



METROPOLITAN
TRANSPORTATION
COMMISSION

Agenda Item 7

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Memorandum

TO: Policy Advisory Council

DATE: January 4, 2019

FR: Marti Paschal, Staff Liaison

W.I. 1114

RE: Staff Liaison Report – January 2019

CASA Compact Gains Approval from MTC Commissioners

Last month, MTC commissioners gave approval to MTC Chairman Jake Mackenzie to sign the CASA — the Committee to House the Bay Area — Compact, a series of policy recommendations aimed at preserving existing affordable housing, while protecting vulnerable populations from housing instability and displacement. This authorization was accompanied by the following language: 1) This authorization does not constitute an approval of the Compact itself; 2) This authorization will enable the Commission to be proactively engaged as the process to implement the Compact goes through the State Legislature; 3) This authorization should be accompanied by a comprehensive program of outreach to local government. With adequate representation from local elected officials, the MTC/ABAG legislative committees should include local jurisdictions in the development of Compact advocacy; and 4) This authorization does not constitute an endorsement of any potential revenue source for housing. [Recent studies have shown minority communities](#) in the Bay Area are among the groups most affected by the affordable housing crisis.

The ABAG Executive Board will consider the CASA Compact at its January 17 meeting.

New Year Means New Tolls on Seven Bay Area Bridges

Several important changes took effect January 1, 2019, at the region's seven state-owned toll bridges. These include the first of the \$1 toll increases approved last year through state Senate Bill 595 and confirmed by voters through Regional Measure 3 in June 2018. This marks the first toll hike at the state-owned toll bridges since 2010. Additional \$1 increases will go into effect on January 1, 2022, and on January 1, 2025.

Regular tolls for two-axle cars and trucks (as well as for motorcycles) at the Antioch, Benicia-Martinez, Carquinez, Dumbarton, Richmond-San Rafael and San Mateo-Hayward bridges rose to \$6 from \$5 on January 1, 2019.

At the San Francisco-Oakland Bay Bridge, regular tolls climbed to \$7 from \$6 on weekdays from 5 a.m. to 10 a.m. and from 3 p.m. to 7 p.m. During weekday off-peak hours from 12 midnight to 5 a.m., from 10 a.m. to 3 p.m., and from 7 p.m. to midnight, Bay Bridge tolls rose from \$4 to \$5; and on Saturdays and Sundays, Bay Bridge tolls increased to \$6 from \$5. Tolls for vehicles with three or more axles rose by \$1 on January 1 at all seven of the state-owned toll bridges: to \$16 for three axles, \$21 for four-axles, \$26 for five axles, \$31 for six axles, and \$36 for combinations with seven or more axles.

Senate Bill 595 continues the peak-period toll discount for motorcycles, carpools and qualifying clean-air vehicles crossing any of the state-owned toll bridges on weekdays from 5 a.m. to 10 a.m. and from 3 p.m. to 7 p.m. The discounted toll increased to \$3 on January 1, from \$2.50. To qualify for this discount, carpoolers, motorcyclists and drivers of qualifying clean-air vehicles must use FasTrak to pay their tolls electronically and must use a designated carpool lane at each toll plaza.

Senate Bill 595 also established a 50-cent toll discount for two-axle vehicles crossing more than one of the state-owned toll bridges during weekday commute hours of 5 a.m. to 10 a.m. and 3 p.m. to 7 p.m. To be eligible for the toll discount, which is to be applied to the second toll crossing of the day, motorists must pay their tolls electronically with FasTrak. Carpools, motorcycles and qualifying clean-air vehicles making a second peak-period toll crossing in a single day will qualify for an additional 25-cent discount off the already-discounted carpool toll. The two-bridge discount will not be available to drivers who use cash to pay their tolls.

BATA formally approved the new toll schedule through adoption of BATA Resolution No. 128 at its regular December meeting. The Authority also adopted BATA Resolution No. 129, which authorizes arrangements for the escrow of Regional Measure 3 funds pending the resolution of two lawsuits challenging state Senate Bill 595 and Regional Measure 3. Both lawsuits are pending in Superior Court in the City and County of San Francisco. Under BATA Resolution No. 129, the Regional Measure 3 toll increases, when collected, will be placed into an escrow account managed by an independent trustee. Once the BATA legal team certifies there is a final resolution, the Authority will be asked to release the escrow. If BATA prevails in the litigation, the funds will be applied to BATA-approved programs. If BATA should lose the litigation, the funds will be reimbursed to tollpayers.

Marin North-South Greenway gets \$10 million

In December 2018, the Metropolitan Transportation Commission awarded \$10.6 million in regional toll dollars to Marin County's North-South Greenway project. The money will go to the Transportation Authority of Marin for work on the northern segment of the bicycle and pedestrian pathway with the first phase to cross Corte Madera Creek next to Highway 101 and the second phase to extend the path along Old Redwood Highway in Larkspur.

"This is such a critical project for Marin bicyclists and pedestrians," said Damon Connolly, a Marin supervisor who sits on MTC's board. "It makes the route safer for all users and improves access to Golden Gate ferries at the Larkspur Ferry Terminal. It will do the same for Sonoma-Marín Area Rail Transit when the Larkspur train connection is completed next year."

