

PARTNERSHIP TECHNICAL ADVISORY COMMITTEE MINUTES

June 18, 2007

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1. Introductions

Rick Moshier (Chair) requested introductions.

2. Minutes of May 21, 2007 PTAC Meeting

The minutes for the May 21, 2007 PTAC meeting were accepted.

3. Partnership Reports

Transit Finance Working Group (TFWG) – The TFWG met on June 6, 2007.

Programming and Delivery Working Group (PDWG) – *Kenneth Kao, MTC* – PDWG met on June 18, 2007. Key discussions include 1) STP/CMAQ project delivery, as of May 31, the region has obligated approximately 87% of the total program amount; 2) the 2006 State Transportation Improvement Plan (STIP) Augmentation, which was adopted by Caltrans on June 7; the MTC region was awarded all the projects proposed plus one additional project that was originally removed; and, 3) the 2008 RTIP, the CTC is expected to adopt it in January which means that the region needs to adopt the 2008 RTIP in December. Kenneth advised the Partnership agencies to be on the lookout for a call for projects from their local CMA.

Discussion Items

4. Transportation 2035 Plan

a. Draft Transportation 2035 Goals

Ashley Nguyen (MTC) provided an overview of the most recent draft goals for the Transportation 2035 (T2035) Plan. The Plan update adopts six goals from Transportation 2030 plus two additional goals, Security and Emergency Response Planning and Climate Protection. MTC staff seeks feedback from the Partnership on specific details of each of the goals.

Committee members made suggestions on the Safety, Equity and Mobility goals and recommended incorporating a goal to increase the local streets and roads PCI into the Plan. Comments should be submitted by June 29; the proposed goals will be presented at the July Planning Committee meeting.

b. Refinement to Scenario Performance Assessment

Ashley Nguyen (MTC) announced that the RTP Call for Projects deadline has been postponed until fall 2007.

Lisa Klein (MTC) presented an update on the refinement process to the Scenario Performance Assessment. Lisa recapped that the performance-based targets correlate with RTP goals, and that three scenarios are to be tested to determine how far the investment scenarios meet the performance targets. The performance-based targets consist of 1) congestion, 2) Vehicle Miles Traveled (VMT) and emissions, and 3) an equity, which is to be determined. The three investment scenarios to be evaluated against these targets are as follow: 1) Freeway Performance, 2) High Occupancy Toll (HOT) Lanes / Express and Local Bus Service, and 3) Rail and Ferry. Staff also proposes to conduct land use and pricing sensitivity analysis on each investment scenario to determine how such strategies will help to approach or reach the targets. The land use sensitivity strategy will feature focused residential and job growth above and beyond ABAG's adopted Projections 2007. Pricing sensitivity tests will include congestion pricing, higher gas prices, transit fare discounts and parking charges to gauge the impact of these strategies on travel behavior. MTC staff will seek approval for the direction of the scenarios at the July Planning Committee.

Committee members expressed concerns about modally oriented alternatives excluding local bus service in that the majority of the network is in the local system.

Martin Engelmann (CCTA) presented a PowerPoint presentation that reflected a modified progression for performing scenario assessments. Changes included the elimination of the proposed targets and replacing them with the T2035 goals, then establishing benchmarks for 1990 and 2005 on a number of performance measures that don't just include VHD and VMT but all the outputs from the Scenario Analysis Tool Kit. Instead of sensitivity analysis for the three options, go back to original analysis tools such as FOCUS, the

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HOT Lane study, etc. Suggested reporting on scenario performance for T2035 of the 3 scenarios, and not make them mutually exclusive and perhaps include the former track from the previous RTP.

Committee members commented on the MTC presentation. Members expressed concerns about how the flowchart related to the actual goals. Members suggested defining the base scenario network first then progressing by addressing what is not included within the base network, similar to the CCTA proposed progression, and how FOCUS relates to the process and highlighting the bigger picture. Other suggestions included 1) moving HOT Lanes to Freeway Performance to make more of a robust congestion-pricing alternative, and 2) changing one scenario to an aggressive emissions plan.

