

# Meeting Agenda

## Bay Area Partnership Board

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Tuesday, October 18, 2016

1:00 PM

Yerba Buena Confere Room

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### 1. Call Meeting to Order

#### Consent Calendar

2. [15-2035](#) Minutes of the July 21, 2016 meeting\*

Action: Board Approval

Attachments: [2 Draft Minutes 07-21-2016 Partnership Board Meeting.pdf](#)

### 3. Partnership Technical Advisory Committee Update (Diane Feinstein)

#### DISCUSSION / ACTION ITEMS

4. [15-2036](#) Plan Bay Area 2040: Investment Strategy Discussion\*

Staff will present the Draft Preferred Scenario and Investment Strategy for Plan Bay Area 2040, including detailed funding assumptions on transit operations, transit capital maintenance, and local streets and roads maintenance.

Attachments: [4\\_PBA40 Transportation Investment Strategy](#)

5. [15-2037](#) Cap & Trade Update\*

Staff will present an overview of legislative activity, funding allocations and proposed changes to CalEnviroScreen.

Attachments: [5\\_CapandTradeUpdate AHSC.packet.pdf](#)

### 6. Public Comments / Other Business

### 7. Adjourn / Next Meeting

The next meeting of the Bay Area Partnership Board will on a date and time to be duly noticed.

**\* Item is available to view on the MTC website.**

**\*\* To be provided as a handout at the meeting.**

**John Ristow, (408) 321-5713, email: [john.ristow@vta.org](mailto:john.ristow@vta.org) – Chair**

**Rick Ramacier, (925) 680-2050, email: [ramacier@ccta.net](mailto:ramacier@ccta.net) – Vice Chair**

**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.

# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 15-2035      **Version:** 1      **Name:**  
**Type:** Report      **Status:** Agenda Ready  
**File created:** 10/14/2016      **In control:** Bay Area Partnership Board  
**On agenda:** 10/18/2016      **Final action:**  
**Title:** Minutes of the July 21, 2016 meeting\*  
**Sponsors:**  
**Indexes:**  
**Code sections:**  
**Attachments:** [2 Draft Minutes 07-21-2016 Partnership Board Meeting.pdf](#)

Date	Ver.	Action By	Action	Result
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**Subject:**  
Minutes of the July 21, 2016 meeting\*

**Recommended Action:**  
Board Approval



## **Meeting Minutes**

### **Bay Area Partnership Board**

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Thursday, July 21, 2016

2:00 PM

1st Floor Yerba Buena Conference Room

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#### **1. Call Meeting to Order / Introductions (Chair John Ristow)**

#### **Consent Calendar**

2. [15-1793](#) Minutes of the June 1, 2016 meeting

**Action:** Approval

#### **3. Partnership Technical Advisory Committee Update (Diane Feinstein)**

#### **DISCUSSION / ACTION ITEMS**

4. [15-1789](#) One Bay Area Grant Program 2 (OBAG 2) Update\*

Staff will provide an update on proposed revisions to OBAG 2 project selection criteria and programming policies including recommendation for the distribution of additional federal funding from the Fixing America's Surface Transportation (FAST) Act revenues and recommended approach for affordable housing.

**Presenter:** Anne Richman

5. [15-1790](#) Plan Bay Area 2040: Investment Strategy Discussion\*

Staff will present the draft Investment Strategy for Plan Bay Area 2040 for review and input prior to release of the Preferred Scenario in September.

**Presenter:** Matt Maloney

6. [15-1791](#) Designation of Transit Representation on MTC\*

Staff will present the recommended approach to formalize transit representation on the Commission, pursuant to the recently released State and Metropolitan Planning Rule.

**Presenter:** Steve Heminger

**INFORMATION ITEMS**

**7.        [15-1792](#)        MTC-ABAG Merger Study and Option 7 Implementation Update\***

A status report on the recent actions of MTC and ABAG related to Option 7 and its implementation are provided for your information.

**Presenter:** Alix Bockelman

**8. Public Comments / Other Business**

**9. Adjourn / Next Meeting**

**The next meeting of the Bay Area Partnership Board will on a date and time to be duly noticed.**

\* Item is available to view on the MTC website.

\*\* To be provided as a handout at the meeting.

John Ristow, (408) 321-5713, email: [john.ristow@vta.org](mailto:john.ristow@vta.org) – Chair

Rick Ramacier, (925) 680-2050, email: [ramacier@ccta.net](mailto:ramacier@ccta.net) – Vice Chair

# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
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<b>File #:</b>	15-2036	<b>Version:</b>	1	<b>Name:</b>	
<b>Type:</b>	Report	<b>Status:</b>		Agenda Ready	
<b>File created:</b>	10/14/2016	<b>In control:</b>		Bay Area Partnership Board	
<b>On agenda:</b>	10/18/2016	<b>Final action:</b>			
<b>Title:</b>	Plan Bay Area 2040: Investment Strategy Discussion*				

Staff will present the Draft Preferred Scenario and Investment Strategy for Plan Bay Area 2040, including detailed funding assumptions on transit operations, transit capital maintenance, and local streets and roads maintenance.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [4\\_PBA40 Transportation Investment Strategy](#)

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

Plan Bay Area 2040: Investment Strategy Discussion\*

*Staff will present the Draft Preferred Scenario and Investment Strategy for Plan Bay Area 2040, including detailed funding assumptions on transit operations, transit capital maintenance, and local streets and roads maintenance.*

**Presenter:**

Ken Kirkey and Matt Maloney



TO: Partnership Board

DATE: October 13, 2016

FR: Executive Director

RE: Plan Bay Area 2040 Draft Transportation Investment Strategy – Detailed Information

In September, staff presented information on the Draft Preferred Scenario and Investment Strategy to the Joint MTC Planning Committee with the ABAG Administrative Committee- the presentation from that meeting is attached as Attachment A. At today's meeting, staff will present a summary of this material, including additional detail on the funding assumptions that support the draft transportation project list in the Investment Strategy. This includes detailed information on the distribution of regional funding for transit operations, transit capital maintenance, and local streets and roads maintenance by operator and county. It also includes project information clarifying the investment strategy's approach to goods movement, core capacity, and the climate program.

### **Background**

As the transportation component of Plan Bay Area 2040, 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. 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.

Staff presented an overview of the draft preferred scenario at the September Joint Committee Meeting, including a list of transportation projects that are contained in Plan Bay Area 2040. In advance of anticipated adoption in November, staff is providing more detail on the funding assumptions supporting the list of transportation projects as presented in Attachment B.

In previous releases of the draft Plan, funding assumptions for transit operations, transit capital maintenance, and local streets and roads preservation were included in one regional listing for each category. Attachments C.1 through C.3 provide detail on the assumptions for local/committed funding and future discretionary funding across these transportation needs assessment categories. Discretionary funding for transit capital reflects projected need consistent with MTC's Transit Capital Priorities process whereas discretionary funding for local streets and roads maintenance is based on the current OBAG distribution for counties. The funding for existing transit operations meets the need for this Plan cycle so we did not need to assume any additional discretionary future funding. Funding for increases in transit service are generally included in the investment category called Transit Efficiency and Service Improvements.

As issue areas for the draft Plan, staff is also providing more information on a few key topics: goods movement, core capacity transit and climate protection. Attachments D, E, and F provide more funding detail for these ongoing efforts.

Attachment G includes the draft project list with investment strategy categories noted and funding separated by local/committed and regional discretionary.

**Next Steps**

Staff will present the transportation project list as well as accompanying expenditure plan for Committee Approval at the November 4 joint meeting of the MTC Planning Committee and ABAG Administrative Committee and for Commission Adoption at the November 17 meeting of the MTC Commission.



Steve Heminger

**Attachments:**

- A. Draft Plan Bay Area 2040 Presentation from September 2016
- B.1 Draft Plan Bay Area 2040 Expenditure Plan – Total Plan Revenue
- B.2 Draft Plan Bay Area 2040 Expenditure Plan – Regional Discretionary Funding
- C.1 Needs Assessment – Draft Transit Operations Funding Detail
- C.2 Needs Assessment – Draft Transit Capital Funding Detail
- C.3 Needs Assessment – Draft Local Streets and Roads Funding Detail
- D. Goods Movement Projects in the Draft Plan
- E. Core Capacity Transit Projects in the Draft Plan
- F. Draft Climate Program in Plan Bay Area 2040
- G. Draft Project List by Investment Strategy category



# **DRAFT PREFERRED SCENARIO:**

## OVERVIEW OF GROWTH PATTERN & INVESTMENT STRATEGY



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

**Ken Kirkey, MTC – September 9, 2016**  
***Joint MTC Planning Committee with the ABAG Administrative Committee***



# Plan BayArea 2040

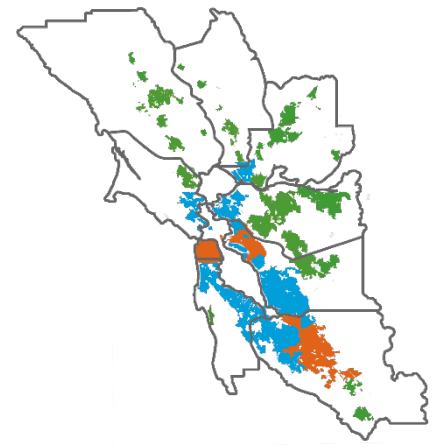
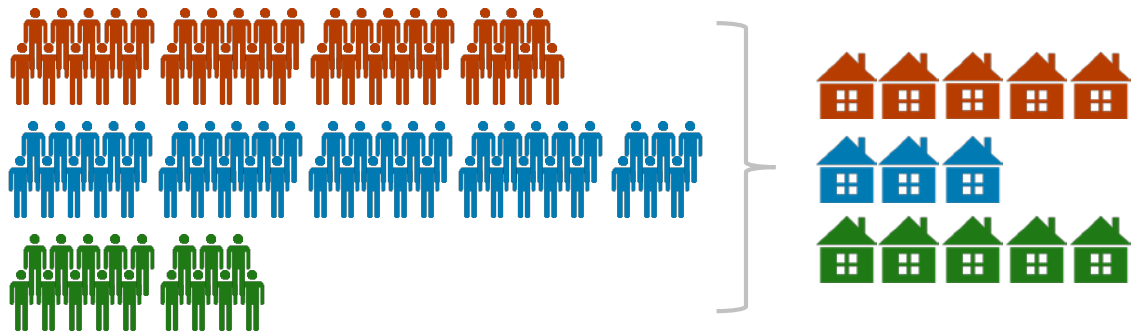
**Plan Bay Area 2040 establishes a 24-year regional vision for growth and investment.**





# 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>





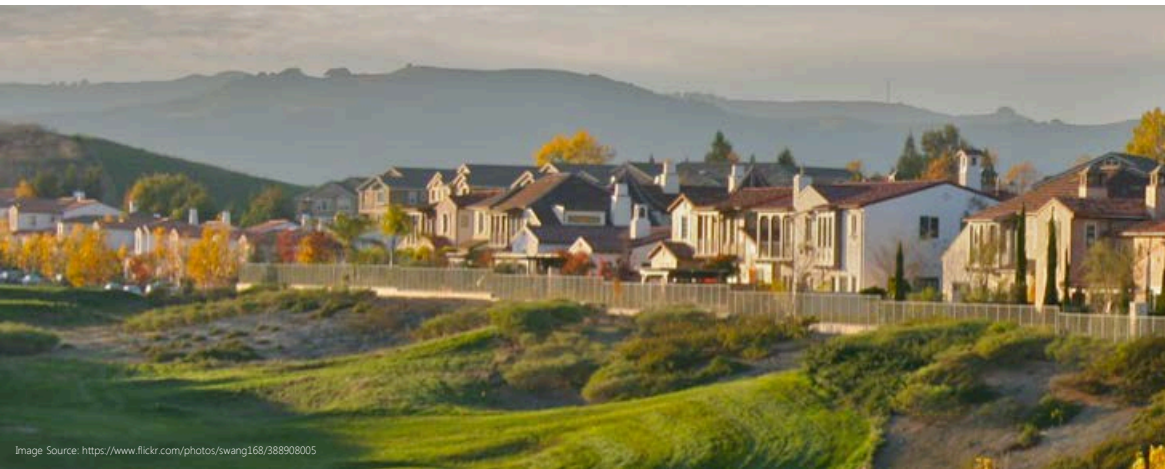
# Our economy is booming – but we’re not building enough housing.

Low supply and high demand =



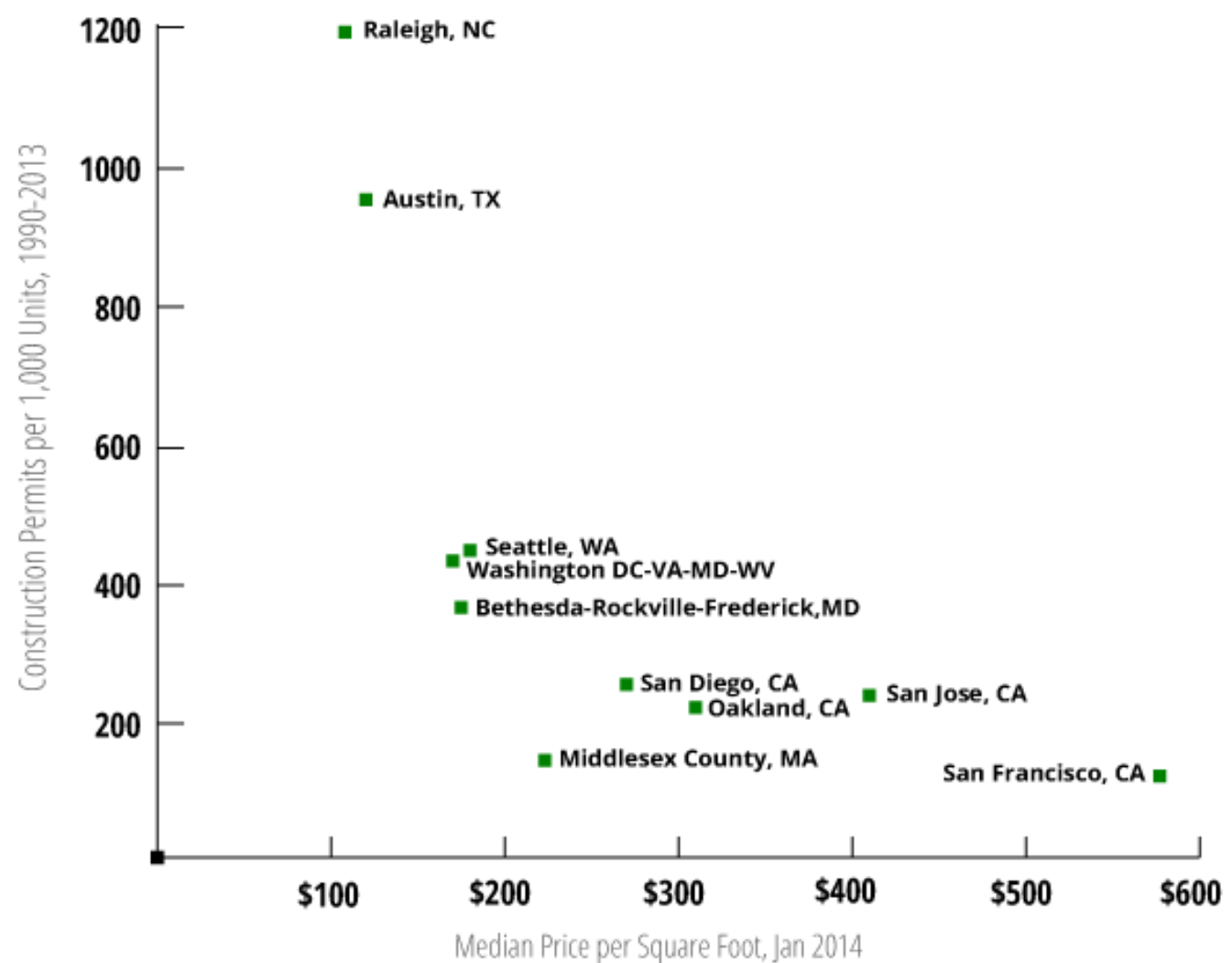
City	House Price, % Change 1996-2016	Housing Units Added, % Change 1996-2016	Average Months for Building Approval
San Jose	295%	20%	6
San Francisco	290%	12%	10
Oakland	223%	17%	11

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

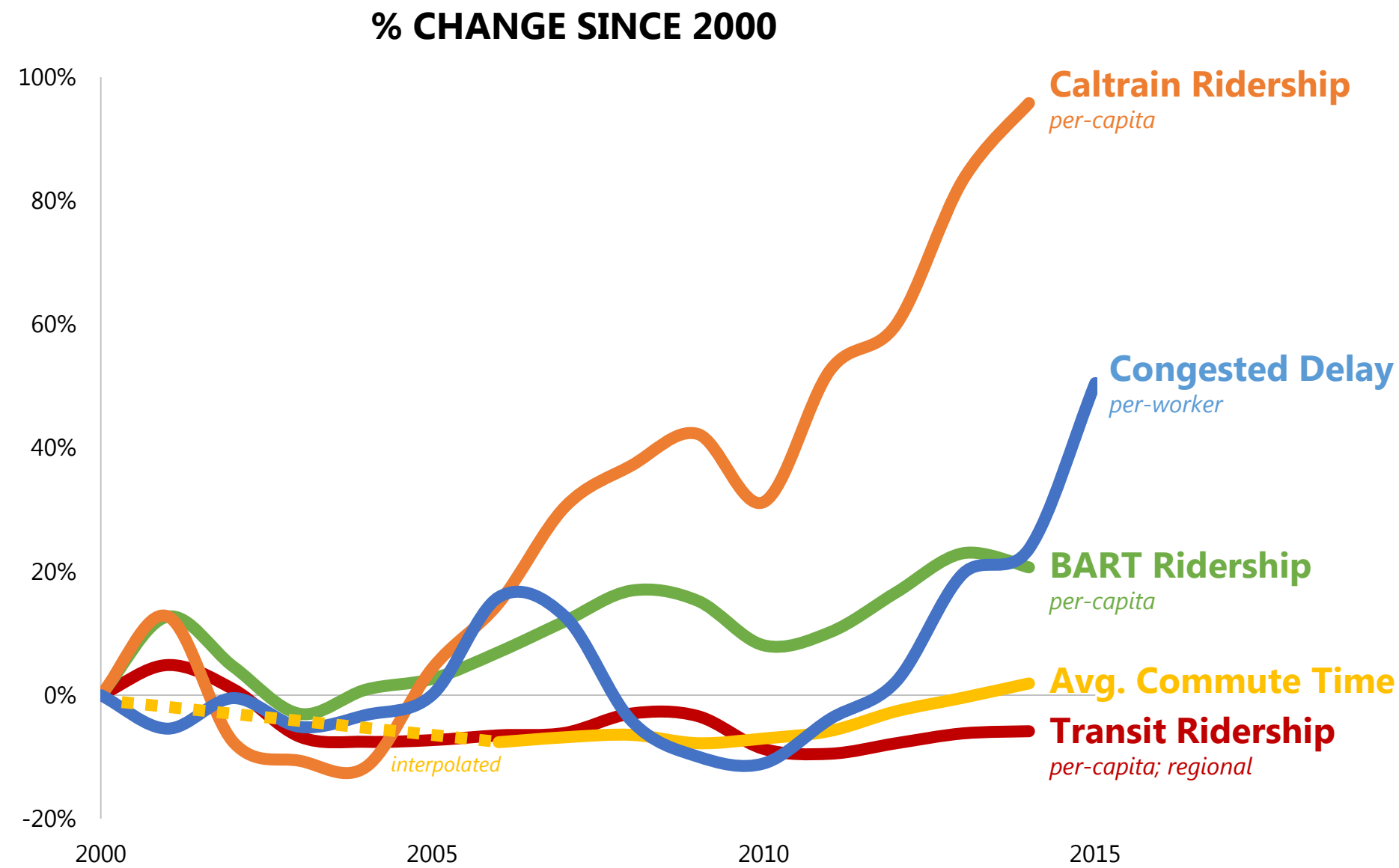


## trulia Home Prices and New Construction in Tech Hubs

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)

	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.

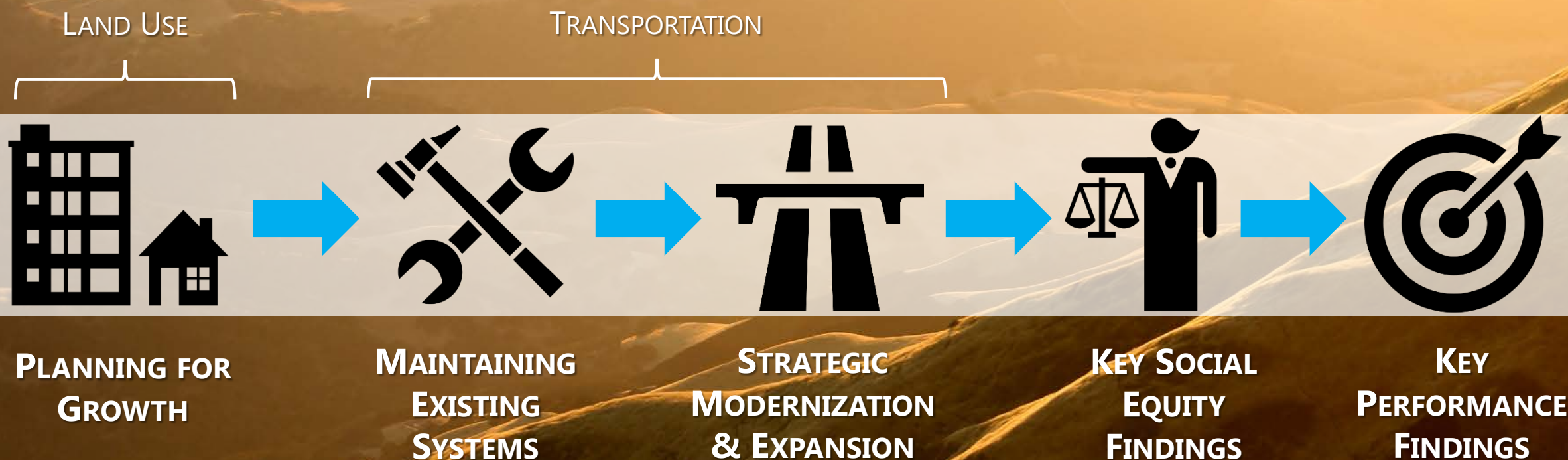
Note that target results are subject to change as scenarios are further refined this fall, and as scenarios are ultimately analyzed against the 2040 horizon year.

