

Partnership Technical Advisory Committee Minutes

September 18, 2006

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1. Introductions
Rick Moshier (Chair) requested introductions.
2. Minutes of May, 2006 PTAC Meeting
The minutes of the May, 2006 PTAC meeting were approved.
3. Partnership Reports
The Partnership Board, the Finance Working Group and the Local Streets and Roads Committee did not meet in August.

Kenneth Kao (MTC) reported that a new committee has been formed, the Program Delivery Working Group, which will perform some of the chores of the disbanded Finance Working Group.

Standing Updates

4. Transportation Improvement Program (TIP) Update
Ross McKeown (MTC) reported that MTC is waiting for final approval by FHWA and FTA on the 2007 TIP. He expects approval on, or about, October 2nd, 2006. Two regions in California (Santa Barbara, and TAMC covering San Benito, Monterey and Santa Cruz Counties) missed the TIP deadline and may have their TIPs "lapse". This shows updating a TIP is not a simple administrative process and needs to be taken seriously. The schedule for TIP amendments will be published and made available. The first minor TIP Amendment deadline will be October 6th and the first major TIP Amendment deadline will be November 1st. Federal approval of the first major amendment is expected approximately on February 26th, 2007.
5. Legislative Update
Ellen Griffin (MTC) reported on various bills approved by the Legislature now awaiting action by Governor Schwarzenegger. The governor has until the end of September to sign or veto bills, or let them become law without his signature.
 - AB 32 (Nunez) — would require statewide reduction in greenhouse gas emissions to 1990 levels by the year 2020.
 - AB 2538 (Wolk) — would give all counties up to 5 percent of their STIP share for project planning and monitoring.
 - AB 2600 (Lieu) — extends the sunset for granting certain hybrids access to HOV lanes and increases the number of permitted decals.
 - AB 2444 (Klehs) — would authorize Bay Area CMAs and the BAAQMD to each impose a \$5 vehicle registration fee (for transportation improvements and air/water-related mitigation, respectively) if by a 2/3 vote of their boards.

One notable accomplishment was placement of Propositions 1a and 1b on the ballot - a Proposition 42 fix and transportation infrastructure bond, respectively - on the November ballot. The measures are still polling favorably, though support is starting to slip.

Ellen reported that MTC is developing its 2007 Legislative Program, and welcomes any and all suggestions for legislation for next year.

Discussion Items

6. Update on Infrastructure Bond
Alix Bockelman (MTC) presented an overview of Prop 1B, the Transportation Bond. She said that there have been several meetings around the State to discuss the \$19.9 billion bond. The funds are anticipated to be divided up as follows:

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Corridor Mobility	-	\$4.5 billion
Transit Capital	-	\$4.0 billion
STA	-	\$3.6 billion
Goods Movement	-	\$2.0 billion
Local Rods by Formula	-	\$2.0 billion
Augment the STIP	-	\$2.0 billion

The proposed schedule would be:

Corridor Mobility – CTC to decide by March 2007

October 11 – draft guidelines to CTC

November 9 – CTC approves

January 15 – Project submittals

MTC – Nov 10 – Call for projects

Dec. 1 – deadline to submit project applications

Various Issues discussed:

- Statewide Working groups: Corridors need to be established.
- Coordinated project submittals would get higher ratings than stand-alone projects.
- Draft Guidelines are available on October 11.
- MTC met with transit GMs on Transit portion of the bond. The discussion was postponed until after the election.
- State/Local Partnership – The first meeting is this Friday.
- Several people wanted to know where and when the State/Local Partnership meeting will be held. Alix said she would provide status report of the meeting.
- Transit projects are not eligible for corridor funds

7. Short-Range Transit Plan (SRTP) Revenue Projections

Theresa Romell (MTC) presented projections and made the following points:

- TDA revisions show an increase of 8% year over year. She used ABAG's 45 year historical record to calculate these estimates.
- The Bridge Toll revenue was down from the prior projections but assumptions on growth remain the same.
- MTC used Caltrans data for projections. MTC took a conservative approach in estimating the STA and Prop 42 estimates to account for the possibility that the prices of diesel fuel and gasoline decrease significantly. MTC used \$162 million, not the higher \$197 million number that the State used. Spill-Over estimates can't be counted as a reliable source of STA funding in future years.
- The MTC share of STA revenue based funds fell from 55% to 52%

8. 2006 Spare the Air/Free Transit Campaign Evaluation

Ashley Nguyen (MTC) and Luna Salaver (Air District) presented the results of the 2006 Spare the Air/Free Transit Campaign. Twenty-six transit operators participated in the campaign, wherein free transit was offered on six days out of 11 Spare the Air days declared so far this year. Ashley reported that the campaign produced a 15 increase in ridership region wide. Muni, AC Transit, BART and VTA bus garnered the highest absolute gain in ridership. Golden Gate's Sausalito and Larkspur Ferries and Alameda's Oakland and Harbor Bay Ferries had the highest percent gain in ridership.

Ashley mentioned that MTC and Air District commissioned an onboard passenger survey and telephone survey to quantify the effects of the campaign. The onboard passenger survey conducted by Godbe Research found that 23 percent of respondents reported that they rode public transit specifically because it was a Spare the Air/Free Transit day, while the remaining 78 percent normally use transit. The telephone

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survey conducted by True North found that nearly 10 percent of Bay Area drivers reduced at least one trip in response to the 2006 campaign. The most common method of reducing one's driving trip was linking trips, followed by eliminating a trip.

