



# Metropolitan Transportation Commission

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

## Meeting Agenda

### Policy Advisory Council

*Randi Kinman, Chair   Carlos Castellanos, Vice Chair*

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Wednesday, September 7, 2016

1:30 PM

Board Room - 1st Floor

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

1.     [15-1803](#)     Welcome  
  
          Action:       Information  
          Presenter:   Randi Kinman, Council Chair
2.     [15-1804](#)     Roll Call / Confirm Quorum  
  
          Quorum: A quorum of this council shall be a majority of its regular voting members (13).
3.     [15-1805](#)     Approval of July 6, 2016 Meeting Minutes  
                          (5 minutes)  
          Action:       Approval  
          Presenter:   Randi Kinman, Council Chair  
          Attachments:   [03 Minutes July 2016](#)
4.     [15-1806](#)     Subcommittee Reports  
                          (5 minutes)  
  
          The subcommittee may refer an item from its agenda to the full Council for action at its next meeting if needed.  
          Action:       Information  
          Presenter:   Jim Blacksten, Subcommittee Chair

5. [15-1895](#) Plan Bay Area 2040 Draft Preferred Scenario  
(1 hour 15 minutes)
- Presentation on Plan Bay 2040 Draft Preferred Scenario, including land use growth patterns, transportation investment strategy, and preliminary performance targets and equity results.
- Action:** Information
- Presenter:** Ken Kirkey
- Attachments:** [05 Plan Bay Area 2040 Memo](#)  
[\\_PPT Unified Slide Deck RAWG](#)  
[05a\\_PBA2040 Preferred Land Use Scenario](#)  
[05b\\_PBA 2040 - Draft Transportation Investment Strategy](#)  
[05c\\_Draft PBA 2040 Performance Targets](#)
6. [15-1808](#) One Bay Area Grant Program (OBAG 2) Update  
(15 minutes)
- Presentation of the final adopted Project Selection Criteria and Programming policies, including changes following June Policy Advisory Council presentation.
- Action:** Information
- Presenter:** Mallory Atkinson, MTC Staff
- Attachments:** [06 OBAG Update Memo](#)  
[6 OBAG 2 Project Selection and Programming](#)
7. [15-1810](#) Staff Liaison Report  
(5 minutes)
- Relevant MTC policy decisions and other activities.
- Action:** Information
- Presenter:** Pam Grove, MTC Staff Liaison
- Attachments:** [07 Staff Liaison Report](#)
8. [15-1811](#) Council Member Reports  
(5 minutes)
- Members of the Council may report on locally relevant issues or events.
- Action:** Information
- Presenter:** Randi Kinman, Council Chair

9.     [15-1812](#)     New Business  
                            (5 minutes)

Members of the Council may bring up new business for discussion or addition to a future agenda.

**Action:**             Discussion

**Presenter:**       Randi Kinman, Council Chair

**10. Public Comments / Other Business**

**11. Adjournment / Next Meeting**

The next meeting of the Policy Advisory Council will be held Wednesday, October 12, 2016 at 1:30 p.m. at 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](http://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.

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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.

MTC's Chair and Vice-Chair are ex-officio voting members of all standing Committees.





# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 15-1803      **Version:** 1      **Name:**

**Type:** Report      **Status:** Informational

**File created:** 7/26/2016      **In control:** Policy Advisory Council

**On agenda:** 9/7/2016      **Final action:**

**Title:** Welcome

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:**

Date	Ver.	Action By	Action	Result
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**Subject:**  
Welcome

**Presenter:**  
Randi Kinman, Council Chair

**Recommended Action:**  
Information



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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<b>File #:</b>	15-1804	<b>Version:</b>	1	<b>Name:</b>	
<b>Type:</b>	Report	<b>Status:</b>		Informational	
<b>File created:</b>	7/26/2016	<b>In control:</b>		Policy Advisory Council	
<b>On agenda:</b>	9/7/2016	<b>Final action:</b>			
<b>Title:</b>	Roll Call / Confirm Quorum				

Quorum: A quorum of this council shall be a majority of its regular voting members (13).

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:**

Date	Ver.	Action By	Action	Result
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**Subject:**

Roll Call / Confirm Quorum

Quorum: A quorum of this council shall be a majority of its regular voting members (13).



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 15-1805      **Version:** 1      **Name:**  
**Type:** Minutes      **Status:** Committee Approval  
**File created:** 7/26/2016      **In control:** Policy Advisory Council  
**On agenda:** 9/7/2016      **Final action:**  
**Title:** Approval of July 6, 2016 Meeting Minutes  
(5 minutes)  
**Sponsors:**  
**Indexes:**  
**Code sections:**  
**Attachments:** [03 Minutes July 2016](#)

Date	Ver.	Action By	Action	Result
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**Subject:**  
Approval of July 6, 2016 Meeting Minutes  
(5 minutes)

**Presenter:**  
Randi Kinman, Council Chair

**Recommended Action:**  
Approval

### Attachments



# Metropolitan Transportation Commission

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

## Meeting Minutes - Draft

### Policy Advisory Council

*Randi Kinman, Chair   Carlos Castellanos, Vice Chair*

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Wednesday, July 6, 2016

1:30 PM

Board Room - 1st Floor

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1. [15-1738](#) Welcome

#### 2. Roll Call / Confirm Quorum

**Present:** 15 - Chairperson Kinman, Armenta, Blacksten, Burnett, Din, Florez, Glover, Hedges, Hernandez, Kaufman, Lane, Levine, Malekafzali, Schweng and Wolf

**Excused:** 5 - Vice Chair Castellanos, Baker, Banuelos, Murray and Talansky

**Absent:** 3 - Clary, Nicholson and Pechner

3. [15-1739](#) Approval of June 8, 2016 Meeting Minutes  
(5 minutes)

**Upon motion by Hedges and second by Florez, the June 8, 2016 meeting minutes were adopted. The motion carried by the following vote:**

**Aye:** 14 - Chairperson Kinman, Armenta, Blacksten, Burnett, Din, Florez, Glover, Hedges, Hernandez, Kaufman, Levine, Malekafzali, Schweng and Wolf

**Absent:** 9 - Vice Chair Castellanos, Baker, Banuelos, Clary, Lane, Murray, Nicholson, Pechner and Talansky

Lane arrived after the approval of the June 8, 2016 Meeting Minutes.

4. [15-1740](#) Subcommittee Report  
(5 minutes)

The subcommittee may refer an item from its agenda to the full Council for action at its next meeting if needed.

5. [15-1744](#) Plan Bay Area 2040: Investment Strategy for High-Performing Projects and Compelling Cases for Low-Performing Projects  
(35 minutes)  
  
Recommendations on compelling cases submitted for low-performing projects, as well as draft funding plans for high-performing projects in Plan Bay Area 2040.
6. [15-1745](#) Draft 2017 Transportation Improvement Program (TIP) and Draft Transportation-Air Quality Conformity Analysis  
(30 minutes)  
  
Draft 2017 Transportation Improvement Program along with the draft results of the TIP investment analysis and the Draft Air Quality Conformity Analysis for the Council's review and comment.
7. [15-1776](#) One Bay Area Grant Program 2 (OBAG 2) Update  
(25 minutes)  
  
Update on proposed revisions to the second round of the One Bay Area Grant Program (OBAG 2) framework, including recommendations for the distribution of additional revenues and approach for affordable housing.
8. [15-1741](#) Staff Liaison Report  
(5 minutes)  
  
Relevant MTC policy decisions and other activities.

9. [15-1742](#) Council Member Reports  
(5 minutes)

Members of the Council may report on locally relevant issues or events.

10. [15-1743](#) New Business  
(5 minutes)

Members of the Council may bring up new business for discussion or addition to a future agenda.

**11. Public Comments / Other Business**

**12. Adjournment / Next Meeting**

**The next meeting of the Policy Advisory Council will be held Wednesday, September 7, 2016 at 1:30 p.m. at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA.**



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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<b>File #:</b>	15-1806	<b>Version:</b>	1	<b>Name:</b>	
<b>Type:</b>	Report	<b>Status:</b>		Informational	
<b>File created:</b>	7/26/2016	<b>In control:</b>		Policy Advisory Council	
<b>On agenda:</b>	9/7/2016	<b>Final action:</b>			
<b>Title:</b>	Subcommittee Reports (5 minutes)				

The subcommittee may refer an item from its agenda to the full Council for action at its next meeting if needed.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:**

Date	Ver.	Action By	Action	Result
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**Subject:**

Subcommittee Reports  
(5 minutes)

The subcommittee may refer an item from its agenda to the full Council for action at its next meeting if needed.

**Presenter:**

Jim Blacksten, Subcommittee Chair

**Recommended Action:**

Information



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 15-1895      **Version:** 1      **Name:**  
**Type:** Report      **Status:** Informational  
**File created:** 9/2/2016      **In control:** Policy Advisory Council  
**On agenda:** 9/7/2016      **Final action:**  
**Title:** Plan Bay Area 2040 Draft Preferred Scenario  
(1 hour 15 minutes)

Presentation on Plan Bay 2040 Draft Preferred Scenario, including land use growth patterns, transportation investment strategy, and preliminary performance targets and equity results.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [05 Plan Bay Area 2040 Memo](#)  
[\\_PPT Unified Slide Deck RAWG](#)  
[05a\\_PBA2040 Preferred Land Use Scenario](#)  
[05b\\_PBA 2040 - Draft Transportation Investment Strategy](#)  
[05c\\_Draft PBA 2040 Performance Targets](#)

Date	Ver.	Action By	Action	Result
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**Subject:**

Plan Bay Area 2040 Draft Preferred Scenario  
(1 hour 15 minutes)

Presentation on Plan Bay 2040 Draft Preferred Scenario, including land use growth patterns, transportation investment strategy, and preliminary performance targets and equity results.

**Presenter:**

Ken Kirkey

**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](http://www.mtc.ca.gov)

TO: Policy Advisory Council

DATE: September 1, 2016

FR: Pam Grove, MTC Staff Liaison

W.I. 1114

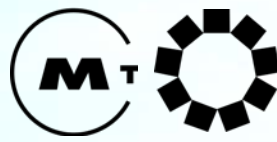
RE: Policy Advisory Council Agenda Item 5

Policy Advisory Council Agenda Item 5 is attached as packet items directly from the MTC Planning Committee meeting packet for September 2016.

MTC Planning staff will be at your September 7 meeting to go over these materials and answer any questions you may have.

J:\COMMITTEE\Policy Advisory Council\Meeting Packets\2016\09\_Poli Advi Coun\_Sept 2016\05\_Plan\_Bay\_Area\_2040\_Memo.docx

Plan  
BayArea  
2040



# **DRAFT PREFERRED SCENARIO:**

## OVERVIEW OF GROWTH PATTERN & INVESTMENT STRATEGY



Image Source: <https://www.flickr.com/photos/adamrschultz/8810617814>

**Ken Kirkey, MTC – September 6, 2016**  
***Regional Advisory Working Group***



# Plan BayArea 2040

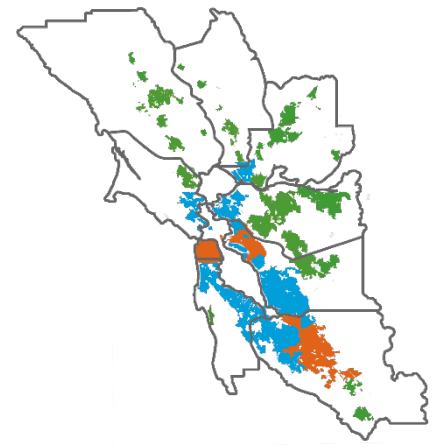
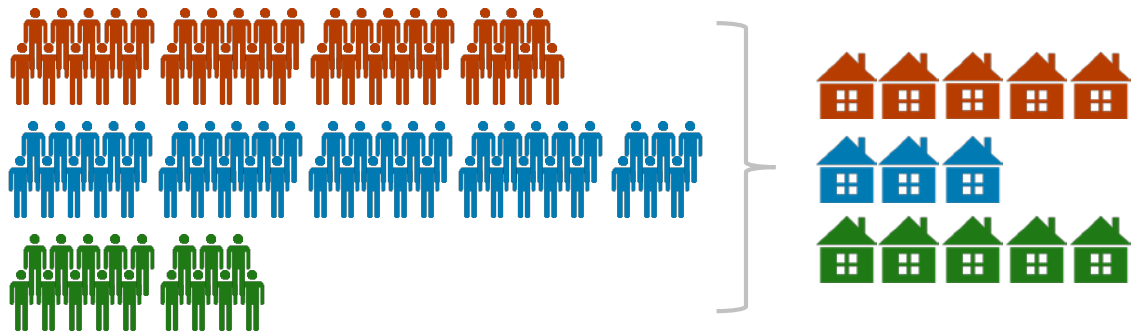
**Plan Bay Area 2040 establishes a 24-year regional vision for growth and investment.**





# Our economy is booming – but we're not building enough housing.

Jobs added from 2011 through 2015: **501,000**  
Housing units built from 2011 through 2015: **65,000**



**Big 3 Cities:**  
1 housing unit built for every **7 jobs** created

**Bayside Cities and Towns:**  
1 housing unit built for every **15 jobs** created

**Inland, Coastal, Delta Cities and Towns:**  
1 housing unit built for every **3 jobs** created

**Regionally: 1 house was built for every 8 jobs created**

<http://www.dof.ca.gov/research/demographic/reports/estimates/e-5/2011-20/view.php>



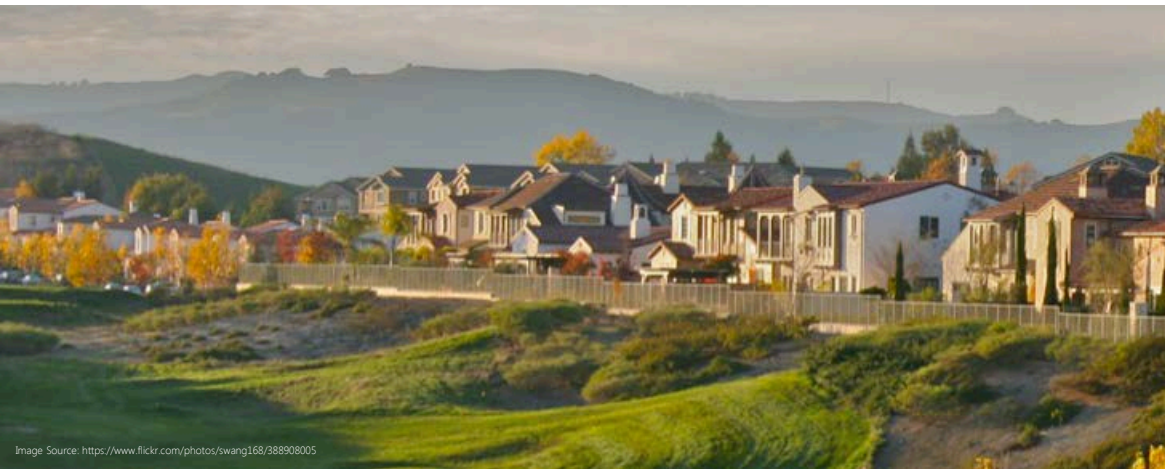
# Our economy is booming – but we’re not building enough housing.

Low supply and high demand =



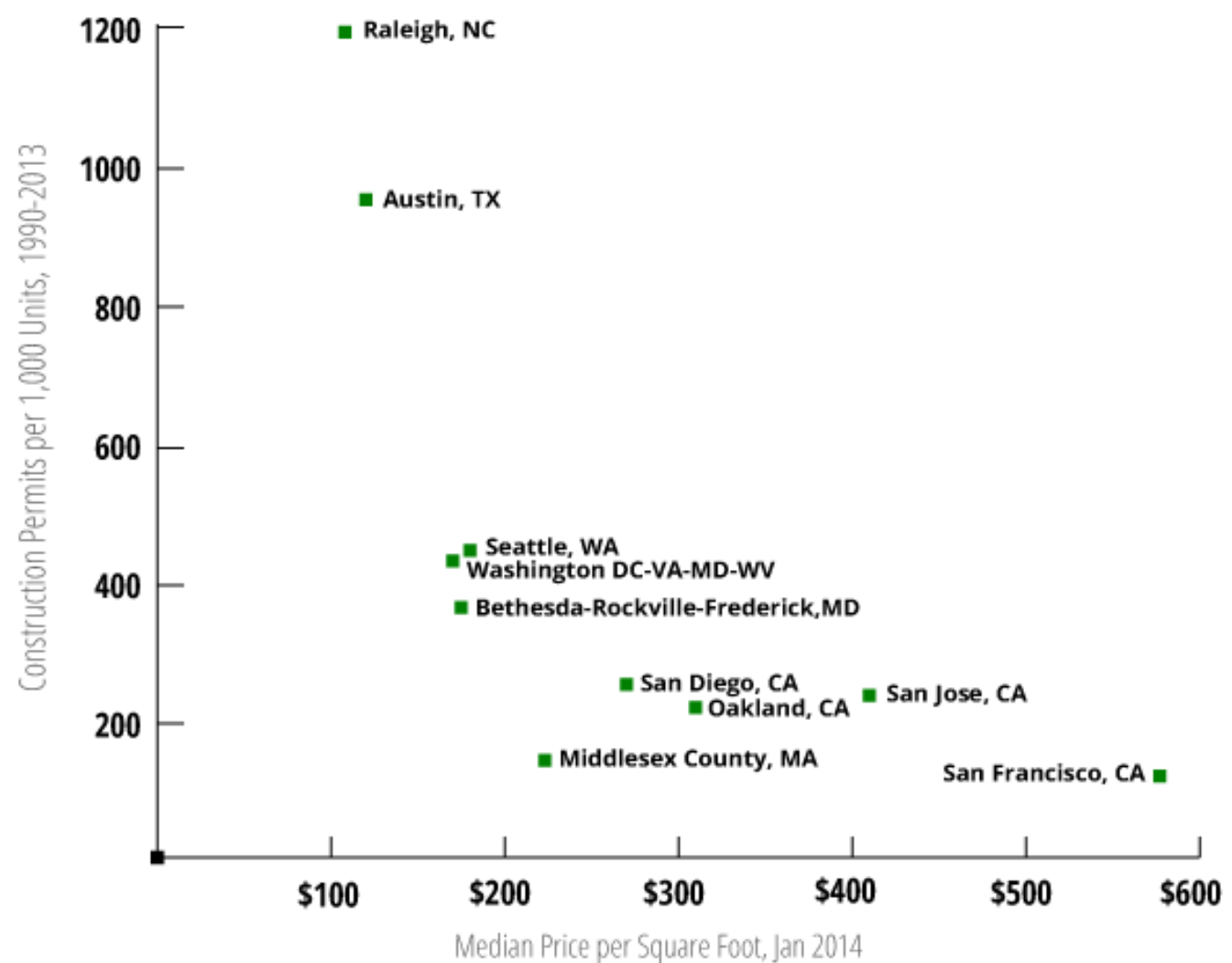
City	House Price, % Change 1996-2016	Housing Units Added, % Change 1996-2016	Average Months for Building Approval
San Jose	295%	20%	6
San Francisco	290%	12%	10
Oakland	223%	17%	11

Source: <http://www.trulia.com/blog/trends/elasticity-2016/>

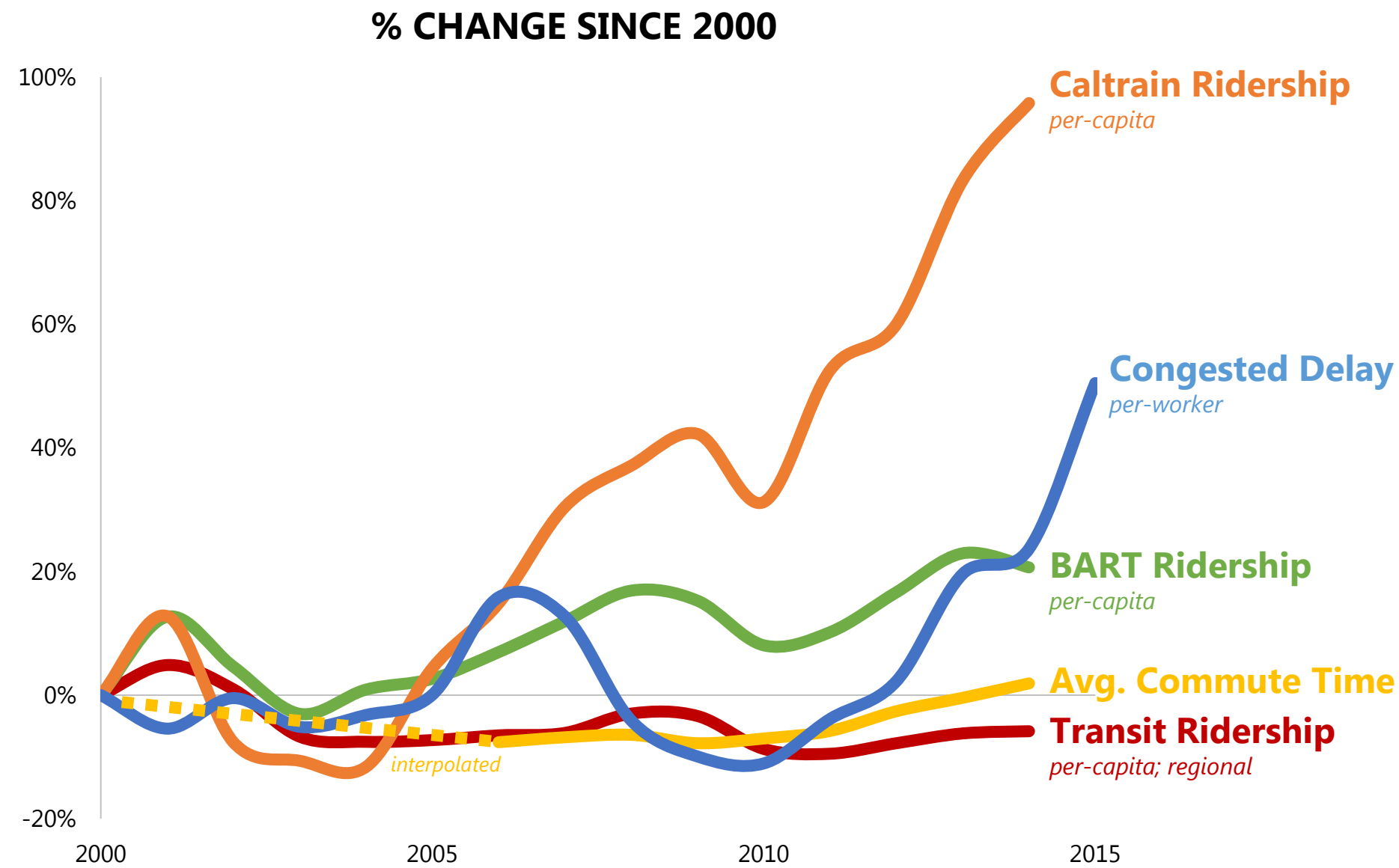


## trulia Home Prices and New Construction in Tech Hubs

Source: [http://dwtd9qskst5ds.cloudfront.net/blog/wp-content/uploads/2014/02/TruliaPriceMonitor\\_Scatterplot\\_Jan20141.png](http://dwtd9qskst5ds.cloudfront.net/blog/wp-content/uploads/2014/02/TruliaPriceMonitor_Scatterplot_Jan20141.png)



# This current boom is translating into new pressures on our transportation system – even worse than the “dot com” boom.



Source: Vital Signs (MTC 2015; ACS 2014; NTD 2014)



# Funding and policies are available to help us tackle transportation challenges...

	Transportation Strategies	Land Use Strategies
State/ Federal	<ul style="list-style-type: none"><li>• Generate new state/federal revenues</li><li>• Fund projects and programs</li><li>• Condition existing funding sources</li></ul>	
Regional Agencies	<ul style="list-style-type: none"><li>• Prioritize high-performing expansion projects</li><li>• Fund preservation and operation of system</li><li>• Generate new regional revenues</li><li>• Condition existing funding sources</li><li>• Coordinate multi-county transportation programs</li><li>• Advocate for Bay Area projects at the state and federal levels</li></ul>	
Local Agencies	<ul style="list-style-type: none"><li>• Build transportation projects</li><li>• Improve efficiency of operations and maintenance activities</li><li>• Generate new local revenues</li><li>• Condition local revenues</li><li>• Advocate for local projects at the regional, state, and federal levels</li></ul>	
Other	<ul style="list-style-type: none"><li>• <b>Private Companies:</b> operate private shuttles and provide TNC service</li></ul>	

# ... but solving our land use and affordability challenges is much more difficult.

	Transportation Strategies	Land Use Strategies
State/ Federal	<ul style="list-style-type: none"> <li>• Generate new state/federal revenues</li> <li>• Fund projects and programs</li> <li>• Condition existing funding sources</li> </ul>	<ul style="list-style-type: none"> <li>• Reform tax policies (including redevelopment)</li> <li>• Subsidize affordable housing</li> <li>• Streamline regulatory processes (e.g., CEQA reform)</li> </ul>
Regional Agencies	<ul style="list-style-type: none"> <li>• Prioritize high-performing expansion projects</li> <li>• Fund preservation and operation of system</li> <li>• Generate new regional revenues</li> <li>• Condition existing funding sources</li> <li>• Coordinate multi-county transportation programs</li> <li>• Advocate for Bay Area projects at the state and federal levels</li> </ul>	<ul style="list-style-type: none"> <li>• Condition existing funding sources</li> <li>• Implement new regional development fees</li> </ul> <div> <p><i>Fewer regional policies available today than for transportation</i></p> </div>
Local Agencies	<ul style="list-style-type: none"> <li>• Build transportation projects</li> <li>• Improve efficiency of operations and maintenance activities</li> <li>• Generate new local revenues</li> <li>• Condition local revenues</li> <li>• Advocate for local projects at the regional, state, and federal levels</li> </ul>	<ul style="list-style-type: none"> <li>• Change zoning</li> <li>• Change fees and subsidies for development</li> <li>• Streamline approval processes</li> <li>• Implement inclusionary policies</li> <li>• Adjust urban growth boundaries</li> <li>• Build infrastructure to support growth (e.g., sewer/water, schools, etc.)</li> </ul>
Other	<ul style="list-style-type: none"> <li>• <b>Private Companies:</b> operate private shuttles and provide TNC service</li> </ul>	<ul style="list-style-type: none"> <li>• <b>Developers:</b> build new residential, commercial, and industrial buildings (<i>both market-rate and affordable</i>)</li> </ul>
















# Working within these constraints – and keeping this update limited and focused – we achieve 5 of the 13 ambitious targets.

## SUMMARY OF THE DRAFT PREFERRED SCENARIO PERFORMANCE TARGET RESULTS

Performance targets highlighted in this presentation are marked with an asterisk (\*).

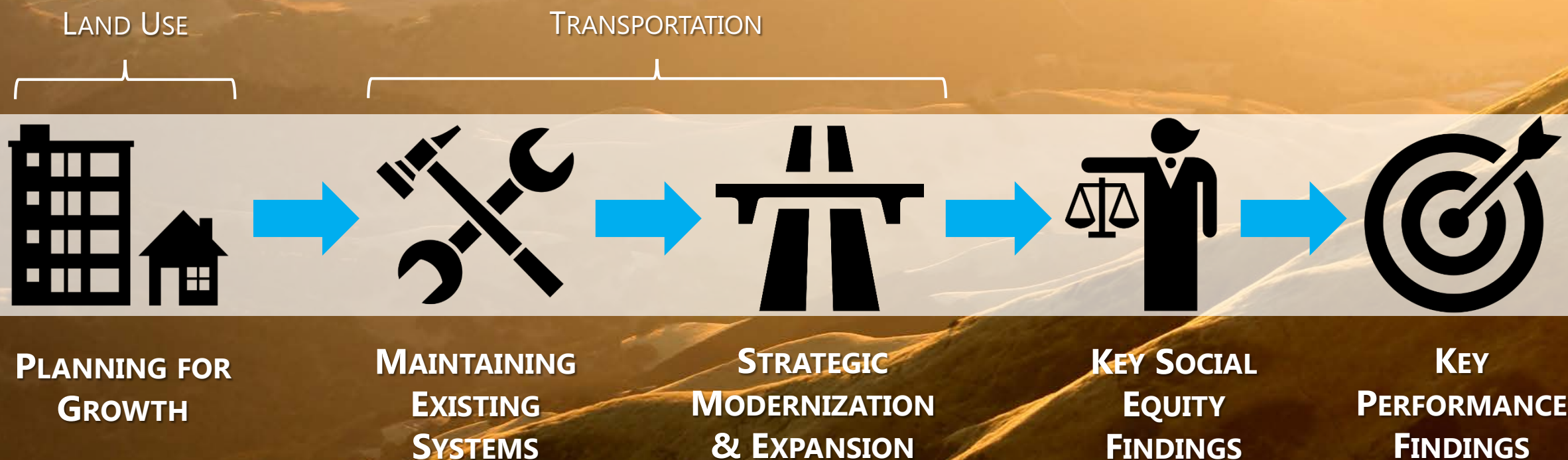
Refer to **Attachment A** of the performance item for detailed results.

Note that target results are subject to change as scenarios are further refined this fall, and as scenarios are ultimately analyzed against the 2040 horizon year.

TARGET ACHIEVED (5)	RIGHT DIRECTION (5)	WRONG DIRECTION (3)
 <b>Climate Protection*</b>	 Healthy and Safe Communities	 <b>Housing + Transportation Affordability*</b>
 Adequate Housing	 Affordable Housing	 <b>Displacement Risk*</b>
 <b>Open Space and Agricultural Preservation*</b>	 <b>Non-Auto Mode Shift*</b>	 Access to Jobs
 Middle-Wage Job Creation	 <b>Road Maintenance*</b>	
 <b>Goods Movement/ Congestion Reduction*</b>	 Transit Maintenance	

# Plan BayArea 2040

The Draft Preferred Scenario combines elements of the three scenarios evaluated so far, while balancing local priorities as well.





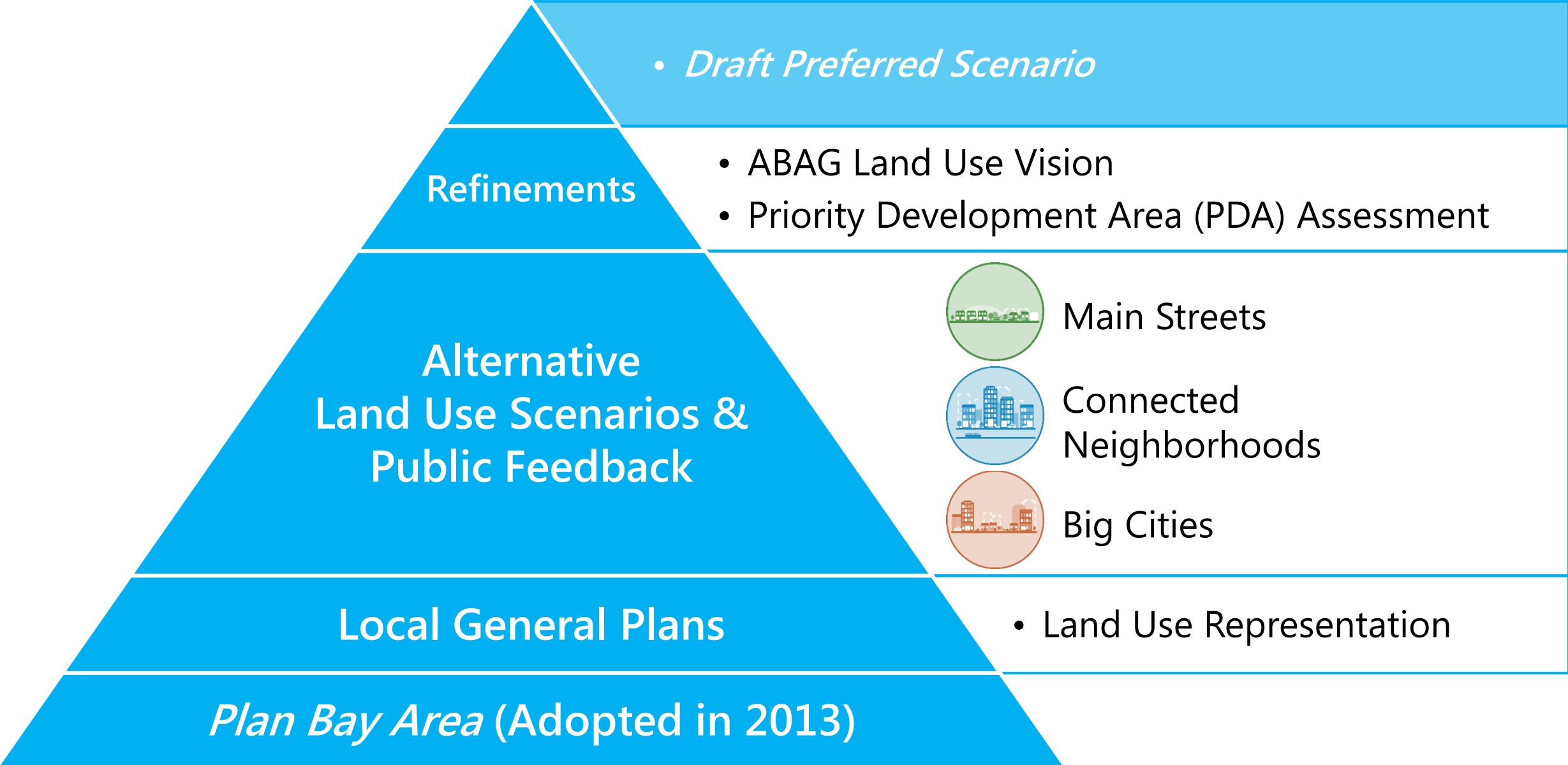
# Plan BayArea 2040

Identifying a feasible pattern for regional growth was the first step in crafting the Draft Preferred Scenario.





# The Draft Preferred Scenario builds on *Plan Bay Area*.



# Land use strategies influence the location of future housing and jobs.

The **Draft Preferred Scenario** has the following key strategies for land use:



Keep **current urban growth boundaries** in place.



Apply **inclusionary zoning** in all cities with PDAs.



Assume for-profit housing developments make **10 percent of units deed-restricted** in perpetuity.



Assign **higher densities** than currently allowed by cities to select PDAs.



Reduce the cost of building in PDAs and TPAs through **eased parking minimums** and **streamlined environmental clearance**.

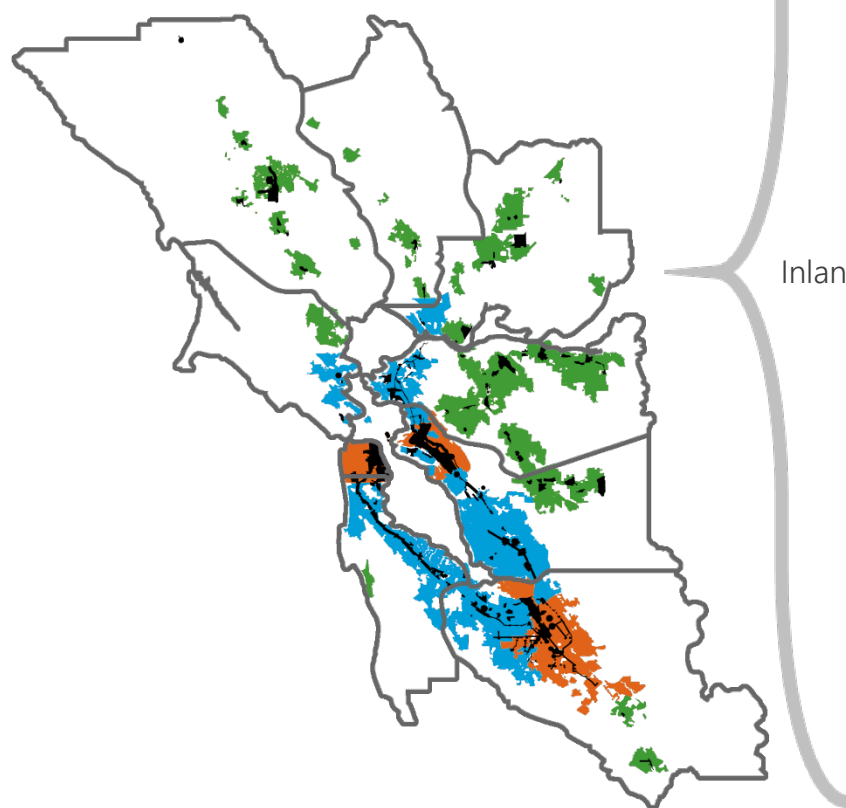


Assume **subsidies** stimulate housing and commercial development within PDAs.



# Similar to *Plan Bay Area*, the Draft Preferred focuses growth in the core of the region.

Where will the region plan for the 820,000 new households?



Big 3 Cities



Bayside



Inland, Coastal, Delta



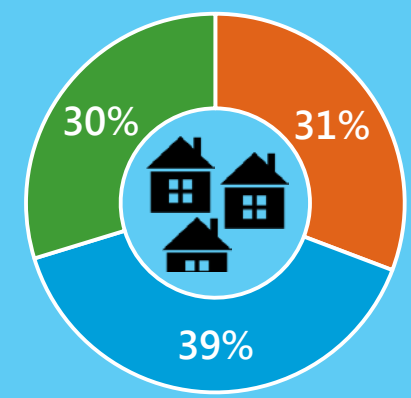
in PDA



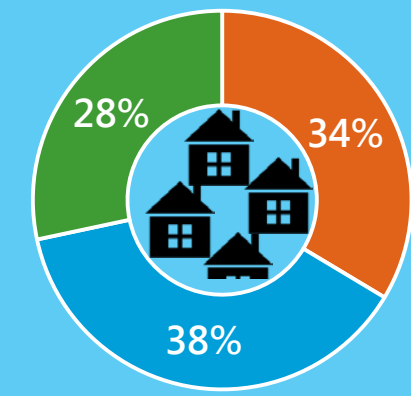
outside PDA



2010: **2.6 million** households



2040: **3.4 million** households





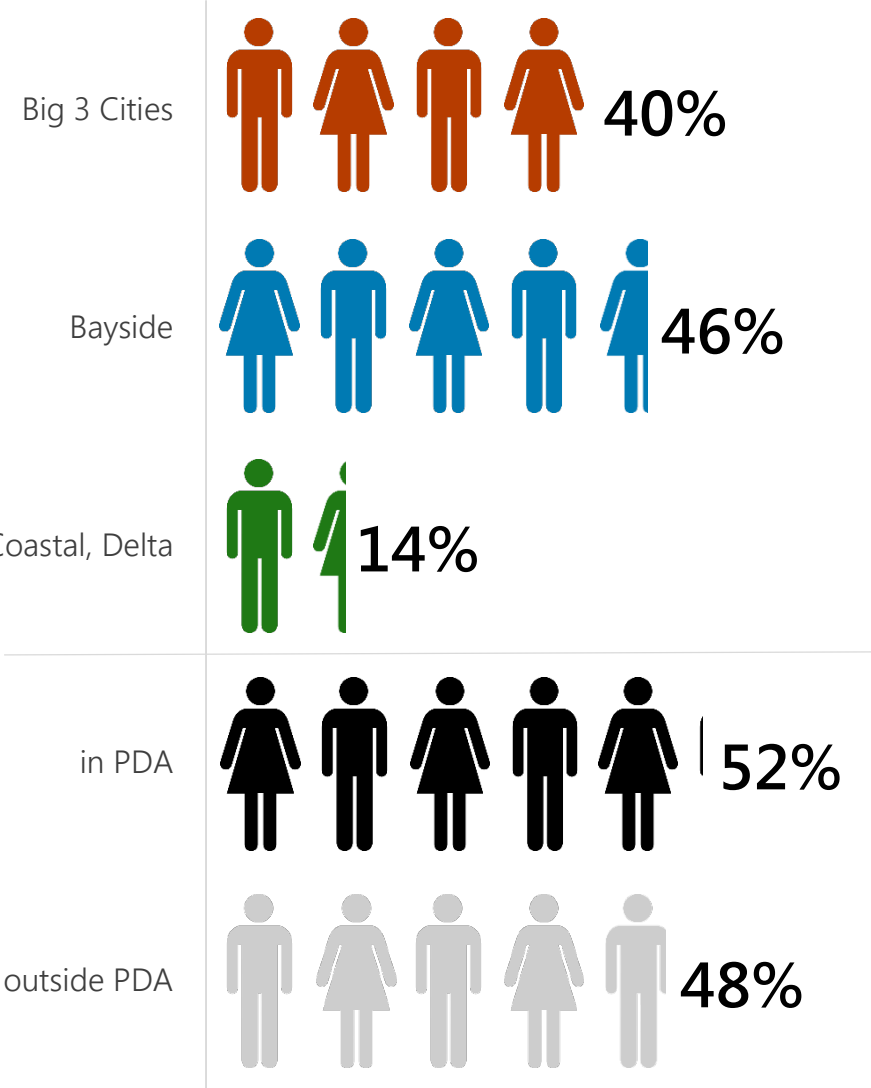
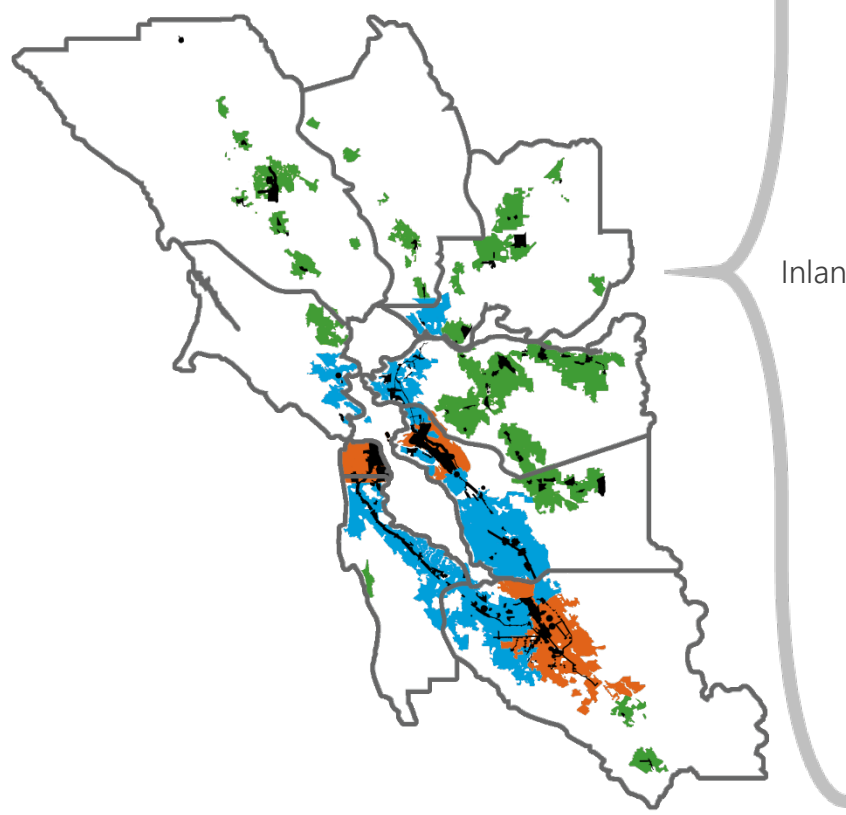
# Similar to *Plan Bay Area*, the Draft Preferred focuses growth in the core of the region.