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.





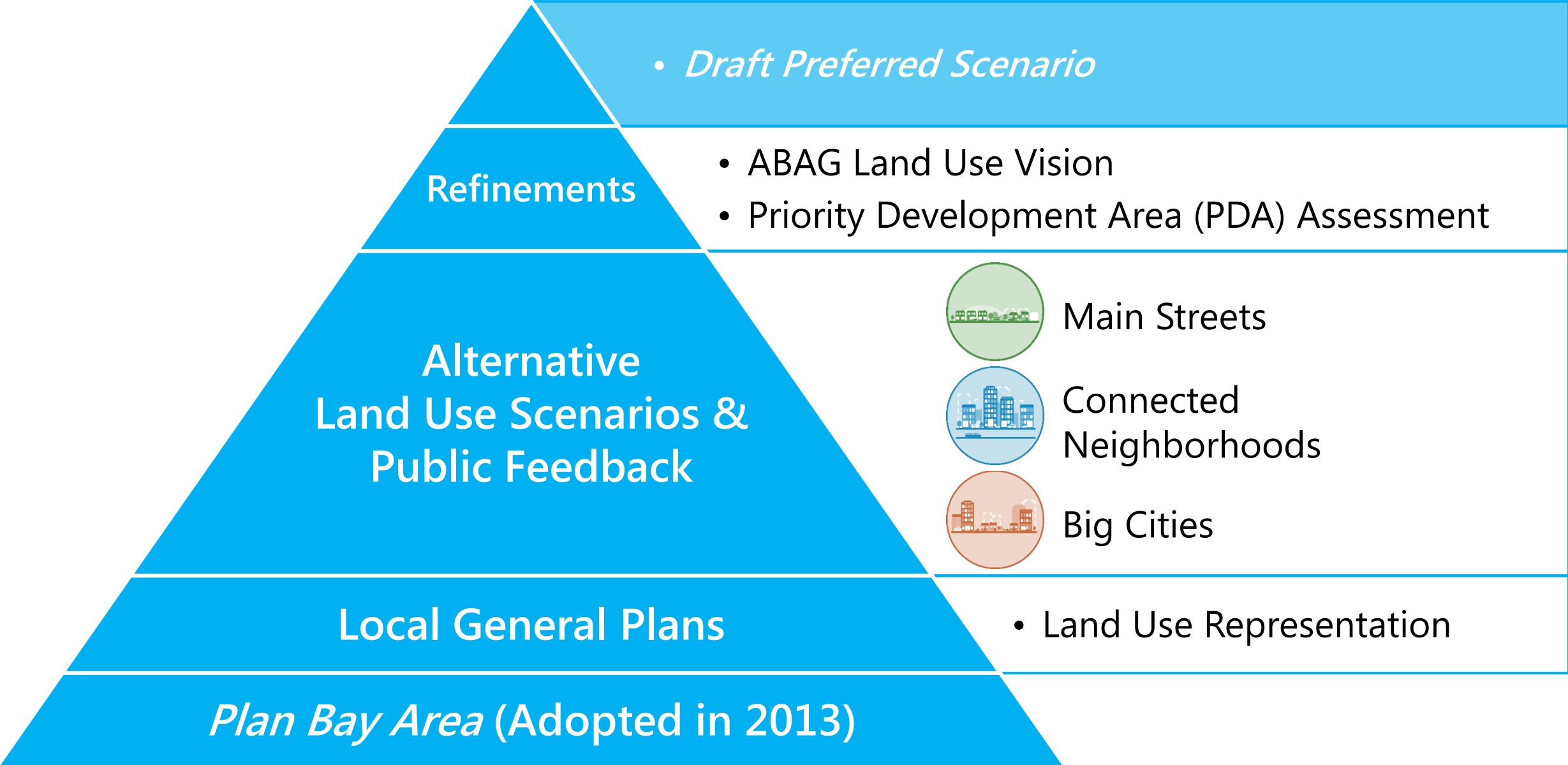
# Plan BayArea 2040

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**.

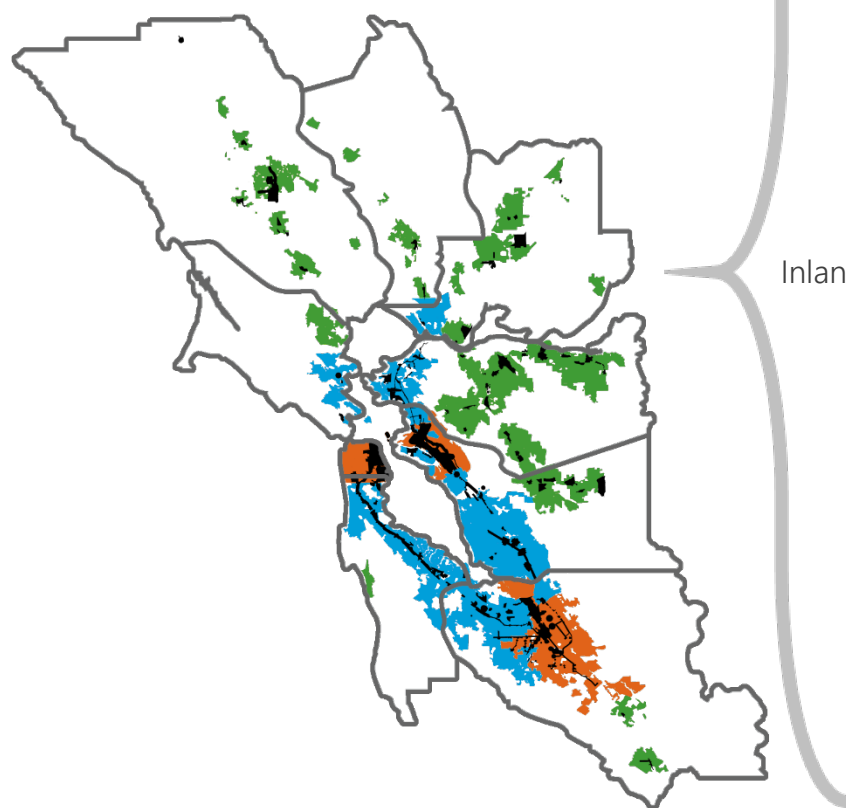


Assume **subsidies** stimulate housing and commercial development within PDAs.



# 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



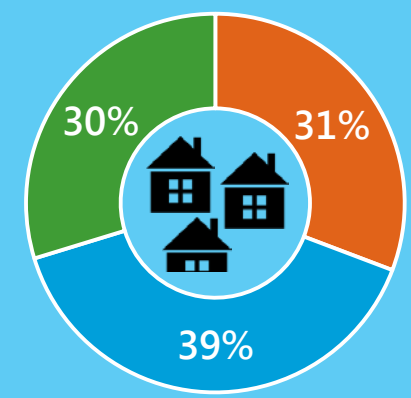
in PDA



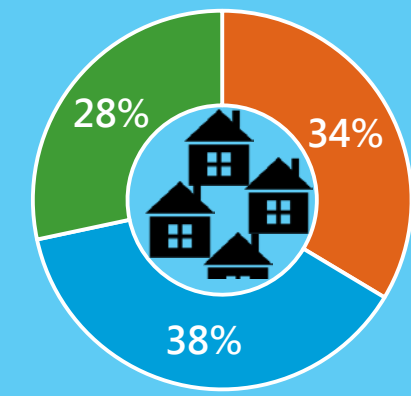
outside PDA



2010: **2.6 million** households

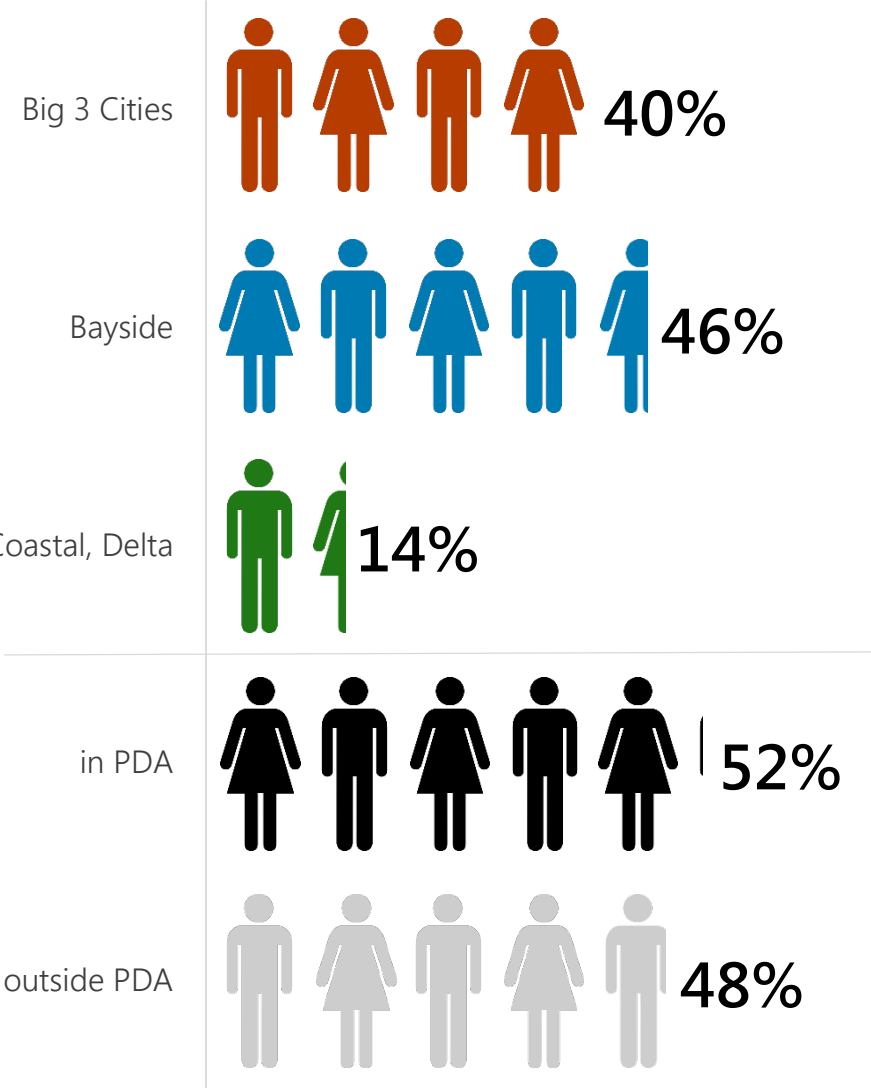
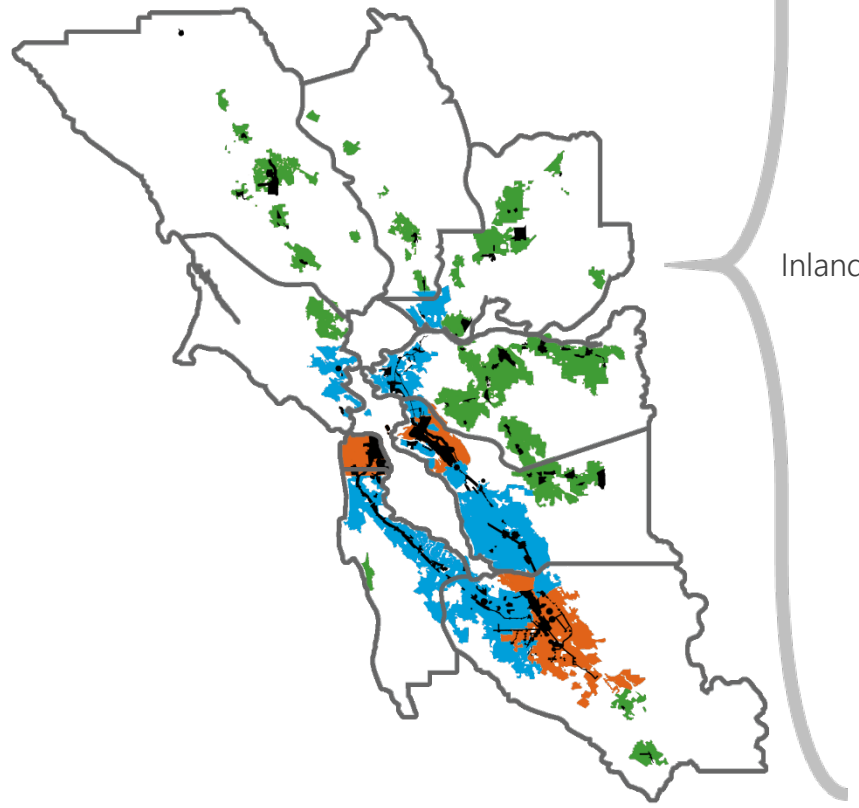


2040: **3.4 million** households

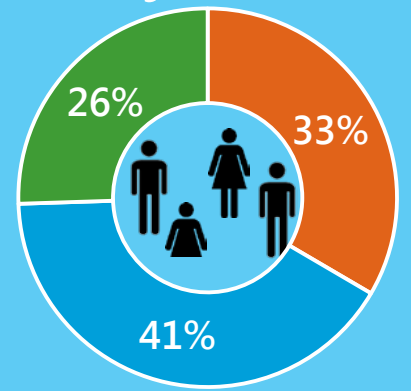


# Fewer strategies exist to encourage shifts in job locations – meaning that the West Bay and South Bay remain primary centers.

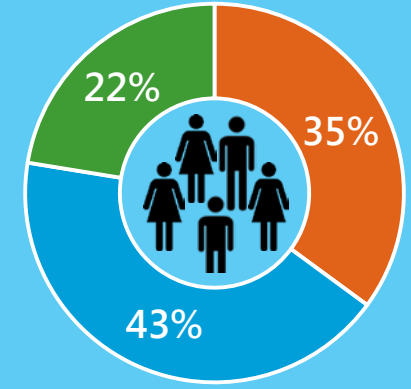
Where will the region plan for the 1.3 million new jobs?



2010: **3.4 million** jobs

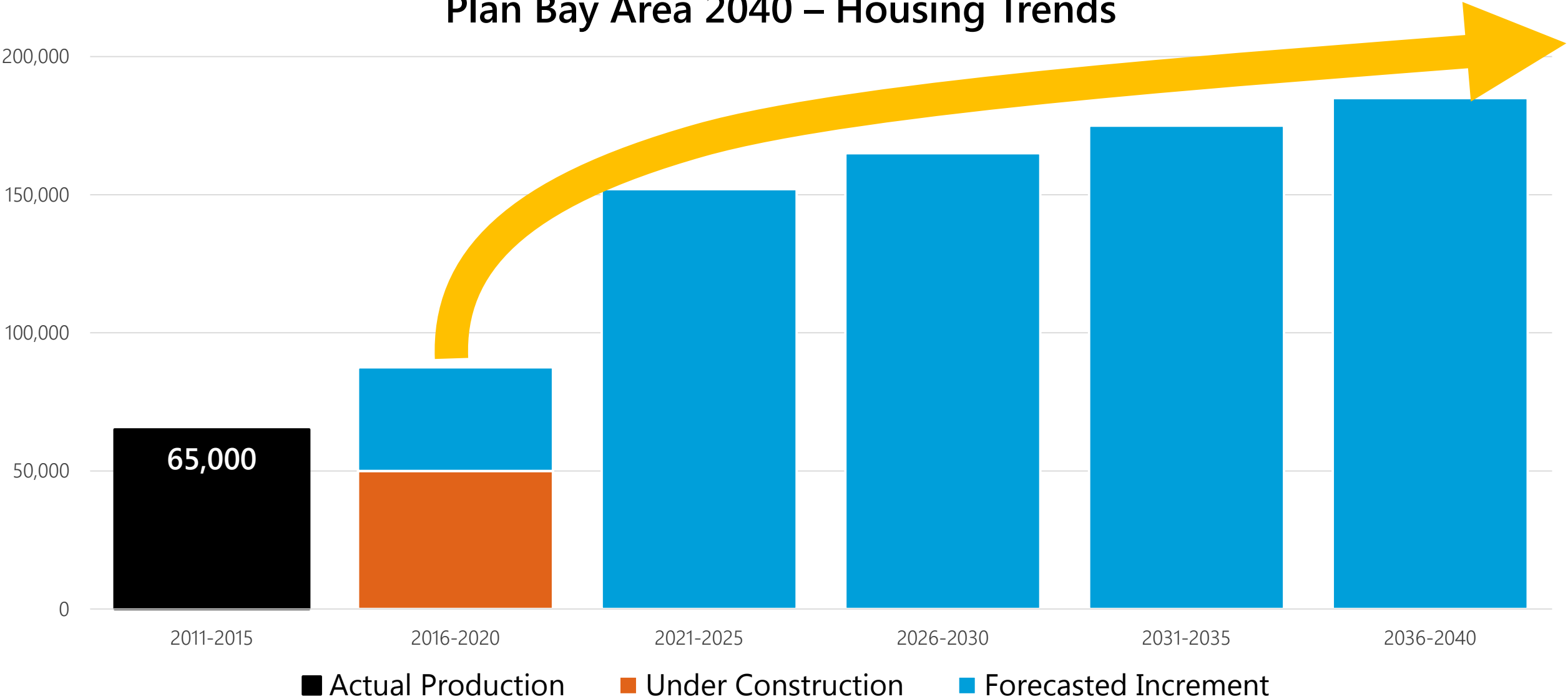


2040: **4.7 million** jobs



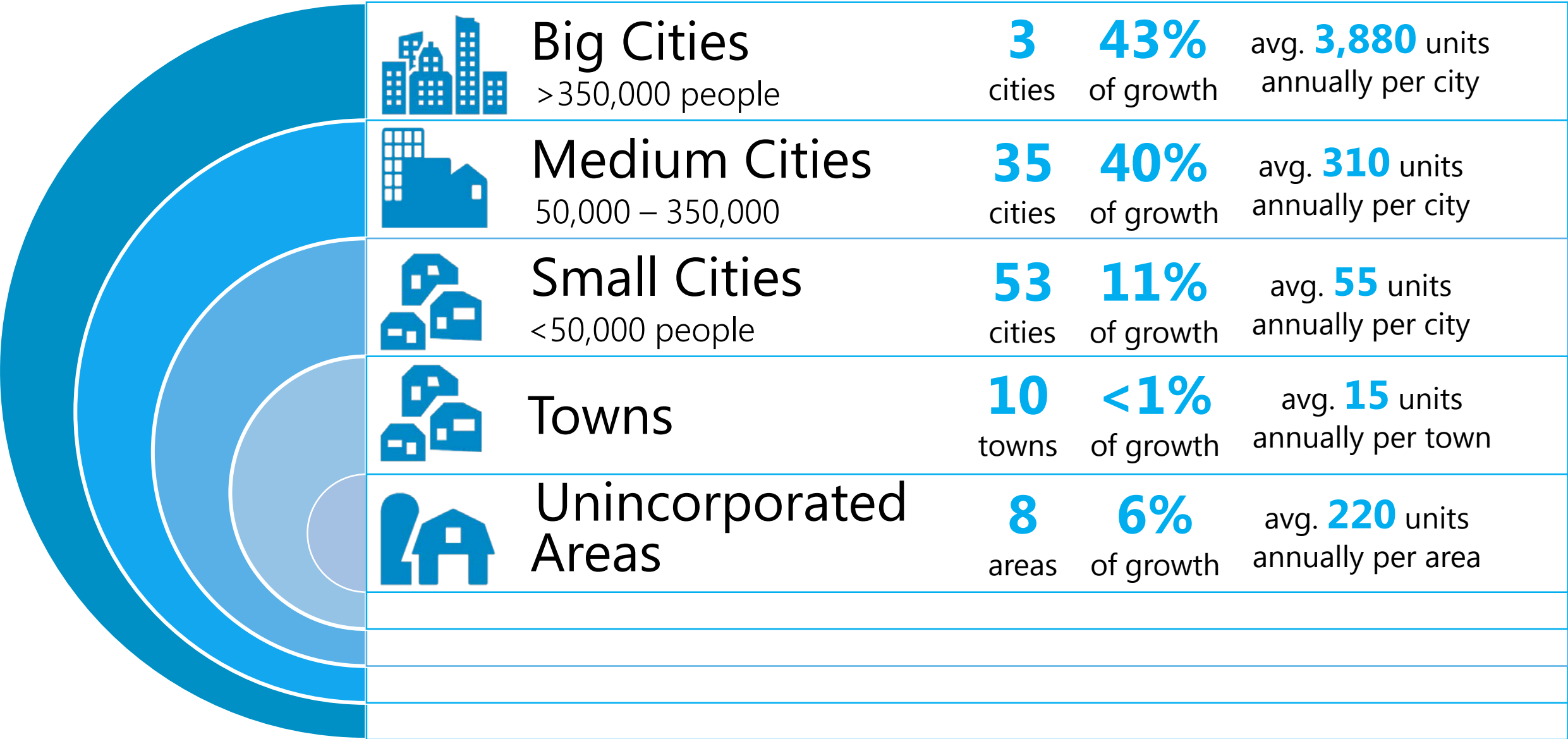
# Accelerating housing production is critical to achieve this vision.

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%	-5%	-15%	-18%	-20%	-18%
 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%
 Equitable Access	<b>7</b> Do not increase share of households at risk of displacement*	+0%	+18%	+11%	+13%	+15%	+9%



\* = 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.





