

MARCH 2016

FAST Act Promises New Opportunities

37th Annual Report to Congress



METROPOLITAN TRANSPORTATION COMMISSION



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San Francisco Bay Area: Transportation and Land Uses

- Urbanized Area
- Publicly Owned Parks and Open Space
- Priority Development Area (PDA) — **Planned**
- Priority Development Area (PDA) — **Potential**
- Priority Conservation Area (PCA)

ROADS

- Freeway
- Major Road

RAIL SYSTEM

- Altamont Corridor Express
- Amtrak
- BART
- Caltrain
- Light Rail (Muni & VTA)
- Cable Car (Muni)

Oakland

- > 350,000
- 50,000–350,000
- < 50,000

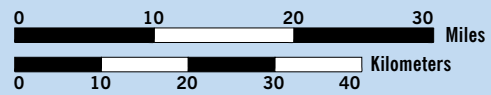


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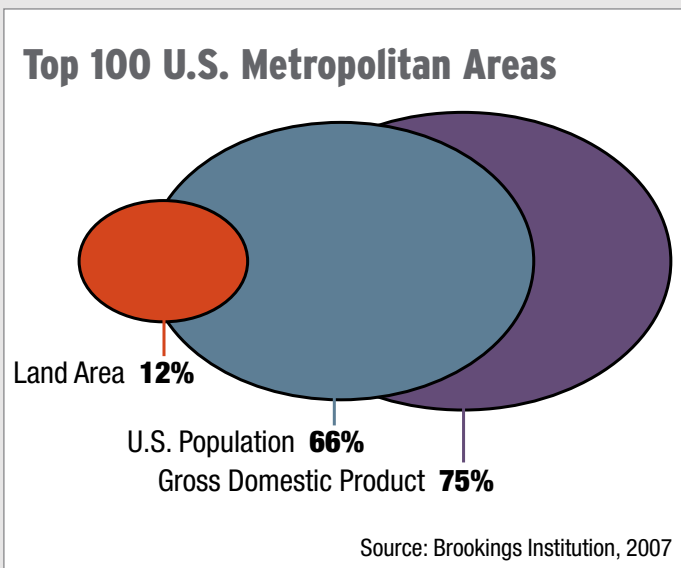
FAST Act in Focus – A Bay Area Perspective

MTC applauds Congress for working across the aisle to enact the nation's first long-term surface transportation act in over a decade. The Fixing America's Surface Transportation (FAST) Act maintains the best of the existing federal highway and transit programs, while creating several promising new programs and funding opportunities.

INCREASED INVESTMENT IN METRO AREAS

The FAST Act makes progress on one of MTC's major federal policy goals – increasing investment in our metropolitan areas. With the nation's transportation needs far exceeding available revenue at all levels of government, it's more important than ever that we invest federal funds in a manner that helps to grow the economy.

By steadily increasing the share of Surface Transportation Program (STP) funds that are distributed by population – from 50 percent under prior law to 55 percent by 2020 – the FAST Act directs a growing share of this flexible funding source where it will provide the greatest mobility and economic benefit.



Thanks to this change, the Bay Area will receive \$98 million in STP funds in fiscal year 2020, about \$15 million more than in fiscal year 2015.

PRESERVING FLEXIBILITY OF CMAQ FUNDS

The FAST Act increases funding for and preserves the flexibility of the Congestion Mitigation and Air Quality Improvement (CMAQ) Program, which MTC programs on behalf of the Bay Area. By 2020, the region will receive approximately \$74 million in CMAQ funds, about \$7 million more than in fiscal year 2015.



The Berkeley I-80 bridge allows pedestrians, bicyclists and wheelchair users access to the Berkeley Marina and Eastshore State Park.

We would like to thank Senator Boxer and the entire Bay Area delegation for their help removing restrictive language from the final bill that would have reserved a significant share of CMAQ funds only for diesel retrofit projects. As a result, CMAQ funds will continue to improve air quality while also delivering mobility benefits across the Bay Area and nation.

SUPPORTING TECHNOLOGY AND INNOVATION

As an early adopter of technology to improve our transportation system, MTC strongly supports the FAST Act's "Innovation" title. The act recognizes the role technology can play in delivering cost-effective, game-changing mobility options, as well as dramatically improving the safety of our transportation system.

The act authorizes funding for research as well as large-scale deployment of new technologies, giving the U.S. Department of Transportation a role as a funding partner in efforts ranging from connected vehicles to dynamic ridesharing.

Key regional programs that may seek funding from these grant programs include the Freeway Performance Initiative, Clipper® (our transit fare smart card) and 511® (our traveler information system). Both Clipper and 511 are planning major updates over the next several years.

Strengthening the Incentive to Take Transit or Vanpool

MTC applauds Congress for taking action late last year to double the monthly tax exclusion available to commuters who ride transit or vanpool from \$130/month to \$255/month – the same amount available to those who drive and pay to park. The additional savings will encourage more commuters to give transit or vanpooling a try, thereby reinforcing federal investment in public transit and improving mobility.

Bay Area Commuter Benefits Program

Under the Bay Area Commuter Benefits Program, administered by MTC and the Bay Area Air Quality Management District, over 990,000 employees are currently given the option to pay for transit or vanpooling with pre-tax dollars. By doubling the incentive, Congress will deliver substantial mobility, air quality and economic benefits to the Bay Area and the nation.