The funds come from the 2004 voter-approved Regional Measure 2, which increased tolls on state bridges by \$1 for transportation projects. In all, \$19 million in toll dollars will go to the greenway project. In 2016, a \$10 million bike and pedestrian bridge over Sir Francis Drake Boulevard that is part of the North-South Greenway was opened and funded with toll dollars. The Cal Park Hill Tunnel, also part of the greenway, was funded with \$25 million in RM2 dollars and opened in 2010.

Recruiting Bay Area High School Students: Apply Now for Paid MTC Summer Internship

The Metropolitan Transportation Commission is offering high school students around the Bay Area the opportunity to gain professional experience in transportation planning, engineering and related fields through its 2019 High School Internship Program. The internship program, now celebrating its 19th year, is accepting applications for paid summer jobs with a variety of public transit agencies, city planning departments and public works agencies throughout the region. Internships are available in Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano and Sonoma counties. A list of internship opportunities and the online application instructions are available at: jobs.mtc.ca.gov/internships.

Eligible students will be at least 16 years old and completing the 10th, 11th, or 12th grade by summer 2019. They will earn \$15 per hour, with their wages paid by MTC, and can choose to work either full- or part-time, up to 250 hours. Students hired through the program are expected to attend an orientation session on June 18, 2019, as well as a closing forum in August, where they will present highlights of their work over the summer. Both events will take place at MTC's offices at 375 Beale Street in San Francisco.

Students will work closely with mentors at host agencies to create rich summer experiences that foster connections for college recommendation letters and future job opportunities. To view all open internship positions and read the full application details, visit: jobs.mtc.ca.gov/internships. Interested students should apply as soon as possible; review of applications will begin mid-March.

Executive Director's Report

The following items are excerpts from the December 2018 Executive Director's Report to the Commission. To read the report in its entirety go to:

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

CASA Study Tour, December 6-7, New York City

Several members of the MTC Commission and ABAG Executive Board joined the CASA Co-Chairs and other Steering Committee members on a housing fact-finding trip to New York. Of particular interest was a briefing on the New York City Housing Development Corporation, which was created in 1971 and last year issued more than \$1.5 billion in bonds to finance the preservation and production of affordable housing. The CASA Compact calls for starting up a similar regional housing enterprise in the Bay Area.

TBPOC Final Meeting, December 10, San Francisco

It is rare that you get to participate in the life of a public institution from its birth to its death, but such is my personal history with the Toll Bridge Program Oversight Committee (TBPOC). That oversight committee was established by the State Legislature in 2005 to bring better cost and schedule control to the troubled Bay Bridge east span replacement project. As confirmed by the California State Auditor in its August 2018 report, that is just what the TBPOC was able to accomplish. Our close-out forecast is that the entire toll bridge seismic retrofit program will underrun its budget by about \$30 million when all is said and done. During my tenure on the TBPOC, I served with five Caltrans directors and six executive directors of the California Transportation Commission. In closing, I'd like to acknowledge the efforts of all of these colleagues in achieving such a good result.

BUILD Grant Announcement, December 11, Washington DC

U.S. Transportation Secretary Elaine Chao announced the list of recipients for \$1.5 billion in discretionary grant funding from the so-called BUILD program (formerly known as TIGER grants). In local news, the Better Market Street project in San Francisco scored \$15 million. At the national level, the unmistakable trend in the allocation of these BUILD grants is that they are landing primarily in rural areas where political support for the Trump Administration is highest. Elections, as they say, have consequences.

Transbay Peer Review, December 13, San Francisco

Andy Fremier and the chair of MTC's peer review panel, University of Texas professor Mike Engelhardt, testified before the Transbay Joint Powers Authority (TJPA) about the preliminary report concluding that "the probable cause of the girder fractures at the Transbay Transit Center to be the formation of cracks in the girder weld access radii prior to service." Further information about the ongoing peer review process can be found [here](#).

CARB Adopts Bus Rule, December 14, Sacramento

The California Air Resources Board (CARB) has approved a first-of-its-kind regulation in the U.S. requiring public transit agencies to transition to 100% zero emission fleets by 2040. CARB's press release on the rule glosses over a pretty important implementation detail: zero-emission buses currently cost about 70% more than a comparable diesel vehicle, and CARB's regulatory action didn't create any new funding to cover the delta in cost. We will be working with the Bay Area's public transit operators on financial strategies for the region's 2,700 motor buses to comply with the new rule.

Map of the Month

December's Map of the Month illustrates that, between 2011 and 2016, most places in the Bay Area experienced significant rent increases. Many communities saw rent increases of 40% or more in the five-year period. For too many lower income residents in our region, this meant living with friends and family, moving out of their neighborhoods to more affordable places further east, or becoming homeless. That's the sobering reality of the Bay Area's housing crisis.

[Visit our Map of the Month](http://gis.mtc.ca.gov/home/motm.html) page at <http://gis.mtc.ca.gov/home/motm.html> to review not just our current map, but those presented at previous Commission meetings as well.

