authority
Oakland Airport Connector	New transit connection to link BART, Capitol Corridor and AC Transit with Oakland Airport. The Port of Oakland shall provide a full funding plan for the Connector.	2005	\$30.0	23	Port of Oakland and BART
AC Transit Enhanced Bus - Phase 1 (International Blvd/Telegraph Ave. Corridor)	Develop enhanced bus on these corridors; including bus bulbs, signal prioritization, new buses and other improvements. Priority of investment shall improve the AC connection to BART on these corridors.	2005	\$65.0	24	AC Transit
Commute Ferry Service for Alameda/Oakland/Harbor Bay	Purchase two vessels for ferry services between Alameda and Oakland areas and San Francisco. Second vessel funds to be released upon demonstration of appropriate terminal locations, new transit oriented development, adequate parking, and sufficient landside feeder connections to support ridership projections.	2007	\$12.0	25	Water Transit Authority
Commute Ferry Service for Berkeley/Albany	Purchase two vessels for ferry services between Berkeley/Albany terminal and San Francisco. The Water Transit Authority shall study four potential terminal locations, two in Berkeley and two in Albany, in the environmental, waterfront, and water transit planning documents to fully assess environmental impacts prior to the selection of a terminal location. Parking access and landside feeder connections must be sufficient to support ridership projections.	2009	\$12.0	26	Water Transit Authority
Commute Ferry Service for South San Francisco	Purchase two vessels for ferry services to the Peninsula. Parking access and landside feeder connections must be sufficient to support ridership projections.	2007	\$12.0	27	Water Transit Authority
Water Transit Facility Improvements, Spare Vessels and Environmental Review	Provide two backup vessels for WTA services, expand berthing capacity at the Port of San Francisco, and expand environmental studies and design for eligible locations.	2007	\$48.0	28	Water Transit Authority
Project Title	Project Description	Year	Toll Funding	Project Number (in SB 916)	Project Sponsor(s)
Central Bay (Cont'd)					
Regional Express Bus for San Mateo, Dumbarton and Bay Bridge Corridors	Expand park and ride lots, improve HOV access, construct ramp improvements and purchase rolling stock.	2006	\$22.0	29	AC Transit and Alameda Congestion Management Agency
BART/MUNI Connection @ Embarcadero & Civic Center	Provide direct access from the BART platform to the MUNI platform at the above stations and equip new fare gates that are Translink ready.	2005	\$3.0	1	BART
MUNI Metro 3rd Street	Provide funding for the surface and light rail transit and maintenance facility to support MUNI service from Hunter's Point and connecting to Caltrain stations and the E line waterfront line.	2005	\$30.0	2	Muni
Caldecott Tunnel Improvements	Provide funding for a fourth bore at the Caldecott tunnel, between Alameda and Contra Costa Counties. The fourth bore will be a two-lane bore with a shoulder or shoulders north of the current three bores. Provides up to \$500,000 for the County Connection to study all feasible alternatives to increase transit capacity in the westbound corridor of State Route 24, including the study of an express lane, high occupancy vehicle lane and an auxiliary lane.	2005/2010	\$50.5	36	Contra Costa Transportation Authority

**Regional Measure 2: \$1 Toll Increase Expenditure Plan
Capital Projects**

Project Title	Project Description	Year	Toll Funding	Project Number	Project Sponsor(s)
MUNI Historic Streetcar Expansion (E-Line)	Provide funding to rehabilitate historic street cars and construct a terminal loop to support service from the Transbay Terminal and Ferry Building, and connecting the Fisherman's wharf waterfront	2005	\$10.0	3	Muni
South Bay					
East to West Bay Commuter Rail Service over Dumbarton Rail Bridge	Provide funding for the necessary track and station improvements and rolling stock to interconnect the BART and Capitol Corridor at Union City with Caltrain service over the Dumbarton rail bridge, and interconnect and provide track improvements for the ACE line with the same Caltrain service at Centerville. Provide a new station at Sun Microsystems in Palo Alto.	2006	\$135.0	4	San Mateo County Transportation Authority, Capitol Corridor, the Alameda County Congestion Management Agency, and the Alameda County Transportation Improvement Authority
I-880 North Safety Improvements	Reconfigure various ramps on I – 880 and provide appropriate mitigations between 29 th Avenue and 16 th Avenue.	2005	\$10.0	30	Alameda County Congestion Management Agency, City of Oakland, and Caltrans
BART Warm Springs Extension	Extension of the existing BART system 5.4 -miles by aerial structures and subway from Fremont to Warm Springs in southern Alameda County. Up to \$10 million shall be used for grade separation work in the City of Fremont necessary to extend BART.	2005	\$95.0	31	BART
I-580 (Tri Valley) Rapid Transit Corridor Improvements	Provide rail or High Occupancy Vehicle lane direct connector to Dublin BART and other improvements from I-580 in Alameda County for use by express buses.	2010	\$65.0	32	Alameda County Congestion Management Agency
North Bay					
Vallejo Station	Construct intermodal transportation hub for bus and ferry service, including parking structure at site of Vallejo's current ferry terminal.	2006	\$28.0	5	City of Vallejo
Solano County Express Bus Intermodal Facilities	Provide competitive grant fund source, to be administered by BATA. Eligible projects are Curtola Park and Ride, Benicia Intermodal Facility, Fairfield Transportation Center and Vacaville Intermodal Station. Priority to be given to projects that are fully funded, ready for construction, and serving transit service that operates primarily on existing or fully funded high-occupancy vehicle lanes.	2007	\$20.0	6	Solano Transportation Authority
Solano County Corridor Improvements near Interstate-80/ Interstate 680 Interchange	Funds for specific projects recommended in the STA-Caltrans MIS for the I-80/680/12 interchange	2010	\$100.0	7	Solano Transportation Authority
Interstate-80: Eastbound High Occupancy Vehicle (HOV) Lane Extension from Route 4 to Carquinez Bridge	Construct HOV lane extension	2007	\$50.0	8	Department of Transportation
Richmond Parkway Park & Ride	Caltrans proposal to double transit capacity at existing facility from 200 to 400 buses per day and expand parking by 808 new spaces	2007	\$16.0	9	AC Transit, West Contra Costa Transportation Advisory Committee, West Contra Costa Transit Authority, City of Richmond, Caltrans
Sonoma Marin Area Rail Transit District (SMART) Extension to Larkspur	Extend rail line from San Rafael to a ferry terminal at Larkspur or San Quentin. Up to \$5 million may be used to study the potential use of San Quentin property as an intermodal water transit terminal.	2009	\$35.0	10	Sonoma Marin Area Rail Transit District (SMART)
Greenbrae Interchange Improvement	Construct local street bridge (Wornum) over Corte Madera Creek to improve Larkspur ferry access and bicycle access and reduce congestion on Richmond-San Rafael bridge approach.	2009	\$65.0	11	Marin Congestion Management Agency
Direct High-Occupancy Vehicle (HOV) lane connector from Interstate 680 to the Pleasant Hill BART	Dedicated express bus connector exit with local street connection to Pleasant Hill BART.	2007	\$15.0	12	Contra Costa Transportation Authority

**Regional Measure 2: \$1 Toll Increase Expenditure Plan
Capital Projects**

Project Title	Project Description	Year	Toll Funding	Project Number	Project Sponsor(s)
Rail Extension to East Contra Costa/E-BART	Extend BART from Pittsburg/Bay Point to Byron in East Contra Costa County. Project funds may only be used if the project is in compliance with adopted BART policies with respect to appropriate land use zoning in vicinity of proposed stations.	2011	\$96.0	13	Contra Costa Transportation Authority and BART
Capitol Corridor Improvements in Interstate-80/Interstate 680 Corridor	Fund track and station improvements, including the Suisun Third Main Track and Fairfield New Station.	2010	\$25.0	14	Capital Corridor Joint Powers Authority and the Solano Transportation Authority
Central Contra Costa Bay Area Rapid Transit (BART) Crossover	Add new track before Pleasant Hill BART station to permit BART trains to make a quick turn, freeing up a 10-car train and permitting closer weekend headways into San Francisco.	2009	\$25.0	15	BART
Benicia-Martinez Bridge: New Span	Provide partial funding for completion of new five-lane span between Benicia and Martinez to significantly increase capacity in the I-680 corridor.	2005	\$50.0	16	Bay Area Toll Authority
Regional Express Bus North	Competitive grant program for bus service. Provide funding for park and ride lots, infrastructure improvements, and rolling stock. Eligible recipients include Golden Gate Bridge Highways and Transit District, Vallejo Transit, Napa VINE, Fairfield-Suisun Transit, West Contra Costa Transit Authority, Eastern Contra Costa Transit Authority, and Central Contra Costa Transit Authority. The Golden Gate Bridge and Highways District shall receive a minimum of \$1.6 million. Napa VINE shall receive a minimum of \$2.4 million.	2006	\$20.0	17	Metropolitan Transportation Commission
Regional					
TransLink®	Integrate TransLink® system with operators fare collection equipment, Phase 2 enhancements, and system expansion to new transit services such as ferries and express bus.	2006	\$22.0	18	Metropolitan Transportation Commission
Real-time transit information	Provide a competitive grant program for transit operators for assistance with implementation of high-technology systems to provide real-time transit information to riders at transit stops and/or via telephone, wireless or internet communication. Priority shall be given to projects identified in the commission's connectivity plan adopted pursuant to Government Code Section 30914(d).	2006	\$20.0	19	Metropolitan Transportation Commission
Safe Routes to Transit	Construct bicycle and pedestrian access improvements in close proximity to transit facilities. Priority shall be given to those projects that best provide access to regional transit services. Authorizes \$2.5 million to be spent for City Carshare to expand its program near transbay transit terminals.	2006	\$22.5	20	East Bay Bicycle Coalition and Transportation and Land Use Coalition
Regional Rail Master Plan	Provide planning funds for integrated regional rail study pursuant to Section 30914.5 (f). Includes up to \$2.5 million for Caltrain and/or BART to study ways to improve Bay Area access to the high-speed rail system. Up to \$0.5 million for Caltrain and/or BART to study the feasibility and construction of an intermodal transfer hub at Niles Junction.	2006	\$6.5	33	BART and Caltrain
Integrated Fare Structure Program	Provide planning funds for the development of zonal monthly transit passes pursuant to Section 30914.5 (e).	2006	\$1.5	34	TransLink® Consortium
Transit Commute Benefits Promotion	Marketing program to promote tax-saving opportunities for employers and employees as specified in the federal Internal Revenue Code Section 132 (f)(3). Goal is to increase the participation rate of employers offering employees a tax-free benefit to commute to work by transit.	2006	\$5.0	35	Metropolitan Transportation Commission
TOTAL			\$1,515.00		