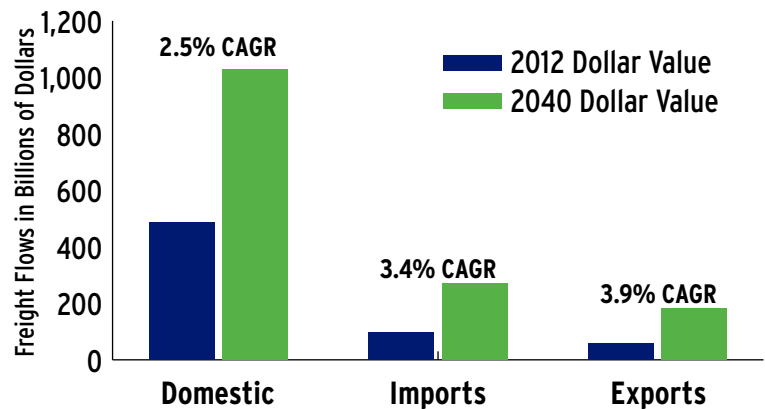
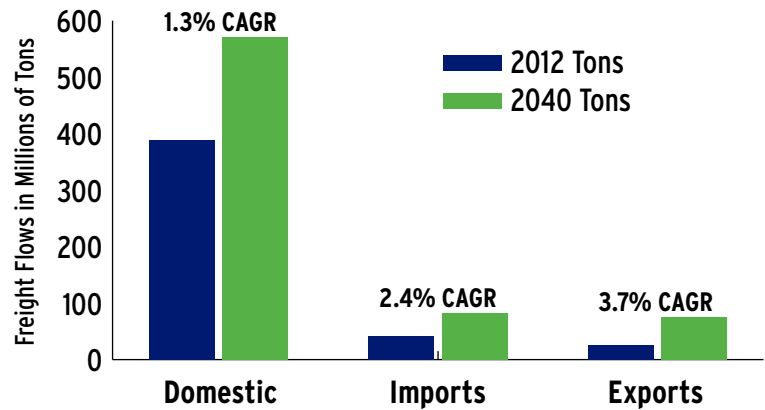
ENHANCING AMERICA'S GLOBAL COMPETITIVENESS

The FAST Act also delivered on MTC's call for dedicated freight funding at the national level. The formula-based National Highway Freight Program and the competitive Nationally Significant Freight and Highway Projects Program collectively provide \$10.8 billion nationwide over five years. When leveraged with local, state and private funding sources, these funds offer a great opportunity to relieve key chokepoints in the Bay Area's trade corridors.

When the FAST Act is reauthorized, MTC will advocate for:

- a mode-neutral program without caps on the share of rail and intermodal projects to be funded.
- removal of the 25 percent rural set-aside in the competitive program, a poor fit for a program focused on "nationally significant" freight projects.

Bay Area Freight-Flow Volumes and Value by Trade Type, 2012 and 2040



CAGR = Compound Annual Growth Rate

Source: MTC Regional Goods Movement Plan, 2016

New Plan Identifies Bay Area's Goods Movement Challenges and Opportunities

The Bay Area is well positioned to take advantage of the new freight programs, thanks to a recent goods movement plan update. The plan identifies key projects and policies associated with three approaches to improving the region's freight system.

The Plan identifies \$3.2 billion in near-term funding (see chart below) that is needed to support the three strategies, with port and rail projects facing the greatest funding gap.



Port of Oakland. (Photo: Bill Hall, Caltrans)

THREE STRATEGIES

■ Sustainable Global Competitiveness

Support environmentally sustainable investments in key global gateways that create local jobs, protect the community and attract international commerce.

■ Smart Operations and Deliveries

Support technology and operations strategies to reduce congestion and increase safety on urban and rural roads.

■ Modernized Infrastructure

Support the Bay Area's industry and job diversity by modernizing the road network, improving safe access to industrial corridors and facilities, reducing land use conflicts along freight corridors, and improving last-mile truck routes and rail connections to existing and emerging industries.



Preliminary Cost Estimate of Goods Movement Strategies (Millions of Dollars)

| Category | Total Cost | Programmed Funding | Funding Shortfall |
|------------------------------------|----------------|--------------------|-------------------|
| Sustainable Global Competitiveness | \$ 2,507 | \$284 | \$2,222 |
| Smart Operations and Deliveries | 408 | 13 | 394 |
| Modernized Infrastructure | 899 | 277 | 622 |
| Grand Total | \$3,814 | \$575 | \$3,239 |

Note: Amount may not sum to total due to rounding.

Bay Area's New Starts Priorities

Construction of the region's game-changing rail extension projects – BART Silicon Valley, Phase 1 and San Francisco's Central Subway project – is well underway, promising enhanced mobility in the economic powerhouses of the South Bay and downtown San Francisco.

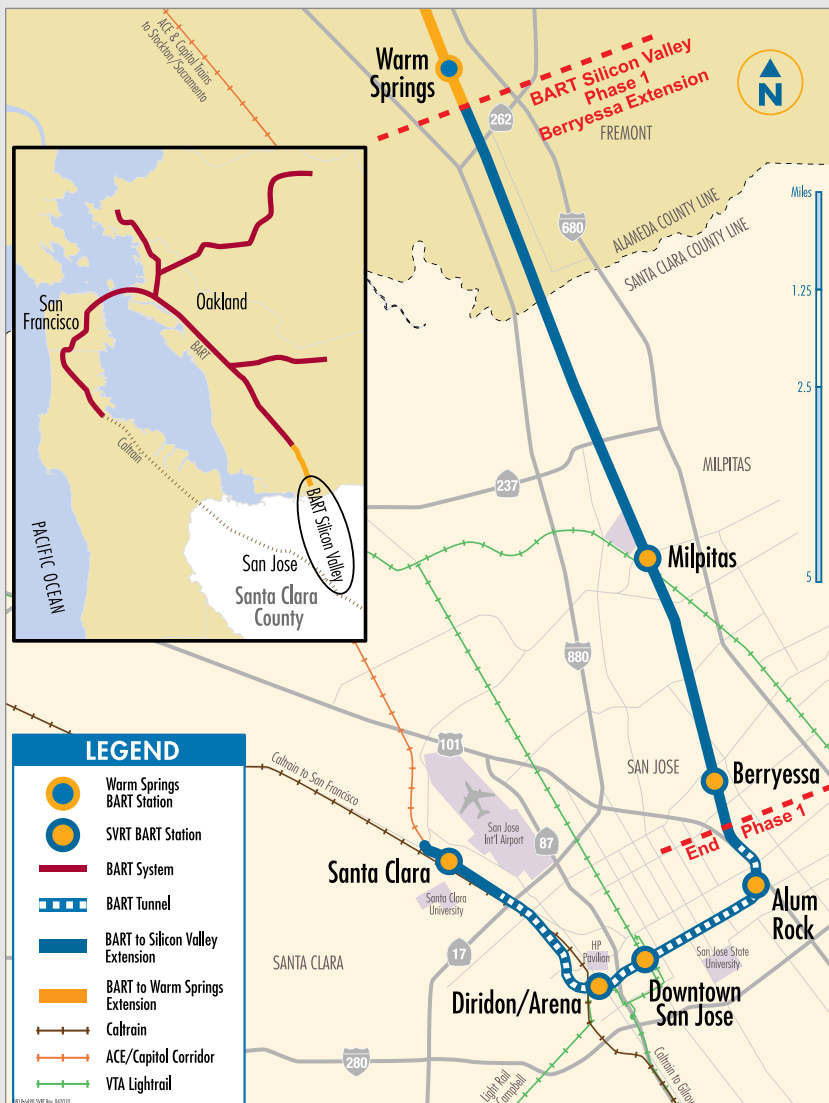
MTC urges Congress to approve President Obama's fiscal year 2017 Budget request for these projects.