Where will the region plan for 820,000 new households?

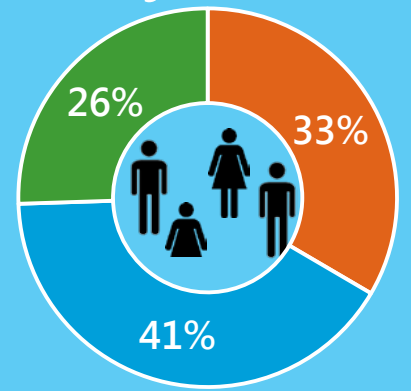
San Jose Oakland San Francisco	Big 3 Cities	 43%	
East Bay Corridor West Bay Corridor	Corridors	 27%	
Concord + Walnut Creek Tri-Valley Santa Rosa	Key Nodes	 8%	
All Other Cities & Towns Unincorporated Areas	Other Areas	 23%	

# Fewer strategies exist to encourage shifts in job locations – meaning that the West Bay and South Bay remain primary centers.

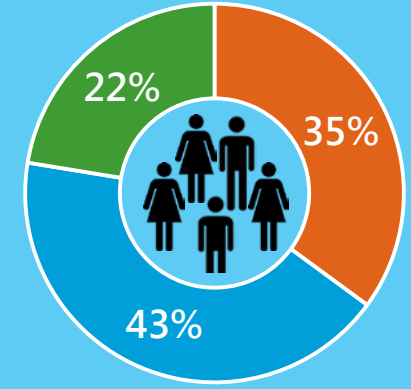
Where will the region plan for the 1.3 million new jobs?



2010: **3.4 million** jobs

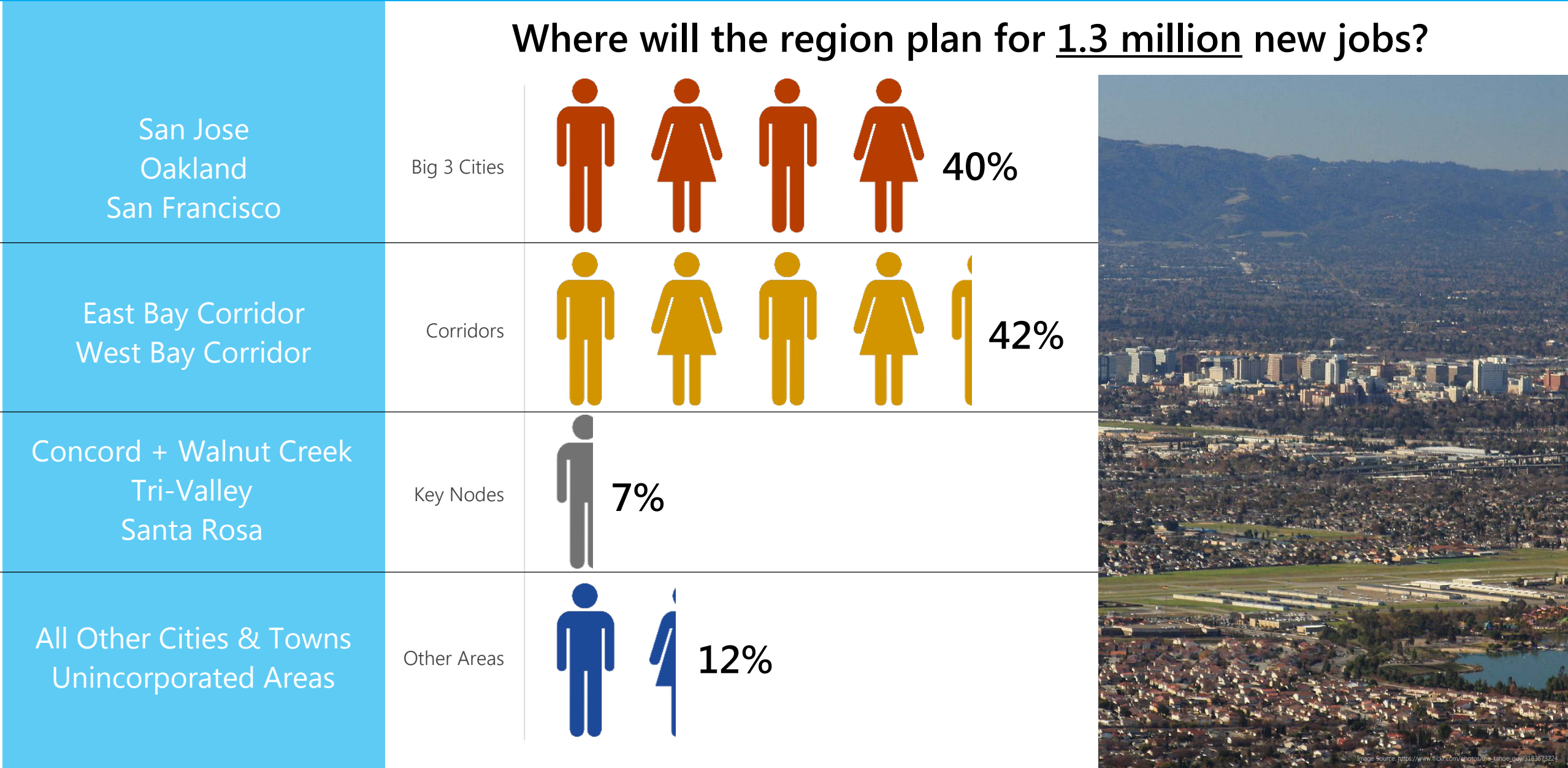


2040: **4.7 million** jobs



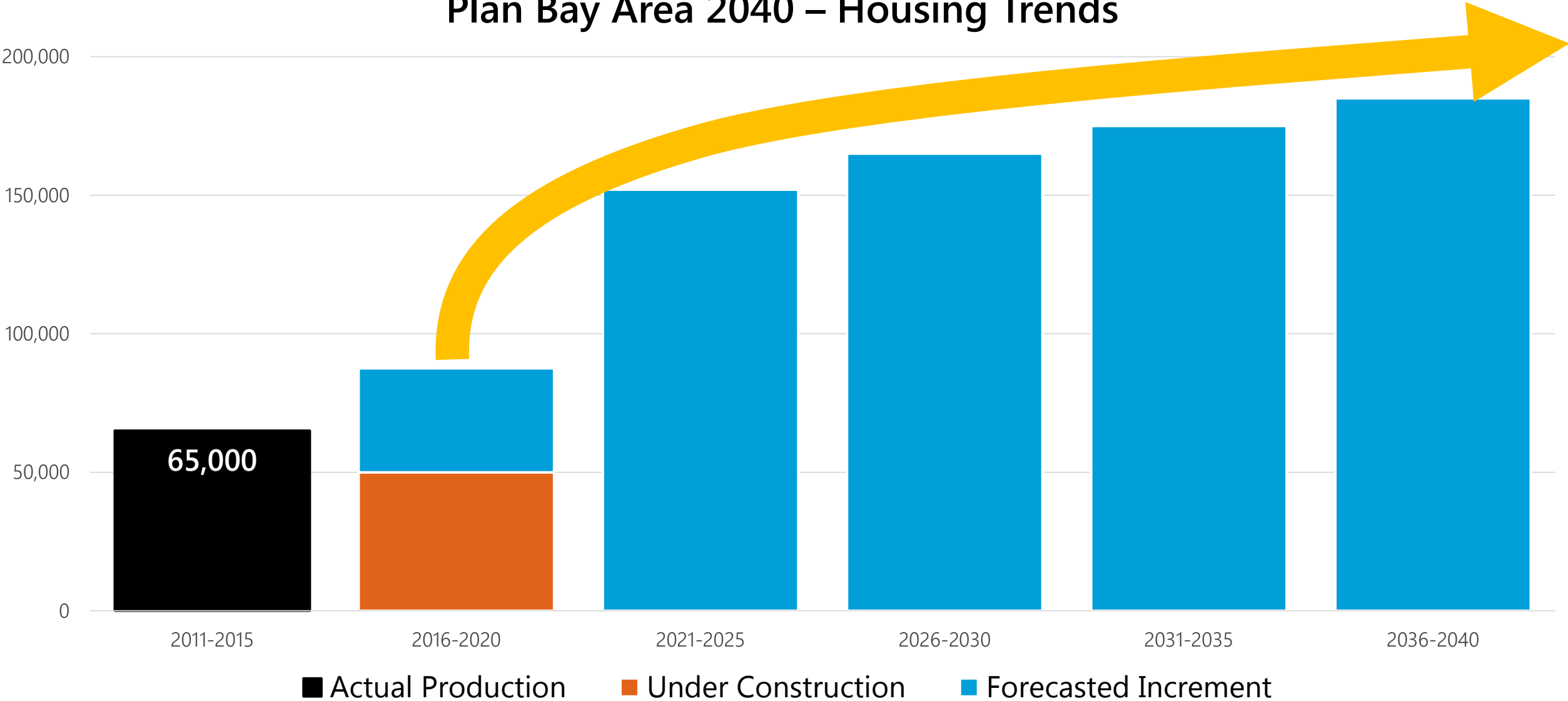


# Fewer strategies exist to encourage shifts in job locations – meaning that the West Bay and South Bay remain primary centers.



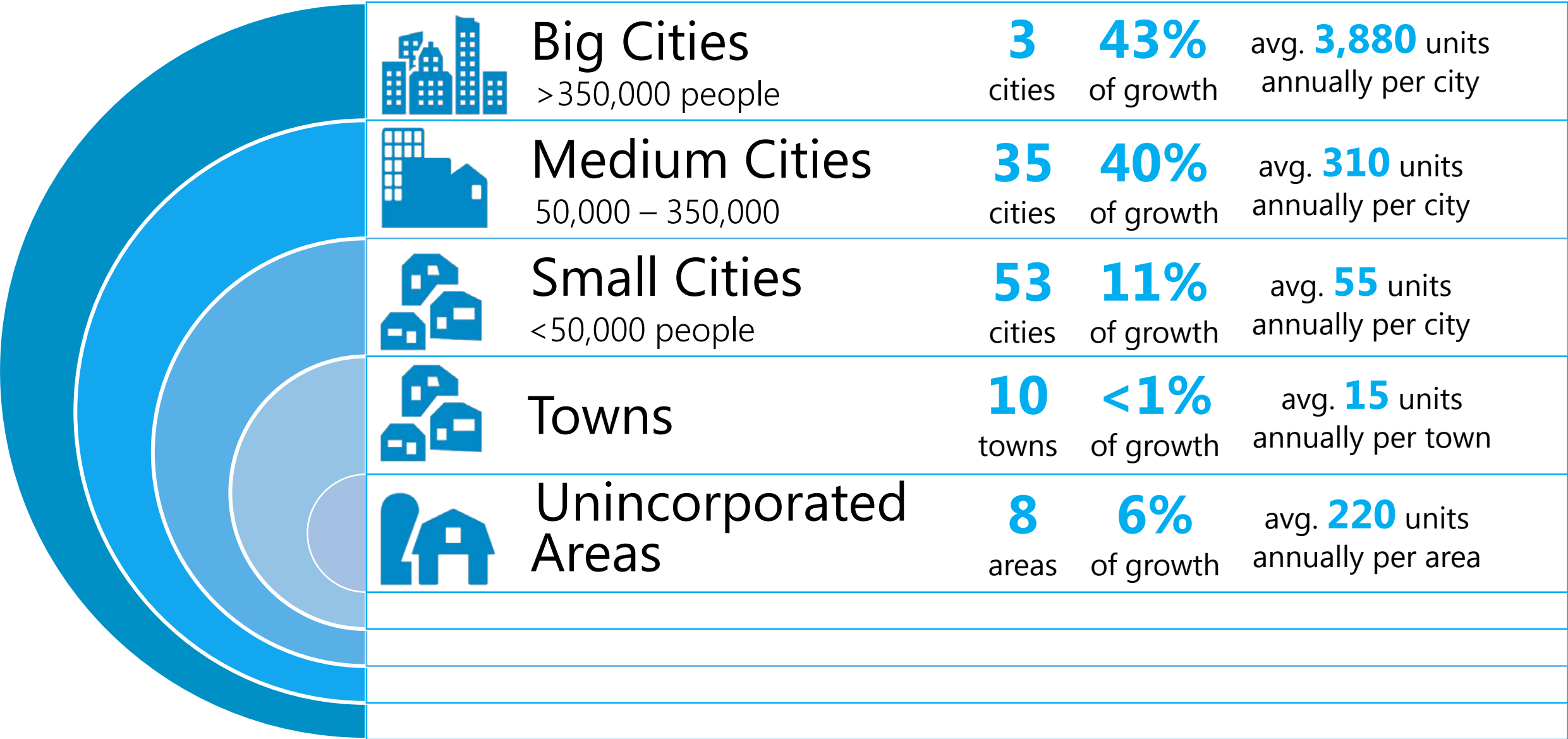
# Accelerating housing production is critical to achieve this vision.

Plan Bay Area 2040 – Housing Trends



Local jurisdiction support is critical to realize the goals of Plan Bay Area 2040.





Plan BayArea 2040



More information for local jurisdictions interested in detailed forecasts is publicly available.

County	Households 2010	Households 2040 (Forecast)	Employment 2010	Employment 2040 (Forecast)
Alameda	548,000	725,000	706,000	978,000
Contra Costa	376,000	491,000	360,000	473,000
Marin	104,000	116,000	121,000	138,000
Napa	49,000	56,000	71,000	79,000
San Francisco	347,000	476,000	577,000	888,000
San Mateo	257,000	316,000	343,000	475,000
Santa Clara	597,000	847,000	912,000	1,270,000
Solano	142,000	170,000	130,000	157,000
Sonoma	187,000	231,000	203,000	241,000
Total	2,607,000	3,427,000	3,422,000	4,699,000

# The Draft Preferred land use pattern meets our environmental goals, but it does not solve the region's affordability issues.

Goal	TARGET		No Project	Main Streets	Connected Neighbor.	Big Cities	Draft Preferred
 Climate Protection	<b>1</b> Reduce per-capita CO <sub>2</sub> emissions	-15%	<b>-5%</b>	<b>-15%</b>	<b>-18%</b>	<b>-20%</b>	<b>-18%</b>
 Open Space and Agricultural Preservation	<b>4</b> Direct development within urban footprint	100%	<b>87%</b>	<b>91%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>
 Equitable Access	<b>5</b> Decrease H+T share for lower-income households*	-10%	<b>+14%</b>	<b>+13%</b>	<b>+13%</b>	<b>+13%</b>	<b>+13%</b>
 Equitable Access	<b>7</b> Do not increase share of households at risk of displacement*	+0%	<b>+18%</b>	<b>+11%</b>	<b>+13%</b>	<b>+15%</b>	<b>+9%</b>



\* = indicates that performance results analysis year 2035; final target results will reflect consistent horizon year of 2040



# Plan BayArea 2040

The Draft Preferred Scenario supports focused growth by prioritizing transportation operations, maintenance, and modernization.





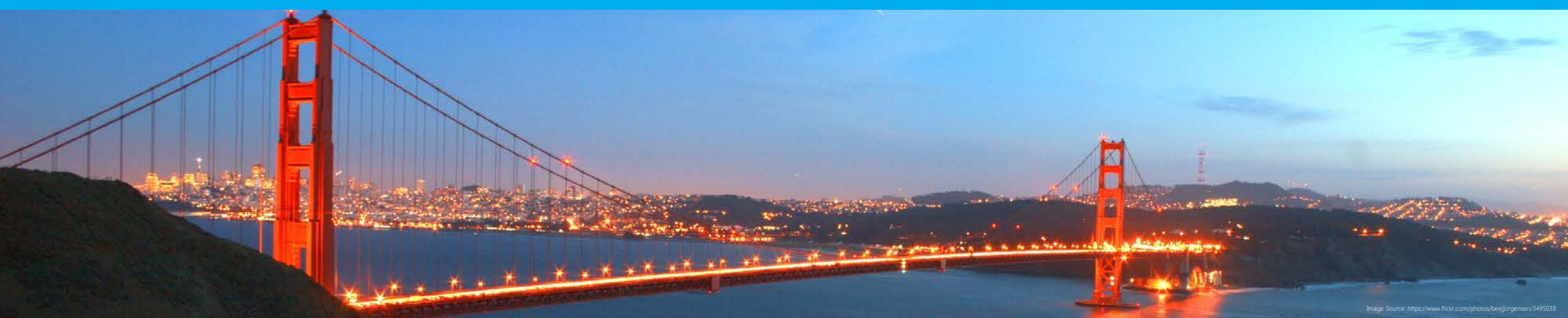
Fortunately, the region has significant resources for improving our transportation system – especially voter-approved sales taxes.

Revenue Envelope for Plan Bay Area 2040

■ Federal   ■ State   ■ Regional   ■ Local   ■ Anticipated   ⌘ 2016 Transportation Ballot Measures

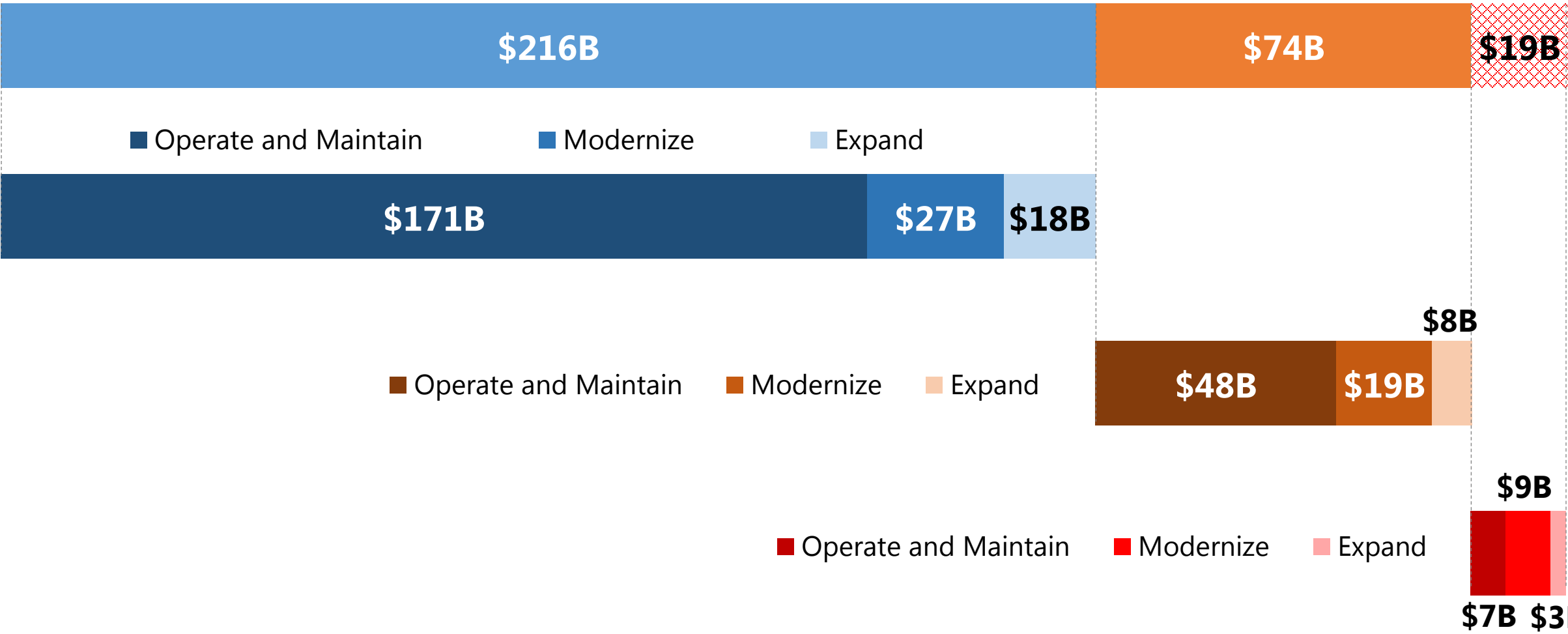


**\$309 billion**  
Year of Expenditure \$



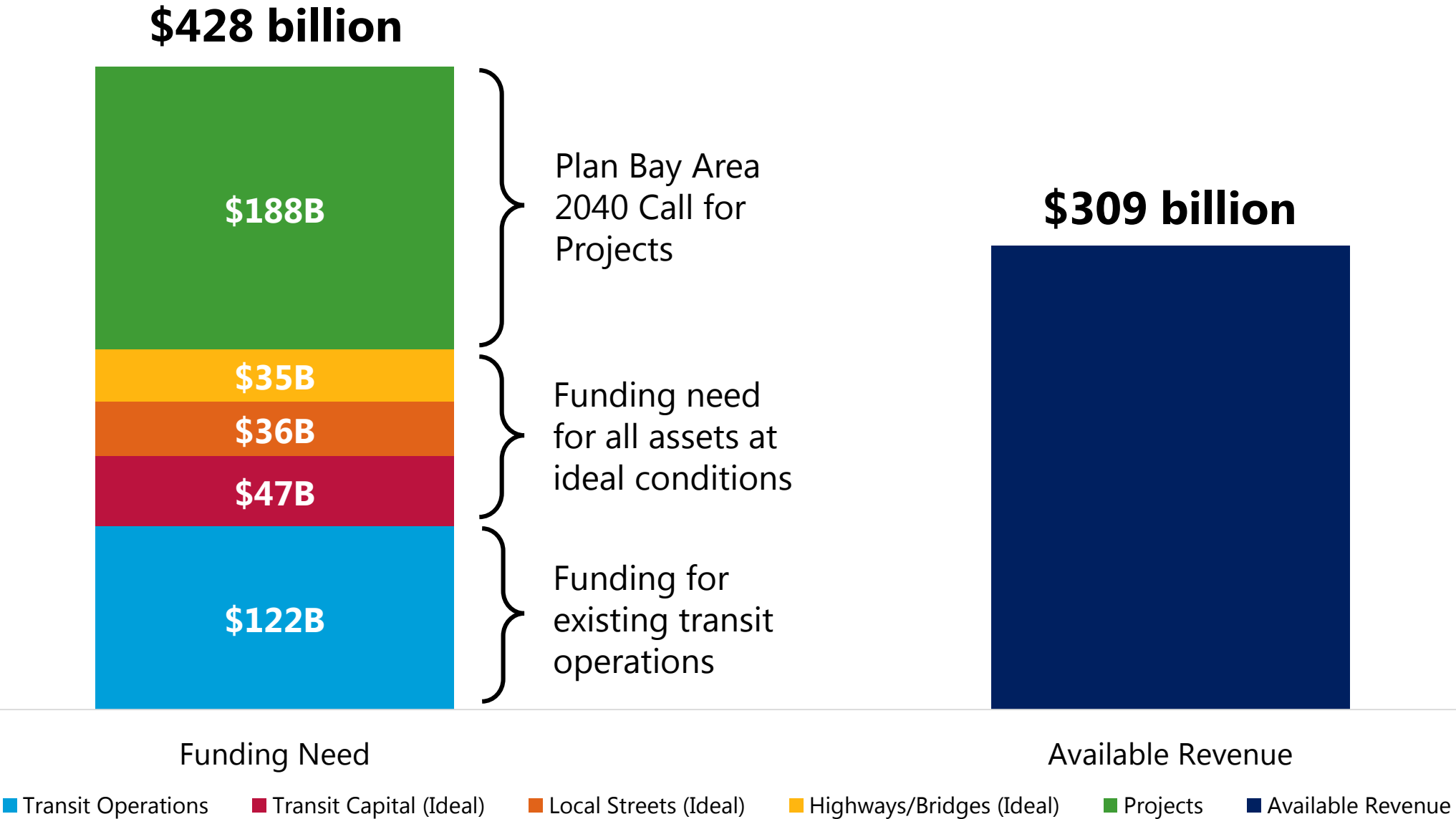
Breakdown of Draft Preferred Scenario Funding

Committed    Discretionary    2016 Transportation Ballot Measures





Due to fiscal constraints, it was not possible to achieve ideal maintenance conditions and to fund all projects submitted.

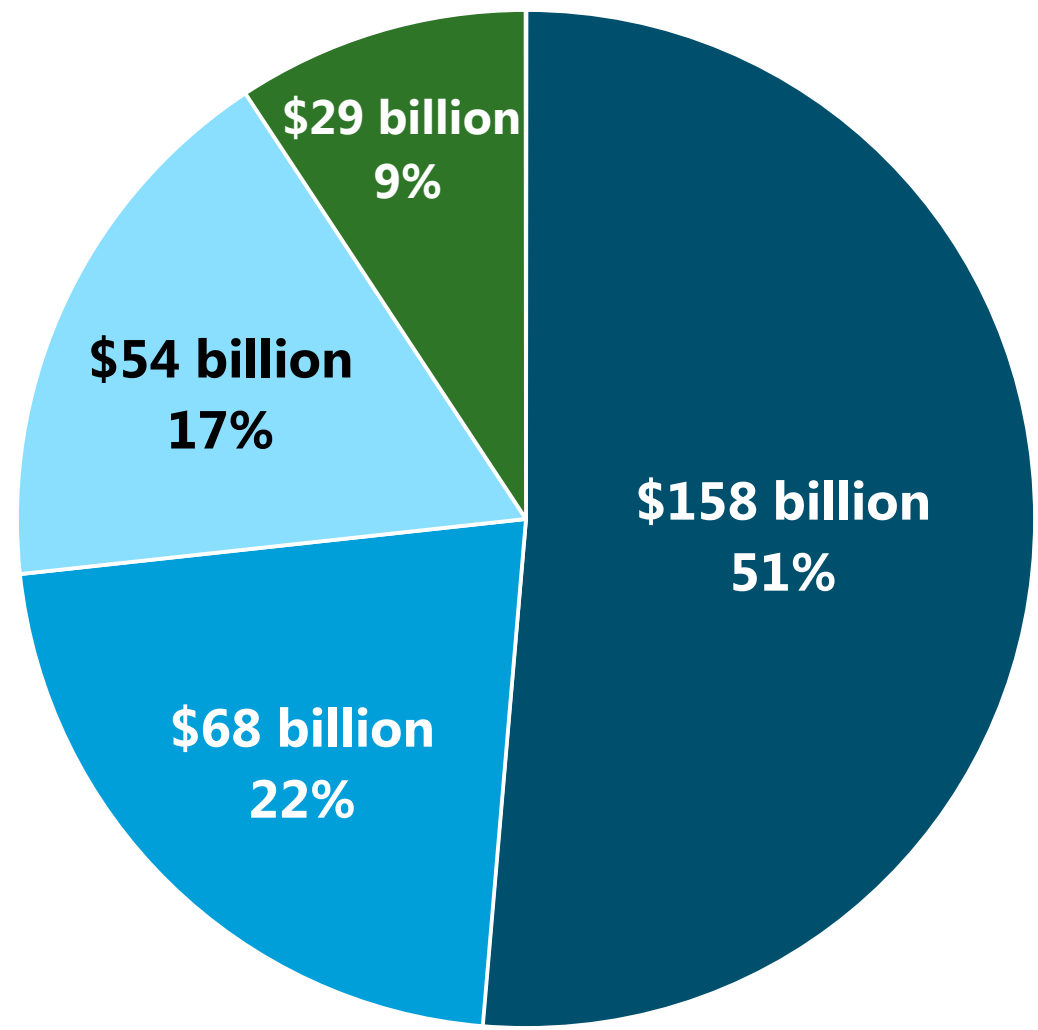


The Draft Preferred Scenario allocates over 90 percent of funds towards maintenance and modernization, similar to Plan Bay Area.

Total Plan Bay Area 2040 Expenditures  
(in billions of \$YOE)

91%  
Operate, Maintain,  
and Modernize

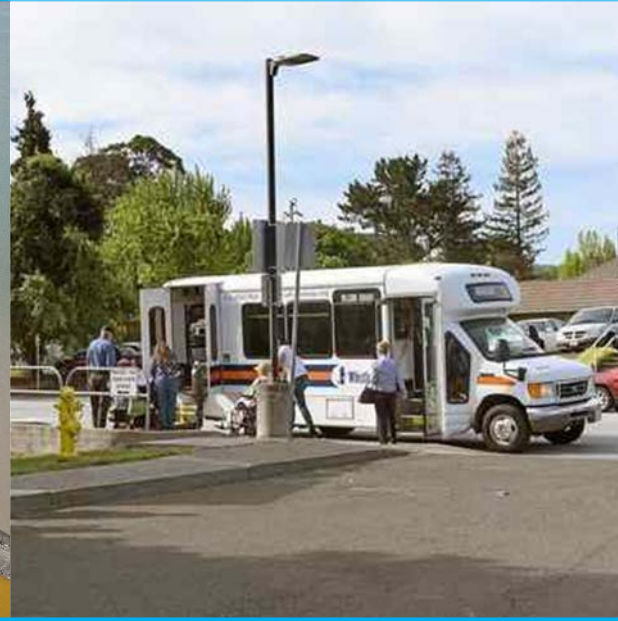
9%  
Expand Existing  
System



- Operate and Maintain - Transit
- Operate and Maintain - Roads/Freeways/Bridges
- Modernize
- Expand



**\$226 billion goes directly to operations and “Fix It First”, reflecting the high performance of transit maintenance investments.**



**Strategy 1:**  
Operate and Maintain  
**\$226 billion** (73%)

**Includes:**

- Transit Operations (\$122 billion)
- Transit Maintenance (\$31 billion)
- Local Streets Maintenance (\$25 billion)
- Bridge Maintenance (\$14 billion)

# Operating and maintaining the existing system remains our top priority, despite its high costs.

Category	Current Conditions (2015)	Draft Preferred (2040)
Transit Operations	Fully funds preservation of current service levels through 2040	
Transit Maintenance	<b>29%</b> of transit assets past useful life	<b>12%</b> of transit assets past useful life
Local Road Maintenance	Pavement condition index of <b>66</b>	Pavement condition index of <b>69</b>
Highway Maintenance	<b>20%</b> of highway lane-miles in poor condition	<b>20%</b> of highway lane-miles in poor condition

**Strategy 1:**  
Operate and Maintain  
**\$226 billion** (73%)

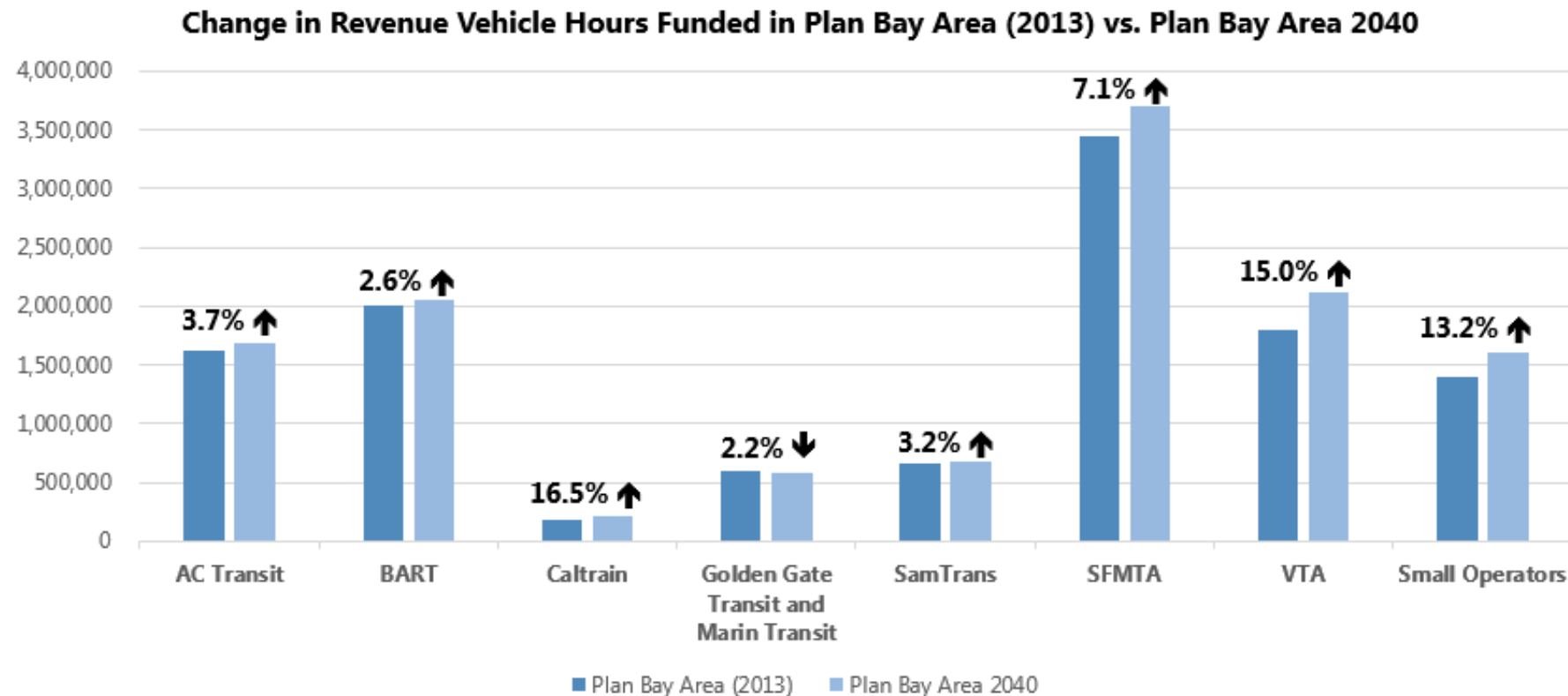
**Includes:**

- Transit Operations (\$122 billion)
- Transit Maintenance (\$31 billion)
- Local Streets Maintenance (\$25 billion)
- Bridge Maintenance (\$14 billion)



# Operating and maintaining the existing system remains our top priority, despite its high costs.

The Draft Preferred Scenario fully funds existing operations in line with the original Plan Bay Area, increasing transit service **by 7.5%** over PBA 2013 levels. Annual costs are **25% higher**, however.



## Strategy 1:

Operate and Maintain  
**\$226 billion** (73%)

### Includes:

- Transit Operations (\$122 billion)
- Transit Maintenance (\$31 billion)
- Local Streets Maintenance (\$25 billion)
- Bridge Maintenance (\$14 billion)

# Modernization of existing transit system and highways is a high priority as well.



## Strategy 2: Modernize **\$54 billion** (17%)

### Includes:

- Core Capacity (\$7 billion)
- Bike/Ped Program (\$3 billion)
- Goods Movement Program (\$3 billion)
- Caltrain Electrification (\$2 billion)
- Mobility and Access Program (\$2 billion)
- BART Metro (\$1 billion)



# The share of funding allocated towards expansion projects continues to decline – focusing primarily on high-performers.



## Strategy 3: Expand **\$29 billion** (9%)

### Includes:

- High Speed Rail in Bay Area (\$8 billion)
- BART to San Jose (\$5 billion)
- Caltrain Downtown Extension (\$4 billion)
- Silicon Valley Express Lanes: SR-85 + US-101 (\$2 billion)



# The Draft Preferred Scenario includes specific strategies for equity.



Fund existing bus operations through 2040

**\$62 billion**



Fund bus service increases and transit improvements

**\$5 billion**



Fund Lifeline Program and County Access Initiatives

**\$2 billion**



Assume **increases in inclusionary zoning** within  
Priority Development Areas





# Transportation investments are being targeted to benefit low-income Bay Area residents...

## TRANSPORTATION FUNDING ALLOCATION FOR DRAFT PREFERRED SCENARIO

	Share of Population	Share of Investment Benefit		
		Transit	Roadway	Total
Low-Income	24%	45%	26%	42%
Minority	59%	58%	52%	57%



\* Image Source: [https://www.flickr.com/photos/pfsullivan\\_1056/4487394472](https://www.flickr.com/photos/pfsullivan_1056/4487394472); <https://www.flickr.com/photos/coolashy/2739834196>

... but ultimately transportation isn't the primary challenge – rather, it's finding an affordable place to live.

