

1. Introductions

2. Minutes of May 15, 2006 Meeting

Minutes reviewed and approved as presented.

3. Committee Reports

Partnership Board: No meeting last month

Fund Working Group: Cory Lavigne reported that the Transit Finance Working Group met to discuss several items, including the following:

- Upcoming transit capital inventory
- CARB zero emissions bus rule
- Demographic survey
- STA population revenue distribution (Proposal was withdrawn with no changes to the STA rules. At the next Partnership Board meeting there will be a STA program briefing with a focus on the impacts of the potential State Transportation Bond Program.)

Local Streets and Roads Committee: The committee discussed MTC's Partnership committee structure and how the Local S&R committee would respond to staffing/committee changes. The strategic plan, being prepared by the committee, and the development of a statewide pavement needs assessment based on MTC's model were also discussed. Finally the status of the PTAP process and applications submitted to the program were reviewed.

4. TIP Update

Raymond Odunlami reported on the status of TIP amendments and the development of the 2007 TIP. Amendment 05-19 was the last major TIP amendment prepared prior to the shutdown to accommodate the preparation of the 2007 TIP. The amendment was approved by MTC on April 26. Caltrans and FHWA are to concurrently review the amendment to expedite approval. This amendment includes STP/CMAQ Third Cycle programming and federal earmarks.

The Draft 2007 TIP is being prepared for public review. The public review comment period begins on Friday May 19 and ends June 30, 2006. Let MTC staff know if you require any changes to the project listings. The public hearing at Programming and Allocations is scheduled for June 14.

5. STP/CMAQ Program Monitoring Updates

Kenneth Kao presented the status of projects receiving STP/CMAQ funding in the Obligation plan submitted to Caltrans in October 2005. The plan identifies 125 projects that need to be obligated in this fiscal year. As of March 31, 2006, 33% of the \$98 million of funding are obligated according to Caltrans Local Assistance. Sponsors have until June 30 to obligate their projects or risk losing funds. Additionally Caltrans provided a list of inactive projects, requesting timely project sponsor action. Contact MTC if you have project delivery concerns about the projects on these lists.

Rick Moshier added that Caltrans has approved revised DBE requirements, so sponsors need take this into account if they haven't yet obligated their projects.

6. STIP Update

The California Transportation Commission (CTC) met April 26, adopting the 2006 STIP, while deleting \$780 million in highway projects statewide. However, new projects are being considered for inclusion in the STIP at the September CTC meeting to take advantage of available PTA funding. Requests for PTA funding are due to CTC by May 15, 2006. The CTC also approved revised Traffic Congestion Relief Program guidelines which are available on the CTC website.

7. Legislative Update

Rebecca Long presented the proposed Transportation Bond for the November ballot. The bond program consists of the following components followed by the amount that the Bay Area Region would receive: Public Transportation Modernization and Improvement (\$1.3 billion), Local Streets and Roads (\$375 million) and the STIP (\$348 million). Other components are largely at the discretion of the CTC such as the State-Local Partnership Program, and Transit Security among others. Funding would be available over a ten-year period subject to the annual appropriations process. Rebecca directed the committee to MTC's website for a more detailed memo outlining the program and the implications for the Bay Area.

Bob McCleary, Executive Director, CCTA requested clarification on how the TIP and air quality conformity process will address the new projects coming out of the bond. Alix Bockelman acknowledged the importance of this issue and that MTC would be analyzing this issue over the next month. Most projects are already in the TIP and due to pending final guidance on SAFETEA for the TIP, MTC plans on developing a new TIP next spring which would provide the opportunity to add new projects, that are non-exempt from conformity. Various members requested an item addressing this on the next agenda.

Rebecca also reported that the Governor released last Friday the California State Budget. Numbers indicated a large increase in revenues from the sale tax levied on gasoline, however for the most part this increment would flow into the spillover account (\$350 million) instead of STA that flows to the region. The spillover will be directed to the general fund to assist in financing the Transportation bond. Bob McCleary questioned the legality of diversions from Proposition 42 to the spillover; and, Rebecca responded that this was legal, as the ballot measure did not address this provision, which has been in place since the 70's.