Regional Measure 2: \$1 Toll Increase Expenditure Plan Transit Operations Funding

Key Features:

\$1.63 billion total cost (2005-2040)

\$48.3 million annual (2016-40)

Projects	Annual Amount (\$ in millions)	Year Funding	Escalation Rate	Annual Amount FY 2016-2040	Cumulative Total
	1st year of funding	Begins	1.5%	(constant \$)	FY 2005-2040
Trunkline					
Dumbarton Rail	\$5.5	2008	1.5%	6,195,709	\$201,273,346
WTA: Alameda/Oakland/Harbor Bay *	\$6.4	2008	1.5%	7,209,553	\$234,208,984
WTA: Albany/Berkeley - S.F.*	\$3.2	2009	1.5%	3,551,504	\$112,221,174
WTA: South S.F. - S.F. *	\$3.0	2007	1.5%	3,430,170	\$114,432,243
Vallejo Ferry	\$2.7	2006	1.5%	3,133,460	\$107,233,854
Golden Gate Express Bus Service over the Richmond Bridge (Route 40)	\$2.1	2007	1.5%	2,401,119	\$80,102,570
Napa Vine service terminating at Vallejo Intermodal terminal	\$0.39	2007	1.5%	445,922	\$14,876,192
Regional Express Bus South Pool (Bay Bridge, San Mateo, and Dumbarton)	\$6.5	2007	1.5%	7,432,035	\$248,936,527
Regional Express Bus North Pool (Carquinez, and Benicia Bridge)	\$3.4	2007	1.5%	3,887,526	\$129,689,876
Owl Bus Service on BART Corridor	\$1.8	2006	1.5%	2,088,973	\$71,489,236
Non Trunkline					
WTA System	\$3.0	2005	0%	3,000,000	\$108,000,000
MUNI 3rd street	\$2.5	2006	0%	2,500,000	\$87,500,000
TransLink@ **	--	2005 -2007	0%	0	\$20,000,000
AC Transit Enhanced Bus Service: International Blvd and Telegraph Ave.	\$3.0	2007	0%	3,000,000	\$102,000,000
Total	\$43.4			\$48,275,971	\$1,631,964,002

Escalated Total**Bill Provisions:**

Operating funds shall constitute not more than 38% of the annual revenues generated from the 2004 toll increase

Notes:

* A portion of the funds may be dedicated to landside transit operations.

** TransLink@ shall receive a total of \$20 million in operating funds between 2005 and 2007

ATTACHMENT C

The specific language in the legislation is:

30914.5 (a) Prior to allocation of revenue for transit operating assistance under subdivision (d) of Section 30914, the MTC shall adopt performance measures related to farebox recovery, ridership, and other performance measures as needed. The performance measures shall be developed in consultation with the affected transit operators and the commission's advisory council.

(b) The MTC shall execute an operating agreement with the sponsors of the projects described in subdivision (D) of Section 30914. This agreement shall include, at a minimum, a fully funded operating plan that conforms to and is consistent with the adopted performance measures. The agreement shall also include a schedule of projected fare revenue or other operating revenues to indicate that the service is viable in the near-term and is expected to meet the adopted performance measures.....

(c) Prior to annual allocation of transit operating assistance by the MTC, project sponsors shall present an audited annual report to the Commission that contains audited financial information, including an opinion of the independent auditors on the status and costs of the project and its compliance with the approved performance measures.

(f) The Metropolitan Transportation Commission shall annually assess the status of programs and projects and shall allocate a portion of funding made available under Section 30921 or 30958 for public information and advertising to support the services and projects identified in subdivisions (c) and (d). If an operating program or project cannot achieve its performance objectives described in subdivision (a) of Section 30914.5 or if a program or project cannot be completed or cannot continue due to delivery or financing obstacles making the completion or continuation of the program or project unrealistic, the commission shall consult with the program or the project sponsor. After consulting with the sponsor, the commission shall hold a public hearing concerning the project. After the hearing, the commission may vote to modify the program or the project's scope, decrease its level of funding, or to reassign all of the funds to another or an additional regional transit program or project within the same corridor. If a program or project does not meet the required performance measures, the commission shall give the sponsor a time certain to achieve the performance measures or have its funding reassigned.

Attachment D

Farebox Data - Existing Services

Transbay Ferry Service Farebox Recovery Ratio

Operators	Average
AOFS	64.57%
HBM	30.34%
VALLEJO	63.77%
GGBHTD	32.30%
AVERAGE	48.00%

Transbay Bus Service Farebox Recovery Ratio

Service	Operators	Average
Dumbarton	Consortium of 5 operators	36.90%
San Mateo	AC Transit	17.40%
Bay Bridge	AC Transit	57.15%
Richmond San Rafael	Golden Gate	35.20%
Carquinez & Bay	Vallejo	8.36%
Carquinox - Rte. 80	Vallejo	62.76%
Carquinox - Rte.90/91	Vallejo	49.26%
Benicia	Benicia, Fairfield/Suisun	24.22%
AVERAGE		36.00%

Transbay Rail Service Farebox Recovery Ratio

Operators -Standard Gauge Rail	Average
Caltrain	38.84%
ACE	47.90%
Capitol Corridor	34.95%
AVERAGE	41.00%

Note: The averages are based on data between 1996 and 2004, based on data availability for each service.

ATTACHMENT E - DRAFT POLICY
Regional Measure 2 Performance Measures for Transit Operations

1. The objective in establishing performance measures is to ensure that the Regional Measure 2 (RM2) operating dollars are directed to productive services within the corridors identified in the legislation, or as redirected by the Commission after a public hearing process.
2. Two performance measures will be used to assess cost recovery and ridership change in accordance with California Streets and Highway Code (S&HC) 30914.5(a), which requires that MTC shall adopt performance measures related to farebox recovery ratio and ridership: 1) farebox recovery and 2) change in passengers per revenue vehicle hour. Farebox recovery ratio and change in passengers per hour performance measures are established in items 4 and 5.
3. Recognizing that the market demands as well as policy goals for the operating projects in S&HC 30914(d) are not uniform, several thresholds for farebox recovery are established and outlined in item 4.
4. An operating segment must meet or exceed the farebox recovery ratio conforming to its particular mode and service type as defined in the table below. Peak service is defined as service that does not continue at least hourly between the morning and afternoon commute periods. All day service is defined as service that is provided at least hourly between the hours of 6 a.m. and 7 p.m. Lifeline or owl service is service that has been developed with the specific goal of closing temporal or geographic gaps in the transit network.

Service Type	Ferry	Rail	Bus
Peak Service	40%	35%	30%
All Day Service	30%	25%	20%
Lifeline	N/A	N/A	15%
Owl Service	N/A	N/A	10%

Projects (11) and (12) in S&HC 30914(d) are exempt from the farebox thresholds above and instead must meet the farebox requirements established for receiving allocation for state funds (Transportation Development Act, State Transit Assistance, and AB 1107).

5. It is the expectation that all operating segments will maintain a positive annual change in passengers per revenue hour. A negative change in an amount equal to or less than a negative change in Transportation Development Act revenues in the county of operation (or average between the origination and destination) for the same period will be allowable. The goal is to have positive ridership change from year-to-year, but the allowance for a negative change is to account for economic adjustments in the region.

Projects (11) and (12) in S&HC 30914(d) are exempt from the passenger per revenue hour changes and instead must meet the performance measure requirements established for receiving allocation for state funds (Transportation Development Act, State Transit Assistance, and AB 1107).

6. If an operating program cannot achieve its performance objectives described ~~in subdivision (a) of Section 30914.5 above~~, MTC staff will consult with the project sponsor about potential service adjustments or redeployment to increase the productivity of the route and best serve transit in the corridor. After ~~this consultation with the sponsor~~, the sponsor will be given the opportunity to present to the Commission a MTC staff shall forward a recommendation to the Commission. This recommendation could include a corrective action plan for meeting the RM2 performance measures. Based on the corrective action plan recommendation, the Commission shall give the sponsor a time certain to achieve the performance measure or have its funding reassigned. If the project continues to not meet the performance measure, the Commission shall hold a public hearing concerning the project. After the hearing, the Commission may vote to modify the program's scope, decrease its level of funding, or to reassign all of the funds to another or an additional project.
7. Only transit operations will be subject to the performance measure outlined in this policy. Projects (13) and (14) outlined in RM2 under S&HC 30914(d) are not subject to these performance measures as these projects do not meet the definition of transit operations.
8. Each operating project that requests RM2 operating funding will be given a two-year ramp-up period to meet the performance measures with an expectation that measures will be met in the third year of service. If an operating scope or definition is changed at the sponsor request after initial rollout of the operating project, no new ramp-up period will be granted.
9. Compliance with the performance measures must be certified as part of the annual fiscal audit prepared by the project sponsor. The compliance and, therefore eligibility for RM2 operating funds, for a given fiscal year will be based on fiscal audit two years in arrears. Therefore, the first year for which performance measures will be assessed is for FY ~~2006~~2008-079 operating requests; these requests will take into consideration performance in FY ~~2004~~46-057.
10. For purposes of calculating farebox recovery ratio and passengers per revenue vehicle hour, project sponsors must allocate costs in accordance with the cost allocation shown below for the various service types. This cost allocation strategy must be consistent with that provided to MTC as part of the annual Operating Assistance Plan (OAP). Further, baseline data on ridership, costs, fares, and average fare must be established as part of the OAP for RM2 services that represent an incremental change to the operator's overall service plan. The operator should establish a data collection plan for assessing changes to the baseline system for purposes of calculating ridership, costs, and fare for the new RM2 incremental services.

Service Type	Cost Allocation Methodology
Peak Service	Fully Allocated Costs
All Day Service	Fully Allocated Costs
Lifeline	Fully Allocated Costs
Owl Service	Marginal Costs

For purposes of this policy, the farebox recovery ratio is the ratio of fares collected on the RM2-funded segment to total operating costs for that same segment. Passenger per revenue vehicle hour is defined as the total passengers (total of all adult, youth and student, senior and disabled, inter-operator paid transfer, and non-revenue boardings) divided by the revenue

vehicle hours (the total number of hours that each transit vehicle is in revenue service, including layover time).



