

Partnership Technical Advisory Committee Minutes

November 20, 2006

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1. Introductions

Rick Moshier (Chair) requested introductions.

2. Minutes of September 1, 2006 PTAC Meeting

The minutes of the September, 2006 PTAC meeting were accepted.

3. Partnership Reports

The Partnership Board took up the Corridor Mobility Improvement Account and related programs under Proposition 1B among other items.

Joan Martin reported that the Transit Finance Working Group discussed the development of an Inventory of Capital Needs Project. Booze Hamilton has been hired to assist in the project and outlined the approach and schedule.

Rich Moshier reported that at the last LS&R meeting, the kick-off of the survey of revenues and street conditions was discussed. Additionally the Strategic Plan had been nearly completed. The final draft of the report was revised, and the final report will be considered by the committee at its December meeting.

Matt Todd briefed PTAC on the progress of the newly formed Project Delivery Working Group (PDWG), which has met four times, and focuses on programming and project monitoring. To date the group's attendees have been primarily the CMAs and Caltrans. The major items at the last meeting were the STIP Augmentation and CMIA programming.

Standing Updates

4. Transportation Improvement Program (TIP) Update

Ross McKeown announced that the notice for 07-01 and 07-02 amendments were issued. The first one is concerned with the changes to two projects that have prior funding in FY 05-06, which is no longer in the recently approved FY 2007 TIP. As FHWA is insisting that all funding phases for a given project be shown in the TIP (triennial element), prior funding needs to be shown in the current fiscal year before obligating the project. The second TIP amendment makes adjustments to funding for a number of projects that were originally programmed for FY 06-07, but were obligated one year earlier. Ross emphasized that FHWA were scrutinizing TIP amendments closely, and that amendments would need to pay attention to detail and show all project phases accurately including total project cost.

Staff is now beginning the development of a new TIP to meet SAFETEA requirements, which needs to be in place by July 1, 2007. The current TIP was developed with these requirements in mind, so it is expected that the update will not be exhaustive. The region will also need a SAFETEA compliant RTP as well, in order to retain the ability to add or delete projects from the TIP.

5. Legislative Update and Draft 2007 Legislative Program

Rebecca Long provided updates on federal and state legislation.

The MTC Legislative Program will concentrate efforts on the development of bonds and trailer legislation that will implement Proposition 1B for components such as the Trade Corridors Program, Transit Security Program, State-Local Partnership Program, etc.

On the federal side, the Legislative Program will work towards addressing SAFETEA implementation and possible clean-up legislation. With respect to the FY 2007-08 Appropriations MTC will work to enhance the flow of New & Small Starts Funds. Cory Levine (LAVTA) is interested in a "very" Small Starts Program. Alix Bockelman (MTC) noted caution that funding for the projects in the Small Starts Program might be diminished as a result.

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Action Items

6. Finalization of the STP/CMAQ Obligation Plan for FY 2006/07
Kenneth Kao presented the proposed FY 2006-07 Obligation Plan, which is submitted annually to Caltrans and contains those projects for which project sponsors will request obligation in that year. The Plan has been reviewed the LS&R and PDWG committees. This year project sponsors need to request obligations for their projects by March 1, 2007. Ross McKeown (MTC) added that FHWA is requiring that CMAQ funded projects provide Caltrans with an emissions benefits analysis before project obligation. In the past, this analysis was conducted at the end of the fiscal year after the obligation action. MTC will perform the emissions analysis for CMAQ projects in the Plan. Sponsors with projects not in the Plan should allow sufficient time for the analysis to be performed.
7. Revisions to the Pedestrian and Bicycle Project Transportation Development Act
This item was deferred to a future PTAC meeting.
8. Lifeline Transportation Proposed Program of Projects
Therese Knudsen presented the proposed Lifeline Transportation Program, which is based on each county's solicitation of projects. Sonoma and Marin Counties' solicitation will occur later next year when their Community Based Transportation Plans are completed. Three projects requesting transit pass distribution do not meet the funding eligibility criteria of the funding sources in the program, so fund exchanges are being developed to implement the projects. FY 06-07 and FY 07-08 funding will be programmed in December and January; however, FY 08-09 programming will be reserved pending the issuance of final FTA rulemaking on the JARC program.

