

Meeting Agenda

Bay Area Partnership Board

Wednesday, December 20, 2017

9:00 AM

Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

This meeting will be recorded. Copies of recordings may be requested at the Metropolitan Transportation Commissioner (MTC) at nominal charge, or recordings may be listened to at MTC offices by appointment.

1. Call to Order / Introductions (Chair Rick Ramacier)

2. Consent Agenda – Approval

[17-3111](#) Minutes - October 20, 2017 Meeting

Attachments: [02 MeetingMinutes10172017.pdf](#)

3. Partnership Technical Advisory Committee Update (Diane Feinstein)

DISCUSSION

4. [17-3107](#) Senate Bill 1 (SB1) Competitive Programs Implementation

Update of SB1 Competitive Program Implementation focusing on the following three statewide competitive programs: Solutions for Congested Corridors; Trade Corridor Enhancement Program; and Transit and Intercity Rail Program.

Attachments: [04_SB 1 Competitive Programs.pdf](#)

5. [17-3108](#) State Transit Assistance (STA) Population- Based Policy

Update on the proposed framework for STA population based funds including the Senate Bill 1 augmentation funds.

Attachments: [05 STA Pop-Based.pdf](#)

6. [17-3109](#) Goods Movement Investment Strategy

Near-term set of priority projects for goods movement.

Attachments: [06_Goods_Movement_Investment_Strategy.pdf](#)

7. [17-3110](#) Regional Measure 3 (RM3) Update

Update an overview of next steps for placement of RM 3 on the ballot, including key items that will be included in the enabling resolution.

Attachments: [07_Regional Measure 3.pdf](#)

8. Public Comments / Other Business

9. Adjournment / Next Meeting

The next meeting of the Bay Area Partnership Board will be duly noticed.

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

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

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

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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。

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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)

File #: 17-3111 **Version:** 1 **Name:**
Type: Report **Status:** Informational
File created: 12/14/2017 **In control:** Bay Area Partnership Board
On agenda: 12/20/2017 **Final action:**
Title: Minutes - October 20, 2017 Meeting
Sponsors:
Indexes:
Code sections:
Attachments: [02_MeetingMinutes10172017.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
Minutes - October 20, 2017 Meeting

Recommended Action:
Board Approval

Attachments:

Meeting Minutes - Final

Bay Area Partnership Board

Friday, October 20, 2017

9:00 AM

Yerba Buena – 1st Floor

1 Call Meeting to Order / Introductions (Chair Rick Ramacier)

2 Consent Agenda – Approval

Upon the motion by Board Member Dao and second by Board Member Miller, the Consent Calendar was unanimously approved.

[17-2980](#) Minutes - October 18, 2016 Meeting.

Action: Board Approval

Attachments: [2 MeetingMinutes12-Oct-2017.pdf](#)

3 Partnership Technical Advisory Committee Update (Diane Feinstein)

DISCUSSION / ACTION ITEMS

4 [17-2981](#) SB1 Implementation

Update of Senate Bill 1 funding programs - formula and competitive - and discuss regional policy proposals and upcoming actions.

Action: Information

Presenter: Anne Richman

Attachments: [4a SB1 Implementation State Transit Asst Pop Based Program.pdf](#)
[4a STA_Pop-Based-HANDOUT.pdf](#)
[4b SB1 Implementation STIP x1.pdf](#)
[4c SB1 Implementation Statewide Comp Programs and Reg Approach.pdf](#)

INFORMATION ITEMS

5 [17-2984](#) Legislative Session Update and Next Steps

Update of key legislative actions and next steps for regional implementation.

Action: Information

Presenter: Rebecca Long

Attachments: [5 Legislative Session Update and Next Steps.pdf](#)

6 [17-2987](#) 2018 Safety Performance Targets - Options

Overview of new federal safety target-setting requirements as well as a recommended approach that the region could pursue to comply with new regulations.

Action: Information

Presenter: Dave Vautin

Attachments: [6 2018 Safety Performance Targets Options.pdf](#)

7 Public Comments / Other Business

8 Adjournment / Next Meeting

The next meeting of the Bay Area Partnership Board will be duly noticed.

Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #:	17-3107	Version:	1	Name:	
Type:	Report	Status:		Informational	
File created:	12/14/2017	In control:		Bay Area Partnership Board	
On agenda:	12/20/2017	Final action:			
Title:	Senate Bill 1 (SB1) Competitive Programs Implementation				
	Update of SB1 Competitive Program Implementation focusing on the following three statewide competitive programs: Solutions for Congested Corridors; Trade Corridor Enhancement Program; and Transit and Intercity Rail Program.				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	04_SB_1_Competitive_Programs.pdf				

Date	Ver.	Action By	Action	Result
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Subject:

Senate Bill 1 (SB1) Competitive Programs Implementation

Update of SB1 Competitive Program Implementation focusing on the following three statewide competitive programs: Solutions for Congested Corridors; Trade Corridor Enhancement Program; and Transit and Intercity Rail Program.

Presenter:

Anne Richman

Recommended Action:

Information

Attachments:



METROPOLITAN
TRANSPORTATION
COMMISSION

Agenda Item 4

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

Memorandum

TO: Bay Area Partnership Board

DATE: December 14, 2017

FR: Kenneth Kao, Principal Transportation Planner

RE: Senate Bill 1 (SB 1) Funding Program Update

Senate Bill 1 (SB1) provided additional money to existing competitive programs, as well as created new competitive programs. MTC will present the regional program of applications or endorsements for three competitive programs (Solutions for Congested Corridors, Trade Corridor Enhancement Program, and Transit and Intercity Rail Capital Program) at the January 10, 2018 Programming and Allocations Committee meeting, for MTC Commission consideration on January 24, 2018.

Updates and pending program schedules are provided below.

Trade Corridor Enhancement Program (TCEP). SB 1 provides \$300 million per year to the TCEP, which will also include federal freight formula funds. The California Transportation Commission (CTC) approved the TCEP Guidelines on October 18, 2017. The first program will cover three years (Fiscal Year (FY) 17-18 through FY 19-20). The TCEP includes a statewide target for the California Department of Transportation (Caltrans) of \$536 million, and a target for the Bay Area/Central Valley of \$217 million. A 30% match is required for projects not funded through the Caltrans target. Any public agency is eligible to apply; however, MTC must submit the region's nominations to CTC to ensure consistency with regional plans. Of interest, the guidelines provide that any cost savings generated within a corridor will be returned to that corridor for reprogramming. The approved guidelines are at: [http://www.catc.ca.gov/programs/SB_1/101817_Final_TCEP_Guidelines\(2\).pdf](http://www.catc.ca.gov/programs/SB_1/101817_Final_TCEP_Guidelines(2).pdf)

Key program dates:

- Nominations due to MTC: December 15, 2017
- MTC Commission concurrence of nominations: January 24, 2018
- Applications due to CTC: January 30, 2018
- Program adoption: May 16, 2018.

MTC is coordinating with Caltrans and CMAs on which projects to put forward in a regional program, and with our neighboring Metropolitan Planning Organizations (MPOs) to understand what projects they may be submitting for the Northern California share. In general, regional projects nominated are to be consistent with the region's Goods Movement Plan, deliverable in the program timeframe, and reasonably within the amount of funding available.

Solutions for Congested Corridors (SCC). SB 1 provides \$250 million per year to the SCC, which aims to fund congestion relief projects included in a multimodal comprehensive corridor plan. CTC approved the SCC guidelines on December 6, 2017. The first program will cover four years (FY 17-18 through FY 20-21). Statute lists two projects in the Bay Area by name: 1) Emerging solutions for the Route 101 and Caltrain corridor connecting Silicon Valley with San Francisco, and 2) Multimodal approaches for the Route 101 and Sonoma-Marín Area Rail Transit (SMART) rail corridor between the Counties of Marin and Sonoma. According to SB 1, only MTC and Caltrans may apply for SCC; however, the implementing/ sponsoring agency may be any public agency. MTC is working with Caltrans and with potential project sponsors to determine which projects may be nominated. For SCC, MTC will likely focus on projects that are expressly mentioned in the SB1 statute, those that are deliverable in the very near term, or projects that address congestion in the region's most congested corridors. Similar to the TCEP, MTC will also likely consider the project's funding request compared to the amount of available funding.

Of interest, the guidelines do not require a match, but match or leveraged funds will be an evaluation criteria, and no regional targets are included. The final guidelines are at:

http://www.catc.ca.gov/programs/SB_1/Congested_Corridors/Final-Adopted_2018_SCC_Guidelines.pdf

Key program dates:

- MTC Commission concurrence of nominations: January 24, 2018
- Applications due to CTC: February 16, 2018
- Program adoption: May 16, 2018.

Transit and Intercity Rail Capital Program (TIRCP). SB1 includes funds for the TIRCP, aimed at funding projects that will modernize California's intercity, commuter, and urban rail systems, and bus and ferry transit systems. California State Transportation Agency (CalSTA) administers TIRCP and released a call for projects on October 13 for a 5-year TIRCP program (FY18-19 through FY22-23). The program blends SB1 funds with Cap and Trade auction proceeds. The total amount available for this 5-year program is anticipated to be \$2.4 billion, with an estimated \$1.4 billion coming from SB1 revenues and \$1 billion from Cap and Trade auctions.

MTC previously adopted a framework (MTC Resolution No. 4123) to guide the region's applications for TIRCP funds, identifying priority projects and programs. The region's success in past cycles of the program has been somewhat mixed, and MTC staff is currently evaluating what approach to take for supporting projects applying in the current cycle.

Key program dates:

- Project applications due to Caltrans: January 12, 2018
- MTC Commission endorsement of projects: January 24, 2018
- Anticipated award announcement: April 30, 2018
- Anticipated presentation of project list to CTC: May 2018

Resources:

- Program webpage: <http://www.dot.ca.gov/drm/sptircp.html>
- Call for Projects: <http://www.dot.ca.gov/drm/docs/sptircp/2018call4projects.pdf>
- Program guidelines: <http://www.dot.ca.gov/drm/docs/sptircp/2018finalgl.pdf>

Local Partnership Program (LPP). SB 1 provides \$200 million per year to the LPP. CTC approved the LPP Guidelines on October 18, 2017, which evenly divides the LPP into formula and competitive programs. The first program will cover two years of formula funds (FY 17-18 and FY 18-19) and three years of competitive funds (FY 17-18 through FY 19-20). A 1:1 match is required for LPP projects. Only authorities with a voter-approved tax dedicated solely to transportation are eligible to receive formula funds, and those agencies that have imposed fees for transportation are eligible to compete in the competitive program. Of interest, the revised guidelines create an incentive program for new and renewed voter-approved taxes, tolls, and fees (coming from the competitive program), and any cost savings generated within the formula program will be returned to that jurisdiction for reprogramming. The approved guidelines are at:

http://www.catc.ca.gov/programs/SB_1/102017_Final_LPP_Guidelines.pdf

Key program dates:

- Applications due for the formula program: December 15, 2017
- Formula program adoption: January 31, 2018
- Applications due for the competitive program: January 30, 2018
- Competitive program adoption: May 16, 2018.

MTC will receive about \$5.1 million per year in LPP formula funds due to Regional Measures 1 and 2. MTC proposes to program these funds to two bridge-related projects: Express Lanes and Operational Improvements at the San Mateo and Dumbarton Bridge approaches, and Improved Bicycle and Pedestrian Access to the East Span of the San Francisco-Oakland Bay Bridge.

Sustainable Communities (SC) and Adaptation Planning (AP) Grants. SB1 augments the funding for Caltrans Planning Grants, and creates two new subprograms: SC and AP. SC grants are further divided into a competitive program and a formula program for Metropolitan Planning Organizations (MPOs). For the first round of funding, \$12.4 million is available in each of the Sustainable Communities subprograms, and \$7 million is available in the AP grant.

Caltrans received 127 applications seeking \$34 million for the SC grant program, and 30 applications seeking \$10 million for the AP grant program. MTC submitted three SC grant applications, and two AP grant applications:

- The Future of Mobility: Ride Hailing Data Collection and Analysis, \$1 million (not awarded)
- Integrating Disability Voices in Sustainable Communities and Climate Resiliency Initiatives, \$500,000 (not awarded)
- Coordinating Economic Forecasting and Transportation Investment Analysis in the Megaregion, \$276,000 (not awarded)
- Accelerating Implementation of Local and Regional Resilience to Climate Change, \$1 million (awarded \$307,950)
- East Palo Alto and Dumbarton Bridge Resiliency Study, \$200,000 (awarded \$200,000)

Other successful applicants in the region include the Cities of Alameda, Concord, and Santa Clara, San Francisco MTA, Solano TA, Sonoma Co. Regional Parks, West Contra Costa Transit Authority, BART, and the Counties of Marin and San Mateo. The full list of recommended awardees are available at:

- Sustainable Communities: http://www.catc.ca.gov/meetings/agenda/2017Agenda/2017-12/Yellows/Tab_22_4.11_Attachment.pdf

- Adaptation Planning: http://www.catc.ca.gov/meetings/agenda/2017Agenda/2017-12/Yellows/Tab_22_4.11_Attachment2.pdf

The next round of Caltrans Planning Grants will begin in early 2018; see below for key dates.