**METROPOLITAN
TRANSPORTATION
COMMISSION**

Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, CA 94607-0700
Tel: 510.464.7700
TDD/TTY: 510.464.7769
Fax: 510.464.7818

Memorandum

TO: Partnership Technical Advisory Committee

DATE: September 13, 2004

FR: Michael Berman, 511 Project Manager

W.I. 1224

RE: RM-2 Real-time Transit Information Grant Program

Background

Regional Measure 2 (RM-2) provides \$20 million to fund a competitive grant program to provide real-time transit information to the traveling public. MTC is beginning to prepare the Call for Projects, and has prepared draft criteria for the grant program, as well as a partial list of draft program requirements. We discussed the criteria and requirements with the Transit Finance Working Group at its September 1, 2004, meeting, and have asked them to provide comments to us by September 15, 2004. In addition, we plan to have a meeting with technical staff from interested transit agencies after the date of this Memorandum but prior to the September 20, 2004 PTAC meeting. I will be able to discuss the outcome of that discussion at your meeting.

Draft Program criteria

The following draft criteria are ranked in order of importance, and we are also considering weighting them.

Item	Criteria	Justification
1	Maximize the "usable segments" of transit service that can provide real-time information to the general public.	RM-2 funding is intended to provide real-time transit information to the public.
2A	Serve the most trips per RM-2 dollar requested, using the following formula: "Sum of the daily average ridership on proposed routes" divided by "RM-2 dollars requested" --OR--	RM-2 funding will support systems that provide the greatest benefit per RM-2 dollar spent. The benefit is measured as the number of riders who could potentially use this service.
2B	Use the same formula in item 2A but only include those runs where headways are fifteen minutes or greater. --OR--	This calculation recognizes the fact that real-time information might be more valuable to riders on routes with long headways.
2C	Use the same formula in 2A and weight the runs with headways greater than 15 minutes	This calculation is a compromise between 2A and 2B.

Item	Criteria	Justification
3	Ensure that the project sponsor's has ITS project management capability. Applicants must document that they have experience and expertise to manage a real-time information project; that they have the time to devote to it; that they have the resources to manage and maintain a live system; and that they will be ready to go with little start-up time.	We want the greatest likelihood of successful implementations.
4	The proposed real-time transit system must be scalable and flexible to easily allow for the addition of routes, subtraction of routes, multiple schedule changes per year, etc.	Since current RM-2 funds will not be enough for full deployment of systems, the real-time information systems that are built must be designed so that they can be expanded easily when additional funds become available.
5	Improve connectivity between transit services or within systems by providing real-time information about multiple transit operators, modes, or routes on signage.	Enhanced connectivity improves the transit experience and reduces trip times.
Bonus Points	Priority granted to agencies with matching funds or a working AVL/real-time investment that can be built upon.	This will help to provide more funds for the deployment of real-time information as well as illustrate transit agency commitment to it.

The bulk of the comments at the September 1 Transit Finance Working Group meeting focused on criteria 2A and 2B, with the larger operators preferring 2A and the smaller operators preferring 2B. We added 2C as an option to show a way to focus both on the total number of riders being served and on systems where real-time information might be more important to riders.

Criteria 5 was modified to reflect the fact that many riders make connections within a specific transit system, and the important issue from the riders' perspective is making the connection, regardless of whether it is intra- or inter-system.

Draft Program Requirements

The following is a partial list of program requirements that will be included in the Call for Projects.

1. Traveler Information Must be Provided. RM-2 funds may not to be used only for a base AVL system that would not provide information to the general public.
2. Data Sharing. MTC intends to use the data on 511, 511.org, or other dissemination methods still to be determined. Transit agencies shall share the real-time information with MTC at no cost and allow other transit agencies access as well.
3. Data Interface. The real-time information shall be available in xml format and be consistent with the Bay Area's Intelligent Transportation Systems (ITS) Architecture. MTC will develop the final data interface and database specifications in collaboration with Bay Area transit agencies.

4. Vendor Selection. The vendor must possess experience and expertise in real-time technologies.
5. Funding Eligibility. All funding requests are for capital expenditures only. Transit agencies must demonstrate the ability to pay for all on-going operational costs for the life cycle of their system. Program funds cannot be used to backfill a real-time information project which originally had funding, but the funding was used intentionally in a different capacity solely to create a need for RM-2 funds.
6. Communication System. The real-time system must possess the capability to use radio technology for its polling of AVL data. The GPS data will be polled and provided to the public no less than every 2 minutes.

Next Steps

1. Convene a meeting of technical staff from transit agencies prior to the September 20, 2004 PTAC meeting.
2. Discuss the outcomes of that meeting at the September 20, 2004 meeting.
3. Close the period to comment on the criteria on October 4, 2004.
4. Release the Call for Projects in October.
5. Recommend projects to the Commission in either December 2004 or January 2005.



**METROPOLITAN
TRANSPORTATION
COMMISSION**

Joseph P. Burt Metro Center
101 Eighth Street
Oakland, CA 94607-1700
Tel: 510.161.7700
TDD/TTY: 510.161.7769
Fax: 510.161.7848

Memorandum

TO: Partnership Technical Advisory Committee

DATE: September 13, 2004

FR: Deputy Director, Operations

W.I.:

RE: Draft Regional Operations Strategy

As part of its deliberations during development of the Transportation 2030 Plan, the Commission has raised several issues about how the region can better operate the transportation system and increase overall efficiency. MTC staff has developed a multi-modal Regional Operations Strategy that is a comprehensive document covering the region's current policies, programs and investments related to managing the transportation system, and outlines opportunities for future strategies. The Partnership TAC reviewed an earlier version of the document in February, and may wish to comment on the current version prior to its presentation to the Commission in October.

The draft Regional Operations Strategy includes a statement of goals and objectives for safety, congestion relief and traveler convenience, a summary of existing Bay Area management strategies that support these objectives, and potential policy and program considerations. The first attachment at the end of the paper provides a summary of existing operational strategies and the agencies involved in their implementation, and the second attachment provides a summary of the program to improve those strategies, including proposed new policies and the associated funding. It's clear that the Bay Area is already heavily involved in managing the existing transportation system, with considerable potential to further improve system efficiency.

Ann Flemer

Draft Regional Operations Strategy

1. INTRODUCTION

The Bay Area's transportation agencies are currently implementing a variety of programs to rapidly respond to incidents, improve the reliability of travel times on all modes, address recurring and non-recurring traffic congestion, better coordinate existing transportation services, and offer alternatives to the single occupant vehicle. The existing programs, and a limited number of new programs and policies, should be integrated to create a comprehensive Regional Operations Strategy. The goals of the Regional Operations Strategy are to increase travelers' safety, mobility and convenience and to improve the efficiency and productivity of the regional transportation system. The purpose of this paper is to articulate the regional policies, programs, and financial commitments necessary to establish a comprehensive Regional Operations Strategy and to inform the development of the Transportation 2030 Plan.

Background

Programs to improve the operations of the transportation system have been around for decades. The 1968 Federal Highway Act included TOPICS (Traffic Operations Program to Improve Capacity and Safety). Federal regulations in the mid-1970's addressed Transportation System Management, which looked at both increasing capacity and shifting travel demand from single-occupant autos to transit and carpooling. These early programs were focused on system performance (e.g., increasing throughput) and reducing commute period congestion. More recently, the focus has expanded to include customer service, which encompasses not only improved safety and reduced commute period congestion, but also more reliable travel times, more alternatives to driving alone, and more convenient ways for travelers to get information and pay tolls and transit fares. The focus on customer service requires that the Regional Operations Strategy extend beyond past efforts to improve the transportation system's performance during commute periods and encompass programs that address the safety and convenience of all travelers throughout the day. Many of these programs need to be implemented and funded at the regional level to achieve system improvements, while others can be effective when implemented along individual corridors based on investment decisions made by the jurisdictions within a corridor. The 2001 Regional Transportation Plan provided regional funding for several operations strategies. The policies, programs and funding for the Regional Operations Strategy will be addressed in the Transportation 2030 Plan.

Regional Operations Strategy and the Transportation 2030 Plan

In order to implement and sustain a comprehensive Regional Operations Strategy the Transportation 2030 Plan should incorporate the following:

- Reaffirm that local and regional operational strategies are essential elements for improving the performance of the regional transportation system.
- Reaffirm the regional commitment for the existing program of regional and local operational strategies.
- Establish new policies and additional strategies, such as those presented in Section 4, as the basis for a comprehensive Regional Operations Strategy.

- Provide for the operation and maintenance costs of the Regional Operations Strategy, and define the performance required to receive those funds.

What is the Purpose of the Regional Operations Strategy?

The purpose of the Regional Operations Strategy is to:

- Articulate the regional goals to be achieved through operations strategies (e.g. to provide travelers with increased safety, mobility, and convenience and to improve the efficiency and productivity of the regional transportation system);
- Define a comprehensive and coordinated program of operational strategies to achieve these goals;
- Establish regional policies to ensure that the operational strategies are coordinated among the region’s many jurisdictions and operating agencies;
- Define roles and responsibilities to ensure that the operational strategies are effectively implemented at both the regional and corridor level; and
- Establish a consensus on the level of investment needed to support the Regional Operations Strategy, and the level of performance needed to support that investment.
- Establish a consensus on inclusion of the Regional Operations Strategy in the Big Tent.

The Regional Operations Strategy is presented as follows:

- Section 2: Goals and Objectives
- Section 3: Existing Operational Strategies
- Section 4: Operational Strategy Improvements and Policies

2. GOALS, OBJECTIVES AND PERFORMANCE MEASURES

The goals of Regional Operations Strategy are to increase travelers’ **safety, mobility** and **convenience** and to improve the efficiency and productivity of the regional transportation system.

GOAL: Improve Safety

Objectives

- Quickly detect and respond to freeway incidents and restore freeway capacity through coordinated multiagency response, and provide assistance to stranded motorists.
- Quickly locate and respond to transit incidents and restore service, and ensure the safety of passengers.
- Quickly respond to incidents along the Bay Area’s arterial system.
- Support efforts to prevent injuries and loss of life.