BART SILICON VALLEY, PHASE 1

Significant progress has been made on BART Silicon Valley, a 16-mile, six station extension of the Bay Area Rapid Transit (BART) system from its current terminus in Fremont to Silicon Valley. The Berryessa extension project (Phase 1) consists of a 10-mile extension and two stations – Milpitas and Berryessa. When passenger service begins, trains with frequencies of approximately 15 minutes during peak commute periods will be operated on two BART lines: Green Line (Berryessa - Daly City) and Orange Line (Berryessa - Richmond).

Construction work is about 75 percent complete. The project is trending about a year ahead of schedule and close to \$100 million under budget. It is expected to be finished and open for revenue service in fall 2017.

MTC urges Congress to appropriate **\$125 million** for the Berryessa Extension, consistent with the President's fiscal year (FY) 2017 request.



The 10-mile BART extension will link Bay Area residents to major Silicon Valley employers. (Source: VTA)



Construction of the new Berryessa BART Station. (Photo: Courtesy of VTA)

SAN FRANCISCO TRANSIT IMPROVEMENTS

San Francisco Central Subway

San Francisco's Central Subway project is advancing on budget and on schedule, with construction of stations and tunnels underway and slated to continue until 2018. The project is scheduled to open to the public in 2019. The rail extension will provide a key north-south rail link in San Francisco's public transportation network, offering underground rail access between the South of Market, Union Square and Chinatown communities.

MTC urges Congress to appropriate **\$173 million** for the project, consistent with the President's FY 2017 request. This amount closes out the balance of the Full Funding Grant Agreement.



(Source: SFMTA)

SMALL STARTS PROJECTS

Thanks to Congressional appropriations in FY 2016, two key transit expansion projects have received their requested Small Starts funding.



A rendering of the Van Ness Corridor Bus Rapid Transit project. (Image: SF Public Works Department, Building Design & Construction)

Van Ness Avenue Bus Rapid Transit (BRT)

The Van Ness Avenue BRT project, which will improve bus service on one of San Francisco's busiest north-south corridors, received its final infusion of Small Starts funds in FY 2016, bringing the total to \$75 million. The project is finalizing design and securing the final approvals and permits necessary to begin construction later this year.

SMART Train on Track

The Sonoma-Marin Area Rail Transit (SMART) project received \$22.5 million through FY 2016, fulfilling its Small Starts request and completing a key element of the funding plan for a 70-mile system from Larkspur to Cloverdale, with the first phase from San Rafael to Santa Rosa scheduled to begin service later this year.



Electrifying Caltrain is a Regional Core Capacity Priority

With the rise of Silicon Valley, the Peninsula corridor between San Francisco and San Jose has become one of the most economically productive areas in the U.S. This growth continues to create new jobs, inspire innovation and help drive the national economy, but it also brings significant local and regional challenges.

By providing a reliable alternative to congested Interstate 280 and U.S. Route 101, Caltrain has become the Bay Area's fastest growing transit system – a lifeline for employees working at many of the nation's high-profile tech companies.

After years of record-setting ridership growth, demand for Caltrain's service has outgrown the system's existing infrastructure. This is why MTC strongly supports the **Peninsula Corridor**

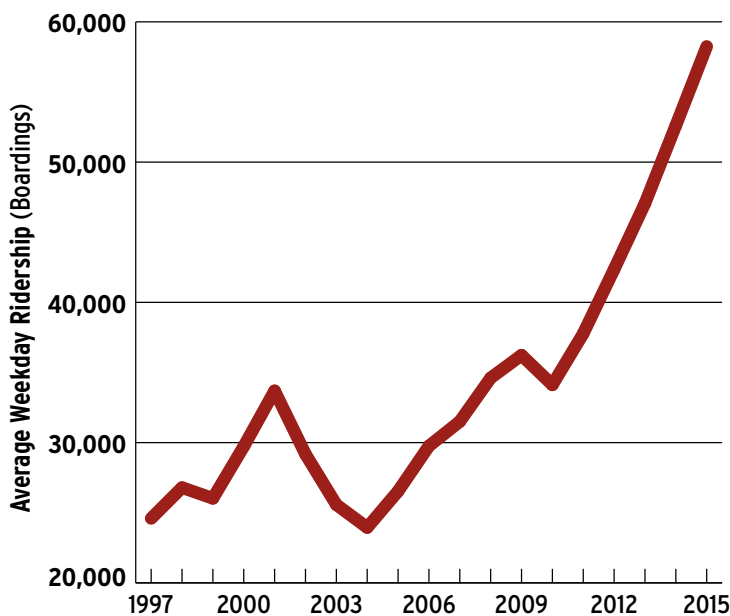


Artist rendering of electrified trains. (Rendering: Courtesy of Caltrain)

Electrification Project (PCEP), which will:

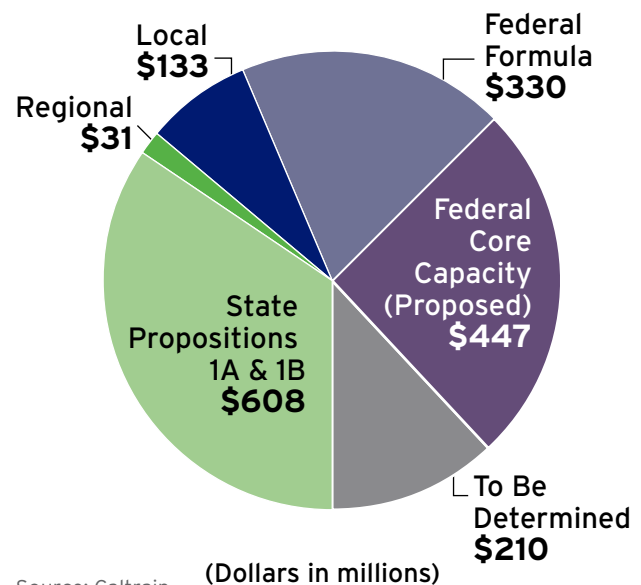
- expand capacity.
- reduce regional air pollution and congestion.
- support continued economic growth.
- lay the foundation for high-speed rail to San Francisco.

