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TO: Partnership Technical Advisory Committee

DATE: June 18, 2007

FR: Sean Co

W. I.

RE: Bay Area Federally Required Congestion Management Process (CMP) Update

Under Federal regulations, MTC is required to prepare a congestion management process (CMP) for the Bay Area. Hallmarks of a CMP include identification of congested areas and mobility issues through routine monitoring; identification, evaluation and selection of strategies to address congestion and mobility issues; and implementation of the selected strategies.

This Federal requirement, originally called a “congestion management system” (CMS), became effective with ISTEA. The requirement was renamed a “congestion management process (CMP) with SAFETEA-LU. MTC has prepared a CMP or (CMS) approximately every 2 years since 1994.

The Partnership’s approach has been to recognize that existing planning processes form the foundation of the region’s efforts to improve mobility and manage congestion. These include the performance monitoring, county congestion management plans, short range transit plans, major corridor studies and the regional transportation plan along with other planning activities.

Beyond this, each CMP update identifies focus tasks as a way to highlight specific, current activities that address mobility and congestion management and track their developments over time. The CMP also tracks major accomplishments under past years’ focus tasks.

MTC staff recently updated the CMP by identifying a new set of focus tasks for 2007. The draft 2007 Congestion Management Process Update is attached for your review and comment. Please submit your comments to me at [sco@mtc.ca.gov](mailto:sco@mtc.ca.gov) no later than June 29<sup>th</sup>. We especially welcome your suggestions for focus tasks to highlight in 2007. We intend to take the 2007 CMP update to MTC’s Planning Committee in July.

## **2007 Congestion Management Process Update**

**DRAFT**

Metropolitan Transportation Commission  
101 Eighth Street  
Oakland, CA 94607

June 18, 2007

## **I) Background**

### **SAFETEA-LU Requirements for a CMP**

The requirements for development of a Congestion Management Process (CMP) were originally established by the federal Intermodal Surface Transportation Efficiency Act of 1991 (the CMP was referred to as the Congestion Management System (CMS). In 2005 the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) continued the requirement that the Metropolitan Planning Organization (MPO) complete a CMP. The CMP requirements challenge regions to develop performance based planning processes that are based on collaboration among transportation interests.

The National Highway System (NHS) Bill of 1995 placed the implementation of CMS and the other ISTEA management systems at the discretion of the states. However, subsequent amendments to the metropolitan planning rules and management and monitoring system regulations clearly specify that the planning process in transportation management areas (TMAs), metropolitan areas with population greater than 200,000, is still required to include a CMS. This remains true under SAFETEA-LU (Sections 23 CFR 450.320 and 23 CFR 500.105 as amended December 19, 1997 and April 1, 1997 respectively) Thus, the CMS requirement still applies to the Bay Area. In addition, the NHS revisions did not affect the original provisions that Federal funds may not be programmed in a carbon monoxide and/or ozone non-attainment TMA for any highway project that will result in a significant increase in single-occupant-vehicle capacity unless the project is based on an approved CMS. (Section 23 CFR 450.320 (b) and 23 USC 134 (l)) The deadline for compliance under the revised regulations was October 1, 1997.

### **The Partnership Approach**

Though the NHS Bill generated a brief period of uncertainty about the nature of the CMP requirement in the Bay Area, the region's approach and commitment have remained consistent since MTC first developed an approach in cooperation with the Bay Area Partnership in 1994. Our strategy was to begin by recognizing the diverse efforts already in place to address congestion management and mobility in the regional, county-wide, and local transportation planning processes in the Bay Area. Rather than create a new system, we built on this existing foundation and focused on improving our tool kit to manage the Bay Area's transportation system.

The Bay Area workplan for CMP began with a review of federal CMP requirements in relation to existing and developing regional, county-wide, and local transportation planning processes. The Regional Transportation Plan, using the congestion management programs and the short range transit plans as major building blocks, is the unifying process and document for transportation planning in the region. The State Implementation Plan, airport and seaport plans, corridor studies, and the major investment study process supplement the RTP to form the foundation of activities supporting the Bay Area's CMP. The matrix in Appendix A illustrates this framework.

### **Focus Tasks**

The Partners' approach is based on focus tasks so as to direct our efforts to achievable results and address areas where our work can be strengthened. CMP focus tasks are projects and studies

arising from diverse, established activities addressing congestion management and mobility in the regional framework illustrated in Appendix A. Several of the focus tasks rely on the efforts of multiple Partner agencies. This report reviews the focus tasks from previous years and identifies new focus tasks for 2007.