Performance Measures

1. Number of incidents detected and elapsed time from detection to a) arrival of first responder and b) restoration of service
2. Percent of first-responder agencies able to exchange voice communications or pre-empt traffic signals
3. Usage of Freeway Service Patrol and Call Box Systems (number of assists, assists/hour, customer satisfaction)
4. Percent of freeway mileage covered by FSP or Call Box System
5. Percent transit vehicles/facilities equipped with AVL or CCTV cameras for incident detection
6. Number of collisions regionwide and at targeted locations
7. Average time to respond to incidents (freeway, transit, and arterials)

GOAL: Improve Mobility

Objectives

- Provide congestion relief and reliable travel times.
- Improve interagency communication and coordination.
- Increase options for avoiding congestion.

Performance Measures

1. Throughput (people, vehicles) on selected facilities
2. Percent of network with monitoring system, ramp meters, signal interconnection, etc;
3. Accuracy and reliability of monitoring system
4. Percent of agencies exchanging data (signal coordination, Smart Corridors, C2C System)
5. Availability of travel options (miles of HOV lanes, number of express bus routes, number of shuttles, number of vehicles available through car-sharing programs)
6. Utilization of travel options (number of HOVs and people in ridematching database, usage of shuttles and car-sharing)
7. Average travel times and travel time reliability

GOAL: Increase User Convenience

Objectives

- Provide travelers with accurate and timely information on congestion and travel options.
- Increase convenience and throughput by automating the collection of fares and tolls.

Performance Measures

1. Reliability and accuracy of information provided.
2. Use of 511/511.org (calls/visits per day) and CMS (number of messages/day)
3. Number of customers that change travel plans to avoid congestion
4. Percent of transit and toll transactions that use FasTrak® and TransLink®
5. Customer satisfaction ratings for TakeTransit, 511, FasTrak, and TransLink®

3. EXISTING OPERATIONAL STRATEGIES

The Bay Area's transportation agencies are implementing a variety of operational strategies to improve the operation of the region's multimodal transportation system to meet the Regional Operations Strategy goals identified above. A description of each of the programs is presented in Appendix 1, and summarized below.

GOAL: Improve Safety

- ***Freeway Incident Response and Management*** strategies include programs to quickly detect incidents and restore capacity (CHP CLEAR, Caltrans TMC); improve communication among the various state and local agencies that respond to an incident (CHP CAD, new interagency 'cross-talk' radio system); and provide stranded motorists with assistance (Freeway Service Patrol and call box programs).
- ***Transit Incident Response and Management*** strategies include programs to quickly locate and respond to transit incidents and ensure the safety of passengers (transit AVL systems, radio systems for voice and data communication, and CCTV cameras for remote monitoring in response to alarms).
- ***Arterial Incident Response and Management*** strategies include programs to respond to incidents along Bay Area arterials, such as emergency vehicle pre-emption systems to enable faster arrival on-scene.
- ***Injury Prevention*** strategies include programs to address potentially unsafe driving (Safe on 17, red-light running), analyze collision statistics and address primary causation factors (OTS grants, SafetyTAP), and educate the public (Safe Routes to Schools, information campaigns).

Challenges common to all of the incident management and response systems include the difficulty in obtaining accurate real-time information about an incident (e.g., location, severity, type of assistance needed), the need for a mobile communications system that allows emergency responders to communicate with each other both en-route and at the incident scene, and the need for ongoing interagency training and information sharing.

GOAL: Improve Mobility

- ***Congestion Relief and Travel Time*** strategies include programs to monitor and manage flows on freeways, arterials, and major transit routes. The existing programs include the freeway traffic operations system (TOS), ramp metering, regional traffic signal timing program, transit priority, and transit arrival-time systems. Issues that are common within the congestion relief and travel time monitoring programs include technical challenges associated with systems capable of real-time performance monitoring and management, institutional agreements for standardizing data collection and reporting across different agencies, and the resources needed to operate and maintain real-time systems.
- ***Interagency Communication and Coordination*** strategies include programs to improve real-time communication and coordination between agencies through multimodal Smart Corridors and the exchange of real-time data. Challenges that are common within these programs include technical difficulties in obtaining and exchanging real-time information, institutional

agreements for data sharing, and the resources needed to operate and maintain real-time systems.

- ***Travel Option*** strategies include programs to increase ridesharing and transit usage, including enhancements to the region's HOV network. The existing programs include regional rideshare program and express bus services, including more express bus use of the HOV network. Issues that are common within the travel option programs include establishing effective incentives for ridesharing and transit use, such as faster and more reliable travel-times.

GOAL: Improve User Convenience

- ***Traveler Information*** strategies include regional programs to provide travelers with timely and accurate pre-trip and en-route information. The existing programs include the regional 511 traveler information system, including the TakeTransit trip planning system and Driving Times data, and use of changeable message signs and highway advisory radio. The key issues for traveler information programs are the ability to obtain accurate and timely data on the condition of the transportation system, the ability to translate this information for pre-trip planning, and the ability to provide travelers with the information they need when they need it.
- ***Electronic Payment*** strategies include implementing the FasTrak electronic toll payment system and the TransLink® automated transit fare payment system. These programs improve customer convenience by deploying and maintaining a seamlessly integrated system across multiple agencies. The key issues for electronic payment involve interagency coordination and reliability of toll and fare collection technology.

4. NEW OPERATIONAL STRATEGIES AND POLICIES

The existing operational strategies described above have been implemented and modified on a program-by-program basis. Building on this foundation, the following additional operational strategies and policies are needed to develop a comprehensive and coordinated Regional Operations Strategy and provide travelers with increased safety, mobility, and convenience. The proposals are organized into three areas: New Regional Operational Strategies, New Policies, and Investment and Performance Monitoring.

New Regional Operational Strategies

- **Real-time Transit Information and Fleet Management Systems**: Automated Vehicle Location (AVL) systems provide data on the location and status of transit vehicles, which is essential for real-time monitoring of performance and security, and arrival-time information systems. At present, several Bay Area transit agencies have designed, procured and implemented AVL systems. In order to maximize the regional benefits, the AVL systems must be able to exchange data with each other, traffic signal systems, arrival-time information systems, and the regional 511 traveler information system. Regional Measure 2 has funded a \$20 million program to provide grants to transit agencies to assist in delivering real-time transit arrival

information to the general public. This new strategy would extend the Interagency Communication and Cooperation strategy discussed in Section 3 to include development of a system for real-time exchange of AVL data between the various agencies.

- **Regional Transportation Communications System:** In conjunction with the Interim Center-to-Center System, the first segments of a regional fiber-optic Communications Backbone are being implemented by utilizing Caltrans fiber optic lines located in the BART right-of-way and fibers installed by Smart Corridors. This interim system will link the Caltrans TMC with the Smart Corridors in San Francisco, Silicon Valley and the Ala-580 Corridor. This new strategy would define and implement a robust communication system for interagency exchange of real-time data ,in the Bay Area.
- **Incident Response Communications System:** Individuals from the various agencies that respond to an incident have difficulty communicating en-route and on-scene due to their use of different radio systems. MTC SAFE, CHP, Caltrans, and a few local agencies are testing a system that enables voice communication to be exchanged between different mobile systems. Several Bay Area Counties are working on both near-term and long-term communication systems for emergency response (earthquakes, terrorism, etc), but a system to enable communications across county lines has not been defined. This new strategy would define and implement a wireless system to enable all Bay Area agencies that respond to incidents to communicate.
- **High Occupancy Toll (HOT) Lanes:** A HOT Lane is usually created by allowing single-occupant vehicles to pay a toll in order to use an HOV lane that has surplus capacity. Carpools and other high-occupancy vehicles use the HOV lane for free, and toll-paying vehicles are charged based on the level of congestion in the adjacent mixed-use lanes. HOT lanes provide another mobility option for individuals with time-critical trips and generate revenue that can be used to pay for the HOT lane system and transit service in the HOV lane. Over the next 10 years, the Bay Area is expected to undertake and evaluate HOT Lane demonstration projects.

New Policies

- **Interagency Coordination:** The regional transportation system operates most efficiently when its various components are coordinated. Examples of coordination include traffic signal coordination across agency boundaries, transit priority at traffic signals, timed transfers between transit agencies, and corridor ramp metering. As an incentive for interagency coordination, decisions on the allocation of regional funding (maintenance, capacity expansion, Big Tent, etc) should be based in part on evidence of an ongoing commitment to interagency coordination.
- **Real-Time Freeway Monitoring:** Real-time monitoring of freeway performance is essential to efforts to improve incident response, congestion relief, and traveler information. Caltrans has improved the operations and maintenance of the existing Transportation Management Center and Traffic Operations System (TOS), which covers a major portion of the freeway system. The Bay Area should adopt a policy that defines investment levels and priorities for the TOS and that promotes the coordination and leveraging of federal, state and regional funds. This

policy should include deployment of TOS field equipment as part of major, new freeway projects.

- Data and Video Sharing: As part of the Center-to-Center Program, MTC, Caltrans, and the Smart Corridors have developed a policy that improves the exchange of real-time traffic data and video in order to assist each other in providing efficient system operations and traveler information. If the data and video sharing policy proves effective, it should be adopted as a regional policy in a future RTP and expanded to all aspects of the multimodal regional transportation system.

Investment and Performance Monitoring

The long-term success of the Regional Operations Strategy requires secure and stable funding for the ongoing operation and maintenance. While a few of the individual operational strategies are fully funded at the state or local level, most elements of the Regional Operations Strategy depend on commitments of regional discretionary funds (e.g., STP/CMAQ). In order to maintain the long term commitment of stable funding, the Regional Operations Strategy needs to clearly demonstrate its cost-effective contribution to improving safety, mobility, and convenience for travelers, based on the performance measures defined in Section 2.

Appendix 2 identifies the operational strategies that were funded as part of the Regional Program in Phase 1 of the Transportation 2030 Plan, or are affected by the policies proposed for Phase 2. Appendix 2 also identifies improvements to the existing strategies that were not included within the Regional Program and are candidates for the Big Tent, as well as improvements that are beyond the funding anticipated in the Big Tent.