Key program dates:

- Program Guides Released and Call for Projects: January 2, 2018
- Applications Due: February 23, 2018
- Anticipated Grant Award Announcements: May 2018

Resources:

- Program webpage: <http://www.dot.ca.gov/hq/tpp/grants.html>

Please provide input to Kenneth Kao at kkao@bayareametro.gov / 415-778-6768.

Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 17-3108 **Version:** 1 **Name:**
Type: Report **Status:** Informational
File created: 12/14/2017 **In control:** Bay Area Partnership Board
On agenda: 12/20/2017 **Final action:**
Title: State Transit Assistance (STA) Population- Based Policy

Update on the proposed framework for STA population based funds including the Senate Bill 1 augmentation funds.

Sponsors:

Indexes:

Code sections:

Attachments: [05_STA_Pop-Based.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

State Transit Assistance (STA) Population- Based Policy

Update on the proposed framework for STA population based funds including the Senate Bill 1 augmentation funds.

Presenter:

Anne Richman

Recommended Action:

Information

Attachments



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

Memorandum

TO: Bay Area Partnership

DATE: December 14, 2017

FR: Anne Richman, Director, Programming and Allocations

RE: SB 1 and State Transit Assistance (STA) Population-Based Funds

Feedback Received

Over the last three months MTC staff have received feedback from transit operators, CMAs, and other stakeholders on the proposed changes to the distribution of STA Population-Based funds. Based on the feedback received MTC staff have made a number of modifications to the proposed conditions and policy initiatives. A revised proposal was shared with the Partnership Technical Advisory Committee (PTAC) on November 20, 2017. This memo includes additional revisions based on feedback received since the November PTAC meeting. Details on the proposed changes are included below.

Proposed Framework: STA Population-Based Distributed Through a County Block Grant Program

				Est. FY 2018-19 STA Population Based	Est. FY 2017-18 STA Population Based (pre-SB 1)	Increase	Percent Increase
Local Program	70%	<i>Alameda</i>	18%	\$6,546,447	\$3,651,329	\$2,895,118	79%
		<i>Contra Costa</i>	22%	\$8,262,187	\$4,608,294	\$3,653,892	
		<i>Napa</i>	4%	\$1,300,377	\$725,295	\$575,082	
		<i>Marin</i>	6%	\$2,129,276	\$1,187,619	\$941,657	
		<i>San Francisco</i>	8%	\$3,109,937	\$1,734,590	\$1,375,347	
		<i>San Mateo</i>	5%	\$1,866,459	\$1,041,031	\$825,428	
		<i>Santa Clara</i>	14%	\$5,193,795	\$2,896,877	\$2,296,918	
		<i>Solano</i>	11%	\$3,913,788	\$2,182,944	\$1,730,844	
		<i>Sonoma</i>	13%	\$4,777,734	\$2,664,816	\$2,112,918	
		Subtotal		\$37,100,000	\$20,692,795	\$16,407,205	
Regional Program	30%	Subtotal		\$15,900,000	\$7,598,638	\$8,301,362	109%
FY 2018-19 TOTAL				\$53,000,000	\$28,291,433	\$24,708,567	87%

This proposed framework would replace MTC Resolution 3837 with a new OBAG-style county block grant for STA Population-Based funds. Under this option each county CMA would receive a specified share of STA Population-Based funds each year which could be prioritized by the CMA for use by transit operators within their county or in coordination with other counties/the

region. This would allow each county to determine how best to invest in paratransit, transit operating, and Lifeline program needs. Each county's share in the table above was calculated based on the county's share of STA funds from the current Resolution 3837 formula, totaled across all categories (Northern Counties/Small Operators Program, Regional Paratransit Program, and the Lifeline Transportation Program) – see Attachment 2. The regional program would continue to support existing regional programs like Clipper ® 2.0 and could provide seed funding for a regional means-based fare program. The local and regional shares allow significant funding increases for local programs while providing the roughly \$8 million expected to be needed for the regional contribution to the Means-Based program.

Similar to OBAG, the additional funding and flexibility would be accompanied by policy conditions and initiatives:

County Block Grant Program Conditions:

1. Each CMA must submit to MTC by May 1st of each year a report including the following: 1) the county's programming distribution of STA Population-Based funds amongst STA-eligible operators and; 2) the anticipated amount of STA population-Based funding that will be spent within or connecting Communities of Concern.

With this information from the CMAs MTC staff will prepare an annual STA Population-Based "Snapshot" report which will be shared with the Programming and Allocations Committee. This "Snapshot" will ensure transparency for the new SB 1 funds and allow all stakeholders to track how STA Population-Based funds are invested.

2. To respond to comments and concerns raised and ensure that small bus operators in Alameda and Contra Costa counties continue to receive adequate funding from a County Block Grant Program, this proposal could include a minimum amount of funding to be allocated on an annual basis amongst eligible small operators in each county. Based on the share of small operator funding out of the total STA Population-Based funds allocated to Alameda and Contra Costa counties under the current framework, Table 1 below contains the percentage shares which would be required to flow to each county's eligible small operators.

Table 1: Alameda and Contra Costa County Small Operator Minimum

County	Minimum % of Block Grant to be Allocated Annually Amongst Eligible Small Operators	Eligible Small Operators
Alameda County	24%	LAVTA and Union City Transit
Contra Costa County	60%	CCCTA, ECCTA, WestCAT

3. CMAs in all counties would be required to seek approval from MTC before requesting that a STA-eligible operator recipient of STA Population-Based funds perform a fund swap involving STA Population-Based funds. In addition, the CMA must notify all STA-eligible operators within their county of the request to swap funds before seeking approval from MTC.

4. Direct CMAs and transit operators to coordinate STA Population-Based fund distribution in their county
 - The CMAs would be expected to play a role in coordinating STA Population-Based claims from operators. CMAs, in cooperation with transit operators, could also consider whether to extend their coordination role in the claims process beyond STA Population-Based funds to include TDA Local Transportation Fund and STA Revenue-Based funds but this would not be required. MTC would still determine the amounts available for TDA and STA Revenue-Based funds through the annual Fund Estimate process.
 - A fully coordinated claim, already in use in Sonoma and Solano Counties, allows for all transit operators in a county to jointly plan their annual operations budgets and coordinate investments of TDA Local Transportation Fund ¼ cent sales tax revenues and STA Revenue and Population-Based funds.

County Block Grant Program Policy Initiatives:

1. All small and medium sized operators to meet Transit Sustainability Project (TSP) performance requirements similar to the large operators (cost efficiency/effectiveness)
 - The TSP was intended to identify strategies to enable transit operators to remain financially viable so that they can continue to provide service to the public. The performance measures requiring a 5% real reduction in cost per service hour, cost per passenger, or cost per passenger mile currently only apply to the region's larger transit operators.
 - This proposal would extend the requirement to small and medium sized operators to further incentivize financial sustainability. For operators already meeting a TSP performance measure as shown in Table 2, the requirement would be to keep future operating cost increases at a level not higher than inflation; no further reduction in costs would be required for these operators. For operators that have not already achieved a TSP performance measure they would have until FY 2022-2023 to do so. Operators would be able to decide which base year to use in calculating their TSP performance measures, similar to the discretion given to large operators.
 - In FY 2023-2024 MTC may link existing and new operating and capital funds administered by MTC to progress towards achieving the performance target.
 - If a CMA already has locally voter or board approved transit operator financial performance requirements in place, these measures may be substituted for TSP performance requirements, subject to concurrence from MTC.

Table 2 below provides preliminary information on which small and medium sized operators are already achieving at least one of the TSP performance measures as of FY 2016. If this policy is adopted, MTC would work with operators to confirm the data, select baseline years, and establish a process for monitoring into the future.

Table 2: Small Operator TSP Performance Measures Comparison, Data for Fixed-Route Service Only

In Constant FY 2012 \$

Source: *FY 2011-12 Through 2015-16 Transit Statistical Summary (Note: data is preliminary)*

Operator	Achieved Cost Reduction of ≥ 5% from FY 2012 to FY 2016	Operator	Achieved Cost Reduction of ≥ 5% from FY 2012 to FY 2016
County Connection	Yes -11% Cost per Passenger	SolTrans	Yes -11% Cost per Passenger
FAST	Yes -15% Cost per Passenger	Sonoma County Transit	No -3% Cost per Service Hour
LAVTA	No -4% Cost per Service Hour	Tri Delta Transit	Yes -18% Cost per Passenger
Marin Transit	Yes -6% Cost per Service Hour	Union City Transit	No +20% Cost per Service Hour
Napa Vine	Yes -49% Cost per Passenger	Vacaville City Coach	Yes -8% Cost per Passenger
Petaluma Transit	Yes -12% Cost per Service Hour	WETA	Yes -31% Cost per Passenger
Rio Vista Delta Breeze	No +13% Cost per Service Hour	WestCAT	No +1% Cost per Service Hour
Santa Rosa CityBus	No +13% Cost per Service Hour		

2. In the Northern Counties (Marin, Napa, Solano, and Sonoma) as an alternative to meeting TSP performance requirements shown above, develop a plan to consolidate into a single county operator (e.g. Napa).
 - Sonoma and Solano Counties have already expressed interest in pursuing consolidation and this initiative would support those efforts and encourage other counties to investigate consolidation.
3. In the five other counties (Alameda, Contra Costa, San Francisco, San Mateo, and Santa Clara) in addition to meeting the TSP performance requirements shown on page 3, establish or enhance mobility management programs.
 - Each CMA/county, working with the transit operators, should establish or enhance mobility management programs within their county to help provide equitable and effective access to transportation.

FY 2018-19 and Beyond Priorities for STA State of Good Repair Program

The Bay Area can expect to receive approximately \$39 million per year from a new STA State of Good Repair program, \$10.2 million of which will be Population-Based funds. As presented previously, the following priorities are proposed to invest these STA State of Good Repair Population-Based funds.

STA State of Good Repair Priority 1: Clipper® 2.0

	Est. FY 2018-19 STA Population Based	Description
Clipper® 2.0	\$10,200,000	Funds directed to support the development and deployment of Clipper® 2.0

State of Good Repair priority 1 would allow MTC to invest in the development and deployment of the Bay Area's next generation transit fare payment system, Clipper® 2.0. Clipper® is funded jointly by MTC and transit operators, however there are significant unfunded anticipated capital and operating costs associated with Clipper® 2.0 which will need to be funded to ensure a successful deployment. If Regional Measure 3 is approved by the voters, these funds would likely not be needed to support the development and deployment of Clipper® 2.0.

STA State of Good Repair Priority 2: Green Transit Capital Priorities

	Est. FY 2018-19 STA Population Based	Description
Local Program	\$10,200,000	100% used for Transit Capital Priorities program local match to fund the cost increment for zero emission buses (ZEB) or to pay for related ZEB infrastructure.

If not needed for Clipper® 2.0, the Population-Based funds from the new STA State of Good Repair program could fund the acquisition of zero emission buses (ZEB) by the Bay Area's transit operators. The STA State of Good Repair funds would be used to pay for the cost increment of ZEBs over diesel or hybrid vehicles or for charging or hydrogen infrastructure to support ZEBs. Staff is working with the Air District in an effort to leverage this investment with their funding to be able to accelerate the conversion of the transit fleet toward zero emission. With a 1:1 leverage, the region could replace roughly 65 buses to ZEBs annually based on current ZEB costs.

FY 2017-18 STA State of Good Repair Program Programming Recommendation

A project list for use of the FY 2017-18 Population-Based STA State of Good Repair Funds is due to Caltrans by January 31, 2018. Neither option to program for Clipper® 2.0 or ZEBs or ZEB-related infrastructure would put the FY 2017-18 funds to work immediately: MTC only recently released the request for proposals (RFP) for the next generation Clipper® system, and any proposal for ZEBs or ZEB infrastructure would likely take some time to assemble in conjunction with the transit operators. Therefore, for this first year, staff recommends assigning the funds to the Transit Capital Priorities (TCP) program, which can make immediate use of these newly available funds for capital replacement and reduce the amount of a proposed financing package.

Specifically, Staff is recommending to the Commission this month that the FY 2017-18 funds be programmed as part of MTC's TCP program for BART's railcar replacement project. The BART project is underway and could expend the STA State of Good Repair funds in a timely way. The TCP program is oversubscribed for the programming period from FY 2016-17 through FY 2019-20, and staff is proposing a financing package to cover a near-term spike in capital needs. Use of the STA State of Good Repair funds for the railcar project would free up other revenues for other projects, ultimately reducing the need for financing through FY 2019-20 and providing benefits to all operators in the TCP program.