Caltrain Ridership Growth, 1997-2015



Source: Caltrain

Peninsula Corridor Electrification Project Funding \$1.8 Billion



Source: Caltrain

(Dollars in millions)



With electrification, Caltrain will provide faster, more frequent service to accommodate growing demand. (Photo: Courtesy of Caltrain/Chuck Fox)

MTC SUPPORTS CALTRAIN'S CORE CAPACITY FUNDING REQUEST

In fiscal year 2017 MTC urges Congress to appropriate **\$125 million** to the project, consistent with the President's request. MTC also supports Caltrain's multi-year \$447 million request in Core Capacity funding. The project has received \$73 million to date.

KEY COMPONENTS OF THE PCEP PROJECT

The PCEP will transform Caltrain from a diesel-based service to a modernized rail system featuring high-performance electric trains that will enhance capacity; allow the system to deliver cleaner, quieter, faster and more frequent service; and equip the corridor to accommodate high-speed rail.

The PCEP will also provide environmental benefits to the region's air quality by reducing diesel pollution and removing cars from our congested roads.

By 2040, an electrified Caltrain system will:

- reduce emissions by over 97 percent.
- reduce annual greenhouse gases by over 176,000 metric tons of CO2 equivalent.
- cut 619,000 vehicle miles traveled from the region's roadways each day.



Source: CHSRA

HIGH-SPEED RAIL BUSINESS PLAN AIMS NORTH

The High-Speed Rail Authority's 2016 Draft Business Plan reorients Phase 1 of the project north, offering the potential for high-speed rail service between Silicon Valley and the Central Valley by 2025.

By funding the Caltrain electrification project in FY 2017, Congress will reaffirm the new business plan and help extend the line all the way to San Francisco, a segment that is anticipated to attract much private-sector interest.

Surging Economy Slows Freeway Commutes

The rapid acceleration of the Bay Area's economy has brought with it an unwanted, albeit predictable, side effect: record levels of congestion-related delay on Bay Area freeways.

Congestion data released by MTC late last year show the typical Bay Area commuter spent nearly 40 percent more time stuck in traffic moving at 35 mph or less in 2014 than she did during the Great Recession year of 2010. Routes leading to or from San Francisco and Silicon Valley accounted for eight of the Bay Area's 10 most congested freeway corridors.

The worst of the congestion is concentrated in a few familiar places, with over three-quarters of all recurrent delay found on freeways in Alameda, Contra Costa and Santa Clara counties.

The westbound commute along Interstate 80 from Hercules to Oakland regained its traditional number one spot on the Top 10 list (rising from #4 in 2013).

The only newcomer to the list is the northbound morning commute on U.S. 101 from Story Road in San Jose to Montague Expressway in Santa Clara (climbing to #10 from #18).



BAY AREA TOP TEN CONGESTION LOCATIONS, 2014

| 2014 RANK | | 2013 RANK |
|-----------|--|-----------|
| 1 | I-80 Westbound a.m., Alameda and Contra Costa Counties, CA-4 to Bay Bridge Toll Plaza | 4 |
| 2 | I-880 Southbound a.m., Alameda County I-238 to CA-237 | 2 |
| 3 | US 101 Southbound p.m., Santa Clara County Fair Oaks Avenue to 13th Street/Oakland Road | 3 |
| 4 | US 101/I-80, Eastbound, p.m., San Francisco County I-280 to East of Treasure Island Tunnel | 1 |
| 5 | I-680 Northbound p.m., Contra Costa County Crow Canyon Road to Treat Boulevard | 5 |
| 6 | I-680 Northbound p.m., Alameda County CA-262/Mission Boulevard to CA-84 | 7 |
| 7 | I-80 Eastbound p.m., Alameda County W. Grand Avenue to Gilman Street | 8 |
| 8 | I-580, Westbound, a.m., Alameda County San Joaquin County to Santa Rita Road | 6 |
| 9 | CA-24 Eastbound p.m., Alameda/Contra Costa counties, I-580 to Wilder Road | 9 |
| 10 | US 101 Northbound a.m., San Mateo County Story Road to Montague Expressway | 18 |





The southbound morning commute on I-880 is the second worst regionwide.

MORE RESIDENTS TAKING TRANSIT AND BIKING TO WORK

While an increase in freeway congestion was predictable as regional employment in 2014 finally topped highs set during the dot-com boom of the early 2000s, data gathered as part of MTC’s Vital Signs project also revealed some surprising changes in Bay Area travel patterns:

- The share of Bay Area workers commuting by transit jumped to **12 percent** of all commuters from 10 percent in 2010. This marks the highest percentage of Bay Area workers commuting by transit since 1960.
- Solo drivers and carpoolers together dropped to 76 percent of all commute trips, down from 78 percent in 2010 and 81 percent in 2000.
- A majority of residents in both San Francisco and Berkeley did not use cars to get to work, and more than 40 percent of commuters from Albany and Emeryville chose to leave their cars at home.

VITAL SIGNS

For a wealth of performance indicators about the Bay Area’s transportation system, visit: vitalsigns.mtc.ca.gov

- East Bay and Peninsula commuters comprised the majority of new transit riders, particularly on BART and Caltrain.
- The number of San Francisco residents bicycling to work has **doubled** over the past decade, and the number who walk to work reached its highest level since 1960.





Rendering of BART's new rail cars, the first of which will be delivered this year. (Image: Courtesy of BART/Bombardier)

BART Transbay Corridor Core Capacity Project

Key Project Features:

- Communication-Based Train Control to reduce headways (15 minutes to 12 minutes)
- Expansion of rail fleet by 306 new vehicles to provide more frequent service and lengthen all trains to 10 cars
- Vehicle storage capacity expansion
- Added traction power capacity to support higher frequencies and longer trains

With the region's economy booming, Bay Area Rapid Transit (BART) ridership continues to set new records: The system carried an average of **26,500 riders** per hour during the transbay morning commute in September 2015. While this is good news, the system is at capacity during the peak, compromising the region's continued economic growth and mobility.