#### Restriction on Programming Federal Funds to Highway Projects

The CMP requirements specify that federal funds may not be programmed for any project that expands capacity for single occupancy vehicles in a carbon monoxide or ozone non-attainment area unless the project is based on an approved CMP. It should be noted that the U.S. Environmental Protection Agency (EPA) has transitioned from the national one-hour ozone standard to the more health protective 8-hour ozone standard. In April 2004, EPA designated regions for the national 8-hour ozone standard, the 8-hour standard took effect in June 2004 and the one-hour ozone standard was revoked on June 15, 2005. The Bay Area has been designated as a nonattainment area for the national 8-hour ozone standard and the region has been classified as “marginal” according to five classes of nonattainment areas for ozone, which range from marginal to extreme. The Bay Area must demonstrate attainment to the new national 8-hour ozone standard by June 15, 2007.

In April 1998, the Bay Area was redesignated to a “maintenance area” for the national 8-hour carbon monoxide (CO) standard, having demonstrated attainment of the standards. As a maintenance area, the region must assure continued attainment of the CO standard.

Regardless of the region’s attainment status, it is MTC practice to document the planning context of all projects included in the financially constrained regional transportation plan in the Project Notebook produced with each long range plan update. Specifically, the Project Notebook documents the plans and studies from which the project evolved and the other alternatives considered. Thus the planning context of any project programmed by MTC can be reviewed by tracing that project back to the long-range plan. Appendix A of this document illustrates how various plans and studies fit into the regional CMP.

#### Periodic Update

In order to learn from our successes, as well as our failures, an update is prepared periodically to provide an overview of the CMP efforts, evaluate the previous focus tasks, and define new focus tasks for the year to come. This report represents the sixth update since the establishment of the Bay Area CMP. Section 2 summarizes accomplishments from focus tasks identified in CMP updates since 1994. Section 3 identifies focus tasks for 2007.

## **II) Status Report on Previous CMP Focus Tasks**

The major accomplishments for the focus tasks in each of the previous CMP updates are listed below. The list of accomplishments for each of the past focus tasks has been updated to reflect developments since the last CMP update. For a full description of the past focus tasks, see the Congestion Management Process Update for that year.

### 1994-95 Focus Tasks

<b><u>Focus Task (1994-95)</u></b>	<b><u>Accomplishments</u></b>
1) <u>Develop MIS implementation procedures</u>	“Regional criteria for screening pipeline projects for MIS requirements.” (Dec. 1994) “Regional MIS Process and Procedures.” (May 1996)
2) <u>Performance Measures: Explore user oriented performance indicators for evaluating projects and investment alternatives</u>	David Jones study of regional performance indicators. (June 1995) Summary of Bay Area Performance Measures. (Nov. 1995) Continued in later years
3) <u>Improve coordination of data documentation, integration, and travel demand models</u>	“Regional Model Coordination Study.” (Dec. 1995) “Data Integration Project Catalog.” (Mar. 1996) “Data Integration Project Issues.” (Aug. 1996) Ongoing meetings of the Bay Area Travel Model User Community (BATMUC) and associated WWW site: <a href="http://tech.groups.yahoo.com/group/batmuc/">http://tech.groups.yahoo.com/group/batmuc/</a> (2005 to Present)
4) <u>Metropolitan Transportation System (MTS) Management Strategy: Develop a Partnership approach toward corridor and operational strategies</u>	Phase 1 of Management Strategy, including 8 corridor management workshops. (May 1995) Specific efforts addressed in later focus tasks.
5) <u>Traveler Information: Improve transportation information services to users</u>	Initiated efforts to get TOS freeway sensors working reliably to provide information to TravInfo®. TOS functionality continues to be limited. See items related to 511 and TOS in future focus tasks. Began with TRANSTAR data bases in 1994-1995. Transitioned to web-based Take Transit Trip Planner. (2001-2002) Take Transit Trip Planner will include all Bay Area operators by summer 2003. Continued in later years
<b><u>Focus Task (1994-95)</u></b>	<b><u>Accomplishments</u></b>
6) <u>Evaluate the effectiveness of the Freeway Service Patrol</u>	Final report issued (summer 1995)

