

PARTNERSHIP TECHNICAL ADVISORY COMMITTEE MINUTES

August 20, 2007

Page 1 of 4

1. Introductions

Marcella Rensi (Chair) requested introductions.

2. Minutes of July 16, 2007 PTAC Meeting

The minutes for the July 16, 2007 PTAC meeting were accepted.

3. Partnership Reports

Transit Finance Working Group (TFWG) – The TFWG meets on September 5, 2007. Cory LaVigne (AC Transit) provided a brief overview of topics discussed at the Regional Transit Planners Working Group meeting on August 9, 2007; the meeting focused on the Cambridge Systematics Express Bus Service concepts, which is to be used for the modeling for the RTP. The Regional Transit Planners Working Group is a sub-group of the TFWG and is meeting in conjunction with the development of the RTP.

Discussion Items

4. Transportation 2035 Plan

a. Transportation 2035 Key Milestones

Lisa Klein (MTC) reported that at its July 13 meeting, MTC's Planning Committee approved the Transportation 2035 Three E Principles and Goals and the scenario performance assessment approach and methodology. Evaluation results for the scenario performance assessment will be unveiled at the October 26 joint MTC/ABAG Fall Forum.

b. Draft Scenario Network Definitions

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 and to provide guidance in developing policy. Some of the performance-based targets have been modified, those modifications include: 1) Particulate Matter (PM) Emissions, though discussions with the Air District continue, it is likely the Air District may recommend revising the targeted reduction to 45 percent based on the reductions needed to bring the Bay Area into attainment with all applicable PM standards. 2) Equity, which is to be determined, discussions to date have highlighted three areas of particular interest: transportation cost, exposure to transportation-related health risks and access to opportunities. The three investment scenarios to be evaluated against the performance targets are as follow: 1) Freeway Performance, 2) High Occupancy Toll (HOT) Lanes / Express and Local Bus Service, and 3) Rail and Ferry.

Joy Lee (MTC) detailed the Freeway Performance scenario, which focuses on system efficiency. The key elements of the Freeway Performance scenario are: 1) full deployment of the traffic operations system (TOS), 2) implementation of ramp metering on the region's entire freeway system, 3) corridor management through comprehensive integration of all travel modes using improved arterial operations and signal coordination, 4) deployment of vehicle infrastructure integration (VII) technology to allow for the use of intelligent cars, and 5) closing of critical gaps in the region's HOV lane system. Joy underscored that this scenario is about system efficiency, with very limited physical capacity enhancements.

Lisa Klein (MTC) elaborated on the High-Occupancy/Toll (HOT) /Express & Local Bus Service scenario, which aims to achieve the targets by completing the region's HOV system and expand and enhance reliable travel options. Overall, the HOV/HOT network will serve as a system of enhanced express buses, complemented by local bus service enhancements, designed to attract travelers through high quality service. Converting approximately 490 miles of existing and funded carpool to HOT lanes and adding approximately 260 lane-miles to close gaps and extend the carpool/HOT system would create the HOT lanes network, comprised of approximately 750 lane-miles of HOT lanes. Bus and qualifying carpools would use the HOT lanes free of charge; other vehicles would pay a toll to use the lanes. The toll, which would be collected electronically, would vary based on congestion level. To take advantage of the HOT lanes, enhancements to and expansion of regional express bus services are identified to serve the morning and peak periods. Local bus

PARTNERSHIP TECHNICAL ADVISORY COMMITTEE MINUTES

August 20, 2007

Page 2 of 4

improvements are included in the scenario to complement and support improved regional express bus services and existing BART, railroad-based commuter rail, and ferry services.

Raymond Kan (MTC) provided an overview of the Regional Rail and Water Transit scenario, which focuses on expanding rail and ferry services to provide attractive transit options and achieve the targets by increasing transit usage, particularly for longer trips. The rail improvements in the scenario reflect the Regional Rail Plan prepared by MTC, California High-Speed Rail Authority (CHSRA), BART, and Caltrain, along with a coalition of rail passenger and freight operators. The Plan identifies improvement and extensions of railroad, rapid transit, and high-speed rail for the near, intermediate, and long-terms, as well as identifies the promising high-speed rail routes between the Bay Area and Central Valley. The final Plan will produce three plan outcomes: regional rail only, regional rail with high-speed rail to the east, and regional rail with high-speed rail to the south. Regional rail with high-speed rail will be the network tested in this scenario. Ferry improvements in the scenario are based on the San Francisco Bay Area Water Transit Authority's (WTA) 2003 Implementation and Operations Plan as well as recent discussions with existing ferry operators and the WTA. Improvements include enhancements to six existing ferry routes and new routes to San Francisco from Redwood City, South San Francisco, Hercules/Rodeo, Antioch/Pittsburgh-Martinez and Richmond. A Berkeley to San Francisco via Mission Bay in Alameda and new service to South San Francisco from Oakland is also planned.