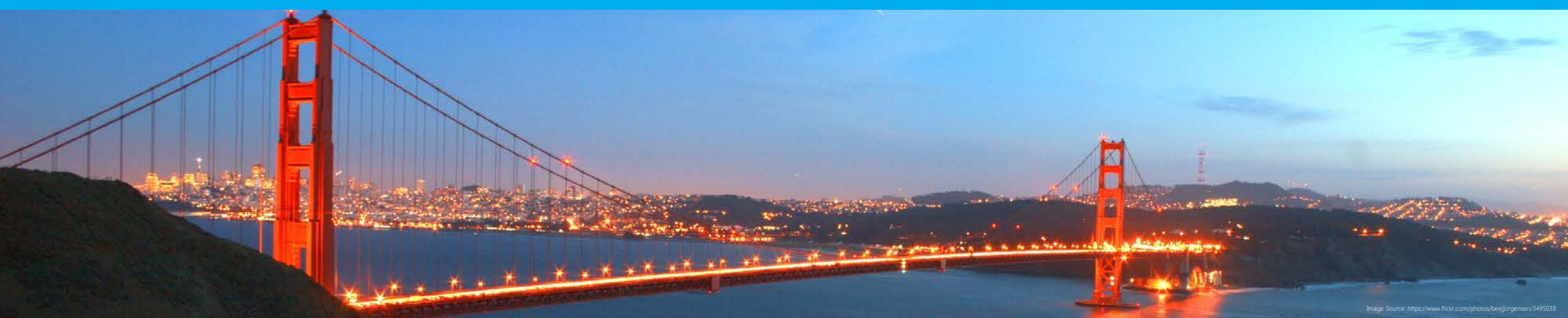
Fortunately, the region has significant resources for improving our transportation system – especially voter-approved sales taxes.

Revenue Envelope for Plan Bay Area 2040

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



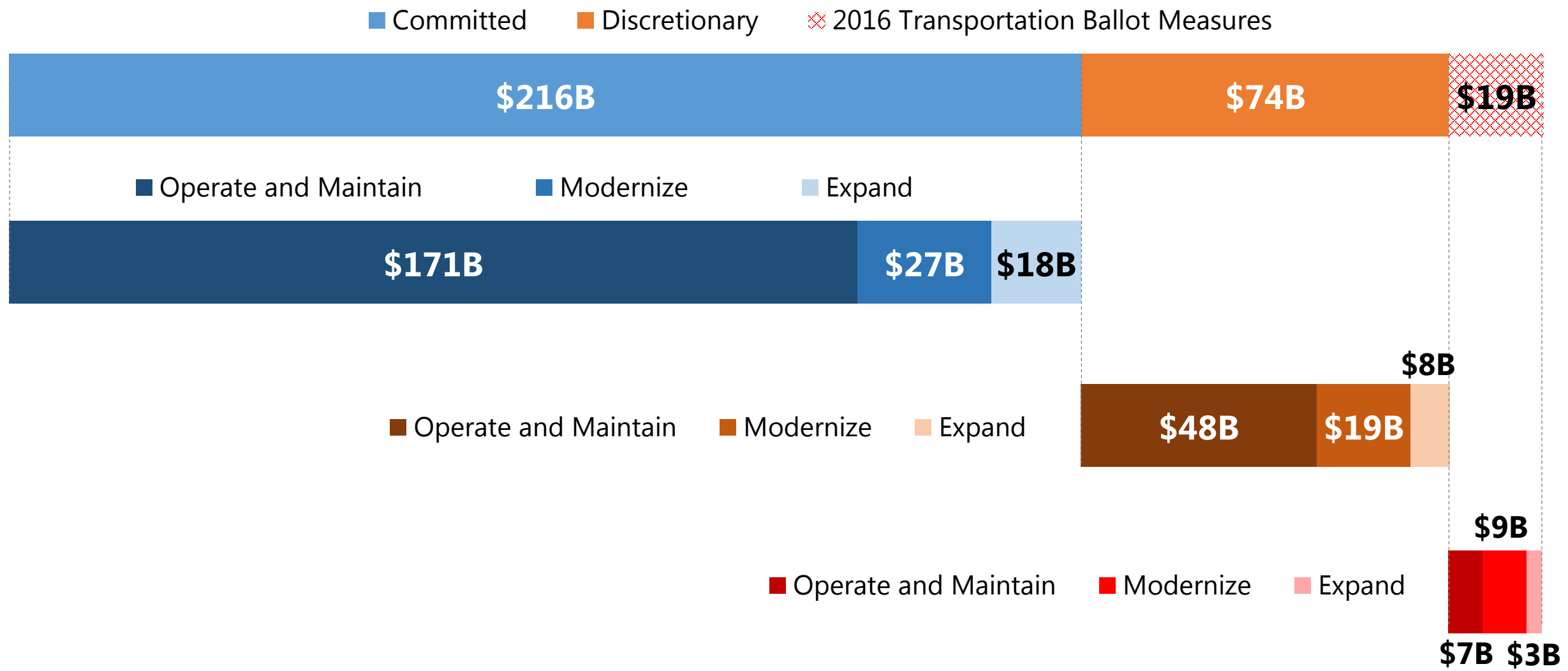
**\$309 billion**  
Year of Expenditure \$



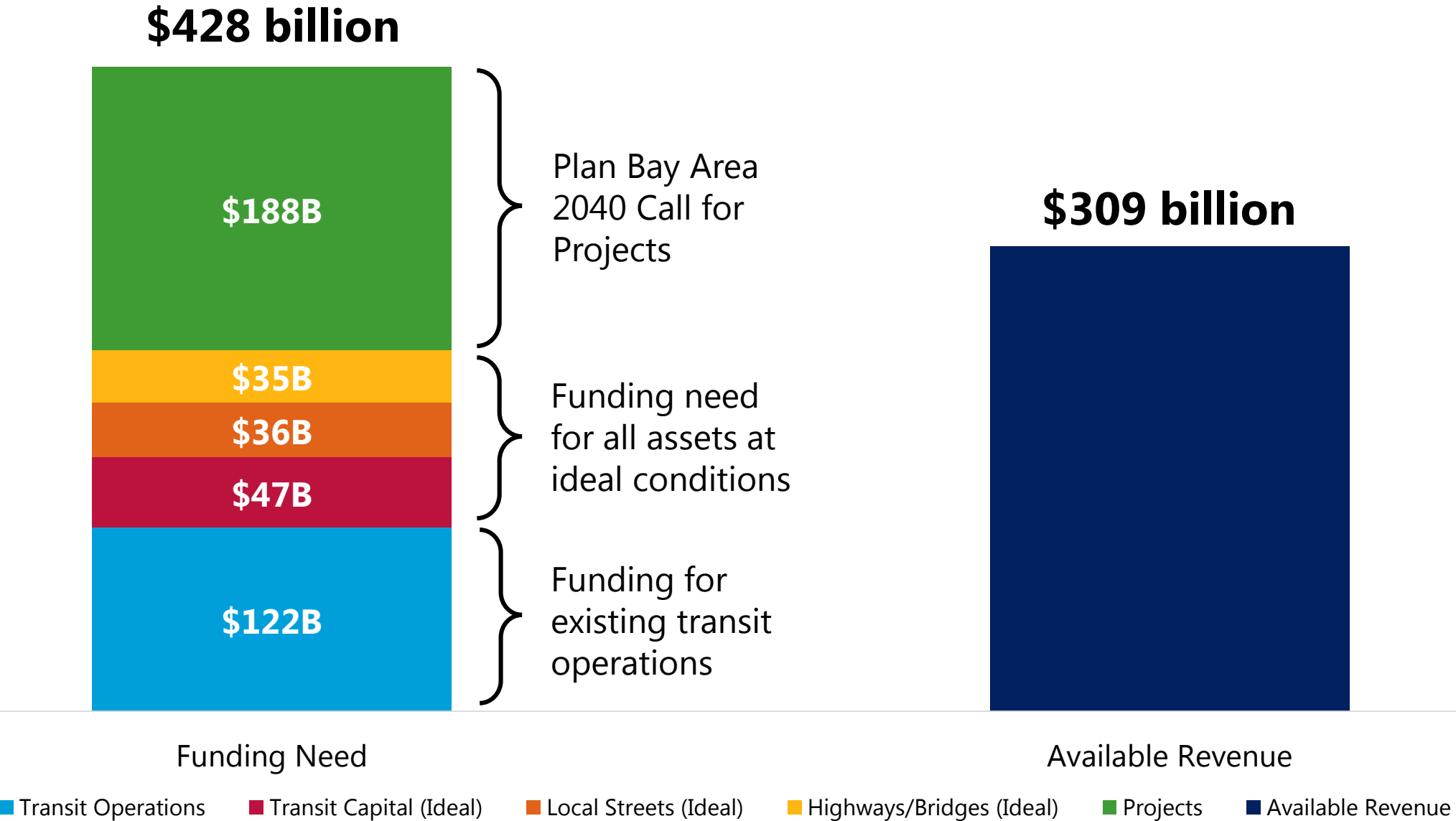
All investment categories in the Draft Preferred are contingent on approval of new sales taxes this November.

Plan BayArea 2040

Breakdown of Draft Preferred Scenario Funding



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.

Plan Bay Area

2040

23

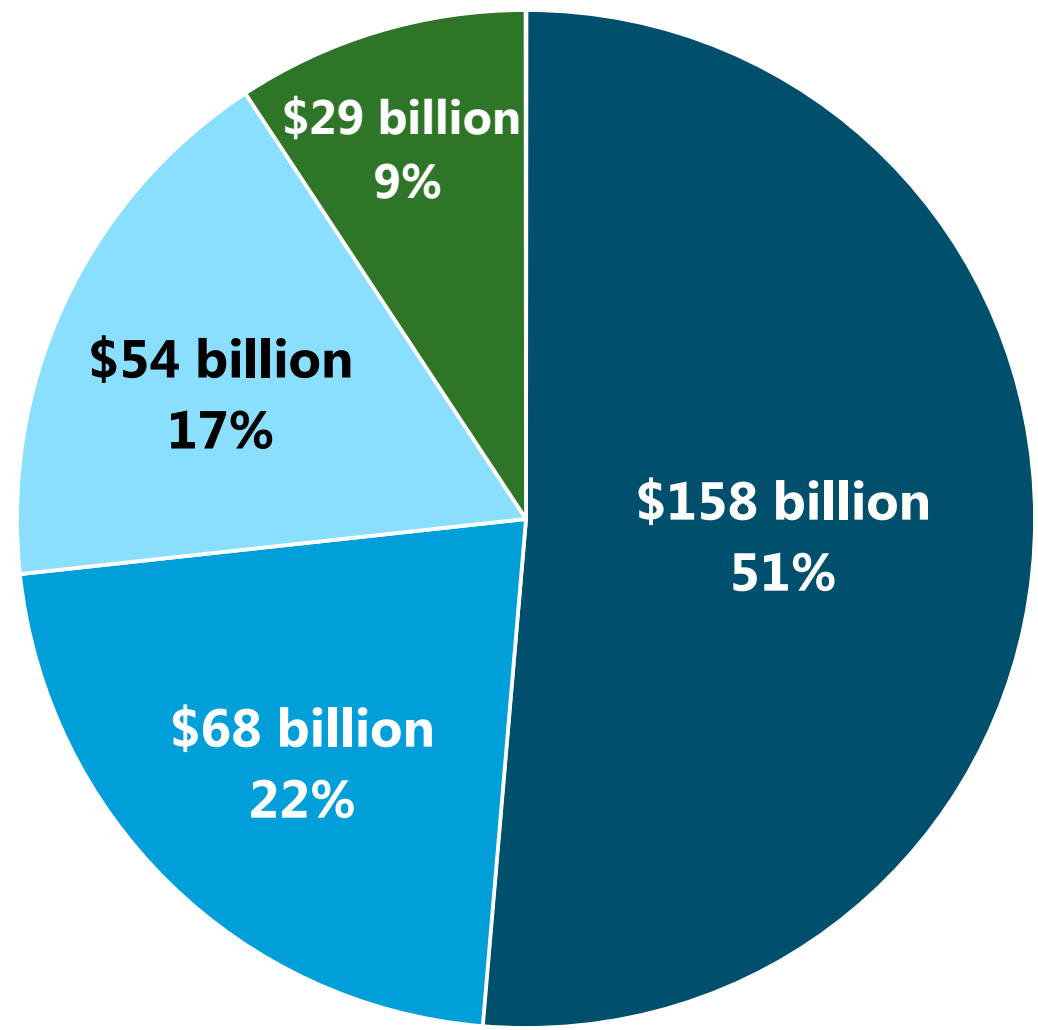
Total Plan Bay Area 2040 Expenditures  
(in billions of \$YOE)

91%

Operate, Maintain,  
and Modernize

9%

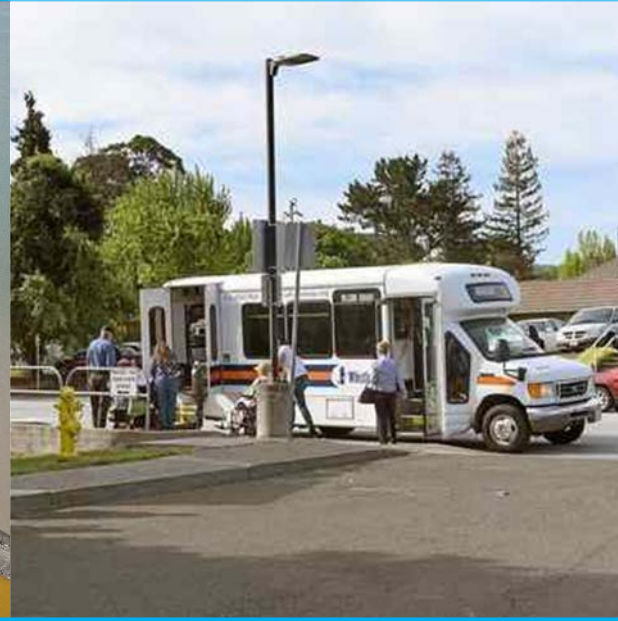
Expand Existing  
System



- 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%)

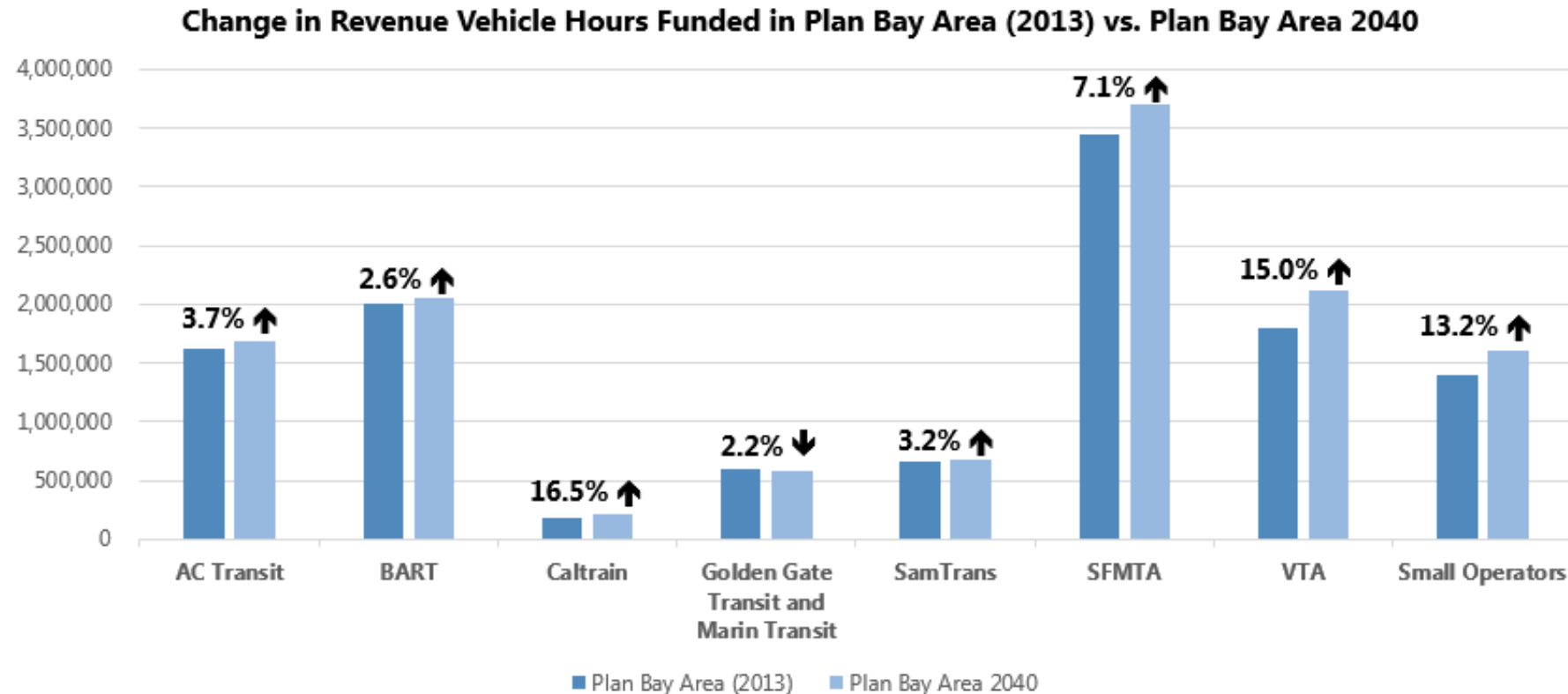
**Includes:**

- 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)



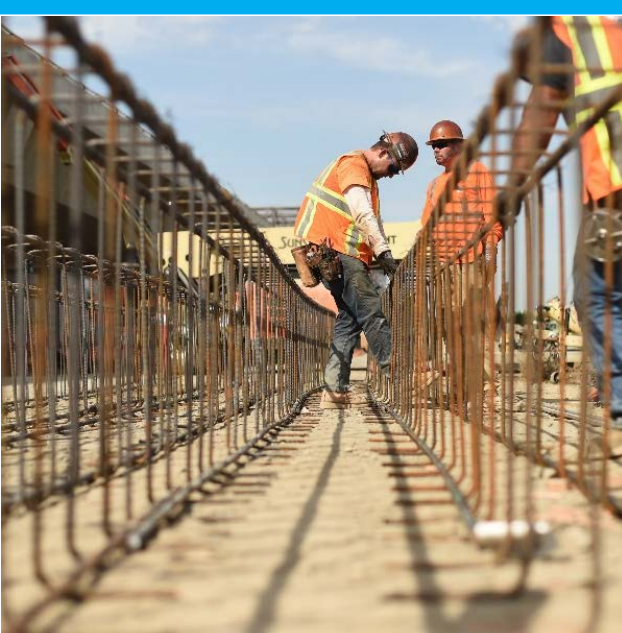
# The share of funding allocated towards expansion projects continues to decline – focusing primarily on high-performers.



## 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/27398341396>



... 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

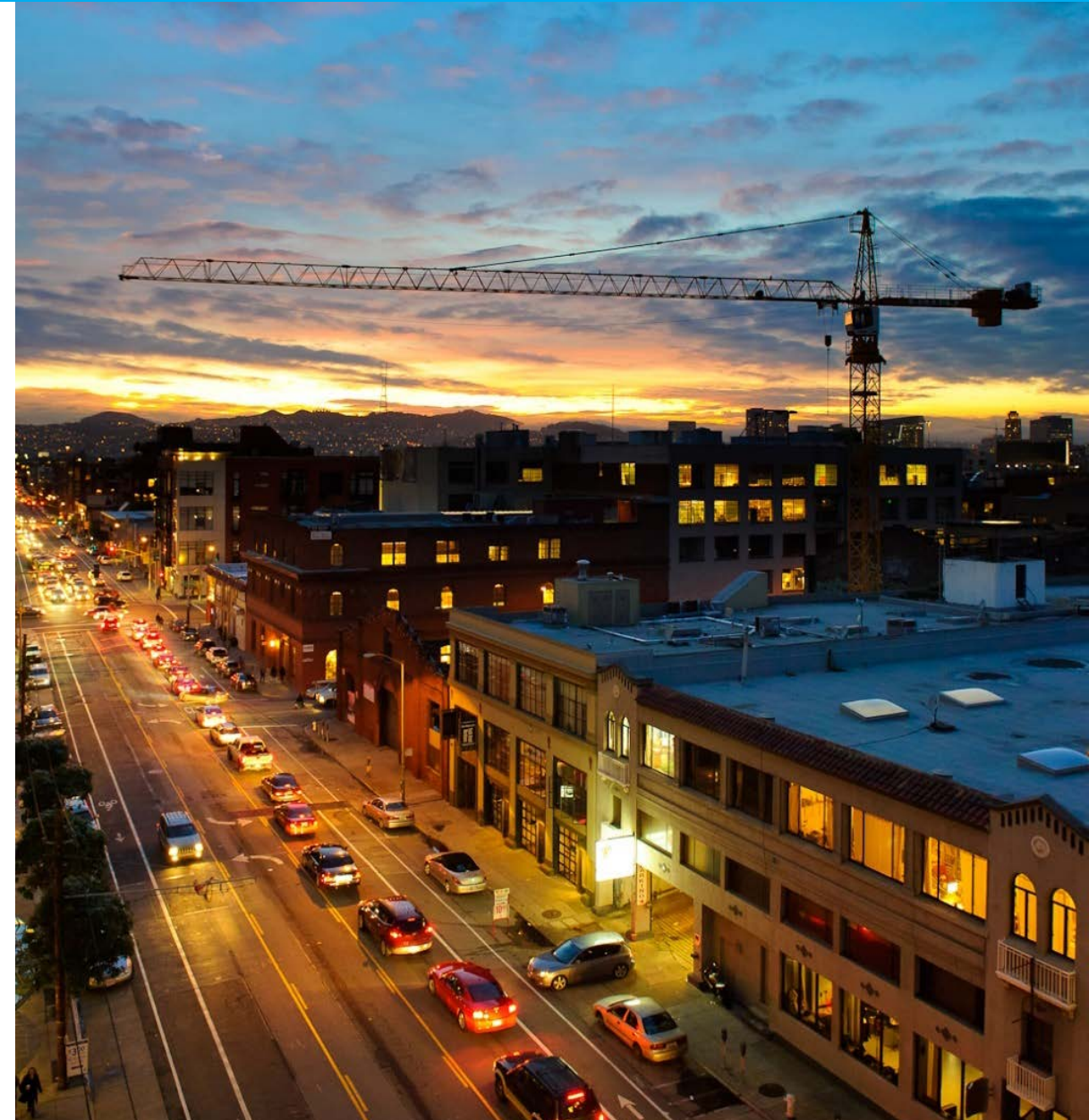




# Despite its limitations, the Draft Preferred Scenario does perform notably better than the status quo (No Project).

## 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.





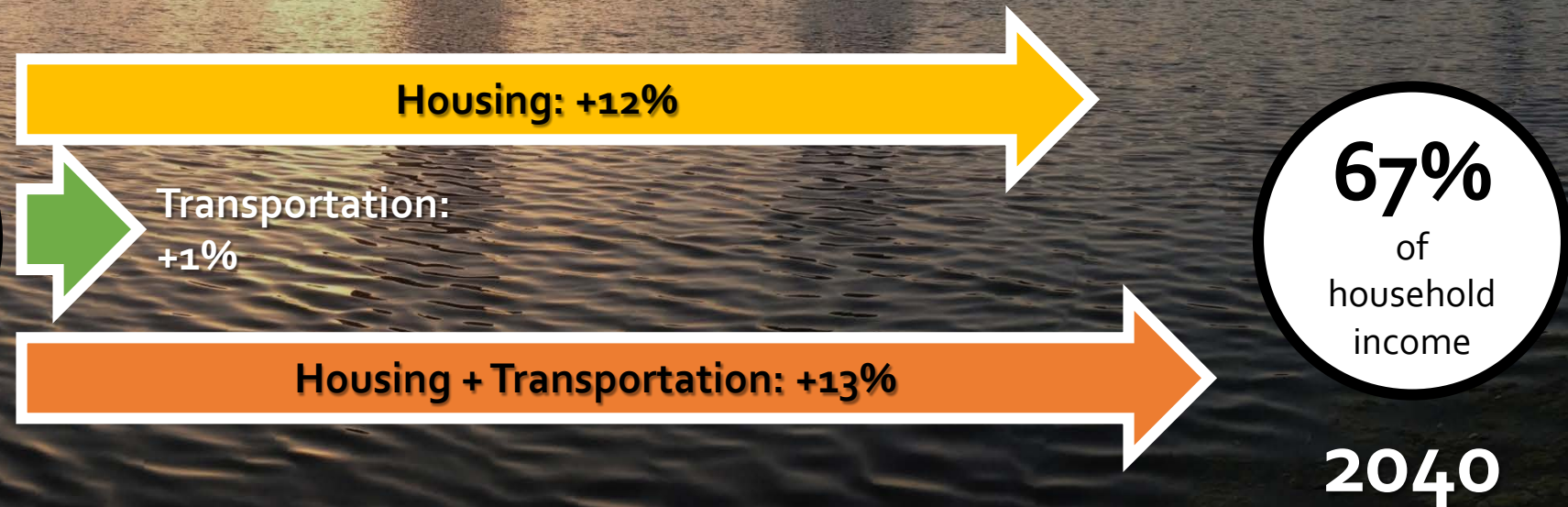
# Plan BayArea 2040

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**



\* = 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



## Draft Expenditure Plan - Total Plan Revenue (\$310 billion)

(in Millions of \$YOE, sorted by regional discretionary funding)