Discussion Items

9. Update on Infrastructure Bond
Kenneth Folan updated the Committee on the next steps following the passage of the Infrastructure Bond, specifically in regards to the Corridor Mobility Improvement Account (CMIA) category. MTC has already adopted draft guidelines, based on the CTC guidelines. Projects must be submitted to MTC by December 1, 2006. After the Partnership Review and comment period, MTC will adopt the CMIA Program of Projects on January 10, 2007 to submit to CTC by the March 1, 2007 deadline.

The CTC issued non-binding targets CMIA targets. The dilemma is what level of nominations should be submitted from MTC - within the range of \$1 billion to \$4 billion. MTC staff's thinking is to limit nominations to a list not exceeding \$2 billion, in order to keep key decisions at the regional level. Ultimately the Commission will decide the amount to be submitted to the CTC at the January 10, 2006 MTC commission meeting. The Commission will also set ITIP and Trade priorities, in order to maximize I-bond proceeds over the various categories.

Other bond categories are not on the same schedule as the CMIA and will likely be addressed in early to mid 2007. Some categories, such as the Transit Security and State-Local Partnership program may require additional legislation. The distribution of bond proceeds may be staggered due to debt service limitations. More information will be distributed to the Partnership when made available.
10. Update on California Air Resources Board Zero Emission Bus Requirements
Glen Tepke provided an update on the Zero Emission Bus Regulations adopted by the California Air Resources Board. CARB has softened their position on the implementation of zero emission buses due to technical and cost constraints. The requirement that 15% of buses be zero emissions was postponed to 2011. CARB also required an advanced demo project (AC Transit, VTA) by January 1, 2009. The six currently operated ZEB buses will count towards the 12 required by regulation, if they can be upgraded to current technology.

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11. Update on Inputs to the Next Long-Range Plan

Theresa Romell reported on the progress in collecting data on local streets and roads needs in the Bay Area, which will feed into the upcoming Regional Transportation Plan (RTP) and process. The Needs and Revenue Survey has been distributed to the CMAs for distribution to the 109 jurisdictions in the region. These are due back to MTC by December 31, 2006. Local Streets and Roads funding will possibly be contingent on the completion of this survey.

Glen Tepke also provided an update on the Regional Transit Capital Inventory project, which will develop a database of the region's transit capital assets, including replacement and rehabilitation needs, to inform the next update of the RTP and priorities in future funding cycles. Booz Allen Hamilton has been selected to develop Phase I of this project, which will assess current methodologies, data and which data should be collected in the future.

Martin Engelman (CCTA) urged MTC staff to begin RTP Update consultation early enough with the CMAs and transit properties in order for them to provide early and meaningful input. Ashley Nguyen (MTC) assured him that sufficient time and outreach would be provided.

12. Caltrans Prioritization Process for Preparing Project Study Reports

Rich Moshier discussed his concerns about the limited ability of Caltrans to prepare PSRs for projects in Sonoma County. While in the past Caltrans only committed staff resources to preparing 2-3 PSRs each year, there had been no limit on PSR oversight/review on PSRs paid for and prepared by local agencies. However, this year Caltrans is limiting all PSRs. Lee Taubeneck (Caltrans) responded that the staffing and funding situation at Caltrans was the underlying reason for this decision. Budgets and planning staff responsible for PSRs at Caltrans have been consistently reduced statewide over the last few years. Last year alone saw a 20% reduction. Rich pointed out that the PSR is a critical bottleneck to project delivery in the region; particularly since local sales tax measures and the Infrastructure Bond Measure have been passed. He suggested that more funding be made available to Caltrans in the State Budget or that the threshold project amount to prepare a PSR be raised from \$1 million to \$5 million to reduce the overall number of PSRs that need to be prepared.

Lee mentioned that the CMIA does not require final PSRs and committed to meeting with CMAs to reexamine and adjust priorities if necessary. He offered to make a presentation on the PSR situation to PTAC in the next few months to better apprise the group of the situation at Caltrans.

12. Next Meeting

Monday, December 18, 2006

MetroCenter, Auditorium

1:30 p.m. – 3:30 p.m.

It was noted that the regularly scheduled meetings on the third Monday for both January and February need to meet on alternative dates as they fall on holidays. PTAC needs to reschedule, preferably on the Monday preceding or following the scheduled dates, as space has been pre-reserved. Another option to consider is one meeting to bridge both months, if possible.