Appendix A
Regional Operations Strategy: Description of Current Programs

Goal: Improve Safety

	<u>Agencies Involved</u>	<u>Funding Sources</u>
<u>Freeway Incident Response and Management</u>		
<u>Cellular 911 Dispatch</u> : Cellular 911 calls are the primary source of initial detection of freeway incidents. CHP staffs the C- 911 call-answering operations.	CHP	CHP Operating Budget
<u>CLEAR</u> (Clear Lanes Efficiently and Rapidly): The purpose of CLEAR is to quickly respond to incidents and clear lanes during peak commute periods. CLEAR officers use motorcycles to rapidly arrive at incident scenes, focus their attention on the tasks necessary to re-open travel lanes, and then resume patrol duties or proceed to the next incident.	CHP	CHP Operating Budget
<u>Freeway Service Patrol (FSP)</u> : The purpose of the fleet of roving tow trucks is to clear vehicles and debris from traveled lanes during periods of congestion. Service is provided along freeway and expressway segments with high levels of traffic and congestion, high number of incidents, and lack of shoulders. In 2002/03, service covered 450 miles during commute peak periods; mid-day and weekend service is provided where justified by congestion at those times.	MTC, CHP, Caltrans	MTC SAFE, State Local Assistance Program
<u>Computer Aided Dispatch System</u> : The purpose of CHP's Computer Aided Dispatch (CAD) is to collect information on all current incidents, and identify and contact the right agencies to respond. CHP's communications center provides 24/7 service to all 9 Bay Area Counties.	CHP, local agencies	CHP Operating Budget
<u>Police/Medical</u> : Local agencies provide essential medical/fire and law enforcement assistance as part of the response to freeway incidents.	Cities and Counties	Local Agencies Operating Budgets
<u>Call Box Program</u> is to provide stranded motorists with roadside emergency telephones for requesting assistance (CHP, tow truck, medical, etc) and reporting along the Bay Area's 1,100 miles of freeways and expressways.	MTC, CHP, Caltrans	MTC SAFE Operating Budget

<u>Transit Incident Response and Management</u>		
<u>Real-time Monitoring of Transit Vehicles:</u> AVL/radio dispatch systems provide continuous tracking of vehicle location, as well as voice communications and silent alarms. AC, Muni, SamTrans, VTA, Vallejo, and LAVTA have AVL and radio systems. Some agencies also have CCTV cameras on transit vehicles for remote monitoring in response to alarms.	Transit Agencies, cities	Transit Agencies Operating Budgets
<u>Arterial Incident Response and Management</u>		
<u>Response System:</u> The purpose of the local agency response systems is to have appropriate responders (police and fire/medical) quickly reach the scene, including use of traffic signal pre-emption.	Cities and Counties	Local Agencies Operating Budgets
<u>Injury Prevention</u>		
<u>Safety Improvement Programs:</u> The purpose of safety improvement programs is to collect and analyze collision data at selected locations (Route 17, signalized intersections, schools, etc) and design and implement programs to decrease the number and severity of collisions.	CHP, local agencies, MTC	MTC SAFE and Local Agencies Operating Budgets

Improve Mobility

	<u>Agencies Involved</u>	Funding Sources
<u>Congestion Relief</u>		
<u>Monitor Freeway Flows</u> : Caltrans Traffic Operations System (TOS) is the network of field equipment used to monitor traffic real-time changes in traffic flows, communicate with motorists, and respond to congestion. The Transportation Management Center (TMC) is the software and communications systems that control the field devices, and the staff that operate and maintain the TMC. Currently have 350 CCTV cameras, 1200 detector stations, 90 message signs. Loop detector repairs should bring 600 monitoring stations into stable operation by late 2004.	Caltrans, CHP, MTC	STP/CMAQ, SHOPP, and Caltrans Operating Budget
<u>Manage Freeway Capacity</u> : The purpose of ramp metering is used to regulate the flow of vehicles onto a freeway in order to improve the efficiency of the system. Metering equipment has been installed at 280 locations in Bay Area, usually as part of larger project. Caltrans requests local agency concurrence before meter turn-on.	Caltrans, Cities & Counties, MTC	STIP, SHOPP, and Caltrans Operating Budget
<u>Signal Timing Program</u> : The purpose of MTC's signal timing program is to improve flow on local arterials by retiming up to 750 signals every year. The program improves coordination across agency boundaries, and improves transit travel along arterials. About half of the Bay Area's 7,000 traffic signals operate as part of interconnected systems, and over 1,000 more should be coordinated.	MTC, Cities & Counties, Transit Agencies, Caltrans	STP/CMAQ
<u>Interagency Communication and Coordination</u>		
<u>Improve Flows along Multi-agency Corridors</u> : Smart Corridors integrate and automate real-time monitoring and management activities across adjacent agencies to improve transit travel time, incident response, and traveler information. Bay Area Smart Corridors include Silicon Valley, East Bay, Ala-580 and San Francisco.	Smart Corridors, Caltrans	STP/CMAQ, Local Agencies Operating Budgets
<u>Interim Center-to-Center (C2C) System Data Sharing</u> : The purpose of the Interim Center-to-Center project is to exchange real-time traffic data and video between Caltrans and Smart Corridors. The Communications Backbone includes Caltrans' fiber optic lines in BART's R-O-W, and, links three Smart Corridors to Caltrans.	MTC, Caltrans, Smart Corridors	MTC SAFE

<u>Travel Options</u>		
<p><u>Facilitate Ridesharing</u>: The Regional Rideshare Program encourages shifting from single-occupant vehicles to carpools, vanpools, and other alternatives by providing information, facilitating ‘matches’ using carpool/vanpool formation and support services, and marketing (including employer outreach.) Program services are now part of the 511/511.org family of traveler information services.</p>	<p>MTC, CMAAs, BAAQMD</p>	<p>TFCA, STP/CMAQ</p>
<p><u>Provide HOV Network</u>: The HOV Network entails facilities that provide faster trips for vehicles with two or more occupants, and includes 275 miles of High Occupancy Vehicle (HOV) lanes on freeways and expressways, bypass lanes at toll bridges and ramp meters, and park & ride lots. May include future HOT lanes</p>	<p>Caltrans, MTC, CMAAs</p>	<p>STIP, County ½ Sales Tax Measures</p>
<p><u>Facilitate Express Bus Services</u>: Express bus service provides faster travel by reducing the number of stops, and Bus Rapid Transit (BRT) removes bus service from mixed flow traffic. MTC’s Regional Transit Expansion Program includes a \$40 million commitment to Phase 1 of the Regional Express Bus Program. New services began September 2002.</p>	<p>MTC, Transit Agencies</p>	<p>STP/CMAQ (??)</p>

Improve User Convenience

	<u>Agencies Involved</u>	<u>Funding Sources</u>
<u>Traveler Information</u>		
<u>En-route Motorist Information</u> : The purpose of en-route information is to provide motorists with critical information specific to their location, by using Changeable Message Signs and Highway Advisory Radio operated by Caltrans and Smart Corridors.	Caltrans, Smart Corridors	STIP, SHOPP, and STP/CMAQ; Caltrans and Local Agency Op Budgets
<u>Regional Transit Information System</u> : The purpose of the RTIS is to provide both new and experienced transit users with comprehensive route, schedule and fare information about the regional transit operators and their services. The RTIS maintains up-to-date transit information in one centralized database. The 511 TakeTransit Trip Planner provides multi-agency, origin-to-destination transit itineraries and related maps to the public over a Web based tool.	MTC, Transit Agencies	
<u>511/TravInfo®</u> : The purpose of 511/TravInfo® is to provide travelers with a source of timely, accurate and comprehensive information about traffic congestion and transit information. 511/TravInfo® collects its information from numerous sources, and provides access to the information over the telephone, internet, and broadcast media. Toll-tag readers are used to collect drive-time data in selected corridors.	MTC, Caltrans, CHP	
<u>Local Web Sites</u> supported by Smart Corridors and local agencies provide customers with access to real-time regional and local traveler information.	Smart Corridors	STP/CMAQ; Local Agencies Operating Budgets

<u>Electronic Payment</u>		
<u>Electronic Toll Collection</u> : FasTrak is California’s electronic toll collection system, which both allows customers to pay tolls without stopping and doubles the number of vehicles that can pass through a toll booth. All toll lanes at all of the Bay Area toll bridges are currently equipped with the FasTrak toll readers.	Caltrans, GGBHTD, MTC	Caltrans and BATA
<u>Automated Transit Fare Payment</u> : TransLink® is a customer service program that will allow Bay Area transit riders to use a single smart card to pay transit fares on any bus, ferry, train, or light rail vehicle in the nine-county region. The objectives of the TransLink® program are to improve the convenience of fare payment for patrons by reducing the number of fare instruments used in the region, providing improved ridership data to transit agencies, reducing losses in transit revenue by improving fare collection security, reducing fare evasion and fraud, and improving the distribution of fare media.	MTC, transit agencies	STP/CMAQ

Appendix 2
Regional Operations Strategy: Improvement Program

GOAL: Improve Safety

Freeway Incident Response and Management

	<u>Improvement Strategies</u>	<u>Regional Policy Development</u>	<u>Funding Program</u>
Freeway Service Patrol (FSP)	<ul style="list-style-type: none"> A. Maintain current levels of FSP services B. Expand coverage to match increase in the extent and duration of congestion C. Improve tow services response to incidents involving big rigs. 		<p>Sources: MTC SAFE, T-2030 Regional Program</p> <p>Notes: A. Funded B. Unfunded C. TBD</p>
Call Box Program	<ul style="list-style-type: none"> A. Convert call boxes to digital technology to assure continued reliability B. Make call box system fully accessible to persons with disabilities 		<p>Sources: MTC SAFE</p> <p>Notes: A. Funded. B. Funded</p>
Incident Communications	<ul style="list-style-type: none"> A. Improve two-way interface between CHP's Computer Aided Dispatch System (CAD) and FSP tow services for the reporting of incidents. B. Deploy system to provide emergency responders with on scene and vehicle-to-vehicle communications capability. 		<p>Sources: MTC SAFE, CHP</p> <p>Notes: A. TBD B. MTC SAFE funded pilot program; full program TBD.</p>

GOAL: Improve Safety (cont.)