MTC staff solicited suggestions for the Equity target; comments should be submitted by June 29.

c. Transit Network Definitions and Analysis

Raymond Kan (MTC) presented MTC's approach for defining the transit elements in vision scenario #2 of the scenario performance assessment. Scenario #2 comprises two major components, the High-Occupancy Vehicles (HOV)/High-Occupancy Toll (HOT) Lanes network and a bus component. Raymond explained the definition of express bus, rapid and local bus transit systems. MTC staff is soliciting feedback from the transit operators to develop the transit network definitions to incorporate them into vision scenario #2 and #3.

d. Public Participation in June 2007

Ursula Vogler (MTC) outlined the public outreach planned for the month of June 2007 for the Transportation 2035 (T2035) Plan. The outreach leads up to the Commission's discussion in July of the proposed revised goals for T2035 as well as Commission discussion on the planned scenario performance assessment. Specific outreach for T2035 is still in development.

e. Preliminary Financial Assumptions

Theresa Romell (MTC) presented MTC's Programming & Allocations proposed strategies and assumptions for the 2009 Regional Transportation Plan. The schedule for the financial projections, which spanned from June 2007 through April 2008, was presented. The RTP financial projections will cover FY 2008-09 through FY 2032-33. The U.S. Department of Transportation is directing that cost and revenue projections contained in the RTP be in "year of expenditure dollars". As in past RTPs, only those revenue sources in existence or statutorily scheduled to be within the period covered by the RTP will be considered in the constrained portion of the plan. In past RTPs, MTC has taken a conservative approach with the RTP projections, which has helped to cushion the effect of higher than expected project costs. In the 2009 RTP, financial projections will reflect the revenues that are realistically expected to flow to the region in order to allow the Bay Area to take full advantage of funding opportunities. Likewise, cost estimates associated with RTP projects will need to be more realistic. Three alternative projection assumptions, ranging from low to high, were provided in order to illustrate the approximate effect of those assumptions on the RTP revenue levels for key fund sources. 1) Alternative Assumptions for the 25-Year TDA Revenue Projection, staff recommends the medium scenario, 2) Alternative Statewide Levels of Gas/Diesel Sales Tax Based Revenues, staff recommends the medium scenario, and 3) Alternative Regional Apportionment Estimates of Federal Funding, staff recommends the medium scenario. Regarding new revenue, MTC staff proposes to take the difference between the "high" financial projection alternatives and the alternatives used in the financially constrained portion of the Plan, and use this delta as a proxy for potential new revenues sources that can be utilized for the RTP vision. MTC is seeking feedback from the Partnership on the proposed strategies and assumptions.

Committee members expressed concerns about overstating TDA, since it is an operating fund source. Public comment was provided with respect to the gasoline price assumptions being too low given peak oil limits.

5. 2007 Federal Congestion Management Process

Sean Co (MTC) provided an update on the 2007 Federal Congestion Management Process (CMP), previously known as the Congestion Management System (CMS), which consists of past years' planning activities as well as new activities for 2007. The program addresses the CMS in programs that produce congestion in the Bay Area region. Sean provided a list of past year focus tasks which had been updated, some of which have

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been carried over into future years. MTC staff seeks feedback from the Partnership on the presented focus tasks; comments should be submitted by June 29.

Information Items / Other Business

6. Transportation Improvement Program (TIP) Update
Ross McKeown (MTC) provided an informational update on the Transportation Improvement Program (TIP).
7. Legislative Update
Rebecca Long (MTC) reported on the May revise of the State Budget, stating the legislature will most likely be taking a substantial portion of “spillover” transit funds to balance the budget with no long-term fix. The revise reduces the transit budget from \$1.39B to approximately \$800-\$900M as compared to a statutory transfer of “spillover” transit funds. Rebecca reported that there are many needs for the remaining \$200M and recommends that the Partnership agencies contact Senator Perata. Rebecca stated that the I-Bond programs are to be folded into the budget negotiations and that legislation will be trailer bills to the budget.
8. Recommended Future Agenda Items
Suggested future agenda items include 1) I-Bond Program Update, and 2) Transportation 2035 Plan Update.
9. Election of new Chair and Vice-Chair for FY 2007-08
Rick Moshier (Chair) called for nominations for Chair and Vice-Chair for FY 2007-08. Marcella Rensi (VTA) was nominated and elected to be Chair; there were no nominations for Vice-Chair, this position will remain vacant until filled.

Next Meeting

Monday, July 16, 2007

1:30 p.m. – 3:30 p.m.

MTC MetroCenter, Fishbowl (3rd Floor)

101 Eighth Street, Oakland, CA 94607