8. Proposed Change to Working Group Structure

The chairs of Transit Working Group, Joint Fund Working Group, and Streets and Roads Committee met to talk about how these committees are working in the framework of the Partnership. It was generally noted that there was a significant degree of duplication on the committees' agendas. In particular the Joint Funding Working Group is viewed by many as an information sharing meeting rather than a venue to collaborate on directing MTC policy and programs. The recommended approach is to continue the Transit Working Group and Local Streets & Roads committees and discontinue the Joint Fund Working Group. However another forum, could be convened as needed (possibly on a quarterly basis) to discuss various issues that do not fit into the two committees such as transportation corridor issues, implementation of the Transportation Bond, the STIP, Transit Connectivity, project monitoring, etc.

PTAC agreed that these changes should be pursued.

9. Transit Capital Inventory Project

Kate Miller stated that MTC staff and the Transit Working group have proposed to set aside \$1 million of FTA Section 5307 funds to clean up transit inventory data, which feeds into the RTP, Transit Capital Priority, and other processes. MTC has been struggling to compile an accurate and comprehensive data set. This project would increase the effectiveness of investment decisions. Funding set aside for this

project would be used to understand how each transit operator manages their capital inventory and determine the best approach for maintaining that data over time. Resulting modeling tools would be used for planning and programming purposes.

Transit Working Group was concerned that the outcome of this project would not increase the current amount of time they are currently spending working with MTC providing capital replacement data. Margurite Fuller (SFMTA) viewed this as is a beneficial investment and one that would benefit Muni's capital planning. However, she stressed the need for this project to continue to be developed collaboratively with the transit operators in the region. Dianne Steinhauser requested that this process include operators such as MCTD that are not currently but expect to become FTA grantees, and Alix Bockelman responded that the process could include this class of operators in Tier 3.

The PTAC supported this project.

10. Transit Connectivity Funding Recommendations

Doug Kimsey reported that this program had its beginning in RM 2, which required MTC to adopt a Transit Connectivity Plan by May 1, 2006. In April, the Commission adopted the Transit Connectivity Study and incorporated its findings and recommendations into MTC's Transit Coordination Implementation Plan as required by California Statute. The next step is the development of a financial plan that will identify implementation roles and funding sources for this Plan.

Preliminary capital and operating costs, broken up by hub and transit operator, were presented. Refined numbers will flow out of performance reviews at 21 hubs, which will involve MTC, consultants, stakeholders and transit operators. Doug also outlined that funding strategies and proposed funding sources for implementation of the program. After the Commission approves the funding program, the hub task force would be reconvened to initiate hub performance reviews.

There were several questions regarding the funding mandates for this program. Doug responded that RM2 requires this program but does not provide funding to all program components. As the Commission is committed to this program, there is a need for a financial plan to deliver the program. April Chan added that MTC needed to also evaluate the ongoing maintenance costs of the program components, which might be significant for an operator. Doug responded that the performance assessment every three years would consider this issue.

11. Routine Accommodation of Pedestrians and Bicyclists Study

Doug Johnson reported on the status of the Routine Accommodation of Pedestrians and Bicyclists Study, which has already been reviewed by six committees starting in February. Based on earlier PTAC's input, a revised set of recommendations will be presented to the Partnership Board in June. The general intent of the study and its recommendations in their current form are well supported. Revisions included clarifications that the recommendations are not intended to replace local policies, and stipulated percentage amounts have been removed and replaced with the guidance that thresholds are to be consistent with local plan, Caltrans Standards, and CMA direction. The study is available on request.

Richard Napier, Executive Director, San Mateo CCAG, and others had pointed out the lack of clarity regarding mitigation requirements for projects regarding bicycle/pedestrian facilities and requested modifications.

12. BART Car Replacement STP Fund Exchange

This item was presented as an update by Kate Miller, which was presented at last month's PTAC. The "Principles and Process for the BART CAR Replacement Funding, Exchange and Guidelines for

Establishing and Managing the Reserve Account” was presented to the Programming and Allocations Committee last week. BART has proposed some new changes, so the agreement is not yet concluded.

13. Recommended Future Items:

No future items were recommended

14. Next meeting

June 19, 2006

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