



Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105

Meeting Agenda

Regional Advisory Working Group

Tuesday, June 7, 2016

9:30 AM

Yerba Buena - 1st Floor

This meeting is scheduled to be webcast live on the Metropolitan Transportation Commission's Website: <http://mtc.ca.gov/whats-happening/meetings>

9:30 a.m.

1. [15-1613](#) Welcome, Introductions

Presenter: Miriam Chion, ABAG and Ken Kirkey, MTC

9:35 a.m.

2. [15-1626](#) One Bay Area Grant Program (OBAG 2) Update

Proposed revisions to OBAG 2 Project Selection Criteria and Programming policies (MTC Resolution No. 4202, Attachment A), including recommendation for the distribution of additional FAST Act revenues and recommended approach for affordable housing policies.

Action: Information

Presenter: Mallory Atkinson, MTC
Attachments: [2 OBAG2 Update.pdf](#)
[2 Handout - BIA ltr. - OBAG Agenda item--RAWG](#)
[2 Handout-SCCAOR Letter to MTC-6 6 2016](#)
[2 Handout - BAC ltr. - OBAG Agenda item--RAWG](#)

10:05 a.m.

3. [15-1685](#) Core Capacity Transit Study

Update on the Core Capacity Transit Study, a collaborative effort to prioritize investments that will improve travel on public transportation to and from the San Francisco Core.

Action: Information
Presenter: Matt Maloney, MTC
Attachments: [3 Core Capacity Transit Study](#)

10:35 a.m.

4. Next Steps / Other Business / Public Comments

10:40 a.m.

5. Adjournment / Next Meeting

The next meeting of the Regional Advisory Working Group will be Tuesday, July 5, 2016 at 9:30 a.m. in Yerba Buena on the first floor of the Bay Area Metro Center, 375 Beale Street, San Francisco, CA.

Public Comment: The public is encouraged to comment on agenda items at Committee meetings by completing a request-to-speak card (available from staff) and passing it to the Committee secretary. Public comment may be limited by any of the procedures set forth in Section 3.09 of MTC's Procedures Manual (Resolution No. 1058, Revised) if, in the chair's judgment, it is necessary to maintain the orderly flow of business.

Meeting Conduct: If this meeting is willfully interrupted or disrupted by one or more persons rendering orderly conduct of the meeting unfeasible, the Chair may order the removal of individuals who are willfully disrupting the meeting. Such individuals may be arrested. If order cannot be restored by such removal, the members of the Committee may direct that the meeting room be cleared (except for representatives of the press or other news media not participating in the disturbance), and the session may continue.

Record of Meeting: Committee meetings are recorded. Copies of recordings are available at a nominal charge, or recordings may be listened to at MTC offices by appointment. Audiocasts are maintained on MTC's Web site (mtc.ca.gov) for public review for at least one year.

Accessibility and Title VI: MTC provides services/accommodations upon request to persons with disabilities and individuals who are limited-English proficient who wish to address Commission matters. For accommodations or translations assistance, please call 415.778.6757 or 415.778.6769 for TDD/TTY. We require three working days' notice to accommodate your request.

可及性和法令第六章: MTC 根據要求向希望來委員會討論有關事宜的殘疾人士及英語有限者提供服務/方便。需要便利設施或翻譯協助者, 請致電 415.778.6757 或 415.778.6769 TDD / TTY。我們要求您在三個工作日前告知, 以滿足您的要求。

Acceso y el Titulo VI: La MTC puede proveer asistencia/facilitar la comunicación a las personas discapacitadas y los individuos con conocimiento limitado del inglés quienes quieran dirigirse a la Comisión. Para solicitar asistencia, por favor llame al número 415.778.6757 o al 415.778.6769 para TDD/TTY. Requerimos que solicite asistencia con tres días hábiles de anticipación para poderle proveer asistencia.

Attachments are sent to Committee members, key staff and others as appropriate. Copies will be available at the meeting.

All items on the agenda are subject to action and/or change by the Committee. Actions recommended by staff are subject to change by the Committee.



Metropolitan Transportation Commission

101 Eighth Street,
Joseph P. Bort MetroCenter
Oakland, CA

Legislation Details (With Text)

File #: 15-1613 **Version:** 1 **Name:**

Type: Report **Status:** Informational

File created: 5/3/2016 **In control:** Regional Advisory Working Group

On agenda: 6/7/2016 **Final action:**

Title: Welcome, Introductions

Sponsors:

Indexes:

Code sections:

Attachments:

Date	Ver.	Action By	Action	Result
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Subject:
Welcome, Introductions

Presenter:
Miriam Chion, ABAG and Ken Kirkey, MTC



Metropolitan Transportation Commission

101 Eighth Street,
Joseph P. Bort MetroCenter
Oakland, CA

Legislation Details (With Text)

File #:	15-1626	Version:	1	Name:	
Type:	Report	Status:		Informational	
File created:	5/6/2016	In control:		Regional Advisory Working Group	
On agenda:	6/7/2016	Final action:			
Title:	One Bay Area Grant Program (OBAG 2) Update				

Proposed revisions to OBAG 2 Project Selection Criteria and Programming policies (MTC Resolution No. 4202, Attachment A), including recommendation for the distribution of additional FAST Act revenues and recommended approach for affordable housing policies.

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Date	Ver.	Action By	Action	Result
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Subject:

One Bay Area Grant Program (OBAG 2) Update

Proposed revisions to OBAG 2 Project Selection Criteria and Programming policies (MTC Resolution No. 4202, Attachment A), including recommendation for the distribution of additional FAST Act revenues and recommended approach for affordable housing policies.

Presenter:

Mallory Atkinson, MTC

Recommended Action:

Information

Attachments



METROPOLITAN
TRANSPORTATION
COMMISSION

Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105
415.778.6700
www.mtc.ca.gov

TO: Regional Advisory Working Group

DATE: June 1, 2016

FR: Mallory Atkinson, MTC

RE: One Bay Area Grant Program 2 (OBAG 2) Update

Staff has been developing potential approaches for the Commission's consideration for revisions to the second cycle of the One Bay Area Grant program (OBAG 2). These revisions are related to the increased revenue estimates and a potential approach for affordable housing and anti-displacement. This memo provides an overview of staff's recommended approach for both of these items.

Increased Revenues

As a result of the Fixing America's Surface Transportation Act (FAST), signed into law in December 2015, the Bay Area's share of federal Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds is estimated to increase approximately \$72 million through the end of the OBAG 2 cycle (FY18 - FY22). This unexpected boost in revenues presents an opportunity to address critical challenges facing the Bay Area, including housing affordability and congestion/transit crowding on key transportation corridors.

Additional funds are also available for distribution from MTC's existing exchange account. These funds originally came to the region as STP/CMAQ allocations, but were later exchanged for non-Federal funds through agreements with specific project sponsors. MTC is proposing to use \$10 million from this exchange account to create a pilot program under OBAG 2. Additional details on the pilot program are provided below in the recommended approach.

Housing Considerations

In adopting the OBAG 2 project selection and programming policies (MTC Resolution No. 4202) in November 2015, the Commission directed staff to develop a recommendation for potential affordable housing and anti-displacement policies. Since that time, staff has been working with the Partnership working groups and other stakeholders to develop a recommended approach.

Discussions have centered around three implementation concepts: an incentive approach that would provide a bonus for local jurisdictions that produce housing to help address the region's housing crisis, a direct investment in affordable housing preservation, or a regulatory approach conditioning the receipt of OBAG 2 funds on the adoption of local housing policies.

Recommended Approach

Considering feedback received to date from the Commission, Bay Area Partnership Board, working groups, and stakeholder comments, staff has developed the following recommendation for distributing the additional FAST revenues and exchange account funds, and an approach for affordable housing and anti-displacement for the OBAG 2 program.

1. Additional FAST Revenues

Regional Program: Bay Bridge Corridor Capacity Project

Consistent with the adopted OBAG 2 framework, staff recommends directing 55% of the increased FAST revenues (\$40 million) to near-term regional transportation priorities. For this unexpected revenue, however, staff recommends focusing specifically on congestion relief and transit crowding on the Bay Bridge Corridor.

The San Francisco-Oakland Bay Bridge Corridor is the single most congested corridor in the region by a considerable margin. In 2015, the eastbound approach was again the most congested corridor in the Bay Area and the westbound approach was the second most congested. In total, this bridge corridor endures nearly 27,000 vehicle-hours of daily delay and carries 270,000 vehicles across the bay. The daily corridor delays for other east-west bay crossings are significantly lower by comparison. Transbay peak transit services are also at capacity with San Francisco Bay Area Rapid Transit District (BART), buses and ferries all experiencing crush loads.

