101 Eighth Street,
Joseph P. Bort
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Oakland, CA

Meeting Agenda

Bay Area Partnership Board

John Ristow, Chair Rick Ramacier, Vice Chair

Friday, January 29, 2016 **1:00 PM** **Alameda County Transportation Commission**
1111 Broadway, Oakland, California 94607

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

Discussion / Action Items

2. 15-1264 Region's Cap and Trade Framework

Staff will present proposed updates to the region's Cap & Trade funding framework.

Presenter: Anne Richman

Attachments: 2_Cap_and_Trade Framework.pdf

3. 15-1265 One Bay Area Grant Program 2 (OBAG 2) Update

Staff will provide an update on OBAG2 adopted framework, funding, and policies.

Presenter: Anne Richman

Attachments: 3_OBAG 2 Upate .pdf

4. Plan Bay Area 2040 Update (Ken Kirkey)

4a. 15-1266 Overall status/schedule update

Staff will provide an overall status and schedule update.

Attachments: 4a_PBA 2040 Update.pdf

4b. 15-1267 Scenarios Strategies

Staff will provide an update of the Plan's scenarios.

Attachments: 4b_Plan Bay Area 2040 Draft Scenario Strategies.pdf

4b_Scenario Strategies Presentation.pdf

4c. 15-1268 Needs Assessment Update

Staff will present updates on needs assessment for transit operations, transit capital, and local streets and roads.

Attachments: 4c_PBA2040 Needs Assessment Update.pdf

4c_ Needs Assessment Presentation.pdf

4d. 15-1269 State of Good Repair Performance Assessment

Staff will discuss the approach and preliminary results of the State of Good Repair Performance Assessment.

Attachments: 4d_State of Good Repair.pdf

4d_State of Good Repair Presentation.pdf

Information Items

5. Legislative Update (Randy Rentschler)

5a. 15-1270 Fixing America's Surface Transportation (FAST) Act

Attachments: 5a_Fast_Act_20160126124045.pdf

5b. 15-1271 Update on FY 2016-17 Proposed Budget and Transportation Special Session

Attachments: 5b_StateBudget_SpecialSessionUpdate.pdf

6. 15-1272 Federal Review of MTC's Role in the Bay Area Transportation Process

Attachments: 6_Federal Review of MTC.pdf

7. Public Comments / Other Business

8. Adjourn / Next Meeting

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

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Legislation Details (With Text)

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Type:	Report			**Status:**	Informational
File created:	1/26/2016			**In control:**	Bay Area Partnership Board
On agenda:	1/29/2016			**Final action:**	
Title:	Region's Cap and Trade Framework Staff will present proposed updates to the region's Cap & Trade funding framework.				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	2_Cap_and_Trade Framework.pdf				

Date	Ver.	Action By	Action	Result

Subject:
Region's Cap and Trade Framework

Staff will present proposed updates to the region's Cap & Trade funding framework.

Presenter:
Anne Richman

Agenda Item 2

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Memorandum

TO: Bay Area Partnership Board DATE: January 25, 2016

Partnership Technical Advisory Committee

FR: Anne Richman, Director, Programming and Allocations

RE: Region's Cap and Trade Framework

MTC staff seeks additional input from the Partnership Board on proposed revisions to the region's Cap and Trade Framework. The proposed revisions will be presented again to the Programming and Allocations Committee (PAC) on February 10, 2016, mostly but not entirely as an information item.

Due to the accelerated Caltrans deadlines for Cap and Trade Transit Operating Program (LCTOP) FY2015-16 applications, after consultation with transit operators, staff is recommending a February 2016 Commission adoption of an interim FY2015-16 LCTOP distribution.

The remaining elements of the Cap and Trade framework would be for information only in February; after further stakeholder discussion, staff intends to recommend approval of a revised Cap & Trade framework to the Commission in April 2016. A presentation summarizing the Cap and Trade programs and proposed framework revisions is attached.

We welcome your input.

Cap & Trade Framework

January 2016

Partnership Board

Statewide Cap and Trade Programs: FY2015-16 and Beyond

Statewide Revenue Framework		FY2015-16 and Beyond Annual Funding ($ millions)	State Agency
Total Generations	**%**	**$2,500**	
Transit & Intercity Rail Capital Program	10%	$250	CalSTA
Low Carbon Transit Operations Program	5%	$125	Caltrans, CARB
Affordable Housing and Sustainable Communities Program	20%	$500	SGC/HCD
Uncommitted Funding	40%	$1,000	Unknown
High Speed Rail	25%	$625	HSRA

- Assumes $2.5 billion in statewide annual funding for FY2015-16 and beyond; actual revenues will be determined based on auctions. Programs and shares are based on current statute.