We look forward to your feedback on this proposal and priorities for both STA programs.

Please contact William Bacon at 415.778.6628 / wbacon@bayareametro.gov with any questions.

Attachments

Attachment 1 – Transit Sustainability Project Performance Measure Comparison

Attachment 2 – October 16, 2017 Bay Area Partnership Memo on SB 1 and STA Population-Based Funds

Transit Sustainability Project Performance Measure Comparison
(Note: Data is preliminary)

Small Operator TSP Performance Measures Comparison, Includes Data for **Fixed-Route Service Only**

Source: FY 2011-12 Through 2015-16 Transit Statistical Summary

	Cost per Service Hour	Cost per Passenger
Operator	% Change 2012-16	% Change 2012-16
County Connection	-3%	-11%
FAST	-11%	-15%
LAVTA	-4%	3%
Marin Transit	-6%	3%
Napa Vine	-21%	-49%
Petaluma Transit	-12%	1%
Rio Vista Delta Breeze	13%	15%
Santa Rosa CityBus	13%	45%
SolTrans	-7%	-11%
Sonoma County Transit	-3%	20%
Tri Delta Transit	-9%	-18%
Union City Transit	20%	67%
Vacaville City Coach	1%	-8%
WestCAT	1%	2%

Note: Only operators that receive funds from the Northern Counties/Small Operators Portion of STA Pop based included.

Note: shading indicates greater than five percent reduction from FY2011-12

Large Operator TSP Performance Measures - **All Modes**

Source: National Transit Database

	Cost per Service Hour	Cost per Passenger
Operator	% Change Baseline-2016	% Change Baseline-2016
AC Transit	0.8%	11.9%
BART	0.7%	-9.3%
Caltrain	3.0%	-33.2%
Golden Gate	-6.8%	-1.1%
SFMTA	2.2%	1.2%
SamTrans	-14.3%	7.0%
VTA	-2.9%	4.6%

Note: shading indicates greater than five percent reduction from baseline year

** Baseline year is highest cost year between 2007-08 and 2010-11 per MTC Resolution 4060



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

TO: Bay Area Partnership

DATE: October 16, 2017

FR: Anne Richman, Director, Programming and Allocations

RE: SB 1 and State Transit Assistance (STA) Population-Based Funds

SB 1 and State Transit Assistance

Senate Bill (SB) 1 provides a significant infusion of funding for public transit, including formula-based and competitive funding. The State Transit Assistance (STA) program will be boosted by approximately \$250 million per year from an increase in the diesel sales tax rate of 3.5 percent. These funds would augment the existing STA program (around \$294 million statewide). It is not presently known whether the state will impose additional requirements or conditions; state guidelines are expected to be developed this fall. MTC estimates the Bay Area would receive approximately \$94 million per year from this augmentation of the STA program.

Another \$105 million per year derived from a new Transportation Improvement Fee (TIF) would also be distributed using the STA Revenue-Based and Population-Based formula but would be targeted at capital improvements focused on modernizing transit vehicles and facilities, although operational costs are also eligible under this STA Capital program. The Bay Area would receive approximately \$39 million per year total from the STA Capital program.

Background

A. The STA Program

STA is the state's flexible transit funding program which may be used for capital or operating purposes. STA provides an important source of operations funding for the Bay Area's transit operators and is a key funding source for regional priorities such as Clipper® and the Lifeline Transportation Program.

The statewide STA program is split equally between a Revenue-Based program (Public Utilities Code 99314) and a Population-Based program (Public Utilities Code 99313). The Revenue-Based program distributes funds directly to transit operators based on each transit operator's share of statewide qualifying revenues used for transit operations, while the Population-Based program distributes funds to regional transportation planning agencies (such as MTC) based on their share of California's population. The Bay Area currently receives 56% of Revenue-Based funds and 19% of Population-Based funds.

B. STA Population-Based Funds in the Bay Area

Of the new STA funding expected to flow to the Bay Area as a result of SB 1, approximately \$34 million per year (\$24 million through existing STA program and \$10 million through the new STA Capital program) will flow through the Population-Based program which is subject to MTC's discretion.

MTC Resolution No. 3837, Revised established MTC's policy for allocating funds from the Population-Based program. Resolution 3837 was originally adopted in January 2008 and designated four major programs as recipients of the Population-Based funding: a Northern Counties/Small Operators Program (28.3% of funds), a Regional Paratransit Program (15.6% of funds), the Lifeline Transportation Program (29.2% of funds), and the MTC Regional Coordination Program (26.9% of funds). Coincidentally, Resolution 3837 called for reevaluating the STA Population-Based distribution in 2017.

This memo presents possible options for the distribution of STA Population-Based funds and STA Capital Population-Based funds.

C. Funding Needs for Multi-Operator Transit Programs

In 2015, MTC launched a study of potential options for a regional Means-Based fare discount program. Several transit operators participated in the study's Technical Advisory Committee, along with other interested regional stakeholders. The study is concluding, and MTC staff have been in contact with some of the transit operators regarding advancing toward implementing a program. While many of the details of a full program are yet to be developed, there seems to be interest around the region in moving ahead, and staff is considering possible funding sources for a program. The study examined several alternative program designs, with costs (lost fare revenue) generally around \$16 million per year, based on a 50% discount and about 20% of eligible riders participating, on all operators in the region. MTC would propose to split this cost 50/50 with the operators. Thus, the MTC contribution would be expected to total around \$8 million per year. Information on the study and potential next steps is expected to be brought to the Commission this fall.

Another program that affects all transit operators in the region is Clipper®. With the upcoming implementation of Clipper® 2.0, staff are anticipating significant capital funding deficits that are expected to exceed \$50 million by FY 2021-2022. Similarly, operating costs are expected to exceed available revenue by FY 2021-22 even with the SB1 increase anticipated under the current framework.

Options for Regular STA Program

Below is a summary of the current Resolution 3837 STA framework and an alternative option for consideration.

Current Framework/Status Quo

			Est. FY 2018-19 STA Population Based	Est. FY 2017-18 STA Population Based (pre-SB 1)	Increase	Percent Increase
Local Program	<i>Northern Counties / Small Operators</i>	28%	\$14,840,000			
	<i>Marin</i>		\$1,573,447			
	<i>Napa</i>		\$850,311			
	<i>Solano</i>		\$2,560,771			
	<i>Sonoma</i>		\$3,009,381			
	<i>CCCTA</i>		\$2,982,792			
	<i>ECCTA</i>		\$1,801,740			
	<i>LAVTA</i>		\$1,232,646			
	<i>Union City</i>		\$431,522			
	<i>WCCTA</i>		\$397,390			
	<i>Regional Paratransit/Mobility Management</i>	16%	\$8,480,000			
	<i>Lifeline / Means-Based</i>	29%	\$15,370,000			
	Subtotal		\$38,690,000			
Regional Program	MTC Regional Coordination	27%	\$14,310,000			
FY 2018-19 TOTAL			\$53,000,000	\$28,291,433	\$24,708,567	87%

As described above, Resolution 3837, Revised established the funding framework for STA Population-Based revenue that is in place today. As shown in the table above, with the passage of SB1, the population based funds increased by approximately 87% over FY 2017-18 baseline revenue.

Staff does not recommend folding the new revenue into the existing framework – following the status quo - for the following reasons:

- While the STA Population-based policy last underwent a major update in 2008 with the adoption of MTC Resolution 3837, the types of projects funded have their roots in MTC policy dating back to 1991.
- The significant increase in funds that SB 1 will bring to the region's transit operators – through the increase in the STA *Revenue-Based* program and the creation of a new STA Capital Program - provides an opportunity to take a fresh look at this three-decade old funding policy.
- Consideration should be given to the funding of programs for which there is a significant need across all operators in the region such as Means-Based fare programs and implementation of Clipper® 2.0.

Proposed Framework: STA Population-Based Distributed Through a County Block Grant Program

				Est. FY 2018-19 STA Population Based	Est. FY 2017-18 STA Population Based (pre-SB 1)	Increase	Percent Increase
Local Program	70%	Alameda	18%	\$6,546,447	\$3,651,329	\$2,895,118	79%
		Contra Costa	22%	\$8,262,187	\$4,608,294	\$3,653,892	
		Napa	4%	\$1,300,377	\$725,295	\$575,082	
		Marin	6%	\$2,129,276	\$1,187,619	\$941,657	
		San Francisco	8%	\$3,109,937	\$1,734,590	\$1,375,347	
		San Mateo	5%	\$1,866,459	\$1,041,031	\$825,428	
		Santa Clara	14%	\$5,193,795	\$2,896,877	\$2,296,918	
		Solano	11%	\$3,913,788	\$2,182,944	\$1,730,844	
		Sonoma	13%	\$4,777,734	\$2,664,816	\$2,112,918	
		Subtotal			\$37,100,000	\$20,692,795	
Regional Program	30%	Subtotal		\$15,900,000	\$7,598,638	\$8,301,362	109%
FY 2018-19 TOTAL				\$53,000,000	\$28,291,433	\$24,708,567	87%

This proposed framework would replace MTC Resolution 3837 with a new OBAG-style county block grant for STA Population-Based funds. Under this option each county CMA would receive a specified share of STA Population-Based funds each year which could be prioritized by the CMA for use by transit operators within their county or in coordination with other counties/the region. This would allow each county to determine how best to invest in paratransit, transit operating, and Lifeline program needs. Each county's share in the table above was calculated based on the county's share of STA funds from the current Resolution 3837 formula, totaled across all categories (Northern Counties/Small Operators Program, Regional Paratransit Program, and the Lifeline Transportation Program) – see Attachment 1. The regional program would continue to support existing regional programs like Clipper® 2.0 and could provide seed funding for a regional means-based fare program. The local and regional shares allow significant funding increases for local programs while providing the roughly \$8 million expected to be needed for the regional contribution to the Means-Based program.

Similar to OBAG, the additional funding and flexibility would be accompanied by policy conditions and initiatives:

1. Direct local program funding to CMAs to develop a coordinated TDA/STA claim
 - A coordinated claim, already in use in Sonoma and Solano Counties, allows for all transit operators in a county to jointly plan their annual operations budgets and coordinate investments of TDA Local Transportation Fund ¼ cent sales tax revenues and STA funds. The coordinated claim also allows for streamlined allocations of funds to transit operators. MTC would still determine the amounts available for TDA and

STA Revenue-Based funds through the annual Fund Estimate process. The CMAs would be expected to play a role in this coordination effort.

2. Northern Counties (Marin, Napa, Solano, and Sonoma) to meet Transit Sustainability Project (TSP) performance requirements similar to the large operators (cost efficiency/effectiveness) or plan to consolidate to a single county operator (e.g. Napa) and establish a timeframe for operators to meet the TSP requirements.
 - The TSP was intended to identify strategies to enable transit operators to remain financially viable so that they can continue to provide service to the public. While the performance measures requiring a 5% real reduction in cost per service hour, cost per passenger, or cost per passenger mile currently only apply to the region's larger transit operators, this initiative would include smaller operators to further incentivize financial sustainability.
 - Sonoma and Solano Counties have already expressed interest in pursuing consolidation and this initiative would support those efforts and encourage other counties to investigate consolidation.
3. The five other counties (Alameda, Contra Costa, San Francisco, San Mateo, and Santa Clara) to meet TSP performance requirements and establish or enhance mobility management programs.
 - As noted above, apply the TSP performance measures requiring a 5% real reduction in cost per service hour, cost per passenger, or cost per passenger mile to small and medium operators to further incentivize financial sustainability.
 - Each county, working with the transit operations, should establish or enhance mobility management programs within their county to help provide equitable and effective access to transportation.

Priorities for STA Capital Program

As noted on page 1 of this memo the Bay Area can expect to receive approximately \$39 million per year from a new STA Capital program, \$10.2 million of which will be Population-Based funds. The following priorities should inform how to invest these STA Capital Population-Based funds.

STA Capital Priority 1: Clipper ® 2.0

	Est. FY 2018-19 STA Population Based	Description
Clipper ® 2.0	\$10,200,000	Funds directed to support the development and deployment of Clipper ® 2.0

Capital priority 1 would allow MTC to invest in the development and deployment of the Bay Area's next generation transit fare payment system, Clipper ® 2.0. Clipper ® is funded jointly by MTC and transit operators, however there are significant unfunded anticipated capital and operating costs associated with Clipper ® 2.0 which will need to be funded to ensure a successful deployment. If Regional Measure 3 is approved by the voters, these funds would likely not be needed to support the development and deployment of Clipper ® 2.0.