## 1996-97 Focus Tasks

<b>Focus Task (1996-97)</b>	<b>Accomplishments</b>
<p>1) <u>Transportation System Performance Measures</u>: Identify customer-oriented performance measures and appropriate uses for them at the regional level.</p>	<p>Developed performance measures. (Spring 2007)</p> <p>Developed a pilot project to field-test methods for collecting travel time. (Dec. 1997)</p> <p>Continued in later years.</p>
<p>2) <u>Regional Arterial Program</u>: Promote implementation of programs that improve operation of the region's arterial street network: 1) Regional Traffic Signalization and Operations Program (RTSOP) program provides funding to jurisdictions to implement capital programs, especially multi-jurisdictional &amp; new technology projects; 2) Traffic Engineering Technical Assistance Program (TETAP) program provides technical assistance to local jurisdictions lacking expertise in operations improvements.</p>	<p>Over 92 RTSOP projects funded (1993-1997) and over 170 TETAP projects funded.</p> <p>Identified 14 arterial management strategies. (fall 1997)</p> <p>RTSOP rolled into TETAP (1998).</p> <p>Implemented Concept of Operations Requirement for multi-jurisdictional signal projects. (fall 1999)</p> <p>Developed prototype Arterial Inventory Database to track inventory of signal equipment. (spring 2000 – summer 2002)</p> <p>Launched Regional Signal Timing Program (RSTP) to provide technical assistance to local jurisdictions for retiming traffic signals, including transit signal priority (2004). Retimed over 1,200 signals under RSTP (2006).</p> <p>Funded over 235 projects under TETAP (1993-2006).</p> <p>Continued development and expansion of smart corridors in Silicon Valley, East Bay, and San Francisco (2006).</p>
<p>3) <u>Carquinez Bridge Reconstruction/Operations</u>: Ensure that plans to reconstruct the westbound span and the subsequent operations plans are consistent with the region's commitment to transit and HOV operations as well as the larger framework for management of the I-80 corridor.</p>	<p>Final Environmental Impact Statement issued. (Jan. 1998)</p> <p>Construction of the new bridge, which will accommodate one HOV lane and three mixed-flow lanes westbound on I-80, began in January 2000. The new bridge opened to traffic in November 2003.</p>
<p>4) <u>Electronic Toll Collection (ETC)</u>: Balance the ETC efficiency objectives with gateway functions of toll plazas and with the region's commitment to an HOV program.</p>	<p>HOV bypass included to preserve travel time advantage over SOV. (Aug. 1997)</p> <p>ETC operational on all lanes on Carquinez Bridge. (1998)</p> <p>ETC operational in at least one lane of every toll bridge. (Dec. 2000)</p> <p>Installation completed in all toll lanes. (Oct. 2001)</p> <p>Increased number of ETC only lanes from 7 in 2001 to 14 in 2006 and ETC market share increased from 20% in 2001 to 42% in 2006.</p> <p>7 more ETC only lanes will be added in 2007 and plaza lane configuration and signing will be modified to improve traffic flow to the ETC lanes.</p>

Focus Task (1996-97)	Accomplishments
5) <u>HOV Plan and Support Programs</u> : Meet MTC requirements to define a strategy for assessing, operating, improving, and expanding the regional HOV system.	<p>HOV Master Plan Update adopted (Nov. 1997)</p> <p>I-580 HOV lanes converted to mixed flow per HOV Plan recommendation. (1999)</p> <p>350 HOV lane miles in operation (Jan. 2003) up from 270 HOV lane miles in 1997.</p> <p>2003 HOV Master Plan Update complete in 2003.</p> <p>MTC initiated the Regional High-Occupancy/Toll (HOT) Lane Network Feasibility Study in 2005. The HOT lane network is based on the existing and planned HOV system. See 2007 Focus Tasks.</p>
6) <u>Regional Strategy for Transportation Demand Management Programs (Regional Rideshare Program)</u> : Coordinate TDM/ridesharing activities and focus on the most effective programs.	<p>MTC assumed responsibility for Regional Rideshare Program. (FY 1995-96)</p> <p>Entered into a 5-year contract for Regional Rideshare Program Services and increased advisory role of county congestion management agencies (CMAs) and the BAAQMD (2000)</p> <p>Launched new online ridematching system (Dec. 2002)</p> <p>Formed Technical Advisory Committee (CMAs, BAAQMD, and TDM practitioners), which assisted in developing 3-year Strategic Plan for the program. (Early 2003)</p> <p>Committed \$16 million in CMAQ and BAAQMD funds for a contractor to operate the program plus an additional \$2.2 million in CMAQ for three counties to provide rideshare services from FY 05-06 through FY 10-11</p>
7) <u>Emergency Response Program</u> : Develop a formal plan for coordinated regional response among transportation agencies following a major earthquake.	<p>Developed Trans Response Plan defining responsibilities and procedures for implementing a comprehensive transportation response. (Fall 1997)</p> <p>Assisted Caltrans and transit operators in developing agency Emergency Operating Plans. (1998)</p> <p>Held regionwide functional exercises with Caltrans, transit operators, airports and county operational areas annually (1998-2006).</p> <p>Held regionwide functional and tabletop exercises for response to security incidents (such as weapons of mass destruction incident) in 2003 and 2004, and 2007 regionwide functional exercise will address terrorism.</p>