Transit Incident Response and Management

	<u>Improvement Strategies</u>	<u>Regional Policy Development</u>	<u>Funding Program</u>
Real-time Monitoring of Transit Vehicles	<p>A. Deploy AVL/radio systems on all transit vehicles to improve incident response time.</p> <p>B. Develop communications system to link transit agencies to local police, fire and emergency medical personnel.</p>	<ul style="list-style-type: none"> Adopt a regional policy that any AVL system that uses regional funding be able to exchange data with other transit agencies, traffic signal systems, arrival-time information systems, and the regional 511 system. 	<p>Sources: Regional Transit Capital Priorities</p> <p>Notes:</p> <p>A. New operational strategy, unfunded</p> <p>B. New operational strategy, unfunded</p>

Injury Prevention

	<u>Improvement Strategies</u>	<u>Regional Policy Development</u>	<u>Funding Program</u>
Safety Improvement Programs	<p>A. Develop programs to reduce bicyclist and pedestrian collisions in selected cities (SafetyTAP)</p> <p>B. Develop and deploy public education campaigns to advance bicycle and pedestrian safety on arterials.</p>		<p>Sources: T-2030 Bicycle/Pedestrian Program</p> <p>Notes:</p> <p>A. MTC funded SafetyTAP pilot; full program TBD</p> <p>B. New operational strategy, unfunded</p>

Goal: Improve Mobility

Congestion Relief

	<u>Improvement Strategies</u>	<u>Regional Policy Development</u>	<u>Funding Program</u>
Freeway Monitoring and Management Systems	<p>A. Upgrade Regional TMC. Complete upgrade to automate both control of field equipment and data exchange.</p> <p>B. Upgrade Freeway CCTV System. Complete upgrade of existing CCTV cameras on highway system</p> <p>C. Expand Highway Monitoring System. Add monitoring stations and devices to expand coverage and reliability of traffic monitoring systems.</p> <p>D. Deploy Freeway Ramp Metering. Expand deployment of ramp metering into new corridors and implement TMC software to enable demand-responsive metering and monitor impacts of ramp metering.</p> <p>E. Interim Center-to-Center Program: Develop interim center-to-center communications program to share real-time traffic data and video</p> <p>F. Implement regional communications backbone</p>	<ul style="list-style-type: none"> • Adopt a regional policy that requires that T-2030 Regional Program funds for Freeway Operations leverage to the maximum extent possible other federal, state and regional funds. • Update? Adopt a regional policy that requires that TOS field equipment be included as part of all significant rehabilitation and construction projects on the region's freeway system. <p>Adopt a regional policy (based on the Interim C2C project findings) that requires the regional and local TMCs to develop protocols and systems that will allow for the sharing of data and video between centers.</p>	<p>Sources: T-2030 Regional Program, T-2030 County Share Program, MTC SAFE, SHOPP</p> <p>Notes: Funding program needs to be developed for specific TOS programs/elements</p> <p>A. SHOPP is expected to fund upgrades</p> <p>B. Funded by MTC SAFE and Caltrans</p> <p>C. TBD, could utilize T-2030 Regional Program and/or County Program</p> <p>D. TBD, could utilize T-2030 County Program and/or Big Tent</p> <p>E. Funded by MTC SAFE TBD, could utilize T-2030 and/or Big Tent</p>
Multi-agency Corridors	<p>A. Bring current Smart Corridors into stable operations</p> <p>B. Establish secure and stable source of funding for operation and retiming of arterial corridors</p>		<p>Sources: T-2030 Regional Program and County Share Program</p> <p>Notes</p> <p>A. Unfunded</p> <p>B. Regional Program funds through 06/07, then TBD</p>

GOAL: Improve Mobility (cont)

Travel Options

	<u>Improvement Strategies</u>	<u>Regional Policy Development</u>	<u>Funding Program</u>
Ridesharing	A. Expand the 511.org Website's online capabilities, including dynamic (instant) and casual ridematching.		Sources: T-2030 Regional Program, TFCA Notes: Unfunded
HOV Network	A. Expand region's HOV network pursuant to the HOV plan. B. Implement a program to continually monitor effectiveness of HOV lanes.		Sources T-2030 County Share Program Notes: TBD
Express Bus Services	A. Update HOV Lane Master Plan, which identifies future HOV lanes and express bus facilities. B. Evaluate express bus & BRT services to inform investment decisions		Sources: MTC, Caltrans, transit agencies Notes: TBD

GOAL: Improve User Convenience

Traveler Information

	<u>Improvement Strategies</u>	<u>Regional Policy Development</u>	<u>Funding Program</u>
En-route Motorist Information	<p>A. Develop protocols for displaying incident data on CMS</p> <p>B. Integrate travel-time information for display on CMS.</p>		<p>Sources: T-2030 Regional Program</p> <p>Notes:</p> <p>A. Funded</p> <p>B. TBD</p>
Regional Transit Information System	<p>A. Include data for all major Bay Area transit operators in TakeTransit</p> <p>B. Provide trip plans regardless of which operator(s) service is being used.</p> <p>C. Provide 24/7 call center</p>		<p>Sources: T-2030 Regional Program</p> <p>Notes:</p> <p>A. Funded</p> <p>B. Unfunded</p>
511/TravInfo®	<p>A. Provide real-time transit arrival information at key regional transit stations & stops throughout the region, and 511/511.org.</p> <p>B. Complete build-out of the freeway travel time system.</p> <p>C. Provide arterial travel times</p>	<ul style="list-style-type: none"> • Adopt a regional policy that any real-time transit information system deployment funded with regional sources must provide information to the 511 system. 	<p>Sources: T-2030 Regional Program, MTC SAFE</p> <p>Notes:</p> <p>A. Pilot project funded</p> <p>B. TBD</p> <p>C. Unfunded</p>
Local Web Sites	<p>A. Link local Web sites and 511.org.</p>		<p>Sources: Local Funds</p> <p>Notes:</p> <p>A. TBD</p>

Goal: Improve User Convenience (cont.)

Electronic Payment

	<u>Improvement Strategies</u>	<u>Regional Policy Development</u>	<u>Funding Program</u>
Electronic Toll Collection	<ul style="list-style-type: none"> A. Increase number of exclusive FasTrak lanes on toll bridge approaches. B. Explore additional non-toll uses for FasTrak transponders C. Consolidate FasTrak customer service center operations for the state-owned toll bridges and the Golden Gate Bridge 		<p>Sources: Bridge Tolls</p> <p>Notes:</p> <ul style="list-style-type: none"> A. Funded B. TBD C. Funded
Automated Transit Fare Payment	<ul style="list-style-type: none"> A. Install TransLink® readers on all Bay Area transit systems B. Integrate TransLink® with transit agencies' existing systems. C. Enhance/customize to accommodate on-board equipment changes, station reconstruction, etc. D. Integrate FasTrak and TransLink® customer service functions E. Explore non-transit and non-transportation uses of TransLink® card to be more useful to traveling public 		<p>Sources: T-2030 Regional Program, STA</p> <p>Notes:</p> <ul style="list-style-type: none"> A. Funded B. Unfunded C. Unfunded D. TBD E. TBD



**METROPOLITAN
TRANSPORTATION
COMMISSION**

Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, CA 94607-0700
Tel: 510.464.7700
TDD/TTY: 510.464.7769
Fax: 510.464.7818

Memorandum

TO: Partnership Technical Advisory Committee

DATE: September 20, 2004

FR: Ross McKeown, Programming and Fund Management

W.I. 1515

RE: Update on the State Transportation Shortfall

Background:

Due to the State's fiscal crisis, the California Transportation Commission (CTC) is continuing to severely limit new allocations of programmed funds in the State Transportation Improvement Program, limitations begun in December 2002. Even though the 2004 STIP adopted this August dedicates \$639 million to the nine Bay Area counties over the next five years, the revenue assumptions that established the STIP Fund Estimate may not come to fruition. Therefore, at its August 5, 2004 meeting, the CTC further postponed STIP allocations until December 2004.

New allocations by the CTC in December 2004 depend on the following:

- The federal ethanol issue is resolved favorably for California
- The federal reauthorization bill is passed at a higher level than currently proposed by the President and the U.S. House of Representatives
- Propositions 68 and 70 are defeated by California voters in November 2004 and the \$1.2 billion in new tribal gaming compact funds negotiated by the Governor flow to transportation as repayment of past loans

The CTC has decided to wait until the outcome of these issues is known, before proceeding with full allocations for FY 2004-05.

Issues:

According to the latest estimate, the State Highway Account (SHA) will only have enough cash to handle \$500 million in allocations until December 2004. This funding will be designated for emergency, safety, and rehabilitation projects, administered through the State Highway Operations and Protection Program (SHOPP). The adopted STIP for FY 2004-05 included \$2.2 billion in allocations from the SHA. Most of these allocations were to go to the SHOPP anyway, as the nine-county MTC share of STIP funds for FY 2004-05 was only \$16 million. As long as state highway rehabilitation and maintenance remain a statutory priority, funding those SHOPP needs along with Caltrans support needs will continue to cause STIP allocations to be postponed.

The MTC region, which traditionally receives around 20% of SHA funds, has been forced to delay projects due to the suspension of allocations to the various programs funded from the SHA. However, the region has

aggressively sought and continues to seek alternative financing strategies to deliver key projects. The region is moving STIP projects forward through bonding future federal revenues (GARVEEs) and through the use of local funds with reimbursement from the state scheduled in future STIP cycles. As well, the Commission adopted the STIP Backfill strategy in April 2004 dedicating a total of \$62 million in Regional STP and CMAQ funds to existing STIP and TCRP projects to keep them on schedule. In total, \$186 million in projects are moving forward in the region due to these alternative financing mechanisms.

Impacted STIP Projects

The San Francisco Bay Area is looking relatively good with regards to the 2004 STIP for FY 2004-05 (even though, as with the rest of the state, FY 2004-05 has relatively little funding, with \$153 million available to Non-TE projects and an additional \$127 million for TE projects, compared with \$2.8 billion programmed for Non-TE projects in FY 2004-05 in the 2002 STIP). The MTC region was given a target of \$16 million in NON-TE RTIP funding for FY 2004-05, and therefore, we could not program a significant amount of projects in the first year of the 2004 STIP.

There is only one NON-TE RTIP-funded project that we have scheduled for allocation in FY 2004-05, the Sonoma 101 Steele Lane Interchange for \$13.5 million in RTIP funding. This is a companion project to the Sonoma 101 HOV Widening project from State Route 12 to Steele Lane, programmed for a total of \$47.5 million in RTIP and ITIP funds in FY 2005-06. Caltrans and SCTA were hoping to advance-allocate the \$47.5 million from FY 2005-06 to meet a statutory deadline of awarding this project by December 31, 2004 (This is a design-sequencing project allowing Caltrans to proceed prior to being 100 percent designed - Legislation is pending to extend the date). Caltrans was to use the \$4.225 million in STIP Backfill to front the cashflow needs until FY 2005-06. So, although we only have \$13.5 million in FY 2004-05, the total needed allocation in FY 2004-05 is \$61 million.