STA Capital Priority 2: Green Transit Capital Priorities

	Est. FY 2018-19 STA Population Based	Description
Local Program	\$10,200,000	100% used for Transit Capital Priorities program local match to fund the cost increment for zero emission buses (ZEB) or to pay for related ZEB infrastructure.

If not needed for Clipper ® 2.0, the Population-Based funds from the new STA Capital program could fund the acquisition of zero emission buses (ZEB) by the Bay Area's transit operators. The STA Capital funds would be used to pay for the cost increment of ZEBs over diesel or hybrid vehicles or for charging or hydrogen infrastructure to support ZEBs. This would assist operators in meeting the expected California Air Resources Board (CARB) mandates. Staff is working with the Air District in an effort to leverage this investment with their funding and be able accelerate the conversion of the transit fleet toward zero emission. With a 1:1 leverage, the region could replace roughly 65 buses to ZEBs annually based on current ZEB costs.

We look forward to your feedback on these options and priorities for both STA programs.

Calculation Methodology of STA Population-Based Proposed Framework County Program Shares

STA Population-Based Distribution per MTC Res. 3837, Revised
Estimated Fiscal Year 2017-18 (pre-SB 1)

Bay Area Transit Operators Estimates	Annual Amount	%
Statewide STA Funding	\$ 293,792,000	
Northern Counties/Small Operators		
Marin	\$ 839,907	11%
Napa	\$ 453,897	6%
Solano/Vallejo	\$ 1,366,941	17%
Sonoma	\$ 1,606,409	20%
CCCTA	\$ 1,592,216	20%
ECCTA	\$ 961,770	12%
LAVTA	\$ 657,987	8%
Union City	\$ 230,347	3%
WCCTA	\$ 212,127	3%
SUBTOTAL	\$ 7,921,601	28%
Regional Paratransit		
Alameda	\$ 904,551	20%
Contra Costa	\$ 640,316	14%
Marin	\$ 123,546	3%
Napa	\$ 100,195	2%
San Francisco	\$ 717,688	16%
San Mateo	\$ 353,855	8%
Santa Clara	\$ 1,013,480	22%
Solano	\$ 276,687	6%
Sonoma	\$ 396,311	9%
SUBTOTAL	\$ 4,526,629	16%
Lifeline		
Alameda	\$ 1,857,922	23%
Contra Costa	\$ 1,174,872	14%
Marin	\$ 215,085	3%
Napa	\$ 166,822	2%
San Francisco	\$ 1,028,602	13%
San Mateo	\$ 691,694	8%
Santa Clara	\$ 1,896,908	23%
Solano	\$ 525,316	6%
Sonoma	\$ 647,293	8%
SUBTOTAL	\$ 8,204,515	29%
MTC Regional Coordination Program	\$ 7,638,687	27%
Transit Emergency Service Contingency Fund		
Total Population-Based Funds	\$ 28,291,433	100%

STA Population-Based County Program Shares
Proposed Framework

County (color coded to rows to left)	Sum of total from all three county/operator programs in 3837	Overall share
Alameda	\$ 3,650,808	18%
Contra Costa	\$ 4,581,301	22%
Napa	\$ 720,914	3%
Marin	\$ 1,178,538	6%
San Francisco	\$ 1,746,290	8%
San Mateo	\$ 1,045,549	5%
Santa Clara	\$ 2,910,388	14%
Solano	\$ 2,168,945	11%
Sonoma	\$ 2,650,013	13%
Total of county/operator programs	\$ 20,652,745	100%

Estimate of State Transit Assistance Funding in Senate Bill 1 (Beall/Frazier)

Bay Area Transit Operators Estimates	Baseline Current STA Funding (FY 2016-17 Estimate)	Estimate of Net Increase in FY 2017-18*	Estimate of Net Increase in FY 2018-19 Estimate*
Statewide STA Funding	\$ 266,873,000	\$ 166,666,500	\$ 250,000,000
Alameda CTC - Corresponding to ACE	\$ 186,347	\$ 116,275	\$ 174,413
Caltrain	\$ 3,877,168	\$ 2,419,246	\$ 3,628,873
County Connection	\$ 438,211	\$ 273,431	\$ 410,147
City of Dixon	\$ 3,400	\$ 2,121	\$ 3,182
ECCTA (Tri Delta Transit)	\$ 202,949	\$ 126,635	\$ 189,952
City of Fairfield	\$ 85,636	\$ 53,434	\$ 80,151
Golden Gate Transit	\$ 3,432,072	\$ 2,141,518	\$ 3,212,280
City of Healdsburg	\$ (744)	\$ 224	\$ 336
Livermore Amador Transit Authority	\$ 177,130	\$ 110,524	\$ 165,786
Marin Transit	\$ 639,229	\$ 398,861	\$ 598,293
Napa Valley Transit Authority	\$ 44,265	\$ 27,620	\$ 41,430
City of Petaluma	\$ 9,942	\$ 6,204	\$ 9,306
City of Rio Vista	\$ 530	\$ 488	\$ 732
SamTrans	\$ 2,384,429	\$ 1,487,818	\$ 2,231,729
City of Santa Rosa	\$ 97,323	\$ 60,727	\$ 91,090
Solano County Transit	\$ 199,935	\$ 124,754	\$ 187,131
Sonoma County Transit	\$ 105,377	\$ 65,752	\$ 98,628
City of Union City	\$ 29,967	\$ 18,698	\$ 28,048
Valley Transportation Authority	\$ 9,173,929	\$ 5,724,279	\$ 8,586,427
VTA - Corresponding to ACE	\$ 199,485	\$ 124,473	\$ 186,710
WCCTA (Western Contra Costa Transit Authority)	\$ 229,652	\$ 143,296	\$ 214,945
WETA	\$ 943,358	\$ 588,629	\$ 882,945
SUBTOTAL	\$ 22,459,586	\$ 14,015,008	\$ 21,022,533
AC Transit	\$ 6,938,750	\$ 4,329,588	\$ 6,494,389
BART	\$ 15,941,572	\$ 9,947,101	\$ 14,920,667
SFMTA	\$ 29,034,278	\$ 18,116,589	\$ 27,174,911
SUBTOTAL	\$ 51,914,600	\$ 32,393,279	\$ 48,589,967
Total Revenue Based Funds	\$ 74,374,186	\$ 46,408,287	\$ 69,612,500
Population Based Funds	\$ 26,001,993	\$ 16,249,984	\$ 24,375,000
Bay Area Grand Total	\$ 100,376,179	\$ 62,658,271	\$ 93,987,500

* \$250 million assumed statewide. FY 2017-18 amount is estimated at 66 percent of revenue forecast since diesel sales tax increase takes effect November 1, 2017. Also note transit operator shares are based on FY 2014-15 revenue-based STA factors. Actual funding amounts should be expected to change and will not be known until State Controller issues fund estimate in August 2017.

Source: Metropolitan Transportation Commissions. Contact: Rebecca Long at rlong@mtc.ca.gov

Estimate of Annual Transit Capital Funding Distributed via STA Formula in SB 1 (Beall/Frazier)

Bay Area Transit Operators Estimates	FY 2017-18
Statewide Funding for STA Capital	\$ 105,000,000
Alameda CTC - Corresponding to ACE	\$ 73,254
Caltrain	\$ 1,524,127
County Connection	\$ 172,262
City of Dixon	\$ 1,336
ECCTA (Tri Delta Transit)	\$ 79,780
City of Fairfield	\$ 33,664
Golden Gate Transit	\$ 1,349,158
City of Healdsburg	\$ 141
Livermore Amador Transit Authority	\$ 69,630
Marin Transit	\$ 251,283
Napa Valley Transit Authority	\$ 17,401
City of Petaluma	\$ 3,908
City of Rio Vista	\$ 307
SamTrans	\$ 937,326
City of Santa Rosa	\$ 38,258
Solano County Transit	\$ 78,595
Sonoma County Transit	\$ 41,424
City of Union City	\$ 11,780
Valley Transportation Authority	\$ 3,606,299
VTa - Corresponding to ACE	\$ 78,418
WCCTA (Western Contra Costa Transit Authority)	\$ 90,277
WETA	\$ 370,837
SUBTOTAL	\$ 8,829,464
AC Transit	\$ 2,727,643
BART	\$ 6,266,680
SFMTA	\$ 11,413,463
SUBTOTAL	\$ 20,407,786
Total Revenue Based Funds	\$ 29,237,250
Population Based Funds	\$ 10,237,500
Bay Area Grand Total	\$ 39,474,750

Note: Shares are based on FY 2014-15 operator shares. Actual amount will vary based on each transit operator's share of statewide qualifying revenue.

Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 17-3109 **Version:** 1 **Name:**
Type: Report **Status:** Informational
File created: 12/14/2017 **In control:** Bay Area Partnership Board
On agenda: 12/20/2017 **Final action:**
Title: Goods Movement Investment Strategy

Near-term set of priority projects for goods movement.

Sponsors:

Indexes:

Code sections:

Attachments: [06_Goods_Movement_Investment_Strategy.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Goods Movement Investment Strategy

Near-term set of priority projects for goods movement.

Presenter:

Matt Maloney

Recommended Action:

Information

Attachments:



METROPOLITAN
TRANSPORTATION
COMMISSION

Agenda Item 6

Bay Area Metro Center
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Memorandum

TO: Partnership Board

DATE: December 14, 2017

FR: Matt Maloney, Assistant Planning Director

RE: Goods Movement Investment Strategy

The goods movement sector supports nearly one-third of related industries in the Bay Area and is a key component of the region's economic strategy for increasing access to living-wage jobs that have low educational barriers to entry. The industry is also growing – today's almost \$1 trillion in freight flows in Northern California are projected to double by 2040. The Bay Area is home to major goods movement infrastructure that has local, regional, statewide and national significance, including highways designated as part of the National Primary Freight Network, two Class 1 railroads, and the Port of Oakland.

MTC and the Alameda County Transportation Commission (ACTC) adopted goods movement plans in 2016. Subsequently, a regional goods movement executive team— including MTC, ACTC, Port of Oakland, the Bay Area Air Quality Management District, Santa Clara Valley Transportation Authority, Solano Transportation Authority, Contra Costa Transportation Authority, and the East Bay Economic Development Authority— worked to develop a near-term (10 year) investment strategy to implement these plans. An investment strategy will help the region in the following ways:

1. *Enable the region to coordinate and compete for state and federal fund sources.* Over the past couple years, three new major state and federal funding programs with a direct nexus to freight have been initiated. These include the National Highway Freight Program, the National Significant Freight and Highway Projects Discretionary Program (FASTLANE/INFRA), and the SB1 Trade Corridors Enhancement Program. Staff estimates that the region is positioned to receive over \$1 billion in funding over the next 10 years from these funding sources alone.
2. *Deliver projects that can improve mobility and economic vitality.* The strategy will help implement projects and programs crucial to achieving Plan Bay Area 2040's performance targets, including reducing delay on the regional freight network, increasing middle-wage jobs, and reducing per capita GHG emissions.
3. *Address community and environmental concerns of freight.* The strategy also sets forth a commitment to reduce impacts of pollution on communities, mitigate emissions from existing technologies, and adopt cleaner technologies. These efforts would be led by the Bay Area Air Quality Management District, in coordination with MTC, ACTC, Port of Oakland, and public health and environmental groups.

Draft Revenues and Project List

Attachment 1 includes a draft estimate for revenues likely to be available for regional goods movement projects over the next 10 years. The revenues- totaling \$3.8 billion- include federal, state, regional, and local sources. The basis for most of the revenue is the Plan Bay Area 2040 forecast and input from other regional and local funding partners.

Attachment 2 includes a fiscally constrained draft list of projects, programs and costs that could comprise the goods movement investment plan. These projects support recommended investments included in Plan Bay Area 2040, the Bay Area and Alameda County Goods Movement Plans, and were compiled in close coordination with regional partners via the Goods Movement Executive Team.

Next Steps

Staff will seek Commission approval of the strategy in early 2018. Moving forward, MTC will use the strategy as a way to help guide regional decision-making around upcoming competitive funding sources.