Given that vehicle demand exceeds capacity on the Bay Bridge, we must move more people in fewer vehicles to make more efficient use of the bridge's core capacity. Currently, assuming vehicles have an average of four seats, 48 percent of those seats are empty – this is unused capacity. But if we fill 16,000 empty seats per hour, this would be the equivalent of 70 percent of the BART tube capacity. Implementation of near-term, cost-effective operational improvements that offer travel time savings, reliability and lower costs for carpooling and bus/ferry transit use will not only increase person throughput but also reduce congestion, incidents, and emissions in the bridge corridor. The proposed near-term strategies that can be implemented over the next few years are as follows:

- **Operational Strategies:** a) To provide direct bus/ high-occupancy vehicle (HOV) access to the toll plaza, convert the shoulder to a Bus/HOV lane on the West Grand Ave. on-ramp; b) to facilitate carpooling and bus access in the eastbound direction, institute tolling and violation detection on Sterling Street on-ramp; c) to make carpooling more accessible and convenient, establish more formal casual carpool pick-up/drop-off points in San Francisco and along the I-80 corridor through Alameda, Contra Costa and Solano counties; and d) deploy integrated corridor mobility technologies that connect the bridge metering lights with other technology deployments along I-80, I-580 and I-880 corridors that feed into the toll plaza.
- **Transit Core Strategies:** a) To meet unmet demand, increase ferry and express bus frequencies and services levels in high demand, congested corridors; b) to improve express bus travel time reliability and speeds, deploy arterial technologies and transit signal priority on major arterials; and c) to facilitate greater ridesharing, provide more commuter parking facilities.
- **Shared Mobility Strategies:** a) to take advantage of new and growing shared mobility services, at no cost, identify ways to encourage and direct these services to operate within the bridge corridor and b) to boost vanpooling, provide easy ways for vanpool formation.

The \$40 million in OBAG 2 funds would leverage current congestion relief efforts and shore up transit funding for near-term capacity expansion projects within the Bay Bridge Corridor.

Housing Production Incentive: "80K by 2020 Challenge"

Staff recommends directing the remaining 45% of the additional FAST revenues (\$32 million) to local jurisdictions that produce low and moderate income housing. Staff proposes to distribute the funds through a challenge grant program for the local jurisdictions that produce the most housing units at the very low, low, and moderate income levels.

The proposed concept for this program is to set a six year target for production of low and moderate income housing units (2015 through 2020), based on the housing unit needs identified through the Regional Housing Needs Allocation (RHNA) for 2014-22. The target for the proposed challenge grant period is 80,000 low and moderate income units (35,000 very low, 22,000 low and 25,000 moderate units).

At the end of the production challenge cycle, MTC will distribute grant funds to the jurisdictions that contribute the most toward reaching the regional production target. To keep the grant size large enough to serve as an incentive for housing production, the grant program would be limited to no more than the top ten producers of affordable housing units, or fewer, if the 80,000 unit target is reached by less than ten cities. Staff will provide annual progress reports on production of affordable housing units.

Staff also recommends limiting the program to jurisdictions with adopted Priority Development Areas (PDAs), although affordable housing production could occur anywhere within the jurisdiction. The funds provided would be STP/CMAQ, and would need to be used only for federally eligible transportation purposes.

2. Housing Investment

Affordable Housing Pilot: Naturally Occurring Affordable Housing (NOAH)

In addition to the \$72 million in FAST revenues, staff recommends directing \$10 million in existing exchange account funds to develop a revolving loan for the preservation of existing affordable housing. The NOAH fund will complement current Transit-Oriented Affordable Housing loan products for new construction by buying apartment buildings to create long-term affordability where displacement risk is high and to secure long-term affordability in currently subsidized units that are set to expire. Staff suggests the following conditions of approval for the NOAH investment:

- I. MTC's investment in NOAH will be leveraged at least 5:1, creating an investment pool of \$50 million.
- II. NOAH investments will be made in Priority Development or Transit Priority Areas.

3. Base OBAG 2 Program Proposed Revisions

Regional Priority Development Area (PDA) Planning: Program Revisions

As adopted, the Regional PDA Planning program provides technical assistance and planning support to local jurisdictions through a grant program in order to achieve the land uses set forth in Plan Bay Area. Staff encourages jurisdictions facing the pressures of displacement and affordable housing impacts to apply for the use of these funds to tackle these issues; applications from jurisdictions facing these pressure will be awarded extra points during application scoring. In addition, staff recommends including a revision to the program to direct \$1.5 million from the Regional PDA planning funds to update Community Based Transportation Plans (CBTPs) in communities at risk of displacement.

Additional Considerations

At the request of stakeholders and interested parties, staff also considered requiring local adoption of affordable housing and anti-displacement policies as a requirement to receive OBAG 2 funding. While this regulatory approach could encourage some jurisdictions to adopt additional housing policies, the impacts appear to be misdirected, with burdens falling predominantly on smaller or more rural jurisdictions, rather than the cities facing the brunt of the housing affordability crisis. As a result, any impact from this requirement would be minimal in terms of addressing the issue at a region-wide level. Some jurisdictions facing the greatest pressures of displacement and affordability, San Francisco, Berkeley, San Jose, and Oakland for example, have already adopted numerous policies and protections, and would thus be unaffected by this requirements-based approach. Conversely, a disproportionate impact would likely be placed on smaller or more rural jurisdictions, such as Vacaville, Colma, and Lafayette.

Recommended Approach - Summary

Program	Amount	Fund Source	Additional Information
Bay Bridge Corridor Capacity Transportation Investment	\$40 million	FAST Revenues	Regional Priority Corridor: <ul style="list-style-type: none"> • Bay Bridge Corridor Capacity Project
Local Housing Production Incentive	\$32 million	FAST Revenues	80K by 2020 Challenge: <ul style="list-style-type: none"> • Top producers (up to 10) • 2015-2020 (6 years) • 82,000 regional target • Funds must be used for STP/CMAQ eligible transportation purposes
Affordable Housing Pilot Investment	\$10 million	Exchange Account	Naturally-Occurring Affordable Housing (NOAH): <ul style="list-style-type: none"> • Pilot revolving fund for preservation of affordable housing
Regional PDA Planning	\$20 million	Adopted OBAG 2	Revisions to adopted program: <ul style="list-style-type: none"> • Technical assistance and planning support related to affordable housing/anti-displacement • Direct portion of program to Community Based Transportation Plans (CBTP) updates

Timeline

Given that the additional FAST revenues and policy discussions related to anti-displacement strategies and affordable housing will affect the county call for projects, staff proposes to delay the schedule for project submittal. A revised county program schedule will be presented to the Commission this spring as part of the proposed OBAG 2 revisions.

2016
March - June
Develop Draft Proposal/Options <ul style="list-style-type: none">• Further discussion of FAST revenues, anti-displacement/affordable housing<ul style="list-style-type: none">○ Commission Workshop - April○ Bay Area Partnership, advisory and working groups○ Policy Advisory Council• Develop and refine OBAG 2 proposal based on feedback
July
Adopt OBAG 2 Revisions & Regional Housing Approach <ul style="list-style-type: none">• Finalize proposed OBAG 2 program revisions<ul style="list-style-type: none">○ Policy Advisory Council○ Partnership advisory and working groups• Present OBAG 2 program revisions for adoption<ul style="list-style-type: none">○ Programming and Allocations Committee, Commission

J:\PROJECT\2017 RTP_SCS\RAWG\2016\06_RAWG_June 2016\2_OBAG 2 Update_June.docx

OBAG 2 Program Status

November 18, 2015

OBAG 2 adopted
MTC Resolution No. 4202

- Placeholder for potential affordable housing policies
- County CMA process delayed accordingly

December 4, 2015

FAST Act signed
New 5-year authorization



\$72 million in additional program revenues

July 2016

OBAG 2 Revisions
(tentative)

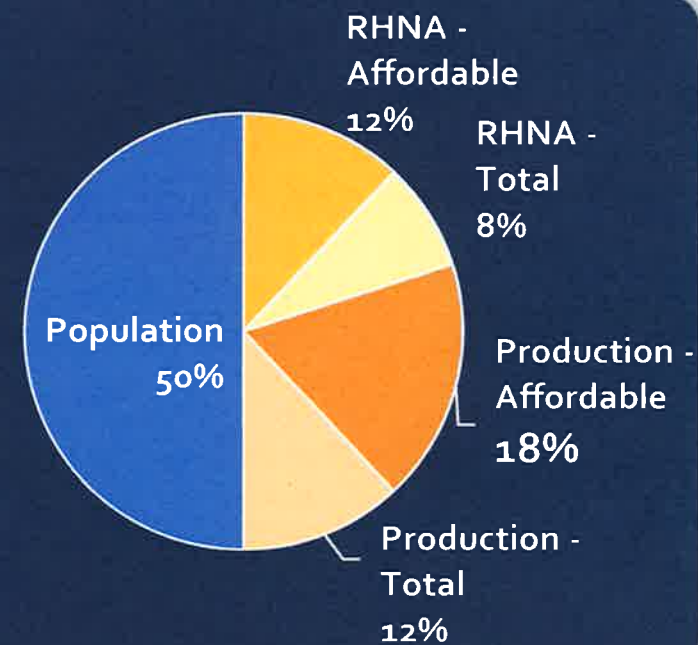
- Increased revenues
- Housing considerations
- Revised timeline for County CMA process