Luna Salaver reported that the media coverage of the program resulted in 76 percent of the general population had heard of the program with 820 specific mentions of the program on TV, radio, etc. Sixty-six percent of those surveyed were aware of the free transit and 50 percent of drivers surveyed said that they would use transit if it were free. There was also significant feedback from e-mail messages sent to the District. Customer complaints included overcrowding on ferry system, unruly teenagers on BART, no reimbursement for monthly passholders, and nonparticipation by Vallejo Ferry. There were about 40 complaints registered with the Air District's Spare the Air Program, but overall, there was a very positive response to free transit as voiced by attendees at employer events and fairs.

Ashley reported MTC and the Air District held a debriefing meeting with the transit operators at the conclusion of the campaign. Most transit operators felt strongly that the campaign continue to offer free transit, all-day. VTA specifically felt that this approach yielded high ridership levels on its system and was by far easier to implement from an operational viewpoint than compared to last year's morning commute offer. Golden Gate Transit suggested using a "two for one" ticket program whereby riders would pay full fare but get a coupon for a free ride on another day. BART and Caltrain would prefer to go back to the old system of just having free morning rides because of the police activity on BART and on-time performance and undesirable transit experience issues for Caltrain.

Margurite Fuller of Muni commented that the free, all-day transit worked well for Muni, which had no problems operating its service on the six Spare the Air Days. Brandon Farley of CCCTA noted that he was surprised about the high ridership results for CCCTA, but checked it himself, and was pleased with the results. Tri Delta staff noted that they were also pleased with the ridership results on their bus system.

Ashley was asked if funds were available for the program next year. She replied that there is about \$7 million in CMAQ funds available in the 3rd STP/CMAQ Cycle, but those funds are conditioned upon a program evaluation of the 2006 campaign.

There was a discussion about the benefits of the program, and Ashley reported that the program cost was \$13 million, resulting in a cost-effectiveness of \$1.4 million per tons of emissions reduced. Marcella Rensi of VTA commented that this figure does not compare well with other pollution reduction efforts, and that perhaps we should fund other TCMs instead. Ashley said that private contributions from corporate sponsors will be explored to help leverage the CMAQ funds for next year's program, as well as looking to the operators for a local match.

Luna was asked why the program could not plan for Spare the Air days in advance. She said that these days are determined by the weather and cannot be predicted. Ashley added that this campaign is designed to be an episodic measure, so the free transit offer is only implemented on poor air quality days.

April Chan of SamTrans/Caltrain JPB noted Caltrain operations staff expressed their concerns about the on-time performance of Caltrain on the Spare the Air Days. However, April commented that it would be confusing to have different offers for different systems. Dianne Steinhauser inquired about the ozone exceedences and if there is any action we can take to avoid exceedences. Ashley replied that the region had exceedences on four of the six Spare the Air weekdays. Luna added that the weather (hot temperatures and wind) is the key factor in these exceedences. Ashley mentioned that in order to avoid exceedences, the region should not rely solely on the Spare the Air campaign, but there are a number of other episodic air quality strategies that we could pursue such as curtailing truck activity at the Port of Oakland, curtailing production in industry/manufacturing plants, and so forth. Martin Englemann of CCTA suggested that MTC check with PeMS to see if the reductions in bridge traffic had corresponding increases in riders as a way to check on the effectiveness of the program. Ashley responded that staff has reviewed the bridge traffic data, but given the 3 percent fluctuations in traffic on the Bay Bridge as an example, it is a challenge to correlate this daily dips/peaks in traffic with ridership levels on BART or any other system. Based on

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the research, the most direct ways to quantify the effects of programs like Spare the Air Campaign are through telephone surveys and onboard surveys, as was done for the 2006 campaign.

9. Recommended Transportation for Livable Communities (TLC) Capital Program

Doug Johnson (MTC) reported that a call for projects recommendation was presented to PAC last week and will be approved by the Commission at its next meeting. He said that FY 2008-09 is the end of the SAFTEA funding for TLC. There were six meetings throughout the region with sponsors, along with many one-on-one meetings with applicants. Sixty applications were received requesting \$115 million; and there is only \$16.7 million available this year. The TLC Scoring Committee consisted of 18 individuals, of which three were from MTC. The County TLC program has \$25 million for the 2008-09 year. MTC plans to meet with unsuccessful applicants to see if they can be helped.

John Ristow commented that there should be a new method to allocate funds for the TLC Program. Doug Johnson responded that looking at TLC Program throughout its history, all counties were within 5% of their population share, despite the fact that the program is regionally competitive.

10. MTC Response to Notice of Proposed Rulemaking

Craig Goldblatt (MTC) reported on the Notice of Proposed Rulemaking. He outlined the information in the packet and MTC's responses to the Proposed New Rules. Craig reviewed the process whereby rules and guidelines are proposed, legislated, enacted and guidance is issued. The last time the rules were changed was in October of 1993. Generally the proposed rules follow federal statutes and interim guidance; so there were no major surprises. However, "the devil is in the details," as some of the proposals have the potential to result in greater administrative burdens for MTC and other agencies, by reducing flexibility. MTC's comments echo the comments from many other departments of transportation, MPOs and transportation organizations in the country. The final rules are expected in the early half of next year.

11. RM2 Marketing Program

Ursula Vogler (MTC) reported that PAC approved \$2.5 million for the marketing of RM-2 operational projects. \$1 million will be spent on the TransLink[®] rollout on AC Transit and Golden Gate Transit and Ferry; and \$1.5 million will be spent on the RM-2 operating projects. Sponsors need to apply for these funds; and MTC is establishing an application process for sponsors to use.

In response to a question, Ursula said that it was possible for agencies to get reimbursed for marketing efforts currently underway if an application for marketing funds is approved for this fiscal year.

12. Next Meeting

Monday, October 16, 2006

MetroCenter, Auditorium

1:30 p.m. – 3:30 p.m.