Image Source: [https://www.flickr.com/photos/pfsullivan\\_1056/4487394472](https://www.flickr.com/photos/pfsullivan_1056/4487394472)

TRANSPORTATION FUNDING ALLOCATION  
FOR DRAFT PREFERRED SCENARIO

	Share of Population	Share of Investment Benefit		
		Transit	Roadway	Total
Low-Income	24%	45%	26%	42%
Minority	59%	58%	52%	57%





EQUITY MEASURE SUMMARY  
FOR DRAFT PREFERRED SCENARIO

Equity Measure	Better Performance in Disadvantaged Communities?	Disadvantaged Communities Moving in the Right Direction?
Access to Jobs	Yes	Yes
Risk of Displacement	Yes	No
Healthy and Safe Communities	Same	Yes
Middle-Wage Job Creation	N/A	Yes
Housing + Transportation Affordability	No	No
Affordable Housing	No	No





# Performance results for transportation are generally positive but fall short on several key targets.

Goal	TARGET		No Project	Main Streets	Connected Neighbor.	Big Cities	Draft Preferred
 Climate Protection	<b>1</b> Reduce per-capita CO <sub>2</sub> emissions	-15%	-5%	-15%	-18%	-20%	-18%
 Economic Vitality	<b>10</b> Reduce per-capita delay on freight network	-20%	+14%	-22%	-14%	-35%	-28%
 Transportation System Effectiveness	<b>11</b> Increase non-auto mode share*	+10%	+2%	+2%	+3%	+4%	+3%
 Transportation System Effectiveness	<b>12</b> Reduce vehicle O&M costs due to pavement conditions*	-100%	+46%	-66%	-9%	+15%	-16%

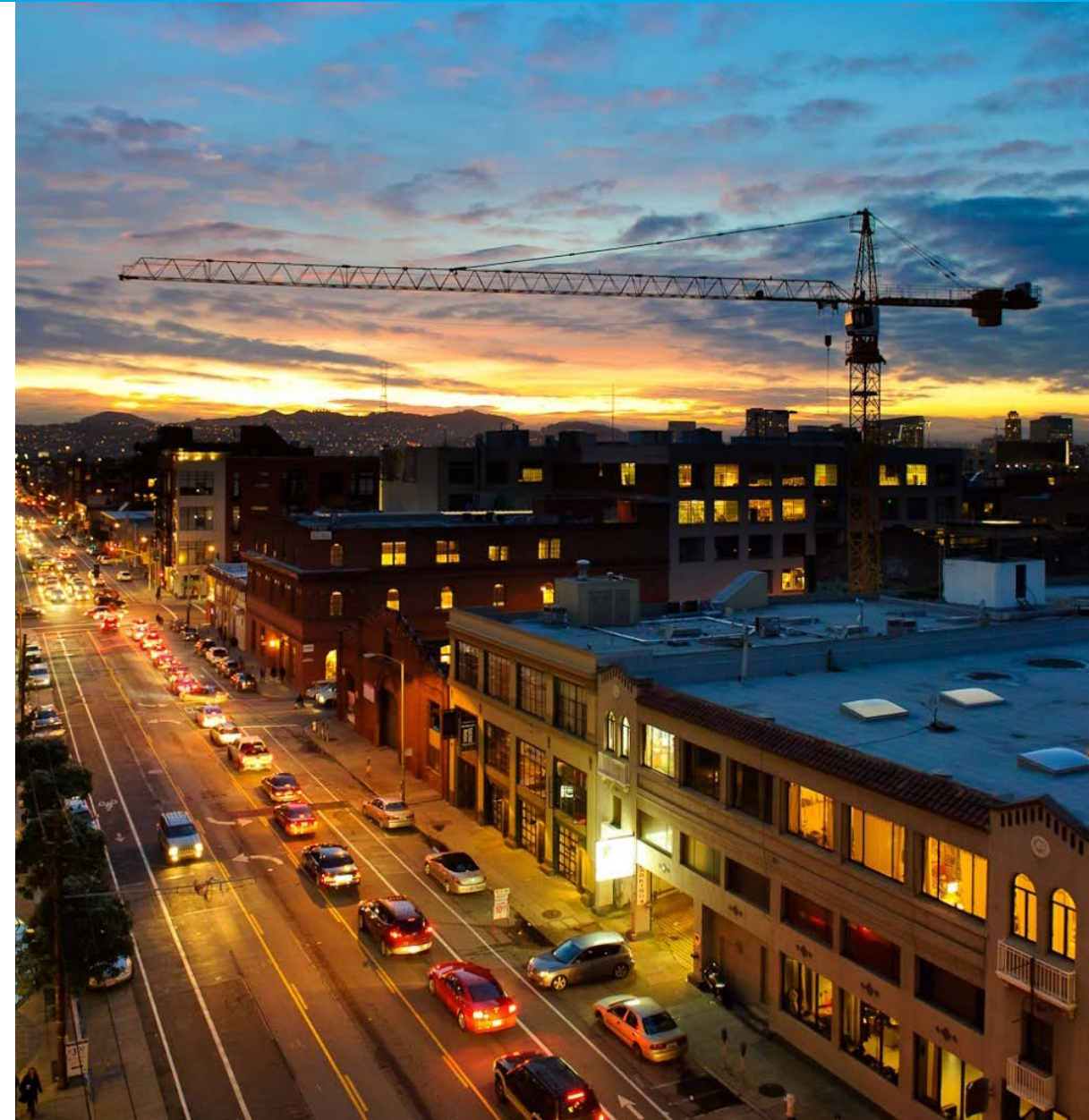
\* = indicates that performance results analysis year 2035; final target results will reflect consistent horizon year of 2040



# Despite its limitations, the Draft Preferred Scenario does perform notably better than the status quo (No Project).

## Compared to the No Project:

- The Draft Preferred Scenario achieves **13 additional percentage points** of per-capita greenhouse gas reduction, primarily due to the Climate Initiatives Program.
- **Nearly 12,000 fewer acres** of greenfield lands are developed in the Draft Preferred Scenario.
- **63,000 fewer households** are at risk of displacement in PDAs, TPAs, and HOAs in the Draft Preferred Scenario.
- The typical driver spends **\$124 less per car** on auto maintenance due to smoother local streets in the Draft Preferred Scenario.





# Plan BayArea 2040

**If we really want to address affordability and equity challenges, action is needed by an engaged public and by all levels of government. Only the most aggressive policies will be sufficient to deal with our housing crisis.**

**Housing +  
Transportation  
Costs**  
(as a share of  
income)\*

**54%**  
of  
household  
income

**2005**

**Housing: +12%**

**Transportation:  
+1%**

**Housing + Transportation: +13%**

**67%**  
of  
household  
income

**2040**

\* = for lower-income households



# Plan BayArea 2040

We want your feedback on how to craft the best Preferred Scenario possible.

## September

- Hold County Workshops with Planning Directors

## October

- Comments on Draft Preferred Due **(October 14)**
- Revise Preferred Scenario

## Fall

- Adopt Revised Preferred Scenario
- Begin CEQA Review

## Spring 2017

- Release Draft Plan
- Release Draft EIR

## Summer 2017

- Adopt Plan Bay Area 2040
- Certify EIR



TO: Joint MTC Planning Committee with the  
ABAG Administrative Committee

DATE: September 2, 2016

FR: MTC Deputy Executive Director, Policy /  
ABAG Executive Director

RE: Plan Bay Area 2040 Draft Preferred Land Use Scenario

### Overview

The *Draft Preferred Scenario* represents a regional pattern of household and employment growth by the year 2040. Together with the corresponding transportation investment strategy, it forms the core of Plan Bay Area 2040 (PBA 2040). Staff has evaluated the *Draft Preferred Scenario* and transportation investment strategy against a set of regionally adopted performance targets to measure how well the *Draft Preferred Scenario* addresses regional goals including climate protection, transportation system effectiveness, economic vitality, and equitable access.

The PBA 2040 *Draft Preferred Scenario* largely reflects the foundation established in *Plan Bay Area* by:

- Focusing development toward Priority Development Areas (PDAs) — neighborhoods served by public transit identified by local jurisdictions as being appropriate for smart, compact development.
- Preserving Priority Conservation Areas (PCAs) by confining growth to established communities, and protecting the Bay Area's legacy of vast and varied open spaces.

The *Draft Preferred Scenario* largely follows the regional growth pattern of *Plan Bay Area*. The *Draft Preferred Scenario* focuses 75 percent of new households and 52 percent of new jobs into PDAs, and distributes all remaining growth within the region's planned urban growth boundaries/limit lines. Similar to *Plan Bay Area*, the *Draft Preferred Scenario* concentrates household growth in the cities of San Jose, San Francisco and Oakland, and along the east and west bayside corridors. In terms of employment, the *Draft Preferred Scenario* anticipates a modest shift from the growth pattern adopted in Plan Bay Area and incorporates substantial employment growth that has occurred since 2010. Since 2010, a significant amount of job growth has occurred in bayside communities (46 percent) and in the cities of San Jose, San Francisco and Oakland (37 percent) — areas comprising the preponderance of the region's commercial space. The *Draft Preferred Scenario* job growth pattern echoes the current trend to continue over the plan horizon and encompasses a more rigorous analysis of potential employment growth by location. Table 1 summarizes the *Draft Preferred Scenario*'s regional growth pattern, compared to *Plan Bay Area*.

**Table 1: Percent of Regional Household and Job Growth, 2010-2040**

Subarea	Plan Bay Area Households	Draft PBA 2040 Preferred Scenario Households	Plan Bay Area Jobs	Draft PBA 2040 Preferred Scenario Jobs
Big 3 Cities <sup>1</sup>	42%	43%	38%	40%
Bayside <sup>2</sup>	34%	33%	37%	46%
Inland, Coastal, Delta <sup>3</sup>	24%	24%	25%	14%

<sup>1</sup> Big 3 Cities (the region's three largest cities – San Jose, San Francisco, and Oakland)

<sup>2</sup> Bayside (generally communities directly adjacent to San Francisco Bay – e.g., Hayward, San Mateo, and Richmond)

<sup>3</sup> Inland, Coastal, and Delta (generally communities just outside of Bayside – e.g., Walnut Creek, Dublin, Santa Rosa, Antioch, Brentwood, Dixon)

## **Background**

The Bay Area economy has exploded over the past four years, attracting thousands of new people and jobs. As a result, ABAG adopted a revised regional growth forecast in February 2016. This forecast estimates an additional 1.3 million jobs and 2.4 million people, and therefore the need for approximately 820,000 housing units between 2010 and 2040. This represents an increase of 15 percent in employment and a 25 percent increase in households, relative to Plan Bay Area.

In May 2016, MTC and ABAG released three alternative land use and transportation scenarios illustrating the effects that different housing, land use and transportation strategies would have on the regionally adopted performance targets. The three scenarios represent a progression of plausible regional futures, from more intense housing and employment growth in the urban core (“Big Cities Scenario”); to more evenly apportioned development among PDAs in medium-sized cities with access to rail services (“Connected Neighborhoods Scenario”); to a more dispersed development pattern, with relatively more growth occurring outside of PDAs (“Main Streets Scenario”).

Staff presented key takeaways from the scenario evaluation in May 2016. First, a more focused land use pattern better positions the region to achieve its greenhouse gas emission target. Second, despite the inclusion of a range of aggressive strategies to subsidize affordable housing, regional affordability and equity challenges are expected to worsen by 2040. Lastly, financial constraints lead to challenges in attaining the transportation targets, particularly travel mode shift and maintenance of the region’s transportation system.

The release of the scenarios initiated a public process in May and June 2016 to garner input from the public, stakeholders, community groups and local officials, via public open houses in each county, an online comment forum, and an online interactive questionnaire (the “Build a Better Bay Area” website). By July 2016, MTC and ABAG had received comments from more than 1,100 Bay Area residents, as well as direct feedback from local jurisdictions. Many of these letters were shared at the July meeting of the Joint MTC Planning Committee with the ABAG Administrative Committee. Letters received subsequent to the July meeting are included in **Attachment B**.

## **Approach to Draft Preferred Land Use Scenario**

To address the challenges of planning for an increasingly complex region, MTC and ABAG have continued to evolve technical methods for creating regional scenarios. UrbanSim incorporates current zoning for 2 million individual land parcels across the Bay Area, as well as available information about current regional and local economic and real estate market trends.

UrbanSim builds upon the methodology used by the Agencies in the prior Plan. The prior methodology combined a land use allocation process based on observed historic growth patterns with jurisdictional expectations described in local plans. This time, UrbanSim also incorporates zoning tools, the most recent PDA assessment, and household, business, and developer choice models. The agencies ran the model hundreds of times, testing the effects that different regional strategies could have on affecting the distribution of housing and employment growth. The output was measured against a set of growth targets put together by ABAG regional planners working with planners from local jurisdictions. Overall, the growth allocation results of the UrbanSim model align fairly closely with these growth targets at a summary level as well as for most localities, though, there are substantial differences for some individual localities. The extent of the differences between local plans and the UrbanSim output is a discussion for the agencies, regional stakeholders, and individual jurisdictions. UrbanSim is an ambitious project which compiles a large amount of data at a very detailed geographic resolution. The detailed level of UrbanSim output is used for the analysis of performance measures and for the environmental analysis.



The *Draft Preferred Scenario* accommodates 100 percent of the needed housing units, and offers a rationale that these units can be built given future market conditions and existing or expected policies to support focused growth at the local, regional or state level.

The *Draft Preferred Scenario* does not mandate any changes to local zoning rules, general plans, or processes for reviewing projects, nor is it an enforceable direct or indirect cap on development locations or targets in the region. As is the case across California, the Bay Area's cities, towns, and counties maintain control of all decisions to adopt plans and permit or deny development projects. PBA 2040 does not establish new state-mandated Regional Housing Needs Allocation (RHNA) numbers for each jurisdiction. RHNA operates on an eight-year cycle, with the next iteration not due until the 2021 Regional Transportation Plan / Sustainable Community Strategy (the next update of Plan Bay Area). Because RHNA numbers are not at stake this cycle, MTC and ABAG are characterizing this update to the region's long-range plan as limited and focused.

### Distribution of Households and Employment

The complete distribution of 2040 household and employment forecasts is included in Attachment A, organized by local jurisdiction, and split into PDA and jurisdiction totals. These numbers stem from ABAG's economic forecasts and reflect empirical input from the regional land use model combined with expert reviews, extensive public input, and most importantly, dialogue with local officials.

Tables 2 and 3 below summarize the distribution of 2040 employment and household forecasts within three regional geographies:

- Big 3 Cities (the region's three largest cities – San Jose, San Francisco, and Oakland)
- Bayside (generally cities directly adjacent to San Francisco Bay – e.g., Hayward, San Mateo, San Rafael and Richmond)
- Inland, Coastal, and Delta (generally cities just outside of Bayside – e.g., Walnut Creek, Dublin, Santa Rosa, Antioch, Brentwood, Dixon)

**Table 2: 2040 Household Forecast (000s)**

<i>Column</i>	<i>A</i>	<i>B</i>	<i>C</i>	<i>D</i>	<i>E</i>	<i>F</i>
<b>Subarea</b>	<b>2010 House-holds</b>	<b>Share of 2010 Households</b>	<b>2040 House-holds</b>	<b>Share of 2040 Households</b>	<b>Growth in Households from 2010</b>	<b>Share of Regional Growth</b>
Total	2,607		3,427		820	
Big 3 Cities	802	31%	1,151	34%	349	43%
Bayside	1,030	39%	1,304	38%	275	33%
Inland, Coastal, Delta	775	30%	971	28%	196	24%
in PDA	559	21%	1,172	34%	613	75%
outside PDA	2,048	79%	2,255	66%	207	25%

**Table 3: 2040 Employment Forecast (000s)**

<i>Column</i>	<i>A</i>	<i>B</i>	<i>C</i>	<i>D</i>	<i>E</i>	<i>F</i>
<b>Subarea</b>	<b>2010 Jobs</b>	<b>Share of 2010 Jobs</b>	<b>2040 Jobs</b>	<b>Share of 2040 Jobs</b>	<b>Growth in Jobs from 2010</b>	<b>Share of Regional Growth</b>
Total	3,422		4,699		1,276	
Big 3 Cities	1,144	33%	1,648	35%	504	40%
Bayside	1,405	41%	1,997	43%	591	46%
Inland, Coastal, Delta	873	26%	1,054	22%	181	14%
in PDA	1,433	42%	2,094	45%	661	52%
outside PDA	1,989	58%	2,605	55%	616	48%

Overall, the regional pattern of households and employment in 2040 largely reflects the existing pattern observed in 2010. We see a slightly higher concentration of growth into the cities of San Jose, San Francisco and Oakland, and bayside communities by 2040. For example, those same areas will represent 72 percent of the region's households and 78 percent of the region's jobs in 2040, a two percent and four percent shift, respectively, from 2010. On the other hand, household and employment *growth* between 2010 and 2040 shows some modest differences. For example, the cities of San Jose, San Francisco and Oakland are forecasted to see much of the region's household growth (43 percent), while bayside communities are forecasted to see much of the region's job growth (46 percent). Finally, the concentrations of housing and jobs in PDAs are forecast to increase, with 75 percent of household and 52 percent of job growth in PDAs.

The 2015 PDA Assessment emphasized that in their current form, many PDAs may not be able to accommodate forecasted growth and require additional policy interventions to increase their development potential. As a result, staff assumed a range of regional policy and investment strategies in the draft preferred land use scenario to increase development potential in PDA's, and influence the overall regional pattern. These strategies are described below.

- Current urban growth boundaries/limit lines are kept in place.
- Inclusionary zoning is applied to all cities with PDAs, meaning that these jurisdictions are assumed to allow below-market-rate or subsidized multi-family housing developments.
- All for-profit housing developments are assumed to make at least 10 percent of the units available to low-income residents, in perpetuity (via deed restrictions).
- In some cases, PDAs were assigned higher densities than what those cities currently allow.
- The cost of building in PDAs and/or Transit Priority Areas (TPAs) is assumed to be reduced by the easing of residential parking minimums and streamlining environmental clearance
- Subsidies are assumed to stimulate housing and commercial development within PDAs.

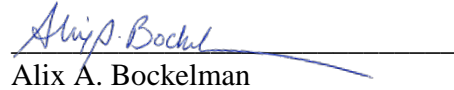
These measures are not prescriptive, and there are many potential public policy options that could help the region attain its adopted targets. Staff suggests considering these strategies as illustrations of what it would take to keep the Bay Area and economically vibrant and sustainable region through the year 2040.

### **Environmental Assessment**

A programmatic Environmental Impact Report (EIR) will be prepared for PBA 2040, with the adoption of the preferred scenario as the basis for the California Environmental Quality Act (CEQA) "project." This environmental assessment fulfills the requirements of the CEQA and is designed to inform decision-makers, responsible and trustee agencies, and Bay Area residents of the range of potential environmental impacts that could result from implementation of the proposed Plan. This EIR will also analyze a range of reasonable alternatives to the proposed project that could feasibly attain most of PBA 2040's basic project objectives and would avoid or substantially lessen any of the significant environmental impacts.

## Next Steps

In September, staff will hold county workshops with Planning Directors to discuss the Draft Preferred Scenario results. Staff requests comments on the Draft Preferred Scenario by October 14. Later this year, staff will recommend approval of a Final Preferred Scenario. The *Draft Preferred Scenario* will be subject to environmental review and other analyses throughout the remainder of 2016 and into 2017. PBA 2040 is slated for final adoption in summer 2017.

  
Alix A. Bockelman

  
Ezra Rapport

## Attachments

AB:mm:an  
J:\PROJECT\2017 RTP\_SCS\RAWG\2016\09\_RAWG\_Sept 2016\2\_PBA2040 Preferred Scenario\_memo\_v5.docx

Attachment A: Distribution of 2040 Household and Employment Forecasts  
Plan Bay Area 2040 *Draft Preferred Scenario*

County	Jurisdiction	Summary Level	Households 2010	Household Forecast 2040	Employment 2010	Employment Forecast 2040
Alameda	Alameda	<b>Total</b>	<b>30,100</b>	<b>41,700</b>	<b>29,200</b>	<b>39,600</b>
		PDA	1,850	6,000	6,900	15,200
	Albany	<b>Total</b>	<b>7,350</b>	<b>7,850</b>	<b>4,400</b>	<b>5,600</b>
		PDA	300	550	2,100	2,450
	Berkeley	<b>Total</b>	<b>46,500</b>	<b>55,700</b>	<b>90,300</b>	<b>139,400</b>
		PDA	6,700	13,300	28,500	42,000
	Dublin	<b>Total</b>	<b>14,900</b>	<b>23,300</b>	<b>18,100</b>	<b>31,400</b>
		PDA	3,100	8,500	5,000	14,000
	Emeryville	<b>Total</b>	<b>5,600</b>	<b>14,300</b>	<b>15,850</b>	<b>20,550</b>
		PDA	2,400	10,500	13,500	16,850
	Fremont	<b>Total</b>	<b>70,000</b>	<b>89,900</b>	<b>86,200</b>	<b>114,500</b>
		PDA	23,000	41,200	38,200	46,000
	Hayward	<b>Total</b>	<b>45,100</b>	<b>53,200</b>	<b>60,900</b>	<b>92,400</b>
		PDA	4,350	8,600	7,600	10,300
	Livermore	<b>Total</b>	<b>28,600</b>	<b>30,900</b>	<b>42,600</b>	<b>48,800</b>
		PDA	850	2,100	23,800	27,750
	Newark	<b>Total</b>	<b>12,900</b>	<b>15,450</b>	<b>17,300</b>	<b>25,600</b>
		PDA	200	2,150	200	450
	Oakland	<b>Total</b>	<b>157,200</b>	<b>235,000</b>	<b>179,100</b>	<b>257,500</b>
		PDA	115,500	190,500	158,200	229,400
	Piedmont	<b>Total</b>	<b>3,800</b>	<b>3,850</b>	<b>1,800</b>	<b>1,750</b>
	Pleasanton	<b>Total</b>	<b>24,700</b>	<b>34,600</b>	<b>60,100</b>	<b>69,900</b>
		PDA	1,300	8,000	12,500	19,600
	San Leandro	<b>Total</b>	<b>30,800</b>	<b>38,500</b>	<b>49,700</b>	<b>66,800</b>
		PDA	4,700	11,700	9,750	11,000
	Union City	<b>Total</b>	<b>20,300</b>	<b>24,200</b>	<b>21,000</b>	<b>30,700</b>
		PDA	500	3,450	250	250
	Alameda County Unincorporated	<b>Total</b>	<b>50,000</b>	<b>56,300</b>	<b>28,850</b>	<b>33,700</b>
		PDA	10,450	12,850	6,850	8,850
	<b>County Total</b>	<b>Total</b>	<b>548,000</b>	<b>724,700</b>	<b>705,500</b>	<b>978,300</b>
		PDA	175,100	319,300	313,400	444,000



County	Jurisdiction	Summary Level	Households 2010	Household Forecast 2040	Employment 2010	Employment Forecast 2040
Contra Costa	Antioch	<b>Total</b>	<b>32,400</b>	<b>41,900</b>	<b>20,200</b>	<b>25,400</b>
		PDA	1,400	5,200	2,050	2,300
	Brentwood	<b>Total</b>	<b>16,800</b>	<b>29,700</b>	<b>11,600</b>	<b>12,150</b>
	Clayton	Total	3,950	4,050	2,000	2,100
	Concord	<b>Total</b>	<b>45,000</b>	<b>66,000</b>	<b>54,200</b>	<b>95,200</b>
		PDA	4,000	22,200	10,200	41,400
	Danville	<b>Total</b>	<b>15,300</b>	<b>16,550</b>	<b>11,800</b>	<b>12,450</b>
		PDA	1,350	2,000	6,300	6,600
	El Cerrito	<b>Total</b>	<b>10,300</b>	<b>11,950</b>	<b>5,300</b>	<b>5,750</b>
		PDA	750	2,000	3,800	4,550
	Hercules	<b>Total</b>	<b>8,300</b>	<b>10,600</b>	<b>4,850</b>	<b>6,050</b>
		PDA	900	2,650	1,150	1,500
	Lafayette	<b>Total</b>	<b>9,200</b>	<b>10,750</b>	<b>9,050</b>	<b>9,650</b>
		PDA	1,700	2,700	6,650	7,250
	Martinez	<b>Total</b>	<b>14,250</b>	<b>15,450</b>	<b>20,800</b>	<b>26,200</b>
		PDA	700	850	6,800	9,650
	Moraga	<b>Total</b>	<b>5,600</b>	<b>5,750</b>	<b>4,500</b>	<b>5,800</b>
		PDA	30	40	1,400	1,650
	Oakley	<b>Total</b>	<b>10,600</b>	<b>16,700</b>	<b>3,350</b>	<b>6,050</b>
		PDA	800	6,400	1,550	4,050
	Orinda	<b>Total</b>	<b>6,500</b>	<b>7,050</b>	<b>4,850</b>	<b>5,150</b>
		PDA	250	550	2,650	2,800
	Pinole	<b>Total</b>	<b>6,550</b>	<b>7,300</b>	<b>6,850</b>	<b>9,000</b>
		PDA	350	950	5,250	6,950
	Pittsburg	<b>Total</b>	<b>19,400</b>	<b>27,400</b>	<b>11,800</b>	<b>16,400</b>
		PDA	5,150	8,900	4,600	6,100
	Pleasant Hill	<b>Total</b>	<b>13,500</b>	<b>14,000</b>	<b>16,300</b>	<b>19,600</b>
		PDA	850	950	5,750	7,100
	Richmond	<b>Total</b>	<b>36,700</b>	<b>56,500</b>	<b>30,800</b>	<b>63,500</b>
		PDA	8,600	22,300	13,400	37,000
	San Pablo	<b>Total</b>	<b>8,950</b>	<b>9,600</b>	<b>7,400</b>	<b>10,000</b>
		PDA	2,000	2,350	4,850	6,700
	San Ramon	<b>Total</b>	<b>24,400</b>	<b>31,100</b>	<b>47,900</b>	<b>46,100</b>
		PDA	200	5,800	25,650	22,400
	Walnut Creek	<b>Total</b>	<b>30,400</b>	<b>38,200</b>	<b>51,050</b>	<b>54,550</b>
		PDA	4,950	9,550	27,400	29,500
	Contra Costa County Unincorporated	<b>Total</b>	<b>57,800</b>	<b>70,700</b>	<b>0</b>	<b>0</b>
		PDA	4,400	16,100	0	0
	<b>County Total</b>	<b>Total</b>	<b>375,900</b>	<b>491,200</b>	<b>360,200</b>	<b>472,700</b>
		PDA	38,300	111,500	138,200	209,400

County	Jurisdiction	Summary Level	Households 2010	Household Forecast 2040	Employment 2010	Employment Forecast 2040
Marin	Belvedere	Total	900	1,000	300	300
	Corte Madera	Total	3,900	4,350	6,650	7,450
	Fairfax	Total	3,400	3,550	1,550	1,700
	Larkspur	Total	5,850	6,300	7,450	8,800
	Mill Valley	Total	5,900	8,150	6,000	6,600
	Novato	Total	20,150	21,350	26,400	29,500
	Ross	Total	800	900	350	400
	San Anselmo	Total	5,200	5,450	3,300	3,650
	San Rafael	Total	22,550	25,950	43,300	49,100
		PDA	1,650	2,750	9,000	10,100
	Sausalito	Total	4,150	4,500	5,200	5,800
	Tiburon	Total	3,600	3,850	2,850	2,900
	Marin County Unincorporated	Total	27,450	30,600	17,500	21,350
		PDA	1,500	2,050	650	750
	County Total	Total	103,900	115,900	120,800	137,600
		PDA	3,150	4,800	9,650	10,850
Napa	American Canyon	Total	5,400	7,000	5,450	8,150
		PDA	400	1,500	1,350	1,700
	Calistoga	Total	2,050	2,400	2,200	2,650
	Napa	Total	28,100	30,250	34,000	36,500
		PDA	350	1,200	5,300	6,300
	St. Helena	Total	2,400	3,000	5,700	5,650
	Yountville	Total	1,100	1,200	2,750	2,750
	Napa County Unincorporated	Total	10,200	11,850	20,550	23,250
	County Total	Total	49,200	55,700	70,700	79,000
		PDA	800	2,700	6,600	8,050
San Francisco	San Francisco	Total	347,100	475,500	576,900	887,800
		PDA	184,000	302,300	473,800	765,000

County	Jurisdiction	Summary Level	Households 2010	Household Forecast 2040	Employment 2010	Employment Forecast 2040
San Mateo	Atherton	Total	2,350	2,500	2,150	2,300
	Belmont	Total	8,800	9,600	7,900	10,000
		PDA	2,500	2,850	3,500	4,450
	Brisbane	Total	1,800	6,300	5,200	17,600
		PDA	0	4,400	0	10,900
	Burlingame	Total	12,250	13,800	28,000	38,300
		PDA	6,950	8,300	11,500	15,700
	Colma	Total	850	1,250	3,950	4,900
		PDA	700	1,050	1,450	1,950
	Daly City	Total	30,700	37,000	18,400	23,150
		PDA	8,500	13,500	4,650	5,800
	East Palo Alto	Total	6,950	9,950	5,100	7,000
		PDA	800	2,200	950	1,750
	Foster City	Total	11,900	14,250	15,800	21,800
	Half Moon Bay	Total	4,200	4,700	4,900	5,200
	Hillsborough	Total	3,750	3,950	2,100	2,300
	Menlo Park	Total	12,300	17,800	34,600	45,000
		PDA	200	1,050	6,200	7,950
	Millbrae	Total	7,950	11,000	5,900	12,900
		PDA	600	3,350	2,800	9,100
	Pacifica	Total	13,900	14,300	5,950	7,300
	Portola Valley	Total	1,700	1,750	2,700	3,000
	Redwood City	Total	27,800	36,000	59,200	85,000
		PDA	600	6,700	20,700	27,600
	San Bruno	Total	14,600	18,300	12,900	15,350
		PDA	3,700	6,750	9,300	11,300
	San Carlos	Total	13,200	13,700	16,300	21,700
		PDA	50	100	1,200	1,650
	San Mateo	Total	37,900	49,200	51,000	67,600
		PDA	11,200	19,200	25,300	34,000
	South San Francisco	Total	20,450	23,450	38,800	55,400
		PDA	5,300	7,650	8,250	11,350
	Woodside	Total	2,050	2,500	1,950	2,150
	San Mateo County Unincorporated	Total	21,400	24,500	20,600	27,500
		PDA	2,400	2,950	3,200	4,100
	County Total	Total	256,900	315,800	343,300	475,300
		PDA	43,500	80,100	99,000	147,600

County	Jurisdiction	Summary Level	Households 2010	Household Forecast 2040	Employment 2010	Employment Forecast 2040
Santa Clara	Campbell	<b>Total</b>	<b>16,550</b>	<b>18,950</b>	<b>25,200</b>	<b>31,800</b>
		PDA	600	1,650	5,250	6,950
	Cupertino	<b>Total</b>	<b>20,900</b>	<b>24,450</b>	<b>26,800</b>	<b>53,100</b>
		PDA	2,250	4,900	9,800	13,950
	Gilroy	<b>Total</b>	<b>14,000</b>	<b>19,600</b>	<b>17,850</b>	<b>20,800</b>
		PDA	1,400	3,350	4,500	5,300
	Los Altos	<b>Total</b>	<b>10,500</b>	<b>12,000</b>	<b>14,050</b>	<b>16,750</b>
		PDA	0	200	2,200	2,650
	Los Altos Hills	<b>Total</b>	<b>2,850</b>	<b>3,050</b>	<b>1,550</b>	<b>1,750</b>
	Los Gatos	<b>Total</b>	<b>11,900</b>	<b>12,400</b>	<b>19,000</b>	<b>21,250</b>
	Milpitas	<b>Total</b>	<b>19,000</b>	<b>30,800</b>	<b>42,000</b>	<b>56,400</b>
		PDA	800	8,800	5,700	9,900
	Monte Sereno	<b>Total</b>	<b>1,250</b>	<b>1,350</b>	<b>550</b>	<b>550</b>
	Morgan Hill	<b>Total</b>	<b>12,550</b>	<b>15,500</b>	<b>19,250</b>	<b>20,700</b>
		PDA	250	900	1,550	1,400
	Mountain View	<b>Total</b>	<b>31,800</b>	<b>58,500</b>	<b>48,500</b>	<b>69,600</b>
		PDA	5,800	29,300	25,200	39,000
	Palo Alto	<b>Total</b>	<b>26,550</b>	<b>29,150</b>	<b>102,000</b>	<b>123,200</b>
		PDA	500	950	3,850	4,800
	San Jose	<b>Total</b>	<b>297,700</b>	<b>440,600</b>	<b>387,700</b>	<b>502,600</b>
		PDA	67,200	201,700	229,200	299,400
	Santa Clara	<b>Total</b>	<b>42,100</b>	<b>54,900</b>	<b>102,900</b>	<b>189,100</b>
		PDA	300	6,200	10,200	13,100
	Saratoga	<b>Total</b>	<b>10,650</b>	<b>11,000</b>	<b>8,750</b>	<b>9,500</b>
	Sunnyvale	<b>Total</b>	<b>52,600</b>	<b>80,700</b>	<b>65,800</b>	<b>116,000</b>
		PDA	6,200	32,000	21,900	29,000
	Santa Clara County Unincorporated	<b>Total</b>	<b>26,100</b>	<b>33,600</b>	<b>29,500</b>	<b>36,500</b>
	<b>County Total</b>	<b>Total</b>	<b>597,100</b>	<b>846,600</b>	<b>911,500</b>	<b>1,269,700</b>
		PDA	85,300	289,800	319,200	425,500



County	Jurisdiction	Summary Level	Households 2010	Household Forecast 2040	Employment 2010	Employment Forecast 2040
Solano	Benicia	Total	10,700	11,800	12,900	18,600
		PDA	600	900	2,050	2,050
	Dixon	Total	5,850	6,950	4,850	6,100
		PDA	450	550	300	350
	Fairfield	Total	34,200	38,700	43,100	51,600
		PDA	2,300	5,000	6,450	7,100
	Rio Vista	Total	3,700	10,400	2,350	2,450
	Suisun City	Total	9,000	9,650	2,500	3,000
		PDA	1,100	1,550	1,100	1,300
	Vacaville	Total	31,000	33,050	29,300	35,000
		PDA	850	2,250	4,900	4,950
	Vallejo	Total	40,950	45,050	30,900	35,300
		PDA	400	1,150	2,600	3,050
	Solano County Unincorporated	Total	6,900	14,700	4,250	4,400
	County Total	Total	142,300	170,300	130,200	156,500
		PDA	5,700	11,400	17,350	18,800
Sonoma	Cloverdale	Total	3,250	5,250	1,750	1,600
		PDA	800	2,850	550	500
	Cotati	Total	3,050	3,550	2,700	3,000
		PDA	350	700	700	700
	Healdsburg	Total	4,400	4,700	8,400	9,900
	Petaluma	Total	21,800	27,100	30,000	35,700
		PDA	500	4,450	3,500	4,050
	Rohnert Park	Total	15,000	21,100	12,050	13,350
		PDA	1,300	5,300	4,250	4,900
	Santa Rosa	Total	63,800	78,800	76,400	91,700
		PDA	16,800	30,300	41,100	48,600
	Sebastopol	Total	3,300	5,000	5,000	5,050
		PDA	2,050	3,750	4,650	4,650
	Sonoma	Total	4,900	6,250	7,150	8,050
	Windsor	Total	9,050	10,550	7,600	9,200
		PDA	1,100	2,300	900	1,200
	Sonoma County Unincorporated	Total	58,300	68,600	51,700	63,900
	County Total	Total	186,800	231,000	202,700	241,400
		PDA	23,000	49,700	55,800	64,600
Regional Total		Total	2,607,000	3,427,000	3,422,000	4,698,000
		PDA	559,000	1,172,000	1,433,000	2,094,000

Ford Greene  
*Mayor*

Kay Coleman  
*Vice Mayor*



## Attachment B

Matt Brown  
*Councilmember*

Tom McInerney  
*Councilmember*

John Wright  
*Councilmember*

525 San Anselmo Avenue, San Anselmo, CA 94960-2682  
www.townofsananselmo.org  
(415) 258-4600 | Fax (415) 459-2477

July 20, 2016

Miriam Chion  
Director of Planning and Research  
Association of Bay Area Governments  
Bay Area Metro Center  
375 Beale Street, Suite 800  
San Francisco, CA 94105-2066

Ken Kirkey  
Director of Planning  
Metropolitan Transportation Commission  
Bay Area Metro Center  
375 Beale Street, Suite 800  
San Francisco, CA 94105-2066

RE: Plan Bay Area 2040 Alternative Scenario Housing and Job Projections

Dear Ms. Chion and Mr. Kirkey:

The Town of San Anselmo has reviewed, and we wish to provide comments on, the household and jobs projections for the three alternative scenarios for Plan Bay Area 2040. We understand that your staff is now working on Draft Preferred Scenario projections. We again request that the assumptions and predictions in future projections be simply and fully explained to Bay Area residents, who do not have access to UrbanSim and the data ABAG/MTC is using for projections.

The Town has made the following requests for more detailed information to which, so far, we have received no direct response:

- December 29, 2015, staff emailed Miriam Chion to request specifics on Town projections and invited a representative of ABAG to explain them at a Town Council meeting (which ABAG did for San Rafael and Novato). No one responded to the email.
- January 5, 2016, in a response to a request for comments on the projections, staff emailed Christy Leffall, Regional Planner for ABAG, and again indicated that the Town has inadequate information to comment. Ms. Leffall referred staff to Hing Wong, the ABAG county planner.
- February 4, 2016, staff emailed Hing Wong to request the information, including "citations to data sources and information on how the numbers are generated." Mr. Wong promptly forwarded the

request to Aksel K Olsen, Regional Analyst for ABAG. Staff asked Mr. Olsen for the information on the projections. Mr. Olsen indicated he would respond "within the next day or so" but never responded.

- February 8, 2016, Mr. Wong provided the town with information on regional projections and methodology, but not information to explain how the projections were assigned to the Town.
- July 2016, Marin County Planning Directors requested ABAG and MTC to provide assistance in understanding the modeling. Only Novato has received an explanation.

In order to intelligently respond to your request for comment, we need adequate, accurate information. Otherwise, the request for comment is more akin to a public relations posture rather than one that respects the requests of local government for what we need. We reiterate our request and ask that you please substantively respond at your earliest convenience.

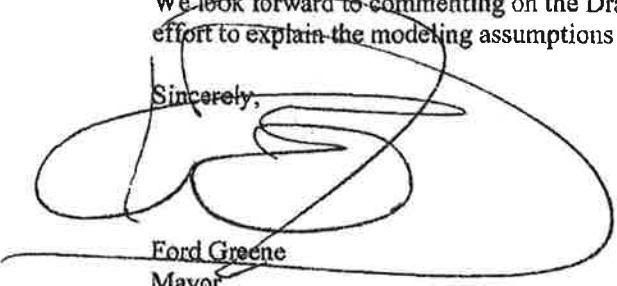
The numbers that MTC/ABAG envisions for San Anselmo exceed what we expect for household and job growth under any regional development scenario, based on available land, site constraints (flooding and hillside topography), historic development, historic employment patterns, and existing land use policies and regulations. The Town is "built out." There are fewer than 100 vacant single-family lots available for development and few vacant commercial parcels. The Town does not expect significant future commercial development, which would primarily involve redevelopment of existing sites. Our housing element encourages development of housing in commercial areas and the Town has zoned commercial areas in order to meet its current share of the Regional Housing Needs Allocations for various income levels. In order to generate the 700 jobs projected for San Anselmo, the Town would need to construct approximately 200,000 to 240,000 square feet of office/retail/service space. This level of development is without factual basis and is not realistic.

The Town's population has remained stable for the last 45 years. The school district, Town government and grocery stores are likely the largest employers in Town. These employers will not be expanding significantly over the next 25 years, as we do not expect our population to change significantly, even with full build out under our General Plan.

The Town currently suffers from increasingly profound traffic congestion on our major arterial roads. We are certain that household and job growth predicted within and west of our community will result in the exacerbation of the already intolerable congestion if it is not accompanied by transportation investments to relieve congestion. Therefore, we support a modified preferred scenario that accounts for funding transportation improvements where existing traffic is an issue, or where any housing growth is planned.

We look forward to commenting on the Draft Preferred Scenario and request that ABAG/MTC make an effort to explain the modeling assumptions and predictions for the Town of San Anselmo.

Sincerely,



Ford Greene  
Mayor



John McCauley  
Mayor  
Jessica Sloan  
Vice Mayor  
Stephanie Moulton-Peters  
Councilmember



Jim Wickham  
Councilmember  
Sashi McEntee  
Councilmember  
James C. McCann  
City Manager

August 1, 2016

Miriam Chion  
Director of Planning & Research  
Association of Bay Area Governments  
Bay Area Metro Center  
375 Beale Street, Suite 800  
San Francisco, CA 94105-2066

Ken Kirkey  
Director of Planning  
Metropolitan Transportation Commission  
375 Beale Street, Suite 800  
San Francisco, CA 94105-2066

**RE: Plan Bay Area –2040 Projections and Scenarios**

Dear Ms. Chion and Mr. Kirkey,

This letter is in regard to the draft 2040 Projections and Scenarios developed as part of the Plan Bay Area Update.