BART's Core Capacity Project offers tremendous promise to improve frequencies, add new trains and ultimately accommodate over 30 percent more riders per hour. MTC supports BART's decision to pursue funding for this project under the new Core Capacity component of the Capital Investment Grant program.

The primary goal of BART's Core Capacity Project is to boost Transbay capacity from the current 23 trains/hour to 30 trains/hour in both directions. The preliminary cost estimate for the project is approximately \$2 billion.



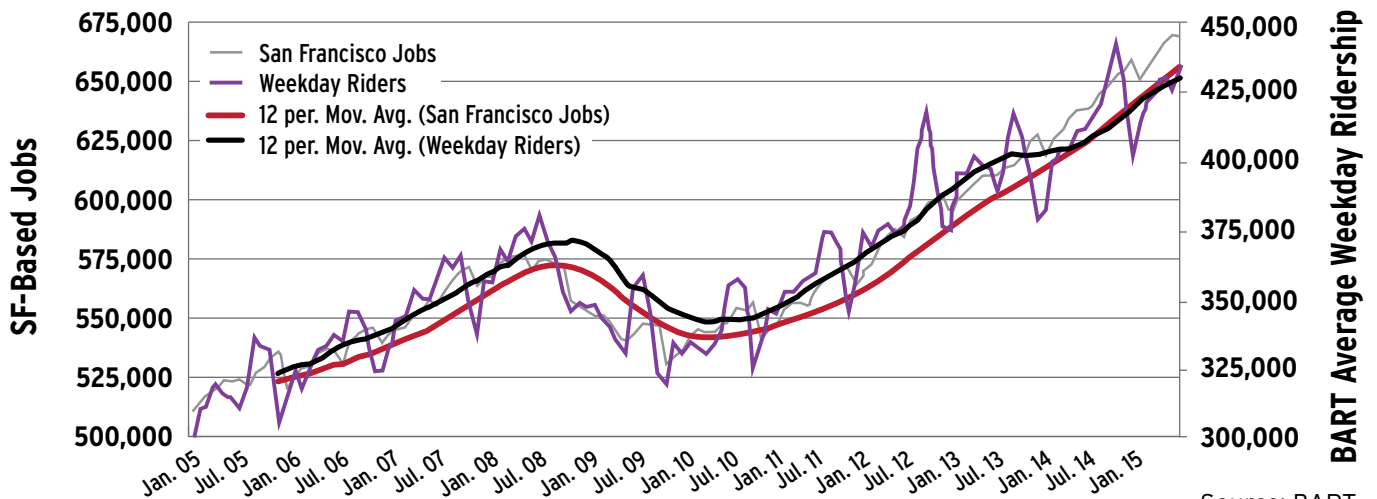


Crowded BART platforms are common across the region, especially in downtown San Francisco during the evening commute. (Photo: Courtesy of BART)

In August 2015, the Federal Transit Administration approved BART's entry into the project development phase for Core Capacity funding under the Capital Investment Grant Program. BART estimates project development work will take approximately two

years, after which BART will seek federal funding for construction via a Full Funding Grant Agreement. BART has sufficient funds for project development work and is only seeking federal funding for the capital portion of the project.

BART Ridership Tracks San Francisco Job Growth



Source: BART

BART Core Capacity by the Numbers

| | Current | Future* | Change | Percent Improvement |
|-----------------------------|---------|---------|--------|---------------------|
| Passenger Capacity per Car | 113 | 113 | — | — |
| Trains per Hour | 23 | 28 | 5 | 22% |
| Cars per Hour | 204 | 280 | 76 | 37% |
| Passenger Capacity per Hour | 23,052 | 31,640 | 8,588 | 37% |

* After Core Capacity Project

Source: BART

Bay Area's Next Generation of Transit Projects

MTC has endorsed two projects for the next round of fixed guideway expansions within the “New Starts” Capital Investment Program:

- San Francisco Transbay Transit Center (Phase 2)/Caltrain Downtown Extension (DTX)
- BART Silicon Valley, Phase 2



An aerial rendering of the future Transbay Transit Center. (Pelli Clarke Pelli. Above, rendering courtesy of the Transbay Joint Powers Authority (TJPA); at right, train level rendering courtesy of CHSRA)

San Francisco Transbay Transit Center (Phase 2/Downtown Extension)

The second phase of the Transbay Transit Center Project, commonly referred to as the Downtown Rail Extension or DTX, will modify the existing Caltrain station at Fourth and King Streets, including adding a new adjacent underground station at Fourth and Townsend Streets, and extend the Caltrain rail line downtown 1.3 miles to the new Transit Center near the heart of the Financial District, giving more commuters easy access to public transit.

The underground rail line is slated to run beneath Second and Townsend Streets and is being designed to accommodate high-speed rail and potential rail connections to the East Bay, making the new Transit Center a future hub for high-speed rail in Northern California. The project is seeking \$650 million in federal New Starts funds, as shown at right.





BART will connect with future high-speed rail at the planned Diridon Station in San Jose. (Rendering: Courtesy of CHSRA)

Next Generation Transit Funding Plans (Dollar amounts in millions)

| | Previously Committed | New Starts | Other Funding | Total | New Starts Share |
|--|----------------------|------------|---------------|---------|------------------|
| Transbay Transit Center Phase 2 – Caltrain Downtown Extension* | \$802 | \$650 | \$2,547 | \$3,999 | 16% |
| BART to San Jose/ Santa Clara Phase 2 | \$1,000 | \$1,500 | \$2,200 | \$4,700 | 32% |

Note: "Other Funding" refers to a variety of local, state and federal funds that would be committed to the project.

* Updated cost estimates are based on MTC review in 2015.

Sources: Santa Clara Valley Transportation Authority and Metropolitan Transportation Commission

BART SILICON VALLEY, PHASE 2

With construction well underway for Phase 1 of BART Silicon Valley, the Santa Clara Valley Transportation Authority (VTA) is expanding its focus to securing funding and beginning the environmental analysis and design for the final phase to extend BART into downtown San Jose. Federal New Starts funds comprise 32 percent of the \$4.7 billion funding plan, as shown above.

In March 2016, FTA approved allowing Silicon Valley, Phase 2 to enter into New Starts Project Development. The draft environmental document is being circulated now, with the expectation that preparation of the final environmental document can begin this fall.