OBAG 2 Overview

Program Funding

	OBAG 1	OBAG 2*
Regional Planning Activities	\$8	\$10
Pavement Management Program	\$9	\$9
Regional PDA Planning	\$20	\$20
Climate Initiatives Program	\$22	\$22
Priority Conservation Area (PCA)	\$10	\$16
Regional Operations Programs	\$184	\$170
Transit Priorities Program	\$201	\$189
County CMA Program	\$372	\$354
Regional Subtotal	\$454	\$436
County CMA Subtotal	\$372	\$354
Total OBAG Program	\$827	\$790

County Distribution



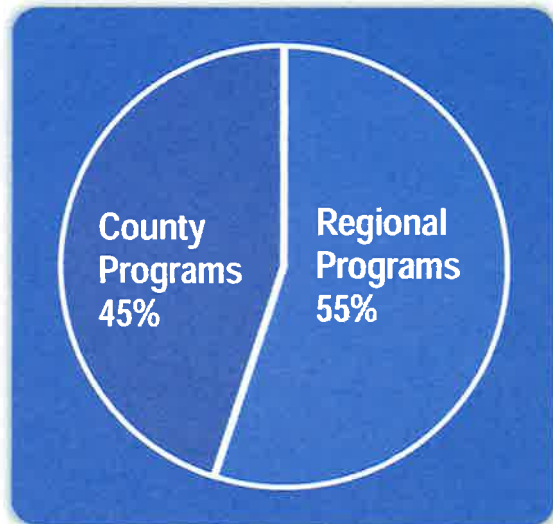
* As adopted on November 18, 2015.

Millions \$, rounded

Staff Recommendation:

1. FAST Revenues — \$72 million

OBAG 2 Framework



Regional Program Bay Bridge Forward

**Direct \$40 million to
address capacity
constraints**



Housing Production Incentive

"80K by 2020 Challenge"

**Direct \$32 million to
reward housing**



Staff Recommendation:

1. FAST Revenues — \$72 million (continued)

Regional Program

Bay Bridge Forward

Direct **\$40 million** to address capacity constraints

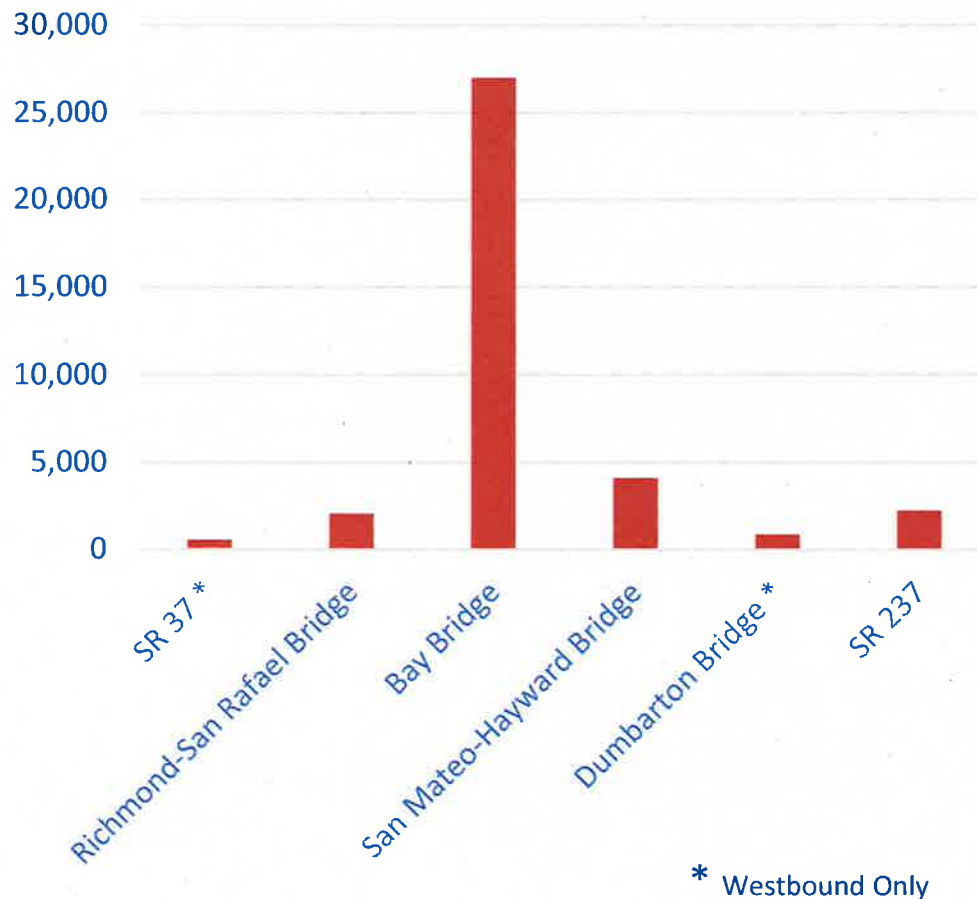


Photo: Noah Berger

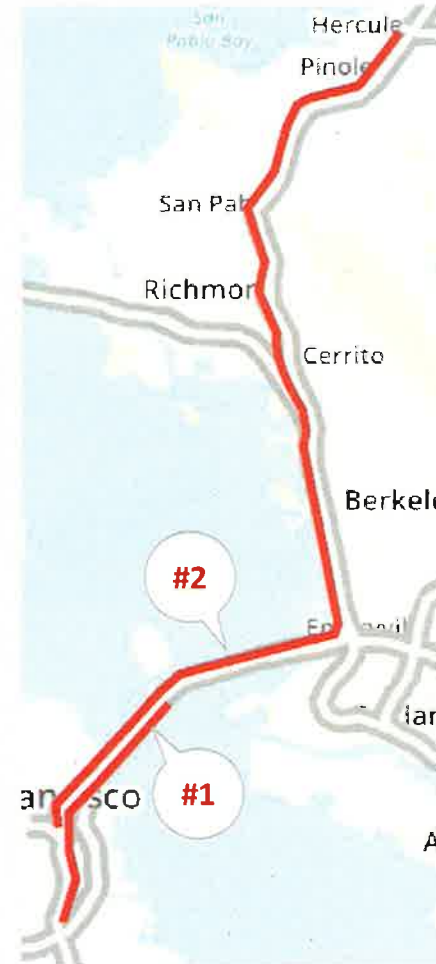
- ▶ Bridge is at maximum vehicle capacity in peak hours, but increasing vehicle occupancy can address growing demand
- ▶ Goal to increase *person* throughput [move more people in fewer cars]
 - **HOV improvements**
 - **Transit core improvements**
 - **Shared mobility services**
- ▶ Tie-in with Managed Lanes Implementation Plan, Bay Area Express Lanes Network, All Electronic Tolling Study, and Core Capacity Transit Study

Bay Bridge Corridor: Most Congested East-West Bay Crossing

East-West Bay Crossings Daily Vehicle Hours of Delay



Bay Bridge tops 2015 Bay Area Congested Segments List

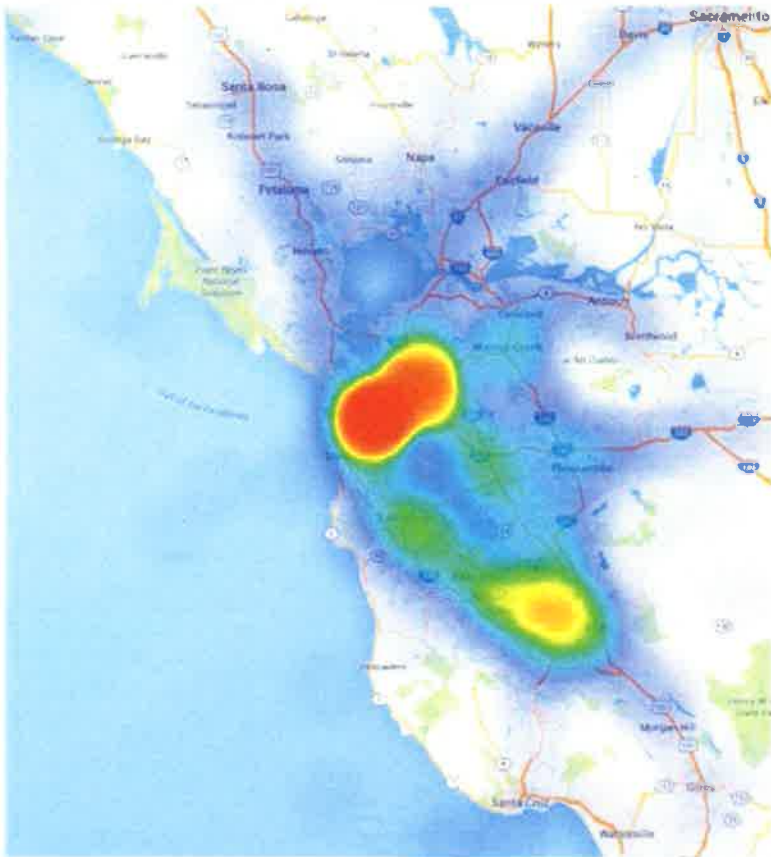


Bay Bridge

- **#1 congested segment:**
Eastbound I-80
- **#2 congested segment:**
Westbound I-80
- **260,000** vehicles
daily