Revising the Region's Cap and Trade Framework

- **Staff proposes revising the framework based on:**
  - Higher revenue projections
  - Lessons learned from Round 1 awards
  - Additional program guidance

- **Proposed Schedule:**
  - Approve interim Low Carbon Transit Operations Program distribution at February PAC and Commission meetings
  - February/March - Input from partner agencies and interested stakeholders; monitor funding developments
  - April – PAC consideration of staff recommended LCTOP, TIRCP, AHSC framework updates, and project endorsements for TIRCP and AHSC funding applications

Regional Framework

- Plan Bay Area included $3.1 billion in Cap & Trade Revenues over 25 year period
- Framework adopted in December 2013
- Proposed update to framework in April 2016

MTC Framework Category	MTC Framework Adopted Amount (28 years)	MTC Framework Proposed Amount (25 years)	Proposed Bay Area Share of Statewide Program
Core Capacity*	$875	TBD	33% of TIRCP
Transit Operating	$500	$1,136	37% of LCTOP (54% of Rev and 19% of Pop-based)
OBAG	$1,050	$3,750	30% of AHSC
Climate Initiatives	$275	TBD	TBD of 40% Uncommitted
Goods Movement	$450	TBD	TBD of 40% Uncommitted
High Speed Rail	-	TBD	TBD of High Speed Rail
Total	**$3,150**	**TBD**	

*24-years due to FY2015-16 advanced programming

Low Carbon Transit Operating Program

- **Current MTC approved framework is $500 million**
- **Updated revenue estimate based on adopted state program:**

Estimated LCTOP Revenue-based funds:	$ 835 million
Estimated LCTOP Population-based funds:	$ 302 million
Total Estimated LCTOP Funding:	$1,136 million

- **MTC Proposal:**
  - $835 million revenue-based distributions to operators (formula)
  - $302 million population-based fund distribution

Low Carbon Transit Operating Program

$302 million population-based fund distribution options:

- **Option 1: Maintain existing framework**
  - $89 million to existing framework
  - $100 million to Invest in key transit corridors (i.e. TPI)
  - $113 million to seamless transit/regional coordination programs
- **Option 2: Reinforce transit operating funds**
  - $102 million to North Counties/ Small Operators
  - $100 million to Invest in key transit corridors (i.e. TPI)
  - $100 million to seamless transit/regional coordination programs
- Invest approx. **1/3** of funding to transit operators via formula, and approx. **2/3** of funding in customer focused transit improvements.
  - Projects should be consistent with Transit Sustainability Project and local coordination efforts
- ***Staff recommends Option 2 after FY2015-16***

Low Carbon Transit Operating Program

2015-16 Distribution of Population-Based Funds:

- Interim distribution needed to avoid losing region's 2015-16 funds ($7.3 million)

- Proposal: combine elements of the two long-term distribution options
  - Maximizes distribution to each operator from the two long-term options ($3.7 million)
    - VTA and SamTrans receive amounts from Option 1
    - North Counties/ Small Operators receive amounts from Option 2
  - Balance goes to Clipper ($3.6 million)

- Due to February 1st Caltrans deadline, provisional applications submitted based on proposed interim distribution

- Board approvals including MTC requested in February

LCTOP Proposed Interim Fund Distribution (FY2015-16)