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Fund Source	10-year estimate	Notes
National Highway Freight Program	\$260	Base year is FY 2015-16 and assumes a growth rate of 2% to 3%. Assumes the Bay Area receives 19% of the state program.
National Significant Freight and Highway Projects Discretionary Program (FASTLANE / INFRA)	\$260	Base year is FY 2015-16 and assumes a growth rate of 2% to 3%. Assumes the Bay Area receives 2.5% of the national program.
STP/CMAQ	\$50	Assumes funding for goods movement projects at 5% of PBA2040 forecast. Estimate begins after OBAG2 (e.g. starting with FY23)
RTIP/ITIP	\$140	Based on upprogrammed SB1 STIP revenues from FY 20 to FY 27; assumes 20% would be spent on freight corridors and on freight projects.
SB1 – Trade Corridors	\$540	Assumes Bay Area receives 20% of annual \$300 million earmark that would be begin in FY2019.
SB1 – Solutions for Congested Corridors	\$90	Assumes \$250M a year x 9 years. Assumes Bay Area receives 20% of the program and 20% would be spent on freight elements.
SHOPP	\$170	Assumes 6.5% of SHOPP will be spent on “mobility” enhancements, per the 2016 SHOPP distribution. Assumes 50% of the “mobility” funding would be spent on freight corridors.
Future Bridge Toll Increases (RM3)	\$990	Assuming the SB 595 expenditure plan, assumes \$160M from regional programs plus additional revenues for corridor-specific projects
TFCA - 40% counties	\$5	Assumes funding for goods movement projects at 5% of PBA2040 forecast.
TFCA - 60% regional	\$10	Assumes funding for goods movement projects at 7% of PBA2040 forecast.
Carl Moyer	\$10	Assumes 1% of funding for goods movement projects and assumes authorization continues after 2023.
Mobile Source Incentive Funds	\$8	Assumes authorization continues after 2023. Assumes funding for goods movement projects at 10% of forecast.
AB 617/134	\$20	Assumes one-time funding (40% of \$50M total to the region) for cleaning up trucks and other goods movement-eligible projects
Proposition 1B	\$20	Assumes funding to be awarded to a final tranche of goods movement emissions-reduction projects
Low Carbon Transportation Program	\$10	Assumes funding to the Bay Area from this Cap and Trade source for advanced freight demonstrations
Alameda County Measure BB	\$700	Assumes that 33% of BB would be spent on goods movement, congestion relief on freight corridors, and technology development.
Other sources: private sources, Local match for state and federal sources, other federal sources	\$500	Assumes roughly 30% match for certain competitive programs, and includes private sources of funding for trade projects. Includes \$9.6M in FHWA ATCMTD funds for GoPort ITS.
Total	\$3,783	

All values in millions of dollars

The 10-year estimate covers FY 17-18 through FY 26-27, unless noted.

Bay Area Goods Movement Investment Strategy - DRAFT

#	Focus Area	Project Name	Project Description	Project Cost (\$millions)
1	Emission Reduction	West Oakland Equipment-Based Reduction Projects	Categories for upgrade to zero or near-zero emission include: -Yard trucks -Tug boats (incl shore power) -On-road Class 5/6 trucks -Truck retirement project -Locomotives (Class 1 &3) -Ocean-going vessels (bonnets and electrification) -Forklifts -Transport Refrigeration Units -Top/Side Pick Cranes	\$200
2	Emission Reduction	Port of Oakland Non-Equipment-Based Reduction Projects	Includes the following components: -Port Electrical Grid Improvements -Facility upgrades and emission reductions -Supply Chain Efficiencies- extended Marine terminal hours, grey chassis pool, gate modifications, and technology solutions -Extended gate hours/days	\$100
3	Emission Reduction	Freight Emission Reduction Action Plan: Recommended Regional Demonstrations	Urban Delivery Demonstration Project: Range Extended Electric Vehicle (REEV) for Medium Heavy Duty (Class 5 - 6) Trucks. Rail Demonstration Project: Yard Switcher Using Dual Mode Battery-Assisted Locomotive in West Oakland and Richmond. Grow Bay Area Near-Zero and Zero Emission Vehicle R&D Public/Private Clean Truck Collaborative	\$40
4	Emission Reduction	Community Impact reduction through "receptor-side" mitigations	Invest in "receptor side" mitigations to reduce impacts on "fence-line" communities, including, for example, planting trees or other pollution catchments between sources and communities, investing in improved air quality, air filtration, HVAC etc systems for sensitive facilities located near freight corridors.	\$10
Emission Reduction Subtotal				\$350

Bay Area Goods Movement Investment Strategy - DRAFT

#	Focus Area	Project Name	Project Description	Project Cost (\$millions)
5	Freight Roadway	Interstate 80 Corridor	Includes: I-80/I-680/SR12 Interchange - Packages 2-7 West Bound Truck Scales (Solano County) Ashby Interchange Improvements Gilman Street Interchange Improvements	\$640
6	Freight Roadway	Interstate 880 Corridor	Includes: Whipple Road and Industrial Blvd Interchange Improvements Winton Avenue Interchange Improvements A Street Interchange Improvements	\$200
7	Freight Roadway	Interstate 680 Corridor	Includes: SR-4 Interchange Improvements - Phase 3 SR-84 Interchange Improvements + SR-84 Widening South County Access (262/Mission Blvd Cross Connector)	\$440
8	Freight Roadway	Interstate 580 Corridor	Includes: Interchange improvements at Vasco Road Integrated Corridor Management between Foothill Road and Isabel Avenue I580/680 interchange improvements- Planning	\$310
9	Freight Roadway	US 101 Corridor	Includes: SR-25 Interchange and US-101 Widening to 6 lanes SR-92 Interchange Improvements	\$460
10	Freight Roadway	SR-37 Corridor	SR-37 Improvements	\$100
11	Freight Roadway	SR-152 Corridor	SR-152 Environmental and Planning Studies	\$30
12	Freight Roadway	Local road and county road access and safety program on truck routes	Includes: Kirker Pass Road - NB Truck Climbing Lane Vasco Road Safety Improvements - Phase 2 Byron Highway and Camino Diablo Road	\$40
Freight Roadway Subtotal				\$2,220

Bay Area Goods Movement Investment Strategy - DRAFT

#	Focus Area	Project Name	Project Description	Project Cost (\$millions)
13	Rail Strategy	Port of Oakland: Go Port	The GoPort project will reduce emissions from idling trucks, increase Port operational efficiency, and provide significantly improved truck and rail access. Project includes: 7th Street Grade Separation West 7th Street Grade Separation East Port of Oakland ITS improvements	\$500
14	Rail Strategy	Rail Connectivity Improvements	Industrial Parkway Connection - \$198m Shinn Connection - \$40m New wye connections at Lathrop and Stockton Junctions - \$70m but not included in project cost since revenue assumptions are not inclusive of SJ County	\$240
15	Rail Strategy	Safety Improvements	Grade crossing improvements at Jack London Square and in Emeryville - \$36m City of Berkeley Railroad Crossing Improvements - \$13m City of Berkeley Gilman Street Grade Separation - \$77m City of Fremont Railroad Quiet Zones - \$5m	\$130
16	Rail Strategy	Railroad Grade Crossing Improvements and Grade Separations	Additional Grade Crossing Improvements	\$150
17	Rail Strategy	Targeted Operational Improvements	City of Hercules Third Track - \$52m Upgrade water side drill track to 3 mainline between Port and Bancroft - \$8m Track improvements to Coast Subdivision - TBD	\$60
18	Rail Strategy	Port of Oakland	Includes: OAB Phase 2 improvements (logistics warehousing, transloading)	\$150
19	Rail Strategy	SMART	Freight rail improvements to the SMART corridor including double-tracking select segments.	\$10
Rail Strategy Subtotal				\$1,240

Bay Area Goods Movement Investment Strategy - DRAFT

#	Focus Area	Project Name	Project Description	Project Cost (\$millions)
20	Other	Oakland Airport	Includes: Oakland International Airport Perimeter Dike	\$20
Other Subtotal				\$20
Draft Investment Plan Total: 10-Year				\$3,830

Bay Area Goods Movement Investment Strategy



Matt Maloney
Assistant Planning Director
Metropolitan Transportation
Commission/Association of Bay Area
Governments
December 20, 2017

The Regional Goods Movement Plan, adopted in February 2016, evaluated needs and prioritized opportunities for the Bay Area freight system



The Goods Movement Plan committed MTC to develop an investment strategy

- Modeled off efforts like the Regional Transit Expansion Program (MTC Res. 3434)
- To set forth a commitment to addressing environmental and community impacts (MTC Res. 4225)
- Developed in partnership with county and regional agencies, including CMAs, BAAQMD, and public health advocates



Plan Bay Area 2040, released in July 2017, reflects the priorities of the Goods Movement Plan, including over \$5 billion in these investments



Increase Port of Oakland efficiency



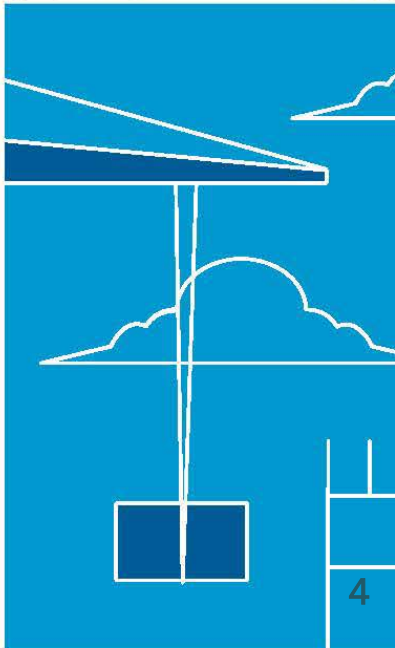
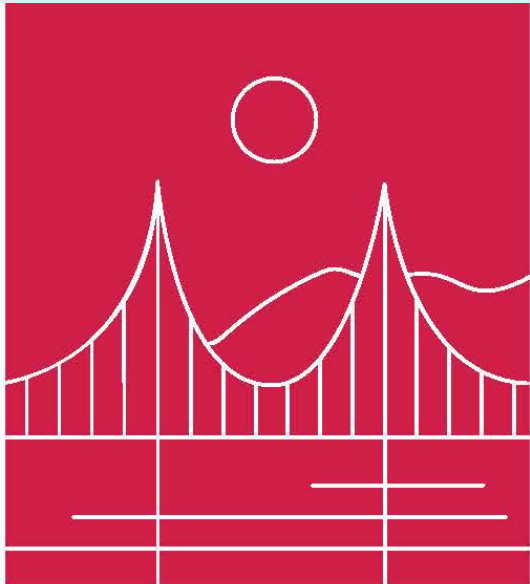
Reduce emissions



Reduce neighborhood impacts



Strategic highway investments



Why develop a near-term investment strategy for goods movement?

- Enable the region to coordinate and compete for state and federal fund sources
- Deliver projects that can improve mobility and economic vitality
- Address community and environmental concerns of freight

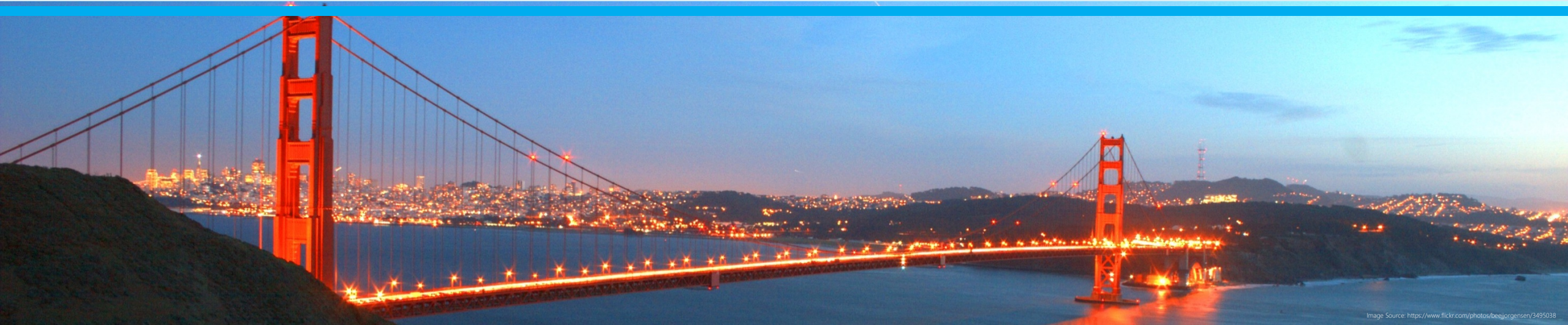


\$3.8 billion is estimated to be available over the next 10 years for Bay Area goods movement projects