Investment Strategy	Amount in the RTP	Local/Committed	Nov. 2016 Measures	Regional Discretionary
<b>Operate and Maintain</b>				
Transit Capital Preservation	\$31,334	\$5,947	\$3,755	\$21,632
Transit Operations	\$121,792	\$105,741		\$16,051
Local Streets Preservation and Operations	\$37,180	\$25,768	\$3,632	\$7,780
Cost Contingency and Debt Service	\$5,100	\$3,000		\$2,100
Highway and Bridge Preservation	\$30,331	\$30,081		\$250
<b>Modernize</b>				
Transit Efficiency and Service Improvements	\$22,477	\$8,752	\$4,685	\$9,040
Goods Movement	\$5,430	\$2,494	\$124	\$2,812
Highway Operations and Interchanges	\$6,940	\$3,401	\$1,182	\$2,357
Multimodal and Bike Ped	\$5,863	\$3,024	\$1,245	\$1,594
Regional and County Access Initiatives	\$2,056	\$652	\$215	\$1,189
Planning, Local Road Operations, and Safety Improvements	\$3,719	\$1,875	\$1,066	\$778
Climate	\$819	\$141	\$25	\$653
Express Lanes (Conversions) and Pricing	\$6,372	\$6,005	\$47	\$320
<b>Expand</b>				
Transit Expansion	\$20,579	\$12,778	\$1,596	\$6,205
Express Lanes (Expand) and Roadway Expansion	\$10,282	\$7,958	\$1,055	\$1,269
<b>Total</b>	<b>\$310,284</b>	<b>\$217,617</b>	<b>\$18,627</b>	<b>\$74,040</b>

### Notes:

Amount in the RTP does not include project costs and funding that occurred before the Plan period (e.g. before FY 2016-17)

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 2016 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

Total revenue is higher than what was presented in September due to the addition of express lanes segments that generate revenue.



## Draft Expenditure Plan – Regional Discretionary Funding (\$74 billion)

(in Millions of \$YOE, sorted by regional discretionary funding)

	Federal			State				Regional	Other		
Investment Strategy	STP-CMAQ	New/Small Starts	Other Federal <sup>1</sup>	Cap and Trade	HSR	ATP/ITIP	STA-Pop	Future Reg. Measures <sup>2</sup>	Cond. Discr. <sup>3</sup>	Anticipated	Total
Operate and Maintain											
Transit Capital Preservation	\$1,230		\$380					\$1,130	\$14,005	\$4,887	\$21,632
Transit Operations				\$100			\$695		\$15,256		\$16,051
Local Streets Preservation and Operations	\$840							\$3,940		\$3,000	\$7,780
Cost Contingency and Debt Service	\$550							\$1,100		\$450	\$2,100
Highway and Bridge Preservation								\$250			\$250
Modernize											
Transit Efficiency and Service Improvements	\$558	\$1,859		\$2,421	\$113		\$461	\$940	\$711	\$1,987	\$9,050
Goods Movement			\$2,061	\$500				\$250			\$2,812
Highway Operations and Interchanges	\$140		\$210			\$269		\$555		\$1,183	\$2,357
Multimodal and Bike Ped	\$70			\$662		\$591		\$230	\$40		\$1,594
Regional and County Access Initiatives	\$399			\$93			\$697				\$1,189
Planning, Local Road Operations, and Safety Improvements	\$371									\$407	\$778
Climate	\$334			\$319							\$653
Express Lanes (Conversions) and Pricing	\$50					\$215		\$55			\$320
Expand											
Transit Expansion	\$10	\$3,140		\$750	\$557			\$397	\$126	\$1,225	\$6,205
Express Lanes (Expand) and Roadway Expansion	\$220		\$27			\$134		\$45		\$844	\$1,269
Total	\$4,772	\$4,999	\$2,678	\$4,845	\$670	\$1,209	\$1,853	\$8,893	\$30,138	\$13,983	\$74,040

### Notes

1) Other Federal includes FAST and FTA Bus Discretionary; Cap and Trade includes TIRCP, LCTOP-Pop, AHSC, Goods Movement

2) Future regional measures include potential increases to bridge tolls and a regional gas tax.

3) Conditioned Discretionary and Existing Bridge Tolls includes FTA Formula Funds, TDA, AB1107, AB664, 2% Bridge Toll, and 5% State General Fund

## Needs Assessment - DRAFT Transit Operations Funding Detail

(in millions of \$YOE)

The following table presents the amount of funding required to sustain existing service levels (year 2015) for every year in the plan period (e.g. through 2040) by transit operator. Note that in this plan period, the total need is equal to the revenue available to fund existing transit service levels. Projects that increase service levels above year 2015 conditions are funded in specific projects in the draft plan and are not included in this table.

Transit Operator	Service Levels (in revenue vehicle hours)	Total Need	Committed Investment	Discretionary Investment	Total Investment
ACE	1,117,485	\$1,300	\$1,221	\$79	\$1,300
AC Transit	40,513,851	\$13,416	\$10,046	\$3,370	\$13,416
BART	49,139,746	\$32,654	\$32,640	\$14	\$32,654
Caltrain	5,286,000	\$5,484	\$5,484	\$0	\$5,484
CCCTA	7,125,552	\$1,332	\$582	\$750	\$1,332
City of Dixon	186,291	\$39	\$3	\$35	\$38
ECCTA	5,307,150	\$786	\$203	\$583	\$786
City of Fairfield	2,287,392	\$355	\$125	\$230	\$355
GGBHTD	6,908,679	\$3,915	\$3,549	\$366	\$3,915
LAVTA	3,366,264	\$522	\$176	\$346	\$522
Marin Transit	6,059,722	\$972	\$677	\$295	\$972
NCPTA	2,647,608	\$310	\$56	\$254	\$310
City of Petaluma	710,836	\$82	\$23	\$59	\$82
City of Rio Vista	96,000	\$15	\$2	\$13	\$15
SFMTA	91,585,085	\$35,199	\$32,074	\$3,125	\$35,199
SamTrans	16,272,000	\$5,377	\$3,957	\$1,420	\$5,377
SMART	245,316	\$713	\$713	\$0	\$713
City of Santa Rosa	2,481,912	\$536	\$141	\$395	\$536
Solano County Transit	2,623,440	\$455	\$185	\$270	\$455
Sonoma County Transit	3,069,116	\$496	\$77	\$419	\$496
Union City Transit	2,211,407	\$211	\$68	\$144	\$211
City of Vacaville	1,120,654	\$166	\$13	\$153	\$166
VTa	49,893,621	\$15,734	\$12,251	\$3,483	\$15,734
WCCTA	2,578,325	\$312	\$161	\$151	\$312
WETA	404,701	\$1,413	\$1,315	\$98	\$1,413
<b>TOTAL</b>	<b>303,238,153</b>	<b>\$121,792</b>	<b>\$105,741</b>	<b>\$16,051</b>	<b>\$121,792</b>

## Needs Assessment - DRAFT Transit Capital Funding Detail

(in millions of \$YOE)

The following table presents the draft expenditure plan for transit capital preservation in Plan Bay Area 2040 by transit operator. With the proposed investments, several transit operators would exceed the funding required to maintain current asset condition levels. Only two operators would be able to fund replacements and maintenance at a rate large enough to achieve optimum asset condition. The region would carry a \$16 billion state of good repair backlog.

Transit Operator	Total Transit Capital Need	Amount Funded in the Draft Expenditure Plan			Remaining Need/Surplus
	State of Good Repair	Committed Investment	November 2016 Ballot Measures	Discretionary Investment <sup>5</sup>	State of Good Repair
AC Transit	\$2,934	\$306	\$600	\$894	(\$1,133)
ACE	\$291	\$1		\$167	(\$123)
BART <sup>3</sup>	\$18,121	\$214	\$2,770	\$8,890	(\$6,247)
CalTrain <sup>4</sup>	\$3,634	\$1,472		\$1,459	(\$703)
CCCTA County Connection	\$263	\$68		\$228	\$33
Delta Breeze	\$9	\$0		\$4	(\$5)
Dixon	\$8	\$2		\$5	(\$1)
ECCTA Tri Delta Transit	\$134	\$51		\$82	(\$1)
FAST	\$95	\$57		\$14	(\$24)
GGBHTD	\$990	\$84		\$377	(\$530)
LAVTA	\$183	\$10		\$104	(\$69)
Marin Transit	\$147	\$0		\$66	(\$82)
NCTPA	\$82	\$0		\$67	(\$15)
Petaluma Transit	\$32	\$18		\$14	\$0
SamTrans	\$1,208	\$1		\$430	(\$777)
Santa Rosa CityBus	\$72	\$2		\$25	(\$45)
SCT	\$197	\$24		\$102	(\$71)
SFMTA	\$12,664	\$1,536	\$385	\$5,626	(\$5,118)
SMART	\$629	\$569		\$60	\$0
SolTrans	\$240	\$1		\$143	(\$96)
Union City Transit	\$32	\$0		\$19	(\$13)
Vacaville City Coach	\$54	\$0		\$30	(\$24)
VTA	\$3,495	\$1,455		\$1,915	(\$125)
WestCAT	\$92	\$1		\$32	(\$59)



Transit Operator	Total Transit Capital Need	Amount Funded in the Draft Expenditure Plan			Remaining Need/Surplus
	State of Good Repair	Committed Investment	November 2016 Ballot Measures	Discretionary Investment <sup>5</sup>	State of Good Repair
WETA	\$1,442	\$73		\$833	(\$536)
<b>Grand Total</b>	<b>\$47,050</b>	<b>\$5,947</b>	<b>\$3,755</b>	<b>\$21,585</b>	<b>(\$15,763)</b>
		<b>Total = \$31,287 million</b>			

## Notes:

- 1) There is approximately \$47 million in transit capital revenues that could not be assigned to a specific operator, but are projected to be available for transit capital maintenance in the region.
- 2) Revenue from San Francisco's Transportation Sustainability Fee, Proposition B, and sales tax reauthorization is assumed to be distributed to BART, Caltrain, and SFMTA according to current Prop K proportions.
- 3) \$900 million in capital replacement needs for BART train control was transferred to "Transit Efficiency and Service Improvements" within the Modernize investment category of Attachment A.
- 4) \$315 million in capital replacement needs for Caltrain vehicles was transferred to "Transit Efficiency and Service Improvements" category of Attachment A.
- 5) Discretionary funding has been distributed by a combination of formula and remaining need.

## Needs Assessment - DRAFT Local Streets and Roads Funding Detail

(in Millions of \$YOE)

The following table presents the draft expenditure plan for local streets and roads (LS&R) operations and maintenance in Plan Bay Area 2040 by county. With the proposed investments, only San Francisco County would meet and exceed its funding need to reach optimal pavement conditions and state of good repair of remaining roadway assets. All other counties would have a remaining need of at least \$400 million to maintain existing conditions, with a regional shortfall of almost \$6 billion.

County	Total LS&R Need	Amount Funded in the Draft Expenditure Plan			Remaining Need/Surplus
	To State of Good Repair	Committed Investment	November 2016 Ballot Measures	Discretionary Investment*	To State of Good Repair
Alameda	\$8,649	\$4,683		\$1,546	(\$2,420)
Contra Costa	\$6,116	\$3,338	\$917	\$1,133	(\$729)
Marin	\$1,722	\$831		\$221	(\$670)
Napa	\$1,473	\$969		\$168	(\$335)
San Francisco	\$7,903	\$5,988	\$1,310	\$966	\$362
San Mateo	\$3,935	\$2,012		\$657	(\$1,266)
Santa Clara	\$11,320	\$5,492	\$1,405	\$2,097	(\$2,327)
Solano	\$2,963	\$782		\$429	(\$1,752)
Sonoma	\$4,846	\$1,672		\$564	(\$2,610)
<b>REGION TOTAL</b>	<b>\$48,926</b>	<b>\$25,768</b>	<b>\$3,632</b>	<b>\$7,780</b>	<b>(\$11,746)</b>
<b>Total = \$37,180 million</b>					

\* Regional discretionary funds distributed by OBAG 2 formula

## Goods Movement Projects in the Draft Plan

The projects in the draft plan related to goods movement support the recommendations of the Regional Goods Movement Plan, which was adopted in March of 2016. The Regional Goods Movement Plan recommended improvements for the Port of Oakland, strategic highway operations benefiting truck corridors and programs for reducing the impact of freight activity on adjacent neighborhoods.

In the materials presented to the MTC Planning and ABAG Administrative Committees in September 2016, approximately \$5 billion of project funded was classified as “goods movement.” Of that amount, about \$2 billion of funding would come from future local funding and committed funding amounts. Almost \$3 billion would come from regional discretionary funding, which is primarily federal and state sources. Table D.1 presents goods movement categories and a funding breakdown between local/committed funding and regional discretionary funding. The highest amount of regional discretionary funding is assumed to go toward projects that improve operations within and around the Port of Oakland, ITS projects on the freight highway network, interchange reconstructions, and a future program on increasing the proliferation of zero and near-zero emission trucks as well as other neighborhood impact reduction initiatives.

Table D.1. Goods Movement Investment Strategy, sorted by Regional Discretionary Funding (all values in millions of \$YOE)

<b>Goods Movement Investment</b>	<b>Amount in the RTP*</b>	<b>Local/ Committed Funding</b>	<b>Nov. 2016 Measure</b>	<b>Regional Discretionary Funding</b>
<b>Global Competitiveness in Goods Movement</b> Suite of projects to improve operations and increase rail access at the Port of Oakland such as 7th Street Grade Separation, Outer Harbor Intermodal Terminal, and Oakland Army Base transportation components	\$1,177	\$52		\$1,125
<b>Smart Deliveries and Operations</b> Future program for deploying communications infrastructure to increase active traffic management along freight corridors and to/from the Port of Oakland	\$300			\$300
<b>Modernizing Infrastructure</b> Set of highway projects and interchange improvements along freight corridors such as along I-880, I-80, US-101, I-580, I-680, and SR-4.	\$3,348	\$2,187	\$124	\$1,037
<b>Sustainable Goods Movement</b> Future program for implementing the recommendations of the Freight Emission Reduction Action Plan and developing programs for impact reduction in neighborhoods with high levels of freight activity.	\$350			\$350
<b>Other Freight and Rail</b> Program and projects for minor freight improvements and rail operations on track operated by public operators.	\$255	\$255		
<b>Grand Total</b>	<b>\$5,430</b>	<b>\$2,494</b>	<b>\$124</b>	<b>\$2,812</b>

\* Amount in the RTP does not include project costs and funding that occurred before the Plan period (e.g. before FY 2016-17)



## Core Capacity Projects in the Draft Plan

The projects in the draft plan related to increasing capacity in the core of the region are linked to on-going planning on the Core Capacity Transit Study (CCTS), a multi-agency study to identify and prioritize major transit investments serving the San Francisco Core. The CCTS is a collaboration of five transit operators (SFMTA, BART, AC Transit, WETA, and Caltrain), the Metropolitan Transportation Commission, and the San Francisco County Transportation Authority. Although not yet complete, initial planning work has informed the draft project list in terms of near-term and medium-term priorities. As a placeholder for other short, mid and long term projects currently under consideration in CCTS, the draft Plan also includes reserve funding for further implementation of recommendations developed after Plan Bay Area 2040 is adopted. Additionally, there is on-going work on increasing transit capacity to connect housing and jobs within Santa Clara County.

Table E.1 presents the draft investment strategy for core capacity projects, organized by corridor. There is also a placeholder for planning and design work for recommendations that may come out of the study and that may be in any of the corridors. Table D.1 includes projects that are a subset of several investment categories in the draft expenditure plan of Attachment A, namely Transit Efficiency and Transit Expansion.

Table E.1 Core Capacity Investment Strategy (all values in millions of \$YOE)

Core Capacity Investment	Amount in the RTP*	Local/ Committed Funding	Nov. 2016 Measure	Regional Discretionary Funding
<b>Transbay Corridor</b> Investments include BART service increases, WETA ferry service increases, new ferry terminals at Berkeley, Mission Bay, and Alameda Point, AC Transit service increases and Bay Bridge operational projects.	\$5,764	\$1,306	\$1,200	\$3,258
<b>Peninsula Corridor</b> Investments include the Transbay Transit Center, extending Caltrain to the Transbay Transit Center, electrifying Caltrain, and station improvements in the Peninsula	\$7,281	\$2,387	\$572	\$4,322
<b>Within San Francisco</b> Investments include Muni service increases, bus rapid transit on Van Ness Avenue and Geary Boulevard, Muni Forward, and other operational improvements for SFMTA.	\$3,858	\$1,629	\$1,060	\$1,169
<b>Planning for future capacity improvements</b> Placeholder for future planning and design work for additional capacity increasing projects identified through the Core Capacity Transit Study and other planning work.	\$785	\$120	\$250	\$415
<b>Core Connectivity in Santa Clara County</b> Investments include extending BART to San Jose, increasing VTA core bus routes, El Camino Real BRT, extending light rail to Eastridge Transit Center and Winchester, as well as a reserve for future transit improvements in the SR-85 corridor and to the San Jose International Airport.	\$8,113	\$3,469	\$2,319	\$2,325
<b>Grand Total</b>	<b>\$25,801</b>	<b>\$8,911</b>	<b>\$5,401</b>	<b>\$11,489</b>

\* Amount in the RTP does not include project costs and funding that occurred before the Plan period (e.g. before FY 2016-17)

## Draft Climate Program in Plan Bay Area 2040

Plan Bay Area 2040 transportation investments and land-use development patterns alone will not be sufficient to reach the region's statutory greenhouse gas (GHG) emissions reduction targets. It is anticipated that over 11 percentage points of the draft Plan's 2035 target will be achieved through climate strategies that are part of MTC's Climate Initiatives Program, such as transportation demand management programs, alternative fuel/vehicle strategies and car sharing. These types of climate strategies are referred to as "off-model" because the region's travel demand and land use models that factor in the region's future transportation investments and land-use development patterns are not sensitive to these types of initiatives. The draft plan includes \$526 million of funding for the regional Climate Initiatives Program, as well as another \$56 million for incentivizing higher levels of carpooling, and \$237 million for county-sponsored initiatives.

The types of projects and programs that would be funded through implementation of this category include:

- 1 Various transportation demand management (TDM) strategies, car sharing, vanpool incentives, alternative fuel/vehicle initiatives, targeted transportation alternatives, trip caps and existing commuter benefits ordinances.
- 2 Regional carpool incentives such as private sector ride-matching applications that target utilization of express lane corridors as well as first/last mile solutions to transit.
- 3 Various county-sponsored climate programs such as additional transportation demand management strategies and promotion of emission reduction technology.