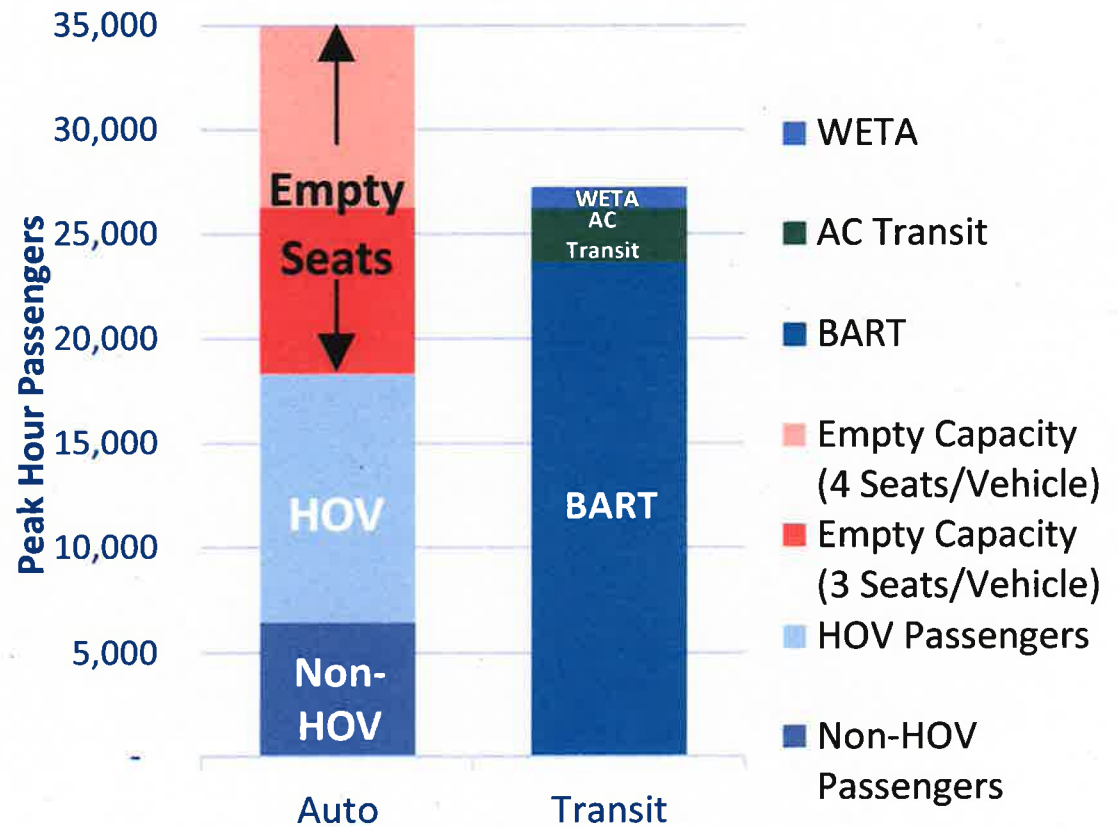
Opportunity: Utilize Empty Seats

Where do Bay Area residents experience the most traffic frustration?