The City of Mill Valley has reviewed the projections data and attended the June 4, 2016 Open House in Corte Madera, and would like to submit the following comments for your review and consideration:

**Projections:**

- **Plan Bay Area 2013 projections for 2040.** At the Open House, MTC staff discussed the prior forecasts, and acknowledged that projections contained in Plan Bay Area 2013 have been the most accurate. With that in mind, and the fact that forecasting tends to run on the conservative side, staff suggests starting with the 2040 Assumptions generated in Plan Bay Area 2013 as a benchmark for projections used in this Update.
- **Plan Bay Area 2040 Methodology.** Please provide detailed information explaining how the projections were assigned to each jurisdiction within Marin County. In general, the household and job numbers that are presented in the draft projections and scenarios exceed the growth that expected in Mill Valley due to available undeveloped land; site constraints (flooding and hillside topography); historic employment patterns; and land use

policies and regulations. The City has not, and continues to expect to see relatively slow development, which mainly consist of renovation and remodeling of existing homes. The City has not seen, and does not anticipate a significant change in the type of commercial development, nor do the City's land use regulations support intensification or expansion of commercial areas.

- **Mill Valley Household Growth Forecast: Base Year vs. No Project.** There seems to be some sort of disconnect as Mill Valley's household growth is disproportionate to any other jurisdiction in terms of the no project scenario. Please explain why.
- **Mill Valley Jobs Forecast.** The City of Mill Valley has four commercial areas, all of which are built-out. The largest commercial uses generated in Mill Valley are for food establishments, professional services and general office space. Renovations to the commercial areas in Mill Valley has resulted in changes of use but have not resulted in a change the total square footage of the City's commercial area, which equals approximately 4.5 million square feet. Mixed use buildings are also conditionally permitted in commercial areas, which should also be incorporated into assumptions as new commercial square footage cannot be assumed for all building square footages. While some additional employment may be gained through the change of use of commercial space and the large number of persons that work from home in Mill Valley, it is unreasonable to assume the City can accommodate 1,000+ jobs within the next 24 years. Staff is therefore requesting that the jobs projection be reviewed based on the above information.
- **Mill Valley Households Forecast.** The City of Mill Valleys' residential area is mainly built out, with small infill opportunities suitable for small-scale development. This is reflected through recent past census data:
  - 591 additional households from 1980 – 2000
  - Between 2000 and 2010 Mill Valley had a REDUCTION of 63 householdsWhile there are more households living per unit, it is unrealistic to think that Mill Valley will add as many households as it did in the 1980-1990 time period, and as recent historic trends illustrate, there is slow to no new household growth in Mill Valley.


**Scenarios:**

- **Assumptions.** In Open House materials distributed, the evaluation of scenarios included policy assumptions that should be further discussed. Assumptions and statements discussed in in the materials included the following policy items:
  - inclusionary housing;
  - commercial linkage fees;
  - business subsidies/transit subsidies;
  - second units;
  - tenant protections/displacement;
  - green infrastructure; and
  - open space/preservation funding.

First, MTC/ABAG should confirm with local jurisdictions that they support and are interested in implementing such policies at the local level. This would help to validate/support various scenarios. Second, MTC/AGAG, as part of the implementation of the Plan, should provide technical support to local jurisdictions that would streamline the implementation of such policies by providing best practices; model ordinances; technical studies and/or nexus studies. Local jurisdictions could then craft their own policy based on the tools provided—allowing jurisdictions to maintain local control while being provided additional tools to move important land use policy considerations forward on a regional level. This is especially important, given the limited amount of funding and staff time that small local jurisdictions have to implement these large scale policies, as well as the large cost in conducting the required research and, in some cases, legal nexus, for developing such policies. Once these steps have been made, then MTC/ABAG would be in a better suited to credit each scenario with such assumptions.

- **Projections vs Department of Finance.** The Projections data assumes that some land use restrictions would be eliminated to allow for new units. The Department of Finance does not include such an assumption. Please provide additional information as to why this assumption has been added, and how it impacts the projections.

Sincerely,



John McCauley, Mayor  
City of Mill Valley

Cc: Jim McCann, City Manager  
Mill Valley City Council



**From:** [Save Marinwood](#)  
**To:** [info@planbayarea.org](mailto:info@planbayarea.org)  
**Subject:** Comments on Plan Bay Area 2040. Even the Soviet Union had only a five year plan.  
**Date:** Thursday, July 07, 2016 3:38:40 PM

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Dear Commissioners of ABAG, MTC and other administrators of Plan Bay Area 2040:

Ever since hearing about the massive social planning experiment, One Bay Area and the inclusion of Marinwood-Lucas Valley as a Priority Development Area in 2012, our community has been following the developments of your social project. Save Marinwood represents a 6000 people in unincorporated Marin (North San Rafael).

The latest Plan Bay Area 2040 is very similarly flawed as the first Plan Bay Area as it relies on unsubstantiated data, environmental fallacies and complete fabrication of population and economic growth statistics. Even the old Soviet Union was never so bold to predict beyond a five year horizon.

I suppose with your new multi-million dollar headquarters, exclusive clique of political insiders and billions of dollars to spend on transportation, housing and "social equity", life must look pretty sweet. The voters, still largely ignorant of your coup over local government, seem to be agreeing to your plans and just approved some tax increases. They will wake up one day.

But life is much more than daily meetings filled with political rhetoric and empty promises. The REAL people who pay the bills with money earned in careers and businesses outside the government will discover your mischief. We work hard for our families to create the quality life we value and a suburban/rural lifestyle you despise. We will be deciding your future and not the other way around.

The June 23rd vote for Brexit is a harbinger of things to come for Plan Bay Area. As people wake up and learn the power and taxes you have illegitimately stolen from the voters, your house of cards will tumble. I have no doubt we "little people" will gather the political strength to push you out of power.

We endorse the attached letter of Sustainable Tam Almonte in its entirety. We urge you to take the points seriously.

Very sincerely yours,

Stephen Nestel  
Save Marinwood  
San Rafael, CA 94903  
[www.savemarinwood.org](http://www.savemarinwood.org)



Letter from Sustainable TamAlmonte to ABAG & MT...

**From:** LJ pfeifer  
**To:**  
**Cc:**  
**Subject:** Public Comment: PBA 2017 Update Friday,  
**Date:** July 08, 2016 12:15:32 AM

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**Friday July 8, 2016**

To: ABAG & MTC - info@planbayarea.org

**Re: Comments on Plan Bay Area Update 2017**

From: Linda Pfeifer, Sausalito City Councilmember,  
420 Litho Street Sausalito, CA 94965

Dear ABAG and MTC,

I am concerned to see the new job and household growth projections for Sausalito in the Plan Bay Area Update 2017. I had thought the lessons-learned from the first Plan Bay Area (PBA I) might be applied to these new 2017 projections to yield more realistic numbers based on historical data, economic realities, and trends.

For example, Sausalito's population has rarely wavered far from 7,300, give or take a couple hundred, and in a recent census our population decreased. Yet the PBA 2017 update adds an additional 300 households for the 2017-2040 projection, *regardless of scenario*. The baseline year is 4,200 and grows to 4,500.

I find it hard to reconcile these projections, especially in light of PBA 2013's projections of 23% job growth in Sausalito, now widely acknowledged as flawed. But now Plan Bay Area 2017 sets job growth projections in Sausalito at 900 in the Big City scenario and 1,000 in the Main Street and Connected Neighborhoods scenarios. Even during the economic boom times prior to 2008, Sausalito did not experience such high job growth.

While the Big City scenario seems to yield the least impact overall in Marin, to me the entire analysis is flawed. No scenario in PBA 2017 yields job or household growth projections for our small town that could be justified under the most robust economic conditions. In addition, Sausalito has hard borders with Richardson Bay and The Golden Gate National Recreation Area headlands, so it's hard to understand how our small town might expand without environmental consequence, even if half the percentage of these projected figures were plausible.

I urge MTC and ABAG to start this analysis over again and apply the lessons learned from the first Plan Bay Area. The public's confidence was shaken during the first PBA. This time around, it's important to get the process right. Thank you for your consideration.

Kind Regards,

Linda Pfeifer

## Sausalito City Councilmember

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Linda Pfeifer ~

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**From:** John Kearns  
**To:**  
**Cc:**  
**Subject:** RE: PBA 2040 Alternative Scenarios  
**Date:** Thursday, July 14, 2016 5:41:15 PM

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To Whom this May Concern;

We have taken the time to review the alternative scenarios and consistent with the Cities of Fairfield and Vacaville, we would not support the "Big Cities" scenario. We would also like consideration of important regional projects such Jepson Parkway and 680/80/12 as it appears they are missing from some of the scenarios. We look forward to reviewing and commenting on the documents through the next stage of the process.

John Kearns  
Associate Planner  
City of Suisun City  
(707) 421-7335  
[jkearns@suisun.com](mailto:jkearns@suisun.com)

**From:** Lynn Keller  
**To:** info@planbayarea.org  
**Subject:** Comments on Plan Bay Area 2017  
**Date:** Friday, July 15, 2016 4:01:13 PM

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To: ABAG and MTC - info@playbayarea.org

From: Lynn Keller, 33 Monte Mar, Sausalito, CA 94965

Dear MTC and ABAG:

I am alarmed to see the inflated projections for job growth and housing growth for Plan Bay Area 2017 for Sausalito

We are a small town. We have Richardson Bay on the East, and GGNRA on the West. Our southern border is also up against GGNRA.

Our northern boundary is also geographically constrained.

Even during boom times Sausalito hasn't had exponential job growth like the job growth you're projecting. In the Big City scenario you expect Sausalito to have 900 more jobs? We are a small neighborhood town of artists and crafts people. Why are you trying to make Sausalito which a jewel of the Bay Area into a Silicon Valley type town?

And why are you planning to over build Sausalito with 300 new residences?

The original assumptions of PBA are overly inflated, and therefore the new projections are also inflated and alarming. It's my opinion you need to start over and get the base assumptions right before these aggressive housing and job assumptions are laid onto a small geographically constrained town.

Sausalito can't fit that many jobs or that many people. We have about 7,000 residents. I've lived in Sausalito for 25 years and our population hasn't grown in that time by more than a few people.

Sausalito is a jewel that people travel the world over to come and spend a day or week to relax and enjoy the views, the birds, the little shops and restaurants. Please, please don't ruin it with these overly aggressive and frankly, unrealistic and unfounded projections for job and housing growth. Please - if you are planning for the future I urge you to start over, get this right, and help us residents have confidence in the plan.

Thank you,  
Lynn Keller  
33 Monte Mar  
Sausalito, CA 94965

**From:** susan k  
**To:** info@planbayarea.org  
**Subject:** Sausalito  
**Date:** Tuesday, July 19, 2016 5:51:05 PM

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To whom it may concern,

I'm upset that we are again having to write letters because of false data projections by Plan Bay Area. Your projections for Sausalito in the past have been grossly exaggerated and these exaggerations are reiterated in the latest projections. The historical trends do not support your numbers and Sausalito is a geographically constrained area which physically cannot expand. I am against Plan Bay Area philosophically as I believe communities are unique entities and I am against the corporatization of America. Plan Bay Area smells of conspiracy with big business and development. I hope at some point these data projections and the project as a whole will be taken to the higher courts as unconstitutional and those involved in the falsification of data will be held accountable.

Susan Samols  
Sausalito, CA





TO: Joint MTC Planning Committee with the  
ABAG Administrative Committee

DATE: September 2, 2016

FR: MTC Deputy Executive Director, Policy

RE: Plan Bay Area 2040 Draft Transportation Investment Strategy

### **Overview**

The Draft Investment Strategy comprises a 24-year fiscally constrained set of transportation projects and programs that support the region's land use and transportation goals. The following memo describes staff's process for forecasting revenues and expenditure needs, and summarizes the breakout of investments by different categories. Together with the Preferred Land Use Scenario, the Investment Strategy provides the overall foundation for Plan Bay Area 2040 (PBA 2040) — a set of regional transportation priorities that can be delivered within the planning horizon given estimates of future financial resources.

This draft strategy culminates from staff's evaluation of major transportation projects, financial needs to operate and maintain the existing system, an evaluation of land use and transportation scenarios, as well as coordination with county congestion management agencies (CMAs), transit agencies and local jurisdictions. MTC staff presented the draft strategy at the Partnership Technical Advisory Committee and Partnership Board meetings in July and released draft project lists to CMAs and transit agencies in August. Staff seeks comments on the current proposal, draft project lists and funding assumptions, and funding categories. Several comment letters received to-date are included as Attachment A. Staff anticipates further refining the proposal and projects in advance of the November 2016 meeting.

The following attachments are included for reference:

- A. Correspondence Received on Investment Strategy
- B. Draft Revenue Forecast by Source
- C. Project Performance Assessment Draft High-Performers and Low-Performers
- D. Draft Transportation Project List
- E. Letter from 6 Wins for Social Equity Network

### **Investment Strategy at a Glance**

- The draft investment strategy for PBA 2040 largely continues the overall priorities from the previous plan – an emphasis on “fix it first,” supporting focused growth, and protecting our climate.
- Funding existing transit operations is the largest single investment for the region over the next 24 years. Through a combination of local, federal, state and regional resources, the region estimates future funding investments of \$122 billion (roughly \$5 billion per year) on transit operations, a 25% increase over Plan Bay Area 2013. Unfortunately, due to the high cost of providing transit service in our region, that 25% increase in cost only buys a 7.5% increase in vehicle hours of service.
- Transit capital maintenance and local streets and roads maintenance are the two next largest investments, and the draft strategy invests \$31 billion on improving the condition of vehicles and other fixed-guideway infrastructure as well as \$24 billion on replacing and maintaining the pavement condition of the region's local streets and roads.

## Investment Strategy Process

Development of the draft investment strategy required several important activities – an estimation of funding needs, a forecast of transportation revenues, the prioritization of major projects, and a comparison of trade-offs between funding maintenance, modernization, and expansion projects.

## Needs Assessment

The initial process was guided by the expertise of congestion management agencies, transit operators and public works departments submitting an estimate of their operating, maintenance, and project needs for the next 24 years, as well as a request for future regional funding for those needs. In the fall of 2016, MTC took stock of the following needs:

- \$122 billion to operate the existing transit system
- \$47 billion to improve the existing transit infrastructure (vehicles, tracks, etc) to ideal conditions
- \$36 billion to improve the region’s local streets and roads pavement to ideal conditions
- \$35 billion to improve the region’s highways and bridges to ideal conditions
- \$187 billion to fund projects and programs beyond operating and maintaining the existing system
- Total need = \$426 billion

Compared to the previous plan, the amount of funding required to achieve a state of good repair, in which all pavement is maintained at optimal levels and all transit assets are replaced at the end of their useful life, is higher on an annualized basis. The funding need increased from \$8.1 billion/year in Plan Bay Area 2013 (PBA 2013) to \$9.3 billion/year in PBA 2040, as shown in Table 1. These increases reflect escalating costs to operate the transit system (25% higher) and to replace transit assets (18% higher). Comparatively, the funding need for local streets and roads has decreased by 5% and the need for state highways has remained steady. Attachment A details the streets and road and transit needs.

**Table 1. Annualized Funding Need Change Between PBA 2013 and PBA 2040**

| Mode                                 | Annual Need in billions of YOE \$ |              | % Change    |
|--------------------------------------|-----------------------------------|--------------|-------------|
|                                      | PBA 2013                          | PBA 2040     |             |
| Local Streets and Roads <sup>1</sup> | \$1.6                             | \$1.5        | -5%         |
| State Highways <sup>1</sup>          | \$0.8                             | \$0.8        | 0%          |
| Transit Capital <sup>1</sup>         | \$1.7                             | \$2.0        | +18%        |
| Transit Operating <sup>2</sup>       | \$4.1                             | \$5.1        | +25%        |
| <b>Total</b>                         | <b>\$8.1</b>                      | <b>\$9.3</b> | <b>+15%</b> |

Notes:

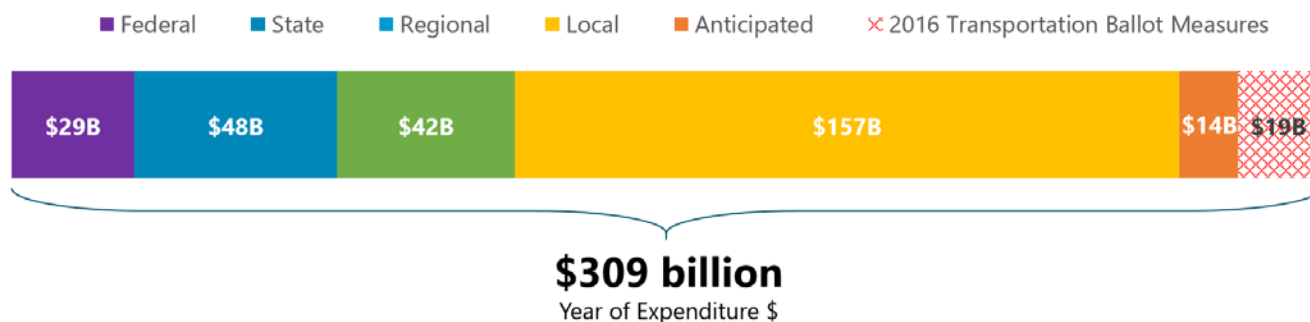
1. Amount required to reach ideal conditions for local streets and roads, state highways and transit capital
2. Amount required to sustain existing transit operations through 2040

## Revenue Forecast

To prepare the revenue forecast, MTC worked with partner agencies and used financial models to estimate how much revenue will be available for transportation purposes over the next 24 years. Figure 1 illustrates Plan Bay Area 2040’s revenue forecast by source. The total forecast is \$309 billion, estimated in year of expenditure (YOE) dollars. Like other metropolitan regions, the Bay Area receives a vast array of federal, state, regional, and local sources for transportation. What differentiates the Bay Area from other regions is the preponderance of local and regional sources as a relative share of the total—approximately two-thirds of forecasted revenues are from regional and local sources, such as transit fares, dedicated sales tax programs, and bridge tolls. Making up the remainder of the pie are state and federal revenues (mainly derived from fuel taxes) and “anticipated” revenues (unspecified revenues from various sources that can reasonably be expected to become available within the plan horizon). The complete financial assumptions and amounts for the financially constrained Plan Bay Area 2040 are provided in Attachment B.

This draft investment strategy currently assumes revenues from five transportation ballot measures at stake in the upcoming November 2016 election. These include sales tax increases for Contra Costa, San Francisco and Santa Clara counties as well as San Francisco Bay Area Rapid Transit District's (BART) bond measure and Alameda-Contra Costa Transit District's (AC Transit) parcel tax. Together, these measures add \$19 billion to the revenue forecast, with almost half of that revenue going toward maintaining transit assets and pavement condition.

**Figure 1. Total Plan Revenues by Source.**



PBA 2040's revenue envelope is larger than the preceding regional transportation plan. Key differences between this plan's revenues and the previous plan, Plan Bay Area, are as follows:

- Local revenues have increased by 16% (or \$25 billion) since PBA 2013. Almost all of this increase is due to the anticipated passage of three county sales taxes and two transit taxes in November 2016.
- The amount of federal revenue is roughly the same, with significant differences in funding areas. Since the last plan, the Federal Transit Administration (FTA) has allowed transit agencies to compete for funding for capital replacements that enhance service through a new addition to the New Starts/Small Starts program called "Core Capacity." The U.S. Department of Transportation has also re-packaged the existing highway program and included a larger focus on goods movement, via a new formula program and a discretionary program known as FASTLANE.
- The state's Cap and Trade program is included, and reflects the implementation of MTC's Cap and Trade framework (MTC Resolution No. 4130, Revised), which was adopted in 2013 and revised in 2016. In the last plan, Cap and Trade revenues were included in a reserve but not assigned to projects.

### Committed Revenues and Expenditures

Only a modest share of the \$309 billion to spend on transportation purposes for the next 24 years is flexible. The vast majority of funding is either committed to specific purposes or projects by nature of the revenue source or by voter-approved county sales tax measures and past regional bridge toll increases. Further still, projects could also have prior funding commitments due to the on-going timeline of the project. Funding for these committed projects and programs is included in the plan in order to provide a complete picture of the regional investments and so that these critical efforts can continue to advance, often with additional, future regional funding.

Table 2 summarizes the committed investment levels for PBA 2040 by mode and function<sup>1</sup>. At \$216 billion, the committed revenue and associated functions comprise 70% of the total plan. Slightly more than half of the committed revenues are related to operating and maintaining the existing transit system, with 26% of the commitments dedicated to road and bridge maintenance.

**Table 2. PBA 2040 Committed Investments by Function (in billions of YOE \$)**

| Function                              | Investment   | Share of Committed |
|---------------------------------------|--------------|--------------------|
| Transit: Operate and Maintain         | \$115        | 53%                |
| Road and Bridge: Operate and Maintain | \$56         | 26%                |
| Transit: Modernize                    | \$11         | 5%                 |
| Road and Bridge: Modernize            | \$16         | 7%                 |
| Transit: Expansion                    | \$12         | 6%                 |
| Road and Bridge: Expansion            | \$6          | 3%                 |
| <b>Total</b>                          | <b>\$216</b> | <b>100%</b>        |

### Discretionary Revenues and Prioritization

The remaining revenues, with the exception of the November 2016 transportation measures, are considered “discretionary,” meaning they can be applied to transportation purposes within the constraints of the funding source. To realistically determine if the list of transportation projects is within the transportation budget, MTC staff generally assigned project purposes to revenue source. For example, federal transit funding for capital projects, like New/Small Starts, can only be used for transit projects. Furthermore, this fund source cannot be used to pay for existing transit operations. Table 3 presents revenues for future discretionary fund sources.

**Table 3. Discretionary Revenue Sources for PBA 2040 (in billions of YOE \$)**

| Type         | Fund Source                                                                      | Amount      |
|--------------|----------------------------------------------------------------------------------|-------------|
| Federal      | FTA Programs for Transit Capital <sup>1</sup>                                    | \$14.0      |
|              | Surface Transportation Block Grant Program / Congestion Mitigation & Air Quality | \$4.7       |
|              | New/Small Starts/Core Capacity                                                   | \$5.0       |
|              | Federal Freight Programs                                                         | \$2.3       |
|              | FTA Bus and Bus Facilities Discretionary Program                                 | \$0.4       |
| State        | Cap and Trade                                                                    | \$4.9       |
|              | State Transit Assistance Proportional Pop-Based                                  | \$1.8       |
|              | High Speed Rail                                                                  | \$0.9       |
|              | STIP: Interregional Road/Intercity Rail                                          | \$0.6       |
|              | Active Transportation Program                                                    | \$0.6       |
| Regional     | Regional Gas Tax                                                                 | \$3.9       |
|              | New Bridge Tolls                                                                 | \$5.1       |
|              | AB 1107 – Regional Share                                                         | \$2.6       |
|              | Existing Tolls                                                                   | \$0.6       |
| Other/Local  | Anticipated/Unspecified                                                          | \$14.0      |
|              | Transportation Development Act                                                   | \$12.6      |
| <b>Total</b> |                                                                                  | <b>\$74</b> |

1. Includes FTA Sections 5307, 5337, 5339, 5311, and Ferry Grant Program

<sup>1</sup> In the context of Plan Bay Area 2040, all locally generated revenue sources are considered “committed” even if they might be future revenue sources. This includes future state transportation improvement funding and future extensions of county sales taxes. Additionally, some FTA fund sources that are committed to specific purposes but can be influenced by MTC policy are considered future discretionary funding and are not a committed fund source. For a full description of MTC’s assumptions on committed and discretionary funding, see MTC Resolution No. 4182. Note: county shares of RTIP and TFCA funding are included in the “local/committed” funding category.



After accounting for the region's commitments and funding needs to operate, maintain, and expand the transportation system, the additional discretionary funding needed to operate and maintain the system combined with the funding that CMAs and transit agencies requested to fund projects totaled \$199 billion, almost three times the available discretionary amount (\$74 billion). To determine which projects to fund with the discretionary revenue, staff relied in part on the results of the project performance assessment, in which major projects were evaluated for their cost-effectiveness and support of regional targets, and county CMAs' prioritization of projects.

After generalizing the findings of the project performance assessment and reviewing the county submissions, staff developed the following investment principles for the draft investment strategy:

- Fund transit capital and maintenance of all infrastructure
- Fund high-performing, major transit projects
- Fund highway mobility initiatives
- Fund transit efficiency and expansions in priority development areas (PDA)
- Complete funding plans for county priorities

The list of the highest performing projects from the project performance assessment is included in Attachment C.

### Draft Investment Strategy

The draft investment strategy for PBA 2040 combines county and regional priorities, as well as funding assumptions for each project. Attachment D summarizes the proposed transportation project list. Funding can either be local/committed, from an upcoming ballot measure, or from future, regional discretionary or anticipated revenue <sup>2</sup>. As shown in Table 4, just over 90% of the investments are related to operating, maintaining, and modernizing the existing transportation system. Operating and maintaining is the largest investment, including replacing transit assets, pavement for local streets and state highways, and operating the transit system. Modernization is the next highest investment category, which includes projects that improve the existing system without significantly increasing the geographical extent of the infrastructure. Electrifying Caltrain and replacing BART's train control are two major investments within this category. Finally, projects that extend fixed-guideway or add lanes to roadways are included in the expand category. Major projects like extending Caltrain to downtown San Francisco and BART into Silicon Valley are in this category.

**Table 4. PBA 2040 Draft Investment Strategy (in billions of YOY \$)**

| Strategy     |                      | Investment by Fund Source |                     |                           |                          |
|--------------|----------------------|---------------------------|---------------------|---------------------------|--------------------------|
|              |                      | Local/<br>Committed       | November<br>Measure | Regional<br>Discretionary | Total Plan<br>Investment |
| <b>1</b>     | Operate and Maintain | \$171                     | \$7                 | \$48                      | \$226                    |
| <b>2</b>     | Modernize            | \$27                      | \$9                 | \$19                      | \$55                     |
| <b>3</b>     | Expand               | \$18                      | \$3                 | \$7                       | \$28                     |
| <b>Total</b> |                      | <b>\$216</b>              | <b>\$19</b>         | <b>\$74</b>               | <b>\$309</b>             |

<sup>2</sup> Local/committed fund sources are any locally generated transportation funding source, like county sales tax, vehicle registration fees, and impact fees. This category also includes future extensions of county sales tax measure and anticipated state regional transportation improvement program (RTIP) funds per county.

November measures include upcoming sales tax measures for Contra Costa, San Francisco and Santa Clara counties, BART's bond measure, and AC Transit's parcel tax measure. After a measure passes, it will be considered local/committed for the final Plan Bay Area 2040 adoption.

Regional discretionary fund sources include future STP/CMAQ, Cap and Trade, New/Small Starts, future bridge tolls, a regional gas tax, and anticipated/unspecified funding

As an update to PBA 2013, the draft strategy for PBA 2040 builds upon the priorities of the previous plan and highlights new areas where the previous plan may have fallen short. In order to successfully implement and deliver the three investment strategies, the Plan calls special attention to a number of areas where critical investments are planned over the 24-year Plan period. These include emphasizing core capacity transit, goods movement projects, increasing the performance of the region's roadway networks, continuing to facilitate focused housing and job growth, and laying a groundwork to improve mobility for the region's most underserved communities by funding transit operations.

Transit Capitol Investments: Similar to the previous plan, the draft plan invests in funding transit asset replacement, transit projects that alleviate capacity problems in the core of the region, and funding transit efficiency and expansions in the region's priority development areas. The region commits 49% of the future discretionary revenue and 22% of the total plan revenue to this investment strategy. The draft plan also dedicates more than \$30 billion to replacing and improving transit asset conditions. This includes a commitment to replacing 100% of the vehicle and fixed guideway need and reducing the percent of transit assets past their useful life from 30% in 2015 to 16% in 2040.

Additionally, the plan will replace transit infrastructure through "modernization" projects that replace existing assets with infrastructure that supports either more service or more reliable service. Two examples of this type of project are the Caltrain Electrification and BART Transbay Core Capacity projects. These projects replace vehicles and control systems with infrastructure that increases capacity and enables more frequent and reliable operations. As the draft preferred scenario increases job growth in San Francisco, the draft plan also invests in transit projects that increase capacity to downtown San Francisco. These include extending Caltrain and the future California High-Speed Rail to the Transbay Terminal in downtown San Francisco, bus rapid transit along Geary Boulevard, ferry service increases from Vallejo, Oakland, and Alameda to downtown San Francisco, and service increases of AC Transit, particularly in the Transbay routes.

Rounding out the transit vision are strategic investments in transit efficiency and expansions throughout the region. Several of these types of projects in the South Bay yielded significant benefits when considering the planned focused housing growth in PDAs along light rail corridors in Santa Clara County as part of the project performance assessment. These projects include bus rapid transit along El Camino Real, expanding light rail in the Capitol Expressway and Vasona Corridors, and expanding BART to Silicon Valley Phase 2.

Roadway Performance: The Bay Area consistently ranks as one of the most congested metropolitan areas in the nation and recent data suggest that the amount of time spent in congested conditions is now at the highest level on record. With today's mature system of roadways and increased demands on available financial resources, it is no longer possible – if it ever was – to build our way out of congestion. Instead, the draft plan invests in ways to operate our existing highways more efficiently. There is plenty of room for improvement in this area.

The draft strategy includes a discretionary funding commitment of \$4 billion over the next 24 years to support projects and programs that will boost system efficiency. These include the Columbus Day Initiative that aims to use low-cost technology upgrades to dramatically improve the speed and reliability of roadways and transit service and spot-capacity increases at interchanges to alleviate bottlenecks. In addition, efforts like San Francisco's cordon pricing program and the Regional Express Lane Network will leverage revenues generated from pricing to improve the efficiency of the existing system while expanding travel mode choice.

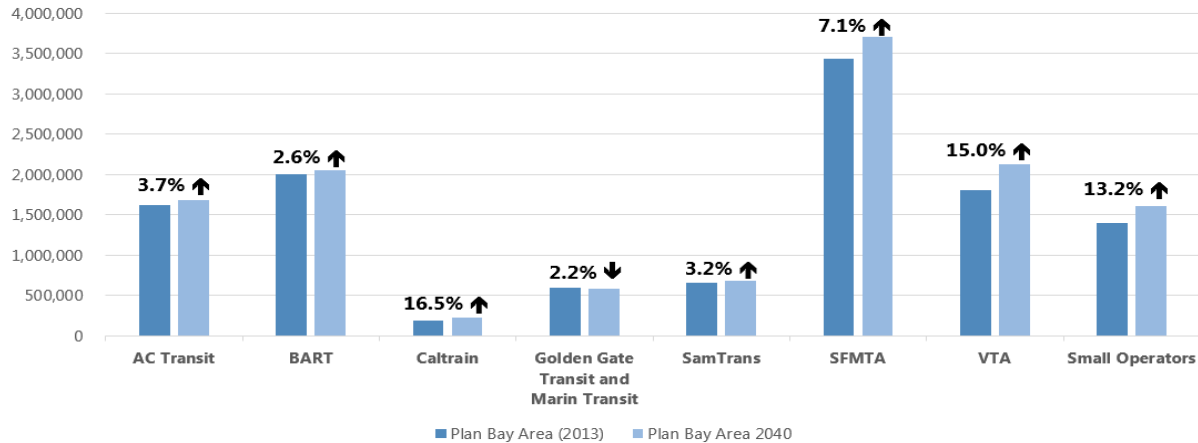
Support Focused Growth: As in the previous plan, this draft investment strategy makes a significant commitment to maintaining the pavement conditions of local streets and roads and to increasing the convenience and safety of walking and bicycling. The previous plan brought these two purposes together under the One Bay Area Grant (OBAG) program. This draft strategy continues to provide flexibility to congestion management agencies to fund any eligible OBAG program, including transportation infrastructure that supports infill development such as funding for bicycle and pedestrian improvements, local street repair, and planning activities, while also providing specific funding opportunities for Safe Routes to Schools projects and Priority Conservation Areas.

Accompanying the environmental and health objectives of this investment strategy is the Climate Initiatives Program, which was also first introduced in the previous plan and will be carried forward by this draft investment strategy. As the Bay Area's second RTP/SCS under SB 375, one of the plan's required targets is a per capita greenhouse gas (GHG) emissions reduction target of 7 percent by 2020 and 15 percent by 2035. Like the original Plan Bay Area, this new draft strategy for 2040 exceeds both GHG targets.

Goods Movement: The movement of freight is a crucial piece of our regional transportation puzzle and for the first time, the draft investment strategy includes dedicated state and federal funding for freight. This investment strategy dedicates \$5 billion to goods movement projects, as well as to programs that minimize the negative consequences of this activity. For example, the draft strategy includes a program that will implement the recommendations of the Freight Emission Reduction Action Plan, a follow-on effort from the Regional Goods Movement Plan that evaluated strategies that advance emission and near-zero emission freight movement in the Bay Area.

Equity Roadmap: The draft Plan includes an almost \$70 billion "Equity Roadmap" that makes major investments toward bus operations (\$62 billion), increases in bus service and other improvements (\$5 billion), county access initiatives (\$1 billion), and lifeline, mobility management, and means-based fare programs (\$1 billion). The draft investment strategy funds existing bus operations (including significant increases in bus service) annually through 2040 and at a higher rate than in the previous plan. Several of the region's operators have increased service since the previous plan was adopted, including AC Transit, VTA, and many of the small operators, as shown in Figure 2. Golden Gate and Marin Transit's trends differ as their service cuts trailed the other operators and such that their base service goals were higher in Plan Bay Area. Additionally, in terms of share of transportation investment benefits, we calculate that 42% of the investment strategy benefits the low-income population, which comprises a 24% share of the region's population.

**Figure 2. Change in Revenue Vehicle Hours Funded in PBA 2013 vs. PBA 2040**



During the Call for Projects process, staff received a request from the Six Wins for Social Equity Network (Attachment E) to include an “Underserved Community Benefits Program” totaling over \$2 billion. While staff is not recommending the creation of this new program, the draft investment strategy reaffirms the importance of addressing the mobility and accessibility needs of seniors, persons with disabilities, and residents in low-income communities throughout the region through the Equity Roadmap.

### Low-Income and Minority Assessment of the Draft Investment Strategy

As noted above, staff has evaluated the draft investment strategy using a population use-based methodology to estimate the percent of investments that would likely be used by low-income and minority populations. The methodology estimates use through equating shares of trips made by low-income and minority populations to level of investment in particular categories.

Table 5 summarizes the use-based assessment. The draft strategy invests \$197 billion into transit (operations, maintenance, modernization, and expansion), of which \$89 billion is estimated to benefit low-income residents and \$113 billion is estimated to benefit minority residents. Almost 70% of the transit benefits for low-income residents is through investments in SFMTA, VTA, and BART. Similarly, the strategy invests \$107 billion in roadway projects, of which \$28 billion is estimated to benefit low-income residents and \$55 billion is estimated to benefit minority residents. Across the total draft strategy, 42% of the investments is estimated to benefit low-income residents, compared to 28% of trips, and 57% of the investments is estimated to benefit minority residents, compared to 52% of trips.

**Table 5. Low-Income and Minority Assessment for the Draft Investment Strategy**

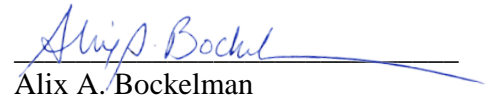
|                       | Population | Share of Population | Share of Transit Trips | Share of Transit Investment | Share of Roadway Trips | Share of Roadway Investment | Share of All Trips | Share of All Investment |
|-----------------------|------------|---------------------|------------------------|-----------------------------|------------------------|-----------------------------|--------------------|-------------------------|
| Low-Income Population | 1,777,132  | 24%                 | 53%                    | 45%                         | 27%                    | 26%                         | 28%                | 42%                     |
| Minority population   | 4,497,334  | 59%                 | 61%                    | 58%                         | 52%                    | 52%                         | 52%                | 57%                     |



### **Cost Contingency and Debt Service**

The draft investment includes a reserve for future cost increases for transportation projects. As projects move through the design, environmental, and construction phases, cost estimates tend to increase. In response to past cost increases and federal input on our planning process, this draft strategy sets aside \$1 billion of future funding as contingency.

Additionally, the draft investment strategy includes an accounting of the amount of future revenue that is required to pay for financing costs of previous projects (or already constructed projects). Financing is a common method for funding expansion projects that require future revenues, like sales tax or bridge tolls, all at once. Even though the project may be completed, the investment strategy must account for all transportation expenditures, including financing costs. This draft strategy includes \$1.1 billion for financing costs of the future bridge toll and \$2.8 billion for VTA's existing transportation sales tax, Measure A.

  
Alix A. Bockelman

Attachments

AB:kc

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Draft Investment Strategy Summary Table in Millions of YOE \$  
*Sorted by total plan investment*

| Investment Strategy |                      | Investment                                      | Funding Source   |                  |                        | Total Plan Investment | Share of Reg. Discr | Share of Total Plan |
|---------------------|----------------------|-------------------------------------------------|------------------|------------------|------------------------|-----------------------|---------------------|---------------------|
|                     |                      |                                                 | Local/ Committed | November Measure | Regional Discretionary |                       |                     |                     |
| 1                   | Operate and Maintain | Transit Operations                              | \$107            | \$0              | \$16                   | \$122                 | 21%                 | 40%                 |
|                     |                      | Local Streets Preservation and Operations       | \$26             | \$4              | \$8                    | \$37                  | 11%                 | 12%                 |
|                     |                      | Transit Capital Preservation                    | \$5              | \$4              | \$22                   | \$31                  | 30%                 | 10%                 |
|                     |                      | Highway and Bridge Preservation                 | \$30             | \$0              | \$0                    | \$30                  | 0%                  | 10%                 |
|                     |                      | Cost Contingency and Debt Service               | \$3              | \$0              | \$2                    | \$5                   | 3%                  | 2%                  |
|                     |                      | Subtotal                                        | \$171            | \$7              | \$48                   | \$226                 | 65%                 | 73%                 |
| 2                   | Modernize            | Transit Efficiency                              | \$6              | \$3              | \$8                    | \$18                  | 11%                 | 6%                  |
|                     |                      | Highway Operational and Interchanges            | \$4              | \$1              | \$3                    | \$7                   | 3%                  | 2%                  |
|                     |                      | Express Lanes (Conversions) and Pricing         | \$7              | \$0              | \$0                    | \$7                   | 0%                  | 2%                  |
|                     |                      | Multimodal and Bike Ped                         | \$3              | \$1              | \$2                    | \$6                   | 2%                  | 2%                  |
|                     |                      | Transit Service Increase and Other Improvements | \$2              | \$2              | \$1                    | \$5                   | 1%                  | 1%                  |
|                     |                      | Goods Movement                                  | \$2              | \$0              | \$3                    | \$5                   | 4%                  | 2%                  |
|                     |                      | Planning and Programs                           | \$2              | \$1              | \$1                    | \$4                   | 1%                  | 1%                  |
|                     |                      | Regional and County Access Programs             | \$1              | \$0              | \$1                    | \$2                   | 2%                  | 1%                  |
|                     |                      | Climate                                         | \$0              | \$0              | \$1                    | \$1                   | 1%                  | 0%                  |
|                     |                      | Subtotal                                        | \$27             | \$9              | \$19                   | \$54                  | 25%                 | 17%                 |
| 3                   | Expand               | Express Lanes (Expand) and Roadway Expansion    | \$6              | \$1              | \$1                    | \$8                   | 2%                  | 3%                  |
|                     |                      | Transit Expansion                               | \$12             | \$2              | \$6                    | \$20                  | 8%                  | 7%                  |
|                     |                      | Subtotal                                        | \$18             | \$3              | \$8                    | \$29                  | 10%                 | 9%                  |
| Grand Total         |                      |                                                 | \$216            | \$19             | \$74                   | \$309                 | 100%                | 100%                |



CONTRA COSTA  
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Attachment A

COMMISSIONERS

August 18, 2016

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Randell H. Iwasaki,  
Executive Director

Alix Bockelman  
Metropolitan Transportation Commission  
Bay Area Metro Center  
375 Beale Street, Suite 800  
San Francisco, CA 94105

Re: Contra Costa County's Draft Plan Bay Area 2040 Project List and Notes

Dear Ms. Bockelman:

Thank you for your letter dated August 4, 2016 regarding Contra Costa's project list in the Draft Plan Bay Area (PBA). We have reviewed the list and offer the following comments:

1. It is our understanding that the "Minor Roadway Expansion" program category includes projects on roadways that are classified as lower than Principal Arterial. Upon review of the project list under this program, the project titled "Widen San Ramon Valley Boulevard from 2 to 4 lanes – Jewel Terrace to Podva Road" should be listed individually as it is a Principal Arterial according to Caltrans' latest California Road System (CRS) maps.