The six-mile extension includes five miles of tunnel and four stations:

- Alum Rock
- Downtown San Jose
- Diridon Station
- Santa Clara

Once completed, the 16-mile BART Silicon Valley extension will create a new transit option serving downtown San Jose, San Jose State University, HP Pavilion, Santa Clara University, major employment and shopping centers and ultimately, high-speed rail.

Flexible Highway Funds Help MTC Tackle Housing Challenge

The unique flexibility of federal highway funds makes the Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ) programs vital parts of the Bay Area's transportation investment strategy. Though federal dollars account for just 11 percent of MTC's Plan Bay Area revenue forecast – and transit funds account for two-thirds of this share – the Commission leverages STP and CMAQ to tackle our region's housing production and affordability challenges head on.

The biggest piece of our current STP/CMAQ funding plan is a nearly \$800 million commitment to a second round of grants through MTC's innovative One Bay Area Grant (OBAG) Program from fiscal year 2018 through 2022. MTC launched the OBAG initiative in 2012 in partnership with the region's nine county congestion management agencies (CMAs) to:

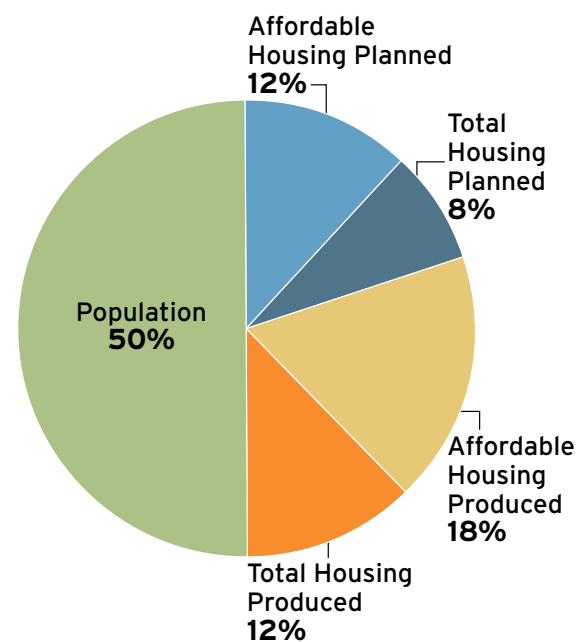
- align the Bay Area's federal transportation investment with California's landmark 2008 climate law (SB 375).
- reward cities and counties that produce new housing, especially in areas with high-frequency transit service.

FOCUS ON FLEXIBILITY

Like the first round of OBAG grants, the second cycle – known as OBAG 2 – capitalizes on the flexibility of federal funds, with a \$436 million commitment to advance a range of regional mobility priorities, including:

- BART rail car replacement
- Next generation of Clipper® transit-fare payment and 511® traveler information systems
- Freeway on-ramp meters and improved incident detection and response systems
- Climate Initiatives grant program
- Priority Development Area planning and implementation
- Priority Conservation Areas – agricultural and open space protection
- Pavement management program

OBAG 2: County Distribution Formula



OBAG rewards cities and counties that produce new housing, especially in areas with high-frequency transit service. (Photo: MTC Archives)



OBAG 2: STP/CMAQ Funding for Regional Programs FY 2018-22

(Dollar amounts in millions, rounded)

| Program Categories | 4-Year Funding |
|--|----------------|
| Regional Programs | \$436 |
| Regional Transit Priorities | \$189 |
| Transportation Operations and Management | \$170 |
| Climate Change Initiatives | \$22 |
| Priority Development Area Planning Program | \$20 |
| Priority Conservation Area Program | \$16 |
| Regional Planning Activities | \$10 |
| Pavement Management Program | \$9 |
| One Bay Area Grant Program | \$354 |
| TOTAL | \$790 |



Two roadway sections resurfaced by recycling existing asphalt pavement in place, garnering a reduction in GHG emissions. (Photo: Noah Berger)

The Free Muni Program provides free transit service for low- and moderate-income San Francisco youth ages 5 to 18, benefiting thousands of students on a daily basis.

(Photo: MTC Archives)



Safe Routes to School programs have received significant STP/CMAQ funding. (Photo: Kit Morris)

The OBAG 2 program also includes \$354 million for CMAs to administer grants directly to cities and counties for:

- Local street and road repairs
- Bicycle and pedestrian projects
- Safe Routes to School programs

REWARDING HOUSING PRODUCTION

In recognition of the need to incentivize more housing production, MTC links each county's share of STP/CMAQ funding to its permitting and construction of new housing, with an emphasis on *affordable* units. As shown in the chart at left, a county's total population will account for just half of its OBAG 2 distribution, with the remaining half split between the planning and production of affordable housing (30 percent) and planning and production of total housing units (20 percent).

New Express Lane Openings Expand Motorists' Choices

2016 is shaping up as the biggest year yet for the Bay Area's growing network of Express Lanes, with the number of miles more than doubling this year. Express Lanes are freeway lanes that are free for carpools, vanpools, buses, motorcycles and other HOV-lane eligible vehicles – but also available to solo drivers who choose to pay a toll to use the lane.

The newest Bay Area Express Lanes opened in February along 13 miles of I-580 through Dublin, Pleasanton and Livermore. Previous segments include 14 miles of southbound I-680 from Sunol to Milpitas and State Route 237 in Milpitas and San Jose. Opening in 2017 are 22 miles along I-680 between Walnut Creek and San Ramon.

MTC and its partners – including the Alameda County Transportation Commission, Contra Costa Transportation Authority, Santa Clara Valley Transportation Authority, Solano Transportation Authority, Caltrans and the California Highway Patrol (CHP) – are developing a 550-mile Express Lanes network that will:

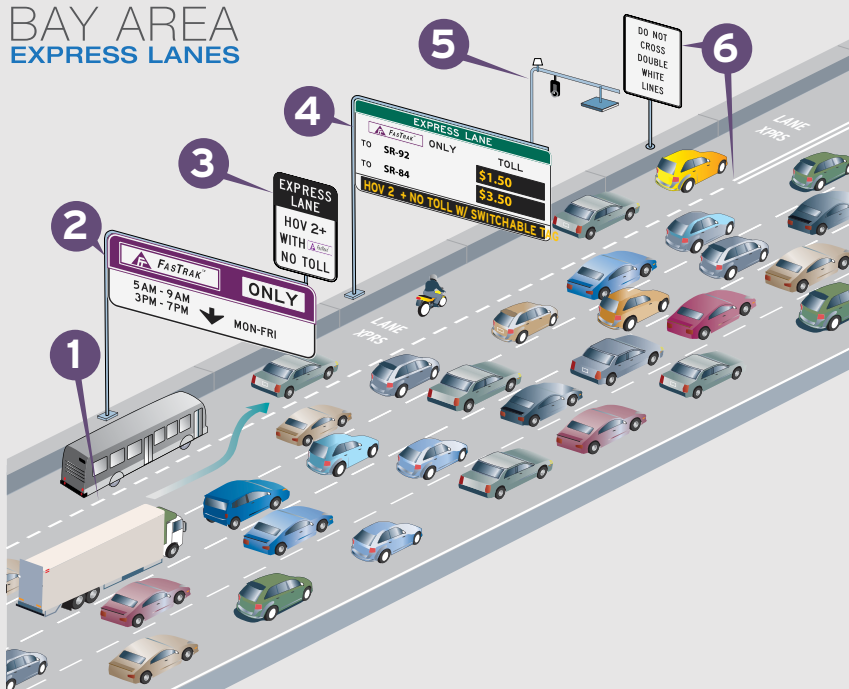
- create a seamless network of HOV lanes to encourage carpools and transit use.
- improve the efficiency of freeway operations by maximizing use of existing HOV-lane capacity.
- deliver more reliable travel times for drivers when they can't afford to be late.

For the latest on the Bay Area Express Lanes, visit mtc.ca.gov/our-work/plans-projects/major-regional-projects/bay-area-express-lanes.



BAY AREA
EXPRESS LANES

How Express Lanes Work



- 1 Dashed lines show where it's OK to enter and exit the express lane.
- 2 All vehicles must have a regular or FasTrak® Flex toll tag to drive in the express lane during hours of operation.
- 3 Carpools, vanpools and other eligible vehicles with FasTrak® Flex travel toll-free. Carpool occupancy requirements may vary by lane.
- 4 Pricing signs display the toll to travel to destinations using the express lane.
- 5 Electronic toll tag readers automatically charge the appropriate tolls to a vehicle's FasTrak® account.
- 6 Double white lines show where it is illegal to enter and exit the express lane. These access limitations improve traffic flow.

WHY EXPRESS LANES?

BAY AREA GROWTH
2010-2040:



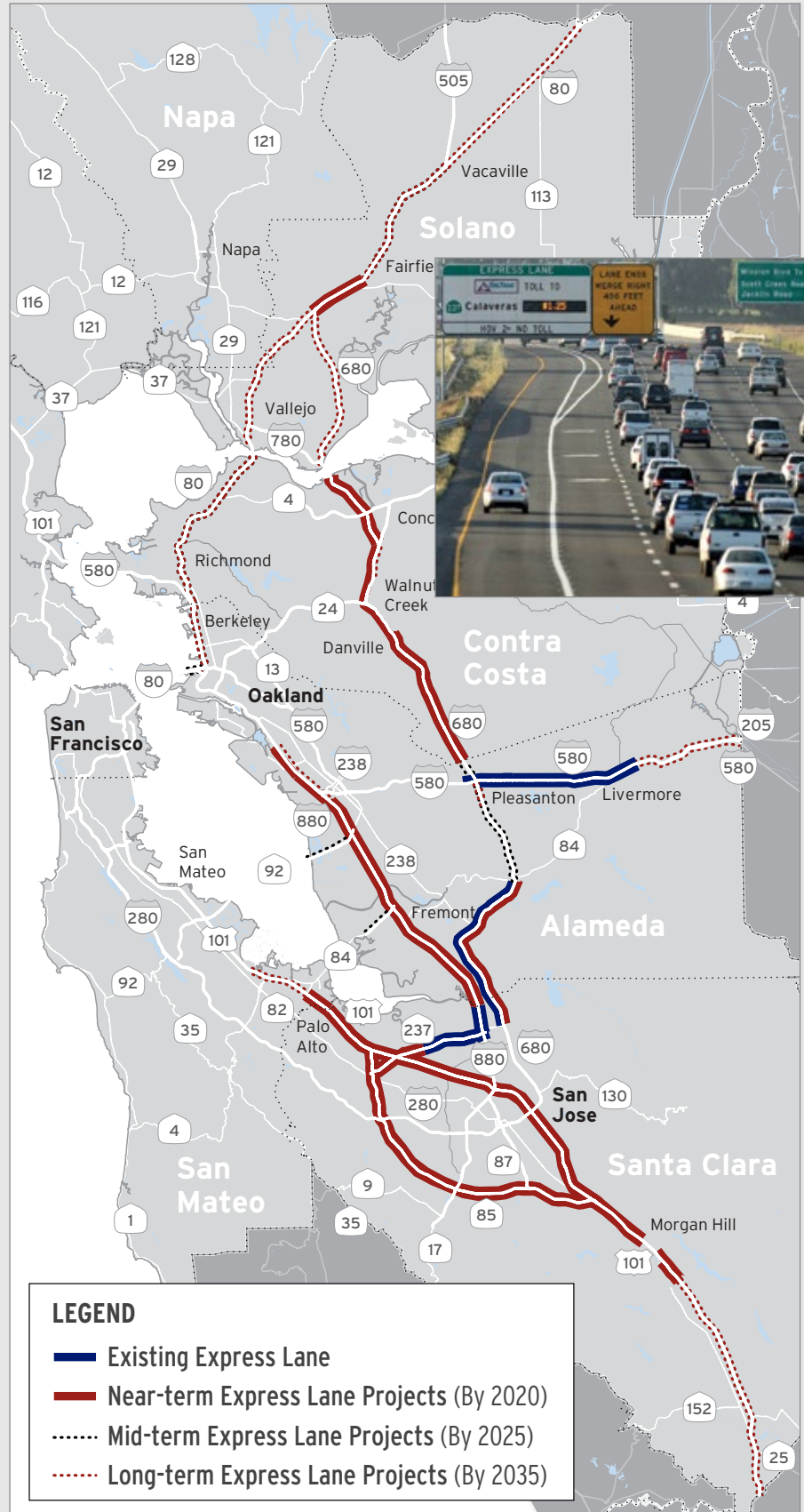
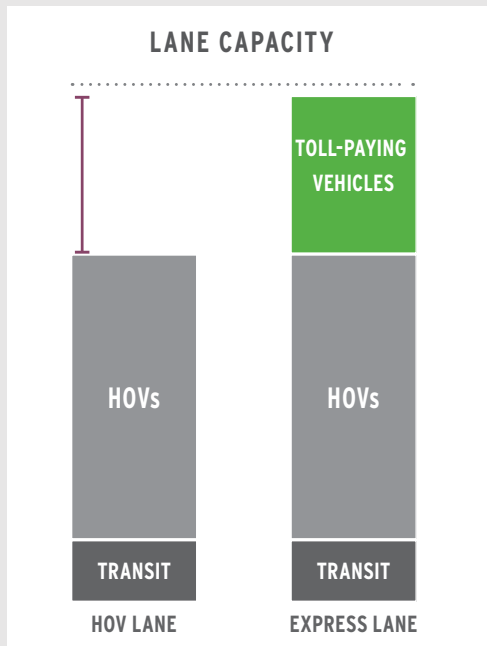
823,000 MORE
HOUSING UNITS