## 1998 Focus Tasks

<u>Focus Task (1998)</u>	<u>Accomplishments</u>
1) <u>Transportation System Performance Measures: explore methods for collecting travel time data</u>	Conducted study of data collection methods. (March 1999) Continued in later focus tasks.
2) <u>Support I-80 corridor operational analysis in relation to the opening of the HOV/express bus lane (MTS Management Strategy<sup>1</sup>)</u>	Completed 6-month report on HOV lane performance. (July 1998) Completed I-80 HOV Lane and Transit and Ridesharing Service and Monitoring Plan. (August 1998)
3) <u>Support Alameda County I-880 corridor operational analysis (MTS Management Strategy<sup>1</sup>)</u>	Ramp meters along I- 880 in Alameda County turned on between 1996 and 1999.  Analysis completed. (1999) Refer to 2005 Focus Tasks
4) <u>Support San Mateo 101 corridor operational analysis (MTS Management Strategy<sup>1</sup>)</u>	Analysis completed. (March 1999)
5) <u>Facilitate corridor management teams (MTS Management Strategy<sup>1</sup>)</u>	Partners completed 17 sketch level corridor management plans to identify potential projects for STP/CMAQ funding targeted toward system management. (Nov. 1998)
6) <u>Evaluate effectiveness of operational investments (MTS Management Strategy<sup>1</sup>)</u>	Completed evaluation plan for Silicon Valley Smart Corridor project. (April 1998)  Before-and-after study completed for El Camino signal interconnect. (July 1998) Continued in later focus tasks.
7) <u>I-680 (Sunol Grade) Phase 2 MIS</u>	Final report completed. (May 2001) Follow-up Value Pricing Study completed (2003) The I-680 High-Occupancy/Toll (HOT) Lane is scheduled to open in 2010, consistent with AB 2032.
8) <u>Field integration work on traffic operations system (TOS) loop detector monitoring stations</u>	TravInfo® installed non-intrusive surveillance units to demonstrate feasibility as alternative to loop detectors. (1999) Caltrans' Detector Fitness Program increased number of monitoring stations on-line to 600 in late 2000. Caltrans detector data integrated into statewide PeMS and 511 Drive Times in 2004.

## 1999 Focus Tasks

<u>Focus Task (1999)</u>	<u>Accomplishments</u>
1) <u>Transportation System Performance Measures</u>	Implementation on hold in 1999. See 2001-2002 focus tasks.
2) <u>Traveler Information</u> : design, operate and maintain TravInfo® system	See 511 Traveler information in 2001-02 focus tasks.
3) <u>Develop Regional ITS Architecture</u> : The architecture will help identify needs, ensure compatibility of ITS systems, and guide regional ITS investments	See 2001-2002 focus tasks.
4) <u>Conduct Route 24/Caldecott Tunnel Corridor Study</u> : Major investment study exploring alternatives to increase capacity for the reverse peak commute	Completed study. (2001) Caltrans began work on the EIR/EIS for fourth bore. (Nov. 2002) Caltrans to begin construction of fourth bore (2007)
5) <u>Facilitate corridor management teams</u> (MTS Management Strategy <sup>2</sup> )	Supported efforts of 5 freeway-arterial Smart Corridor teams to secure funds, retain consultant assistance.
6) <u>Support development of Concept of Operations Reports for arterial signal projects</u> (MTS Management Strategy <sup>2</sup> )	Using TETAP funds, prepared Concepts of Operations for 8 corridor management projects. (1999) Continued development of interim center-to-center communications system, including a Concept of Operations, to allow data and video exchange between smart corridors and the Caltrans traffic management center (2007).

<sup>1</sup> See 1994-95 Focus Tasks.

<sup>2</sup> See 1994-95 Focus Tasks.

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7) Evaluate effectiveness of operational investments  
(MTS Management Strategy<sup>2</sup>)

Silicon Valley SMART corridor Evaluation performed by FHWA. (2000)

El Camino Interconnect final 'after study' schedule. (Spring 2001)

Completed before and after evaluations of signal coordination conducted under Regional Signal Timing Program (2004, 2005) – see also 1996-1997, item 2, Regional Arterial Program.

Completed before and after evaluations of I-880 ramp metering. (Fall 2000) and Ala-580 ramp metering (2004)

Completed before and after evaluations of transit signal priority and bus rapid transit projects for San Pablo Avenue in East Bay (2005) and El Camino Real in Peninsula and South Bay (2006).