Source: Bay Area Council 2016 Poll

Transbay WB Peak Hour

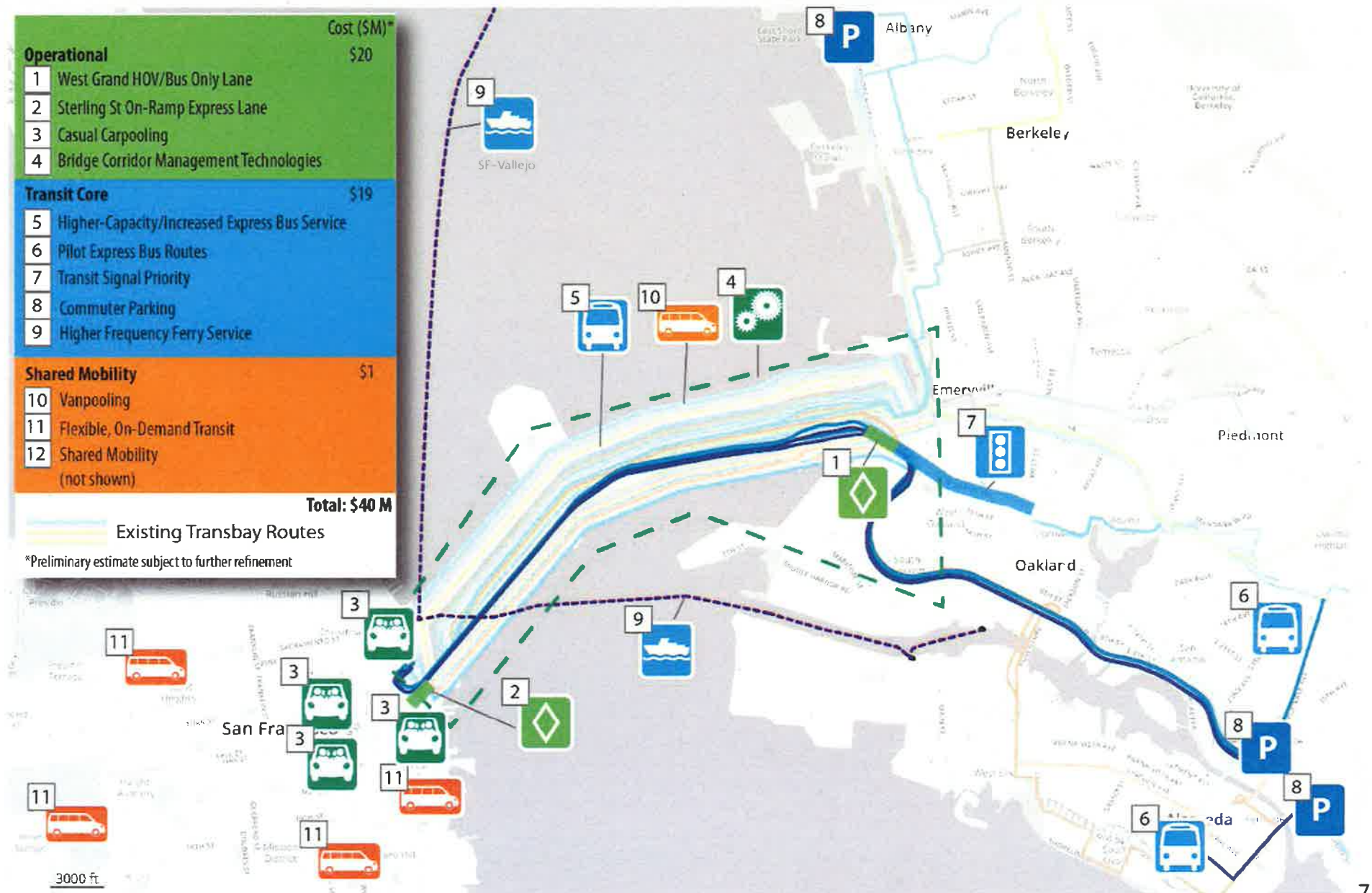


4 seats/vehicle → 48% seats are empty

16,000+ empty seats/hour = 70% of BART Tube Capacity

Source: BATA 2015, Caltrans 2014, MTC 2015

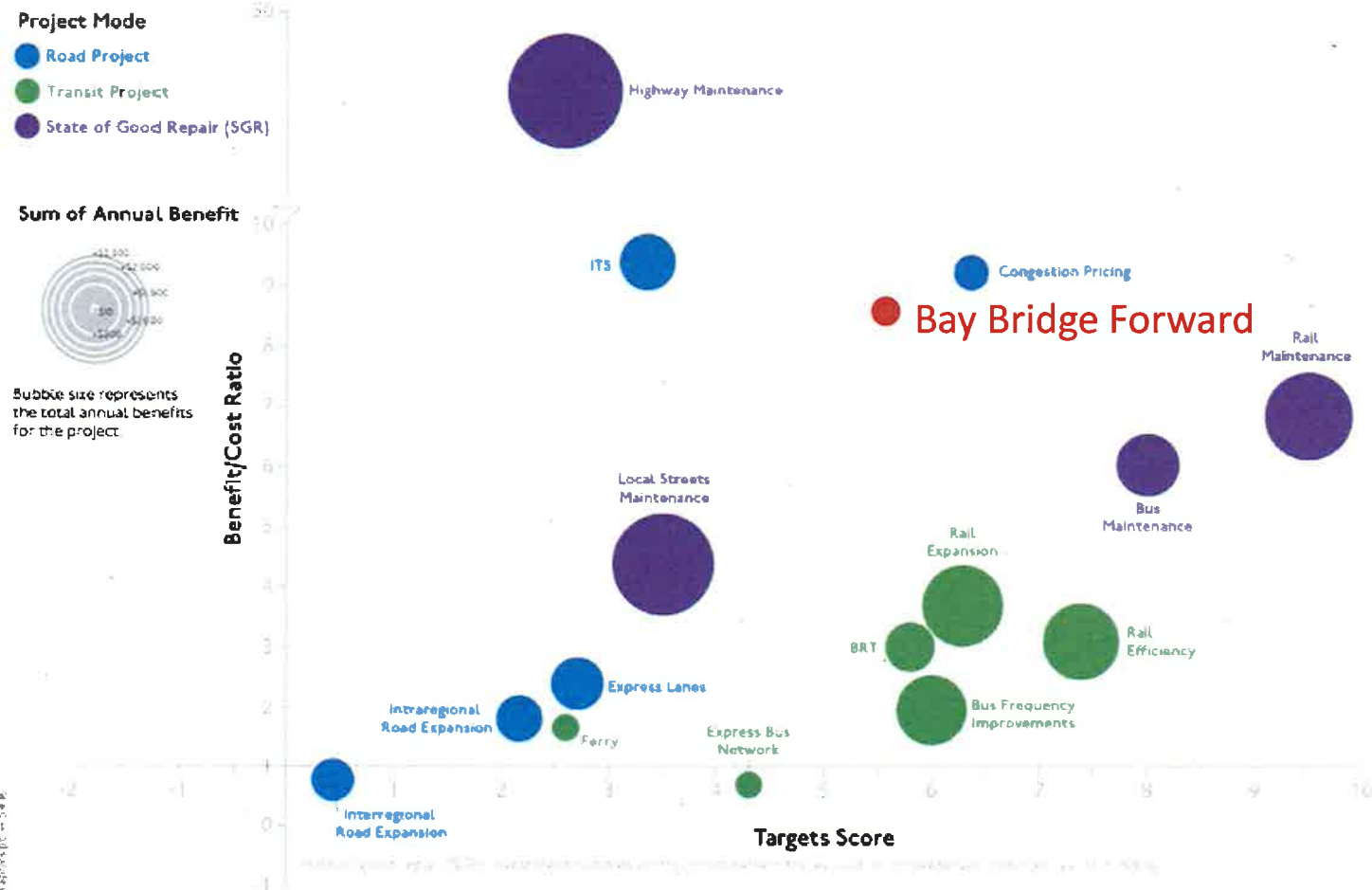
Bay Bridge Forward: Near-Term, Low-Cost, & High-Impact Efficiency Strategies



Bay Bridge Forward: A High Performing Project

Plan Bay Area 2040

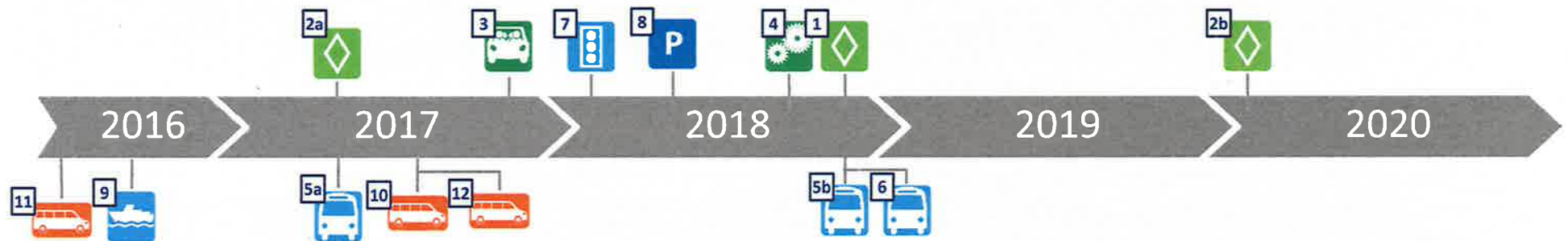
Project Performance Assessment:
Overall Results by Project Type



Note: benefit-cost ratio is estimated from similar project types evaluated in Plan Bay Area 2040

Bay Bridge Forward:

Detail & Timeline



#	Type	Near-Term Improvement
1		West Grand HOV/Bus Only Lane – Convert shoulder of on-ramp to Bus/HOV only lane
2		Sterling St Express Lane – a. Pilot HOV enforcement technology. b. Convert HOV to express lane
3		Casual Carpool – Establish casual carpooling pick-up locations at key locations in San Francisco and along I-80
4		Integrated Bridge Corridor – Integrate and optimize traffic management systems at all bridge approaches
5		Higher Capacity/Increased Express Bus Service – a. Operate additional fleets for Transbay bus and ferry (Alameda, Oakland and Vallejo ferries). b. Add double-decker buses for highest ridership, most impacted Transbay bus routes.
6		Pilot Express Bus Routes – Pilot new AC Transit Transbay routes to serve high demand inner East Bay markets
7		Transit Signal Priority – Add Transit Signal Priority to West Grand
8		Commuter Parking – Establish commuter parking in East Bay to encourage carpool and express bus ridership
9		Higher Frequency Ferry Service – Pilot increased Alameda, Oakland and Vallejo services
10		Vanpooling – Provide increased vanpooling opportunities in the Bay Bridge corridor
11		Flexible On-Demand Transit – Provide on-demand transit services between East Bay and San Francisco
12		Shared Mobility – Zero-dollar partnership with shared mobility providers to take advantage of improvements

Staff Recommendation:

1. FAST Revenues — \$72 million (continued)

Housing Production Incentive

“80K by 2020 Challenge”

Direct **\$32 million** to reward housing production



Photo: Bridge Housing, Armstrong Place

- ▶ **Six year target** of low and moderate income housing production (2015 through 2020)
- ▶ **80,000 unit** target based on 2014-2022 RHNA
- ▶ **Grant funds awarded to jurisdictions** that contribute the most toward target (limited to top 10)
- ▶ Grants for eligible **transportation projects**
- ▶ Jurisdictions must have an adopted **Priority Development Area (PDA)** to be eligible

Staff Recommendation:

2. Housing Investment

Affordable Housing Pilot

Naturally Occurring Affordable Housing (NOAH)

Direct **\$10 million** for revolving loan for the preservation of existing affordable housing



- ▶ Complement current TOAH loan by buying apartment buildings to create **long-term affordability** where displacement risk is high & secure long-term affordability in currently subsidized units that are set to expire
- ▶ **\$10 million** in existing exchange account funds
- ▶ Investment **leveraged at least 5:1**, creating an investment pool of \$50 million
- ▶ Investments made in **PDA**s or **Transit Priority Areas**

Staff Recommendation:

3. Base OBAG 2 Program Revisions

Regional PDA Planning

Program revisions related to planning for affordable housing and addressing anti-



- ▶ Current program includes technical assistance and planning support
- ▶ Revision to give additional weight to jurisdictions facing pressures of displacement and affordable housing
- ▶ Revision to direct \$1.5 million of the adopted PDA program (\$20 million total) to update Community Based Transportation Plans (CBTPs) in communities at-risk of displacement

Staff Recommendation: Summary of Proposed Updates

Recommended OBAG 2 Revisions

Millions \$, rounded

Program/Project	Amount	Fund Source	Additional Information
Bay Bridge Corridor Capacity Project	\$40	FAST	<ul style="list-style-type: none"> • Bay Bridge Corridor Capacity Project
Housing Production Incentive	\$32	FAST	<ul style="list-style-type: none"> • 80K by 2020 Challenge • Top producers (up to 10) • 2015-2020 (6 years)
Affordable Housing Pilot Investment	\$10	Exchange Acct.	<ul style="list-style-type: none"> • Naturally-Occurring Affordable Housing (NOAH) • Pilot revolving fund for preservation of affordable housing
Regional PDA Planning	\$20	OBAG 2, as adopted	<ul style="list-style-type: none"> • Technical assistance and planning support related to affordable housing/anti-displacement • Direct portion of program to CBTP updates

From: [Ken Kirkey](#)
To: [Paul Campos](#)
Cc: [Steve Heminger](#); [Alix Bockelman](#); [Anne Richman](#); [Doug Johnson](#); [Vikrant Sood](#); [Martha Silver](#)
Subject: OBAG Agenda item--RAWG
Date: Saturday, June 04, 2016 12:45:38 PM

Paul, thanks for the feedback.
Have a good weekend.

Ken

Sent from my iPhone

On Jun 3, 2016, at 6:05 PM, Paul Campos <pcampos@biabayarea.org> wrote:

Dear Ken and Kimberly,

I am unable to attend next week's RAWG meeting but wanted to communicate BIA Bay Area's strong support for the staff recommendations set forth in the report accompanying the OBAG agenda item. The staff recommendation represents a thoughtful and productive approach to both the additional \$72 million in FAST funds and the base OBAG program. BIA is especially pleased that the proposal makes rewarding actual housing production a priority for the additional FAST transportation funds. BIA is also strongly supportive of staff's recommended approach for dealing with the question of local housing and displacement policy in the base OBAG program, as we viewed the alternative so-called "regulatory approach" to be very counterproductive.