Operator / Entity / Program	Revenue-based Funding	Proposed Population-based Funding	Total Funding (Revenue-based and Pop.-based)
	$ 20,890,977	$ 7,275,276	$ 28,166,253
ACTC - Corresponding to ACE	$ 52,342	$ -	$ 52,342
Caltrain	$ 1,089,039	$ -	$ 1,089,039
CCCTA	$ 123,087	$ 492,491	$ 615,578
ECCTA	$ 57,005	$ 297,455	$ 354,460
LAVTA	$ 49,753	$ 203,612	$ 253,365
NCPTA	$ 12,433	$ 140,397	$ 152,830
SamTrans	$ 669,751	$ 279,772	$ 949,523
City of Union City	$ 8,417	$ 71,301	$ 79,718
VTA	$ 2,576,819	$ 985,763	$ 3,562,582
VTA - Corresponding to ACE	$ 56,032	$ -	$ 56,032
WCCTA	$ 64,506	$ 65,666	$ 130,172
WETA	$ 264,976	$ -	$ 264,976
Marin County			
GGBHTD	$ 964,017	$ -	$ 964,017
Marin Transit	$ 179,550	$ -	$ 179,550
Marin County Operators (TBD)	$ -	$ 259,722	$ 259,722
Solano County			
City of Dixon	$ 955	$ -	$ 955
City of Fairfield	$ 24,054	$ -	$ 24,054
City of Rio Vista	$ 220	$ -	$ 220
City of Vacaville	$ -	$ -	$ -
Solano County Transit	$ 56,158	$ -	$ 56,158
Solano County Operators (TBD)	$ -	$ 422,905	$ 422,905
Sonoma County			
City of Healdsburg	$ 101	$ -	$ 101
City of Petaluma	$ 2,792	$ -	$ 2,792
City of Santa Rosa	$ 27,337	$ -	$ 27,337
Sonoma County Transit	$ 29,599	$ -	$ 29,599
Sonoma County Operators (TBD)	$ -	$ 496,902	$ 496,902
SUBTOTAL	$ 6,308,943	$ 3,715,986	$ 10,024,929
AC Transit	$ 1,948,597	$ -	$ 1,948,597
BART	$ 4,476,845	$ -	$ 4,476,845
SFMTA	$ 8,156,592	$ -	$ 8,156,592
SUBTOTAL	$ 14,582,034	$ -	$ 14,582,034
MTC Regional Coordination Program -- Clipper	$ -	$ 3,559,290	$ 3,559,290

Transit and Intercity Rail Capital

- MTC framework amount is poised for increase, but program funding level is under discussion:
  - Fall 2015 framework proposal had revenue of $2 billion based on growing Cap and Trade revenues
  - Two new state proposals would add significant funding:
    - Governor's FY2016-17 budget would add $800 million to current funding cycle (FY2016-17 and FY2017-18)
    - Assembly Bill 1591 (Frazier) would double TIRCP share to 20% of Cap and Trade revenues
  - Near and long term funding uncertainty
    - Spring 2016 round of funding could range from $440 million to $1.2 billion
    - 24-year revenues to region could increase to ~$4 billion

Transit and Intercity Rail Capital

TIRCP Projects (in $million, 24 years)	**Adopted** (MTC Res. 4030)	Proposed Oct. 2015
BART: Train Control	$126	$250
SFMTA: Fleet Enhance & Expand	$400	$481
SFMTA: Facilities	$ 67	$ 67
AC Transit: Fleet Expansion	$ 45	$ 90
AC Transit: Facilities	$162	$162
VTA: BART to San Jose	$ 75	$750
Subtotal	$875	$1,800
Potential other projects		$ 200
Projected Revenue*		**$2,000**
* Could increase to $4 billion		

Transit and Intercity Rail Capital

- Considerations for discussion
  - Should region revise framework, assuming a higher target based on a draft state budget and/or pending legislation?
  - Should region endorse all projects requesting $5 million or less, to provide opportunities for smaller, near-term projects to compete?
  - How can we prepare for the upcoming 5-year TIRCP program adoption starting with FY2018-19?

Affordable Housing and Sustainable Communities Program

- **Tied to One Bay Area Grant Program in current MTC framework**
- **Bay Area could receive estimated $3.7 billion from AHSC over 25 years, statewide discretionary program**
- **Current cycle Call for projects scheduled for release in January or February**
- **MTC Proposal:**
  - Continue to advocate for Bay Area projects and provide assistance to potential Bay Area applicants
  - Focus on affordable housing and Transit-Oriented Development-related transportation projects
  - Update MTC principles used for FY14-15 program to reflect program changes and additional funding

Climate Initiatives and Goods Movement

- **Current MTC framework includes these categories as placeholders, however, no corresponding state programs were enacted.**
- **40% of state Cap and Trade funding remains "uncommitted"**
- **Proposal:**
  - Continue to advocate for funding for specific projects or programs as opportunities arise
    - Potential guides will be Climate Pilot Program, Goods Movement Plan, and Freight Emission Reduction Plan
    - Frazier bill (AB 1591) would appropriate 20% of Cap and Trade to new program for major freight corridors

High Speed Rail

- **25% of state Cap and Trade funding for High Speed Rail**
- **High Speed Rail Authority is part of the 9-party agreement to fund the Caltrain Electrification Program through High Speed Rail bonds (Prop 1A)**
- **Proposal:**
  - Continue coordination with High Speed Rail Authority on Bay Area segment and interoperability with existing services
  - Continue to advocate for funding for specific projects or programs as opportunities arise

Next Steps

Proposed Schedule:

- Approve interim Low Carbon Transit Operations Program distribution in February
- February/March - Input from partner agencies and interested stakeholders; monitor funding developments
- April Commission consideration of LCTOP, TIRCP, AHSC framework updates, and endorsements for current TIRCP and AHSC funding rounds

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Title:	One Bay Area Grant Program 2 (OBAG 2) Update Staff will provide an update on OBAG2 adopted framework, funding, and policies.				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	3_OBAG 2 Upate .pdf				

Date	Ver.	Action By	Action	Result

Subject:
One Bay Area Grant Program 2 (OBAG 2) Update

Staff will provide an update on OBAG2 adopted framework, funding, and policies.