The revised cost for the "Minor Roadway Expansion" program should be \$527M.

2. "I-680 and SR-24 interchange improvements" (Project No. 90) should be renamed to: "Construct Additional Auxiliary Lanes on I-680 – South of I-680/SR-24 Interchange".
3. The two projects below are missing from the list in your letter and should be added:
  - a. "Byron Highway Improvements" (Project Cost: \$29.7M), which can be included in the "County Safety, Security and Other" program category.
  - b. "I-80/SR4 interchange improvement – Replace SR4 to I-80 Ramp" (Project Cost: \$25M), which can be included in the project listing "I-80/SR4 interchange improvements".

4. The grouped projects under "I-80/SR4 interchange improvements" should consist of the following:
  - a. Project #81: "I-80/SR4: New I-80 EB off ramp at Sycamore"
  - b. Project #87: "I-80/SR4 Interchange Improvements – New Eastbound Willow Avenue Ramps and SR-4 to I-80 Ramp"
  - c. "I-80/SR4 Interchange Improvement – Replace SR4 to I-80 Ramp" (See 3b above)

Total cost for the grouped project listing should be \$93M.

5. There are a few projects that need to be reassigned from current programmatic category to another:
  - a. From "County Safety, Security and Other" Program to "Bicycle and Pedestrian" Program:
    - "Contra Costa County Safe Routes to Schools Program"
    - "Safe Transportation for Children"
    - "San Pablo Avenue Pedestrian Overcrossing at Sycamore Avenue"
  - b. From "County Safety, Security and Other" Program to "Innovative Transportation Technology" Program:
    - "Connected Vehicle/Automated Vehicle and Other Technology Infrastructure."

The revised costs of the three programs with the changes will be as follows:

- County Safety, Security and Other (including 3a): \$139M
  - Bicycle and Pedestrian: \$369M
  - Connected Vehicle/Automated Vehicle & Other Technology Infrastructure: \$128M
6. We propose to combine "Express Bus Service" and "Park & Ride Lot to Support Regional Express Bus Service" into one project and list it individually instead of being under the "Minor Transit Improvements" program category. The title of the combined project would be "I-680 Transit Improvements including Express Bus Service, ITS components, and Park & Ride Lots".

The cost of the individually listed project is \$130M.



The revised cost for the "Minor Transit Improvements" program should be \$749M.

7. Though "East County Rail Extension (eBART) Phase 1" (Project #110) is nearly complete, BART would like to keep the project listed in the Plan with the project costs of \$525M to be shown as Pre-2017 funding. Please also include the "Brentwood Intermodal Transit Center" project in the Plan with a project cost of \$52M to be listed under Post 2017 Local/Committed Funding.

We appreciate the time and effort that MTC staff has spent guiding us through the RTP process. We hope this letter provides your staff with the information they need to proceed with finalizing the project list for the Plan.

Please contact Hisham Noeimi at [hnoeimi@ccta.net](mailto:hnoeimi@ccta.net) or 925-256-4731 should you have any questions.

Sincerely,



Randell H. Iwasaki  
Executive Director

cc: David Vautin, MTC  
Kristen Carnarius, MTC  
William Bacon, MTC

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**Congress of the United States**  
**House of Representatives**  
**Washington, DC 20515**

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19TH DISTRICT, CALIFORNIA

635 NORTH FIRST STREET, SUITE B  
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CHAIR, CALIFORNIA DEMOCRATIC CONGRESSIONAL DELEGATION  
CO-CHAIR, CONGRESSIONAL CAUCUS ON VIETNAM

June 29, 2016

Mr. Steve Heminger  
Executive Director  
Metropolitan Transportation Commission  
375 Beale Street, Suite 800  
San Francisco, CA 94105-2006

RE: Compelling Case Process and Capitol Expressway LRT-Phase 2

Dear Steve,

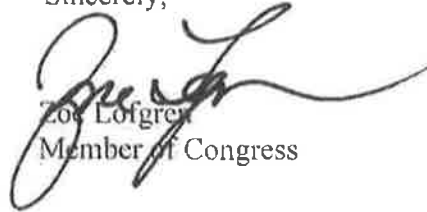
I write you to express support for the letter Supervisor Dave Cortese sent you recommending that the Commission give greater weight to projects serving Communities of Concern. Among the many benefits that public transit offers to the public, we must not overlook its social justice function. Communities of Concern often do not enjoy the same degree of transportation options and too often live farther away from employment and entertainment venues. In addition to decreasing congestion and greenhouse gases while improving safety, public transit is also a means to integrate Communities of Concern within our broader community.

I support the project to extend the Capitol Expressway LRT-Phase 2. As Supervisor Cortese notes, this project is entirely surrounded by Communities of Concern and would not just provide connections to entertainment and job centers along VTA's existing Light Rail corridor (such as downtown San Jose and Levi Stadium), but also it would provide intermodal connectivity with BART and Caltrain. It would provide a reliable means of transportation to connect one of the Bay Area's most economically disadvantaged and densely populated areas with bustling job markets in places such as Palo Alto and San Francisco.

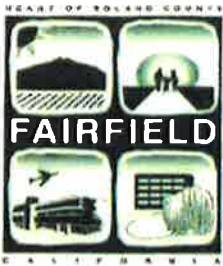
As the Bay Area continues to prosper economically, we must strive for a more inclusive community. I hope the MTC approves the Capitol Expressway LRT-Phase 2 project because it

would advance these goals. I urge MTC to include service to Communities of Concern as a base-case assessment for future projects, consistent with all applicable laws and regulations.

Sincerely,

A handwritten signature in black ink, appearing to read 'Zoe Lofgren', with a long, sweeping horizontal line extending to the right.

Zoe Lofgren  
Member of Congress



# CITY OF FAIRFIELD

Founded 1856

Incorporated December 12, 1903

## COMMUNITY DEVELOPMENT DEPARTMENT Planning Division

Home of  
Travis Air Force Base

June 27, 2016

### COUNCIL

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707.428.7395

Vice-Mayor  
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Councilmembers  
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Catherine Moy

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### DEPARTMENTS

City Manager's Office  
707.428.7400

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Community Development  
707.428.7461

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707.428.7362

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Public Works  
707.428.7485

Mr. Ken Kirkey, Planning Director  
Metropolitan Transportation Commission (MTC)  
Bay Area Metro Center  
375 Beale Street  
San Francisco, CA 94105

### Re: 2016 MTC/ABAG Scenarios for Plan Bay Area 2040

Dear Mr. Kirkey:

The City of Fairfield would like to express our appreciation for the opportunity to comment on the three scenarios prepared for Plan Bay Area 2040, namely the Main Streets Scenario, Connected Neighborhoods, and Big Cities. Our understanding is that all three scenarios would enable the Bay Area to potentially meet obligations for greenhouse gas reduction (SB 375), housing production, and economic growth.

The City of Fairfield has reviewed the proposed scenarios with our neighboring cities of Vacaville and Suisun City along with Solano Transportation Authority (STA) staff. Our consensus is that we generally support the Main Streets Scenario (Scenario 1). The scenario is consistent with both our Heart of Fairfield and Train Station Specific Plans for Priority Development Areas which will be a major focus for growth in the City of Fairfield over the next 25 years. We also believe this scenario will result in a more equitable distribution of "discretionary transportation spending" and includes a realistic recognition that "traditional" suburban growth will continue.

The City of Fairfield joins STA and the Cities of Suisun City and Vacaville in expressing concern about the transportation investments proposed for the second scenario, Connected Neighborhoods.

The three cities share several proposed transportation projects in common, namely the Jepson Parkway, I-80/I-680/SR 12 Interchange, and the Solano Express Bus Service Improvements. All three of these projects are included in the transportation improvements for Scenario 1 (Main Streets), and we agree with this inclusion.

Our concern is over the exclusion of all three projects from Connected Neighborhoods. Our three cities will be taking the lion's share of future residential growth in Solano County, and we expect some of the new residents of our communities to commute to jobs in the Bay Area. A combination of the regional



express lane network with the interchange improvements and the express bus improvements create by far the greatest potential for these commuters to use some form of transit for their commute trips.

Not all of the trips through the Interchange or on Solano Express buses, or in carpools and van pools, will be residents from our cities commuting into the inner Bay Area. They will be commuting to jobs and classes in Vallejo and Benicia, just as residents of those cities will be coming to work, learn, and generally participate in life in our communities. No matter how those local trips are made – and the Solano Express Bus Service Improvements will make it much more attractive for those trips to be made by bus – they will mostly pass through the I-80/I-680/SR 12 Interchange. Many trips between our three cities can also take an alternative route if it is built – the Jepson Parkway, which links the three cities along their eastern borders, and avoids I-80. The Jepson Parkway is a bicycle- and transit-friendly corridor, with the new Fairfield/Vacaville Capitol Corridor train station at its center.

The Connected Communities scenario anticipates significant development in our three cities, although not as much as does the Main Streets scenario. The existing congestion in the I-80 corridor, from pass-through commuters, freight movement and Solano commuters, justifies the inclusion of the I-80/I-680/SR 12 Interchange, Solano Express Bus Improvements and Jepson Parkway projects in both scenarios.

The City of Fairfield does not support the Big Cities scenario. We do not believe this scenario represents a realistic framework for growth and will result in lack of investment in needed transportation infrastructure in Fairfield and Solano County. As in Scenario 2 (Connected Neighborhoods), the omission of Jepson Parkway, I-80/I-680/SR 12 and Solano Express Bus Improvements will have serious regional impacts.

The City of Fairfield looks forward to participating, along with other agencies and jurisdictions, in the discussion about Plan Bay Area 2040. If you have any questions about this letter, please feel free to contact Brian K. Miller on my staff at [bkmiller@fairfield.ca.gov](mailto:bkmiller@fairfield.ca.gov) or 707-428-7446.

Respectfully,



KARL A. DUMAS  
Director of Community Development

KAD:BKM:ccs

**From:** Richard Snyder  
**To:**  
**Cc:**  
**Subject:** Plan Bay Area 2040  
**Date:** Thursday, July 07, 2016 8:35:26 AM

---

Dear MTC & ABAG,

In my email of June 27, I stated:

Dear ABAG & MTC,

Any further planning in the Bay Area should be centered on the development of a ferry system, akin to that in Seattle and Sydney.

Such a plan was fully developed over 30 years by Bruce Spaulding, former Vice Chancellor of UCSF. He can be reached at "[REDACTED]".

Such a system would create numerous benefits, including but not limited to new transportation hubs, thus relieving stress on existing communities, reduction of automobile traffic, easing the burden on bridges, and obviating the need to expensive tunnels. As well, it would be a primary system for public safety in the event of natural catastrophe. such a system would allow the projected increase of population without disruption of existing communities, and would facilitate the seamless absorption of new population elements into existing communities.

One of the problems of existing regional planning, is that it is focussed on existing modes of transportation, exiting hubs, etc.

It would constitute of total lack of due diligence not to fully examine this possible transportation element. Any plans made without taking this into consideration would be a breach of public trust.

For the purpose of reviewing those earlier plans, and hopefully incorporating them into the Bay Area 2040 Plan, perhaps the best source of information is the Water Emergency Transporation Authority ("WETA") [[www.sanfranciscobayferry.com/weta](http://www.sanfranciscobayferry.com/weta)]. WETA was established by SB 976, and replaced the original Water Transit Authority ("WTA") in order to be eligible for FEMA funds when the next major earthquake[s] occurred. In addition, the Bay Area Council [[www.bayareacouncil.org](http://www.bayareacouncil.org)] was involved in creating the WTA and WETA, and has files covering the development of extensive the Bay Area ferry plan.

And yes, it would be expensive, but that is a political/finance problem which could be overcome.

Richard N. Snyder

Richard Neil Snyder  
P.O. Box 989

**From:**  
**To:** [MTC Info](#)  
**Subject:** Plan Bay Area stinks  
**Date:** Thursday, July 28, 2016 4:19:31 PM

---

Plan Bay Area is urbanizing out lying and peninsula cities to their detriment. Push electric/hybrid cars instead of buses, and stop stack and pack building which tears out buildings of character from various decades which end up in landfill. All this is creating increasingly worse air quality in these areas. Much worse.

We hate "The Grand Boulevard." It is a gross concept of uniformity and human activity in undesirable areas that will still be awful no matter how much money goes into the ill advised modifications. Let places people congregate develop naturally and they will be far superior. We are not Europe and should not be built like it. We have major earthquakes, they do not. We are Californians and prefer to maintain our personal freedom and flexibility in our transportation, so just let us use our electric cars on the arterial streets as they are now, without the road diets impeding us. We have plenty of sunshine to fuel these cars. Europe does not.

Just as pedestrians need to be on a path that is separate from cars, bicycles also belong on separate bikeways, not along fast major traffic, even with barriers that cars and trucks can crash through due to mechanical failure or driver error. So build bicycles their own completely safe and separate bikeways instead of modifying existing heavy traffic corridors to lull bicycle riders into thinking they are safe there. They are not.

Quit ruling over us like tyrants and forcing your pie in the sky decisions on us. Allow us to work as a democracy to preserve and better our quality of life.

Serious.

September 2, 2016

MTC Chair, Dave Cortese  
Planning Committee Chair, James P. Spering  
Metropolitan Transportation Commission  
375 Beale Street, Suite 800  
San Francisco, CA 94105

**Re: Lifeline Program and Plan Bay Area Investment Strategy**

Dear MTC Chair Cortese and Planning Committee Chair Spering,

Thank you for the opportunity to share our thoughts as you consider the long-term investment strategy to support the implementation of Plan Bay Area and advance MTC's goals. Our comments focus on:

- 1) significantly increasing the funding amount for the Lifeline Transportation Program, and;**
- 2) ensuring the funding sources for Lifeline allow sufficient flexibility to meet the goals of the Program: "meet(ing) mobility and accessibility needs in low-income communities across the Bay Area."**

The Lifeline Transportation Program is a key funding source for services that increase the mobility of seniors, low-income people, communities of color and those with disabilities across the Bay Area.

The program funds vital bus and train service, transit stop improvements, pedestrian and bicycle projects, senior and children's transportation, community shuttles, auto loan programs, and mobility management activities. Lifeline is administered locally by Congestion Management Agencies targeting specific service gaps identified through a needs assessment (Community Based Transportation Programs). Lifeline provides funding directly to counties to fill the gap in service needs for transit-dependent populations to reach critical destinations such as healthcare, food, jobs, and education –important to advancing health and health equity.

With the senior populations across the Bay Area growing dramatically, the increase in housing costs, as well as projections for increases in low-wage jobs, the Lifeline Transportation Program is more important than ever to sustain the future of the Bay Area.

**The Lifeline Transportation Program promotes health by:**

- Increasing opportunities for low-income people, people of color, and disadvantaged populations to access jobs, services, health-care, and other health-promoting destinations; by reducing injuries; and by promoting physical activity.
- Providing safe places to walk, bike, and take public transportation, which are leading strategies for preventing overweight and obesity, diabetes and heart disease.
- Reducing driving, which slows climate change, limits injuries by cars, and improves air-quality-related health issues like asthma and cancer.
- Supporting access to safe outdoor spaces for people to gather, helping build strong social connections, relieve stress, and allowing people to recover more quickly from illness.

San Mateo County, similar to other counties, relies heavily on Lifeline to provide shuttle services, expand important bus lines and provide transit vouchers to our most vulnerable populations. A recent SamTrans survey demonstrates the deep reliance of our vulnerable populations on transit





SECTION TITLE: SUBJECT ##

service to get them around. Between 70-75% of riders are people of color, approximately 45% are youth or seniors, and nearly 40% make less than \$25,000 per year, with 54% making less than \$50,000 per year. 72% of riders do not own a car and 82% utilize service at least 3 days/week with 63% using it at least 5 days/week. 44% of riders are traveling to and from work, and 28% to and from school. Out of 11 attributes of SamTrans including personal safety, courtesy of driver and more, the frequency of buses ranked lowest – indicating a clear need for expanded services.

In summary, the majority of riders are low-income people of color, youth and seniors, with no other transportation options who rely on public transit to get to work and school. The biggest need they have is to increase transit frequency indicating an important gap in service for those who need transit the most. Lifeline provides a critical funding source to specifically fill gaps in public transit services for the populations that need them most.


**We encourage you to significantly expand the funds for the Lifeline Transportation Program in recognition of the large and growing gap between the transit needs of seniors, low-income people, people of color and those with disabilities, and current transit service, which Lifeline can help bridge. As you consider the funding sources for the program, we urge you to consider maximizing the flexibility of the funds to ensure Lifeline can focus on the highest priority needs identified in the Community Based Transportation Program. Highly restrictive funding sources limit the ability of Congestion Management Districts to appropriate the funds to address local needs.**

Our economy relies on the mobility of all of our residents. When residents don't have access to key public transportation lines, they cannot get to work and must rely more heavily on social services. In addition, when residents cannot get to school, they cannot get the education needed to position themselves for well-paying jobs to support their families and serve as the future workforce for our communities. Income and educational attainment are two of the key factors that determine a person's health. The more money and education a person has, the healthier they are.

We would like to work with MTC staff to not only expand the Lifeline Transportation Program but to improve it in order to maximize the intentions of the program to best serve our most vulnerable populations.

Thank you for the opportunity to share our recommendation as you consider the long term investment strategy for Plan Bay Area.

Sincerely,



Shireen Malekafzali  
Senior Manager for Policy, Planning and Equity for the San Mateo County Health System  
MTC Policy Advisory Council Member

cc: Steve Heminger, Executive Director  
Alix Bockelman, Deputy Executive Director  
Ken Kirky, Director

PLAN BAY AREA 2040 - DRAFT REVENUE FORECAST BY SOURCE  
In Billions of Year of Expenditure \$  
Updated August 2016

| Revenue Source                                                                                                    | Plan Bay Area 2040<br>Total Revenue | Plan Bay Area 2040<br>Total Committed Revenue | Plan Bay Area 2040<br>Total Discretionary Revenue<br>(Including 2016 Ballot Measures) |
|-------------------------------------------------------------------------------------------------------------------|-------------------------------------|-----------------------------------------------|---------------------------------------------------------------------------------------|
| FEDERAL                                                                                                           |                                     |                                               |                                                                                       |
| FHWA Construction of Ferry Boats & Ferry Terminal Facilities Formula Program                                      | \$ 0.04                             | \$ 0.04                                       | \$ -                                                                                  |
| FHWA/FTA Section 5303 Metropolitan Planning                                                                       | \$ 0.03                             | \$ 0.03                                       | \$ -                                                                                  |
| FHWA STP/CMAQ - Regional                                                                                          | \$ 3.26                             | \$ 0.40                                       | \$ 2.86                                                                               |
| FHWA Highway Safety Improvement Program (HSIP)                                                                    | \$ 0.31                             | \$ 0.31                                       | \$ -                                                                                  |
| FHWA STP/CMAQ - County                                                                                            | \$ 2.18                             | \$ 0.35                                       | \$ 1.82                                                                               |
| FTA Passenger Ferry Grant Program                                                                                 | \$ 0.10                             | \$ 0.10                                       | \$ -                                                                                  |
| FTA Sections 5307 & 5340 Urbanized Area Formula (Capital)                                                         | \$ 7.08                             | \$ -                                          | \$ 7.08                                                                               |
| FTA Section 5309 Fixed-Guideway Capital Investment Grants - New Starts and Core Capacity                          | \$ 5.02                             | \$ 0.67                                       | \$ 4.35                                                                               |
| FTA Section 5309 Fixed-Guideway Capital Investment Grants - Small Starts                                          | \$ 0.70                             | \$ 0.05                                       | \$ 0.65                                                                               |
| FTA Section 5310 Enhanced Mobility of Seniors & Individuals with Disabilities                                     | \$ 0.16                             | \$ -                                          | \$ 0.16                                                                               |
| FTA Section 5311 Non-Urbanized Area Formula                                                                       | \$ 0.07                             | \$ -                                          | \$ 0.07                                                                               |
| FTA Section 5337 State of Good Repair Formula                                                                     | \$ 6.56                             | \$ -                                          | \$ 6.56                                                                               |
| FTA Section 5339 Bus & Bus Facilities Program                                                                     | \$ 0.40                             | \$ -                                          | \$ 0.40                                                                               |
| FTA Bus and Bus Facilities Discretionary Program                                                                  | \$ 0.38                             | \$ -                                          | \$ 0.38                                                                               |
| National Highway Freight Program                                                                                  | \$ 0.77                             | \$ -                                          | \$ 0.77                                                                               |
| National Significant Freight and Highway Projects Discretionary Program                                           | \$ 1.53                             | \$ -                                          | \$ 1.53                                                                               |
| Federal Total                                                                                                     | \$ 28.59                            | \$ 1.96                                       | \$ 26.63                                                                              |
| STATE                                                                                                             |                                     |                                               |                                                                                       |
| Active Transportation Program (ATP) - State Program                                                               | \$ 0.28                             | \$ -                                          | \$ 0.28                                                                               |
| Affordable Housing & Sustainable Communities Program                                                              | \$ 1.08                             | \$ -                                          | \$ 1.08                                                                               |
| High Speed Rail                                                                                                   | \$ 9.26                             | \$ 8.40                                       | \$ 0.86                                                                               |
| Cap & Trade Goods Movement (from 40% Uncommitted Funds)                                                           | \$ 0.50                             | \$ -                                          | \$ 0.50                                                                               |
| Gas Tax Subvention                                                                                                | \$ 8.29                             | \$ 8.29                                       | \$ -                                                                                  |
| Low Carbon Transit Operations Program Population-Based                                                            | \$ 0.29                             | \$ -                                          | \$ 0.29                                                                               |
| Low Carbon Transit Operations Program Revenue-Based                                                               | \$ 0.80                             | \$ 0.80                                       | \$ -                                                                                  |
| Proposition 1B                                                                                                    | \$ 0.01                             | \$ 0.01                                       | \$ -                                                                                  |
| State Highway Operations & Protection Program (SHOPP)                                                             | \$ 13.75                            | \$ 13.75                                      | \$ -                                                                                  |
| State Transit Assistance (STA) Population-Based                                                                   | \$ 1.79                             | \$ 0.05                                       | \$ 1.74                                                                               |
| State Transit Assistance (STA) Revenue-Based                                                                      | \$ 5.12                             | \$ 5.12                                       | \$ -                                                                                  |
| Transit and Intercity Rail Capital Program                                                                        | \$ 3.00                             | \$ -                                          | \$ 3.00                                                                               |
| State Transportation Improvement Program (STIP): Regional Transportation Improvement Program (RTIP) County Shares | \$ 3.11                             | \$ 3.11                                       | \$ -                                                                                  |
| STIP: Interregional Road/Intercity Rail (ITIP)                                                                    | \$ 0.71                             | \$ 0.11                                       | \$ 0.60                                                                               |
| State Total                                                                                                       | \$ 47.99                            | \$ 39.65                                      | \$ 8.34                                                                               |
| REGIONAL                                                                                                          |                                     |                                               |                                                                                       |
| 2% Toll Revenues                                                                                                  | \$ 0.10                             | \$ -                                          | \$ 0.10                                                                               |
| 5% State General Funds                                                                                            | \$ 0.09                             | \$ -                                          | \$ 0.09                                                                               |
| Active Transportation Program (ATP) - Regional Program                                                            | \$ 0.31                             | \$ -                                          | \$ 0.31                                                                               |
| AB 1107 ½-cent Sales Tax in three BART counties (25% MTC Administered Share)                                      | \$ 2.61                             | \$ -                                          | \$ 2.61                                                                               |
| AB 1107 ½-cent Sales Tax in three BART Counties (75% BART Share)                                                  | \$ 7.82                             | \$ 7.82                                       | \$ -                                                                                  |
| AB 1171                                                                                                           | \$ 0.09                             | \$ -                                          | \$ 0.09                                                                               |
| AB 434 (Transportation Fund for Clean Air – Regional) – 60% of funding                                            | \$ 0.37                             | \$ 0.37                                       | \$ -                                                                                  |
| AB 664                                                                                                            | \$ 0.38                             | \$ -                                          | \$ 0.38                                                                               |
| BATA Base Toll Revenues                                                                                           | \$ 3.60                             | \$ 3.60                                       | \$ -                                                                                  |
| Bridge Toll Increase - \$1 in 2019; \$1 in 2024                                                                   | \$ 5.10                             | \$ -                                          | \$ 5.10                                                                               |
| Regional Express Lane Network Revenues                                                                            | \$ 4.50                             | \$ 4.50                                       | \$ -                                                                                  |
| Regional Gas Tax Increase - 10¢ increase at 2020 election                                                         | \$ 3.94                             | \$ -                                          | \$ 3.94                                                                               |
| Regional Measure 2 (RM2)                                                                                          | \$ 3.18                             | \$ 3.18                                       | \$ -                                                                                  |
| RM1 Rail Extension Reserve                                                                                        | \$ 0.05                             | \$ -                                          | \$ 0.05                                                                               |
| Service Authority for Freeway and Expressways (SAFE)                                                              | \$ 0.15                             | \$ 0.15                                       | \$ -                                                                                  |
| Seismic Surcharge with Carpool                                                                                    | \$ 3.43                             | \$ 3.43                                       | \$ -                                                                                  |
| Seismic Retrofit Account (Caltrans)                                                                               | \$ 3.18                             | \$ 3.18                                       | \$ -                                                                                  |
| Seismic Retrofit                                                                                                  | \$ 3.18                             | \$ 3.18                                       | \$ -                                                                                  |
| Regional Total                                                                                                    | \$ 42.06                            | \$ 29.40                                      | \$ 12.66                                                                              |
| LOCAL                                                                                                             |                                     |                                               |                                                                                       |
| AB 434 (Transportation Fund for Clean Air – County Program Manager) – 40% of funding                              | \$ 0.26                             | \$ 0.26                                       | \$ -                                                                                  |
| County Sales Tax Measures                                                                                         | \$ 33.15                            | \$ 33.15                                      | \$ -                                                                                  |
| County Sales Tax Measures - Reauthorizations                                                                      | \$ 5.98                             | \$ 5.98                                       | \$ -                                                                                  |
| County Vehicle Registration Fees                                                                                  | \$ 1.02                             | \$ 1.02                                       | \$ -                                                                                  |
| County Vehicle Registration Fees - Reauthorization                                                                | \$ 0.03                             | \$ 0.03                                       | \$ -                                                                                  |
| Express Lane Revenue (county managed)                                                                             | \$ 2.70                             | \$ 2.70                                       | \$ -                                                                                  |
| Golden Gate Bridge Toll                                                                                           | \$ 3.43                             | \$ 3.43                                       | \$ -                                                                                  |
| Land Sales & Other Developer Revenues                                                                             | \$ 1.05                             | \$ 1.05                                       | \$ -                                                                                  |
| Local Funding for Streets and Roads                                                                               | \$ 14.76                            | \$ 14.76                                      | \$ -                                                                                  |
| Property Tax/Parcel Taxes                                                                                         | \$ 5.27                             | \$ 5.27                                       | \$ -                                                                                  |
| San Francisco Municipal Transportation Agency (SFMTA) General Fund + Proposition B                                | \$ 10.10                            | \$ 10.10                                      | \$ -                                                                                  |
| San Francisco Transportation Sustainability Fee                                                                   | \$ 0.80                             | \$ 0.80                                       | \$ -                                                                                  |
| SMART Sales Tax in Marin and Sonoma Counties                                                                      | \$ 0.54                             | \$ 0.54                                       | \$ -                                                                                  |

| Revenue Source                                                       | Plan Bay Area 2040<br>Total Revenue | Plan Bay Area 2040<br>Total Committed Revenue | Plan Bay Area 2040<br>Total Discretionary Revenue<br>(Including 2016 Ballot Measures) |
|----------------------------------------------------------------------|-------------------------------------|-----------------------------------------------|---------------------------------------------------------------------------------------|
| SMART Sales Tax in Marin and Sonoma Counties - Reauthorization       | \$ 0.64                             | \$ 0.64                                       | \$ -                                                                                  |
| Transit Fare Revenues                                                | \$ 37.10                            | \$ 37.10                                      | \$ -                                                                                  |
| Transit Non-Fare Revenues                                            | \$ 23.50                            | \$ 23.50                                      | \$ -                                                                                  |
| Transportation Development Act (TDA)                                 | \$ 12.58                            | \$ 0.03                                       | \$ 12.55                                                                              |
| Other Local                                                          | \$ 2.90                             | \$ 2.90                                       | \$ -                                                                                  |
| Local Total                                                          | \$ 155.81                           | \$ 143.27                                     | \$ 12.55                                                                              |
| ANTICIPATED/UNSPECIFIED                                              |                                     |                                               |                                                                                       |
| Anticipated/Unspecified                                              | \$ 14.00                            | \$ -                                          | \$ 14.00                                                                              |
| Anticipated/Unspecified Total                                        | \$ 14.00                            | \$ -                                          | \$ 14.00                                                                              |
| OTHER                                                                |                                     |                                               |                                                                                       |
| San Francisco Treasure Island/Cordon Pricing                         | \$ 1.75                             | \$ 1.75                                       | \$ -                                                                                  |
| 2016 Bay Area County/Transit District Transportation Ballot Measures | \$ 18.77                            | \$ -                                          | \$ 18.77                                                                              |
| AC Transit Parcel Tax                                                | \$ 0.60                             | \$ -                                          | \$ 0.60                                                                               |
| BART General Obligation Bond                                         | \$ 3.50                             | \$ -                                          | \$ 3.50                                                                               |
| Contra Costa County 1/2¢ Sales Tax Increase                          | \$ 3.31                             | \$ -                                          | \$ 3.31                                                                               |
| San Francisco County 1/2¢ Sales Tax Increase                         | \$ 3.99                             | \$ -                                          | \$ 3.99                                                                               |
| Santa Clara County 1/2¢ Sales Tax Increase                           | \$ 7.37                             | \$ -                                          | \$ 7.37                                                                               |
| Other Total                                                          | \$ 20.52                            | \$ 1.75                                       | \$ 18.77                                                                              |
| GRAND TOTAL                                                          | \$ 308.97                           | \$ 216.03                                     | \$ 92.95                                                                              |

## Attachment C: Project Performance Assessment Draft High-Performers and Low-

**Performers** High-Performing Projects: High B/C ( $\geq 7$ ) and Moderate Targets Score ( $\geq 3$ )

OR High Targets Score ( $\geq 7$ ) and Moderate B/C (between 3 and 7)

| Row # | Project ID | Project Name                                                 | Location (County) | B/C Ratio | Targets Score | Project Description                                                                                                                                                                                              |
|-------|------------|--------------------------------------------------------------|-------------------|-----------|---------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1     | 302        | Treasure Island Congestion Pricing                           | San Francisco     | 14        | 4.5           | Charges a toll for residents to exit Treasure Island with net revenues used to increase ferry and bus service to/from Treasure Island.                                                                           |
| 2     | 1301       | Columbus Day Initiative                                      | Multi-County      | 11        | 4.0           | Increases capacity of freeways and arterials through adaptive ramp metering, signal coordination, and hard-shoulder running lanes for carpools and buses.                                                        |
| 3     | 501        | BART to Silicon Valley – Phase 2                             | Santa Clara       | 8         | 8.0           | Extends BART from Berryessa through a new BART subway to Alum Rock, Downtown San Jose, Diridon Station, and Santa Clara.                                                                                         |
| 4     | 306        | Downtown San Francisco Congestion Pricing                    | San Francisco     | 7         | 7.0           | Charges a toll to enter/exit the northeast quadrant of San Francisco with net revenues used to increase bus service, implement transit priority infrastructure, and pedestrian and bicycle improvements.         |
| 5     | 1651       | Public Transit Maintenance – Rail Operators                  | Multi-County      | 7         | 9.5           | Funds the maintenance of all assets related to providing existing rail service throughout the Bay Area.                                                                                                          |
| 6     | 301        | Geary BRT                                                    | San Francisco     | 6         | 7.0           | Constructs a bus rapid transit line with dedicated lanes along Geary Boulevard in San Francisco.                                                                                                                 |
| 7     | 207        | San Pablo BRT                                                | Multi-County      | 4         | 7.0           | Constructs a bus rapid transit line with dedicated lanes along San Pablo Avenue from San Pablo to downtown Oakland.                                                                                              |
| 8     | 1650       | Public Transit Maintenance – Bus Operators                   | Multi-County      | 6         | 8.0           | Funds the maintenance of all assets related to providing existing bus service throughout the Bay Area.                                                                                                           |
| 9     | 1001       | BART Metro Program                                           | Multi-County      | 3         | 9.0           | Increases frequency on all BART lines through infrastructure upgrades, new turnbacks and providing new express train service to SFO.                                                                             |
| 10    | 307        | Caltrain Modernization + Caltrain to Transbay Transit Center | Multi-County      | 3         | 7.0           | Electrifies the Caltrain line to support faster and more frequent high-capacity transit from San Jose to San Francisco and constructs a tunnel from the existing 4th and King terminus to the Transbay Terminal. |
| 11    | 506        | El Camino BRT                                                | Santa Clara       | 7         | 6.5           | Constructs a bus rapid transit line with dedicated lanes along El Camino Real in Santa Clara County.                                                                                                             |



| ROW # | RTPID      | County/<br>Sponsor | Listing Type | Project Title                                                 | Total Project<br>Cost | Pre2017<br>Funding | Cost Included in<br>the Investment<br>Strategy |
|-------|------------|--------------------|--------------|---------------------------------------------------------------|-----------------------|--------------------|------------------------------------------------|
| 1     | 17-01-0001 | Alameda            | Program      | Bicycle and Pedestrian Program                                | \$658                 | \$79               | \$579                                          |
| 2     | 17-01-0002 | Alameda            | Program      | Climate Program: TDM and Emission Reduction Technology        | \$150                 | \$55               | \$95                                           |
| 3     | 17-01-0003 | Alameda            | Program      | County Safety, Security and Other                             | \$732                 | \$23               | \$709                                          |
| 4     | 17-01-0004 | Alameda            | Program      | Multimodal Streetscape                                        | \$461                 | \$71               | \$390                                          |
| 5     | 17-01-0005 | Alameda            | Program      | PDA Planning                                                  | \$61                  | \$6                | \$55                                           |
| 6     | 17-01-0006 | Alameda            | Program      | Minor Roadway Expansions                                      | \$203                 | \$0                | \$203                                          |
| 7     | 17-01-0007 | Alameda            | Program      | Roadway Operations                                            | \$203                 | \$66               | \$137                                          |
| 8     | 17-01-0008 | Alameda            | Program      | Minor Transit Improvements                                    | \$762                 | \$135              | \$627                                          |
| 9     | 17-01-0009 | Alameda            | Project      | New Alameda Point Ferry Terminal                              | \$177                 | \$0                | \$177                                          |
| 10    | 17-01-0014 | Alameda            | Project      | I-680 Southbound Express Lanes (SR-237 to SR-84) Upgrades     | \$39                  | \$0                | \$39                                           |
| 11    | 17-01-0015 | Alameda            | Project      | 7th Street Grade Separation East                              | \$558                 | \$3                | \$555                                          |
| 12    | 17-01-0016 | Alameda            | Project      | Oakland Army Base transportation infrastructure improvements  | \$314                 | \$213              | \$101                                          |
| 13    | 17-01-0017 | Alameda            | Project      | Outer Harbor Intermodal Terminal (OHIT) Phases 2 and 3        | \$205                 | \$0                | \$205                                          |
| 14    | 17-01-0018 | Alameda            | Project      | 7th Street Grade Separation West                              | \$171                 | \$3                | \$168                                          |
| 15    | 17-01-0019 | Alameda            | Project      | I-580 Integrated Corridor Mobility (ICM)                      | \$146                 | \$0                | \$146                                          |
| 16    | 17-01-0020 | Alameda            | Project      | SR-262 Mission Boulevard Cross Connector Improvements         | \$112                 | \$0                | \$112                                          |
| 17    | 17-01-0021 | Alameda            | Project      | I-880 Whipple Road Interchange Improvements                   | \$80                  | \$0                | \$80                                           |
| 18    | 17-01-0022 | Alameda            | Project      | Outer Harbor Turning Basin                                    | \$65                  | \$0                | \$65                                           |
| 19    | 17-01-0023 | Alameda            | Project      | I-880 Industrial Parkway Interchange Reconstruction           | \$57                  | \$0                | \$57                                           |
| 20    | 17-01-0024 | Alameda            | Project      | I-880 A Street Interchange Reconstruction                     | \$54                  | \$0                | \$54                                           |
| 21    | 17-01-0025 | Alameda            | Project      | Oakland International Airport Perimeter Dike                  | \$53                  | \$3                | \$50                                           |
| 22    | 17-01-0026 | Alameda            | Project      | Minor Freight Improvements Programmatic                       | \$51                  | \$2                | \$49                                           |
| 23    | 17-01-0027 | Alameda            | Project      | Middle Harbor Road Improvements                               | \$33                  | \$0                | \$33                                           |
| 24    | 17-01-0028 | Alameda            | Project      | I-580/I-680 Interchange Improvement Project                   | \$300                 | \$0                | \$300                                          |
| 25    | 17-01-0029 | Alameda            | Project      | SR-84/I-680 Interchange Improvements and SR-84 Widening       | \$278                 | \$5                | \$273                                          |
| 26    | 17-01-0030 | Alameda            | Project      | I-880 Broadway/Jackson Interchange Improvements               | \$244                 | \$2                | \$242                                          |
| 27    | 17-01-0031 | Alameda            | Project      | I-880 at 23rd/29th Avenue Interchange Improvements            | \$111                 | \$67               | \$44                                           |
| 28    | 17-01-0032 | Alameda            | Project      | SR-84 Widening (Ruby Hill Drive to Concannon Boulevard)       | \$88                  | \$59               | \$29                                           |
| 29    | 17-01-0033 | Alameda            | Project      | I-580 Vasco Road Interchange Improvements                     | \$81                  | \$0                | \$81                                           |
| 30    | 17-01-0034 | Alameda            | Project      | I-580 Greenville Road Interchange Improvements                | \$68                  | \$0                | \$68                                           |
| 31    | 17-01-0035 | Alameda            | Project      | I-580 First Street Interchange Improvements                   | \$62                  | \$0                | \$62                                           |
| 32    | 17-01-0036 | Alameda            | Project      | SR-92/Clawiter Road/Whitesell Street Interchange Improvements | \$62                  | \$0                | \$62                                           |