■ Federal ■ State ■ Regional ■ Local ■ Other

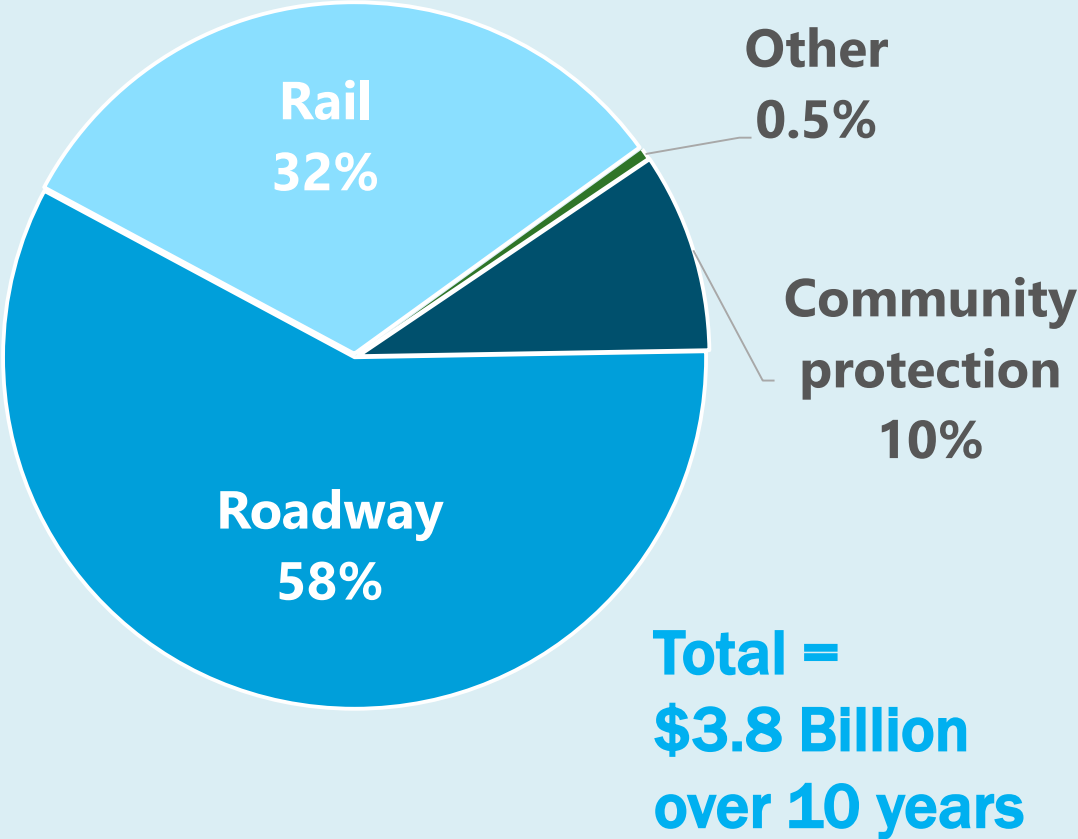


\$3.8 billion over 10 years

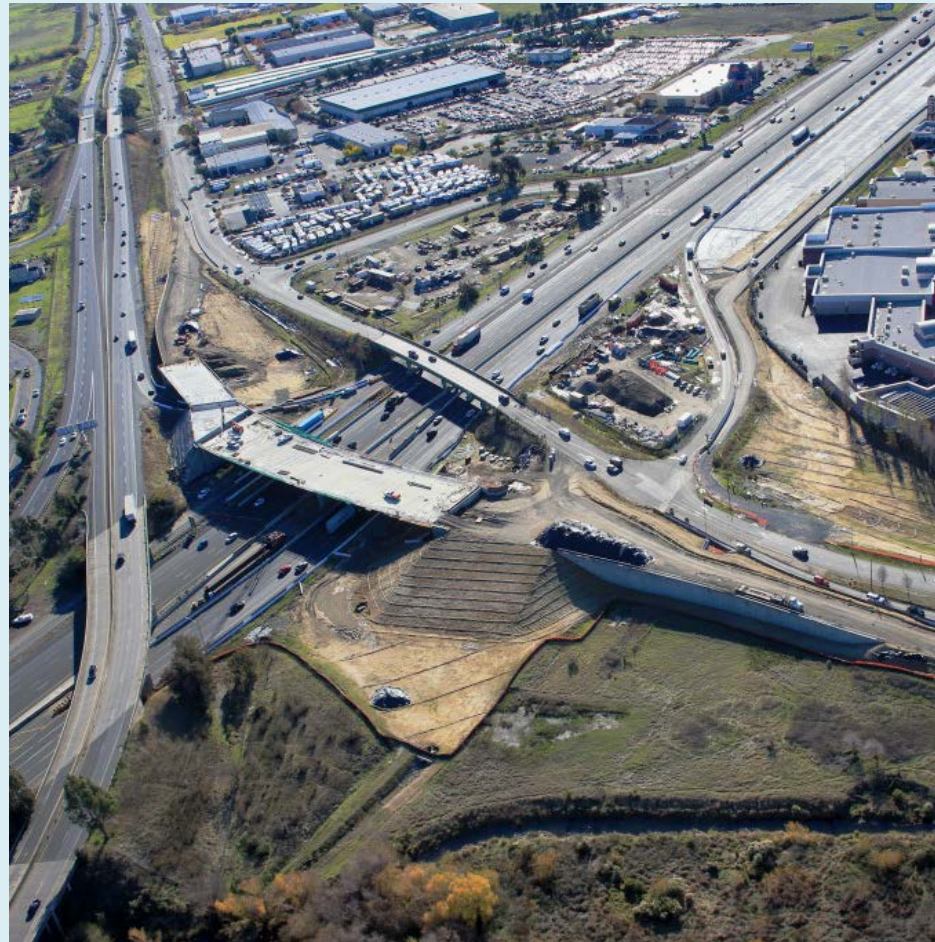
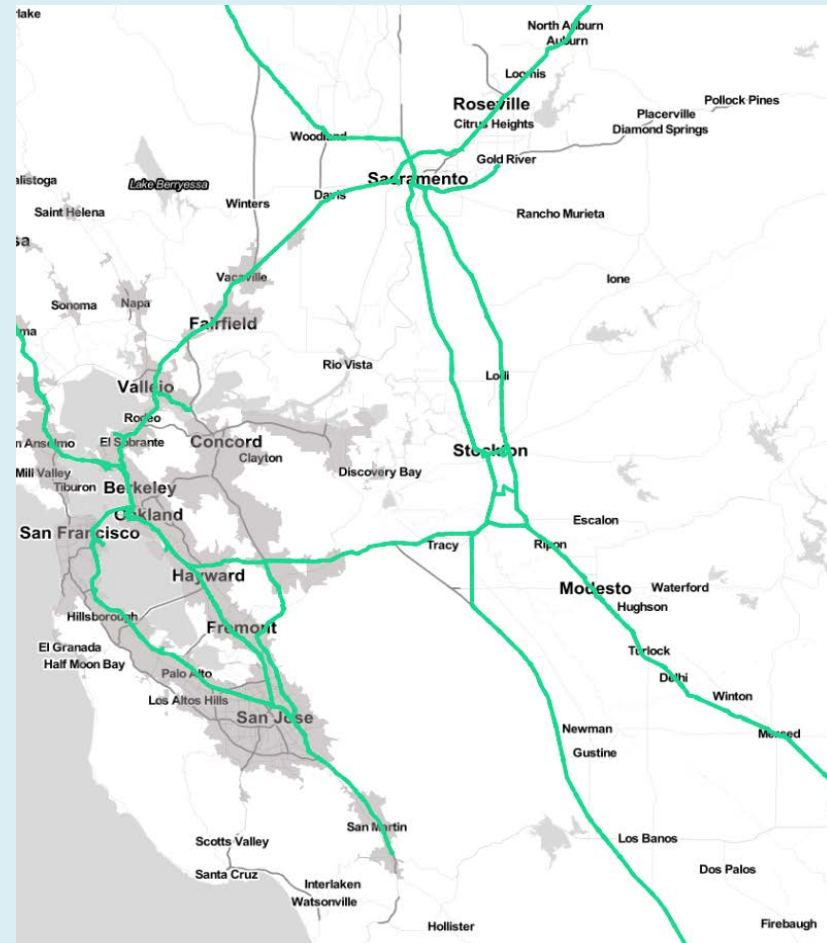


The region has developed a corresponding set of investments crucial to achieving Plan Bay Area 2040's performance targets

	Goal	Draft Plan Performance	
Goods Movement/Congestion Reduction	-20%	-29%	BEST  WORST
Middle-Wage Job Creation	+38%	+43%	
Climate Protection	-15%	-16%	
Open Space and Agricultural Preservation	100%	100%	
Adequate Housing	100%	100%	
Transit Maintenance	-100%	-75%	
Non-Auto Mode Shift	+10%	+3%	
Affordable Housing	+15%	+3%	
Healthy and Safe Communities	-10%	-1%	
Access to Jobs	+20%	-0%	
Road Maintenance	-100%	+6%	
Displacement Risk	+0%	+5%	
Housing + Transportation Affordability	-10%	+13%	



Improve truck mobility through roadway bottlenecks, primarily at interchanges along the Primary Highway Freight System



Focus Area 1:

Roadway

\$2.2 billion (58%)

**Includes
improvements to:**

- I-80 corridor (\$640 million)
- I-880 corridor (\$200 million)
- I-580 corridor (\$310 million)
- SR-37 and SR-152 Planning & Improvements (\$130 million)

Increase economic competitiveness of the Port of Oakland while addressing increasingly pressing tradeoffs between freight and commuter rail



Focus Area 2:

Rail

\$1.2 billion (32%)

Includes:

- Port of Oakland Go Port (\$500 million)
- Rail Connectivity Improvements (\$230 million)
- Safety Improvements (\$130 million)

Address community and environmental impacts of freight and fund regional demonstration pilots



Focus Area 3:

Community protection
\$350 million (10%)

Includes:

- West Oakland Equipment-based Reductions
- Regional Demonstrations (Truck and Rail)
- Community impact reduction receptor-side mitigations

The projects in the investment strategy span the Bay Area, with a significant portion of investment in Alameda county



While the investment strategy is fiscally constrained, breaking down the eligibility of forecasted revenue sources shows surpluses and deficits across the project categories

Strategy	Revenues	Projects	Difference
Emissions Reduction	\$250	\$350	\$(100)
Freight Roadway	\$2,400	\$2,200	\$200
Rail Strategy	\$500	\$1,250	\$(750)
Flexible	\$650		\$650
Total	\$3,800	\$3,800	\$ -

Regional Measure 3 presents a big opportunity for freight

- Regional Measure 3 (RM 3), authorized by SB 595 (Beall) would allow for a toll increase of up to \$3 to be placed on the ballot in all nine Bay Area counties.
- SB 595 includes a \$4.5 billion expenditure plan, including 35 capital projects (**nearly \$1 billion for goods movement projects**)
- The toll increase may be phased in over a number of years, or a lesser amount could be placed on the ballot; however, the full \$4.5 billion requires a \$3 toll increase to ultimately be approved.
- RM 3 could appear on the ballot as early as June 2018.



Next Steps

- Strategy will be considered by the MTC Commission in early 2018
- Partners must work now to coordinate on pursuing funding opportunities to deliver the strategy (e.g. SB1 Trade Corridors)
- Community protection projects will be an area of specific focus for BAAQMD, the Port, MTC, and ACTC



A scenic view of the Golden Gate Bridge in San Francisco during sunset. The bridge's iconic red-orange towers and suspension cables are prominent. A large container ship, the Yang Ming, is sailing under the bridge. The sky is a mix of blue and orange, with some clouds. The water is a deep blue.

Thank you!

**For questions or comments,
please contact:**

Matt Maloney
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MTC/ABAG
(415) 778-5220
mmaloney@bayareametro.gov

Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #:	17-3110	Version:	1	Name:	
Type:	Report	Status:		Informational	
File created:	12/14/2017	In control:		Bay Area Partnership Board	
On agenda:	12/20/2017	Final action:			
Title:	Regional Measure 3 (RM3) Update				

Update an overview of next steps for placement of RM 3 on the ballot, including key items that will be included in the enabling resolution.

Sponsors:

Indexes:

Code sections:

Attachments: [07_Regional Measure 3.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Regional Measure 3 (RM3) Update

Update an overview of next steps for placement of RM 3 on the ballot, including key items that will be included in the enabling resolution.

Presenter:

Randy Rentschler and Rebecca Long

Recommended Action:

Information

Attachments:



METROPOLITAN
TRANSPORTATION
COMMISSION

Agenda Item 7

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

Memorandum

TO: Bay Area Partnership

DATE: December 14, 2017

FR: Randy Rentschler,
Director Legislation and Public Affairs

RE: Regional Measure 3 Update

Potential Timeline for a June 2018 Ballot Measure

The California Election Code sets strict deadlines for placement of local measures on the ballot. Before a local measure can appear on the ballot, it is typically included in a resolution adopted by a county board of supervisors. Senate Bill 595 (Beall, 2017), the Regional Measure 3 authorizing bill, requires that, upon the request of BATA, the board of supervisors in each of the nine Bay Area counties shall call a special election (to be consolidated with a general or primary statewide election) to place the measure on the ballot according to the date chosen by BATA. For a June 2018 ballot measure, the deadline for action by the various boards of supervisors is March 9, 2018. If BATA elects to pursue a June 2018 ballot measure, it would take action to do so at its January meeting to allow sufficient time for the boards of supervisor meetings prior to the March 9 deadline. A schedule of other election-related deadlines is attached for your reference.