Presenter:
Anne Richman

Agenda Item 3

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Memorandum

TO: Bay Area Partnership Board

DATE: January 25, 2016

FR: Anne Richman, Director, Programming and Allocations

RE: One Bay Area Grant Program 2 (OBAG 2) Update

On November 18, 2015 the Commission adopted MTC Resolution No. 4202, the project selection criteria and programming policy for the second round of the One Bay Area Grant Program (OBAG 2) covering Fiscal Years 2017-18 through 2021-22. The adopted resolution can be viewed on the OBAG 2 website at: http://www.mtc.ca.gov/our-work/fund-invest/federal-funding/obag-2. An overview of recent developments related to the program is provided below.

1. Increased Revenue Estimates

On December 4, 2015, after the November adoption of OBAG 2, a new five-year surface transportation authorization was signed into law. Fixing America's Surface Transportation Act (FAST) establishes federal policies and funding levels for Fiscal Years 2015-16 through 2019-20. Overall, FAST maintains the core highway and transit funding programs and policies established by its predecessor, Moving Ahead for Progress in the 21st Century (MAP-21). However, the act does increase funding levels for several programs, including the two that support the OBAG 2. Preliminary estimates indicate that the Bay Area's share of these funds – the Surface Transportation Program (renamed the Surface Transportation Block Grant Program, or STBGP, under FAST) and the Congestion Mitigation and Air Quality Improvement Program (CMAQ) – will increase by approximately $72 million through the end of OBAG 2 (see Table 1).

Table 1. OBAG 2 Revenue Estimates
$ in millions

	FY2015-16 through FY2016-17	FY2017-18 through FY2021-22*
Original Estimates (MAP-21)	$300	$790
Revised Estimates (FAST)*	$307	$855
Difference	$7	$65
Total Increased Revenues	**$72**	

*Assumes a 2 year extension of FAST for FY2020-21 and FY2021-22, with 2% annual escalation over FY2019-20 funding levels.

Preliminary Options

Staff is currently developing options for the use of these additional revenues to present to the Commission for consideration. In developing a set of proposals for the Commission to consider, staff is relying on the principles adopted in the OBAG 2 framework, while also balancing other regional objectives such as affordable housing and combatting climate change. Initial concepts being considered include:

- Distributing the additional revenues according to the adopted OBAG 2 framework, with 45% being directed to the county programs ($32 million) and the remaining 55% directed to various regional programs ($40 million).
- For the additional revenues to the regional programs, consider restoring funding for existing programs to OBAG 1 levels, augmenting certain programs related to housing affordability and climate change needs, or a combination of these options.

Staff welcomes feedback on these preliminary concepts.

As context, the program amounts for OBAG 1 and OBAG 2 are summarized in Table 2, below.

Table 2. OBAG 1 and 2 Program Amounts
$ in millions

Program	OBAG 1	OBAG 2
Regional Planning Activities	$8	$10
Pavement Management Program	$9	$9
Priority Development Area (PDA) Planning and Implementation	$20	$20
Climate Initiatives Program	$22	$22
Priority Conservation Area (PCA)	$10	$16
Regional Operations Programs	$184	$170
Transit Priorities Program	$201	$189
Regional Programs	**$454**	**$436**
County Programs	$372	$354
County Programs	**$372**	**$354**
Total	**$827**	**$790**

2. Potential Anti-Displacement and Affordable Housing Approaches

Prior to adopting the OBAG 2 program, the Commission asked staff to develop potential anti-displacement and affordable housing policies for consideration. The Commission also requested that staff investigate the possibility of a housing preservation fund that could potentially be used to keep affordable units affordable, similar to the Transit-Oriented Affordable Housing (TOAH) fund. Staff has been exploring a variety of approaches to present to the Commission for consideration. The range of approaches includes an incentives approach to reward jurisdictions that address the issues of affordable housing and displacement, a regulatory approach in which jurisdictions must adopt housing policies or develop plans to address housing stability and affordability, and an investment approach to directly invest in the production and preservation of affordable housing.