Best regards,

--

Paul Campos
Sr. Vice President, Governmental Affairs
General Counsel
Building Industry Association of the Bay Area
pcampos@biabayarea.org
415.223.3775 (Mobile)

Contra Costa Centre Transit Village
1350 Treat Blvd., Suite 140
Walnut Creek, CA 94597



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(408) 445-8500 • (408) 445-7766 • www.sccaor.com

Miriam Chion, ABAG Director of Planning & Research
Ken Kirkey, MTC Planning Director
Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105-2066

Dear MTC and ABAG Staff,

The Santa Clara County Association of REALTORS® (SCCAOR) supports the staff recommendations listed in agenda item 2 on the June 7, 2016 Regional Advisory Working Group agenda. This item discusses the OBAG 2 Update, including recommendations for the distribution of additional FAST Act revenues and recommended approach for affordable housing policies.

SCCAOR recognizes the need for housing of all types to be developed so that families, workers, and individuals can continue to live and work in the Bay Area. To that end, MTC and ABAG staff has prudently recommended an approach that incentivizes the creation of affordable housing in the Bay Area through the “80k by 2020 Challenge.” This program would distribute funds through a challenge grant for local jurisdictions, thereby leveraging resources to produce affordable housing.

We also agree with the staff recommendation that a “regulatory” approach would be “misdirected.” Any attempt to regulate your way into creating more affordable housing is not a sustainable approach. We are optimistic that the incentive based approaches will encourage jurisdictions to create needed affordable housing supply to meet the demand in our region.

Sincerely,

Vincent Rocha
Director of Governemnt Affairs
Santa Clara County Association of REALTORS®

CALIFORNIA'S FIRST REAL ESTATE BOARD

SCCAOR exists to meet the business, professional and legislative needs of the real estate industry and to protect private property rights.



June 6, 2016

SENT VIA EMAIL

Regional Advisory Working Group
Metropolitan Transportation Commission
375 Beale Street, Suite 800
San Francisco, CA 94105-2066

Re: **One Bay Area Grant Program 2 (OBAG 2) Update**

Dear Regional Advisory Working Group,

The Bay Area Council writes to support MTC staff's proposed revisions to OBAG 2 Project Selection Criteria and Programming policies.

Our region faces an unprecedented housing crisis that impacts every family, worker, and company. Chronic underproduction of housing over decades has resulted in a supply-demand mismatch that has driven up housing costs across the region and the State. The Legislative Analyst's Office reports that coastal communities across California implement formal growth control measures that stifle housing, on average, five per year.

That is why the Bay Area Council supports MTC staff's recommendation to reward jurisdictions that produce low and moderate income housing with funds for local transportation purposes. We believe it is important to incentivize housing production and reward the "good players" who are producing housing by allocating a percentage of FAST funds to cities that build.

The Bay Area Council also supports staff's caution to the requests to make OBAG funding contingent upon affordable housing and anti-displacement policies, since although well-intentioned, many of these policies are counterproductive and do not ease displacement.

As a necessary step toward mitigating the housing crisis, we encourage you to adopt MTC staff recommendations.

Sincerely,

A handwritten signature in black ink, appearing to read 'Matt Regan'.

Matt Regan
Senior Vice President, Public Policy
Bay Area Council



Metropolitan Transportation Commission

101 Eighth Street,
Joseph P. Bort MetroCenter
Oakland, CA

Legislation Details (With Text)

File #: 15-1685 **Version:** 1 **Name:**
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Title: Core Capacity Transit Study

Update on the Core Capacity Transit Study, a collaborative effort to prioritize investments that will improve travel on public transportation to and from the San Francisco Core.

Sponsors:

Indexes:

Code sections:

Attachments: [3 Core Capacity Transit Study](#)

Date	Ver.	Action By	Action	Result
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Subject:

Core Capacity Transit Study

Update on the Core Capacity Transit Study, a collaborative effort to prioritize investments that will improve travel on public transportation to and from the San Francisco Core.

Presenter:

Matt Maloney, MTC

Recommended Action:

Information

Attachments



METROPOLITAN
TRANSPORTATION
COMMISSION

Agenda Item 3
Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105
TEL 415.778.6700
WEB www.mtc.ca.gov

Memorandum

TO: Regional Advisory Working Group

DATE: June 1, 2016

FR: Matt Maloney

RE: Core Capacity Transit Study

Background

The Core Capacity Transit Study (CCTS) is an ongoing, multi-agency effort to evaluate and prioritize short-, medium-, and long-term transit investments and strategies to address existing and forecasted capacity constraints serving the San Francisco central business district, or Core. The investment and policy priorities of the study will be advanced for further consideration in Plan Bay Area 2040. MTC is the lead agency on the study, working in close partnership with Alameda-Contra Costa Transit District (AC Transit), San Francisco Bay Area Rapid Transit District (BART), Caltrain, San Francisco County Transportation Authority, San Francisco Municipal Transportation Agency, and the San Francisco Bay Area Water Emergency Transportation Authority (WETA).

The CCTS Study Area includes two primary transit corridors: the Transbay Corridor and the San Francisco Metro Corridor. Today, staff will focus on CCTS progress in analyzing existing and future conditions for the Transbay Corridor.

Transbay Corridor Existing and Future Conditions

Over the past five years, travel through the Transbay Corridor has experienced significant growth, placing unprecedented demand on the transit network. Between 2010 and 2015, trips on the three main transit providers, AC Transit, BART, and WETA, have grown 42%, or about 8,600 new peak-hour transit riders. In 2015, transit travel in the corridor's AM peak hour reached 105% of its intended capacity.

Transit operators have a number of projects in development that will help to address capacity shortfalls over the next 5-10 years, and it is critical that these "prerequisite" projects be supported and advanced. The most prominent of them is BART's new train control system, which will enable it to run trains closer together through the Transbay Tube. Effective Bay Bridge management is also key to managing capacity, since without significant changes in bridge mode share or vehicle occupancy, nearly all future growth will need to be met by transit.

Today, passengers are experiencing crowding, diminished reliability, and limited travel flexibility in the corridor. The transportation system struggles to withstand service disruptions, both man-made and natural. Even with the implementation of the set of prerequisite projects, demand is significantly likely to outpace capacity in the corridor without additional short,

medium, and long term transit investments. To maintain corridor transportation capacity enough to meet demands in the future, the region must begin planning a coordinated path forward today.

Transbay Short and Medium - Term Packages

The CCTS has identified additional short and medium term transit investments and transportation policies that can address anticipated future growth beyond the capacity increases of the prerequisite projects. These packages include a set of common projects including fleet and service expansions as well as “package-specific” projects including a dynamic bridge toll increase, surface street transit priority, and dedicated lanes providing direct, dedicated access for Transbay buses. The study team is working now to flesh out specific project definitions and service characteristics, and will evaluate these packages with the goal of informing the Plan Bay Area 2040 investment strategy in September.

Long Term Strategies

The study is also working to define a set of long term strategies for 2030 and beyond. Upcoming work will focus on operator perspectives, market assessment findings for San Francisco and Oakland, and local, regional, and state policy considerations. Based on the short and medium term package evaluation, long-term investments could potentially incorporate ideas such as a potential second transit underwater crossing, the impact of emerging technologies such as autonomous vehicles, and other capital or operational improvements for the corridor.

Stakeholder Engagement Process

The study is seeking input from interested groups and individuals throughout the process. The study team has conducted a series of one-on-one meetings with business, environmental, and equity groups. The study will have a display at the Plan Bay Area 2040 workshops in San Francisco and Alameda counties. Starting in December 2016, the study will work to engage community stakeholders and members of the public on long-term strategies. The final report will be complete in March 2017.