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## 2001-2002 Focus Tasks

<u>Focus Task (2001-2002)</u>	<u>Accomplishments</u>
1) <u>Transportation System Performance Measures:</u> Develop performance monitoring program and use performance measurement in the RTP	Conducted system-level performance analysis for the 2001 RTP. (Aug. 2001) Develop first regional state of the system report with information on performance of the existing transportation system. (Dec. 2002) This report will be updated annually. See 2003 focus tasks.
2) <u>Develop Regional ITS Architecture and Strategic Deployment/Integration Plan</u>	Completed the Phase 1 “State of ITS in the Bay Area” (April 2003) Completed Phase 2 “Bay Area Regional ITS Architecture & Strategic Plan” (October 2004). Project complete.
3) <u>Address near term staffing needs for the TOS/TMC (MTS Management Strategy<sup>3</sup>)</u>	Identified need for 20 additional positions in 2000. Attempts to secure funds through budget change order and state budget earmark unsuccessful in 2001 and 2002. Caltrans attempting to sustain past staffing levels for TOS/TMC despite budget crisis.
4) <u>Freeway Management Concept of Operations (MTS Management Strategy<sup>3</sup>)</u>	MTC, CHP and Caltrans developed Concept of Operations. (October 2000 - July 2002) These agencies are implementing the Action Plan, and as of 2007, have completed 8 of the 17 near-term items in the action plan, and are currently working on 5 others.
5) <u>Regional Express Bus Program</u>	\$40 Million allocated by CTC. All vehicles are in service. Performance is monitored through the Regional Measure 2 process. Buses on two routes may be redeployed as a result of changes in demand associated with regional economic trends.
6) <u>San Francisco Bay Crossings Study</u>	Final Report complete. (July 2002) Feasibility Study of reversible lane of San Mateo-Hayward Bridge initiated. (fall 2002) Project under consideration for funding from toll increase proposed by State Senator Don Perata. See 2003 focus tasks.

<sup>3</sup> See 1994-95 Focus Tasks.

**Focus Task (2001-2002)**

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**Accomplishments**

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7) 511 Traveler Information

Launched 511 traveler information telephone system.  
(Fall 2002)

Launched companion 511.org website. (Fall 2002)

511 Driving Times feature in operation March 2004.

Coverage expanded in July 2004, with plans for  
further expansion in 2005 and 2006.

See 2005 Focus Tasks.

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## 2003 Focus Tasks

<u>Focus Task (2003)</u>	<u>Accomplishments</u>
1) <u>System Management and Operations Blueprint</u> (Builds on efforts featured as past focus tasks related to MTS Management Strategy <sup>4</sup> )	“Regional Operations Strategy” (ROS), which provides a comprehensive summary of the region’s current policies, programs and investments related to managing the transportation system, and outlines opportunities for future strategies was adopted with <u>Transportation 2030 Plan</u> .
2) <u>Transportation Corridor Concept Reports (TCCRs) and Traffic Operations Strategies (TOPs)</u> (Builds on efforts featured as past focus tasks related to Facilitate Corridor Management Teams – 1998 and 1998)	<p>Caltrans developed 4-panel maps sets for 24 corridors and “Ideal Sequencing Schematics” for 5 corridors, which were shared with MTC and CMAs. (2003)</p> <p>Caltrans and CMAs used information developed to coordinate Transportation 2030 project submittals. (Fall 2003 and Spring 2004)</p> <p>In conjunction with this effort, Caltrans has participated in ABAG’s Smart Growth Working Group and Corridor Planning Program, the East 14<sup>th</sup> Street/International Boulevard corridor team, and numerous regional studies.</p> <p>In 2004, Caltrans began a demo project for I-880 corridor to advance the partnership between planning and operations in comprehensive corridor planning.</p> <p>See 2005 Focus Tasks.</p>
3) <u>San Mateo Bridge Reversible Lanes Feasibility Study</u>	Study found that reductions in westbound AM delay on the bridge would be offset by increased delay at the SR 92/US 101 interchange. (Fall 2003)
4) <u>Regional Goods Movement Study</u>	<p>Phase I included identification of Federal reauthorization issues for goods movement; data on commodity flows and future trends; goods movement cluster and economic impact analysis; and land use and community impact analysis. (Fall 2003)</p> <p>Phase II completed in 2004 identified projects for Transportation 2030 Plan with goods movement benefits and identified legislative approaches to address goods movement issues.</p> <p>A study to evaluate the impact of land use decisions on goods movement is underway. This was one of the recommendations of the Regional Goods Movement Study.</p> <p>See 2007 Focus Tasks.</p>

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<sup>4</sup> See 1994-95 Focus Tasks.

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**Focus Task (2003)**

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**Accomplishments**

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5) Air Quality Management Initiatives

Episodic reduced transit fares: LAVTA offered free rides on Spare the Air days in summer 2003. Free morning commutes were offered on BART and LAVTA in 2004. In 2005, the free morning commute program expanded to add about 20 Bay Area transit systems. In summer 2006, the program was modified to offer free transit, all-day, on 26 Bay Area transit systems.

Transit station cars: Program on-hold due to uncertain status of state funding

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6) System Performance Monitoring - State of the System Report

MTC and Caltrans released the first State of the System report in 2002.

Since then, reports have been released annually through 2006. Count program completed in 2003 and 2004 (traffic counts and bicycle and pedestrian counts). This program was discontinued in 2005 due to the cost of compiling comprehensive data.

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7) RTP Performance Measures

Commission adopted performance measures for Transportation 2030 project evaluation (June 2003).