RM 3 Public Information

In the event that BATA places RM 3 on the June ballot, MTC will have an important role to play in educating Bay Area voters about the RM 3 expenditure plan. Accordingly, in partnership with RM 3 project sponsors, including major transit agencies and congestion management agencies, over the last month MTC staff has been developing a public information plan, gathering more detailed project information and developing public information materials, such as maps and fact sheets. At our request, congestion management agencies have developed public information plans of their own and we are coordinating with them to ensure the public receives accurate and consistent information about the RM 3 projects in terms of their benefits, costs, and schedules.

BATA RM 3 Workshop

On the afternoon of your December 20th meeting BATA is holding an informational RM 3 workshop at which recent polling results will be discussed, along with some of the key decision points. The staff presentation is attached. There are no action items on the agenda for this meeting.

Attachments

Attachment 1 – Timeline for Potential Placement of RM 3 on June 2018 Ballot

Attachment 2 – Presentation to Bay Area Toll Authority for December 20, 2017 RM 3 Workshop

Timeline for Potential Placement of RM 3 on June 5, 2018 Ballot



BATA
Other

Year	2017			2018					
Month	Oct	Nov	Dec	Jan	Feb	March	April	May	June
BATA workshop to discuss toll rate, phasing and other options			20th						
BATA action item on toll rate amount, phasing and adoption of ballot question and measure language				24th					
Submit ballot title, question and measure summary to county registrars for notice and ballot preparation, impartial analysis, translations, etc.				Late-Jan/Early Feb					
Deadline for Board of Supervisors in each of the nine counties to adopt resolution placing RM 3 on ballot measure on June ballot by March 9 (88 days prior to election pursuant to state law).						9th			
Deadline for arguments to be submitted*						13-21			
Deadline for rebuttals to be submitted*						20-26			
Election Day									5th



*Deadlines vary by county office of registrar. The early dates above are based on Santa Clara and late date is based on Contra Costa. We are still confirming information for each county.



Regional Measure 3 Workshop

December 20, 2017



Current Bridge Toll Structure

Current Toll Structure

Regional Measure 1 (1988)	\$1
Seismic Surcharge (1997)	\$1
Regional Measure 2 (2004)	\$1
Seismic Surcharge (2007)	\$1
Antioch/Dumbarton Seismic Surcharge (2010)	\$1*
TOTAL AUTO TOLL	\$5*

FY 2016-17 Annual Toll Revenues (\$ millions)

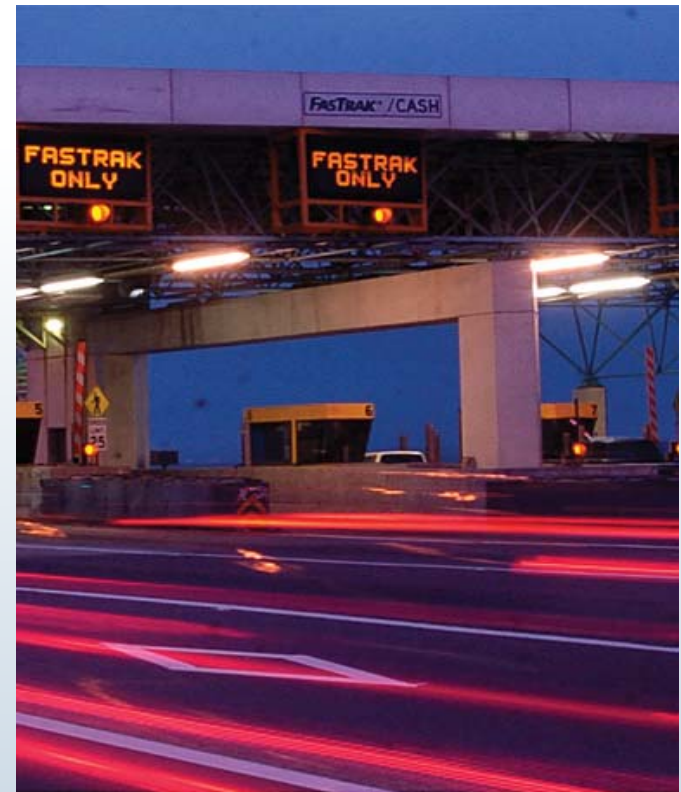
Regional Measure 1	\$157
Seismic Surcharges	\$435
Regional Measure 2	\$129
TOTAL ANNUAL REVENUES	\$721

*Toll rate different on Bay Bridge is \$6 peak, \$4 off-peak



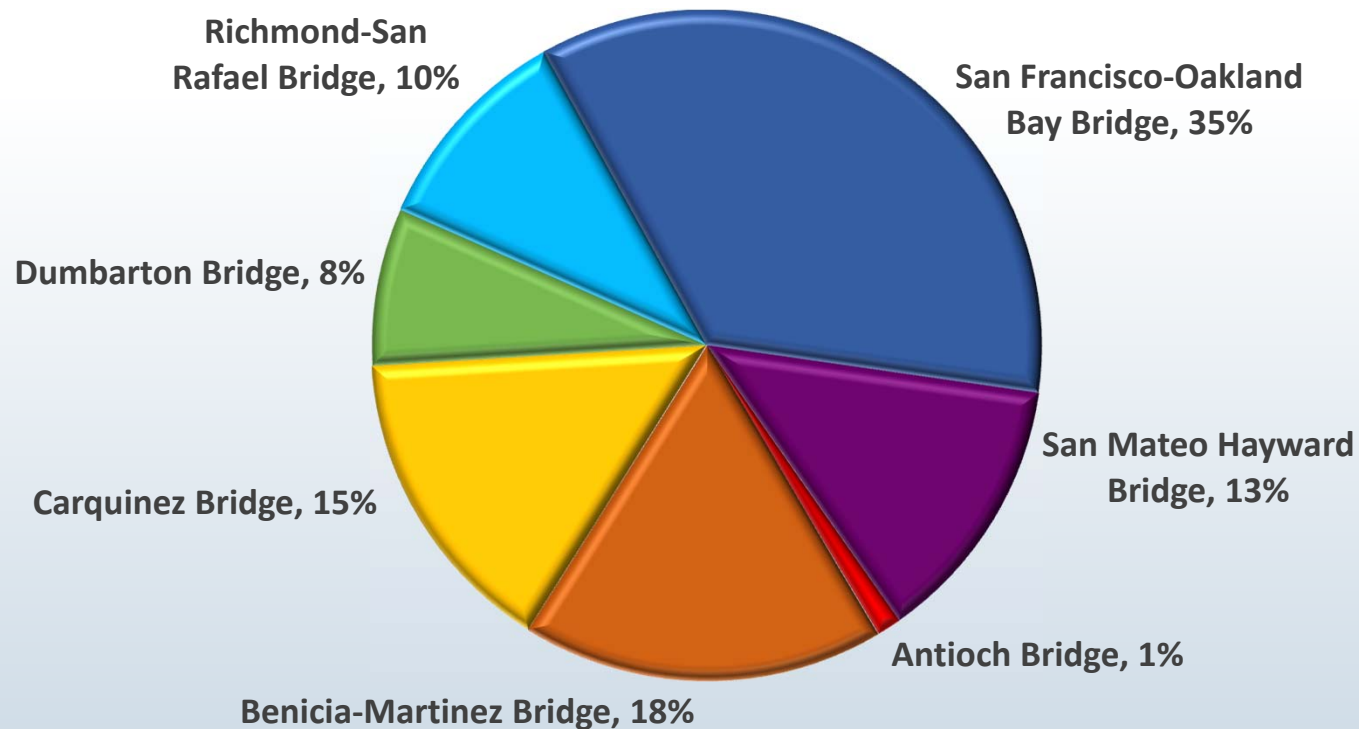
Who Pays the Bridge Tolls?

County of Origin	Percent of FasTrak® Transactions (2016-17)
Alameda	28%
Contra Costa	19%
Marin	4%
Napa	4%
San Francisco	11%
San Mateo	8%
Santa Clara	2%
Solano	16%
Sonoma	2%
Out of Region	6%
TOTAL	100%





Bay Area State-Owned Toll Bridge Usage by Bridge, FY 2016-17





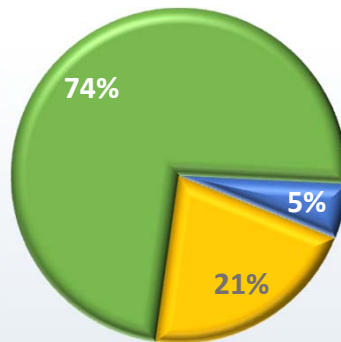
Voter Support for Prior Regional Measures

	Regional Measure 1 (1988)		Regional Measure 2 (2004)	
	Yes	No	Yes	No
Alameda	71%	29%	56%	44%
Contra Costa	68%	32%	51%	49%
Marin	76%	24%	64%	36%
San Francisco	69%	31%	69%	31%
San Mateo	74%	26%	55%	45%
Santa Clara	71%	29%	60%	40%
Solano	58%	42%	41%	59%
REGIONAL TOTAL	70%	30%	57%	43%



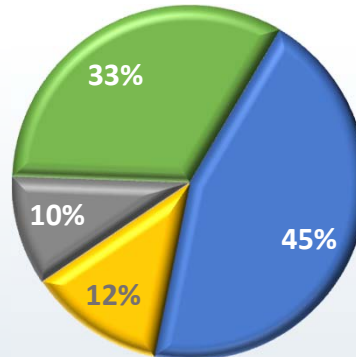
Regional Bridge Toll Measure Investments By Corridor

RM1 Capital Program



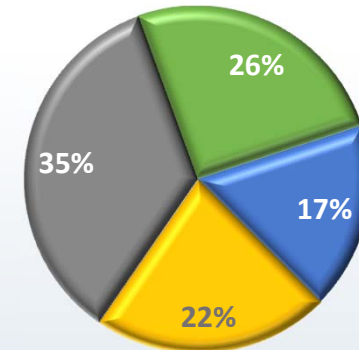
■ North, 74% ■ Central, 5%
■ South, 21% ■ Regional, 0

RM2 Capital Program



■ North, 33% ■ Central, 45%
■ South, 12% ■ Regional, 10%

RM3 Capital Program



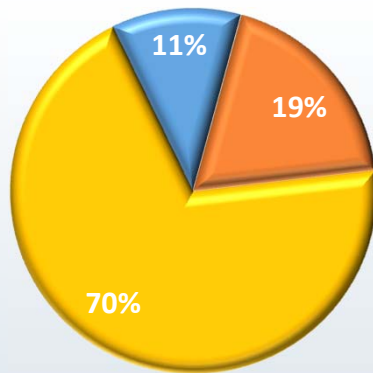
■ North, 26% ■ Central, 17%
■ South, 22% ■ Regional, 35%

North: Antioch, Benicia-Martinez, Carquinez & Richmond-San Rafael Bridges
Central: San Francisco-Oakland Bay Bridge
South: Dumbarton & San Mateo-Hayward Bridges



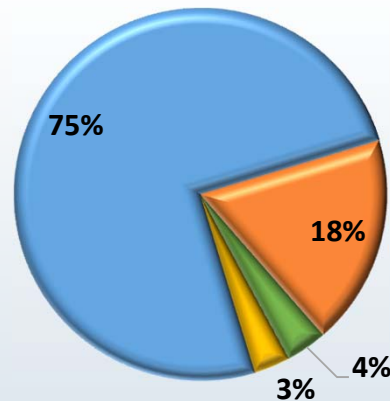
Regional Bridge Toll Measure Investments By Travel Mode

RM1 Capital Projects



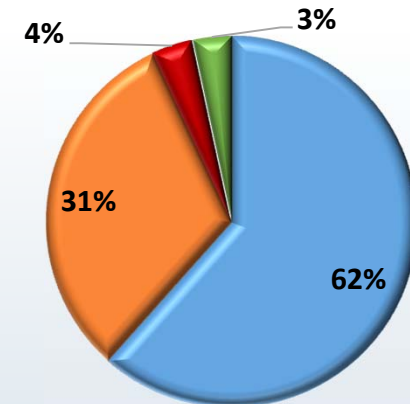
- Transit, 11%
- Roads/Highway, 19%
- Bridge, 70%