**Table E.1 Draft Climate Initiative Program Funding in the Plan Bay Area 2040**

Climate Initiative	Amount in the RTP*	Local/Committed Funding	Regional Discretionary Funding
1. Regional Climate Initiatives Program	\$526	\$36	\$490
2. Regional Carpool Program	\$56	\$8	\$48
3. County-Sponsored Climate Programs in Alameda, San Francisco, Solano, and Marin counties	\$237	\$122	\$115
<b>Grand Total</b>	<b>\$819</b>	<b>\$166</b>	<b>\$653</b>

\* Amount in the RTP does not include project costs and funding that occurred before the Plan period (e.g. before FY 2016-17)

## DRAFT Transportation Project List

values in millions of YOE \$

RTPID	Sponsor	Title	Strategy 1	Strategy 2	Total Project Cost	Pre2017 Funding	Post 2017 Local/ Committed Funding	Nov. 2016 Ballot Measure	Regional Discretionary Funding
17-01-0001	Alameda	Bicycle and Pedestrian Program	Modernize	Multimodal and Bike Ped	\$658	\$79	\$360		\$219
17-01-0002	Alameda	Climate Program: TDM and Emission Reduction Technology	Modernize	Climate	\$150	\$55	\$10		\$85
17-01-0003	Alameda	County Safety, Security and Other	Modernize	Planning, Local Road Operations, and Safety Improvements	\$731	\$23	\$617		\$91
17-01-0004	Alameda	Multimodal Streetscape	Modernize	Multimodal and Bike Ped	\$461	\$71	\$300		\$90
17-01-0005	Alameda	PDA Planning	Modernize	Planning, Local Road Operations, and Safety Improvements	\$61	\$6	\$50		\$5
17-01-0006	Alameda	Minor Roadway Expansions	Expand	Express Lanes (Expand) and Roadway Expansion	\$203		\$175		\$28
17-01-0007	Alameda	Roadway Operations	Modernize	Planning, Local Road Operations, and Safety Improvements	\$203	\$66	\$110		\$27
17-01-0008	Alameda	Minor Transit Improvements	Modernize	Transit Efficiency and Service Improvements	\$762	\$135	\$572		\$55
17-01-0009	Alameda	New Alameda Point Ferry Terminal	Modernize	Transit Efficiency and Service Improvements	\$177		\$177		
17-01-0014	Alameda	I-680 Southbound Express Lanes (SR-237 to SR-84) Upgrades	Expand	Express Lanes (Expand) and Roadway Expansion	\$40		\$21		\$19
17-01-0015	Alameda	7th Street Grade Separation East	Modernize	Goods Movement	\$558	\$3			\$555
17-01-0016	Alameda	Oakland Army Base transportation infrastructure improvements	Modernize	Goods Movement	\$314	\$213	\$26		\$75
17-01-0017	Alameda	Outer Harbor Intermodal Terminal (OHIT) Phases 2 and 3	Modernize	Goods Movement	\$205		\$26		\$179
17-01-0018	Alameda	7th Street Grade Separation West	Modernize	Goods Movement	\$171	\$3			\$168
17-01-0019	Alameda	I-580 Integrated Corridor Mobility (ICM)	Modernize	Goods Movement	\$146				\$146
17-01-0020	Alameda	SR-262 Mission Boulevard Cross Connector Improvements	Modernize	Goods Movement	\$112		\$111		\$1
17-01-0021	Alameda	I-880 Whipple Road Interchange Improvements	Modernize	Goods Movement	\$80		\$77		\$3
17-01-0022	Alameda	Outer Harbor Turning Basin	Modernize	Goods Movement	\$65				\$65
17-01-0023	Alameda	I-880 Industrial Parkway Interchange Reconstruction	Modernize	Goods Movement	\$57		\$55		\$2
17-01-0024	Alameda	I-880 A Street Interchange Reconstruction	Modernize	Goods Movement	\$54		\$52		\$2
17-01-0025	Alameda	Oakland International Airport Perimeter Dike	Modernize	Goods Movement	\$53	\$3	\$0		\$50
17-01-0026	Alameda	Minor Freight Improvements Programmatic	Modernize	Goods Movement	\$51	\$2	\$49		
17-01-0027	Alameda	Middle Harbor Road Improvements	Modernize	Goods Movement	\$33				\$33
17-01-0028	Alameda	I-580/I-680 Interchange Improvement Project	Modernize	Goods Movement	\$300		\$300		
17-01-0029	Alameda	SR-84/I-680 Interchange Improvements and SR-84 Widening	Modernize	Goods Movement	\$278	\$5	\$121		\$152



## DRAFT Transportation Project List

values in millions of YOE \$

RTPID	Sponsor	Title	Strategy 1	Strategy 2	Total Project Cost	Pre2017 Funding	Post 2017 Local/ Committed Funding	Nov. 2016 Ballot Measure	Regional Discretionary Funding
17-01-0030	Alameda	I-880 Broadway/Jackson Interchange Improvements	Modernize	Goods Movement	\$244	\$2	\$242		
17-01-0031	Alameda	I-880 at 23rd/29th Avenue Interchange Improvements	Modernize	Goods Movement	\$111	\$67	\$44		
17-01-0032	Alameda	SR-84 Widening (Ruby Hill Drive_to Concannon Boulevard)	Modernize	Highway Operational and Interchanges	\$88	\$59	\$29		
17-01-0033	Alameda	I-580 Vasco Road Interchange Improvements	Modernize	Goods Movement	\$81		\$76		\$5
17-01-0034	Alameda	I-580 Greenville Road Interchange Improvements	Modernize	Goods Movement	\$68		\$64		\$4
17-01-0035	Alameda	I-580 First Street Interchange Improvements	Modernize	Goods Movement	\$62		\$59		\$3
17-01-0036	Alameda	SR-92/Clawiter Road/Whitesell Street Interchange Improvements	Modernize	Goods Movement	\$62		\$53		\$9
17-01-0037	Alameda	Ashby I-80 Interchange with Bicycle and Pedestrian Ramps	Modernize	Highway Operational and Interchanges	\$60		\$59		\$1
17-01-0038	Alameda	I-580 Interchange Improvement_at Hacienda/Fallon Road - Phase 2	Modernize	Goods Movement	\$58		\$49		\$9
17-01-0039	Alameda	I-580 SR-84/Isabel Interchange Improvements Phase 2	Modernize	Goods Movement	\$43		\$40		\$3
17-01-0040	Alameda	I-80 Gilman Street Interchange Improvements	Modernize	Goods Movement	\$42	\$2	\$37		\$3
17-01-0041	Alameda	I-880 Winton Avenue Interchange Improvements	Modernize	Goods Movement	\$41		\$35		\$6
17-01-0042	Alameda	I-680 Overcrossing Widening and Improvements (at Stoneridge Drive)	Modernize	Highway Operational and Interchanges	\$19		\$16		\$3
17-01-0043	Alameda	42nd Ave & High St_Access Improvement at_I-880_On/Off Ramp	Modernize	Goods Movement	\$18	\$8	\$9		\$1
17-01-0044	Alameda	I-680 Sunol Interchange Modification	Modernize	Highway Operational and Interchanges	\$18		\$15		\$3
17-01-0045	Alameda	Santa Rita Road I-580 Overcrossing Widening	Modernize	Highway Operational and Interchanges	\$10		\$9		\$1
17-01-0046	Alameda	Coliseum City Transit Hub	Modernize	Multimodal and Bike Ped	\$181	\$9	\$133		\$39
17-01-0047	Alameda	I-880 to Mission Boulevard East-West Connector	Expand	Express Lanes (Expand) and Roadway Expansion	\$236	\$41	\$195		
17-01-0048	Alameda	Dublin Boulevard - North Canyons Parkway Extension	Expand	Express Lanes (Expand) and Roadway Expansion	\$89		\$76		\$13
17-01-0049	Alameda	Fruitvale Avenue (Miller Sweeney) Lifeline Bridge Project	Expand	Express Lanes (Expand) and Roadway Expansion	\$86		\$73		\$13
17-01-0050	Alameda	SR-84 Mowry Avenue Widening (Peralta Blvd to Mission Blvd)	Expand	Express Lanes (Expand) and Roadway Expansion	\$51		\$43		\$8
17-01-0051	Alameda	Tassajara Road Widening from N. Dublin Ranch Drive to City Limit	Expand	Express Lanes (Expand) and Roadway Expansion	\$48		\$41		\$7
17-01-0052	Alameda	Auto Mall Parkway Widening and Improvements	Expand	Express Lanes (Expand) and Roadway Expansion	\$30		\$26		\$4

## DRAFT Transportation Project List

values in millions of YOE \$

RTPID	Sponsor	Title	Strategy 1	Strategy 2	Total Project Cost	Pre2017 Funding	Post 2017 Local/ Committed Funding	Nov. 2016 Ballot Measure	Regional Discretionary Funding
17-01-0053	Alameda	Dougherty Road Widening	Expand	Express Lanes (Expand) and Roadway Expansion	\$23	\$4	\$17		\$2
17-01-0054	Alameda	Union City Boulevard Widening (Whipple to City Limit)	Expand	Express Lanes (Expand) and Roadway Expansion	\$17		\$15		\$2
17-01-0055	Alameda	SR-84 Peralta Boulevard Widening (Fremont Blvd to Mowry Ave)	Expand	Express Lanes (Expand) and Roadway Expansion	\$15		\$13		\$2
17-01-0056	Alameda	Thornton Avenue Widening (Gateway Boulevard to Hickory Street)	Expand	Express Lanes (Expand) and Roadway Expansion	\$15		\$13		\$2
17-01-0057	Alameda	Dublin Boulevard Widening - Sierra Court_to Dublin Court	Expand	Express Lanes (Expand) and Roadway Expansion	\$6	\$1	\$5		
17-01-0058	Alameda	Irvington BART Station	Modernize	Transit Efficiency and Service Improvements	\$256		\$153		\$103
17-01-0059	Alameda	Union City Intermodal Station Phase 4	Modernize	Transit Efficiency and Service Improvements	\$78		\$66		\$12
17-01-0060	Alameda	East Bay BRT	Modernize	Transit Efficiency and Service Improvements	\$180	\$178	\$2		
17-01-0061	Alameda	Ralph Appenzato Memorial Parkway BRT	Modernize	Transit Efficiency and Service Improvements	\$10		\$9		\$1
17-01-0062	Alameda	BART to Livermore/ACE Project Development and Construction Reserve	Expand	Transit Expansion	\$553	\$7	\$435		\$111
17-01-0063	Alameda	Broadway Shuttle Expansion	Expand	Transit Expansion	\$37		\$29		\$8
17-02-0001	Contra Costa	Access and Mobility Program	Modernize	Regional and County Access Initiatives	\$391		\$259	\$132	
17-02-0002	Contra Costa	Innovative Transportation Technology	Modernize	Highway Operational and Interchanges	\$128			\$128	
17-02-0003	Contra Costa	Bicycle and Pedestrian Program	Modernize	Multimodal and Bike Ped	\$369		\$123	\$206	\$40
17-02-0004	Contra Costa	County Safety, Security and Other	Modernize	Planning, Local Road Operations, and Safety Improvements	\$139		\$87	\$47	\$5
17-02-0005	Contra Costa	Multimodal Streetscape	Modernize	Multimodal and Bike Ped	\$792	\$1	\$318	\$449	\$24
17-02-0006	Contra Costa	Additional Local Road Preservation/Rehab	Operate and Maintain	Local Streets Preservation and Operations	\$917			\$917	
17-02-0007	Contra Costa	Minor Roadway Expansions	Expand	Express Lanes (Expand) and Roadway Expansion	\$527	\$4	\$523		
17-02-0008	Contra Costa	Roadway Operations	Modernize	Planning, Local Road Operations, and Safety Improvements	\$44		\$44		
17-02-0009	Contra Costa	Minor Transit Improvements	Modernize	Transit Efficiency and Service Improvements	\$749	\$4	\$351	\$340	\$54
17-02-0010	Contra Costa	SR4 Integrated Corridor Mobility	Modernize	Goods Movement	\$15				\$15
17-02-0011	Contra Costa	I-80 ICM Project Operations and Maintenance	Modernize	Highway Operational and Interchanges	\$3		\$3		

## DRAFT Transportation Project List

values in millions of YOE \$

RTPID	Sponsor	Title	Strategy 1	Strategy 2	Total Project Cost	Pre2017 Funding	Post 2017 Local/ Committed Funding	Nov. 2016 Ballot Measure	Regional Discretionary Funding
17-02-0012	Contra Costa	I-680 Northbound Managed Lane Completion through 680/24 and Operational Improvements between N. Main and Treat Blvd	Expand	Express Lanes (Expand) and Roadway Expansion	\$99		\$85		\$14
17-02-0013	Contra Costa	I-680 Northbound HOV lane extension between N. Main and SR-242	Expand	Express Lanes (Expand) and Roadway Expansion	\$54			\$54	
17-02-0014	Contra Costa	Kirker Pass Road Northbound Truck Climbing Lane, Clearbrook Drive to Crest of Kirker Pass Road	Modernize	Goods Movement	\$19		\$19		
17-02-0015	Contra Costa	Vasco Road _ Byron Highway Connector Road (Formerly named: SR-239: Airport Connector)	Expand	Express Lanes (Expand) and Roadway Expansion	\$89			\$89	
17-02-0016	Contra Costa	Construct SR 242/Clayton Road on and off-ramps	Expand	Express Lanes (Expand) and Roadway Expansion	\$66		\$5		\$61
17-02-0017	Contra Costa	SR-239 Feasibility Studies and Project Development	Expand	Express Lanes (Expand) and Roadway Expansion	\$42		\$42		
17-02-0018	Contra Costa	I-80/SR4: New I-80 EB off-ramp at Sycamore	Expand	Express Lanes (Expand) and Roadway Expansion	\$15				\$15
17-02-0019	Contra Costa	I-680/SR4 Interchange Improvements - All Phases	Modernize	Highway Operational and Interchanges	\$599		\$159	\$107	\$333
17-02-0020	Contra Costa	SR-4 Operational Improvements - All Phases	Modernize	Goods Movement	\$303		\$164	\$124	\$15
17-02-0021	Contra Costa	Reconstruct I-80/San Pablo Dam Road Interchange	Modernize	Highway Operational and Interchanges	\$120		\$56	\$64	
17-02-0022	Contra Costa	I-680 Southbound HOV Lane between N. Main and Livorna	Modernize	Highway Operational and Interchanges	\$83		\$83		
17-02-0023	Contra Costa	State Route 4 Widening and Balfour Road IC Construction	Modernize	Highway Operational and Interchanges	\$69		\$69		
17-02-0024	Contra Costa	I-80/SR-4 Interchange Improvements - New Eastbound Willow Avenue Ramps, replace SR-4 to I-80 Ramp, and new EB off ramp at Sycamore	Modernize	Highway Operational and Interchanges	\$68				\$68
17-02-0025	Contra Costa	SR-24/Brookwood Ramp Modifications	Modernize	Highway Operational and Interchanges	\$48			\$20	\$28
17-02-0026	Contra Costa	I-80/Central Avenue Interchange Modification - Phases 1 & 2	Modernize	Highway Operational and Interchanges	\$26		\$20	\$6	
17-02-0027	Contra Costa	Construct Additional Auxiliary Lanes on I-680 - South of I-680/SR-24 Interchange	Modernize	Highway Operational and Interchanges	\$20				\$20
17-02-0028	Contra Costa	I-80 Eastbound and Westbound Pinole Valley Road On-ramp Improvement	Modernize	Highway Operational and Interchanges	\$10		\$10		
17-02-0029	Contra Costa	Eastbound SR-24: Construct Auxiliary Lane, Wilder Road to Camino Pablo	Modernize	Highway Operational and Interchanges	\$7				\$7
17-02-0030	Contra Costa	Widen Brentwood Boulevard - Havenwood Way to north city limit; and Chestnut to Fir	Expand	Express Lanes (Expand) and Roadway Expansion	\$34		\$34		
17-02-0031	Contra Costa	Widen Willow Pass Road, Lynwood Drive to SR 4	Expand	Express Lanes (Expand) and Roadway Expansion	\$20		\$20		



## DRAFT Transportation Project List

values in millions of YOE \$

RTPID	Sponsor	Title	Strategy 1	Strategy 2	Total Project Cost	Pre2017 Funding	Post 2017 Local/ Committed Funding	Nov. 2016 Ballot Measure	Regional Discretionary Funding
17-02-0032	Contra Costa	Widen Ygnacio Valley Road-Kirker Pass Road, Cowell to Michigan	Expand	Express Lanes (Expand) and Roadway Expansion	\$20		\$20		
17-02-0033	Contra Costa	Widen Camino Tassajara Road, Windemere to County Line	Expand	Express Lanes (Expand) and Roadway Expansion	\$17		\$17		
17-02-0034	Contra Costa	West Leland Road Extension	Expand	Express Lanes (Expand) and Roadway Expansion	\$16		\$16		
17-02-0035	Contra Costa	Lone Tree Way Widening	Expand	Express Lanes (Expand) and Roadway Expansion	\$16		\$16		
17-02-0036	Contra Costa	Pittsburg-Antioch Highway Widening	Expand	Express Lanes (Expand) and Roadway Expansion	\$15		\$15		
17-02-0037	Contra Costa	Widen Main St, SR 160 to Big Break Rd	Expand	Express Lanes (Expand) and Roadway Expansion	\$13		\$13		
17-02-0038	Contra Costa	Main Street Bypass	Expand	Express Lanes (Expand) and Roadway Expansion	\$4		\$4		
17-02-0039	Contra Costa	Hercules Train Station - All Phases	Modernize	Transit Efficiency and Service Improvements	\$97		\$15		\$82
17-02-0040	Contra Costa	Martinez Intermodal Project: Phase 3	Modernize	Transit Efficiency and Service Improvements	\$7				\$7
17-02-0041	Contra Costa	Privately Run Ferry Service including Small-Scale (non-WETA complying) Landside Improvements from Antioch, Martinez, and Hercules to San Francisco	Modernize	Transit Efficiency and Service Improvements	\$73			\$58	\$15
17-02-0042	Contra Costa	Richmond-San Francisco Ferry Service	Modernize	Transit Efficiency and Service Improvements	\$53		\$53		
17-02-0043	Contra Costa	BART Capacity, Access and Parking Improvements - non vehicles	Modernize	Transit Efficiency and Service Improvements	\$46			\$46	
17-02-0044	Contra Costa	Landside Improvements for Richmond Ferry Service	Modernize	Transit Efficiency and Service Improvements	\$25				\$25
17-02-0045	Contra Costa	El Cerrito del Norte BART Station Modernization, Phase 1	Modernize	Transit Efficiency and Service Improvements	\$22		\$22		
17-02-0046	Contra Costa	Civic Center Railroad Platform Park & Ride Complex	Modernize	Transit Efficiency and Service Improvements	\$8		\$8		
17-02-0047	Contra Costa	East County Rail Extension (eBART), Phase 1	Expand	Transit Expansion	\$525	\$525			
17-02-0048	Contra Costa	East County Rail Extension (eBART), Phase 2 - environmental and reserve	Expand	Transit Expansion	\$111			\$81	\$30
17-02-0049	Contra Costa	West County High Capacity Transit Investment Study Implementation - Phase 1	Expand	Transit Expansion	\$15			\$15	
17-02-0050	Contra Costa	Brentwood Intermodal Transit Center	Modernize	Transit Efficiency and Service Improvements	\$52		\$52		
17-02-0051	Contra Costa	I-680 Transit Improvements including Express Bus Service, ITS components, and Park & Ride Lots	Modernize	Transit Efficiency and Service Improvements	\$130			\$130	

## DRAFT Transportation Project List

values in millions of YOE \$

RTPID	Sponsor	Title	Strategy 1	Strategy 2	Total Project Cost	Pre2017 Funding	Post 2017 Local/ Committed Funding	Nov. 2016 Ballot Measure	Regional Discretionary Funding
17-02-0052	Contra Costa	Widen San Ramon Valley Boulevard from 2 to 4 lanes - Jewel Terrace to Podva Road	Expand	Express Lanes (Expand) and Roadway Expansion	\$1		\$1		
17-03-0001	Marin	Bicycle and Pedestrian Program	Modernize	Multimodal and Bike Ped	\$30		\$9		\$21
17-03-0002	Marin	Climate Program: TDM and Emission Reduction Technology	Modernize	Climate	\$1				\$1
17-03-0003	Marin	County Safety, Security and Other	Modernize	Planning, Local Road Operations, and Safety Improvements	\$4				\$4
17-03-0004	Marin	Roadway Operations	Modernize	Planning, Local Road Operations, and Safety Improvements	\$20				\$20
17-03-0005	Marin	Minor Transit Improvements	Modernize	Transit Efficiency and Service Improvements	\$42		\$6		\$36
17-03-0006	Marin	Implement Marin Sonoma Narrows HOV Lane and corridor improvements Phase 2 (Marin County)	Expand	Express Lanes (Expand) and Roadway Expansion	\$136		\$111		\$25
17-03-0007	Marin	US 101/580 Interchange Direct Connector - PAED	Modernize	Highway Operational and Interchanges	\$15				\$15
17-03-0008	Marin	Tiburon East Blithedale Interchange - PAED	Modernize	Highway Operational and Interchanges	\$12				\$12
17-03-0009	Marin	Access Improvements to Richmond San Rafael Bridge	Modernize	Highway Operational and Interchanges	\$7				\$7
17-03-0010	Marin	Highway Improvement Studies	Modernize	Highway Operational and Interchanges	\$5				\$5
17-03-0011	Marin	Widen Novato Boulevard between Diablo Avenue and Grant Avenue	Expand	Express Lanes (Expand) and Roadway Expansion	\$17		\$13		\$4
17-03-0012	Marin	Sir Francis Drake Boulevard/Red Hill Avenue/Center Boulevard (known as "The Hub") - project development	Expand	Express Lanes (Expand) and Roadway Expansion	\$6				\$6
17-03-0013	Marin	San Rafael Transit Center (SRTC) Relocation Project	Modernize	Transit Efficiency and Service Improvements	\$36				\$36
17-03-0014	Marin	Larkspur Ferry Terminal Parking Garage - Planning Study	Modernize	Transit Efficiency and Service Improvements	\$1				\$1
17-03-0015	Marin	SMART Downtown San Rafael to Larkspur Rail Extension	Expand	Transit Expansion	\$42	\$2	\$40		
17-03-0016	Marin	Multimodal Streetscape	Modernize	Multimodal and Bike Ped	\$49				\$49
17-04-0001	Napa	Bicycle and Pedestrian Program	Modernize	Multimodal and Bike Ped	\$98		\$35		\$63
17-04-0002	Napa	County Safety, Security and Other	Modernize	Planning, Local Road Operations, and Safety Improvements	\$7				\$7
17-04-0003	Napa	Multimodal Streetscape	Modernize	Multimodal and Bike Ped	\$4		\$1		\$3
17-04-0004	Napa	Minor Roadway Expansions	Expand	Express Lanes (Expand) and Roadway Expansion	\$51		\$10		\$41