In response to group members' questions, Lisa Klein (MTC) stated that components, such as non-motorized vehicles and maintenance, which are not captured in the scenario analysis, would be addressed on a policy level at a later date.

c. Land Use and Pricing Sensitivity Analysis

Lisa Klein (MTC) provided an overview of the proposed land use and pricing sensitivity analysis for each investment scenario. The sensitivity analysis is meant to determine how such strategies will help to approach or reach the various performance targets. MTC plans to run three rounds of sensitivity tests: 1) Land Use, 2) Pricing, and 3) Combined land use and pricing with increased fuel efficiency.

Christy Riviere (ABAG) detailed the land use sensitivity strategy, which will feature focused residential and job growth above and beyond ABAG's adopted Projections 2007. The housing policy assumptions behind the allocation method are to assume that the job should go where all the existing housing is and also where housing is expected to occur. On the flip side, all the households should go where the jobs are and near transit. The transportation assumptions is that all existing heavy rail and ferry stations are there and all the planned transportation investments in the existing RTP (Res. 3434) projects would be built. The land use sensitivity test will show how a more aggressive policy-based land use affects the performance of the three transportation investment scenarios. For the land use sensitivity test, ABAG will use a set of weighed factors to allocate employment and household growth to local jurisdictions. For the household allocation, preliminary analysis shows that household growth moves from the outer Bay Area communities to the inner Bay Area communities. For the employment allocation, preliminary analysis shows that the majority of job growth moves from the northern and rural communities to the inner Bay Area communities.

MTC staff is in the early stages of defining the pricing test and combined test and is still considering technical and methodological options. The intent of the pricing tests is to show how increasing the cost of driving, congestion pricing, higher gas prices, transit fare discounts and parking charges impacts travel behavior.

The Combined sensitivity tests would combine the land use and pricing sensitivity assumptions from the previous rounds. Through the combined sensitivity analysis, preliminary analysis indicates that increases in fuel efficiency could significantly reduce fuel consumption, which would be directly correlated with carbon dioxide emissions, though not particulate matter emissions.

Preliminary results will be discussed at the October 26 Fall Forum and, if available, will be presented at the Planning Committee meeting in mid-October.

d. Public Outreach and Involvement Program through October 2007

PARTNERSHIP TECHNICAL ADVISORY COMMITTEE MINUTES

August 20, 2007

Page 3 of 4

Ursula Vogler (MTC) outlined the public outreach planned for through October 2007 for the Transportation 2035 (T2035) Plan. Outreach includes a telephone survey of Bay Area residents and intercept interviews at various locations throughout the Bay Area. The outreach leads up to the ABAG/MTC Fall Forum on October 26.

Jurisdictions planning to update their countywide plans in the next 6-9 months should contact MTC public outreach staff with meeting dates so there will be MTC representation.

5. FOCUS Priority Development Areas Progress Report

Kenneth Kirkey (ABAG) reported that the entry-level application for the Priority Development Areas (PDA) was June 29, 2007. Fifty local-government jurisdictions and three CMAs submitted applications. ABAG and MTC staff, with the assistance of a FOCUS Working Group, is analyzing the applications to determine eligibility and prioritization. Recommendations for PDA designation will be reviewed by the Joint Policy Committee at its September meeting and presented at the join ABAG/MTC Fall Forum in October. Thereafter, the final recommendations will go to the ABAG Executive Board for formal adoption in November.

The deadline to apply as a Priority Conservation Area (PCA) was August 17; over 100 applications were submitted. These are for areas that represent near-term conservation opportunities in the region, opportunities for either land protection, based upon a set of criteria that relates to connectivity with existing open space, regional consensus and urgency. The State Coastal Conservancy has synched up with this effort, the SCC's of the Bay Area is the primary conduit of how open space funding at the State level flows to the Bay Area.

Once the PDAs are adopted, the next steps would be to provide technical assistance to the adopted PDAs. Incentives are yet to be determined; however, at the State level there is likely to be a link to Proposition 1C in the form of bonus points for eligibility to receive funds.

Information Items / Other Business

6. Transportation Improvement Program (TIP) Update

Raymond Odunlami (MTC) provided an update on the Transportation Improvement Program (TIP).

- Amendment 07-10 is a major amendment that updates the project listing and fund for 31 projects throughout the region was approved by the Caltrans on June 27, 2007 and is currently pending FHWA approval.
- Administrative Modification 07-11 is an administrative modification that was approved by Caltrans on August 17, 2007.
- Amendment 07-12 is a single project amendment that adds \$24,999,999 in new Penta-P funding to the Oakland Airport Connector project. The amendment was approved by the MTC Commission on July 25, 2007 and, pending the close of the public comment period on August 15, will be forwarded to Caltrans and FHWA for final approval.
- Amendments 07-13 and 07-14 are currently in progress.