Staff evaluated more than 400 projects. Evaluation results approved by Planning and Operations Committee (April 2004)

Transportation 2030 Project Performance Evaluation Report published (December 2004)

MTC will undertake a performance analysis in conjunction with the 2009 RTP Update (Summer – Fall 2007)

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8) I-80/I-680/I-780 Major Investment and Corridor Study

Developed a long-range, multi-modal transportation plan for the I-80/I-680 and I-780 corridors in Solano County. The plan identifies highway, transit and park and ride improvements recommended for mid- and long- term implementation.

Study completed in July 2004.

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## 2005 Focus Tasks

<u>Focus Task (2005)</u>	<u>Accomplishments</u>
1. I-880 Corridor System Management Study	Document Review/Data Collection I-880 Simulation Model Draft Base Performance Assessment Draft Investment Scenarios/ Strategies Draft Corridor Management Plan
2. Interim Center-to-Center Program	The MOU was fully executed in January 2005. Contractor given Notice to Proceed with Initial Build of C2C software in February 2005, and implemented initial build for November 2005 ITS World Congress. Schedule calls for completion by November 2005. Fiber system constructed. Installation of communications equipment at Fremont and San Francisco planned for 2007-08.
3. I-580 FAIR Lanes Study	Study completed. Findings indicate a High-Occupancy/Toll (HOT) lane may be feasible and beneficial in the I-580 corridor. A modest program offering credits to low-income travelers would not adversely affect the HOT lane. A program offering credit to all travelers would jeopardize HOT lane operations. (August 2005).
4. Santa Clara County High Occupancy Toll (HOT) Lanes Feasibility Study	The initial feasibility assessment was completed in November 2004. In 2005, a more detailed operational assessment and financial assessment recommended development of HOT lanes on US 101 and SR 85. Santa Clara Valley Transportation Authority has begun project development and environmental studies on these two corridors, consistent with AB 2032 (Winter 2006).
5. Transit Oriented Development Study	The Study assessed the opportunities, benefits and barriers for increased levels of TOD in the San Francisco Bay Area, and helped define MTC's policies for conditioning regional discretionary funds for Resolution 3434 transit expansion projects on the demonstration of supportive land use policies by local governments. The final report and briefing book are complete and available on line.

<b>Focus Task (2005)</b>	<b>Accomplishments</b>
6. Bay Area Regional Rail Plan	<p>The study identified alternative networks for improving and expanding the regional rail system and for including a high-speed train entry from the Bay Area to the Central Valley. In addition, the study will look at benefits and risks for changing institutional governance structures. The final study will be presented to MTC for adoption in fall 2007.</p> <p>Analysis and preliminary implementation plan for leveraging system assets</p>
7. 511 Traveler Information System Enhancements	<p>Installed 53 additional readers at sites throughout the region to collect traffic data and improve the quality of data provided to 511 users.</p> <p>Enhanced 511 phone and web dissemination systems in response to user feedback.</p> <p>Implemented and evaluate design changes to the 511 telephone system to support delivery of real-time transit information for five MUNI light rail routes.</p>
8. 580/680/84 Triangle Analysis Study	<p>Analysis narrowed down to two alternatives with phasing and implementation plan (2007).</p> <p>Planning level traffic analysis</p> <p>Benefit cost analysis to prioritize recommended improvements</p> <p>Phasing and implementation strategy for the I-580, I-680 and Rte 84</p>
9. Peninsula Gateway 2020 Study	<p>Public outreach strategy</p> <p>Operational Analysis</p> <p>Conceptual Definition of Alternatives</p>

### **III) Development of the 2007 Focus Tasks**

As in previous years, the new focus tasks are active elements of the Management Strategy. This strategy both highlights established Partnership activities that address mobility and minimizes duplicative efforts. The 2007 focus tasks are summarized in the following table.