## DRAFT Transportation Project List

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RTPID	Sponsor	Title	Strategy 1	Strategy 2	Total Project Cost	Pre2017 Funding	Post 2017 Local/ Committed Funding	Nov. 2016 Ballot Measure	Regional Discretionary Funding
17-04-0005	Napa	Roadway Operations	Modernize	Planning, Local Road Operations, and Safety Improvements	\$30	\$0	\$23		\$7
17-04-0006	Napa	Minor Transit Improvements	Modernize	Transit Efficiency and Service Improvements	\$246		\$156		\$90
17-04-0007	Napa	Countywide Intelligent Transportation Systems Program	Modernize	Highway Operational and Interchanges	\$9				\$9
17-04-0008	Napa	State Route 29 Improvements	Modernize	Highway Operational and Interchanges	\$35		\$35		
17-04-0009	Napa	Soscol Junction	Expand	Express Lanes (Expand) and Roadway Expansion	\$61		\$5		\$56
17-04-0010	Napa	SR29 Gateway	Expand	Express Lanes (Expand) and Roadway Expansion	\$32		\$12		\$20
17-05-0001	San Francisco	Bicycle and Pedestrian Program	Modernize	Multimodal and Bike Ped	\$844	\$16	\$598	\$200	\$30
17-05-0002	San Francisco	Climate Program: TDM and Emission Reduction Technology	Modernize	Climate	\$118		\$83	\$25	\$10
17-05-0003	San Francisco	County Safety, Security and Other	Modernize	Planning, Local Road Operations, and Safety Improvements	\$418		\$290	\$100	\$28
17-05-0004	San Francisco	Multimodal Streetscape	Modernize	Multimodal and Bike Ped	\$383		\$279	\$90	\$14
17-05-0005	San Francisco	PDA Planning	Modernize	Planning, Local Road Operations, and Safety Improvements	\$51	\$2	\$47		\$2
17-05-0006	San Francisco	Additional Local Road Preservation/Rehab	Operate and Maintain	Local Streets Preservation and Operations	\$1,310			\$1,310	
17-05-0007	San Francisco	Transit Preservation/Rehabilitation	Operate and Maintain	Transit Capital Preservation	\$2,256		\$1,871	\$385	
17-05-0008	San Francisco	Minor Roadway Expansions	Expand	Express Lanes (Expand) and Roadway Expansion	\$906	\$43	\$863		
17-05-0009	San Francisco	Roadway Operations	Modernize	Planning, Local Road Operations, and Safety Improvements	\$182		\$137	\$45	
17-05-0010	San Francisco	Minor Transit Improvements	Modernize	Transit Efficiency and Service Improvements	\$1,146	\$110	\$169	\$867	
17-05-0011	San Francisco	San Francisco Late Night Transportation Improvements	Modernize	Regional and County Access Initiatives	\$91		\$10	\$39	\$42
17-05-0012	San Francisco	SFgo Integrated Transportation Management System	Modernize	Highway Operational and Interchanges	\$89	\$48	\$17		\$24
17-05-0013	San Francisco	Expand SFMTA Transit Fleet	Modernize	Transit Efficiency and Service Improvements	\$1,488		\$814	\$193	\$481
17-05-0014	San Francisco	Muni Forward (Transit Effectiveness Project)	Modernize	Transit Efficiency and Service Improvements	\$612	\$208	\$159		\$245



## DRAFT Transportation Project List

values in millions of YOE \$

RTPID	Sponsor	Title	Strategy 1	Strategy 2	Total Project Cost	Pre2017 Funding	Post 2017 Local/ Committed Funding	Nov. 2016 Ballot Measure	Regional Discretionary Funding
17-05-0015	San Francisco	Rail Capacity Long Term Planning and Conceptual Design - All	Modernize	Transit Efficiency and Service Improvements	\$450		\$100	\$250	\$100
17-05-0016	San Francisco	Better Market Street - Transportation Elements	Modernize	Transit Efficiency and Service Improvements	\$415	\$0	\$215		\$200
17-05-0017	San Francisco	Core Capacity Implementation - Planning and Conceptual Engineering	Modernize	Transit Efficiency and Service Improvements	\$335		\$20		\$315
17-05-0018	San Francisco	Downtown San Francisco Ferry Terminal Expansion - Phase II	Modernize	Transit Efficiency and Service Improvements	\$43				\$43
17-05-0019	San Francisco	Establish new ferry terminal at Mission Bay 16th Street	Modernize	Transit Efficiency and Service Improvements	\$17				\$17
17-05-0020	San Francisco	HOV/HOT Lanes on U.S. 101 and I-280 in San Francisco	Modernize	Express Lanes (Conversions) and Pricing	\$90		\$22	\$47	\$21
17-05-0021	San Francisco	Geary Boulevard Bus Rapid Transit	Modernize	Transit Efficiency and Service Improvements	\$300	\$0	\$57		\$243
17-05-0022	San Francisco	Presidio Parkway	Modernize	Highway Operational and Interchanges	\$1,595	\$859	\$736		
17-05-0023	San Francisco	Yerba Buena Island (YBI) I-80 Interchange Improvement	Modernize	Highway Operational and Interchanges	\$169	\$105	\$64		
17-05-0024	San Francisco	Balboa Park Station Area - Southbound I-280 Off-Ramp Realignment at Ocean Avenue	Modernize	Highway Operational and Interchanges	\$11	\$1			\$10
17-05-0025	San Francisco	Balboa Park Station Area - Closure of Northbound I-280 On-Ramp from Geneva Avenue	Modernize	Highway Operational and Interchanges	\$6				\$6
17-05-0026	San Francisco	Bayshore Station Multimodal Planning and Design	Modernize	Multimodal and Bike Ped	\$13		\$13		
17-05-0027	San Francisco	Hunters Point Shipyard and Candlestick Point Local Roads Phase 1	Expand	Express Lanes (Expand) and Roadway Expansion	\$501	\$14	\$487		
17-05-0028	San Francisco	Southeast San Francisco Caltrain Station - Environmental	Modernize	Transit Efficiency and Service Improvements	\$11	\$1	\$10		
17-05-0029	San Francisco	Downtown Value Pricing/Incentives - Pilot, Transit Service, Supportive Infrastructure	Modernize	Express Lanes (Conversions) and Pricing	\$876		\$826		\$50
17-05-0030	San Francisco	Treasure Island Mobility Management Program: Intermodal Terminal, Congestion Toll, Transit Service, Transit Capital	Modernize	Express Lanes (Conversions) and Pricing	\$974		\$925		\$49
17-05-0031	San Francisco	Southeast Waterfront Transportation Improvements - Phase 1	Modernize	Transit Efficiency and Service Improvements	\$406		\$406		
17-05-0032	San Francisco	Geneva-Harney Bus Rapid Transit	Modernize	Transit Efficiency and Service Improvements	\$256		\$156		\$100
17-05-0033	San Francisco	Van Ness Avenue Bus Rapid Transit	Modernize	Transit Efficiency and Service Improvements	\$215		\$215		
17-05-0034	San Francisco	Arena Transit Capacity Improvements	Modernize	Transit Efficiency and Service Improvements	\$137		\$137		

## DRAFT Transportation Project List

values in millions of YOE \$

RTPID	Sponsor	Title	Strategy 1	Strategy 2	Total Project Cost	Pre2017 Funding	Post 2017 Local/ Committed Funding	Nov. 2016 Ballot Measure	Regional Discretionary Funding
17-05-0035	San Francisco	EN Trips: All Components	Modernize	Transit Efficiency and Service Improvements	\$122		\$101		\$21
17-05-0036	San Francisco	Regional/Local Express Bus to Support Express Lanes in SF	Modernize	Transit Efficiency and Service Improvements	\$82		\$56		\$26
17-05-0037	San Francisco	Parkmerced Transportation Improvements	Modernize	Transit Efficiency and Service Improvements	\$76		\$76		
17-05-0039	San Francisco	Geneva Light Rail Phase I: Operational Improvements, Planning and Environmental	Modernize	Transit Efficiency and Service Improvements	\$18		\$18		
17-05-0040	San Francisco	T-Third Mission Bay Loop	Modernize	Transit Efficiency and Service Improvements	\$7	\$7			
17-05-0041	San Francisco	T-Third Phase II: Central Subway	Expand	Transit Expansion	\$1,578	\$1,578			
17-05-0042	San Francisco	Historic Streetcar Extension - Fort Mason to 4th & King	Expand	Transit Expansion	\$87		\$4		\$83
17-06-0001	San Mateo	Bicycle and Pedestrian Program	Modernize	Multimodal and Bike Ped	\$247	\$22	\$138		\$87
17-06-0002	San Mateo	County Safety, Security and Other	Modernize	Planning, Local Road Operations, and Safety Improvements	\$41	\$1	\$28		\$12
17-06-0003	San Mateo	Multimodal Streetscape	Modernize	Multimodal and Bike Ped	\$289	\$14	\$197		\$78
17-06-0004	San Mateo	Minor Roadway Expansions	Expand	Express Lanes (Expand) and Roadway Expansion	\$86	\$20	\$51		\$15
17-06-0005	San Mateo	Roadway Operations	Modernize	Planning, Local Road Operations, and Safety Improvements	\$64		\$43		\$21
17-06-0006	San Mateo	County-wide Intelligent Transportation System (ITS) and Traffic Operation System Improvements	Modernize	Highway Operational and Interchanges	\$93		\$80		\$13
17-06-0007	San Mateo	Modify existing lanes on U.S. 101 to accommodate HOV/T lane	Expand	Express Lanes (Expand) and Roadway Expansion	\$365	\$15	\$250		\$100
17-06-0008	San Mateo	Add northbound and southbound modified auxiliary lanes and/ or implementation of HOT lanes on U.S. 101 from Oyster Point to San Francisco County line	Expand	Express Lanes (Expand) and Roadway Expansion	\$222	\$5	\$172		\$45
17-06-0009	San Mateo	Improve operations at U.S. 101 near Route 92 - Phased	Modernize	Goods Movement	\$258	\$2	\$250		\$6
17-06-0010	San Mateo	Improve U.S. 101/Woodside Road interchange	Modernize	Goods Movement	\$171	\$7	\$98		\$66
17-06-0011	San Mateo	U.S. 101 Produce Avenue Interchange	Modernize	Goods Movement	\$146	\$11	\$100		\$35
17-06-0012	San Mateo	U.S. 101 Interchange at Peninsula Avenue	Modernize	Highway Operational and Interchanges	\$89	\$9	\$65		\$15
17-06-0013	San Mateo	Reconstruct U.S. 101/Broadway interchange	Modernize	Highway Operational and Interchanges	\$83	\$83			
17-06-0014	San Mateo	Reconstruct U.S. 101/Willow Road interchange	Modernize	Highway Operational and Interchanges	\$80	\$60	\$8		\$12

## DRAFT Transportation Project List

values in millions of YOE \$

RTPID	Sponsor	Title	Strategy 1	Strategy 2	Total Project Cost	Pre2017 Funding	Post 2017 Local/ Committed Funding	Nov. 2016 Ballot Measure	Regional Discretionary Funding
17-06-0015	San Mateo	Construct auxiliary lanes (one in each direction) on U.S. 101 from Marsh Road to Embarcadero Road	Modernize	Highway Operational and Interchanges	\$79	\$79			
17-06-0016	San Mateo	Improve access to and from the west side of Dumbarton Bridge on Route 84 connecting to U.S. 101 per Gateway 2020 Study - Phased	Modernize	Highway Operational and Interchanges	\$39	\$3	\$13		\$23
17-06-0017	San Mateo	Route 101/Holly St Interchange Access Improvements	Modernize	Highway Operational and Interchanges	\$34	\$1	\$25		\$8
17-06-0018	San Mateo	Improve local access at I-280/I-380 from Sneath Lane to San Bruno Avenue to I-380 - Environmental only	Modernize	Highway Operational and Interchanges	\$32		\$30		\$2
17-06-0019	San Mateo	State Route 92-82 (El Camino) Interchange Improvement	Modernize	Highway Operational and Interchanges	\$30	\$25	\$5		
17-06-0020	San Mateo	Hwy 1 operational & safety improvements in County Midcoast (acceleration/deceleration lanes; turn lanes; bike lanes; pedestrian crossings; and trails)	Modernize	Highway Operational and Interchanges	\$29	\$5	\$21		\$3
17-06-0021	San Mateo	Environmental Studies for 101/Candlestick Interchange	Modernize	Highway Operational and Interchanges	\$25	\$5	\$15		\$5
17-06-0022	San Mateo	Westbound slow vehicle lane on Route 92 between Route 35 and I-280 - Environmental Phase	Modernize	Highway Operational and Interchanges	\$25		\$20		\$5
17-06-0023	San Mateo	Route 1 Improvements in Half Moon Bay	Modernize	Highway Operational and Interchanges	\$19	\$10	\$7		\$2
17-06-0024	San Mateo	Reconstruct U.S. 101/Sierra Point Parkway interchange (includes extension of Lagoon Way to U.S. 101)	Modernize	Highway Operational and Interchanges	\$17	\$8	\$9		
17-06-0025	San Mateo	US 101/University Ave. Interchange Improvements	Modernize	Highway Operational and Interchanges	\$11		\$7		\$4
17-06-0026	San Mateo	Implement incentive programs to support transit-oriented development	Modernize	Multimodal and Bike Ped	\$106		\$100		\$6
17-06-0027	San Mateo	Implement supporting infrastructure and Automated Transit Signal Priority to support SamTrans express rapid bus service along El Camino Real	Modernize	Multimodal and Bike Ped	\$1		\$1		
17-06-0028	San Mateo	Make incremental increase in SamTrans paratransit service - Phase	Modernize	Regional and County Access Initiatives	\$377		\$289		\$88
17-06-0029	San Mateo	Add new rolling stock and infrastructure to support SamTrans bus rapid transit along El Camino Real- Phase	Modernize	Transit Efficiency and Service Improvements	\$228		\$205		\$23
17-06-0030	San Mateo	Environmental Clearance and Design of the Redwood City Ferry Terminal and Service	Expand	Transit Expansion	\$8		\$8		



## DRAFT Transportation Project List

values in millions of YOE \$

RTPID	Sponsor	Title	Strategy 1	Strategy 2	Total Project Cost	Pre2017 Funding	Post 2017 Local/ Committed Funding	Nov. 2016 Ballot Measure	Regional Discretionary Funding
17-06-0031	San Mateo	Implement Redwood City Street Car - Planning Phase	Expand	Transit Expansion	\$1		\$1		\$0
17-06-0032	San Mateo	Route 1 San Pedro Creek Bridge Replacement and Creek Widening Project	Expand	Express Lanes (Expand) and Roadway Expansion	\$14	\$14			
17-06-0033	San Mateo	Widen Route 92 between SR 1 and Pilarcitos Creek alignment, includes widening of travel lanes and shoulders	Expand	Express Lanes (Expand) and Roadway Expansion	\$8	\$1	\$6		\$1
17-06-0034	San Mateo	Construct Route 1 (Calera Parkway) northbound and southbound lanes from Fassler Avenue to Westport Drive in Pacifica	Expand	Express Lanes (Expand) and Roadway Expansion	\$58	\$10	\$35		\$13
17-06-0035	San Mateo	I-280 improvements near D Street exit	Expand	Express Lanes (Expand) and Roadway Expansion	\$1				\$1
17-06-0036	San Mateo	Widen Skyline Boulevard (Route 35) to 4-lane roadway from I-280 to Sneath Lane - Phased	Expand	Express Lanes (Expand) and Roadway Expansion	\$25		\$17		\$8
17-06-0037	San Mateo	Widen Millbrae Avenue between Rollins Road and U.S. 101 southbound on-ramp and resurface intersection of Millbrae Avenue and Rollins Road	Expand	Express Lanes (Expand) and Roadway Expansion	\$11		\$11		
17-06-0038	San Mateo	Construct a 6-lane arterial from Geneva Avenue/Bayshore Boulevard intersection to U.S. 101/Candlestick Point interchange - Environmental phase	Expand	Express Lanes (Expand) and Roadway Expansion	\$17	\$1	\$15		\$1
17-06-0039	San Mateo	Grade Separations	Modernize	Planning, Local Road Operations, and Safety Improvements	\$265	\$5	\$221		\$39
17-07-0001	Santa Clara	Bicycle and Pedestrian Program	Modernize	Multimodal and Bike Ped	\$641		\$62	\$300	\$279
17-07-0002	Santa Clara	Caltrain Grade Separations	Modernize	Planning, Local Road Operations, and Safety Improvements	\$800			\$800	
17-07-0003	Santa Clara	Multimodal Streetscape	Modernize	Multimodal and Bike Ped	\$446		\$196		\$250
17-07-0004	Santa Clara	Additional Local Road Preservation/Rehab	Operate and Maintain	Local Streets Preservation and Operations	\$1,405			\$1,405	
17-07-0005	Santa Clara	Minor Roadway Expansions	Expand	Express Lanes (Expand) and Roadway Expansion	\$918		\$243	\$58	\$617
17-07-0006	Santa Clara	Roadway Operations	Modernize	Planning, Local Road Operations, and Safety Improvements	\$59			\$59	
17-07-0007	Santa Clara	Affordable Fare Program	Modernize	Regional and County Access Initiatives	\$44			\$44	
17-07-0008	Santa Clara	Implement System Operations and Management Program for Santa Clara County	Modernize	Highway Operational and Interchanges	\$899		\$600		\$299
17-07-0009	Santa Clara	SR 87 Technology-based Corridor Improvements	Modernize	Highway Operational and Interchanges	\$52		\$30	\$22	

## DRAFT Transportation Project List

values in millions of YOE \$

RTPID	Sponsor	Title	Strategy 1	Strategy 2	Total Project Cost	Pre2017 Funding	Post 2017 Local/ Committed Funding	Nov. 2016 Ballot Measure	Regional Discretionary Funding
17-07-0010	Santa Clara	Hwy. Transportation Operations System/Freeway Performance Initiative Phase 1 & 2	Modernize	Highway Operational and Interchanges	\$20		\$10	\$10	
17-07-0011	Santa Clara	Expressway ITS/Signal System (Tier 1 Exp Plan 2040)	Modernize	Highway Operational and Interchanges	\$18			\$18	
17-07-0012	Santa Clara	BART Silicon Valley Extension - San Jose (Berryessa) to Santa Clara (capital cost is \$5.175 billion)	Expand	Transit Expansion	\$5,467		\$1,717	\$1,500	\$2,250
17-07-0013	Santa Clara	Implement El Camino Rapid Transit Project	Modernize	Transit Efficiency and Service Improvements	\$267		\$192		\$75
17-07-0021	Santa Clara	Alviso Wetlands Doubletrack	Modernize	Goods Movement	\$196		\$196		
17-07-0022	Santa Clara	Environmental Studies for SR-152 New Alignment	Expand	Express Lanes (Expand) and Roadway Expansion	\$30			\$30	
17-07-0023	Santa Clara	US 101/Zanker Rd./Skyport Dr./Fourth St. Interchange Improvements	Modernize	Highway Operational and Interchanges	\$161		\$75	\$86	
17-07-0024	Santa Clara	Lawrence/Stevens Creek/I_280 Interchange	Modernize	Highway Operational and Interchanges	\$140		\$70	\$70	
17-07-0025	Santa Clara	I-280/Winchester Blvd Interchange Improvements	Modernize	Highway Operational and Interchanges	\$100		\$50	\$50	
17-07-0026	Santa Clara	I-280/Wolfe Road Interchange Improvements	Modernize	Highway Operational and Interchanges	\$97		\$40	\$57	
17-07-0027	Santa Clara	US 101/Mabury Rd./Taylor St. Interchange Improvements	Modernize	Highway Operational and Interchanges	\$82		\$21	\$61	
17-07-0028	Santa Clara	I-280 Mainline Improvements from County line to Sunnyvale	Modernize	Highway Operational and Interchanges	\$60		\$30	\$30	
17-07-0029	Santa Clara	I-280/Saratoga Avenue Interchange Improvements	Modernize	Highway Operational and Interchanges	\$60		\$30	\$30	
17-07-0030	Santa Clara	I-280 Northbound Braided Ramps between Foothill Expressway and SR 85	Modernize	Highway Operational and Interchanges	\$54		\$34	\$20	
17-07-0031	Santa Clara	US 101 Southbound/Trimble Rd./De La Cruz Blvd./Central Expressway Interchange Improvements	Modernize	Highway Operational and Interchanges	\$53		\$20	\$33	
17-07-0032	Santa Clara	I-680/ Alum Rock/ McKee Road Interchange Improvements	Modernize	Highway Operational and Interchanges	\$47			\$47	
17-07-0033	Santa Clara	SR 237/Mathilda Ave. and US 101/Mathilda Ave. Interchange Improvement	Modernize	Highway Operational and Interchanges	\$42			\$42	
17-07-0034	Santa Clara	US 101 Interchanges Improvements: San Antonio Rd. to Charleston Rd./Rengstorff Ave.	Modernize	Highway Operational and Interchanges	\$40		\$20	\$20	
17-07-0035	Santa Clara	US 101/Buena Vista Ave. Interchange Improvements	Modernize	Highway Operational and Interchanges	\$40		\$20	\$20	
17-07-0036	Santa Clara	SR 85 Northbound to Eastbound SR 237 Connector Ramp and Northbound SR 85 Auxiliary Lane	Modernize	Highway Operational and Interchanges	\$39		\$9	\$30	