There are two ITIP projects that are impacted – the most significant being the US 101 Operational Imps. in Petaluma for \$4 million, the other is the Capital Corridor Bahia viaduct upgrade in Solano County.

County	Agency	Project Title	Phase	Fund Type	Funding	Comments
MTC Region – Impacted FY 2004-05 STIP Projects						
Solano	Cap Cor JPA	Bahia Viaduct Upgrade	P.E.	ITIP	\$190,000	CCJPA considering doing another project
Sonoma	Caltrans	US 101 Petaluma Operational Imps	Const.	ITIP	\$4,000,000	Caltrans can deliver this project this FY
Sonoma	Caltrans	US 101 Steele Lane I/C	Const.	RITP	\$13,348,000	The only NON-TE RTIP funds in FY 2004-05.
Sonoma	Caltrans	US 101 Widening – SR 12 to Steele Lane	Const.	RTIP ITIP	\$35,470,000 \$12,000,000	Advance Allocation from FY 2005-06
Total:					\$65,018,000	0

Non-Impacted STIP Projects

Although \$17.5 million (or \$65 million including the hoped-for advance allocation from FY 2005-06) is impacted by the CTC's postponement of allocations in FY 2004-05, the region is proceeding with over \$29 million in funding for FY 2004-05 that are not subject to postponement. Various projects are moving ahead within the categories listed below:

- GARVEEs (Number One Priority for Payback - by Statute)
- AB 3090 Reimbursements (Number Two Priority - Using Local Funds with STIP Payback in a later year)
- Caltrans Support (Not allocated by CTC – Contained within the Caltrans Budget)
- Caltrans Right of Way (Lump-Sum R/W Allocation already approved by CTC for FY 2004-05)
- TE (Enhancement) Funds (State has federal obligation deadlines on these funds of 4 years after apportionment as is moving forward within the separate TE apportionment)

Twenty-four STIP projects totaling \$29.1 million in funding in FY 2004-05 are moving ahead. Due to the use of GARVEEs and AB 3090 funding mechanisms, this equates to \$142.8 million in project funding that is proceeding now through AB 3090 authorization or through GARVEE bonding. An additional 10 projects totaling \$43.4 million are moving ahead with the regional STP/CMAQ backfill. See attached Table for complete list of STIP projects moving forward in FY 2004-05.

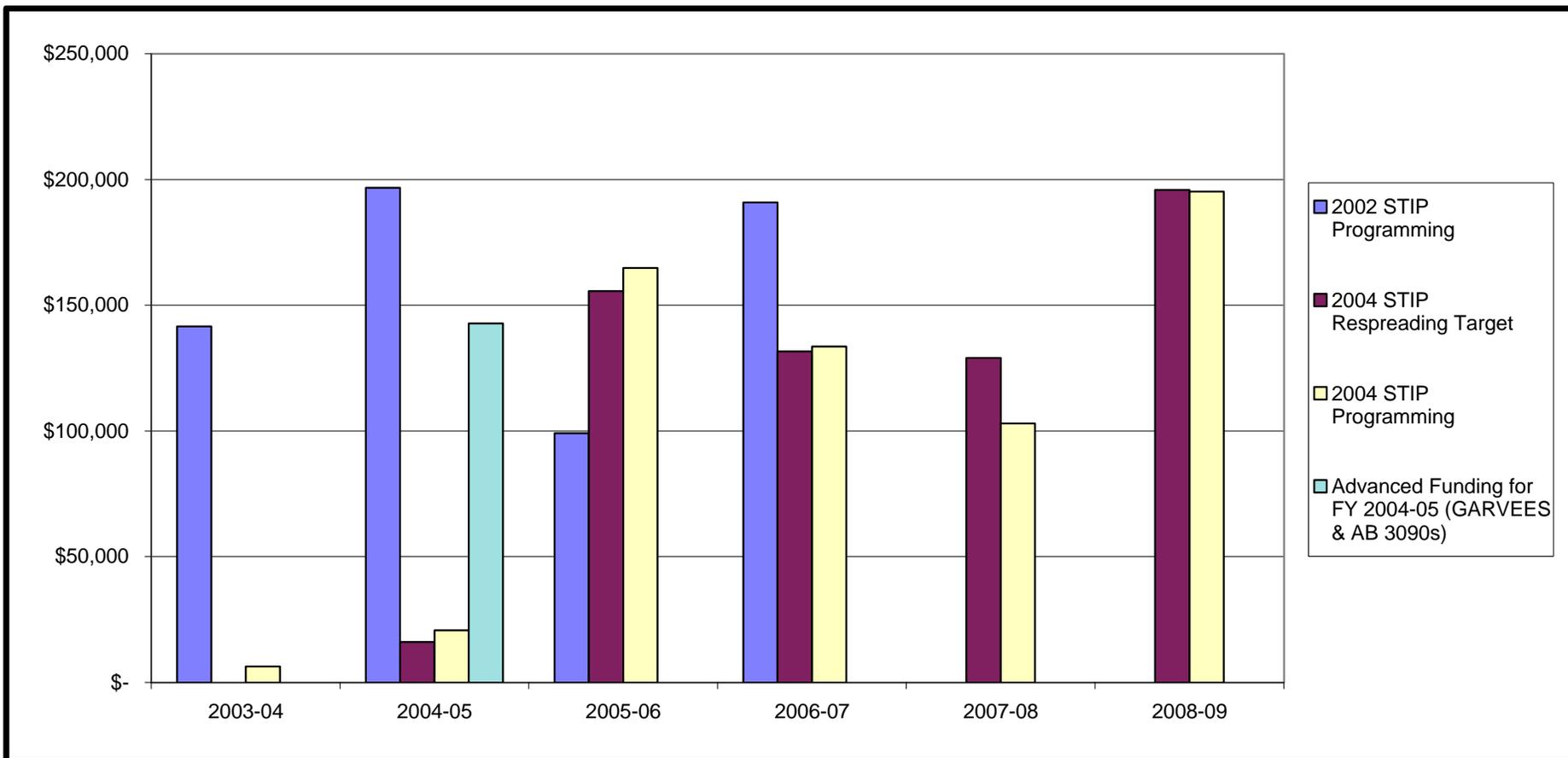
Attachments:

Chart Depicting 2002/2004 STIP Funding Comparison – this shows the funding that the MTC region was scheduled to receive in the 2002 STIP, what our target was for the 2004 STIP, and what the CTC finally adopted in the 2004 STIP. It also depicts a significant amount of funding (\$140 million) that the region has been able to advance in the STIP through the use of GARVEEs (advancing federal dollars) and AB-3090s (using local money to be paid back by the STIP later)

Transportation Funding Loss Table – this shows the STIP, SHOPP, TCRP, and Proposition 42 funds that would have come to the region if the economy had not declined, and if the State Highway Account had not been used to backfill the TCRP due to the TCRP and Prop 42 funds being deferred in favor of bolstering the General Fund. Note these were programmed amounts that were assumed to be available, but allocations never occurred. The grand total of funds diverted from the region's transportation program to bail out the state's General Fund budget is \$1.3 billion over the past four years.

Table Listing 2004-05 STIP projects moving forward – this table lists the projects moving forward in FY 2004-05 due to various allowances and funding strategies as mentioned above. In all, \$186 million is able to proceed in FY 2004-05 due to regional efforts to keep as many projects on schedule as possible.

2004 RTIP
METROPOLITAN TRANSPORTATION COMMISSION
2004 Regional Transportation Improvement Program (RTIP)
Programming and Respending Targets
September 8, 2004



METROPOLITAN TRANSPORTATION COMMISSION
TRANSPORTATION FUNDS LOST BY COUNTY
FY 2000-01 through FY 2004-05
(\$ Millions)

County	Prop. 42					Total
	STIP	SHOPP	TCRP	Local Roads	Prop. 42 STA	
Alameda	\$ 109	\$ 76	\$ 45	\$ 12	\$ 9	\$ 252
Contra Costa	\$ 71	\$ 26	\$ 15	\$ 8	\$ 9	\$ 128
Marin	\$ 21	\$ 3	\$ 6	\$ 2	\$ 2	\$ 33
Napa	\$ 13	\$ 7	\$ 1	\$ 1	-	\$ 23
San Francisco	\$ 56	\$ 23	\$ 6	\$ 7	\$ 5	\$ 97
San Mateo	\$ 57	\$ 25	\$ 7	\$ 7	\$ 3	\$ 98
Santa Clara	\$ 128	\$ 29	\$ 325	\$ 15	\$ 7	\$ 505
Solano	\$ 33	\$ 40	\$ -	\$ 4	\$ 1	\$ 78
Sonoma	\$ 41	\$ 21	\$ 24	\$ 4	\$ 1	\$ 90
Total	\$ 529	\$ 250	\$ 429	\$ 60	\$ 37	\$ 1,304

Notes:

Numbers may not add due to rounding

Estimates of county losses based in program-wide distributions

SHOPP loss estimates based on distribution in 2004 SHOPP, excluding ER and seismic retrofit

TCRP loss estimate based on distribution of unallocated portion of amounts authorized