## 2007 Focus Tasks

Focus Task	Committee Oversight	Project Goals	Near Term Products (in 2007)
1. Peninsula Gateway 2020 Study	C/CAG, San Mateo TA, VTA, Caltrans, MTC, East Palo Alto, Menlo Park, Palo Alto, Mountain View	<ul style="list-style-type: none"> <li>Identify short, medium and long-range options for addressing congestion problems relating to the approaches to the Dumbarton Bridge and Highway 101 between Routes 84 and 85. Optimize use of existing infrastructure and implement solutions to improve traffic flow in the study area and minimize its impact on local communities.</li> </ul>	<ul style="list-style-type: none"> <li>Public Outreach Strategy</li> <li>Operational Analysis</li> <li>Conceptual Definition of Alternatives</li> </ul>
2. Regional High-Occupancy/Toll (HOT) Lanes Network Feasibility Study	Caltrans, CHP, ACCMA, VTA and MTC	<ul style="list-style-type: none"> <li>Assess feasibility of a regional network of HOT lanes based on converting existing HOV lanes to HOT lanes and completing the HOV/HOT network.</li> <li>Identify key policy considerations and provide a regional policy context for HOT Lane demonstration projects currently under development by ACCMA and VTA</li> </ul>	<ul style="list-style-type: none"> <li>Discussions with regional stakeholders on HOT lane network governance</li> <li>Preliminary financial assessment</li> <li>Phased implementation plan</li> </ul>
3. Regional Goods Movement Planning	Port of Oakland, Alameda CMA, San Joaquin Council of Governments, BAAQMD	<ul style="list-style-type: none"> <li>Identify priority goods movement projects for the Bay Area, and along with regional partners, for all of Northern California.</li> <li>Analysis of the implications of local land use decisions on goods movement.</li> </ul>	<ul style="list-style-type: none"> <li>A list of priority projects and potential funding strategies.</li> <li>An assessment of those lands currently supporting goods movement and how future land use plans and decisions may result in a reduction of available space along key corridors.</li> <li>A better understanding of the costs and benefits associated with such land use decisions.</li> </ul>
4. Open Road Tolling	BATA, Caltrans, BT&H	<ul style="list-style-type: none"> <li>Improve Electronic Toll Collection traffic flow at the Benicia toll plaza</li> <li>Install next generation toll system equipment</li> </ul>	<ul style="list-style-type: none"> <li>Modify toll plaza infrastructure to accommodate high speed ORT lanes</li> <li>Install new lane equipment, improved violation enforcement system, and new toll system software</li> <li>Start of operations in late Summer/early Autumn when new Benicia bridge opens to traffic</li> </ul>

Focus Task	Committee Oversight	Project Goals	Near Term Products (in 2007)
5. I-80 Interregional Smart Growth Study	MTC, STA, SaCOG and local cities	<ul style="list-style-type: none"> <li>• Improve interregional coordination, planning and modeling for the I-80/Capitol Corridor from Solano north to Placer County.</li> </ul>	<ul style="list-style-type: none"> <li>• I-80 market demand study</li> <li>• I-80 goods movement analysis</li> <li>• Three new model runs for interregional corridor based on different land use assumptions</li> </ul>
6. VII Test Bed	Caltrans, MTC, and several original equipment manufacturers (OEMs) from the automotive industry	<ul style="list-style-type: none"> <li>• Develop VII testbed to understand the technical feasibility and institutional value of VII.</li> <li>• Assess real-world implementations of VII infrastructure, architecture and operations.</li> <li>• Inform National VII deployment decision.</li> </ul>	<ul style="list-style-type: none"> <li>• Deployment of 40 roadside VII units on US-101 and SR 82 in San Mateo and Santa Clara counties for testing.</li> <li>• Development of 5 VII applications by MTC, Caltrans and the OEM partners that showcase the value of VII.</li> <li>• Integration of our testbed with the National VII program.</li> </ul>
7. Freeway Performance Initiative.	Caltrans, MTC, CMAs	<ul style="list-style-type: none"> <li>• Development of a corridor-based, performance-driven transportation planning process and the use of tested system management strategies and principles to maximize the efficiency of the existing transportation infrastructure.</li> </ul>	<ul style="list-style-type: none"> <li>• A prioritized list of strategies and projects for major Bay Area corridors that will help guide near-term investments and become the initial proposals that will help frame the next Regional Transportation Plan.</li> </ul>
8. SFCTA Mobility, Access and Pricing Study	Policy working group, Technical advisory committee, Business advisory council, Stakeholder task force, SFCTA Citizens Advisory Committee	<ul style="list-style-type: none"> <li>• Study analyses feasibility of congestion pricing as a tool to improve mobility and accessibility in San Francisco.</li> <li>• Recommend congestion pricing strategies and programs</li> </ul>	<ul style="list-style-type: none"> <li>• Baseline analysis for existing and future conditions</li> <li>• Preliminary alternatives for priced areas as well as alternatives for transportation improvements</li> <li>• Potential recommendations by summer of 2008</li> </ul>