RM2 Capital Projects



- Transit, 75%
- Roads/Highway, 18%
- Bike/Ped, 4%
- Bridge, 3%

RM3 Capital Projects

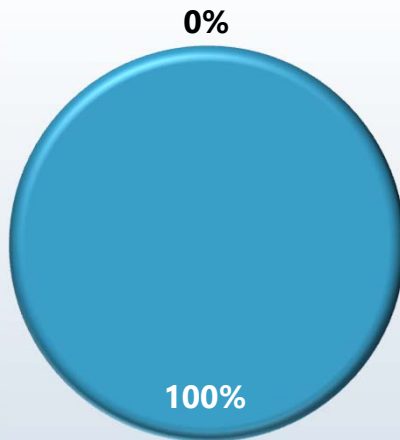


- Transit, 62%
- Roads/Highway, 31%
- Multimodal, 4%
- Bike/Ped, 3%



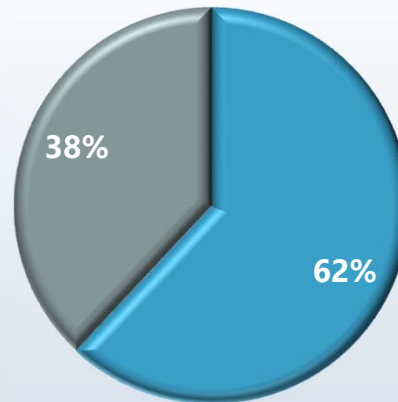
Regional Bridge Toll Measure Investments: Operating vs. Capital

RM1
Capital vs. Operating



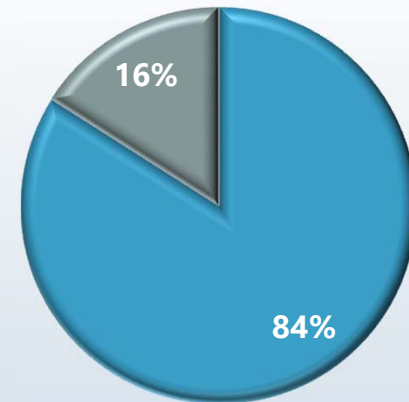
■ Capital ■ Operating

RM2
Capital vs. Operating



■ Capital ■ Operating

RM3
Capital vs. Operating



■ Capital ■ Operating



SB 595 (Beall): RM 3 Authorization Bill

- **BATA has four key decisions to make:**
 - Timing of placement on ballot
 - Toll amount, up to \$3
 - Phase-in schedule for toll to take effect
 - Wording of ballot question in all nine counties
- **Expenditure plan lists 35 capital projects and three operating programs, with funding amounts based on a \$3 toll increase.**
- **A smaller toll increase would result in a proportionate reduction for each project.**
- **BATA is charged with developing ballot pamphlet summarizing RM 3 expenditure plan.**



RM 3 Expenditure Plan Summary (Assuming a \$3 toll increase)

Program Category	\$3 Toll Funding (in millions)	Percent of Capital Funding
Operating Program	\$ 60/year	—
Regional Programs & Projects	\$1,550	35%
Corridor-Specific Projects	\$2,900	65%
Grand Total Capital Program	\$4,450	100%



Major RM 3 Projects & Programs

	(\$ in Millions)
Expansion BART cars	\$500
BART to Silicon Valley, Phase 2	\$375
Caltrain Downtown Extension	\$325
Ferry Enhancement Program	\$300
Regional Express Lanes	\$300
Richmond-S.R. Bridge Access	\$210
Contra Costa 680/4 Interchange	\$210
Goods Movement & Mitigation	\$160
Safe Routes to Transit/Bay Trail	\$150
Solano 80/680 Interchange	\$150





RM 3 Operating Program

Transit Operating Funds	(\$ in millions)
Ferries (Ramps up over five years)	\$35
Regional Express Bus	\$20
S.F. Transbay Terminal	\$5





RM 3 Oversight & Accountability

RM 3 Independent Oversight Committee

- Created within six months of toll increase taking effect
- Two representatives from each of the nine Bay Area counties appointed by the board of supervisors
- Charged with conducting an annual review of expenditures for consistency with expenditure plan

Transit Performance Measures

- MTC to adopt performance measures for RM 3-funded bus and ferry service.

Independent Office of BART Inspector General

- Established if RM 3 passed by the voters to oversee RM 3-funded and other BART projects and activities.



50% Discount for Two-Bridge Commuters

- Senate Bill 595 requires a 50% discount on the RM 3 increase for toll payers using FasTrak® who use more than one state-owned toll bridge during commute hours.
- Approximately 2,220 FasTrak® commuters fall into this category each workday, most commonly pairing the Carquinez Bridge with the San Francisco-Oakland Bay Bridge.
- Assuming a \$3 toll increase, the cost of the discount to BATA is approximately \$880,000 annually and will save a regular 5-day week/two-bridge per day commuter about \$375 per year.



Carpool Discount

- The current carpool rate on all bridges is 50% of the standard toll and requires FasTrak
- On a daily basis, about 30,500 Bay Area motorists carpool on the bridges, saving money while helping to reduce congestion and vehicle emissions.
- We recommend retaining this discount to further incentivize carpooling under RM 3.

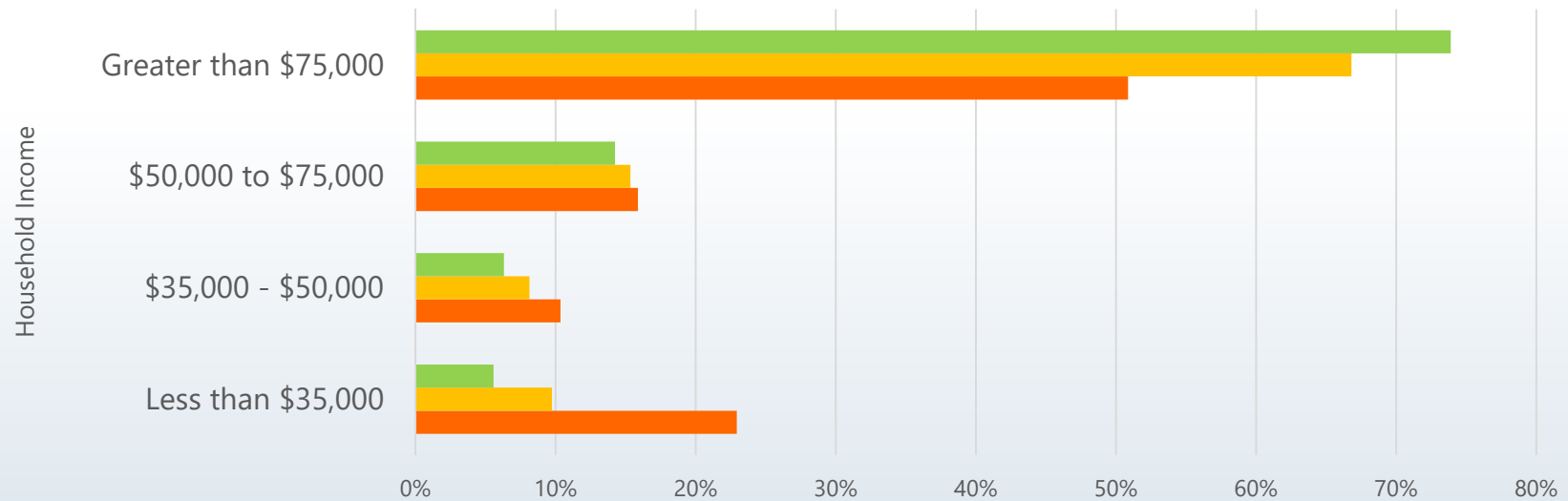


Toll Rates Haven't Kept Pace with Transit Fares

Year	Bay Bridge (peak rate)		AC Transit (roundtrip)		BART (roundtrip – East Bay to Downtown SF)	
	Dollars		Dollars		Dollars	
	Nominal	2017	Nominal	2017	Nominal	2017
1936	\$1.30	\$22.97	\$0.42	\$7.42	n/a	n/a
1960	\$0.50	\$4.16	\$1.00	\$8.32	n/a	n/a
1974	\$0.50	\$2.62	\$1.20	\$6.28	\$1.10	\$5.75
2009	\$4.00	\$4.62	\$8.00	\$9.24	\$7.80	\$9.01
2017	\$6.00	\$6.00	\$8.40	\$8.40	\$8.20	\$8.20



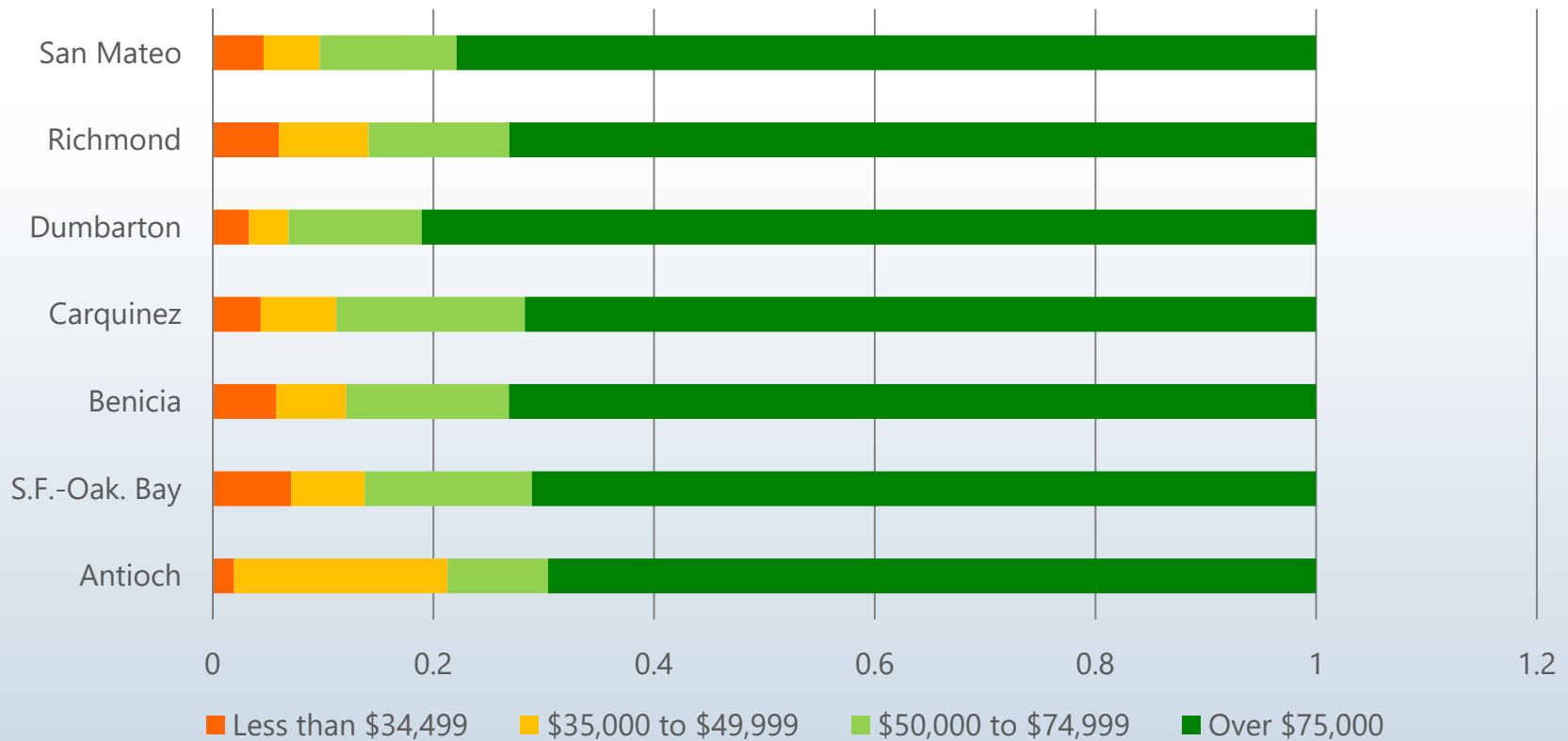
Bridge Commuters Have a Higher Household Income Than Average Household and Average Commuter



	Less than \$35,000	\$35,000 - \$50,000	\$50,000 to \$75,000	Greater than \$75,000
■ Bridge Commuters	6%	6%	14%	74%
■ All Bay Area Commuters	10%	8%	15%	67%
■ All Bay Area Households	23%	10%	16%	51%



Household Income by Bridge Commuters (non-carpool)





Toll Rate Options & Schedule

Toll increase can be phased in. BATA also authorized to place a subsequent measure on the ballot until \$3 cap increase is reached.

Toll Increase	Potential Effective Dates	Impact on Project Funding Levels in SB 595
\$1	<ul style="list-style-type: none">Effective: 1/1/2019	Funding reduced 2/3
\$2	<ul style="list-style-type: none">First dollar: 1/1/2019Second dollar: 7/1/2023	Funding reduced 1/3
\$3	<ul style="list-style-type: none">First dollar: 1/1/2019Second dollar: 7/1/2023Third dollar: 7/1/2027	No impact



Discussion Point Recap

- **Ballot measure timing**
- **Toll increase amount**
- **Toll increase phase-in**