



METROPOLITAN  
TRANSPORTATION  
COMMISSION

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

## *Memorandum*

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

DATE: September 1, 2016  
W.I. 1114

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

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

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

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

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

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

– more –

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

## **Executive Director's Report**

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

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

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