



## Memorandum

**DATE:** May 2, 2013

**TO:** Alameda County Technical Advisory Committee (ACTAC)

**FROM:** Stewart Ng, Deputy Director, Programs and Projects  
Matt Todd, Principal Transportation Engineer

**SUBJECT:** **Metropolitan Transportation Commission's Traffic Operations System Policy**

### Recommendation

This item is for information only.

### Summary

At its May 2013 meetings, the Metropolitan Transportation Commission (MTC) is scheduled to present a draft Traffic Operations System (TOS) Policy to the Operations Committee and the Commission for approval.

The proposed draft TOS Policy (Attachment A) is anticipated to impact how freeway TOS elements and TOS elements proposed for installation in future, including ramp metering, are implemented.

ACTAC is requested to review the attached draft TOS Policy and provide input and comments.

### Fiscal Impact

There is no fiscal impact at this time.

### Attachments

Attachment A: MTC's Draft TOS Policy

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## Attachment A MTC Traffic Operations System (TOS) Policy<sup>1</sup>

~~It is the Commission's policy that~~ All major, new freeway projects included in the Transportation 2030 Plan and subsequent regional transportation plans shall include *the installation and activation of freeway* traffic operations system (TOS) elements to effectively operate the region's freeway system and coordinate with local transportation management systems. For purposes of this policy, a "major freeway project" is a project that adds lanes to a freeway, constructs a new segment of freeway, modifies a freeway interchange, or reconstructs an existing freeway. A project is considered "new" if it does not have an approved Project Study Report (PSR) by December 2004 *or applicable scoping document. TOS elements may include, but are not limited to, changeable message signs, closed-circuit television cameras, traffic monitoring stations & detections, highway advisory radio, and ramp meters.* ~~Caltrans shall operate, manage, maintain and replace the TOS elements installed within its right-of-way.~~

### Policy Implementation:

To effectively implement this policy, the Commission requests that Caltrans:

- Work with MTC and the CMAs to develop guidelines to determine which TOS elements are appropriate for specific major new freeway projects, considering local conditions, congestion level and other factors;
- Work with the CMAs to identify the proposed major new freeway projects that are subject to this policy, and to define the number, types and costs of TOS elements to be included in these projects;
- Develop and implement an on-going process to review major new freeway projects for appropriate TOS elements *in applicable scoping documents such as* Project Study Reports (PSRs) *and Project Initiation Documents (PIDs)* and design documents; and
- Develop and maintain an inventory of existing TOS elements installed in the region's freeway system, and their operational status to ensure ongoing system maintenance.

*Specifically, ramp meters shall be activated upon completion of a Ramp Metering Plan. To guide the operations of ramp meters, Caltrans, in consultation with MTC, the Congestion Management Agency and local agencies, shall, to the extent feasible, apply the following operating principles:*

- 1. Ensure that queues from metered ramps do not impede operation of local streets and intersections or block access to private property. Should this occur, each location should be examined on a case-by-case basis by Caltrans and local agency. Operational problems that cannot be corrected by existing equipment could be candidates for future operational improvements.*
- 2. Ensure that no communities are burdened with ramp delays that are disproportionate or excessive.*
- 3. Ensure that if queues at metered ramps cannot be accommodated within the constraints defined in items 1 and 2 above, metering rates will be set to green or at the demand rate during the time period necessary to eliminate the negative impact the*

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<sup>1</sup> Text shown in bold italics is new to the 2004 MTC TOS Policy. Text shown in strikethrough is deleted from policy.

*metering light is having on the adjoining local roadway or intersections. In these instances, each location should be examined on a case-by-case basis by Caltrans and local agency.*

- 4. Coordinate freeway and arterial operations to ensure efficient operation of both facilities.*
- 5. Promote high occupancy vehicles (HOV) preferential lanes at on-ramps where needed and if feasible.*

***Funding Conditions:***

*Any jurisdiction in which Caltrans or MTC finds that ramp metering and TOS elements are installed but not activated or in operation, MTC will suspend fund programming actions for MTC regional discretionary funds until the Ramp Metering Plan is implemented and the ramp meters and related TOS elements are activated and remain operational and MTC deems the requirements of the regional TOS policy have been met. Furthermore, in any county in which a jurisdiction fails to include the installation and activation of TOS elements in an applicable freeway project, including ramp metering as identified in the Ramp Metering Plan, projects to install and activate the appropriate ramp meters and TOS elements omitted from the project shall have priority for programming of new future discretionary funding for that county.*