Core Capacity Transit Study- Progress Update

CORE CAPACITY TRANSIT STUDY



Regional Advisory Working Group
June 7, 2016

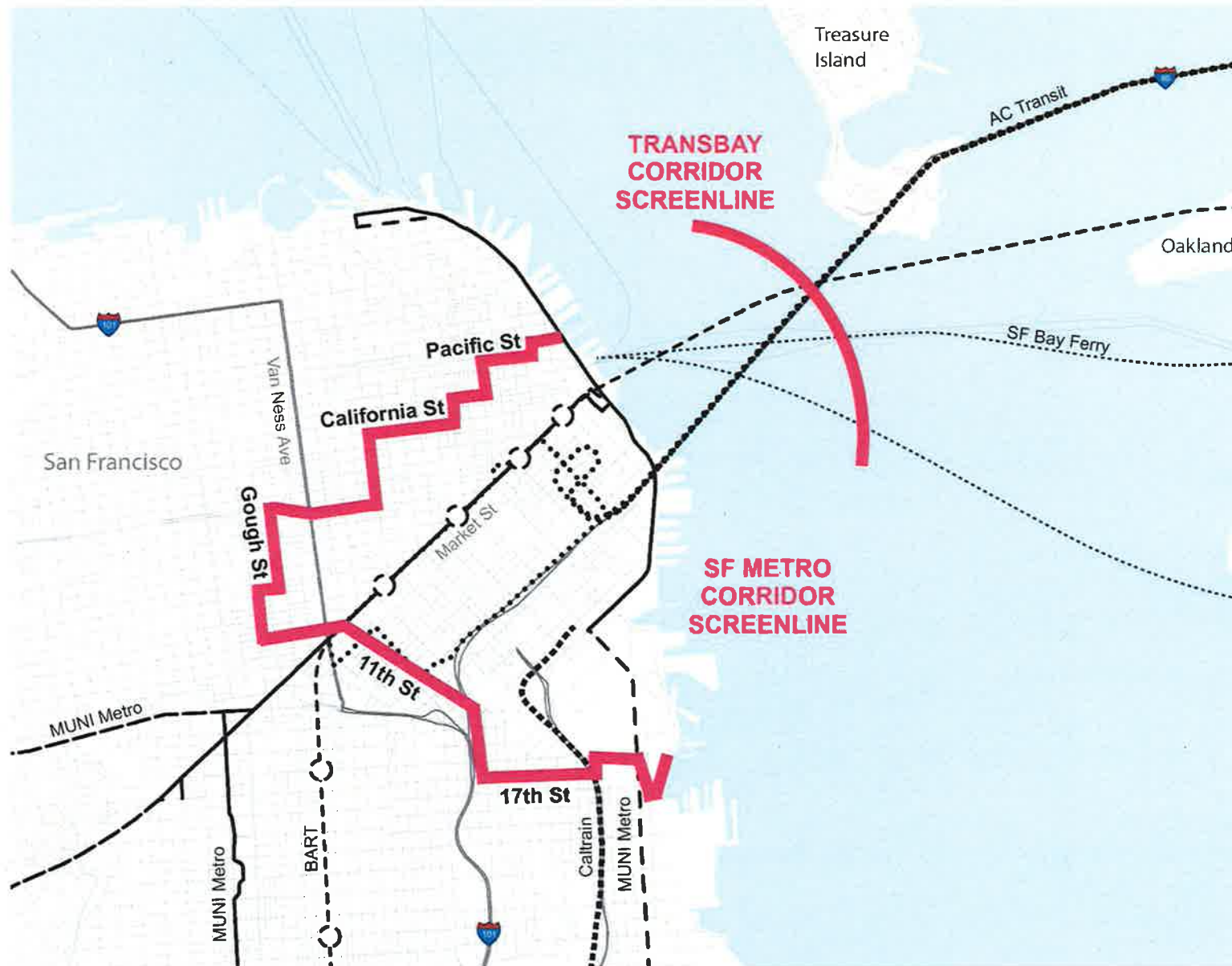
Study Purpose

- Multi-agency effort focused on increasing transit capacity to the San Francisco Core:



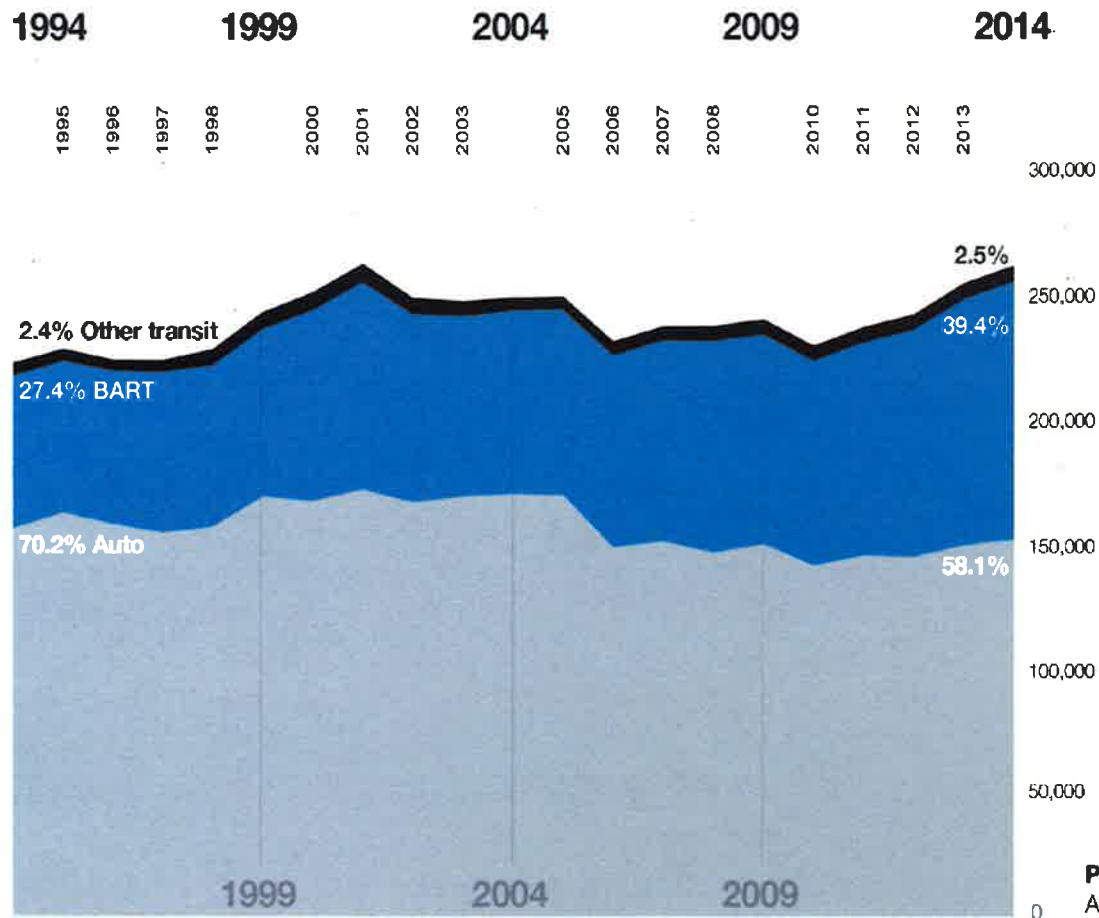
- Develop and recommend projects and strategies by timeframe
 - Short term: to 2020
 - Medium term: 2020-2030
 - Long term: 2030+
- Use short and medium term projects to inform, identify and consider potential long term strategies

Study Area and Corridors

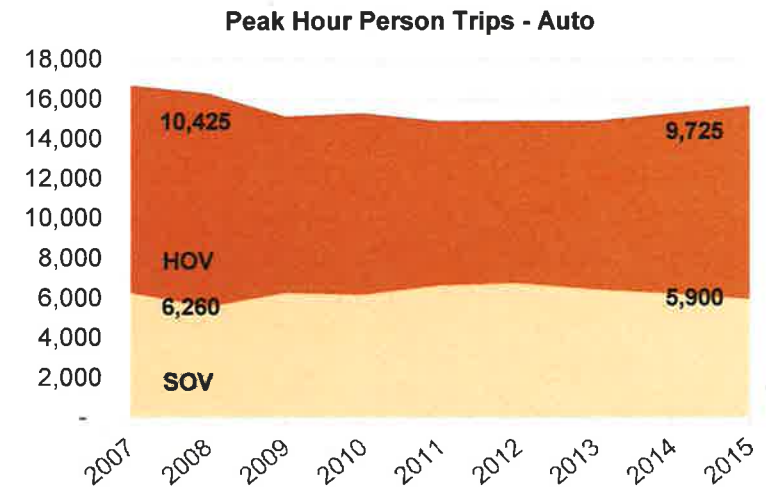


Historical Share of Demand

Daily Travel – Transbay Corridor
Westbound



Person Trips By Auto -
Westbound Peak Hour



Prerequisite Transbay Projects

Tier 1: Fully funded

Tier 2: Not Fully Funded

Tier	Timeframe	Sponsor	Project
1	Short Term	AC Transit	AC Transit Richmond Facility Reopening
1	Short Term	BART	BART Additional Cars – Fleet Transition
1	Short Term	WETA	WETA Maintenance Facilities Alameda, Vallejo
1	Short Term	WETA	WETA Richmond-SF Ferry Service
1	Short Term	WETA	WETA SF Ferry Terminal Expansion
1	Short Term	WETA	WETA SF Fleet Replacement & Expansion
1	Short Term	Caltrans	I-80 Integrated Corridor Mobility
1	Short Term	TJPA	Transbay Terminal (Phase 1)
1	Short Term	TJPA	AC Transit Bus Ramp to Transbay terminal
2	Short Term	AC Transit	AC Transit Fleet Expansion (40 buses)
2	Short Term	AC Transit	AC Transit West County Bus Facility (new)
2	Short Term	BART	BART Hayward Maintenance Complex, Phase 1
2	Medium Term	BART	BART Additional Railcars – Core Capacity
2	Medium Term	BART	BART Metro Program
2	Medium Term	BART	BART Traction Power System
2	Medium Term	BART	BART Train Control System
2	Medium Term	BART	BART Hayward Maintenance Complex, Phase 2

