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TRANSPORTATION  
COMMISSION

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Dear Bay Area Partnership:

MTC has officially launched its efforts to prepare the 2009 Regional Transportation Plan (RTP). Our approach to preparing this long-range plan will begin by first developing a “vision” of the region’s future, and then defining the transportation policies, investments and finances that support that future. We are now soliciting the Partnership’s assistance in identifying projects and programs for consideration in the RTP Vision scenarios and project assessment.

Our request to the Partnership is twofold: (1) we are requesting your help to update the project information for projects/programs identified in the financially constrained and vision elements of the Transportation 2030 Plan, and (2) we are requesting that you submit, as necessary, new projects/programs for consideration in the RTP Vision.

Rather than starting from scratch, MTC staff proposes to draw projects/programs from the Transportation 2030 Plan, updating projects/programs where needed. We would also extract projects/programs identified in currently underway regional planning efforts such as the Freeway Performance Initiative (FPI), Regional Rail Plan, Regional High-Occupancy Toll (HOT) Network Study, and the Northern California Trade and Mobility Corridor initiative (Prop. 1B Trade Corridors). We would also seek new projects/programs from current local plan updates that occurred after the Transportation 2030 Plan adoption, including countywide transportation plans (CTPs) prepared by Congestion Management Agencies (CMAs), short-range transit plans prepared by transit operators, ferry master plan prepared by the Water Transit Authority (WTA), and other corridor studies prepared by Caltrans, CMAs, etc. Furthermore, we will continue to work with the transit planning managers to define the transit element of the RTP Vision.

To provide guidance on what projects/programs should be submitted, we provided some parameters that the Partnership should consider when coordinating efforts and identifying new projects/programs for the RTP Vision (see Attachment A).

MTC would like to have a complete inventory of projects/programs to be included in the RTP Vision by July 27, 2007. So, as you are updating your CTPs and SRTPs, we encourage you to begin thinking about potential projects/programs that would be good candidates for the RTP Vision. Key milestones are as follows:

- Online Project Submittal Form available by June 22, 2007
- **Project Submittals due to MTC by July 27, 2007**
- Complete inventory of projects/programs for RTP Vision by July 27, 2007
- Partnership review of the scenario/project performance assessment approach/measure in June (June 18 PTAC and TBD Partnership Board)

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*Therese W. McMillan*  
Deputy Executive Director, Policy

- MTC Planning Committee approval of the scenario/project performance assessment approach/measures on July 13, 2007
- Start scenario and project performance assessments on August 1, 2007

We greatly appreciate your assistance in helping us to define the RTP Vision, and we look forward to continuing to partner and work with you throughout the RTP planning effort. Please contact Ashley Nguyen, RTP Project Manager, at 510.817.5809 if you have any questions about the project submittal process or RTP in general.

Sincerely,



Therese W. McMillan  
Deputy Executive Director, Policy

## Attachment A 2009 RTP Vision Process

### Coordination Efforts

As done in the past, MTC requests that the nine CMAs take the lead in coordinating RTP project updates and new submittals, and that the partner agencies (including Caltrans, Water Transit Authority, transit operators, and others) and local jurisdictions work with their respective CMAs to assemble project updates and new submittals. However, should there be cases where partner agencies were unable to successfully coordinate their project submittals with the CMAs, then MTC would accept project updates and new submittals transmitted directly to MTC.

### Parameters for Program/Project Submittals

- Individual projects should be:
  - Major capacity investment to improve the safe and efficient travel of people and goods, such as widening of lanes on highways and principal arterials, new interchanges, direct interchange connectors, truck climbing lanes, new Bus Rapid Transit (BRT) or express bus services, new fixed guideway extensions or stations, and other capacity improvements that provide for greater through-put
  - Major operational improvements such as those considered in the Freeway Performance Initiative (FPI) and system management or safety investment such as ramp metering and auxiliary lanes
- Programmatic projects, to the extent possible, need to be bundled into categories. Examples include facility replacements/modifications (e.g. overcrossings, grade separations, interchange ramp modifications, track replacement, etc.), safety projects, bicycle and pedestrian projects, soundwalls, traffic calming program, transit station enhancements, non-principal arterial projects (widening, turn lane improvements, median improvements, etc.). Such projects would not typically be coded in the regional travel model nor subject to air quality conformity.
- Projects should be derived or consistent with existing plans or corridor studies such as the Transportation 2030 Plan, CTPs, SRTPs, WTA's Ferry Plan, FPI, Regional HOT Network Study, Regional Rail Plan, etc.
- Projects should have a project sponsor
- Projects should be defined sufficiently to generate sketch level data for evaluation and modeling purposes (roadway project: detailed project description, project limits, roadway detail; transit project: transit headways, routing/stops/stations, and transit fares)
- Projects should have accurate, up-to-date cost estimate
- Projects should not have been rejected in a recently completed corridor or planning study
- Projects should not have a fatal environmental flaw that could not be reasonably mitigated
- Local streets and roads maintenance, transit maintenance (including asset replacement, rehabilitation, and minor enhancements to rolling stock, equipment, fixed facilities), and local bridge maintenance program categories do not need to be submitted; MTC staff will be working directly with the Partnership Local Streets and Roads and Transit Finance committees to develop these programs.

Project information requested will include project scope, costs (in current dollars), mid-year construction costs as required by SAFETEA, modeling details, project completion years, and so forth. Please note that MTC staff will be working with a consultant to upgrade the RTP Database (which contains all current RTP project information for projects/program identified in the Transportation 2030 Plan) and to develop an application that would allow the Partnership to submit projects to MTC via an on-line project submittal form. We anticipate that this on-line project form will be available by late June 2007.

Lastly, we recognize that project submittals may need to be revisited or re-scoped as we move forward to define the financially constrained RTP element. We will be working closely with the CMAs and other partner agencies to determine the best approach for identifying financially constrained project listings.