| ROW # | RTPID      | County/<br>Sponsor | Listing Type | Project Title                                                      | Total Project<br>Cost | Pre2017<br>Funding | Cost Included in<br>the Investment<br>Strategy |
|-------|------------|--------------------|--------------|--------------------------------------------------------------------|-----------------------|--------------------|------------------------------------------------|
| 33    | 17-01-0037 | Alameda            | Project      | Ashby I-80 Interchange with Bicycle and Pedestrian Ramps           | \$60                  | \$0                | \$60                                           |
| 34    | 17-01-0038 | Alameda            | Project      | I-580 Interchange Improvement_at Hacienda/Fallon Road - Phase 2    | \$58                  | \$0                | \$58                                           |
| 35    | 17-01-0039 | Alameda            | Project      | I-580 SR-84/Isabel Interchange Improvements Phase 2                | \$43                  | \$0                | \$43                                           |
| 36    | 17-01-0040 | Alameda            | Project      | I-80 Gilman Street Interchange Improvements                        | \$42                  | \$2                | \$40                                           |
| 37    | 17-01-0041 | Alameda            | Project      | I-880 Winton Avenue Interchange Improvements                       | \$41                  | \$0                | \$41                                           |
| 38    | 17-01-0042 | Alameda            | Project      | I-680 Overcrossing Widening and Improvements (at Stoneridge Drive) | \$19                  | \$0                | \$19                                           |
| 39    | 17-01-0043 | Alameda            | Project      | 42nd Ave & High St_Access Improvement at_I-880_On/Off Ramp         | \$18                  | \$8                | \$10                                           |
| 40    | 17-01-0044 | Alameda            | Project      | I-680 Sunol Interchange Modification                               | \$18                  | \$0                | \$18                                           |
| 41    | 17-01-0045 | Alameda            | Project      | Santa Rita Road I-580 Overcrossing Widening                        | \$10                  | \$0                | \$10                                           |
| 42    | 17-01-0046 | Alameda            | Project      | Coliseum City Transit Hub                                          | \$181                 | \$9                | \$172                                          |
| 43    | 17-01-0047 | Alameda            | Project      | I-880 to Mission Boulevard East-West Connector                     | \$236                 | \$41               | \$195                                          |
| 44    | 17-01-0048 | Alameda            | Project      | Dublin Boulevard - North Canyons Parkway Extension                 | \$89                  | \$0                | \$89                                           |
| 45    | 17-01-0049 | Alameda            | Project      | Fruitvale Avenue (Miller Sweeney) Lifeline Bridge Project          | \$86                  | \$0                | \$86                                           |
| 46    | 17-01-0050 | Alameda            | Project      | SR-84 Mowry Avenue Widening (Peralta Blvd to Mission Blvd)         | \$51                  | \$0                | \$51                                           |
| 47    | 17-01-0051 | Alameda            | Project      | Tassajara Road Widening from N. Dublin Ranch Drive to City Limit   | \$48                  | \$0                | \$48                                           |
| 48    | 17-01-0052 | Alameda            | Project      | Auto Mall Parkway Widening and Improvements                        | \$30                  | \$0                | \$30                                           |
| 49    | 17-01-0053 | Alameda            | Project      | Dougherty Road Widening                                            | \$23                  | \$4                | \$19                                           |
| 50    | 17-01-0054 | Alameda            | Project      | Union City Boulevard Widening (Whipple to City Limit)              | \$17                  | \$0                | \$17                                           |
| 51    | 17-01-0055 | Alameda            | Project      | SR-84 Peralta Boulevard Widening (Fremont Blvd to Mowry Ave)       | \$15                  | \$0                | \$15                                           |
| 52    | 17-01-0056 | Alameda            | Project      | Thornton Avenue Widening (Gateway Boulevard to Hickory Street)     | \$15                  | \$0                | \$15                                           |
| 53    | 17-01-0057 | Alameda            | Project      | Dublin Boulevard Widening - Sierra Court_to Dublin Court           | \$6                   | \$1                | \$5                                            |
| 54    | 17-01-0058 | Alameda            | Project      | Irvington BART Station                                             | \$256                 | \$0                | \$256                                          |
| 55    | 17-01-0059 | Alameda            | Project      | Union City Intermodal Station Phase 4                              | \$78                  | \$0                | \$78                                           |
| 56    | 17-01-0060 | Alameda            | Project      | East Bay BRT                                                       | \$180                 | \$178              | \$2                                            |
| 57    | 17-01-0061 | Alameda            | Project      | Ralph Appezzato Memorial Parkway BRT                               | \$10                  | \$0                | \$10                                           |
| 58    | 17-01-0062 | Alameda            | Project      | BART to Livermore/ACE Project Development and Construction Reserve | \$664                 | \$7                | \$657                                          |
| 59    | 17-01-0063 | Alameda            | Project      | Broadway Shuttle Expansion                                         | \$37                  | \$0                | \$37                                           |
| 60    | 17-02-0001 | Contra Costa       | Program      | Access and Mobility Program                                        | \$391                 | \$0                | \$391                                          |
| 61    | 17-02-0002 | Contra Costa       | Program      | Innovative Transportation Technology                               | \$75                  | \$0                | \$75                                           |
| 62    | 17-02-0003 | Contra Costa       | Program      | Bicycle and Pedestrian Program                                     | \$246                 | \$0                | \$246                                          |
| 63    | 17-02-0004 | Contra Costa       | Program      | County Safety, Security and Other                                  | \$285                 | \$0                | \$285                                          |
| 64    | 17-02-0005 | Contra Costa       | Program      | Multimodal Streetscape                                             | \$792                 | \$1                | \$791                                          |

| ROW # | RTPID      | County/<br>Sponsor | Listing Type | Project Title                                                                                                       | Total Project<br>Cost | Pre2017<br>Funding | Cost Included in<br>the Investment<br>Strategy |
|-------|------------|--------------------|--------------|---------------------------------------------------------------------------------------------------------------------|-----------------------|--------------------|------------------------------------------------|
| 65    | 17-02-0006 | Contra Costa       | Program      | Additional Local Road Preservation/Rehab                                                                            | \$787                 | \$0                | \$787                                          |
| 66    | 17-02-0007 | Contra Costa       | Program      | Minor Roadway Expansions                                                                                            | \$528                 | \$4                | \$524                                          |
| 67    | 17-02-0008 | Contra Costa       | Program      | Roadway Operations                                                                                                  | \$44                  | \$0                | \$44                                           |
| 68    | 17-02-0009 | Contra Costa       | Program      | Minor Transit Improvements                                                                                          | \$879                 | \$4                | \$875                                          |
| 69    | 17-02-0010 | Contra Costa       | Project      | SR4 Integrated Corridor Mobility                                                                                    | \$15                  | \$0                | \$15                                           |
| 70    | 17-02-0011 | Contra Costa       | Project      | I-80 ICM Project Operations and Maintenance                                                                         | \$3                   | \$0                | \$3                                            |
| 71    | 17-02-0012 | Contra Costa       | Project      | I-680 Northbound Managed Lane Completion through 680/24 and Operational Improvements between N. Main and Treat Blvd | \$99                  | \$0                | \$99                                           |
| 72    | 17-02-0013 | Contra Costa       | Project      | I-680 Northbound HOV lane extension between N. Main and SR-242                                                      | \$54                  | \$0                | \$54                                           |
| 73    | 17-02-0014 | Contra Costa       | Project      | Kirker Pass Road Northbound Truck Climbing Lane, Clearbrook Drive to Crest of Kirker Pass Road                      | \$19                  | \$0                | \$19                                           |
| 74    | 17-02-0015 | Contra Costa       | Project      | Vasco Road _ Byron Highway Connector Road (Formerly named: SR-239: Airport Connector)                               | \$89                  | \$0                | \$89                                           |
| 75    | 17-02-0016 | Contra Costa       | Project      | Construct SR 242/Clayton Road on and off-ramps                                                                      | \$56                  | \$0                | \$56                                           |
| 76    | 17-02-0017 | Contra Costa       | Project      | SR-239 Feasibility Studies and Project Development                                                                  | \$42                  | \$0                | \$42                                           |
| 77    | 17-02-0018 | Contra Costa       | Project      | I-80/SR4: New I-80 EB off-ramp at Sycamore                                                                          | \$15                  | \$0                | \$15                                           |
| 78    | 17-02-0019 | Contra Costa       | Project      | I-680/SR4 Interchange Improvements - All Phases                                                                     | \$599                 | \$0                | \$599                                          |
| 79    | 17-02-0020 | Contra Costa       | Project      | SR-4 Operational Improvements - All Phases                                                                          | \$303                 | \$0                | \$303                                          |
| 80    | 17-02-0021 | Contra Costa       | Project      | Reconstruct I-80/San Pablo Dam Road Interchange                                                                     | \$120                 | \$0                | \$120                                          |
| 81    | 17-02-0022 | Contra Costa       | Project      | I-680 Southbound HOV Lane between N. Main and Livorna                                                               | \$83                  | \$0                | \$83                                           |
| 82    | 17-02-0023 | Contra Costa       | Project      | State Route 4 Widening and Balfour Road IC Construction                                                             | \$69                  | \$0                | \$69                                           |
| 83    | 17-02-0024 | Contra Costa       | Project      | I-80/SR-4 Interchange Improvements - New Eastbound Willow Avenue Ramps and SR-4 to -I80 Ramp                        | \$53                  | \$0                | \$53                                           |
| 84    | 17-02-0025 | Contra Costa       | Project      | SR-24/Brookwood Ramp Modifications                                                                                  | \$48                  | \$0                | \$48                                           |
| 85    | 17-02-0026 | Contra Costa       | Project      | I-80/Central Avenue Interchange Modification - Phases 1 & 2                                                         | \$26                  | \$0                | \$26                                           |
| 86    | 17-02-0027 | Contra Costa       | Project      | I-680 and SR-24 Interchange Improvements                                                                            | \$20                  | \$0                | \$20                                           |
| 87    | 17-02-0028 | Contra Costa       | Project      | I-80 Eastbound and Westbound Pinole Valley Road On-ramp Improvement                                                 | \$10                  | \$0                | \$10                                           |
| 88    | 17-02-0029 | Contra Costa       | Project      | Eastbound SR-24: Construct Auxiliary Lane, Wilder Road to Camino Pablo                                              | \$7                   | \$0                | \$7                                            |
| 89    | 17-02-0030 | Contra Costa       | Project      | Widen Brentwood Boulevard - Havenwood Way to north city limit; and Chestnut to Fir                                  | \$34                  | \$0                | \$34                                           |
| 90    | 17-02-0031 | Contra Costa       | Project      | Widen Willow Pass Road, Lynwood Drive to SR 4                                                                       | \$20                  | \$0                | \$20                                           |
| 91    | 17-02-0032 | Contra Costa       | Project      | Widen Ygnacio Valley Road-Kirker Pass Road, Cowell to Michigan                                                      | \$20                  | \$0                | \$20                                           |
| 92    | 17-02-0033 | Contra Costa       | Project      | Widen Camino Tassajara Road, Windemere to County Line                                                               | \$17                  | \$0                | \$17                                           |
| 93    | 17-02-0034 | Contra Costa       | Project      | West Leland Road Extension                                                                                          | \$16                  | \$0                | \$16                                           |
| 94    | 17-02-0035 | Contra Costa       | Project      | Lone Tree Way Widening                                                                                              | \$16                  | \$0                | \$16                                           |
| 95    | 17-02-0036 | Contra Costa       | Project      | Pittsburg-Antioch Highway Widening                                                                                  | \$15                  | \$0                | \$15                                           |
| 96    | 17-02-0037 | Contra Costa       | Project      | Widen Main St, SR 160 to Big Break Rd                                                                               | \$13                  | \$0                | \$13                                           |



| ROW # | RTPID      | County/<br>Sponsor | Listing Type | Project Title                                                                                                                                         | Total Project<br>Cost | Pre2017<br>Funding | Cost Included in<br>the Investment<br>Strategy |
|-------|------------|--------------------|--------------|-------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------|--------------------|------------------------------------------------|
| 97    | 17-02-0038 | Contra Costa       | Project      | Main Street Bypass                                                                                                                                    | \$4                   | \$0                | \$4                                            |
| 98    | 17-02-0039 | Contra Costa       | Project      | Hercules Train Station - All Phases                                                                                                                   | \$97                  | \$0                | \$97                                           |
| 99    | 17-02-0040 | Contra Costa       | Project      | Martinez Intermodal Project: Phase 3                                                                                                                  | \$7                   | \$0                | \$7                                            |
| 100   | 17-02-0041 | Contra Costa       | Project      | Privately Run Ferry Service including Small-Scale (non-WETA complying)<br>Landside Improvements from Antioch, Martinez, and Hercules to San Francisco | \$73                  | \$0                | \$73                                           |
| 101   | 17-02-0042 | Contra Costa       | Project      | Richmond-San Francisco Ferry Service                                                                                                                  | \$53                  | \$0                | \$53                                           |
| 102   | 17-02-0043 | Contra Costa       | Project      | BART Capacity, Access and Parking Improvements - non vehicles                                                                                         | \$46                  | \$0                | \$46                                           |
| 103   | 17-02-0044 | Contra Costa       | Project      | Landside Improvements for Richmond Ferry Service                                                                                                      | \$25                  | \$0                | \$25                                           |
| 104   | 17-02-0045 | Contra Costa       | Project      | El Cerrito del Norte BART Station Modernization, Phase 1                                                                                              | \$22                  | \$0                | \$22                                           |
| 105   | 17-02-0046 | Contra Costa       | Project      | Civic Center Railroad Platform Park & Ride Complex                                                                                                    | \$8                   | \$0                | \$8                                            |
| 106   | 17-02-0047 | Contra Costa       | Project      | East County Rail Extension (eBART), Phase 1                                                                                                           | \$525                 | \$525              | \$0                                            |
| 107   | 17-02-0048 | Contra Costa       | Project      | East County Rail Extension (eBART), Phase 2 - environmental and reserve                                                                               | \$111                 | \$0                | \$111                                          |
| 108   | 17-02-0049 | Contra Costa       | Project      | West County High Capacity Transit Investment Study Implementation - Phase 1                                                                           | \$15                  | \$0                | \$15                                           |
| 109   | 17-02-0050 | Contra Costa       | Project      | Brentwood Intermodal Transit Center                                                                                                                   | \$52                  | \$0                | \$52                                           |
| 110   | 17-03-0001 | Marin              | Program      | Bicycle and Pedestrian Program                                                                                                                        | \$30                  | \$0                | \$30                                           |
| 111   | 17-03-0002 | Marin              | Program      | Climate Program: TDM and Emission Reduction Technology                                                                                                | \$1                   | \$0                | \$1                                            |
| 112   | 17-03-0003 | Marin              | Program      | County Safety, Security and Other                                                                                                                     | \$4                   | \$0                | \$4                                            |
| 113   | 17-03-0004 | Marin              | Program      | Roadway Operations                                                                                                                                    | \$20                  | \$0                | \$20                                           |
| 114   | 17-03-0005 | Marin              | Program      | Minor Transit Improvements                                                                                                                            | \$45                  | \$0                | \$45                                           |
| 115   | 17-03-0006 | Marin              | Project      | Implement Marin Sonoma Narrows HOV Lane and corridor improvements Phase 2 (Marin County)                                                              | \$136                 | \$0                | \$136                                          |
| 116   | 17-03-0007 | Marin              | Project      | US 101/580 Interchange Direct Connector - PAED                                                                                                        | \$15                  | \$0                | \$15                                           |
| 117   | 17-03-0008 | Marin              | Project      | Tiburon East Blithedale Interchange - PAED                                                                                                            | \$12                  | \$0                | \$12                                           |
| 118   | 17-03-0009 | Marin              | Project      | Access Improvements to Richmond San Rafael Bridge                                                                                                     | \$7                   | \$0                | \$7                                            |
| 119   | 17-03-0010 | Marin              | Project      | Highway Improvement Studies                                                                                                                           | \$5                   | \$0                | \$5                                            |
| 120   | 17-03-0011 | Marin              | Project      | Widen Novato Boulevard between Diablo Avenue and Grant Avenue                                                                                         | \$17                  | \$0                | \$17                                           |
| 121   | 17-03-0012 | Marin              | Project      | Sir Francis Drake Boulevard/Red Hill Avenue/Center Boulevard (known as "The Hub") - project development                                               | \$6                   | \$0                | \$6                                            |
| 122   | 17-03-0013 | Marin              | Project      | San Rafael Transit Center (SRTC) Relocation Project                                                                                                   | \$36                  | \$0                | \$36                                           |
| 123   | 17-03-0014 | Marin              | Project      | Larkspur Ferry Terminal Parking Garage - Planning Study                                                                                               | \$1                   | \$0                | \$1                                            |
| 124   | 17-03-0015 | Marin              | Project      | SMART Downtown San Rafael to Larkspur Rail Extension                                                                                                  | \$42                  | \$2                | \$40                                           |
| 125   | 17-04-0001 | Napa               | Program      | Bicycle and Pedestrian Program                                                                                                                        | \$100                 | \$0                | \$100                                          |
| 126   | 17-04-0002 | Napa               | Program      | County Safety, Security and Other                                                                                                                     | \$7                   | \$0                | \$7                                            |
| 127   | 17-04-0003 | Napa               | Program      | Multimodal Streetscape                                                                                                                                | \$9                   | \$0                | \$9                                            |
| 128   | 17-04-0004 | Napa               | Program      | Minor Roadway Expansions                                                                                                                              | \$16                  | \$0                | \$16                                           |



| ROW # | RTPID      | County/<br>Sponsor | Listing Type | Project Title                                                                     | Total Project<br>Cost | Pre2017<br>Funding | Cost Included in<br>the Investment<br>Strategy |
|-------|------------|--------------------|--------------|-----------------------------------------------------------------------------------|-----------------------|--------------------|------------------------------------------------|
| 129   | 17-04-0005 | Napa               | Program      | Roadway Operations                                                                | \$54                  | \$4                | \$50                                           |
| 130   | 17-04-0006 | Napa               | Program      | Minor Transit Improvements                                                        | \$246                 | \$0                | \$246                                          |
| 131   | 17-04-0007 | Napa               | Project      | Countywide Intelligent Transportation Systems Program                             | \$9                   | \$0                | \$9                                            |
| 132   | 17-04-0008 | Napa               | Project      | State Route 29 Improvements                                                       | \$32                  | \$0                | \$32                                           |
| 133   | 17-04-0009 | Napa               | Project      | Soscol Junction                                                                   | \$61                  | \$0                | \$61                                           |
| 134   | 17-04-0010 | Napa               | Project      | SR29 Gateway                                                                      | \$32                  | \$0                | \$32                                           |
| 135   | 17-05-0001 | San Francisco      | Program      | Bicycle and Pedestrian Program                                                    | \$844                 | \$16               | \$828                                          |
| 136   | 17-05-0002 | San Francisco      | Program      | Climate Program: TDM and Emission Reduction Technology                            | \$118                 | \$0                | \$118                                          |
| 137   | 17-05-0003 | San Francisco      | Program      | County Safety, Security and Other                                                 | \$418                 | \$0                | \$418                                          |
| 138   | 17-05-0004 | San Francisco      | Program      | Multimodal Streetscape                                                            | \$383                 | \$0                | \$383                                          |
| 139   | 17-05-0005 | San Francisco      | Program      | PDA Planning                                                                      | \$51                  | \$2                | \$49                                           |
| 140   | 17-05-0006 | San Francisco      | Program      | Additional Local Road Preservation/Rehab                                          | \$1,348               | \$0                | \$1,348                                        |
| 141   | 17-05-0007 | San Francisco      | Program      | Transit Preservation/Rehabilitation                                               | \$2,256               | \$0                | \$2,256                                        |
| 142   | 17-05-0008 | San Francisco      | Program      | Minor Roadway Expansions                                                          | \$906                 | \$43               | \$863                                          |
| 143   | 17-05-0009 | San Francisco      | Program      | Roadway Operations                                                                | \$182                 | \$0                | \$182                                          |
| 144   | 17-05-0010 | San Francisco      | Program      | Minor Transit Improvements                                                        | \$1,146               | \$110              | \$1,036                                        |
| 145   | 17-05-0011 | San Francisco      | Project      | San Francisco Late Night Transportation Improvements                              | \$91                  | \$0                | \$91                                           |
| 146   | 17-05-0012 | San Francisco      | Project      | SFgo Integrated Transportation Management System                                  | \$89                  | \$48               | \$41                                           |
| 147   | 17-05-0013 | San Francisco      | Project      | Expand SFMTA Transit Fleet                                                        | \$1,488               | \$0                | \$1,488                                        |
| 148   | 17-05-0014 | San Francisco      | Project      | Muni Forward (Transit Effectiveness Project)                                      | \$612                 | \$208              | \$404                                          |
| 149   | 17-05-0015 | San Francisco      | Project      | Rail Capacity Long Term Planning and Conceptual Design - All                      | \$450                 | \$0                | \$450                                          |
| 150   | 17-05-0016 | San Francisco      | Project      | Better Market Street - Transportation Elements                                    | \$415                 | \$10               | \$405                                          |
| 151   | 17-05-0017 | San Francisco      | Project      | Core Capacity Implementation - Planning and Conceptual Engineering                | \$335                 | \$0                | \$335                                          |
| 152   | 17-05-0018 | San Francisco      | Project      | Downtown San Francisco Ferry Terminal Expansion - Phase II                        | \$43                  | \$0                | \$43                                           |
| 153   | 17-05-0019 | San Francisco      | Project      | Establish new ferry terminal at Mission Bay 16th Street                           | \$17                  | \$0                | \$17                                           |
| 154   | 17-05-0020 | San Francisco      | Project      | HOV/HOT Lanes on U.S. 101 and I-280 in San Francisco                              | \$90                  | \$0                | \$90                                           |
| 155   | 17-05-0021 | San Francisco      | Project      | Geary Boulevard Bus Rapid Transit                                                 | \$300                 | \$0                | \$300                                          |
| 156   | 17-05-0022 | San Francisco      | Project      | Presidio Parkway                                                                  | \$1,595               | \$859              | \$736                                          |
| 157   | 17-05-0023 | San Francisco      | Project      | Yerba Buena Island (YBI) I-80 Interchange Improvement                             | \$168                 | \$105              | \$63                                           |
| 158   | 17-05-0024 | San Francisco      | Project      | Balboa Park Station Area - Southbound I-280 Off-Ramp Realignment at Ocean Avenue  | \$11                  | \$1                | \$10                                           |
| 159   | 17-05-0025 | San Francisco      | Project      | Balboa Park Station Area - Closure of Northbound I-280 On-Ramp from Geneva Avenue | \$6                   | \$0                | \$6                                            |
| 160   | 17-05-0026 | San Francisco      | Project      | Bayshore Station Multimodal Planning and Design                                   | \$13                  | \$0                | \$13                                           |

| ROW # | RTPID      | County/<br>Sponsor | Listing Type | Project Title                                                                                                                                      | Total Project<br>Cost | Pre2017<br>Funding | Cost Included in<br>the Investment<br>Strategy |
|-------|------------|--------------------|--------------|----------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------|--------------------|------------------------------------------------|
| 161   | 17-05-0027 | San Francisco      | Project      | Hunters Point Shipyard and Candlestick Point Local Roads Phase 1                                                                                   | \$501                 | \$14               | \$487                                          |
| 162   | 17-05-0028 | San Francisco      | Project      | Southeast San Francisco Caltrain Station - Environmental                                                                                           | \$11                  | \$1                | \$10                                           |
| 163   | 17-05-0029 | San Francisco      | Project      | Downtown Value Pricing/Incentives - Pilot, Transit Service, Supportive Infrastructure                                                              | \$876                 | \$0                | \$876                                          |
| 164   | 17-05-0030 | San Francisco      | Project      | Treasure Island Mobility Management Program: Intermodal Terminal, Congestion Toll, Transit Service, Transit Capital                                | \$974                 | \$0                | \$974                                          |
| 165   | 17-05-0031 | San Francisco      | Project      | Southeast Waterfront Transportation Improvements - Phase 1                                                                                         | \$406                 | \$0                | \$406                                          |
| 166   | 17-05-0032 | San Francisco      | Project      | Geneva-Harney Bus Rapid Transit                                                                                                                    | \$256                 | \$0                | \$256                                          |
| 167   | 17-05-0033 | San Francisco      | Project      | Van Ness Avenue Bus Rapid Transit                                                                                                                  | \$215                 | \$0                | \$215                                          |
| 168   | 17-05-0034 | San Francisco      | Project      | Arena Transit Capacity Improvements                                                                                                                | \$137                 | \$0                | \$137                                          |
| 169   | 17-05-0035 | San Francisco      | Project      | EN Trips: All Components                                                                                                                           | \$122                 | \$0                | \$122                                          |
| 170   | 17-05-0036 | San Francisco      | Project      | Regional/Local Express Bus to Support Express Lanes in SF                                                                                          | \$82                  | \$0                | \$82                                           |
| 171   | 17-05-0037 | San Francisco      | Project      | Parkmerced Transportation Improvements                                                                                                             | \$76                  | \$0                | \$76                                           |
| 172   | 17-05-0039 | San Francisco      | Project      | Geneva Light Rail Phase I: Operational Improvements, Planning and Environmental                                                                    | \$18                  | \$0                | \$18                                           |
| 173   | 17-05-0040 | San Francisco      | Project      | T-Third Mission Bay Loop                                                                                                                           | \$7                   | \$7                | \$0                                            |
| 174   | 17-05-0041 | San Francisco      | Project      | T-Third Phase II: Central Subway                                                                                                                   | \$1,578               | \$1,578            | \$0                                            |
| 175   | 17-05-0042 | San Francisco      | Project      | Historic Streetcar Extension - Fort Mason to 4th & King                                                                                            | \$87                  | \$0                | \$87                                           |
| 176   | 17-06-0001 | San Mateo          | Program      | Bicycle and Pedestrian Program                                                                                                                     | \$247                 | \$22               | \$225                                          |
| 177   | 17-06-0002 | San Mateo          | Program      | County Safety, Security and Other                                                                                                                  | \$41                  | \$1                | \$40                                           |
| 178   | 17-06-0003 | San Mateo          | Program      | Multimodal Streetscape                                                                                                                             | \$289                 | \$14               | \$275                                          |
| 179   | 17-06-0004 | San Mateo          | Program      | Minor Roadway Expansions                                                                                                                           | \$64                  | \$19               | \$45                                           |
| 180   | 17-06-0005 | San Mateo          | Program      | Roadway Operations                                                                                                                                 | \$64                  | \$0                | \$64                                           |
| 181   | 17-06-0006 | San Mateo          | Project      | County-wide Intelligent Transportation System (ITS) and Traffic Operation System Improvements                                                      | \$93                  | \$0                | \$93                                           |
| 182   | 17-06-0007 | San Mateo          | Project      | Modify existing lanes on U.S. 101 to accommodate a managed lane                                                                                    | \$365                 | \$15               | \$350                                          |
| 183   | 17-06-0008 | San Mateo          | Project      | Add northbound and southbound modified auxiliary lanes and/ or implementation of managed lanes on U.S. 101 from I-380 to San Francisco County line | \$222                 | \$5                | \$217                                          |
| 184   | 17-06-0009 | San Mateo          | Project      | Improve operations at U.S. 101 near Route 92 - Phased                                                                                              | \$258                 | \$2                | \$256                                          |
| 185   | 17-06-0010 | San Mateo          | Project      | Improve U.S. 101/Woodside Road interchange                                                                                                         | \$171                 | \$7                | \$164                                          |
| 186   | 17-06-0011 | San Mateo          | Project      | US 101 Produce Avenue Interchange                                                                                                                  | \$146                 | \$11               | \$135                                          |
| 187   | 17-06-0012 | San Mateo          | Project      | U.S. 101 Interchange at Peninsula Avenue                                                                                                           | \$89                  | \$9                | \$80                                           |
| 188   | 17-06-0013 | San Mateo          | Project      | Reconstruct U.S. 101/Broadway interchange                                                                                                          | \$83                  | \$83               | \$0                                            |
| 189   | 17-06-0014 | San Mateo          | Project      | Reconstruct U.S. 101/Willow Road interchange                                                                                                       | \$80                  | \$60               | \$20                                           |
| 190   | 17-06-0015 | San Mateo          | Project      | Construct auxiliary lanes (one in each direction) on U.S. 101 from Marsh Road to Embarcadero Road                                                  | \$79                  | \$79               | \$0                                            |
| 191   | 17-06-0016 | San Mateo          | Project      | Improve access to and from the west side of Dumbarton Bridge on Route 84 connecting to U.S. 101 per Gateway 2020 Study - Phased                    | \$39                  | \$3                | \$36                                           |
| 192   | 17-06-0017 | San Mateo          | Project      | Route 101/Holly St Interchange Access Improvements                                                                                                 | \$34                  | \$1                | \$33                                           |

| ROW # | RTPID      | County/<br>Sponsor | Listing Type | Project Title                                                                                                                                          | Total Project<br>Cost | Pre2017<br>Funding | Cost Included in<br>the Investment<br>Strategy |
|-------|------------|--------------------|--------------|--------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------|--------------------|------------------------------------------------|
| 193   | 17-06-0018 | San Mateo          | Project      | Improve local access at I-280/I-380 from Sneath Lane to San Bruno Avenue to I-380 - Environmental only                                                 | \$32                  | \$0                | \$32                                           |
| 194   | 17-06-0019 | San Mateo          | Project      | State Route 92-82 (El Camino) Interchange Improvement                                                                                                  | \$30                  | \$25               | \$5                                            |
| 195   | 17-06-0020 | San Mateo          | Project      | Hwy 1 operational & safety improvements in County Midcoast (acceleration/deceleration lanes; turn lanes; bike lanes; pedestrian crossings; and trails) | \$29                  | \$5                | \$24                                           |
| 196   | 17-06-0021 | San Mateo          | Project      | Environmental Studies for 101/Candlestick Interchange                                                                                                  | \$25                  | \$5                | \$20                                           |
| 197   | 17-06-0022 | San Mateo          | Project      | Westbound slow vehicle lane on Route 92 between Route 35 and I-280 - Environmental Phase                                                               | \$25                  | \$0                | \$25                                           |
| 198   | 17-06-0023 | San Mateo          | Project      | Route 1 Improvements in Half Moon Bay                                                                                                                  | \$19                  | \$10               | \$9                                            |
| 199   | 17-06-0024 | San Mateo          | Project      | Reconstruct U.S. 101/Sierra Point Parkway interchange (includes extension of Lagoon Way to U.S. 101)                                                   | \$17                  | \$8                | \$9                                            |
| 200   | 17-06-0025 | San Mateo          | Project      | US 101/University Ave. Interchange Improvements                                                                                                        | \$11                  | \$0                | \$11                                           |
| 201   | 17-06-0026 | San Mateo          | Project      | Implement incentive programs to support transit-oriented development                                                                                   | \$106                 | \$0                | \$106                                          |
| 202   | 17-06-0027 | San Mateo          | Project      | Implement supporting infrastructure and Automated Transit Signal Priority to support SamTrans express rapid bus service along El Camino Real           | \$1                   | \$0                | \$1                                            |
| 203   | 17-06-0028 | San Mateo          | Project      | Make incremental increase in SamTrans paratransit service - Phase                                                                                      | \$377                 | \$0                | \$377                                          |
| 204   | 17-06-0029 | San Mateo          | Project      | Add new rolling stock and infrastructure to support SamTrans bus rapid transit along El Camino Real- Phase                                             | \$228                 | \$0                | \$228                                          |
| 205   | 17-06-0030 | San Mateo          | Project      | Environmental Clearance and Design of the Redwood City Ferry Terminal and Service                                                                      | \$8                   | \$0                | \$8                                            |
| 206   | 17-06-0031 | San Mateo          | Project      | Implement Redwood City Street Car - Planning Phase                                                                                                     | \$1                   | \$0                | \$1                                            |
| 207   | 17-06-0032 | San Mateo          | Project      | Route 1 San Pedro Creek Bridge Replacement and Creek Widening Project                                                                                  | \$14                  | \$14               | \$0                                            |
| 208   | 17-06-0033 | San Mateo          | Project      | Widen Route 92 between SR 1 and Pilarcitos Creek alignment, includes widening of travel lanes and shoulders                                            | \$8                   | \$1                | \$7                                            |
| 209   | 17-06-0034 | San Mateo          | Project      | Construct Route 1 (Calera Parkway) northbound and southbound lanes from Fassler Avenue to Westport Drive in Pacifica                                   | \$58                  | \$10               | \$48                                           |
| 210   | 17-06-0035 | San Mateo          | Project      | I-280 improvements near D Street exit                                                                                                                  | \$1                   | \$0                | \$1                                            |
| 211   | 17-06-0036 | San Mateo          | Project      | Widen Skyline Boulevard (Route 35) to 4-lane roadway from I-280 to Sneath Lane - Phased                                                                | \$25                  | \$0                | \$25                                           |
| 212   | 17-06-0037 | San Mateo          | Project      | Widen Millbrae Avenue between Rollins Road and U.S. 101 southbound on-ramp and resurface intersection of Millbrae Avenue and Rollins Road              | \$11                  | \$0                | \$11                                           |
| 213   | 17-06-0038 | San Mateo          | Project      | Construct a 6-lane arterial from Geneva Avenue/Bayshore Boulevard intersection to U.S. 101/Candlestick Point interchange - Environmental phase         | \$17                  | \$1                | \$16                                           |
| 214   | 17-06-0039 | San Mateo          | Program      | Grade Separations                                                                                                                                      | \$265                 | \$5                | \$260                                          |
| 215   | 17-07-0001 | Santa Clara        | Program      | Bicycle and Pedestrian Program                                                                                                                         | \$641                 | \$0                | \$641                                          |
| 216   | 17-07-0002 | Santa Clara        | Program      | Caltrain Grade Separations                                                                                                                             | \$800                 | \$0                | \$800                                          |
| 217   | 17-07-0003 | Santa Clara        | Program      | Multimodal Streetscape                                                                                                                                 | \$446                 | \$0                | \$446                                          |
| 218   | 17-07-0004 | Santa Clara        | Program      | Additional Local Road Preservation/Rehab                                                                                                               | \$1,405               | \$0                | \$1,405                                        |
| 219   | 17-07-0005 | Santa Clara        | Program      | Minor Roadway Expansions                                                                                                                               | \$918                 | \$0                | \$918                                          |
| 220   | 17-07-0006 | Santa Clara        | Program      | Roadway Operations                                                                                                                                     | \$59                  | \$0                | \$59                                           |
| 221   | 17-07-0007 | Santa Clara        | Project      | Affordable Fare Program                                                                                                                                | \$44                  | \$0                | \$44                                           |
| 222   | 17-07-0008 | Santa Clara        | Project      | Implement System Operations and Management Program for Santa Clara County                                                                              | \$899                 | \$0                | \$899                                          |
| 223   | 17-07-0009 | Santa Clara        | Project      | SR 87 Technology-based Corridor Improvements                                                                                                           | \$52                  | \$0                | \$52                                           |
| 224   | 17-07-0010 | Santa Clara        | Project      | Hwy. Transportation Operations System/Freeway Performance Initiative Phase 1 & 2                                                                       | \$20                  | \$0                | \$20                                           |



| ROW # | RTPID      | County/<br>Sponsor | Listing Type | Project Title                                                                                       | Total Project<br>Cost | Pre2017<br>Funding | Cost Included in<br>the Investment<br>Strategy |
|-------|------------|--------------------|--------------|-----------------------------------------------------------------------------------------------------|-----------------------|--------------------|------------------------------------------------|
| 225   | 17-07-0011 | Santa Clara        | Project      | Expressway ITS/Signal System (Tier 1 Exp Plan 2040)                                                 | \$18                  | \$0                | \$18                                           |
| 226   | 17-07-0012 | Santa Clara        | Project      | BART Silicon Valley Extension - San Jose (Berryessa) to Santa Clara (capital cost is \$4.9 billion) | \$5,175               | \$0                | \$5,175                                        |
| 227   | 17-07-0013 | Santa Clara        | Project      | Implement El Camino Rapid Transit Project                                                           | \$272                 | \$0                | \$272                                          |
| 228   | 17-07-0021 | Santa Clara        | Project      | Alviso Wetlands Doubletrack                                                                         | \$196                 | \$0                | \$196                                          |
| 229   | 17-07-0022 | Santa Clara        | Project      | Environmental Studies for SR-152 New Alignment                                                      | \$30                  | \$0                | \$30                                           |
| 230   | 17-07-0023 | Santa Clara        | Project      | US 101/Zanker Rd./Skyport Dr./Fourth St. Interchange Improvements                                   | \$161                 | \$0                | \$161                                          |
| 231   | 17-07-0024 | Santa Clara        | Project      | Lawrence/Stevens Creek/I_280 Interchange                                                            | \$140                 | \$0                | \$140                                          |
| 232   | 17-07-0025 | Santa Clara        | Project      | I-280/Winchester Blvd Interchange Improvements                                                      | \$100                 | \$0                | \$100                                          |
| 233   | 17-07-0026 | Santa Clara        | Project      | I-280/Wolfe Road Interchange Improvements                                                           | \$97                  | \$0                | \$97                                           |
| 234   | 17-07-0027 | Santa Clara        | Project      | US 101/Mabury Rd./Taylor St. Interchange Improvements                                               | \$82                  | \$0                | \$82                                           |
| 235   | 17-07-0028 | Santa Clara        | Project      | I-280 Mainline Improvements from County line to Sunnyvale                                           | \$60                  | \$0                | \$60                                           |
| 236   | 17-07-0029 | Santa Clara        | Project      | I-280/Saratoga Avenue Interchange Improvements                                                      | \$60                  | \$0                | \$60                                           |
| 237   | 17-07-0030 | Santa Clara        | Project      | I-280 Northbound Braided Ramps between Foothill Expressway and SR 85                                | \$54                  | \$0                | \$54                                           |
| 238   | 17-07-0031 | Santa Clara        | Project      | US 101 Southbound/Trimble Rd./De La Cruz Blvd./Central Expressway Interchange Improvements          | \$53                  | \$0                | \$53                                           |
| 239   | 17-07-0032 | Santa Clara        | Project      | I-680/ Alum Rock/ McKee Road Interchange Improvements                                               | \$47                  | \$0                | \$47                                           |
| 240   | 17-07-0033 | Santa Clara        | Project      | SR 237/Mathilda Ave. and US 101/Mathilda Ave. Interchange Improvement                               | \$42                  | \$0                | \$42                                           |
| 241   | 17-07-0034 | Santa Clara        | Project      | US 101 Interchanges Improvements: San Antonio Rd. to Charleston Rd./Rengstorff Ave.                 | \$40                  | \$0                | \$40                                           |
| 242   | 17-07-0035 | Santa Clara        | Project      | US 101/Buena Vista Ave. Interchange Improvements                                                    | \$40                  | \$0                | \$40                                           |
| 243   | 17-07-0036 | Santa Clara        | Project      | SR 85 Northbound to Eastbound SR 237 Connector Ramp and Northbound SR 85 Auxiliary Lane             | \$39                  | \$0                | \$39                                           |
| 244   | 17-07-0037 | Santa Clara        | Project      | SR 85/El Camino Real Interchange Improvements                                                       | \$28                  | \$0                | \$28                                           |
| 245   | 17-07-0038 | Santa Clara        | Project      | US 101/Blossom Hill Rd. Interchange Improvements                                                    | \$28                  | \$0                | \$28                                           |
| 246   | 17-07-0039 | Santa Clara        | Project      | US 101/Old Oakland Rd. Interchange Improvements                                                     | \$28                  | \$0                | \$28                                           |
| 247   | 17-07-0040 | Santa Clara        | Project      | US 101/Shoreline Blvd. Interchange Improvements                                                     | \$20                  | \$0                | \$20                                           |
| 248   | 17-07-0042 | Santa Clara        | Project      | SR 237/Great America Parkway WB Off- Ramps Improvements                                             | \$15                  | \$0                | \$15                                           |
| 249   | 17-07-0043 | Santa Clara        | Project      | SR 237/El Camino Real/Grant Rd. Intersection Improvements                                           | \$6                   | \$0                | \$6                                            |
| 250   | 17-07-0044 | Santa Clara        | Project      | Double Lane Southbound US 101 off-ramp to Southbound SR 87                                          | \$3                   | \$0                | \$3                                            |
| 251   | 17-07-0046 | Santa Clara        | Project      | Lawrence Expressway at Homestead Road Interim Improvements (Tier 1 Exp Plan 2040)                   | \$3                   | \$0                | \$3                                            |
| 252   | 17-07-0047 | Santa Clara        | Project      | Foothill Expressway widening between El Monte and San Antonio (Tier 1 Exp Plan 2040)                | \$2                   | \$0                | \$2                                            |
| 253   | 17-07-0048 | Santa Clara        | Project      | Montague Expressway widening between Trade Zone and Main/Oakland (Tier 1 Exp Plan 2040)             | \$2                   | \$0                | \$2                                            |
| 254   | 17-07-0049 | Santa Clara        | Project      | Lawrence Expressway from Reed/Monroe to Arques Grade Separation (Tier 1 Exp Plan 2040)              | \$524                 | \$0                | \$524                                          |
| 255   | 17-07-0050 | Santa Clara        | Project      | Lawrence Expressway at Homestead Road Grade Separation (Tier 1 Exp Plan 2040)                       | \$119                 | \$0                | \$119                                          |
| 256   | 17-07-0051 | Santa Clara        | Project      | Widen Calaveras Boulevard overpass from 4-lanes to 6-lanes                                          | \$85                  | \$0                | \$85                                           |