## **Appendix A**

Partner Plans & Programs  CMP Components	Unifying Approach	Regional Transportation Plan (RTP) and the EIR  - MTC -	Transportation System Monitoring Program  - Partnership -	Short Range Transit Plan (SRTP)  -Transit Operators -
System Definition	Regional transportation system (includes intermodal transfer points and non-motorized network)	Regional transportation system	Regional transportation system	Transit Systems
Performance Measures	Continue to explore and evaluate alternative performance measures through the Partnership	System level analysis (RTP EIR): average travel times, access to jobs, vehicle trips, VMT, vehicle emissions  Project level analysis (Transportation 2030 EIR and Project level analysis: safety, reliability, access, clean air, livable communities)  2009 RTP Measure TBD	Indicators of mobility and accessibility, safety and state of repair. Emphasis is on presenting information in one place in an easy-to-understand format	Ridership, service miles, service hours, cost per hour, on time performance, dependability, load factors, safety, accessibility, customer service/ information
Data Collection & System Monitoring	Use of all sources as available and as documented by the Data Integration Project	Caltrans and CMA observed traffic counts and speeds, transit ridership, ridesharing, census data and MTC Bay Area Travel Survey	Use existing data collected by Caltrans, CHP, CMAs, transit operators, and MTC. Supplemental data collection to fill gaps.	National Transit Database (NTDB), State Controller's Report, MTC Reporting System, & performance audits
Identification of Proposed Strategies	Major Investment Studies, CMPs, SRTPs, GPs, Management Strategy	Occurs through other planning activities	Occurs through other planning activities	RTP goals and policies, capital replacement plan, transit operator goals/ interpretation coordination program
Evaluation of Proposed Strategies	RTP financial element, EIRs for RTP, CMPS, Public Review Processes	RTP EIR, Partnership and public review processes; performance assessment  Corridor studies	Occurs through other planning activities	RTP EIR, Partnership and Public Review Processes  Planning assessments of transit operators, multimodal fund programming process, project dvpt. & review, performance audits
Implementation of Proposed Strategies * Programming * Project delivery	RTIP/TIP Tip Monitoring Program	RTIP/TIP Tip Monitoring Program	Occurs through other planning activities	Transit operator capital & operating program, RTIP/TIP Monitoring, Productivity Improvement Program
Evaluation of the Effectiveness of Implemented Strategies	Analysis of expected impacts in RTP/CMP/SRTP forecasting. Process to evaluate observed impacts to be developed	RTP EIR - travel time and volume measures, transit use, hwy. delay, ridesharing	Effectiveness of some improvements will be evident in future State of the System Reports	RTP EIR, Productivity Improvement Program, Transit Planning Assessment, NTDB, performance audits

SIP/ Bay Area Clean Air Plan  - MTC/ BAAQMD -	County Congestion Management Programs (CMPs) and Countywide Transportation Plans - CMAs-	Corridor Studies/ Major Investment Studies  - Affected Partners -	Regional Airport System Plan  - Bay Area Airports, MTC & ABAG -	San Francisco Bay Area Seaport Plan  -Bay Area Seaports MTC & BCDC -
Air basin of regulation	CMP systems (State Highways and major arterials)	Freeway, highway, and transit facilities and services in the corridor	All public use general aviation, air carrier and military aviation in the region	Public use and military seaports
Bay Area Air Quality Plan Standards: based on Federal and State Clear Air Acts including VMT, AVR, & emissions budgets	LOS as trigger to deficiencies for CMPs, multimodal measures must be used, proposing & evaluating projects.  Performance measures in Countywide Plans	Developed based on regional and local transportation policies and needs	Peak hour, demand supply ratio, ground access	Tonnage and numbers of containers, berth requirements, measures of ground access (e.g. levels/ extent of congestion on major access routes)
Air quality monitoring, VMT, vehicle trips, speeds, occupancy rates, TCM status	CMP monitoring process, Caltrans Congestion Monitoring, CMA models, performance monitoring (optional)	Use of all available sources, including Caltrans, MCA, transit operators, and MTC data and modeling as available and applicable	MTC Air Passenger Survey, Caltrans Acoustic Counter, 5010 Inspections, Airport Manager's Report	Pacific Maritime Assoc. Annual Report, Port of Oakland statistics, Maritime Administration
Clean Air Plan	CIPs of each CMP and the Countywide Plans	Cooperative analysis of transportation conditions, problems and opportunities, roles and responsibilities for capital and operating improvements	Airport System Plan, Capital Improvement Program	Seaport Plan, Port Priority Use Areas and Marine Terminals Designation
RTP EIR, RTP conformity analysis, Clean Air Plan EIR	Countywide Plan modeling and evaluation, CMP-CIP & environ review processes, then through the RTP, and its EIR process  Multimodal fund priority setting process, project dvpt. & review	Cooperative evaluation of proposed strategies  Individual project dvpt. & review  MIS guidelines	Airport Systems Plan Alternatives Evaluation	Military Base Evaluation process.
RTIP/TIP Transportation Control Measures	RTP/RTIP/TIP County sales tax programs	RTP/RTIP/TIP  TIP Monitoring Program	Funding is through the FAA. ABAG monitors implementation through the Regional Clearinghouse	Seaport Plan, BCDC acts on permit applications. MTC monitors through CEQA documents
RTP/TIP conformity process for regional & corridor analysis, RTP EIR, & specific EIR & res. 2270 process for individual, major projects	Countywide and CMP modeling assesses impact of strategies on performance measures	RTP EIR - travel time and volume measures, transit use, hwy. delay,	RASP environmental study - includes aviation and ground access measures	SFBA Seaport Plan Environmental Assessment

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