1.3 MILLION
MORE JOBS

2.4 MILLION
MORE PEOPLE

HOW EXPRESS LANES HELP:

- Move More People
- Maximize Existing Capacity
- Expand the HOV Network



Road pricing improvements described in Plan Bay Area will expand the region's express lane network greatly by 2040. (Photo inset: Noah Berger)

MTC Programs Harness Technology to Smooth Bay Area Travel



511®: THE GO-TO SOURCE FOR GETTING THERE

Despite the growth of private sector mobile apps serving travelers, MTC's award-winning 511® traveler information system remains a vital one-stop resource for traffic, transit, ridesharing and bicycling information with up-to-the-minute data available 24/7 by phone and on the web. The program is funded by a variety of revenue sources, including federal STP/CMAQ funds.

In December alone, the Bay Area 511 system registered:

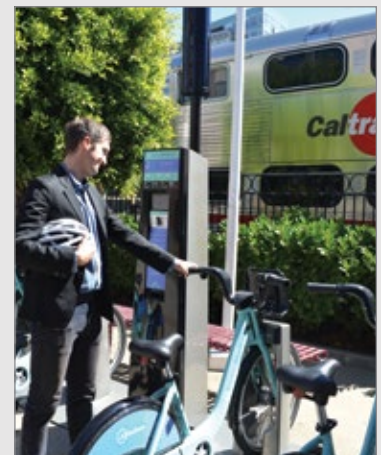
- 1.9 million website visits
- 588,000 phone calls
- 120,000 mobile visits

BayAreaBikeShare

PUBLIC-PRIVATE PARTNERSHIP ENABLES HUGE EXPANSION OF BIKE SHARE

In May 2015, MTC approved an unsolicited proposal from Motivate, the operator of bike share systems in New York, Chicago and Washington, D.C., to expand the Bay Area's 700-bike pilot program into a 7,000-bike system by 2018. The expanded system will serve the cities of Berkeley, Emeryville, Oakland, San Francisco and San Jose.

As part of a 10-year agreement between MTC and Motivate, the company will provide all equipment, installation and ongoing operations at no public cost. In exchange, Motivate will have the rights to secure sponsors and advertising at docking facilities and on the bikes themselves.



Bike share provides important connectivity at rail stations. (Photo: courtesy of Bay Area Bike Share)

MTC estimated the 10-year costs of a 7,000-bike system at more than \$65 million, even assuming an 80% fare-box recovery ratio of operating costs through membership dues and overage fees.

Phase I will include 1,750 bikes across the five cities by the end of 2016. The remaining bikes and docking points will be implemented in 2017 and early 2018.

Clipper® Now Available to over 95% of Region's Transit Riders

Clipper®, the all-in-one regional transit fare payment card launched by MTC in January 2010, maintained its growth last year as more riders embraced the convenience and security of the card. By December 2015, Bay Area residents and visitors alike were using Clipper to pay over 830,000 transit fares each weekday.

The Clipper card streamlines Bay Area transit by simplifying fare transactions. Riders no longer need to carry exact change or multiple passes from different transit systems. Clipper cards are available online at clippercard.com, and at hundreds of retail locations around the Bay Area.

SERVICE, SECURITY AND EMPLOYEE TRANSIT BENEFITS

Customers can register their Clipper card to protect their account balance if the card is lost or stolen, and can access automated online services 24/7. A convenient AutoLoad feature lets passengers add value to their cards automatically from a credit card or bank account. And employers who provide transit benefits can automatically load the value onto employees' Clipper cards – making transit even easier to use.



Clipper will be the sole fare payment used by Sonoma-Marín Area Rail Transit (SMART) when it begins service later this year. (Photo: Noah Berger)

MORE AGENCIES BOARD CLIPPER

Twenty Bay Area transit agencies serving over 95 percent of all Bay Area riders now accept Clipper for fare payment.



The official transit fare card of Super Bowl 50!



Clipper® works on buses, trains and ferries. (Photo: Noah Berger)

The newest additions include:

- Wheels in eastern Alameda County
- County Connection, Tri Delta Transit and WestCAT in Contra Costa County
- Petaluma Transit, Santa Rosa CityBus and Sonoma County Transit

The Clipper system will expand again in 2016 to include Union City Transit, and Sonoma-Marín Rail Transit (SMART) will accept Clipper when it starts operation later this year.

MTC is now working with Bay Area transit operators to develop the next generation of Clipper, set to launch after 2020.

Bay Area Partnership

MTC works in partnership with the top staff of various regional transportation agencies, environmental protection agencies, and local and regional stakeholders, listed here.

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All images are from the MTC archives,
unless credited or noted below.

FRONT COVER

[Clockwise from top]
Trucks at the Port of Oakland, Peter
Beeler; Caltrain speeding through Red-
wood City, courtesy of Caltrain; BART
passengers line up for boarding,
courtesy of BART; Traffic using Express
Lane on I-680, Noah Berger; BikeShare
in bike lane in downtown San Francisco,
courtesy of Bay Area Bike Share;

BART train moves through 12th Street
Station, Peter Beeler; Youth with Clipper®
card, Noah Berger

TEXT PAGES

Page 3 Commuters at the Temporary
Transbay Terminal, Noah Berger

Page 11 Bike Commuters on Market
Street in San Francisco, SFBC/Molly
DeCoudreaux Photography

Page 12 Crowd boarding BART train at
Embarcadero Station, courtesy of BART



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