Requests for administrative modifications are due through the FMS – Universal Application the first of each month.

7. Legislative Update

Theresa Romell (MTC) reported on the Assembly version of the State Budget. The State Senate returns this week to take up the Assembly-approved budget. The Assembly budget uses \$200M in spillover funding to supplement State Transit Assistance (STA), providing a total of \$406M statewide, up from \$206M in the May revise. The new total for the region is \$143M. The Assembly budget diverts \$1.26B from the Public Transportation Account (PTA) to the General Fund (GF), \$626M from spillover funds and \$633M from other PTA funds. Consequently, the CTC deferred both transit and highway allocations until September in order to fully evaluate the impact this loss in the STIP will have on allocation capacity for FY 2007-08. In order to avoid legal problems associated with transferring the spillover directly to the General Fund, SB79 creates a new fund, the Mass Transportation Fund, which allows for expenditures to payback future or prior debts on transportation bonds, GF reimbursement for repayment of prior Proposition 42 loans, home-to-school transportation, small school district transportation and

PARTNERSHIP TECHNICAL ADVISORY COMMITTEE MINUTES

August 20, 2007

Page 4 of 4

Department of Developmental Services' regional center transportation. In addition, SB79 specifies how the spillover will be treated in future years. Beginning in FY 2008-09, 50% of all spillover revenues will be used to offset the GF-related transportation costs, the remaining 50% will be split 2/3 STA and 1/3 STIP and intercity rail. The budget also modifies Proposition 42 repayment in that the GF is obligated to repay no more than 10% of prior Proposition 42 suspensions as opposed to the current law stating repayment must be a minimum of 10%. The budget provides \$15.5M for the High-Speed Rail Authority; significantly lower than the \$103M sought by the agency. The budget increases the amount of funding transferred from the Highway Users Tax Account to the Bicycle Transportation Account by 44% or \$7.2M per year.

Theresa reported on Proposition 1B implementation, providing an overview of SB88, which provides guidance for the administration of bond funding for FY2007-08. Some requirements for funding include: 1) useful life of projects must be identified, 2) applications must include project delivery milestones, 3) project sponsors who have received funds must provide progress reports twice per year, 4) if it is determined that projects costs will exceed the approved budget, sponsors must provide a plan for down-scoping the projects to remain within budget or find alternative fund sources to meet the cost increase, and 5) within six months of a project becoming "operable", the recipient agency must provide a comparative report to the administering agency on the final costs of the project and performance outcomes compared to what was originally described in the application. The bill provides that the California Transportation Commission administers the majority of the bond programs. Overall the Bay Area fares well based on the trailer bills. Of the \$600M appropriated statewide, the Bay Area will receive approximately \$215M, including \$157M for the revenue-share portion, which goes directly to transit operators, and almost \$58M for the population-share. Of the \$100M Transit Security Funds appropriated statewide, \$60M is for the formula-based transit security and emergency response program, \$25M is for a competitive ferry emergency response program, and \$15M is for a competitive intercity rail program. The budget appropriates \$950M to cities and counties for the Local Street and Road Improvement, Congestion Relief and Traffic Safety Account. The League of California Cities and the California State Association of Counties (CSAC) both supported a distribution that would have allocated \$550M to cities and \$400M to counties but the budget splits the fund 50/50. A revision to the city/county split that is in the budget may be forthcoming.

Theresa provided a status update on the FY2008 Federal Appropriations. The Appropriations Committees for both the House and Senate completed their version for the Transportation-Housing appropriations bill in June and July. In late July, the House voted to approve their bill with only a few minor amendments. The full Senate is not expected to consider their bill until after the August recess. The major points of contention expected between the Administration and Congress in enacting the FY2008 US Department of Transportation budget include addressing the deficit that is projected for the Highway Trust Fund and the reigning in of federal transportation fund earmarking. Both the House and Senate bill contain about \$3B in rescissions of apportioned contracted authority balances; however, while the Senate bill allows the states discretion to rescind, the House bill states that funding must be rescinded proportionately from each individual highway program within a state's apportionment.

8. Recommended Future Agenda Items

Recommended agenda items for the September session of the PTAC should be emailed to Marcella Rensi (Chair) or Marcella Aranda (MTC).

Next Meeting

Monday, September 17, 2007

1:30 p.m. – 3:30 p.m.

MTC MetroCenter, Auditorium (1st Floor)

101 Eighth Street, Oakland, CA 94607