Attachment - MTC Region – Non-Impacted FY 2004-05 STIP Projects Moving Ahead

County	Agency	Project Title	Category	Phase	Fund Type	FY 2004-05 Funding	2004 STIP Funding Moving Ahead
MTC Region – Non-Impacted FY 2004-05 STIP Projects Moving Ahead							
Alameda	Caltrans	I-880 HOV Lanes, Warren I/C - AB 3090 Payback	AB 3090	Const.	RTIP	\$11,800,000	\$11,800,000
Alameda	Caltrans	I-880 HOV Lanes, Warren I/C - AB 3090 Reimbursement	AB 3090	Const.	RTIP	AB 3090	\$25,037,000
Contra Costa	Caltrans	I-680 - Bollinger Canyon & Sycamore Valley Auxiliary Lanes	CT Support	P.E.	RTIP	\$50,000	\$50,000
Contra Costa	County of Contra Costa	Stone Valley Road Sidewalks to Iron Horse Trail - PS&E Phase	TE	P.E.	RTIP	\$10,000	\$10,000
Contra Costa	County of Contra Costa	Bicycle Friendly Storm Drain Grates - PS&E Phase	TE	P.E.	RTIP	\$2,000	\$2,000
Contra Costa	County of Contra Costa	Stone Valley Road Sidewalks to Iron Horse Trail - CON Phase	TE	Const.	RTIP	\$21,000	\$21,000
Contra Costa	County of Contra Costa	Bicycle Friendly Storm Drain Grates - CON Phase	TE	Const.	RTIP	\$30,000	\$30,000
Contra Costa	County of Contra Costa	Reliez Valley Road Pedestrian Path	TE	Const.	RTIP	\$342,000	\$342,000
Contra Costa	San Pablo	San Pablo Dam Road Pedestrian Path	TE	Const.	RTIP	\$115,000	\$115,000
Contra Costa	San Ramon	San Ramon Old Ranch Road Trail	TE	Const.	RTIP	\$62,000	\$62,000
Contra Costa	Richmond	Richmond Greenway and Bikeway	TE	Const.	RTIP	\$423,000	\$423,000
Marin	Caltrans	SR 1 Marin Giacomini Gulch Wildlife Crossing	TE	P.E. & R/W	ITIP	\$150,000	\$150,000
Marin	Caltrans	U.S. 101 Marin Golden Gate Botanical Management Area	TE	P.E. & R/W	ITIP	\$90,000	\$90,000
San Francisco	SF Muni	SF Muni - 3rd Street LRT Extension - AB 3090 Reimbursement	AB 3090	Const.	RTIP	AB 3090	\$22,570,000
San Francisco	Caltrans	SR 1 S.F. Presido Mountain Lake Water Quality Enhancements	TE	P.E. & R/W	ITIP	\$75,000	\$75,000
San Mateo	City of San Mateo	Third/Fourth St Pedestrian & Streetscape Improvement	TE	Const.	RTIP	\$410,000	\$410,000
Santa Clara	Caltrans	SR 152 Passing and Truck Climbing Lanes	CT R/W	R/W	ITIP	\$400,000	\$400,000
Santa Clara	Caltrans	SR 152 Santa Clara Bodfish Creek Water Quality Enhancements	TE	P.E. & R/W	ITIP	\$105,000	\$105,000
Santa Clara	Caltrans	SR 87 - HOV Lane North - Julian to I-280 (GARVEE)	GARVEE	Const.	RTIP	\$3,758,000	\$19,864,000
Santa Clara	VTA	SR 87 - HOV Lane South - I-280 to SR 85 (GARVEE)	GARVEE	Const.	RTIP	\$4,329,000	\$22,856,000
Santa Clara	VTA	I-880 - Coleman Avenue I/C Reconfiguration (GARVEE)	GARVEE	Const.	RTIP	\$6,931,000	\$36,609,000
Santa Clara	Santa Clara VTA	PPM - Santa Clara VTA - AB 3090 Reimbursement	AB 3090	PPM	RTIP	AB 3090	\$861,000
Sonoma	Sonoma Co. TA	PPM - Sonoma Co TA - AB 3090 Reimbursement	AB 3090	PPM	RTIP	AB 3090	\$227,000
Various	MTC	PPM - MTC - AB 3090 Reimbursement	AB 3090	PPM	RTIP	AB 3090	\$694,000
Total:						\$29,103,000	\$142,803,000

Attachment - MTC Region – Original STIP Projects Moving Ahead in FY 2004-05 thru STP/CMAQ Backfill

County	Agency	Project Title	Category	Phase	FY 2004-05 Amount
MTC Region – Original STIP Projects Moving Ahead in FY 2004-05 thru STP/CMAQ Backfill					
Alameda	County of Alameda	Vasco Road Safety Improvements – Phase I	STP/CMAQ Backfill	Const.	\$3,900,000
Alameda	AC Transit	Engine Transmission Rehabilitation	STP/CMAQ Backfill	Const.	\$628,000
Alameda	AC Transit	Bus Component Rehabilitation	STP/CMAQ Backfill	Const.	\$4,000,000
San Francisco	SF Muni	1401 Bryant Overhead Lines Building Seismic Rehabilitation	STP/CMAQ Backfill	Const.	\$9,200,000
San Francisco	BART	Downtown Stations Seismic Analysis	STP/CMAQ Backfill	Env.	\$442,000
San Francisco	BART	SF Stations Platform Edge Tile Replacement	STP/CMAQ Backfill	Const.	\$2,000,000
San Mateo	Caltrans	SR 92 – Shoulder Widening and Curve Correction – Pilarcitos Creek	STP/CMAQ Backfill	Const.	\$2,619,000
Santa Clara	Caltrans	SR 152/SR 156 – Improvements	STP/CMAQ Backfill	Const.	\$11,700,000
Solano	Solano TA	Jepson Parkway – between SR 12 and I-80 on Walters, Vanden and Leisure Town Roads – Phase II	STP/CMAQ Backfill	Const.	\$4,650,000
Sonoma	Caltrans	US 101 – HOV Lanes – SR12 to Steele Lane	STP/CMAQ Backfill	Const.	\$4,225,000
Total:					\$43,364,000

Grand Total:**FY 2004-05:****\$72,467,000****Grand Total:****2004 STIP Projects Moving Forward:****\$186,167,000**



Agenda Item 3b

METROPOLITAN
TRANSPORTATION
COMMISSION

Joseph P. Bart MetroCenter
101 Eighth Street
Oakland, CA 94607-0700
Tel: 510.464.7700
TDD/TTY: 510.464.7769
Fax: 510.464.7818

Memorandum

TO: Planning and Operations Committee

DATE: September 3, 2004

FR: Executive Director

RE: Bay Area Transit Oriented Development (TOD) Study /Supportive Land Use Policies

This memo provides an update on the Bay Area Transit Oriented Development Study work, including both technical analysis and policy issues relating to the conditioning of regional transit discretionary funds for Resolution 3434 projects on supportive local land use policies. These policies will be incorporated into the revision of Resolution 3434, expected early next year (see agenda item #3a for more information on this subject).

Background

In December 2003, the Commission adopted a five-point Transportation and Land Use Policy Platform as part of Phase One of the Transportation 2030 Plan that established MTC's overall approach to improving the integration of transportation and land use in the Bay Area. The Platform builds upon MTC's Transportation for Livable Communities (TLC) and Housing Incentive (HIP) programs, and also serves to implement the Regional Agencies' Smart Growth Vision as developed through the public outreach efforts in 2001/2002. One of the key platform points is the conditioning of regional discretionary funds for Resolution 3434 projects on supportive land use policies by local jurisdictions.

The Transit Oriented Development (TOD) Study is designed to assess the opportunities, benefits and barriers for increased levels of TOD in the San Francisco Bay Area, and specifically to help define MTC's policies for conditioning regional discretionary funds for Resolution 3434 on the demonstration of supportive land use policies by local governments. The TOD Study includes extensive technical and policy analysis, policy development, case studies, and outreach to develop recommended regional policies, including consultant assistance as provided for by a Caltrans grant.

MTC staff is working with the Transportation and Land Use Task Force (referred to as the T-LU Task Force) in conducting this analysis and developing possible policy approaches. The T-LU Task Force includes members from transit agencies, regional agencies, local jurisdictions, developers, congestion management agencies, advocacy groups, and the MTC Advisory Council.

Key Questions, Study Approach/ Progress to date:

Question 1 - How much opportunity for TOD exists in the Bay Area, what kinds of opportunities are there, and where are they?

- Working with ABAG, we have defined locations for analysis based on proximity to transit, both current and Resolution 3434 projects, and growth potential based on the Smart Growth Vision. We will analyze current and future land uses for these locations, and will analyze the potential transit ridership impacts.
- We are defining “types” of transit station areas that consider transit mode, land use setting, and the role of the station in the corridor. These station “types” will be used to define future transit mode and land uses that are complementary.

Question 2 – What policies are being used, in other areas as well as within the region, to condition funding on supportive land uses?

- We have summarized relevant policy approaches and incentive programs from approximately a dozen locations throughout the country, and have summarized implications for the Bay Area to aid in the development of our policy approach.
- Staff is working with BART and FTA, which both have policies regarding supportive land uses for transit extensions, in order to coordinate with policies that affect projects and jurisdictions within the Bay Area.

Question 3 – What are the components of a successful regional policy to condition Resolution 3434 regional funds for transit projects on local land use policies?

The policy would include the following components:

1. Process: define key points for MTC decision making regarding the readiness of a Resolution 3434 transit project to move forward based on the extent of supportive land use policies.
2. Measures - What measures of “supportive land use policies” are best to evaluate development levels and/or land use policies around transit?
 - *Transit Ridership Levels with Walk Access Requirements* - policies could be based on transit ridership for Resolution 3434 projects, with minimum thresholds or targets for the share of pedestrians accessing the stations.
 - *Land Use Density Requirements* - policies could be defined directly through levels of land use development in proximity to the stations, either in terms of residents, or residents and jobs.

- A “Points” system including density and design criteria - while density has a major impact on transit ridership, other factors also impact ridership and are important in making transit stations function positively in the land use environment. “Supportive land use policies” could be defined to include both density measures as expressed above, and crucial design measures in a combined point system.
- Cost effectiveness - supportive land use policies could be defined by the cost effectiveness of the extension/station, based on cost of the transit system and ridership, presumably generated in part by adjoining land uses.

We are working closely with the TOD study consultants—Reconnecting America and the Center for Transit-Oriented Development—and the T-LU Task Force to further refine and analyze these measures for evaluating supportive land use policies.

3. Regional support – More integrated development process for land use and transit will make transit more effective and efficient - but requires additional planning, design and coordination. MTC anticipates assisting the necessary efforts through a combination of grants and technical support.

Question 4 – How will we evaluate the potential policy approaches?

- The initial policy approaches will be reviewed by the T-LU Task Force, the Joint MTC-ABAG Policy Committee, the MTC Advisory Council, and subsequently more widely – by local governments, CMAs, transit agencies, advocates and other stakeholders.
- The policies will be tested through several case studies, which will include a variety of modes and land use settings

Next Steps

This status report is for the Committee’s information. We welcome your comments and guidance at this preliminary stage. We anticipate having a draft set of regional policies for your review by December 2004. Again, we hope to incorporate the final policies in the revision to Resolution 3434 in early 2005.

Steve Heminger

Memo to POC – Bay Area TOD Study/Supportive Land Use Policies
September 3, 2004
Page 4

J:\COMMITTEE\Planning & Operations\2004\September04\TOD Study_Knepper.doc