## DRAFT Transportation Project List

values in millions of YOE \$

RTPID	Sponsor	Title	Strategy 1	Strategy 2	Total Project Cost	Pre2017 Funding	Post 2017 Local/ Committed Funding	Nov. 2016 Ballot Measure	Regional Discretionary Funding
17-07-0037	Santa Clara	SR 85/El Camino Real Interchange Improvements	Modernize	Highway Operational and Interchanges	\$28			\$28	
17-07-0038	Santa Clara	US 101/Blossom Hill Rd. Interchange Improvements	Modernize	Highway Operational and Interchanges	\$28			\$28	
17-07-0039	Santa Clara	US 101/Old Oakland Rd. Interchange Improvements	Modernize	Highway Operational and Interchanges	\$28		\$7	\$21	
17-07-0040	Santa Clara	US 101/Shoreline Blvd. Interchange Improvements	Modernize	Highway Operational and Interchanges	\$20			\$20	
17-07-0042	Santa Clara	SR 237/Great America Parkway WB Off- Ramps Improvements	Modernize	Highway Operational and Interchanges	\$15			\$15	
17-07-0043	Santa Clara	SR 237/El Camino Real/Grant Rd. Intersection Improvements	Modernize	Highway Operational and Interchanges	\$6			\$6	
17-07-0044	Santa Clara	Double Lane Southbound US 101 off-ramp to Southbound SR 87	Modernize	Highway Operational and Interchanges	\$3			\$3	
17-07-0046	Santa Clara	Lawrence Expressway at Homestead Road Interim Improvements (Tier 1 Exp Plan 2040)	Expand	Express Lanes (Expand) and Roadway Expansion	\$3			\$3	
17-07-0047	Santa Clara	Foothill Expressway widening between El Monte and San Antonio (Tier 1 Exp Plan 2040)	Expand	Express Lanes (Expand) and Roadway Expansion	\$2			\$2	
17-07-0048	Santa Clara	Montague Expressway widening between Trade Zone and Main/Oakland (Tier 1 Exp Plan 2040)	Expand	Express Lanes (Expand) and Roadway Expansion	\$2			\$2	
17-07-0049	Santa Clara	Lawrence Expressway from Reed/Monroe to Arques Grade Separation (Tier 1 Exp Plan 2040)	Expand	Express Lanes (Expand) and Roadway Expansion	\$524			\$524	
17-07-0050	Santa Clara	Lawrence Expressway at Homestead Road Grade Separation (Tier 1 Exp Plan 2040)	Expand	Express Lanes (Expand) and Roadway Expansion	\$119			\$119	
17-07-0051	Santa Clara	Widen Calaveras Boulevard overpass from 4-lanes to 6-lanes	Expand	Express Lanes (Expand) and Roadway Expansion	\$85		\$50	\$35	
17-07-0052	Santa Clara	San Tomas Expressway Widening between Homestead and Stevens Creek (Tier 1 Exp Plan 2040)	Expand	Express Lanes (Expand) and Roadway Expansion	\$47			\$47	
17-07-0053	Santa Clara	Oregon-Page Mill widening between I-280 and Foothill Expressway (Tier 1 Exp Plan 2040)	Expand	Express Lanes (Expand) and Roadway Expansion	\$25			\$25	
17-07-0054	Santa Clara	Capitol Expressway Widening from I-680 to Capitol Avenue (Tier 1 Exp Plan 2040)	Expand	Express Lanes (Expand) and Roadway Expansion	\$13			\$13	
17-07-0055	Santa Clara	Montague Expressway Widening Between Great Mall to Trade Zone (Tier 1 Exp Plan 2040)	Expand	Express Lanes (Expand) and Roadway Expansion	\$7			\$7	
17-07-0056	Santa Clara	Bus Stop Improvements	Expand	Express Lanes (Expand) and Roadway Expansion	\$47			\$47	
17-07-0057	Santa Clara	Frequent Core Bus Network - 15 minutes	Modernize	Transit Efficiency and Service Improvements	\$769		\$400	\$369	
17-07-0058	Santa Clara	SR 85 Corridor Improvements - reserve amount	Modernize	Transit Efficiency and Service Improvements	\$450			\$450	
17-07-0059	Santa Clara	Implement Stevens Creek Rapid Transit Project	Modernize	Transit Efficiency and Service Improvements	\$254		\$254		



## DRAFT Transportation Project List

values in millions of YOE \$

RTPID	Sponsor	Title	Strategy 1	Strategy 2	Total Project Cost	Pre2017 Funding	Post 2017 Local/ Committed Funding	Nov. 2016 Ballot Measure	Regional Discretionary Funding
17-07-0060	Santa Clara	North First Street light rail speed Improvements	Modernize	Transit Efficiency and Service Improvements	\$12		\$12		
17-07-0061	Santa Clara	Extend Capitol Expressway light rail to Eastridge Transit Center - Phase II	Expand	Transit Expansion	\$386		\$386		
17-07-0062	Santa Clara	Extend high-rail transit from Winchester Station to Route 85 (Vasona Junction)	Expand	Transit Expansion	\$256		\$256		
17-07-0063	Santa Clara	Mineta San Jose International Airport APM connector - planning and environmental	Expand	Transit Expansion	\$50		\$50		
17-07-0064	Santa Clara	Other County Program: Safety, Security, Other	Modernize	Planning, Local Road Operations, and Safety Improvements	\$25		\$10	\$15	
17-07-0065	Santa Clara	Caltrain Station and Service Enhancements	Modernize	Transit Efficiency and Service Improvements	\$722		\$150	\$572	
17-07-0066	Santa Clara	Future Transit Corridor Studies	Modernize	Transit Efficiency and Service Improvements	\$5		\$5		
17-07-0067	Santa Clara	SR 17 Corridor Congestion Relief in Los Gatos	Modernize	Highway Operational and Interchanges	\$30		\$15	\$15	
17-07-0068	Santa Clara	237 WB Additional Lane from McCarthy to North First	Modernize	Highway Operational and Interchanges	\$52		\$12	\$40	
17-07-0069	Santa Clara	US 101/SR 25 Interchange	Modernize	Highway Operational and Interchanges	\$185		\$150	\$35	
17-07-0070	Santa Clara	SR 237 Express Lanes: North First St. to Mathilda Ave.	Modernize	Express Lanes (Conversions) and Pricing	\$27		\$27		
17-07-0074	Santa Clara	SR 85 Express Lanes: US 101 (South San Jose) to Mountain View	Expand	Express Lanes (Expand) and Roadway Expansion	\$198		\$198		
17-07-0075	Santa Clara	US 101 Express Lanes: Whipple Ave. in San Mateo County to Cochrane Road in Morgan Hill	Expand	Express Lanes (Expand) and Roadway Expansion	\$507		\$507		
17-07-0076	Santa Clara	Santa Clara County Express Lanes Operations and Maintenance	Expand	Express Lanes (Expand) and Roadway Expansion	\$720		\$720		
17-07-0077	Santa Clara	BART – Warm Springs to Berryessa Extension (SVBX)	Expand	Transit Expansion	\$2,522	\$2,324	\$197		
17-07-0080	Santa Clara	Alum Rock/Santa Clara Street Bus Rapid Transit	Modernize	Transit Efficiency and Service Improvements	\$115	\$115			
17-07-0081	Santa Clara	I-880 Express Lanes: SR-237 to US-101	Modernize	Express Lanes (Conversions) and Pricing	\$28		\$28		
17-07-0082	Santa Clara	SR-87 Express Lanes: I-880 to SR-85	Modernize	Express Lanes (Conversions) and Pricing	\$43		\$43		
17-07-0083	Santa Clara	I-680 Express Lanes: SR-237 to US-101	Modernize	Express Lanes (Conversions) and Pricing	\$91		\$91		
17-07-0084	Santa Clara	I-280 Express Lanes: US-101 to Magdalena Avenue	Modernize	Express Lanes (Conversions) and Pricing	\$113		\$113		

## DRAFT Transportation Project List

values in millions of YOE \$

RTPID	Sponsor	Title	Strategy 1	Strategy 2	Total Project Cost	Pre2017 Funding	Post 2017 Local/ Committed Funding	Nov. 2016 Ballot Measure	Regional Discretionary Funding
17-07-0085	Santa Clara	Santa Clara County Express Lanes - Environmental and Design Phase for Future Segments	Expand	Express Lanes (Expand) and Roadway Expansion	\$200		\$200		
17-07-0086	Santa Clara	Santa Clara County Express Lanes - Reserve	Expand	Express Lanes (Expand) and Roadway Expansion	\$800		\$800		
17-08-0001	Solano	Access and Mobility Program	Modernize	Regional and County Access Initiatives	\$113		\$94		\$19
17-08-0002	Solano	Bicycle and Pedestrian Program	Modernize	Multimodal and Bike Ped	\$20		\$10		\$10
17-08-0003	Solano	Climate Program: TDM and Emission Reduction Technology	Modernize	Climate	\$23		\$4		\$19
17-08-0004	Solano	County Safety, Security and Other	Modernize	Planning, Local Road Operations, and Safety Improvements	\$17	\$2	\$3		\$12
17-08-0005	Solano	Multimodal Streetscape	Modernize	Multimodal and Bike Ped	\$2		\$2		
17-08-0006	Solano	PDA Planning	Modernize	Planning, Local Road Operations, and Safety Improvements	\$17		\$2		\$15
17-08-0007	Solano	Minor Roadway Expansions	Expand	Express Lanes (Expand) and Roadway Expansion	\$10		\$10		
17-08-0008	Solano	Roadway Operations	Modernize	Planning, Local Road Operations, and Safety Improvements	\$59		\$1		\$58
17-08-0009	Solano	I-80/I-680/SR12 Interchange (Packages 2-7)	Modernize	Goods Movement	\$380	\$6	\$90		\$284
17-08-0010	Solano	Improve interchanges and widen roadways serving Solano County Fairgrounds, including Redwood Parkway	Modernize	Highway Operational and Interchanges	\$100		\$55		\$45
17-08-0011	Solano	Provide auxiliary lanes on I-80 in eastbound and westbound directions from I-680 to Airbase Parkway	Modernize	Goods Movement	\$57		\$20		\$37
17-08-0012	Solano	Construct 4-lane Jepson Parkway from Route 12 to Leisure Town Road at I-80	Expand	Express Lanes (Expand) and Roadway Expansion	\$85	\$59	\$26		
17-08-0013	Solano	Conduct planning and design studies along SR-12 corridor in Solano County	Modernize	Goods Movement	\$58		\$10		\$48
17-08-0014	Solano	Construct train station building and support facilities at the new Fairfield / Vacaville multimodal station	Modernize	Transit Efficiency and Service Improvements	\$81	\$63			\$18
17-08-0015	Solano	Solano MLIP Support Projects	Modernize	Transit Efficiency and Service Improvements	\$115		\$10		\$105
17-08-0016	Solano	Vallejo Station Parking Structure Phase B	Modernize	Transit Efficiency and Service Improvements	\$30				\$30
17-08-0017	Solano	I-80 WB Truck Scales	Modernize	Goods Movement	\$170				\$170
17-09-0001	Sonoma	Bicycle and Pedestrian Program	Modernize	Multimodal and Bike Ped	\$173		\$123		\$50

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RTPID	Sponsor	Title	Strategy 1	Strategy 2	Total Project Cost	Pre2017 Funding	Post 2017 Local/ Committed Funding	Nov. 2016 Ballot Measure	Regional Discretionary Funding
17-09-0002	Sonoma	SMART Rail Freight Improvements	Modernize	Goods Movement	\$10		\$10		
17-09-0003	Sonoma	Multimodal Streetscape	Modernize	Multimodal and Bike Ped	\$28		\$18		\$10
17-09-0004	Sonoma	Minor Roadway Expansions	Expand	Express Lanes (Expand) and Roadway Expansion	\$176	\$19	\$157		
17-09-0005	Sonoma	Roadway Operations	Modernize	Planning, Local Road Operations, and Safety Improvements	\$272		\$152		\$120
17-09-0006	Sonoma	Implement Marin Sonoma Narrows Phase 2 (Sonoma County)	Expand	Express Lanes (Expand) and Roadway Expansion	\$243		\$120		\$123
17-09-0008	Sonoma	Arata Lane Interchange	Expand	Express Lanes (Expand) and Roadway Expansion	\$4		\$4		
17-09-0009	Sonoma	Cotati US 101/Railroad Avenue Improvements (incl. Penngrove)	Modernize	Highway Operational and Interchanges	\$56		\$56		
17-09-0010	Sonoma	Hearn Avenue Interchange	Modernize	Highway Operational and Interchanges	\$36		\$36		
17-09-0011	Sonoma	Shiloh Road Interchange Reconstruction	Modernize	Highway Operational and Interchanges	\$27		\$27		
17-09-0012	Sonoma	Cotati Highway 116 Cotati Corridor Improvements	Modernize	Highway Operational and Interchanges	\$20		\$20		
17-09-0013	Sonoma	Petaluma Crosstown Connector and Rainier Interchange	Expand	Express Lanes (Expand) and Roadway Expansion	\$123		\$123		
17-09-0014	Sonoma	Farmers Lane extension between Bennett Valley Rd and Yolanda Avenue	Expand	Express Lanes (Expand) and Roadway Expansion	\$72	\$5	\$67		
17-09-0015	Sonoma	Road Diet Extension - Petaluma Boulevard South	Expand	Express Lanes (Expand) and Roadway Expansion	\$3		\$3		
17-09-0016	Sonoma	SMART Petaluma Infill Station	Modernize	Transit Efficiency and Service Improvements	\$11		\$11		
17-09-0017	Sonoma	Enhance bus service frequencies in Sonoma County	Modernize	Transit Efficiency and Service Improvements	\$409		\$80		\$329
17-09-0018	Sonoma	SMART Rail Extension to Windsor + Environmental to Cloverdale + Bike Path	Expand	Transit Expansion	\$49		\$49		
17-10-0001	AC Transit	AC Transit Fleet Expansion and Major Corridors	Modernize	Transit Efficiency and Service Improvements	\$340				\$340
17-10-0003	AC Transit	San Pablo Avenue BRT	Modernize	Transit Efficiency and Service Improvements	\$300		\$25		\$275
17-10-0004	AC Transit	Environmental Studies for Bay Bridge Contraflow Lane	Modernize	Transit Efficiency and Service Improvements	\$20				\$20
17-10-0005	BART	BART Metro Program + Bay Fair Connector	Modernize	Transit Efficiency and Service Improvements	\$1,055		\$267	\$200	\$588
17-10-0006	BART	BART Transbay Core Capacity Project	Modernize	Transit Efficiency and Service Improvements	\$3,419		\$769	\$1,000	\$1,650
17-10-0007	CAHSR	California HSR in the Bay Area	Expand	Transit Expansion	\$8,489		\$8,489		

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values in millions of YOE \$

RTPID	Sponsor	Title	Strategy 1	Strategy 2	Total Project Cost	Pre2017 Funding	Post 2017 Local/ Committed Funding	Nov. 2016 Ballot Measure	Regional Discretionary Funding
17-10-0008	Caltrain	Caltrain Electrification Phase 1 + CBOSS	Modernize	Transit Efficiency and Service Improvements	\$2,360		\$1,120		\$1,240
17-10-0009	GGBHTD	Golden Gate Bridge Capital and Operations	Operate and Maintain	Highway and Bridge Preservation	\$2,031		\$2,031		
17-10-0010	GGBHTD	Bus and Ferry Service Expansion	Modernize	Transit Efficiency and Service Improvements	\$199		\$199		
17-10-0011	Multi-County	Lifeline, Community Based Transportation Program, and Mobility Management	Modernize	Regional and County Access Initiatives	\$890				\$890
17-10-0012	Multi-County	Means-Based Fare Study Implementation	Modernize	Regional and County Access Initiatives	\$150				\$150
17-10-0013	Multi-County	Transportation Management Systems	Modernize	Highway Operational and Interchanges	\$500				\$500
17-10-0014	Multi-County	Bay Trail - non toll bridge segments	Modernize	Multimodal and Bike Ped	\$220		\$8		\$212
17-10-0015	Multi-County	Climate Program: TDM and Emission Reduction Technology	Modernize	Climate	\$535	\$9	\$36		\$490
17-10-0016	Multi-County	Cost Contingency	Operate and Maintain	Cost Contingency and Debt Service	\$1,000				\$1,000
17-10-0017	Multi-County	Capital Projects Debt Service	Operate and Maintain	Cost Contingency and Debt Service	\$4,100		\$3,000		\$1,100
17-10-0018	Multi-County	Goods Movement Clean Fuels and Impact Reduction Program	Modernize	Goods Movement	\$350				\$350
17-10-0019	Multi-County	Goods Movement Technology Program	Modernize	Goods Movement	\$300				\$300
17-10-0020	Multi-County	New/Small Starts Reserve	Expand	Transit Expansion	\$640				\$640
17-10-0021	Multi-County	Priority Development Area (PDA) Planning Grants	Modernize	Planning, Local Road Operations, and Safety Improvements	\$200				\$200
17-10-0022	Multi-County	Local and Streets and Roads - Existing Conditions	Operate and Maintain	Local Streets Preservation and Operations	\$20,698		\$12,918		\$7,780
17-10-0023	Multi-County	Local Streets and Roads - Operations	Operate and Maintain	Local Streets Preservation and Operations	\$12,850		\$12,850		
17-10-0024	Multi-County	Regional and Local Bridges - Existing Conditions	Operate and Maintain	Highway and Bridge Preservation	\$14,550		\$14,300		\$250
17-10-0025	Multi-County	Regional State Highways - Existing Conditions	Operate and Maintain	Highway and Bridge Preservation	\$13,750		\$13,750		
17-10-0026	Multi-County	Regional Transit Capital - Existing Conditions	Operate and Maintain	Transit Capital Preservation	\$29,078		\$4,076	\$3,370	\$21,632
17-10-0027	Multi-County	Regional Transit Operations	Operate and Maintain	Transit Operations	\$121,792		\$105,741		\$16,051
17-10-0028	Multi-County	Clipper	Modernize	Transit Efficiency and Service Improvements	\$1,735		\$661		\$1,074
17-10-0029	Multi-County	511 Traveler Information Program	Modernize	Transit Efficiency and Service Improvements	\$280		\$41		\$239



## DRAFT Transportation Project List

values in millions of YOE \$

RTPID	Sponsor	Title	Strategy 1	Strategy 2	Total Project Cost	Pre2017 Funding	Post 2017 Local/ Committed Funding	Nov. 2016 Ballot Measure	Regional Discretionary Funding
17-10-0030	Multi-County	SAFE Freeway Patrol	Modernize	Highway Operational and Interchanges	\$150		\$150		
17-10-0031	Multi-County	Regional Transportation Emergency Management Program	Modernize	Planning, Local Road Operations, and Safety Improvements	\$25				\$25
17-10-0032	Multi-County	Regional Rail Station Modernization and Access Improvements	Modernize	Transit Efficiency and Service Improvements	\$370			\$210	\$160
17-10-0033	Multi-County	Bay Area Forward - Active Traffic Management, Arterial Operations , Connected Vehicles, Shared Mobility, Transbay Operations, Managed Lanes Implementation Plan Operations, Transit and Commuter Parking	Modernize	Highway Operational and Interchanges	\$995		\$129		\$866
17-10-0034	Multi-County	San Francisco-Oakland Bay Bridge West Span Bicycle, Pedestrian, and Maintenance Path - Environmental Only	Modernize	Multimodal and Bike Ped	\$30	\$10			\$20
17-10-0036	Multi-County	I-580 Access Improvements Project	Modernize	Highway Operational and Interchanges	\$74	\$74			
17-10-0037	Multi-County	Highway 37 Improvements and Sea Level Rise Mitigation PSR	Modernize	Goods Movement	\$24		\$12		\$12
17-10-0038	TJPA	Caltrain/HSR Downtown San Francisco Extension (capital cost is \$3.999 billion)	Expand	Transit Expansion	\$4,250	\$109	\$1,058		\$3,083
17-10-0039	TJPA	Implement Transbay Transit Center/Caltrain Downtown Extension (Phase 1 - Transbay Transit Center)	Expand	Transit Expansion	\$2,259	\$2,200	\$59		
17-10-0040	WETA	North Bay Ferry Service Enhancement	Modernize	Transit Efficiency and Service Improvements	\$220				\$220
17-10-0041	WETA	Central Bay Ferry Service Enhancement	Modernize	Transit Efficiency and Service Improvements	\$212				\$212
17-10-0042	WETA	Albany/Berkeley Ferry Terminal	Modernize	Transit Efficiency and Service Improvements	\$143				\$143
17-10-0043	Multi-County	Regional Carpool Program	Modernize	Climate	\$60	\$3	\$8		\$48
17-10-0044	Multi-County	I-80 Express Lanes: Airbase Parkway to Red Top Road	Modernize	Express Lanes (Conversions) and Pricing	\$44		\$15		\$29
17-10-0045	Multi-County	I-80 Express Lanes: Bay Bridge Approaches	Modernize	Express Lanes (Conversions) and Pricing	\$18		\$0		\$18
17-10-0046	Multi-County	I-680 Express Lanes: Benicia Bridge	Modernize	Express Lanes (Conversions) and Pricing	\$0		\$0		
17-10-0047	Multi-County	I-680 Express Lanes: Marina Vista to SR 242	Modernize	Express Lanes (Conversions) and Pricing	\$15		\$2		\$13
17-10-0048	Multi-County	I-680 Express Lanes: Marina Vista to Rudgear	Modernize	Express Lanes (Conversions) and Pricing	\$36		\$36		
17-10-0049	Multi-County	I-680 Express Lanes: Livorna/Rudgear to Alcosta	Modernize	Express Lanes (Conversions) and Pricing	\$56		\$56		