Prerequisite Projects By Operator

Transbay Corridor

Existing Conditions

Westbound to SF Core
AM Peak Hour

10,000 People in Cars

29,000 Transit Trips

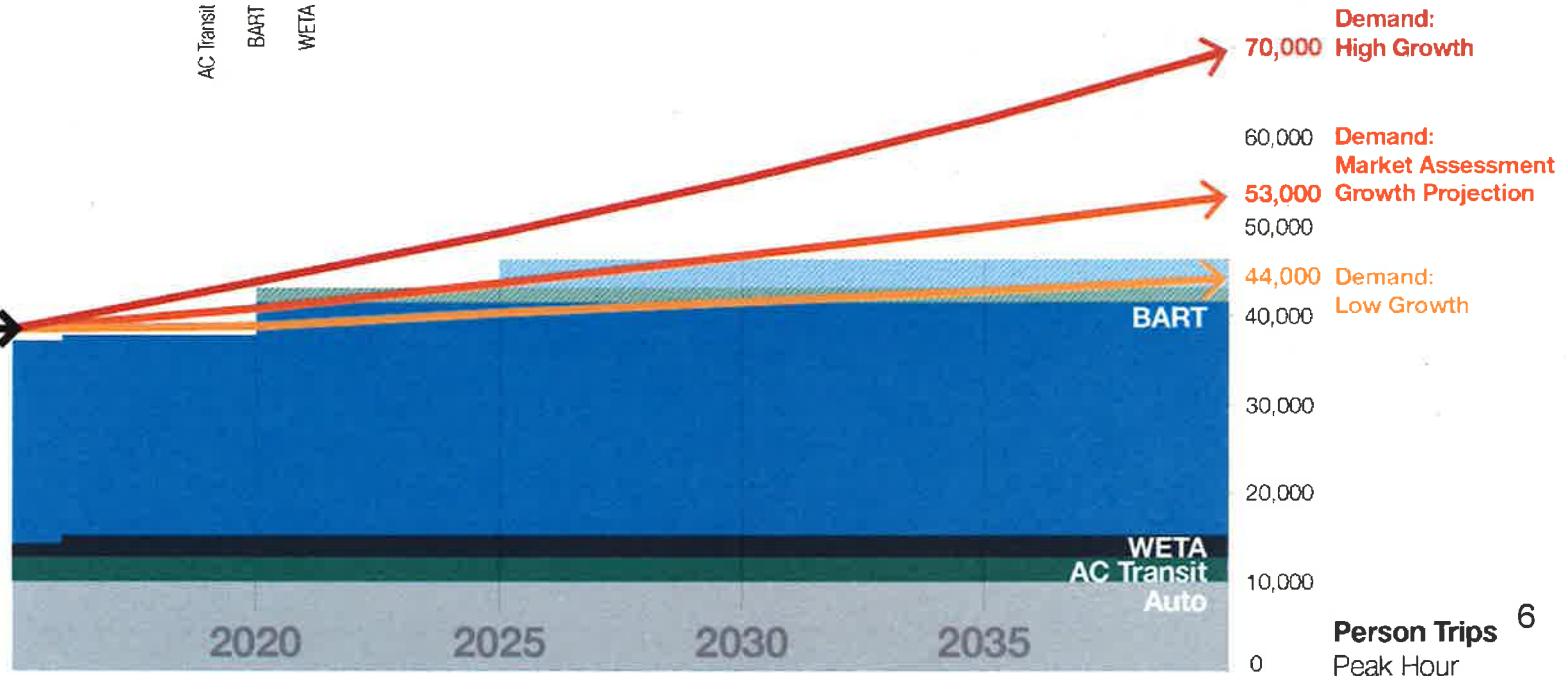
2,700 AC Transit & WestCAT bus

25,000 BART

1,300 WETA ferry

Additional Transit Capacity

Prerequisite/
Planned Projects



Transbay Corridor Demand Forecast

Transbay Corridor

Existing Conditions

Westbound to SF Core
AM Peak Hour

10,000 People in Cars

29,000 Transit Trips

2,700 AC Transit & WestCAT bus

25,000 BART

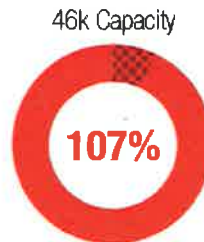
1,300 WETA ferry

Capacity and High Growth Demand

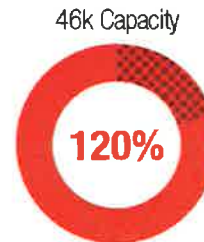
2020



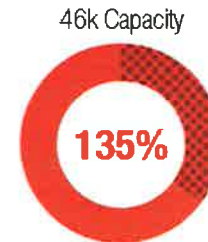
2025



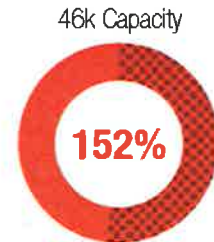
2030



2035

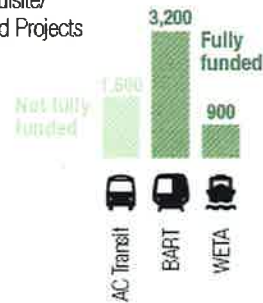


2040



Additional Transit Capacity

Prerequisite/
Planned Projects



Demand:
70,000 High Growth

Demand:
53,000 Market Assessment
Growth Projection

50,000

44,000 Demand:
Low Growth

30,000

20,000

10,000

0

Person Trips 7
Peak Hour

2015

37k Capacity



39k Demand

Transbay Problem Statement - Summary

- The need to fund and implement the Tier 1 and Tier 2 prerequisite projects under all growth scenarios
- An increasing possibility that growth in demand will outpace capacity
- The need for additional investments in projects, programs and policies to address increasingly significant shortfalls in capacity
- Without significant changes in vehicle occupancy, nearly all future growth would need to be met by transit

Transbay Packages (short & medium term)

PREREQUISITE PROJECTS

[PLUS]

**Projects
Common to
Packages
2, 3, 4a, 4b**

- Automated toll collection
- Fare Adjustment Policies
- Additional Transbay bus service and capital investments (50 buses)
- WETA 30-15 Plan
- BART station and system improvements (core-related)

Transbay Packages (short & medium term)

PREREQUISITE PROJECTS					
Package Specific Projects	PROJECTS COMMON TO PACKAGES (2, 3, 4a, 4b)				
	[PLUS]				
	1 Value Pricing	2 Value Pricing	3 Value Pricing, and Infrastructure	4a Value Pricing, infrastructure and Contraflow Lane	4b Value Pricing, infrastructure and HOV Lane
	<ul style="list-style-type: none"> Dynamic auto toll increase 	<ul style="list-style-type: none"> Dynamic auto toll increase 	<ul style="list-style-type: none"> Bus tunnel from Mandela to Bay Bridge Surface street transit priority connecting to I-80, I-580 Builds on Package 2 	<ul style="list-style-type: none"> Contraflow Lane, Westbound on Lower Deck Eastbound PM peak toll Builds on Package 2 and 3 	<ul style="list-style-type: none"> HOV Lane, Westbound with Flow Eastbound PM peak toll Builds on Package 2 and 3

RTP Investment Strategy

Potential “Core Capacity” Investment Strategy in PBA 2040

- Prerequisite Projects
- Placeholder for Short- and Mid-Term Package Projects
- Future Planning for Long-Term “Big Move” Projects

Next Steps

- Identify short- and mid-term projects
- Identify list of “big moves”
- Develop funding request for high-priority CCTS projects
- Fiscally constrain CCTS projects in a PBA40 investment package

MTC adopts the preferred RTP Investment Strategy in **September 2016**

MTC adopts Plan Bay Area 2040 in **June 2017**

Long Term Strategies – Study Activities

- Use short and medium term projects to inform, identify and consider potential **long term strategies**. Upcoming work will describe:
 - Operator perspectives and study assumptions
 - SF and Oakland market assessment findings & relationship to long term themes
 - Local, regional, and state policy considerations
 - Possibility of a second transit crossing
 - Impact of transportation trends, including impact of emerging technologies such as autonomous vehicles
- Conduct public outreach
 - Engage community stakeholders and members of the public on long term themes post November 2016

Project Schedule

2016

2017

Apr

May

Jun

Jul

Aug

Sept

Oct

Nov

Dec

Jan

Feb

Mar

PMT meetings / ET meetings / TAC meetings

Task 6 Package Development

Task 6a Short & Medium Term
Package Development

Task 6b Long Term
Alternatives Development

Task 8 Long Term
Alternatives Refinement

Task 7 Package Evaluation

Outreach

Outreach

Task 9 Implementation
Strategy

Task 10 Final Report