| ROW # | RTPID      | County/<br>Sponsor | Listing Type | Project Title                                                                            | Total Project<br>Cost | Pre2017<br>Funding | Cost Included in<br>the Investment<br>Strategy |
|-------|------------|--------------------|--------------|------------------------------------------------------------------------------------------|-----------------------|--------------------|------------------------------------------------|
| 257   | 17-07-0052 | Santa Clara        | Project      | San Tomas Expressway Widening between Homestead and Stevens Creek (Tier 1 Exp Plan 2040) | \$47                  | \$0                | \$47                                           |
| 258   | 17-07-0053 | Santa Clara        | Project      | Oregon-Page Mill widening between I-280 and Foothill Expressway (Tier 1 Exp Plan 2040)   | \$25                  | \$0                | \$25                                           |
| 259   | 17-07-0054 | Santa Clara        | Project      | Capitol Expressway Widening from I-680 to Capitol Avenue (Tier 1 Exp Plan 2040)          | \$13                  | \$0                | \$13                                           |
| 260   | 17-07-0055 | Santa Clara        | Project      | Montague Expressway Widening Between Great Mall to Trade Zone (Tier 1 Exp Plan 2040)     | \$7                   | \$0                | \$7                                            |
| 261   | 17-07-0056 | Santa Clara        | Project      | Bus Stop Improvements                                                                    | \$47                  | \$0                | \$47                                           |
| 262   | 17-07-0057 | Santa Clara        | Project      | Frequent Core Bus Network - 15 minutes                                                   | \$769                 | \$0                | \$769                                          |
| 263   | 17-07-0058 | Santa Clara        | Project      | SR 85 Corridor Improvements - reserve amount                                             | \$450                 | \$0                | \$450                                          |
| 264   | 17-07-0059 | Santa Clara        | Project      | Implement Stevens Creek Rapid Transit Project                                            | \$254                 | \$0                | \$254                                          |
| 265   | 17-07-0060 | Santa Clara        | Project      | North First Street light rail speed Improvements                                         | \$12                  | \$0                | \$12                                           |
| 266   | 17-07-0061 | Santa Clara        | Project      | Extend Capitol Expressway light rail to Eastridge Transit Center - Phase II              | \$386                 | \$0                | \$386                                          |
| 267   | 17-07-0062 | Santa Clara        | Project      | Extend light-rail transit from Winchester Station to Route 85 (Vasona Junction)          | \$256                 | \$0                | \$256                                          |
| 268   | 17-07-0063 | Santa Clara        | Project      | Mineta San Jose International Airport APM connector - planning and environmental         | \$50                  | \$0                | \$50                                           |
| 269   | 17-07-0064 | Santa Clara        | Program      | Other County Program: Safety, Security, Other                                            | \$25                  | \$0                | \$25                                           |
| 270   | 17-07-0065 | Santa Clara        | Project      | Caltrain Station and Service Enhancements                                                | \$722                 | \$0                | \$722                                          |
| 271   | 17-07-0066 | Santa Clara        | Project      | Future Transit Corridor Studies                                                          | \$5                   | \$0                | \$5                                            |
| 272   | 17-07-0067 | Santa Clara        | Project      | SR 17 Corridor Congestion Relief in Los Gatos                                            | \$30                  | \$0                | \$30                                           |
| 273   | 17-07-0068 | Santa Clara        | Project      | 237 WB Additional Lane from McCarthy to North First                                      | \$52                  | \$0                | \$52                                           |
| 274   | 17-07-0069 | Santa Clara        | Project      | US 101/SR 25 Interchange                                                                 | \$185                 | \$0                | \$185                                          |
| 275   | 17-07-0070 | Santa Clara        | Project      | SR 237 Express Lanes: North First St. to Mathilda Ave.                                   | \$27                  | \$0                | \$27                                           |
| 276   | 17-07-0071 | Santa Clara        | Project      | US 101 Express Lanes: 10th St. to SR 25                                                  | \$69                  | \$0                | \$69                                           |
| 277   | 17-07-0072 | Santa Clara        | Project      | US 101 Express Lanes: Cochrane Rd. to Masten Ave.                                        | \$135                 | \$0                | \$135                                          |
| 278   | 17-07-0073 | Santa Clara        | Project      | US 101 Express Lanes: Masten Ave. to 10th St.                                            | \$89                  | \$0                | \$89                                           |
| 279   | 17-07-0074 | Santa Clara        | Project      | SR 85 Express Lanes: US 101 (South San Jose) to Mountain View                            | \$198                 | \$0                | \$198                                          |
| 280   | 17-07-0075 | Santa Clara        | Project      | US 101 Express Lanes: Whipple Ave. in San Mateo County to Cochrane Road in Morgan Hill   | \$507                 | \$0                | \$507                                          |
| 281   | 17-07-0076 | Santa Clara        | Project      | VTA Express Lanes Operations and Maintenance                                             | \$678                 | \$0                | \$678                                          |
| 282   | 17-08-0001 | Solano             | Program      | Access and Mobility Program                                                              | \$113                 | \$0                | \$113                                          |
| 283   | 17-08-0002 | Solano             | Program      | Bicycle and Pedestrian Program                                                           | \$20                  | \$0                | \$20                                           |
| 284   | 17-08-0003 | Solano             | Program      | Climate Program: TDM and Emission Reduction Technology                                   | \$23                  | \$0                | \$23                                           |
| 285   | 17-08-0004 | Solano             | Program      | County Safety, Security and Other                                                        | \$17                  | \$2                | \$15                                           |
| 286   | 17-08-0005 | Solano             | Program      | Multimodal Streetscape                                                                   | \$2                   | \$0                | \$2                                            |
| 287   | 17-08-0006 | Solano             | Program      | PDA Planning                                                                             | \$17                  | \$0                | \$17                                           |
| 288   | 17-08-0007 | Solano             | Program      | Minor Roadway Expansions                                                                 | \$10                  | \$0                | \$10                                           |

| ROW # | RTPID      | County/<br>Sponsor | Listing Type | Project Title                                                                                               | Total Project<br>Cost | Pre2017<br>Funding | Cost Included in<br>the Investment<br>Strategy |
|-------|------------|--------------------|--------------|-------------------------------------------------------------------------------------------------------------|-----------------------|--------------------|------------------------------------------------|
| 289   | 17-08-0008 | Solano             | Program      | Roadway Operations                                                                                          | \$59                  | \$0                | \$59                                           |
| 290   | 17-08-0009 | Solano             | Project      | I-80/I-680/SR12 Interchange (Packages 2-7)                                                                  | \$380                 | \$6                | \$374                                          |
| 291   | 17-08-0010 | Solano             | Project      | Improve interchanges and widen roadways serving Solano County Fairgrounds, including Redwood Parkway        | \$100                 | \$0                | \$100                                          |
| 292   | 17-08-0011 | Solano             | Project      | Provide auxiliary lanes on I-80 in eastbound and westbound directions from I-680 to Airbase Parkway         | \$57                  | \$0                | \$57                                           |
| 293   | 17-08-0012 | Solano             | Project      | Construct 4-lane Jepson Parkway from Route 12 to Leisure Town Road at I-80                                  | \$85                  | \$59               | \$26                                           |
| 294   | 17-08-0013 | Solano             | Project      | Conduct planning and design studies along SR-12 corridor in Solano County                                   | \$58                  | \$0                | \$58                                           |
| 295   | 17-08-0014 | Solano             | Project      | Construct train station building and support facilities at the new Fairfield / Vacaville multimodal station | \$81                  | \$63               | \$18                                           |
| 296   | 17-08-0015 | Solano             | Project      | Solano MLIP Support Projects                                                                                | \$115                 | \$0                | \$115                                          |
| 297   | 17-08-0016 | Solano             | Project      | Vallejo Station Parking Structure Phase B                                                                   | \$30                  | \$0                | \$30                                           |
| 298   | 17-08-0017 | Solano             | Project      | I-80 WB Truck Scales                                                                                        | \$170                 | \$0                | \$170                                          |
| 299   | 17-09-0001 | Sonoma             | Program      | Bicycle and Pedestrian Program                                                                              | \$173                 | \$0                | \$173                                          |
| 300   | 17-09-0002 | Sonoma             | Program      | SMART Rail Freight Improvements                                                                             | \$10                  | \$0                | \$10                                           |
| 301   | 17-09-0003 | Sonoma             | Program      | Multimodal Streetscape                                                                                      | \$28                  | \$0                | \$28                                           |
| 302   | 17-09-0004 | Sonoma             | Program      | Minor Roadway Expansions                                                                                    | \$176                 | \$19               | \$157                                          |
| 303   | 17-09-0005 | Sonoma             | Program      | Roadway Operations                                                                                          | \$272                 | \$0                | \$272                                          |
| 304   | 17-09-0006 | Sonoma             | Project      | Implement Marin Sonoma Narrows Phase 2 (Sonoma County)                                                      | \$243                 | \$0                | \$243                                          |
| 305   | 17-09-0008 | Sonoma             | Project      | Arata Lane Interchange                                                                                      | \$4                   | \$0                | \$4                                            |
| 306   | 17-09-0009 | Sonoma             | Project      | Cotati US 101/Railroad Avenue Improvements (incl. Penngrove)                                                | \$56                  | \$0                | \$56                                           |
| 307   | 17-09-0010 | Sonoma             | Project      | Hearn Avenue Interchange                                                                                    | \$36                  | \$0                | \$36                                           |
| 308   | 17-09-0011 | Sonoma             | Project      | Shiloh Road Interchange Reconstruction                                                                      | \$27                  | \$0                | \$27                                           |
| 309   | 17-09-0012 | Sonoma             | Project      | Cotati Highway 116 Cotati Corridor Improvements                                                             | \$20                  | \$0                | \$20                                           |
| 310   | 17-09-0013 | Sonoma             | Project      | Petaluma Crosstown Connector and Rainier Interchange                                                        | \$123                 | \$0                | \$123                                          |
| 311   | 17-09-0014 | Sonoma             | Project      | Farmers Lane extension between Bennett Valley Rd and Yolanda Avenue                                         | \$72                  | \$5                | \$67                                           |
| 312   | 17-09-0015 | Sonoma             | Project      | Road Diet Extension - Petaluma Boulevard South                                                              | \$3                   | \$0                | \$3                                            |
| 313   | 17-09-0016 | Sonoma             | Project      | SMART Petaluma Infill Station                                                                               | \$11                  | \$0                | \$11                                           |
| 314   | 17-09-0017 | Sonoma             | Project      | Enhance bus service frequencies in Sonoma County                                                            | \$409                 | \$0                | \$409                                          |
| 315   | 17-09-0018 | Sonoma             | Project      | SMART Rail Extension to Windsor + Environmental to Cloverdale + Bike Path                                   | \$49                  | \$0                | \$49                                           |
| 316   | 17-10-0001 | AC Transit         | Project      | AC Transit Fleet Expansion and Major Corridors                                                              | \$340                 | \$0                | \$340                                          |
| 317   | 17-10-0003 | AC Transit         | Project      | San Pablo Avenue BRT                                                                                        | \$390                 | \$0                | \$390                                          |
| 318   | 17-10-0004 | AC Transit         | Project      | Environmental Studies for Bay Bridge Contraflow Lane                                                        | \$20                  | \$0                | \$20                                           |
| 319   | 17-10-0005 | BART               | Project      | BART Metro Program + Bay Fair Connector                                                                     | \$1,055               | \$0                | \$1,055                                        |
| 320   | 17-10-0006 | BART               | Project      | BART Transbay Core Capacity Project                                                                         | \$3,132               | \$0                | \$3,132                                        |

| ROW # | RTPID      | County/<br>Sponsor | Listing Type | Project Title                                                                                                                                                                                                  | Total Project<br>Cost | Pre2017<br>Funding | Cost Included in<br>the Investment<br>Strategy |
|-------|------------|--------------------|--------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------|--------------------|------------------------------------------------|
| 321   | 17-10-0007 | CAHSR              | Project      | California HSR in the Bay Area                                                                                                                                                                                 | \$8,400               | \$0                | \$8,400                                        |
| 322   | 17-10-0008 | Caltrain           | Project      | Caltrain Electrification Phase 1 + CBOSS                                                                                                                                                                       | \$2,360               | \$0                | \$2,360                                        |
| 323   | 17-10-0009 | GGBHTD             | Program      | Golden Gate Bridge Capital and Operations                                                                                                                                                                      | \$2,031               | \$0                | \$2,031                                        |
| 324   | 17-10-0010 | GGBHTD             | Project      | Bus and Ferry Service Expansion                                                                                                                                                                                | \$199                 | \$0                | \$199                                          |
| 325   | 17-10-0011 | Multi-County       | Program      | Lifeline, Community Based Transportation Program, and Mobility Management                                                                                                                                      | \$890                 | \$0                | \$890                                          |
| 326   | 17-10-0012 | Multi-County       | Program      | Means-Based Fare Study Implementation                                                                                                                                                                          | \$150                 | \$0                | \$150                                          |
| 327   | 17-10-0013 | Multi-County       | Program      | Transportation Management Systems                                                                                                                                                                              | \$500                 | \$0                | \$500                                          |
| 328   | 17-10-0014 | Multi-County       | Program      | Bay Trail - non toll bridge segments                                                                                                                                                                           | \$220                 | \$0                | \$220                                          |
| 329   | 17-10-0015 | Multi-County       | Program      | Climate Program: TDM and Emission Reduction Technology                                                                                                                                                         | \$535                 | \$9                | \$526                                          |
| 330   | 17-10-0016 | Multi-County       | Program      | Cost Contingency                                                                                                                                                                                               | \$1,000               | \$0                | \$1,000                                        |
| 331   | 17-10-0017 | Multi-County       | Program      | Capital Projects Debt Service                                                                                                                                                                                  | \$4,100               | \$0                | \$4,100                                        |
| 332   | 17-10-0018 | Multi-County       | Program      | Goods Movement Clean Fuels and Impact Reduction Program                                                                                                                                                        | \$350                 | \$0                | \$350                                          |
| 333   | 17-10-0019 | Multi-County       | Program      | Goods Movement Technology Program                                                                                                                                                                              | \$300                 | \$0                | \$300                                          |
| 334   | 17-10-0020 | Multi-County       | Program      | New/Small Starts Reserve                                                                                                                                                                                       | \$680                 | \$0                | \$680                                          |
| 335   | 17-10-0021 | Multi-County       | Program      | Priority Development Area (PDA) Planning Grants                                                                                                                                                                | \$200                 | \$0                | \$200                                          |
| 336   | 17-10-0022 | Multi-County       | Program      | Local and Streets and Roads - Existing Conditions                                                                                                                                                              | \$20,970              | \$0                | \$20,970                                       |
| 337   | 17-10-0023 | Multi-County       | Program      | Local Streets and Roads - Operations                                                                                                                                                                           | \$12,850              | \$0                | \$12,850                                       |
| 338   | 17-10-0024 | Multi-County       | Program      | Regional and Local Bridges - Existing Conditions                                                                                                                                                               | \$14,500              | \$0                | \$14,500                                       |
| 339   | 17-10-0025 | Multi-County       | Program      | Regional State Highways - Existing Conditions                                                                                                                                                                  | \$13,750              | \$0                | \$13,750                                       |
| 340   | 17-10-0026 | Multi-County       | Program      | Regional Transit Capital - Existing Conditions                                                                                                                                                                 | \$28,616              | \$0                | \$28,616                                       |
| 341   | 17-10-0027 | Multi-County       | Program      | Regional Transit Operations                                                                                                                                                                                    | \$122,470             | \$0                | \$122,470                                      |
| 342   | 17-10-0028 | Multi-County       | Program      | Clipper                                                                                                                                                                                                        | \$1,735               | \$0                | \$1,735                                        |
| 343   | 17-10-0029 | Multi-County       | Program      | 511 Traveler Information Program                                                                                                                                                                               | \$280                 | \$0                | \$280                                          |
| 344   | 17-10-0030 | Multi-County       | Program      | SAFE Freeway Patrol                                                                                                                                                                                            | \$150                 | \$0                | \$150                                          |
| 345   | 17-10-0031 | Multi-County       | Program      | Regional Transportation Emergency Management Program                                                                                                                                                           | \$25                  | \$0                | \$25                                           |
| 346   | 17-10-0032 | Multi-County       | Program      | Regional Rail Station Modernization and Access Improvements                                                                                                                                                    | \$370                 | \$0                | \$370                                          |
| 347   | 17-10-0033 | Multi-County       | Program      | Bay Area Forward - Active Traffic Management, Arterial Operations ,<br>Connected Vehicles, Shared Mobility, Transbay Operations, Managed Lanes<br>Implementation Plan Operations, Transit and Commuter Parking | \$995                 | \$0                | \$995                                          |
| 348   | 17-10-0034 | Multi-County       | Project      | San Francisco-Oakland Bay Bridge West Span Bicycle, Pedestrian, and<br>Maintenance Path - Environmental Only                                                                                                   | \$30                  | \$10               | \$20                                           |
| 349   | 17-10-0036 | Multi-County       | Project      | I-580 Access Improvements Project                                                                                                                                                                              | \$74                  | \$74               | \$0                                            |
| 350   | 17-10-0037 | Multi-County       | Project      | Highway 37 Improvements and Sea Level Rise Mitigation PSR                                                                                                                                                      | \$24                  | \$0                | \$24                                           |
| 351   | 17-10-0043 | Multi-County       | Program      | Regional Carpool Program                                                                                                                                                                                       | \$60                  | \$3                | \$57                                           |



| ROW # | RTPID      | County/<br>Sponsor | Listing Type | Project Title                                                                                     | Total Project<br>Cost | Pre2017<br>Funding | Cost Included in<br>the Investment<br>Strategy |
|-------|------------|--------------------|--------------|---------------------------------------------------------------------------------------------------|-----------------------|--------------------|------------------------------------------------|
| 352   | 17-10-0044 | Multi-County       | Project      | I-80 Express Lanes: Airbase Parkway to Red Top Road                                               | \$44                  | \$0                | \$44                                           |
| 353   | 17-10-0045 | Multi-County       | Project      | I-80 Express Lanes: Bay Bridge Approaches                                                         | \$18                  | \$0                | \$18                                           |
| 354   | 17-10-0046 | Multi-County       | Project      | I-680 Express Lanes: Benicia Bridge                                                               | \$0                   | \$0                | \$0                                            |
| 355   | 17-10-0047 | Multi-County       | Project      | I-680 Express Lanes: Marina Vista to SR 242                                                       | \$15                  | \$0                | \$15                                           |
| 356   | 17-10-0048 | Multi-County       | Project      | I-680 Express Lanes: Marina Vista to Rudgear                                                      | \$36                  | \$0                | \$36                                           |
| 357   | 17-10-0049 | Multi-County       | Project      | I-680 Express Lanes: Livorna/Rudgear to Alcosta                                                   | \$56                  | \$0                | \$56                                           |
| 358   | 17-10-0050 | Multi-County       | Project      | SR-84 Express Lanes: I-880 to Dumbarton Bridge Toll Plaza                                         | \$6                   | \$0                | \$6                                            |
| 359   | 17-10-0051 | Multi-County       | Project      | SR-92 Express Lanes: Hesperian to San Mateo Bridge Toll Plaza                                     | \$7                   | \$0                | \$7                                            |
| 360   | 17-10-0052 | Multi-County       | Project      | I-880 Express Lanes: Hegenberger/Lewelling to SR-237                                              | \$81                  | \$0                | \$81                                           |
| 361   | 17-10-0053 | Multi-County       | Project      | I-80 Express Lanes: Carquinez Bridge to Bay Bridge                                                | \$78                  | \$0                | \$78                                           |
| 362   | 17-10-0054 | Multi-County       | Project      | MTC Express Lane Program Cost                                                                     | \$113                 | \$0                | \$113                                          |
| 363   | 17-10-0055 | Multi-County       | Project      | MTC Express Lanes Operations and Maintenance                                                      | \$1,278               | \$0                | \$1,278                                        |
| 364   | 17-10-0056 | Multi-County       | Project      | MTC Express Lanes Reserve                                                                         | \$3,258               | \$0                | \$3,258                                        |
| 365   | 17-10-0038 | TJPA               | Project      | Caltrain/HSR Downtown San Francisco Extension                                                     | \$4,250               | \$109              | \$4,141                                        |
| 366   | 17-10-0039 | TJPA               | Project      | Implement Transbay Transit Center/Caltrain Downtown Extension (Phase 1 - Transbay Transit Center) | \$1,741               | \$1,682            | \$59                                           |
| 367   | 17-10-0040 | WETA               | Project      | North Bay Ferry Service Enhancement                                                               | \$220                 | \$0                | \$220                                          |
| 368   | 17-10-0041 | WETA               | Project      | Central Bay Ferry Service Enhancement                                                             | \$212                 | \$0                | \$212                                          |
| 369   | 17-10-0042 | WETA               | Project      | Albany/Berkeley Ferry Terminal                                                                    | \$143                 | \$0                | \$143                                          |



September 28, 2015

Steve Heminger, Executive Director  
Metropolitan Transportation Commission  
101 Eighth Street  
Oakland, CA 94607

**Re: Response of the 6 Wins Network to the Plan Bay Area 2040 Call for Projects**

Dear Mr. Heminger:

The 6 Wins for Social Equity Network, a regional coalition of over 20 organizations working to promote social, racial, economic and environmental justice in the Bay Area, is pleased to respond to the Call for Projects for Plan Bay Area 2040.

The members of the 6 Wins Network include community-based and grassroots groups with low-income members in many of the underserved communities within Priority Development Areas designated in Plan Bay Area. (A list of some of those organizations, with contact information, is attached.) We believe that if the region proposes to rebuild those neighborhoods for the greater good, existing at-risk residents should have a say in ensuring that their highest priority needs are met with a meaningful portion of new public investment.

We therefore request that MTC sponsor the Underserved Community Benefits Program, and evaluate it alongside other proposed priorities for the \$60 billion in “discretionary” revenues in the new Plan. The Underserved Community Benefits Program we propose (see Attachment A) consists of two phases: (1) **an ongoing planning phase** (first round to be completed during 2016) and funded with \$2 million in planning grants annually to community-based organizations with low-income and minority members in Communities of Concern, and (2) **an implementation phase**, to be funded with \$2 billion in discretionary funds during the first four fiscal years of Plan Bay Area 2040, for transportation projects and programs, and sustainable communities infrastructure, identified as priorities in the planning phase.

The Call for Projects memo of March 31, 2015, “encourages” the submission of projects that meet “one or more” of the following criteria: (1) Supports Plan Bay Area’s performance targets; (2) Supports Plan Bay Area’s adopted forecasted land use, include Priority Development Areas (PDA) and Priority Conservation Areas (PCA); or (3) Derives from an adopted plan, corridor study, or project study report. This project meets all three criteria, as discussed below. First, it will strongly support most, if not all, of Plan Bay Area’s performance targets. Second, it will support Plan Bay Area’s land use pattern, especially the PDAs that the regional agencies have referred to as the “centerpiece” of the Sustainable Communities Strategy. Finally, it is consistent with a community-adopted plan brought forward by the 6 Wins Network, and studied by MTC and ABAG as an alternative to Plan Bay Area 2013.

**The Greenest and Most Effective Solutions Come from Underserved Communities Themselves**

That community-adopted plan is known as the Equity, Environment and Jobs (EEJ) scenario for Plan Bay Area. The 6 Wins Network developed it through a community-driven process in 2011. When MTC and ABAG evaluated the EEJ scenario as an alternative in the Environmental Impact Report for Plan Bay Area, they found it was “environmentally superior” to the other alternatives. They also

found that the EEJ Alternative performed better than the plan developed by professional staff on a range of important regional goals: It would reduce daily VMT by 3.5 million miles and annual GHG emissions by over 500,000 tons a year more than the adopted Plan Bay Area. It would put tens of thousands fewer families at risk of flooding from sea-level rise and billions of dollars more into filling potholes on local streets and roads. It would do all this while also providing the greatest benefits to disadvantaged families and better protecting them from displacement.<sup>1</sup>

The EEJ Alternative showed that, when residents of underserved communities make decisions for themselves, they can identify priorities and solutions that bring benefits not only to their immediate community, but to the greater region as a whole.<sup>2</sup> The lessons of direct community engagement were taken further under the Bay Area's HUD "Sustainable Communities Initiative" grant. MTC sub-granted a portion of its HUD funds to community-based organizations. This led to inclusive and successful community engagement processes in underserved communities around the region, resulting in wise policy and investment recommendations informed by a depth and breadth of community voices.

Those lessons continue in California's expenditure of Cap and Trade auction revenues. A growing consensus, reflected in significant part in the Air Resources Board's guidance on SB 535 (de León), holds that the mere fact that an investment is made "within" a disadvantaged community is not by itself enough to ensure that it will benefit the low-income residents of that community. Instead, the determination of whether investments provide meaningful benefits to disadvantaged communities depends on the answers to four questions:

1. Does the investment meet an important community need identified by low-income residents?
2. Are the benefits of the investment significant?
3. Are the benefits targeted to lower-income residents and households?
4. Does the investment avoid harms to the community, like displacement?

The expertise in answering these questions lies not within public agencies, or in a computer-simulated "equity analysis" of the distant future, but in the community itself. This project would support residents in answering these questions in a manner that will meet their priority needs while strengthening the very neighborhoods so critical to Plan Bay Area's success: the Priority Development Areas, or PDAs.

### **Creating Successful PDAs That Protect Against Displacement**

Investments that serve the highest priority needs of low-income residents in Communities of Concern (COCs) will also support Plan Bay Area's focus on PDAs because they overlap substantially.<sup>3</sup> PDAs

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<sup>1</sup> See UC Davis analysis of the Plan Bay Area EIR available at [http://www.publicadvocates.org/sites/default/files/library/uc\\_davis\\_comparison\\_of\\_draft\\_pba\\_with\\_eej\\_alternative\\_summary.pdf](http://www.publicadvocates.org/sites/default/files/library/uc_davis_comparison_of_draft_pba_with_eej_alternative_summary.pdf).

<sup>2</sup> See Donald L. Kirp, "What do the Poor Need? Try Asking Them" (New York Times, Aug. 8, 2015), available at [http://www.nytimes.com/2015/08/09/opinion/sunday/david-l-kirp-what-do-the-poor-need-try-asking-them.html?\\_r=1](http://www.nytimes.com/2015/08/09/opinion/sunday/david-l-kirp-what-do-the-poor-need-try-asking-them.html?_r=1).

<sup>3</sup> A map overlaying COCs with PDAs is available at <http://geocommons.com/maps/199657>.

are intended to focus growth and investment in a subset of the region's transit-served neighborhoods that local governments have self-nominated.

Community-driven investments that answer "yes" to the four questions above are essential both to achieving equity and to realizing the GHG reduction goals in SB 375 and Plan Bay Area. Low-income people of color in COCs face a very high risk of displacement, fueled in significant part by local, regional, and state policies that encourage transit-oriented development. Coupled with private market interest, these policies are contributing to severe upward pressures on housing costs in these neighborhoods.<sup>4</sup> This, in turn, is forcing out many vulnerable residents, disrupting communities and causing substantial negative health impacts.

Displacement of low-income families from neighborhoods near transit also has GHG impacts: It robs the transit system of the "high-propensity transit riders" who use it the most.<sup>5</sup> When these low-income residents are replaced by more affluent ones, transit ridership declines, feeding a cycle of transit service cuts and fare increases.<sup>6</sup> When those same low-income residents can no longer afford to live near frequent and affordable transit, they are forced to drive to jobs and other destinations from often-distant places, including the ex-urban Bay Area and the Central Valley, stressing families and increasing GHG emissions.<sup>7</sup> This project would ensure that transportation investments serve the needs of existing residents, and that infrastructure funding supports the development of affordable housing that can help existing families stay in their gentrifying communities.

## **Conclusion**

While the 6 Wins Network recognizes that it is breaking new ground by submitting this response to MTC's Call for Projects, we believe that the new Underserved Community Benefits Program proposed here is one that offers the opportunity to launch Plan Bay Area on a win-win path to success and that promises to become a national model for community-based planning with healthy triple-bottom-line outcomes for equity, environment, and the economy. (For the connection to health, see the 6 Wins letter dated September 23, 2015, proposing that MTC and ABAG study an updated version of the Equity, Environment and Jobs scenario.)

Accordingly, we request that MTC analyze this proposal, issue an RFP for community outreach and engagement in Communities of Concern during 2016, and each year thereafter, make annual 12-month grants in the amount of \$2 million to community-based organizations with members in those communities, and fund the programs and projects in each of those communities that are identified as priorities through these community-led planning processes using a \$2 billion share of discretionary revenues over the first four years of the new Plan.

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<sup>4</sup> Causa Justa :: Just Cause, "Development Without Displacement," p. 47.

<sup>5</sup> Dukakis Center for Urban and Regional Policy, "Maintaining Diversity in America's Transit-Rich Neighborhoods" (October 2010), available at [http://www.northeastern.edu/dukakiscenter/wp-content/uploads/2011/12/TRN\\_Equity\\_final.pdf](http://www.northeastern.edu/dukakiscenter/wp-content/uploads/2011/12/TRN_Equity_final.pdf).

<sup>6</sup> TransForm and California Housing Partnership Corporation, "Why Creating and Preserving Affordable Homes Near Transit is a Highly Effective Climate Protection Strategy" (May 2014), 3, 7-10, available at <http://www.chpc.net/dnld/AffordableTODResearch051514.pdf>.

<sup>7</sup> Id.

To discuss planning grants, please contact the organizations listed in Attachment B. Please contact Public Advocates ([rmarcantonio@publicadvocates.org](mailto:rmarcantonio@publicadvocates.org)) with respect to the project-level performance evaluation of this proposed project.

Very truly yours,

Anthony Panarese  
Alliance of Californians for Community Empowerment

Miya Yoshitani  
Asian Pacific Environmental Network

Carl Anthony  
Breakthrough Communities

Wendy Alfsen  
California Walks

Dawn Phillips  
Causa Justa :: Just Cause

Tim Frank  
Center for Sustainable Neighborhoods

M. Paloma Pavel  
Earth House Center

Gloria Bruce  
East Bay Housing Organizations

Kathryn Gilje  
Genesis

Joshua Hugg  
Housing Leadership Council of San Mateo County

Jill Ratner  
New Voices Are Rising

Omar Medina  
North Bay Organizing Project

Richard Marcantonio  
Public Advocates



Joel Ervice  
Regional Asthma Management Program

Tim Little  
Rose Foundation for Communities and the Environment

Jennifer Martinez  
San Francisco Organizing Project/Peninsula Interfaith Action

Rev. Kirsten Snow Spalding  
San Mateo County Union Community Alliance

Peter Cohen and Fernando Marti  
SF Council of Community Housing Organizations

Rev. Earl W. Koteen  
Sunflower Alliance

Clarrissa Cabansagan  
TransForm

Bob Allen  
Urban Habitat

Derecka Mehrens  
Working Partnerships USA

Enclosures: Attachment A (Web-Based Application Form)  
Attachment B (CBOs and Contact Information)

Cc: Adam Noelting ([anoelting@mtc.ca.gov](mailto:anoelting@mtc.ca.gov))  
Alix Bockelman ([abockelman@mtc.ca.gov](mailto:abockelman@mtc.ca.gov))  
Ken Kirkey ([kkirkey@mtc.ca.gov](mailto:kkirkey@mtc.ca.gov))

## Attachment A: Web-Based Project Application Form

### 1. PROJECT TYPE & PROGRAM CATEGORIES MATRIX

| Field                | Description |
|----------------------|-------------|
| Project/Program Type | Uncommitted |

### 2. COMMITTED STATUS

1. *Is this project/program 100% funded through Local Funds?* No.
2. *Does this project/program have a full funding plan?* No.
3. *Will this project/program have a certified EIR or Record of Decision for EIS by September 30, 2015?* No.

### 3. BASIC INFORMATION

| Field                       | Description                                                                                                                                                                                                                               |
|-----------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Project Title               | Underserved Community Benefits Planning and Implementation Program                                                                                                                                                                        |
| Project/Program Description | Regional program to dedicate \$2 billion of regional discretionary funds in the first 4 years of the Plan to projects and programs identified as priorities through a community-led process in COCs, with annual planning grants to CBOs. |
| County                      | Regional                                                                                                                                                                                                                                  |
| Sponsor Agency              | MTC                                                                                                                                                                                                                                       |
| Operating Agency            | Local transit operators and cities, depending on type and location of the individual projects or programs identified through a community-led process.                                                                                     |
| Implementing Agency         | Local transit operators and cities, depending on type and location of the individual projects or programs identified through a community-led process.                                                                                     |

### 4. COST

| Field                                   | Description                                                                              |
|-----------------------------------------|------------------------------------------------------------------------------------------|
| Capital Cost (2017\$)                   | Allocations to be determined by annual community-led process, subject to criteria below. |
| Environmental/Design (2017\$)           |                                                                                          |
| Right-of-Way (ROW) (2017\$)             |                                                                                          |
| Construction (2017\$)                   |                                                                                          |
| Rolling Stock (2017\$)                  |                                                                                          |
| Operations & Maintenance Start (2017\$) | Allocations to be determined by annual community-led process, subject to criteria below. |
| Operations (2017\$)                     |                                                                                          |
| Maintenance (2017\$)                    |                                                                                          |

## 5. ESTIMATED BENEFIT BY MODE

| Field      | Description                                |
|------------|--------------------------------------------|
| Auto       | To be determined by community-led process. |
| Transit    |                                            |
| Bike       |                                            |
| Pedestrian |                                            |
| Freight    |                                            |

## 6. SCHEDULE

| Field                                 | Description |
|---------------------------------------|-------------|
| Certified Environmental Document Date | N/A         |
| Capital Start Year                    | FY 2017-18  |
| Environmental/Design                  |             |
| Right-of-Way (ROW)                    |             |
| Construction                          |             |
| Rolling Stock                         |             |
| Operations & Maintenance Start Year   | FY 2017-18  |
| Operations                            |             |
| Maintenance                           |             |

## 7. MODELING

| Field | Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|-------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Notes | <p>The Underserved Community Benefits Program is regional in scope, consisting of a planning phase (first round to be completed during 2016), and an implementation phase, to be funded during each of the first four fiscal years of Plan Bay Area 2040.</p> <p><u>Planning Phase:</u> Beginning in 2016, MTC will provide \$2 million in annual grants to community-based organizations with low-income and minority members or constituents in one or more of the Bay Area's 35 "Communities of Concern." A per capita share of this planning grant fund will be allocated to each Community of Concern (COC), and awarded to one or more community-based organizations (CBOs) with close ties to low-income residents and residents of color in each COC, to convene and lead inclusive priority-setting discussions. Through those CBO-led discussions, with technical assistance from regional, local and transit agencies, residents of each COC will come together to reach consensus on their highest priority unmet needs – and on the transportation projects and programs, and sustainable communities infrastructure – that would best address those needs in their communities.</p> |

Implementation Phase: MTC will assign \$2 billion (approximately 25 percent of the “discretionary” portion of Plan Bay Area 2040 revenues in the first four years of the new Plan) to the transportation projects and programs, and transit-oriented development infrastructure (e.g., for affordable housing), identified as priorities through the community-led process conducted in the Planning Phase in each COC.

Criteria: While investments will be selected by local residents to meet the priority needs they identify, the program will be governed by these criteria:

1. The local package of investments for each Community of Concern must address one or more important unmet needs of underserved residents in that community, and must do so in a significant way relative to the dollar amount of the investment.
2. Local low-income families, residents, workers and small locally owned businesses must be the primary beneficiaries of the package of investments.
3. Each package of investments must avoid harms to underserved residents of the community, and in particular must reduce the risk that existing low-income residents will be displaced from their community.
4. Each package of investments must promote the creation and retention of quality living- and middle-wage jobs, and give low-income residents access to a meaningful share of those jobs. Capital projects must include a Project Labor Agreement to the full extent permitted by law.
5. Each package of investments must do its share in helping the region achieve its target for greenhouse gas (GHG) reduction.

While this program would direct investment to many of the same geographies as two existing regional programs – the Lifeline Transportation Program, and the OneBayArea Grant (OBAG) program – the new program would differ from both in significant respects.

First, unlike those programs, in which investment decisions are made by the countywide Congestion Management Agencies (CMAs), under this new program, existing low-income and minority residents of each COC would make those decisions. Second, this program would differ from Lifeline in scale. Over six years (2006-2012), MTC invested \$172 million in Lifeline projects regionally, just under \$30 million a year. (Plan Bay Area, pp. 7-8.) Plan Bay Area continues that level of funding, assigning \$800 million over 28 years to Lifeline. (Id.) This new program, by contrast, would front-load that approximate amount in each of the first four years of the new Plan, in recognition of the crucial role that PDAs play in achieving regional goals; the overall benefit to the economy of increasing economic opportunity for low-income residents; the massive threat of displacement that PDA development poses to low-income communities of color; and the risk to the region of the continuing displacement of low-income families, high-propensity transit riders, and low-wage workers from transit-oriented neighborhoods. Finally, this program would differ from OBAG in its focus on meeting the self-identified needs of low-income residents in and near PDAs.



### **Low-Income Communities of Color in the Bay Area**

Plan Bay Area's equity analysis identified 35 "Communities of Concern." These places have an aggregate population of 1.38 million residents, or 20 percent of the Bay Area's total population,<sup>8</sup> of whom 81 percent are people of color and 45 percent live in low-income households (defined as below 200% of the federal poverty level).

In addition, the region's "Fair Housing and Equity Assessment" (ABAG, March 2015) notes that several areas outside of designated "Communities of Concern" meet HUD's definition of "Racially/Ethnically Concentrated Areas of Poverty."<sup>9</sup> In these places, more than 50 percent of residents are people of color, and more than 40 percent have incomes below the federal poverty level.

### **Plan Bay Area "Discretionary" Revenues**

Like its predecessors, Plan Bay Area 2040 will assign "discretionary" revenues over the planning period. However, while the new Plan will span a decades-long planning period, it will remain in effect for only four years before it is replaced by the next regional transportation plan.

In Plan Bay Area 2013, \$60 billion in "discretionary" revenues were "available for assignment to projects and programs through Plan Bay Area." (Plan Bay Area, p. 13.) As noted in the MTC staff report of May 26, "[d]iscretionary revenues in the [new] Plan are projected to be almost equal to those for Plan Bay Area, with only a .01% decrease." Over the first four years of that 28-year Plan, these "discretionary" revenues will amount to approximately \$8 billion.

Setting aside a meaningful share of these near-term "discretionary" revenues to meet the self-identified needs of low-income residents of disadvantaged communities has precedent both in state law and in Plan Bay Area itself. SB 535 (de León 2012) requires at least 25 percent of California's Cap and Trade auction proceeds to be invested to benefit disadvantaged communities. And Supervisor John Gioia's amendment to Plan Bay Area committed MTC, should it receive a share of those revenues, to allocate them through a process that "will specifically ensure that at least 25 percent of these revenues will be spent to benefit disadvantaged communities in the Bay Area, and to achieve the goals of Plan Bay Area." (Plan Bay Area, p. 66.)

Assigning these revenues to meeting the needs of underserved communities will promote social equity in the new Plan Bay Area. In particular, it will ensure that the region is demonstrably complying with US DOT's Order on Environmental Justice, which prohibits not only the denial of a fair share of the Plan's benefits to low-income and minority populations, but also any "significant delay in the receipt" of those benefits. As noted in

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<sup>8</sup> Plan Bay Area Equity Analysis, Appendix B.1.