## DRAFT Transportation Project List

values in millions of YOE \$

RTPID	Sponsor	Title	Strategy 1	Strategy 2	Total Project Cost	Pre2017 Funding	Post 2017 Local/ Committed Funding	Nov. 2016 Ballot Measure	Regional Discretionary Funding
17-10-0050	Multi-County	SR-84 Express Lanes: I-880 to Dumbarton Bridge Toll Plaza	Modernize	Express Lanes (Conversions) and Pricing	\$6		\$2		\$4
17-10-0051	Multi-County	SR-92 Express Lanes: Hesperian to San Mateo Bridge Toll Plaza	Modernize	Express Lanes (Conversions) and Pricing	\$7		\$2		\$5
17-10-0052	Multi-County	I-880 Express Lanes: Hegenberger/Lewelling to SR-237	Modernize	Express Lanes (Conversions) and Pricing	\$81		\$41		\$40
17-10-0053	Multi-County	I-80 Express Lanes: Carquinez Bridge to Bay Bridge	Modernize	Express Lanes (Conversions) and Pricing	\$78		\$40		\$38
17-10-0054	Multi-County	MTC Express Lane Program Cost	Modernize	Express Lanes (Conversions) and Pricing	\$113		\$60		\$53
17-10-0055	Multi-County	East and North Bay Express Lanes Operations and Maintenance	Modernize	Express Lanes (Conversions) and Pricing	\$1,512		\$1,512		
17-10-0056	Multi-County	East and North Bay Express Lanes Reserve	Modernize	Express Lanes (Conversions) and Pricing	\$2,164		\$2,164		
17-10-0057	Multi-County	I-880 Express Lanes: Hegenberger to Lewelling	Expand	Express Lanes (Expand) and Roadway Expansion	\$221		\$221		
17-10-0058	Multi-County	I-680 Express Lanes: SR-84 to SR-237	Expand	Express Lanes (Expand) and Roadway Expansion	\$394		\$394		
17-10-0059	Multi-County	I-80 Express Lanes: Airbase Parkway to I-505	Expand	Express Lanes (Expand) and Roadway Expansion	\$136		\$136		
17-10-0060	Multi-County	I-680 Express Lanes: Rudegare to SR 242	Expand	Express Lanes (Expand) and Roadway Expansion	\$57		\$57		
17-10-0061	Multi-County	I-680 Express Lanes: Direct Connectors to I-680	Expand	Express Lanes (Expand) and Roadway Expansion	\$140		\$140		
17-10-0062	Multi-County	East and North Bay Express Lanes - Environmental and Design Phases for Future Segments	Expand	Express Lanes (Expand) and Roadway Expansion	\$200		\$200		
17-10-0063	Multi-County	BART Seismic Safety Augmentation	Modernize	Planning, Local Road Operations, and Safety Improvements	\$90		\$10		\$80

# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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<b>File #:</b>	15-2037	<b>Version:</b>	2	<b>Name:</b>	
<b>Type:</b>	Report	<b>Status:</b>		Agenda Ready	
<b>File created:</b>	10/14/2016	<b>In control:</b>		Bay Area Partnership Board	
<b>On agenda:</b>	10/18/2016	<b>Final action:</b>			
<b>Title:</b>	Cap & Trade Update*				

Staff will present an overview of legislative activity, funding allocations and proposed changes to CalEnviroScreen.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [5\\_CapandTradeUpdate\\_AHSC.packet.pdf](#)

Date	Ver.	Action By	Action	Result
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METROPOLITAN  
TRANSPORTATION  
COMMISSION

Agenda Item 5  
Bay Area Metro Center  
375 Beale Street  
San Francisco, CA 94105  
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## *Memorandum*

TO: Partnership Board  
FR: Executive Director  
RE: Cap & Trade Update

DATE: October 13, 2016

This memo provides an overview of how the Bay Area has performed on cap and trade funding since the program began and an update on recent legislative, administrative and budgetary developments affecting the program.

### **Cap and Trade Funding in the Bay Area**

Since California's cap and trade program launched in 2013, the Bay Area has received \$254 million, or 30 percent, from the three transportation-related programs, as shown in Attachment 1. Relative to the Commission-adopted Cap and Trade Framework, the region is underperforming on Transit and Intercity Rail Capital Program (TIRCP) (25% of funding, compared to 33% goal), on target for the formula-based Low Carbon Transit Operations Program (LCTOP) (funding and goal at 37%), and on target for the Affordable Housing & Sustainable Communities Program (AHSC) (37% of funding, compared to 40% goal, pending approval of round 2). Details by program are also included in Attachment 1. As noted later in this memo, it is an open question whether we can maintain this level of performance in light of continuing legislative changes to the definition of "disadvantaged community" and continued reliance on the CalEnviroScreen tool.

### **Legislature Appropriates \$900 Million in Cap and Trade Funds**

In late August, the Legislature adopted AB 1613, a budget trailer bill appropriating \$900 million in cap and trade funds from prior auctions. The funds were distributed to a variety of programs, including programs focused on energy conservation, forestry, agriculture and waste reduction, but the majority of funds (\$508 million) were targeted at reducing transportation-related emissions, as shown in Table 1 on the next page. In addition to funding appropriated by AB 1613, state law requires that 60 percent of cap and trade funds generated each year be appropriated to four transportation-related programs, as follows:

- 25% to High Speed Rail
- 20% to the AHSC
- 10% to the TIRCP
- 5% to the LCTOP



Final funding levels for FY 2016-17 are unknown since cap and trade funds are generated at quarterly auctions, but funds have been on a downward trend. Legal uncertainty facing the overall cap and trade program has resulted in much lower auction revenue in the last two auctions. Auction proceeds rose and then fluctuated between \$71 million and \$138 million per quarter through 2013 and 2014. Starting in 2015, the Air Resources Board made significantly more allowances available, starting a streak of five auctions that raised between \$517 million and \$657 million. This trend ended at the May 2016 auction, which raised only \$10 million; August auction proceeds were similarly low.

**Table 1: AB 1613 Funding for Transportation Emission Reduction**

TIRCP	\$135 million
Active Transportation Program	\$10 million
Clean Vehicle Rebate Project	\$133 million
Enhanced Fleet Modernization Program	\$80 million
Heavy Duty Vehicles & Off-Road Equipment	\$150 million
<b>Total</b>	<b>\$508 million</b>

As a partial response to the legal uncertainty facing the program, the Legislature enacted SB 32 (Pavley) in late August, extending the state's greenhouse gas reduction target — originally established in AB 32 (Pavley, 2006) from 2020 to 2030, thereby extending the cap and trade program by 10 years. Nonetheless, a lawsuit alleging the program is an illegal tax still awaits final action in the Court of Appeals. Until this legal cloud is removed, most observers expect auction revenue to remain depressed.

### **Transformative Climate Communities Program**

In addition to the \$508 million awarded to transportation-related programs referenced earlier, AB 1613 appropriated \$140 million for a new Transformative Climate Communities Program (TCCP), established by AB 2722 (Burke, 2016). The TCCP, to be administered by the Strategic Growth Council (SGC), funds “neighborhood-level transformative climate community plans that include multiple, coordinated greenhouse gas emissions reduction projects that provide local economic, environmental, and health benefits.” AB 2722 limits eligibility to areas identified as disadvantaged communities (DACs) based on the state's CalEnviroScreen (CES) tool and for this reason, MTC opposed the bill. Unfortunately, AB 2722 was enacted and signed by the Governor as part of a series of cap and trade related bills that were negotiated as a package.

The SGC recently announced a Notice of Proposed Rulemaking to guide allocation of TCCP funds. SGC proposes to award the funds in phases, with funds from the first phase to be distributed 50 percent to the City of Fresno, 25 percent to the City of Los Angeles, and the remainder to an undetermined third location. In supporting documents to the draft rule, the SGC noted that the City of Fresno and Los Angeles have the highest number of census tracts scoring in the top 5 percent of CES, i.e. worst 5 percent statewide. This threshold eliminates all but one Bay Area census tract (located in east Oakland) from qualifying for TCCP funds. Notably, the draft rule does not indicate how much funding would be dispersed in the first phase.

MTC staff finds the proposal to be inconsistent with the language of AB 2722. The law does limit the program to plans and projects that benefit disadvantaged communities and authorizes SGC to give priority to areas that have a high proportion of DACs and focus on communities that are the most disadvantaged. However, limiting the first round of funding to just three jurisdictions and setting a threshold that excludes almost the entire Bay Area is a major overreach. MTC staff intends to submit a comment letter criticizing this flawed approach and to engage the Bay Area state legislative delegation as well. Comments are due by November 7.

#### **AB 1550 (Gomez) Narrows Disadvantaged Community Target Geography**

Another cap and trade bill enacted at the end of session was AB 1550 (Gomez), which requires that 25 percent of cap and trade funds be spent on projects located within DACs (rather than “benefiting them,” the original SB 535 (De León, 2012) requirement that encompassed a broader geography for investments that could qualify). In addition, the bill requires 1) an additional 5 percent of funds to be spent on projects that benefit low-income households located outside the boundaries of but within ½-mile of a DAC and 2) an additional 5 percent be spent on low-income households or low-income communities located anywhere in the state. MTC and the Bay Area Air Quality Management District (BAAQMD) opposed this bill, but similar to AB 2722, it was approved as part of a package deal.

#### **Proposed Update to CalEnviroScreen Omits Even More Bay Area Communities**

Immediately after the conclusion of the legislative session, the Office of Environmental Health Hazard Assessment (OEHHA), released a proposed update to CalEnviroScreen (CES), known as “CES3.0.” The new version updates the information used for all the variables, adds rent burden and cardiovascular disease as new factors in the population characteristics portion of the formula, and eliminates age as a factor. Despite the Bay Area’s extremely high rents and challenges with displacement, 29 *fewer* Bay Area census tracts are identified as DACs under CES3.0 in comparison to CES2.0, as shown in Attachment 2. The greatest reduction in DACs is in Alameda and Contra Costa Counties. The only positive development from the Bay Area’s perspective is the addition of four more census tracts in San Francisco in the Bay View area. Comments on CES3.0 are due by October 21, 2016, and we intend to mount our soapbox yet again.

#### **Background on MTC’s Objections to CalEnviroScreen**

MTC has challenged the use of CES as the state’s sole method of defining DACs because it excludes far too many of the Bay Area’s low-income communities and Communities of Concern (CoC). Specifically, only 23 percent of the Bay Area’s 233 census tracts with a median income at or below 80 percent of the statewide median are included in CES2.0. On the other hand, 38 percent of the limited number of census tracts (85 regionwide) designated as DACs under CES2.0 are *not* low-income. The mismatch between census tracts that would be considered disadvantaged on the basis of socioeconomic factors and those identified as DACs in CES results from an overreliance on 12 pollution burden variables in the final score. In essence, unless a census tract has a high enough level of pollution across multiple variables, it doesn’t matter how socioeconomically disadvantaged it is, it may still be excluded from the state’s definition of a disadvantaged community.

As a result, some census tracts in the Bay Area (including in Oakland, Antioch and Concord) with very high rates of unemployment, asthma, diesel PM, and poverty are excluded simply because their scores for hazardous waste, solid waste, and impaired water bodies aren't high enough. We find this to be a highly flawed way of determining how the state's cap and trade funds should be distributed, given that the effectiveness of transportation and affordable housing investments in terms of greenhouse gas reduction bears little relationship to the pollution variables.

### **Next Steps**

Staff will submit comments expressing our concerns about the proposal for distributing TCCP funds and likewise, our objections to the draft CES3.0. We will continue to work with local stakeholders, the BAAQMD and the Bay Area legislative delegation on a remedy that ultimately broadens the state's definition of disadvantaged communities for the purpose of cap and trade so that it includes those that are the most socioeconomically disadvantaged, regardless of their pollution burden.

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Steve Heminger

### **Attachments**

SH:rl

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**Bay Area Cap & Trade Program Awards to Date\***

Program	Statewide Amount	Bay Area Awards	Bay Area Share of Statewide Amount	MTC Target
Transit and Intercity Rail Capital Program (TIRCP)	\$615,171,000	\$152,288,400	25%	33%
Affordable Housing and Sustainable Communities (AHSC)	\$443,856,770	\$162,213,450	37%	40%
Low Carbon Transit Operations Program (LCTOP)	\$99,662,306	\$37,342,085	37%	37%
<b>Total</b>	<b>\$1,158,690,076</b>	<b>\$351,843,935</b>	<b>30%</b>	

\*AHSC totals include Strategic Growth Council staff recommendations for FY 2015-16, which has not yet been approved by SGC.

**Details by Program**

**Transit and Intercity Rail Capital Program (TIRCP)**

Through the first two programming rounds, projects in the Bay Area have captured 25% of awarded funds. This includes funding for major regional priorities identified in the regional Cap and Trade framework (SFMTA Light Rail Vehicle project, Peninsula Corridor Electrification Project, and BART Silicon Valley Phase II Extension), and other projects benefitting the region (SMART Rail Car Capacity project, Capitol Corridor Travel Time Reduction Project, Capitol Corridor Service Optimization and Standby Power Investments, ACE Near-Term Capacity Improvement Program).

<b>Transit and Intercity Rail Capital Program (TIRCP)</b>	<b>FY 2015-16 Program</b>	<b>FY 2016-17 Program</b>	<b>Total</b>
Statewide Amount Awarded	\$224,278,000	\$390,893,000	\$615,171,000
Statewide Amount Awarded - Disadvantaged Community Setaside	\$213,278,000	\$381,689,000	\$594,967,000
<i>Percent of Statewide Total</i>	<i>95%</i>	<i>98%</i>	<i>97%</i>
Statewide No. Projects Awarded	14	14	28
Statewide No. Awarded - Disadvantaged Community Setaside	13	13	26
<i>Percent of Statewide Total</i>	<i>93%</i>	<i>93%</i>	<i>93%</i>
<b>Bay Area Amount Awarded</b>	<b>\$56,801,000</b>	<b>\$95,487,400</b>	<b>\$152,288,400</b>
<i>Percent of Statewide Total</i>	<i>25%</i>	<i>24%</i>	<i>25%</i>
<b>Bay Area No. Projects Awarded</b>	<b>3</b>	<b>5</b>	<b>8</b>
<i>Percent of Statewide Total</i>	<i>21%</i>	<i>36%</i>	<i>29%</i>
Bay Area No. Projects Awarded - Disadvantaged Community Setaside	2	5	7
<i>Percent of MTC Total</i>	<i>67%</i>	<i>100%</i>	<i>88%</i>



The TIRCP program has a goal of providing at least 25% of available funding to projects that provide a direct, meaningful, and assured benefit to disadvantaged communities. Thus far, 93% of the projects awarded statewide, and 88% of the projects with funding for the Bay Area meet this criterion.

The following table illustrates TIRCP awards compared to the adopted framework.

<b>Agency</b>	<b>Project/Category</b> <i>(all amounts \$ millions)</i>	<b>Adopted Framework, April 2016</b>	<b>Awards through first two rounds</b>
<b>BART</b>	Train Control	250	0
	Hayward Maintenance Center	50	0
	Fleet Expansion	200	0
	<b><i>BART Total</i></b>	<b>500</b>	<b>0</b>
<b>SFMTA</b>	Fleet Expansion	481	86
	Facilities	67	0
	Core Capacity Study Projects/ BRT	237	0
	<b><i>SFMTA Total</i></b>	<b>785</b>	<b>86</b>
<b>AC Transit</b>	Fleet Expansion	90	0
	Facilities	50	0
	Major Corridors	200	0
	<b><i>AC Transit Total</i></b>	<b>340</b>	<b>0</b>
<b>VTa</b>	<b>BART to San Jose</b>	<b>750</b>	<b>20</b>
<b>Caltrain</b>	Electrification*	100	0
	EMUs	125	20
	<b><i>Caltrain Total</i></b>	<b>225</b>	<b>20</b>
<b>Multiple Operators</b>	<b>TBD Expansion Projects: High Rider-ship Bus, Rail and Ferry Corridors</b>	<b>400</b>	<b>26</b>
<b>Region Total</b>		<b>\$3,000</b>	<b>152</b>

\*Assumes an equal or greater contribution from Cap and Trade High Speed Rail category, and an FTA Core Capacity Commitment of \$447 million.

### Affordable Housing and Sustainable Communities Program (AHSC)

Including Strategic Growth Council staff recommendations for the 2015-16 program, the Bay Area has captured 37% of program funding. The Strategic Growth Council is expected to award the 2015-16 program at its meeting on October 11.

AHSC has a funding set-aside of at least 50% of the program for projects benefitting Disadvantaged Communities. Including SGC staff recommendations, 82% of awarded funds and 80% of awarded projects have met this criterion. In the Bay Area, 64% of the awarded projects have met this criterion despite the region's very limited number of CalEnviroScreen census tracts.

<b>Affordable Housing and Sustainable Communities Program</b>	<b>2014-15 Program</b>	<b>Fall 2015 Limited Round</b>	<b>2015-16 Program*</b>	<b>Total</b>
Statewide Amount Awarded	\$121,955,460	\$32,461,479	\$289,439,831	\$443,856,770
Statewide Amount Awarded - Disadvantaged Community Setaside	\$91,836,695	\$25,282,773	\$246,875,943	\$363,995,411
<i>Percent of Statewide Total</i>	<i>75%</i>	<i>78%</i>	<i>85%</i>	<i>82%</i>
Statewide No. Projects Awarded	28	8	25	61
Statewide No. Awarded - Disadvantaged Community Setaside	21	6	22	49
<i>Percent of Statewide Total</i>	<i>75%</i>	<i>75%</i>	<i>88%</i>	<i>80%</i>
<b>Bay Area Amount Awarded</b>	<b>\$47,291,464</b>	<b>\$17,461,479</b>	<b>\$97,460,507</b>	<b>\$162,213,450</b>
<i>Percent of Statewide Total</i>	<i>39%</i>	<i>54%</i>	<i>34%</i>	<i>37%</i>
<b>Bay Area No. Projects Awarded</b>	<b>11</b>	<b>4</b>	<b>7</b>	<b>22</b>
<i>Percent of Statewide Total</i>	<i>39%</i>	<i>50%</i>	<i>28%</i>	<i>36%</i>
Bay Area No. Projects Awarded - Disadvantaged Community Setaside	5	2	7	14
<i>Percent of MTC Total</i>	<i>45%</i>	<i>50%</i>	<i>100%</i>	<i>64%</i>

\*Strategic Growth Council Staff recommendations – pending approval of Strategic Growth Council on October 11, 2016.

### Low Carbon Transit Operations Program (LCTOP)

Through the State Controller's Office population-based and revenue-based funds distributions, MTC and Bay Area transit operators have been allocated 37% of the program's funds through the first two rounds, leading to a total of 40 projects in the region. SCO's release of estimated amounts available for the FY 2016-17 LCTOP program has been delayed due to overall funding uncertainty.

LCTOP requires that for agencies whose service area includes disadvantaged communities, at least 50% of the total moneys received must be expended on projects that will benefit disadvantaged communities. Thus far, 65% of the region's projects benefit disadvantaged communities. Some operators either don't have a disadvantaged community in their service area, or are doing multiple projects with their allocation, not all of which benefit a disadvantaged community.

<b>Low Carbon Transit Operations Program (LCTOP)</b>	<b>FY 2014-15 Program</b>	<b>FY 2015-16 Program</b>	<b>Total</b>
Statewide Amount Awarded	\$24,985,645	\$74,676,661	\$99,662,306
Amount Benefiting Disadvantaged Communities	\$22,816,053	\$70,417,792	\$93,233,845
<i>Percent of Statewide Total</i>	<i>91%</i>	<i>94%</i>	<i>94%</i>
Number of Projects Awarded Statewide	95	131	226
Amount Benefiting Disadvantaged Communities	71	85	156
<i>Percent of Statewide Total</i>	<i>75%</i>	<i>65%</i>	<i>69%</i>
Bay Area Amount Awarded	\$9,175,832	\$28,166,253	\$37,342,085
<i>Percent of Statewide Total</i>	<i>37%</i>	<i>38%</i>	<i>37%</i>
Number of Projects Bay Area Awarded	18	22	40
<i>Percent of Statewide Total</i>	<i>19%</i>	<i>17%</i>	<i>18%</i>
Amount Benefiting Disadvantaged Communities	13	13	26
<i>Percent of MTC Total</i>	<i>72%</i>	<i>59%</i>	<i>65%</i>

## Comparison of MTC's Communities of Concern for Plan Bay Area 2017, CalEnviroScreen 2.0 &amp; Draft CES3.0

	Plan Bay Area Communities of Concern (2017)		CalEnviroScreen 2.0 (25% Threshold)		CalEnviroScreen 3.0 (25% Threshold)		
County	Census Tracts	Population	Census Tracts	Population	Census Tracts	Population	Change from CES 2.0
Alameda	120	505,457	32	124,352	17	60,910	(15)
Contra Costa	45	243,955	23	121,204	12	65,409	(11)
Marin	3	14,443	0	-	0	-	-
Napa	4	12,245	0	-	0	-	-
San Francisco	48	191,894	3	11,045	7	22,634	4
San Mateo	22	135,040	2	14,837	2	17,652	-
Santa Clara	84	433,275	23	105,604	16	69,935	(7)
Solano	28	112,367	2	11,385	2	5,500	-
Sonoma	11	59,584	0	-	0	-	-
Total	365	1,708,260	85	388,427	56	242,040	(29)
Total CES Tracts Statewide	--	--	1993		1982		
Total Bay Area Population		7,338,962					
Percent of Bay Area population		23.3%		5.3%			3.3%
Bay Area Share of CES3.0 Disadvantaged Communities Statewide	--	--	4.3%	--	2.8%	--	--



# Comparison of Draft CalEnviroScreen Version 3.0 with Version 2.0 and Communities with $\leq 80\%$ of Adjusted Median Income (AMI)

## Legend

### CLASSIFICATION



Census tract with income  $\leq 80\%$  of Adjusted Median Income (AMI)



2014 DAC



2016 DAC



2014 DAC + Tracts  $\leq 80\%$  of AMI



2016 DAC + Tracts  $\leq 80\%$  of AMI

### 2010 POPULATION

**Oakland**

> 350,000

Sunnyvale

50,000–350,000

San Anselmo

< 50,000

CalEnviroScreen+CoCs.ai | 9.30.16 pb

SOURCE: Office of Environmental Health and Hazard Assessment (OEHA) and MTC