<sup>9</sup> FHEA, p. 2 and Table on pp. 67-68.

|  |                                                                                                                                                                                                                       |
|--|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|  | the cover letter, it meets the criteria MTC has set for the Call for Projects and, in particular, will promote many of Plan Bay Area's other goals and performance measures while also promoting its land use pattern |
|--|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

## 8. FUNDING

| Field                                        | Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|----------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Prior Funding                                | \$0                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| Committed Funding by Source                  | \$0                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| Discretionary Funding by Source              | \$2,000,000,000 over 4 years (FY 2017-18 through FY 2020-21)<br><br>(Note: Each Community of Concern will be assigned a per capita share of implementation revenues based on its share of the Bay Area's total Community of Concern population. For instance, the "SF Downtown/Chinatown/North Beach/Treasure Is." COC, with a population of 27,333, or 1.98 percent of the total COC population of 1.38 million, will be assigned a four-year implementation budget of \$39.6 million.) |
| <i>OneBayArea Grant</i>                      | N/A                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| <i>RTIP</i>                                  | N/A                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| <i>Anticipated Local Discretionary Funds</i> | N/A                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| <i>Regional Discretionary Funds</i>          | \$2,000,000,000 over 4 years (FY 2017-18 through FY 2020-21)                                                                                                                                                                                                                                                                                                                                                                                                                             |

## 9. CONTACT

| Field      | Description                                                                            |
|------------|----------------------------------------------------------------------------------------|
| First Name | Richard                                                                                |
| Last Name  | Marcantonio                                                                            |
| Title      | Managing Attorney                                                                      |
| Phone      | 415-431-7430                                                                           |
| Agency     | Public Advocates Inc.                                                                  |
| Email      | <a href="mailto:rmarcantonio@publicadvocates.org">rmarcantonio@publicadvocates.org</a> |

### Attachment B: Community-Based Organizations and Contact Information

| Organization                                                            | Contact Person             | Contact Email                                                                | Phone No.                                                                                   |
|-------------------------------------------------------------------------|----------------------------|------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------|
| Alliance of Californians for Community Empowerment (ACCE)               | Anthony Panarese           | <a href="mailto:apanarese@calorganize.org">apanarese@calorganize.org</a>     | 510-269-4692                                                                                |
| Asian Pacific Environmental Network (APEN)                              | Miya Yoshitani             | <a href="mailto:miya@apen4ej.org">miya@apen4ej.org</a>                       | 510-834-8920<br>(Oakland)<br>510-236-4616<br>(Richmond)                                     |
| California Walks                                                        | Wendy Alfsen               | <a href="mailto:wendy@californiawalks.org">wendy@californiawalks.org</a>     | 510-292-4435                                                                                |
| Cause Justa :: Just Cause                                               | Dawn Phillips              | <a href="mailto:dawn@cjjc.org">dawn@cjjc.org</a>                             | 510-763-5877<br>(Oakland)<br>415-487-9203<br>(Mission, SF)<br>415-864-8372<br>(Bayview, SF) |
| East Bay Housing Organizations (EBHO)                                   | Gloria Bruce               | <a href="mailto:gloria@ebho.org">gloria@ebho.org</a>                         | 510-663-3830                                                                                |
| Genesis                                                                 | Mary Lim Lampe             | <a href="mailto:marylimlampe@gmail.com">marylimlampe@gmail.com</a>           | 510-882-3404                                                                                |
| North Bay Organizing Project (NBOP)                                     | Susan Shaw                 | <a href="mailto:sshaw@northbayop.org">sshaw@northbayop.org</a>               | 707-481-2970                                                                                |
| San Francisco Organizing Project/Peninsula Interfaith Action (SFOP/PIA) | Jennifer Martinez          | <a href="mailto:jennifer@sforp.org">jennifer@sforp.org</a>                   | 650-796-4160                                                                                |
| San Mateo County Union Community Alliance (SMCUCA)                      | Rev. Kirsten Snow Spalding | <a href="mailto:kss@well.org">kss@well.org</a>                               | 510-207-6346                                                                                |
| Sunflower Alliance                                                      | Rev. Earl W. Koteen        | <a href="mailto:Rev.Earl.W.Koteen@gmail.com">Rev.Earl.W.Koteen@gmail.com</a> | 916-441-0018                                                                                |
| Working Partnerships USA                                                | Derecka Mehrens            | <a href="mailto:derecka@wpusa.org">derecka@wpusa.org</a>                     | 408-809-2120                                                                                |



TO: Joint MTC Planning Committee with the  
ABAG Administrative Committee

DATE: September 2, 2016

FR: MTC Deputy Executive Director, Policy /  
ABAG Executive Director

RE: Plan Bay Area 2040: Draft Preferred Scenario – Preliminary Results for Performance Targets and Equity Measures

### **Background**

Earlier this year, MTC and ABAG evaluated three alternative land use and transportation scenarios to better understand the effects of various strategies on the adopted goals and performance targets of Plan Bay Area 2040 (PBA 2040). Since then, staff has incorporated feedback received from the public and from policymakers to craft a *Draft Preferred Scenario* (discussed in the prior agenda items). Similar to the alternative scenarios, the *Draft Preferred Scenario* was evaluated against the thirteen performance targets, as well as six associated equity measures, to identify strengths and shortcomings with this latest iteration.

Each target and equity measure compares baseline conditions with future conditions to understand whether the region is expected to move in the right or wrong direction under a given scenario. It is important to note that the target and equity measure results discussed in this item remain preliminary until finalized later this fall, when all scenarios will be consistently evaluated against the 2040 Plan horizon year as specified in the approved targets methodology.

### **Draft Preferred Scenario: Preliminary Results**

As the Draft Preferred Scenario combines elements and strategies from the earlier round of scenario evaluation, its performance remains in a similar range. Ultimately, the Draft Preferred Scenario generated the following results when compared to the Plan performance targets:

- **Exceeded or achieved 5 targets:** Climate Protection, Adequate Housing, Open Space and Agricultural Preservation, Middle-Wage Job Creation, Goods Movement/Congestion Reduction
- **Moving in the right direction for 5 targets:** Healthy and Safe Communities, Affordable Housing, Non-Auto Mode Share, Road Maintenance, Transit Maintenance
- **Moving in the wrong direction for 3 targets:** Housing + Transportation Affordability, Risk of Displacement, Access to Jobs

A more detailed breakdown of target results is included in **Attachment 1**, alongside results from previously analyzed scenarios.

In addition to analyzing the thirteen performance targets for the Plan, six of these targets were designated as equity measures for the purpose of the PBA 2040 Equity Analysis. The equity measures can be analyzed by income bracket or by geography in order to compare disadvantaged communities (either low-income households, lower-income households, or Communities of Concern, depending on the measure) with non-disadvantaged communities. **Attachment 2** summarizes the PBA 2040 equity measure results for each of the scenarios, showing that the Draft Preferred Scenario yields the strongest equity results for Displacement Risks and Access to Jobs and the weakest results for Housing + Transportation Affordability and Affordable Housing.



## Results Discussion

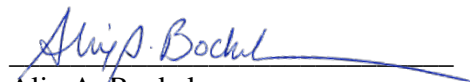
Notably, the Draft Preferred Scenario performs well in terms of addressing climate change and protecting the natural environment. With per-capita greenhouse gas emissions results on par with the Connected Neighborhoods Scenario, the Draft Preferred Scenario exceeds the Senate Bill 375 greenhouse gas emissions target for year 2035 – thanks in part to robust funding of the Climate Initiatives Program. Similarly, the Draft Preferred Scenario results in nearly 12,000 fewer acres of greenfield development than under the No Project scenario, fully achieving the ambitious 100 percent agricultural preservation target.

Fiscal constraint makes it difficult to achieve other ambitious targets, however. Without new funding sources to construct significant numbers of affordable housing units, the Draft Preferred Scenario yields results similar to other previously-analyzed scenarios – only slightly growing the existing share of affordable housing in PDA, transit-rich, or high-opportunity communities (rather than doubling it per the adopted target). Limited funding also makes it difficult to maintain and modernize the region's aging transportation infrastructure. While the Draft Preferred Scenario substantially improves infrastructure conditions for motorists and transit users, it does not achieve an ideal state of good repair by year 2040. Without regional funding for highway maintenance, its performance remains significantly lower than in the Main Streets Scenario previously evaluated. At the same time, the "Fix It First" emphasis means that only 10 percent of funds remain to expand capacity-constrained freeways and transit lines, resulting in limited performance improvements for travel mode shift, public health and access to jobs.

Displacement risk and affordability remain the most vexing regional challenges under the Draft Preferred Scenario. While the latest scenario performs better than any other scenario previously analyzed for displacement risk – notably reducing the number of at-risk households by 63,000 compared to No Project conditions – it still results in elevated risk levels compared to year 2010. Displacement risk increases are forecasted to be significantly greater outside Communities of Concern in the Draft Preferred Scenario, avoiding the adverse impacts of the Big Cities Scenario in many urban low-income neighborhoods. At the same time, affordability impacts will continue to hit hardest for lower-income households. While lower-income households are expected to be most adversely affected by increasing rents and home prices, the Draft Preferred Scenario indicates that this impact will affect residents at all income levels to some degree. In summary, the performance results indicate that much more work remains to be done on the local and regional levels – as well as through federal and state policy – to tackle the Bay Area's ongoing affordability crisis in the coming years.

## Next Steps

Staff will present updated performance results later this year as MTC and ABAG move closer to a preferred scenario for PBA 2040. The preferred scenario adoption is expected in November 2016, which will advance the project into the environmental review phase.

  
Alix A. Bockelman

  
Ezra Rapport

## Attachments

AB:dv

J:\PROJECT\2017 RTP\_SCS\RAWG\2016\09\_RAWG\_Sept 2016\4\_DraftPreferredTargetsEquity.docx

# Draft Performance Target Results

| Goal |                                          | Target*   |                                                             | %     | No Project | Main Streets | Connected Neighborhoods | Big Cities Preferred | Draft |
|------|------------------------------------------|-----------|-------------------------------------------------------------|-------|------------|--------------|-------------------------|----------------------|-------|
|      | Climate Protection                       | <b>1</b>  | Reduce per-capita CO2 emissions                             | -15%  | -5%        | -15%         | -18%                    | -20%                 | -18%  |
|      | Adequate Housing                         | <b>2</b>  | House the region's population                               | 100%  | 100%       | 100%         | 100%                    | 100%                 | 100%  |
|      | Healthy and Safe Communities             | <b>3</b>  | Reduce adverse health impacts                               | -10%  | -0%        | -0%          | -1%                     | -1%                  | -1%   |
|      | Open Space and Agricultural Preservation | <b>4</b>  | Direct development within urban footprint                   | 100%  | 87%        | 91%          | 100%                    | 100%                 | 100%  |
|      | Equitable Access                         | <b>5</b>  | Decrease H+T share for lower-income households              | -10%  | +14%       | +13%         | +13%                    | +13%                 | +13%  |
|      |                                          | <b>6</b>  | Increase share of affordable housing                        | +15%  | +1%        | +1%          | +1%                     | +0%                  | +1%   |
|      |                                          | <b>7</b>  | Do not increase share of households at risk of displacement | +0%   | +18%       | +11%         | +13%                    | +15%                 | +9%   |
|      | Economic Vitality                        | <b>8</b>  | Increase share of jobs accessible in congested conditions   | +20%  | -2%        | -1%          | -1%                     | -1%                  | -0%   |
|      |                                          | <b>9</b>  | Increase jobs in middle-wage industries                     | +38%  | +43%       | +43%         | +43%                    | +43%                 | +43%  |
|      |                                          | <b>10</b> | Reduce per-capita delay on freight network                  | -20%  | +14%       | -22%         | -14%                    | -35%                 | -28%  |
|      | Transportation System Effectiveness      | <b>11</b> | Increase non-auto mode share                                | +10%  | +2%        | +2%          | +3%                     | +4%                  | +3%   |
|      |                                          | <b>12</b> | Reduce vehicle O&M costs due to pavement conditions         | -100% | +46%       | -66%         | -9%                     | +15%                 | -16%  |
|      |                                          | <b>13</b> | Reduce per-rider transit delay due to aged infrastructure   | -100% | -59%       | -77%         | -78%                    | -80%                 | -78%  |

Notes: \*Target results are subject to change as scenarios are further refined this fall. Note that select targets have not yet been analyzed for the final horizon year of 2040 and are currently using year 2035 as the best available proxy. Final target results released in fall 2016 will reflect the ultimate horizon year. Complete target language as adopted by the Commission and ABAG Board can be found at <http://planbayarea.org/the-plan/plan-details/goals-and-targets.html>. Target language shown above is summarized for brevity.

## Symbols used in summary tables:

Performance moving in wrong direction from target

Performance moving in right direction, but falls well short of target




Target achieved

# Draft Results for Equity Measures

| Equity Measures |                                                             | Geography                      | %    | No Project | Main Streets | Connected Neighborhoods | Big Cities | Draft Preferred |
|-----------------|-------------------------------------------------------------|--------------------------------|------|------------|--------------|-------------------------|------------|-----------------|
| 3               | Reduce Adverse Health Impacts                               | High-Income Households         | -10% | -1%        | -1%          | -1%                     | -1%        | -1%             |
|                 |                                                             | Low-Income Households          |      | -0%        | -1%          | -1%                     | -1%        | -1%             |
| 5               | Decrease H+T share for lower-income households              | Higher-Income Households       | -10% | +4%        | +4%          | +4%                     | +4%        | +4%             |
|                 |                                                             | Lower-Income Households        |      | +14%       | +13%         | +13%                    | +13%       | +13%            |
| 6               | Increase share of affordable housing                        | Outside Communities of Concern | +15% | +0%        | +1%          | +2%                     | +2%        | +1%             |
|                 |                                                             | Inside Communities of Concern  |      | +1%        | +0%          | +0%                     | -2%        | -1%             |
| 7               | Do not increase share of households at risk of displacement | Outside Communities of Concern | +0%  | +20%       | +19%         | +18%                    | +14%       | +14%            |
|                 |                                                             | Inside Communities of Concern  |      | +16%       | -4%          | +4%                     | +19%       | +1%             |
| 8               | Increase share of jobs accessible in congested conditions   | Outside Communities of Concern | +20% | -2%        | -1%          | -1%                     | -1%        | -1%             |
|                 |                                                             | Inside Communities of Concern  |      | -1%        | -0%          | -0%                     | -2%        | +0%             |
| 9               | Increase jobs in middle-wage industries                     | Outside Communities of Concern | +43% | +43%       | +43%         | +43%                    | +43%       | +43%            |
|                 |                                                             | Inside Communities of Concern  |      | +43%       | +43%         | +43%                    | +43%       | +43%            |

Notes: Equity measure results are subject to change as scenarios are further refined this fall. Note that select equity measures have not yet been analyzed for the final horizon year of 2040 and are currently using year 2035 as the best available proxy. Final equity measure results released in fall 2016 will reflect the ultimate horizon year. For equity measures #3 and #5, low-income households earn less than \$30,000 in year 2000 dollars, lower-income households earn less than \$60,000 in year 2000 dollars, high-income households earn more than \$100,000 in year 2000 dollars, and higher-income households earn more than \$60,000 in year 2000 dollars. For equity measures #6 and #7, the measures are specific to Priority Development Areas, Transit Priority Areas, or High-Opportunity Areas. Note that Communities of Concern do not generally overlap with High-Opportunity Areas.

## Symbols used in summary tables:

 Stronger performance in Communities of Concern or for lower-income households
  Weaker performance in Communities of Concern or for lower-income households
  Similar performance in Communities of Concern or for lower-income households



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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|                      |                                                            |                      |   |                         |  |
|----------------------|------------------------------------------------------------|----------------------|---|-------------------------|--|
| <b>File #:</b>       | 15-1808                                                    | <b>Version:</b>      | 1 | <b>Name:</b>            |  |
| <b>Type:</b>         | Report                                                     | <b>Status:</b>       |   | Informational           |  |
| <b>File created:</b> | 7/26/2016                                                  | <b>In control:</b>   |   | Policy Advisory Council |  |
| <b>On agenda:</b>    | 9/7/2016                                                   | <b>Final action:</b> |   |                         |  |
| <b>Title:</b>        | One Bay Area Grant Program (OBAG 2) Update<br>(15 minutes) |                      |   |                         |  |

Presentation of the final adopted Project Selection Criteria and Programming policies, including changes following June Policy Advisory Council presentation.

### Sponsors:

### Indexes:

### Code sections:

**Attachments:** [06 OBAG Update Memo](#)  
[6 OBAG 2 Project Selection and Programming](#)

| Date | Ver. | Action By | Action | Result |
|------|------|-----------|--------|--------|
|------|------|-----------|--------|--------|

### Subject:

One Bay Area Grant Program (OBAG 2) Update  
(15 minutes)

Presentation of the final adopted Project Selection Criteria and Programming policies, including changes following June Policy Advisory Council presentation.

### Presenter:

Mallory Atkinson, MTC Staff

### 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](http://www.mtc.ca.gov)

TO: Policy Advisory Council

DATE: September 1, 2016

FR: Pam Grove, MTC Staff Liaison

W.I. 1114

RE: Policy Advisory Council Agenda Item 6

Policy Advisory Council Agenda Item 6 is attached as packet items directly from the Regional Advisory Working Group meeting packet for September 2016.

MTC Planning staff will be at your September 7 meeting to go over these materials and answer any questions you may have.

J:\COMMITTEE\Policy Advisory Council\Meeting Packets\2016\09\_Poli Advi Coun\_Sept 2016\06\_OBAG\_Update\_Memo.docx



METROPOLITAN  
TRANSPORTATION  
COMMISSION

Agenda Item 5  
Bay Area Metro Center  
375 Beale Street  
San Francisco, CA 94105  
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WEB [www.mtc.ca.gov](http://www.mtc.ca.gov)

## Memorandum

TO: Regional Advisory Working Group

DATE: August 30, 2016

FR: Mallory Atkinson, MTC

RE: One Bay Area Grant Program (OBAG 2) Project Selection and Programming Policy Revisions and Program Implementation

On July 27, 2016, the MTC Commission approved revisions to MTC Resolution No. 4202, the project selection criteria and programming policy for the second round of OBAG 2. These revisions include the distribution of additional revenues and housing-related program elements. MTC's website for the OBAG 2 program has been updated to reflect the adoption of these revisions: <http://mtc.ca.gov/our-work/fund-invest/federal-funding/obag-2>.

### Summary of OBAG 2 Framework Revisions

#### 1. Increased Revenues

The Commission distributed \$126 million in additional revenues to several regional and local programs, projects, and pilot efforts in conjunction with the OBAG 2 framework. The chart below summarizes the distribution of the increased revenues. More information about the sources of these additional funds and the new programs and initiatives supported by the revenue boost, can be found in the July 2016 MTC Commission materials: <http://mtc.legistar.com/gateway.aspx?m=l&id=/matter.aspx?key=15848>

| OBAG 2 Fund Distribution                              | OBAG 2<br>(Nov. 2015)  | OBAG 2 Framework, Revised<br>(July 2016) |                        |
|-------------------------------------------------------|------------------------|------------------------------------------|------------------------|
|                                                       | Total<br>(in millions) | Add'l Revenues<br>(in millions)          | Total<br>(in millions) |
| Regional Programs (55%)                               | \$436                  | \$64                                     | \$500                  |
| Regional Planning                                     | \$10                   |                                          | \$10                   |
| Pavement Management Program                           | \$9                    |                                          | \$9                    |
| Priority Development Area (PDA) Planning <sup>1</sup> | \$20                   |                                          | \$20                   |
| Climate Initiatives <sup>2</sup>                      | \$22                   | \$1                                      | \$23                   |
| Priority Conservation Area (PCA) Program              | \$16                   |                                          | \$16                   |
| Regional Operations <sup>3</sup>                      | \$170                  |                                          | \$170                  |
| Transit Priorities                                    | \$189                  | \$13                                     | \$202                  |
| Bay Bridge Forward                                    | -                      | \$40                                     | \$40                   |
| Naturally Occurring Affordable Housing (NOAH) Pilot   | -                      | \$10                                     | \$10                   |
| Local Programs (45%)                                  | \$354                  | \$62                                     | \$416                  |
| County Congestion Management Agency's (CMAs)          | \$354                  | \$32                                     | \$386                  |
| Housing Production Incentive                          | -                      | \$30                                     | \$30                   |
| Total                                                 | \$790                  | \$126                                    | \$916                  |

<sup>1</sup> Revised PDA Planning & Implementation to prioritize funds in areas facing the greatest risk of displacement and direct \$1.5 million to update CBTPs. <sup>2</sup> Add'l \$1 million for Spare the Air Youth. <sup>3</sup> Add'l funding for Bay Bridge Forward, listed separately.

## 2. **Housing Revisions**

The Commission adopted several revisions to the OBAG 2 project selection criteria and programming policy related to affordable housing and displacement, summarized below. Additional detail on the housing-related revisions can be found in MTC Resolution 4202, Revised, Attachment A.

### **Regional Program**

- ❖ **Regional PDA Planning Program:** The planning and technical support grant program is revised to give priority to jurisdictions facing pressures of housing displacement and affordability to tackle these issues. In addition, \$1.5 million from the program is directed to update Community Based Transportation Plans (CBTPs) in communities at risk of displacement.
- ❖ **Housing Production Incentive:** \$30 million in additional revenues is directed to a new housing production incentive program. The “80K by 2020” challenge grant program will reward local jurisdictions that contribute the most toward reaching a regional target of 80,000 housing units that are affordable at the very low-, low-, and moderate-income level by 2020. Grants would be awarded to no more than 10 jurisdictions, and would need to be used for eligible transportation purposes.

In addition to a requirement that the units be located in PDAs or Transit Priority Areas (TPAs), the Commission approved an additional provision that units affordable at the very low- and low-income level must be deed-restricted in order for the jurisdiction to receive credit towards the challenge grant program. Deed-restriction is not required for units that are affordable at the moderate-income level to count toward the program.

- ❖ **NOAH Pilot:** \$10 million in existing exchange funding is set-aside to establish a revolving loan fund for the preservation of existing affordable housing. Additional information on the pilot program will be available in the coming months.

### **County Program**

- ❖ **Surplus Land Act:** The Commission added a requirement to the OBAG 2 county program that all general law cities and counties must adopt a resolution entailing their compliance with the State Surplus Land Act (as revised with AB 2135 – 2014) as a condition of funding. The Act requires local agencies disposing of surplus land to give first priority to developers of affordable housing. The Act applies to all public entities, including cities, counties, transit agencies, and any districts empowered to acquire real estate.

The resolution requirement shall not apply to charter cities unless and until a final court decision is rendered that charter cities are subject to the provisions of the Act. For transit agencies and other special districts that may receive OBAG 2 funds, the Commission will rely on the results of MTC’s current Public Lands for Affordable Housing study (scheduled for completion in Spring 2017) to inform how and when to verify compliance with the Act.

- ❖ **Project Selection Methodology:** The Commission adopted revisions to the project selection requirements for the county program that require CMAs to adopt a specific scoring methodology for selecting projects within PDAs or TPAs that rewards jurisdictions with the most effective housing anti-displacement policies. Additionally, the Commission directed that MTC and the CMAs will conduct an analysis of the impact of this incentive-based scoring methodology on project selection and local anti-displacement and affordable housing production policy development. The findings will be used to inform future planning and funding priorities.
- ❖ **PDA Investment and Growth Strategy:** The Commission adopted a revision to the PDA Investment and Growth Strategy clarifying that MTC staff will provide a technical memo to CMAs by October 1 to guide the development and implementation of this task. The memo will include data to identify jurisdictions' challenges and listing of the Bay Area's best housing policies that are intended to address a range of housing challenges.

### **Program Implementation**

With the revisions approved at the July meeting, the Commission also delayed the deadlines for the county program. The CMA must submit their Board adopted list of project recommendations to MTC by July 31, 2017. These projects must also be submitted into MTC's Fund Management System (FMS) along with a resolution of Local Support no later than August 31, 2017. Please note that MTC will not take action to program any project for the county program until a checklist (Appendix A-10) and supporting documentation demonstrating CMA compliance with MTC Resolution No. 4202, Revised has been submitted to MTC.

MTC staff will provide additional information about the implementation of the various regional programs as they are developed. Additional information about the OBAG 2 implementation timeline is provided as Attachment A.

### **Attachment:**

- Attachment A: OBAG 2 Program Implementation | Draft Timeline

J:\PROJECT\2017 RTP\_SCS\RAWG\2016\09\_RAWG\_Sept 2016\5\_OBAG2 Impl Memo\_RAWG\_v3.docx

## OBAG 2 Program Implementation | Draft Timeline

| 2016             |                   |                                                                                                                                                                                                                                                                              |
|------------------|-------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>August</b>    | Regional & County | MTC Resolution No. 4202, Revised posted on the OBAG 2 website, along with a summary of the adopted program revisions.                                                                                                                                                        |
| <b>September</b> | Regional & County | Overview of the OBAG 2 program revisions and next steps to the September meetings of the Partnership working groups, CMA Planning Directors, Policy Advisory Council, and Regional Area Working Group. Staff is also available to meet individually with CMAs, upon request. |
| <b>October 1</b> | County            | Deadline for MTC to distribute technical memo to guide CMAs in updating their PDA Investment and Growth Strategies.                                                                                                                                                          |
| <b>Fall</b>      | Regional          | Program development; additional information provided as it becomes available.                                                                                                                                                                                                |
| 2017             |                   |                                                                                                                                                                                                                                                                              |
| <b>May 1</b>     | County            | Update to PDA Investment & Growth Strategy to be adopted by CMA Board.                                                                                                                                                                                                       |
| <b>July 31</b>   | County            | Deadline for CMA to submit list of projects recommended for funding to MTC.                                                                                                                                                                                                  |
| <b>August 31</b> | County            | Deadline for projects to be submitted into FMS along with Resolution of Local Support.                                                                                                                                                                                       |
| <b>Fall</b>      | County            | MTC adoption of county programs & 2017 TIP amendment.                                                                                                                                                                                                                        |
| <b>TBD</b>       | Regional          | MTC adoption of regional programs & 2017 TIP amendment (timing dependent upon development of each program).                                                                                                                                                                  |
| <b>October 1</b> | Regional & County | First year of OBAG 2 funding availability for ongoing efforts such as planning, non-infrastructure and preliminary engineering for capital projects (FY2017-18).                                                                                                             |
| 2018             |                   |                                                                                                                                                                                                                                                                              |
| <b>October 1</b> | Regional & County | First year of OBAG 2 funding availability for capital projects (FY2018-19).                                                                                                                                                                                                  |
| 2021             |                   |                                                                                                                                                                                                                                                                              |
| <b>October 1</b> | Regional          | Local housing production incentive challenge grant, "80,000 by 2020," winners announced; projects submitted by grantees.                                                                                                                                                     |





# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 15-1810      **Version:** 1      **Name:**  
**Type:** Report      **Status:** Informational  
**File created:** 7/26/2016      **In control:** Policy Advisory Council  
**On agenda:** 9/7/2016      **Final action:**  
**Title:** Staff Liaison Report  
(5 minutes)

Relevant MTC policy decisions and other activities.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [07 Staff Liaison Report](#)

| Date | Ver. | Action By | Action | Result |
|------|------|-----------|--------|--------|
|------|------|-----------|--------|--------|

**Subject:**

Staff Liaison Report  
(5 minutes)

Relevant MTC policy decisions and other activities.

**Presenter:**

Pam Grove, MTC Staff Liaison

**Recommended Action:**

Information

**Attachments**



METROPOLITAN  
TRANSPORTATION  
COMMISSION

Agenda Item 7  
Bay Area Metro Center  
375 Beale Street  
San Francisco, CA 94105  
TEL 415.778.6700  
WEB [www.mtc.ca.gov](http://www.mtc.ca.gov)

## *Memorandum*

TO: Policy Advisory Council  
FR: Pam Grove, Staff Liaison  
RE: Staff Liaison Report – September 2016

DATE: September 1, 2016  
W.I. 1114

### **Recruitment for Policy Advisory Council Vacancies Closes September 9**

As a last-minute reminder, MTC has been recruiting for four vacancies on this advisory body for the past month. There are two openings for residents of Napa County: one for an individual representing the interests of people with disabilities, and one for an individual representing the interests of the county's minority residents. In addition, there are two at-large seats available, which can be filled by individuals representing either the economy or the environment from any of the nine Bay Area counties.

Information on submitting an application can be found online at <http://mtc.ca.gov/about-mtc/what-mtc/mtc-organization/policy-advisory-council>. Interested applicants may also contact Pam Grove at [pgrove@mtc.ca.gov](mailto:pgrove@mtc.ca.gov) or 415.778.6706 for more information.

### **Deficient, Congested Roadways Costing State's Drivers Billions**

Roads and bridges that are deficient, congested or lack desirable safety features cost California motorists a total of \$53.6 billion statewide annually — \$2,471 to \$2,824 per driver in the Bay Area — due to higher vehicle operating costs, traffic crashes and congestion-related delays, according to a report released in August by TRIP, a Washington DC-based national transportation organization. According to TRIP, increased investment in transportation improvements at the local, state and federal levels could relieve traffic congestion, improve road, bridge and transit conditions, boost safety, and support long-term economic growth in California. The TRIP report, "*California Transportation by the Numbers: Meeting the State's Need for Safe, Smooth and Efficient Mobility*," finds that throughout California, 37 percent of major locally and state-maintained roads are in poor condition. One quarter of California's bridges are structurally deficient or functionally obsolete. The state's major urban roads are becoming increasingly congested, with drivers wasting significant amounts of time and fuel each year. And, more than 14,000 people were killed in crashes on California's roads from 2010 to 2014.

To download and read the full TRIP report, go to:  
[http://www.tripnet.org/docs/CA\\_Transportation\\_by\\_the\\_Numbers\\_TRIP\\_Report\\_August\\_2016.pdf](http://www.tripnet.org/docs/CA_Transportation_by_the_Numbers_TRIP_Report_August_2016.pdf)

– more –

## **State Cap and Trade Monies Fuel Bay Area Projects**

Last month the California State Transportation Agency announced \$110 million in grants for five public transit projects benefiting the Bay Area in terms of increasing capacity and cutting greenhouse gas emissions. The funding comes from the Transit and Intercity Rail Capital Program (TIRCP), a highly competitive statewide program supported by Cap and Trade funds. Statewide, \$391 million in funding was made available for the 2016 cycle, meaning that the Bay Area scored more than 25 percent of the available funding.

For a list of Bay Area-related projects receiving funds, as well as transit operators who submitted funding requests, go to:

<http://mtc.ca.gov/whats-happening/news/state-cap-and-trade-monies-fuel-bay-area-projects>

## **Old Bay Bridge Steel Repurposed as Art**

Artists, landscape architects, designers and planners have been invited to submit their proposals to reuse specific elements of cleaned and salvaged steel from the old Bay Bridge in a public or civic art project in the state of California. First announced in June 2015, the program was created in response to significant public interest from Bay Area artists and creative communities to make steel from the bridge available for reuse for civic and public art projects. The program aims to preserve the historic East Span's legacy and visibility as a landmark and icon throughout the state, and thus the program has been expanded to include artists throughout California.

The program is being administered by the Oakland Museum of California, under the direction of the Toll Bridge Program Oversight Committee (TBPOC), and more information on the application process can be found on the museum's website at:

<http://museumca.org/bay-bridge-steel>. Applications are due by December 1, 2016.

## **Bay Bridge Forward to Deliver Congestion Relief to San Francisco-Oakland Bay Bridge**

The San Francisco-Oakland Bay Bridge corridor will soon see congestion relief with a \$40 million investment from MTC through the "Bay Bridge Forward" initiative. MTC, in partnership with Caltrans, AC Transit, WestCat and Water Emergency Transit Agency (WETA), created the program to move more people in fewer vehicles, relieving traffic congestion and transit crowding within the most congested east-west Bay crossing in the Bay Area. The \$40 million funding package consists of Regional Measure 2 toll funds (\$21 million) and \$19 million in federal FAST (Fixing America's Surface Transportation) Act funds through MTC's One Bay Area Grant Program. At its July 2016 meeting, the Commission approved the investment plan to deliver the suite of near-term, low-cost and high-impact operational strategies in Bay Bridge Forward.

To see the full list of Bay Bridge Forward strategies, go to: <http://mtc.ca.gov/whats-happening/news/bay-bridge-forward-deliver-congestion-relief-san-francisco-oakland-bay-bridge>

For more information, view the OBAG 2 Update memo (Item 7d) to the July Commission meeting at: <https://mtc.legistar.com/MeetingDetail.aspx?ID=494067&GUID=0871655F-497C-4CA8-98E8-3BC0B1980FFD&Options=info&Search=>

### **Third Eastbound Lane for Richmond-San Rafael Bridge Clears Key Hurdle**

The planned addition of a third eastbound lane to Interstate 580 across the Richmond-San Rafael Bridge and other improvements along the nearly six-mile corridor reached a key milestone in August as state officials finalized project approval and certified environmental documentation for the project. State approval keeps the \$73 million initiative on track to begin construction this October, with the third eastbound lane slated to open in October 2017. To read more in last month's press release, go to: <http://mtc.ca.gov/whats-happening/news/third-eastbound-lane-richmond-san-rafael-bridge-clears-key-hurdle>

### **Annual Statistics Report Looks at Transit in 2015**

Did you know that nearly 1.7 million weekday trips on transit were taken across the Bay Area? And that over 2,700 public buses are on the region's roads?

Those tidbits come from the brand new July 2016 edition of MTC's annual "Statistical Summary of Bay Area Transit Operators." The report is packed with financial and operating data, and performance statistics for 25 public transit agencies. This edition also includes graphs that display total passengers and current financial information for each of the operators — as well as visualizations of five-year trends throughout the region.

The report is available online, making it easy for transit operators, agencies, consultants, researchers, elected officials and members of the public to access comprehensive information on public transit in the nine-county San Francisco Bay Area.

The online PDF document can be viewed and downloaded at:  
[http://mtc.ca.gov/sites/default/files/Statistical\\_Summary\\_2015.pdf](http://mtc.ca.gov/sites/default/files/Statistical_Summary_2015.pdf)

### **Governor Signs Bill Requiring Auto Dealers to Install Vehicle License Plates at Point of Sale**

Law enforcement will have an easier time catching toll evaders and other law-breakers thanks to MTC-supported legislation that requires car dealers to install temporary vehicle license plates on all newly purchased vehicles. The measure, AB 516 by Assembly Speaker pro Tem Kevin Mullin (D-South San Francisco), was signed into law by the governor in late July. The law will make it easier to identify vehicles involved in a crime or traffic accident, as well as curb the rapidly growing problem of toll cheating by owners of cars without license plates.

For more information about the new law, see MTC's press release at:  
<http://mtc.ca.gov/whats-happening/news/governor-signs-mtc-backed-bill-requiring-auto-dealers-install-vehicle-license>

### **Joint Assembly-Senate Transportation Funding Proposal**

After months of rumors but little legislative activity on transportation funding, in mid-August, Assembly Member Frazier & Senator Beall released a joint funding proposal. The ambitious

### **Joint Assembly-Senate Transportation Funding Proposal (*continued*)**

\$7.4 billion/ year proposal is contained in identical, companion bills — AB x1-26 and SB x1-1. Because the bills are part of the First Extraordinary Session of the Legislature (called by Governor Brown in June 2015 to specifically address transportation funding) they are not subject to the August 31 end-of-session deadline, but instead, may be acted upon until December 1, 2016.

The joint proposal is very similar to — though substantially *larger* than — earlier versions authored by Senator Beall and Assembly Member Frazier. The key focus continues to be “fix it first,” with the majority of funds going to restore the condition of local and state roadways, but the return of weight fees to the State Highway Account (instead of General Fund debt service) and the increase in the existing variable rate excise tax result in substantial new funding for the State Transportation Improvement Program (STIP) as well. In addition, funding is provided for public transit from Cap and Trade and an increase in the rate of the sales tax on diesel fuel. Bicycle and pedestrian grant programs would also see an increase in funding.

Most of the funding is proposed to be distributed by formula for local street & road repairs, the STIP, and public transit. Based on our analysis, we estimate that the Bay Area would receive increased *annual* funding as follows:

- \$465 million for local street and road maintenance
- \$68 million for the STIP
- \$81 million for public transit

Local street & road and STIP funding amounts would grow significantly above these levels over the first five years. Starting in FY 2018, weight fees are gradually restored to the State Highway Account. With weight fees fully restored by 2022, Bay Area STIP funding levels would be augmented by an additional \$56 million per year, while local street and road funds would receive an additional \$83 million per year.

There is also significant *new* funding for statewide competitive programs, including:

- The Trade Corridor Investment Fund (\$900 million/year)
- The Active Transportation Program (\$80 million, plus up to \$70 million per year from Caltrans efficiency savings)
- State-Local Partnership Program (\$200 million/year)
- Transit and Intercity Rail Capital Program – (~\$200 million/year)

With the adjournment of the 2015-16 legislative session, three months remain to galvanize the Bay Area delegation, legislative leaders and the Brown Administration to take action on this proposal. While we are not optimistic, the lame-duck session, which begins after the November 2016 election, may offer the last fleeting opportunity in the foreseeable future to enact legislation that provides a meaningful increase in revenue for our state’s ailing transportation system. Staff intends to stay engaged in discussions throughout the fall to help secure support for this bold joint proposal.



## **Joint Assembly-Senate Transportation Funding Proposal (*continued*)**

To stay on top of this subject and to see additional details, follow the Legislation Committee meetings, the next of which is on Friday, September 9, 2016, at approximately 9:35 a.m., and can be accessed via live streaming video from MTC's website at: [http:// mtc.ca.gov/ whats-happening/ meetings](http://mtc.ca.gov/whats-happening/meetings). If you have further questions, please contact Rebecca Long, Manager of Government Relations, via email at [rlong@mtc.ca.gov](mailto:rlong@mtc.ca.gov) or 415.778.5289.

## **Executive Director's Report**

The following items are excerpts from the July 2016 Executive Director's Report to the Commission. Read the report in its entirety at:

<http://www.mtc.ca.gov/whats-happening/news/executive-directors-report>.

- ***Northern California Megaregion Report – July 1, San Francisco***  
The Bay Area Economic Institute has published an excellent report describing the challenges in housing, land use, jobs, transportation and the environment that have spilled over from the Bay Area into adjoining regions that we now call the Northern California Megaregion. You can find the report at the following link:  
<http://www.bayareaeconomy.org/report/the-northern-california-megaregion/>.
- ***U.S. DOT Freight Grants – July 5, Washington, DC***  
The U.S. Department of Transportation has notified Congress that it has selected the first round of FASTLANE freight grants that were authorized in the recent FAST Act. The first cycle included \$800 million worth of funding and, alas, California received only a single \$49 million grant for a highway project in southern California.
- ***Golden Gate Bridge Suicide Net – July 12, San Francisco***  
To keep the bad news going, the Golden Gate Bridge District opened construction bids for the proposed suicide deterrent system and the low bid of \$142 million was nearly double the engineer's estimate. The Bridge District is evaluating the details of both bids submitted before determining its next course of action.
- ***U.S. Metro Economy Report – July 19, Washington, DC***  
The U.S. Conference of Mayors has released its annual U.S. Metro Economy Report which highlights the economic importance of the nation's metropolitan areas. The Mayors' report also contains fascinating charts comparing the gross domestic products (GDP) of U.S. metro areas with those of the various nations of the world. The two largest urbanized areas in the Bay Area (San Francisco-Oakland and San Jose) are listed separately in the report. I have mushed them together to convey the following factoid: If the Bay Area were a nation, its GDP would rank 21<sup>st</sup> among countries – just a cut below Turkey and a notch better than Switzerland.



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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|----------------------|---------------------------------------|----------------------|---|-------------------------|--|
| <b>File #:</b>       | 15-1811                               | <b>Version:</b>      | 1 | <b>Name:</b>            |  |
| <b>Type:</b>         | Report                                | <b>Status:</b>       |   | Informational           |  |
| <b>File created:</b> | 7/26/2016                             | <b>In control:</b>   |   | Policy Advisory Council |  |
| <b>On agenda:</b>    | 9/7/2016                              | <b>Final action:</b> |   |                         |  |
| <b>Title:</b>        | Council Member Reports<br>(5 minutes) |                      |   |                         |  |

Members of the Council may report on locally relevant issues or events.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:**

| Date | Ver. | Action By | Action | Result |
|------|------|-----------|--------|--------|
|------|------|-----------|--------|--------|

**Subject:**

Council Member Reports  
(5 minutes)

Members of the Council may report on locally relevant issues or events.

**Presenter:**

Randi Kinman, Council Chair

**Recommended Action:**

Information

**Attachments**



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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|                      |                             |                      |   |                         |  |
|----------------------|-----------------------------|----------------------|---|-------------------------|--|
| <b>File #:</b>       | 15-1812                     | <b>Version:</b>      | 1 | <b>Name:</b>            |  |
| <b>Type:</b>         | Report                      | <b>Status:</b>       |   | Informational           |  |
| <b>File created:</b> | 7/26/2016                   | <b>In control:</b>   |   | Policy Advisory Council |  |
| <b>On agenda:</b>    | 9/7/2016                    | <b>Final action:</b> |   |                         |  |
| <b>Title:</b>        | New Business<br>(5 minutes) |                      |   |                         |  |

Members of the Council may bring up new business for discussion or addition to a future agenda.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:**

| Date | Ver. | Action By | Action | Result |
|------|------|-----------|--------|--------|
|------|------|-----------|--------|--------|

**Subject:**

New Business  
(5 minutes)

Members of the Council may bring up new business for discussion or addition to a future agenda.

**Presenter:**

Randi Kinman, Council Chair

**Recommended Action:**

Discussion

**Attachments**