MTC and the Association of Bay Area Governments (ABAG) will also convene a regional forum with local jurisdictions, residents, business organizations, and other stakeholders to further consider the role of regional agencies in addressing displacement and affordable housing. Although the forum will not focus specifically on OBAG, the discussion will inform staff's recommendation for any potential polices to incorporate into OBAG 2. ***The forum will be held on February 20, 2016 at 9:00 a.m. to 1:30 p.m. (tentative) at Oakland Marriott City Center.*** A flyer for the forum will be available at the meeting. We encourage your attendance at this event.

3. Proposed Timeline

2016
January - February

Outreach
• Information and discussion - FAST revenues, anti-displacement/affordable housing
  o Bay Area Partnership Board, advisory and working groups
  o ***Programming and Allocations Committee (PAC)***
• February 20: MTC/ABAG Workshop on Affordable Housing and Displacement
• Develop proposal based on discussions

March

Develop Draft Proposal/Options
• Further discussion of FAST revenues, anti-displacement/affordable housing
  o Bay Area Partnership advisory and working groups
  o Regional Advisory Working Group (RAWG)
• Refine proposal based on feedback

April

Present Draft Proposal/Options
• Present draft proposal/options for OBAG 2 program revision for deliberation
  o ***PAC, Commission***
  o Policy Advisory Council
  o Partnership advisory and working groups

May

Adopt OBAG 2 Revisions
• Finalize proposed OBAG 2 program revisions
  o Policy Advisory Council
  o Partnership advisory and working groups
• Present OBAG 2 program revisions for adoption
  o ***PAC, Commission***

Given that the additional FAST revenues and policy discussions related to anti-displacement and affordable housing will affect the county call for projects, staff proposes to delay the schedule for project submittal. A draft revised schedule will available at the meeting.

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Legislation Details (With Text)

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Title:	Overall status/schedule update Staff will provide an overall status and schedule update.				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	4a_PBA 2040 Update.pdf				

Date	Ver.	Action By	Action	Result

Subject:
Overall status/schedule update

Staff will provide an overall status and schedule update.

Agenda Item 4a

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Memorandum

TO: Bay Area Partnership Board DATE: January 25, 2016

FR: Ken Kirkey, MTC Staff

RE: Plan Bay Area 2040 Update

The purpose of this memo is to describe changes to the timing of some of the key milestones in the development of Plan Bay Area 2040 (PBA 2040). The *Public Participation Plan* for PBA 2040 was approved by MTC in February 2015, and included a schedule of key milestones leading to completion of the plan update. Changes are being made to a number of key milestones to allow for additional detail and analysis to be incorporated into the three transportation and land use scenarios that represent alternative Bay Area futures based on distinct land use development patterns and transportation investment strategies. The schedule changes also ensure that policy makers, stakeholders, and members of the public will have sufficient time and opportunity to review and provide input into these scenarios.

Specifically, the release of the defined land use and transportation scenarios has been moved from March 2016 to May 2016. Public workshops on these scenarios will now be held in May/June 2016. Adoption of the preferred scenario will move from June 2016 to late summer 2016.

The full list of changes to key milestones is below:

Key Milestone	Revised Timing
Transportation Operations and Maintenance Needs Assessments	April 2016
Transportation Project Performance Assessment	April 2016
Release Defined Land Use and Transportation Scenarios	May 2016
Release Scenario Targets Evaluation	May 2016
Public Workshops/Open Houses	May/June 2016
Adoption of Preferred Scenario	Late Summer 2016

Feel free to contact Adam Noelting (anoelting@mtc.ca.gov or 510.817.5966) of MTC staff with any questions or comments.

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Metropolitan Transportation Commission

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Legislation Details (With Text)

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Title:	Scenarios Strategies Staff will provide an update of the Plan's scenarios.				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	4b_Plan Bay Area 2040 Draft Scenario Strategies.pdf 4b_Scenario Strategies Presentation.pdf				

Date	Ver.	Action By	Action	Result

Subject:
Scenarios Strategies

Staff will provide an update of the Plan's scenarios.

Agenda Item 4b

TO: Regional Advisory Working Group DATE: January 19, 2016

FR: Miriam Chion, ABAG and Ken Kirkey, MTC

RE: Plan Bay Area 2040 Draft Scenario Strategies

ABAG and MTC are working to develop three land use and transportation scenarios to inform discussions about the strategic update of *Plan Bay Area*, Plan Bay Area 2040 (PBA 2040). Scenarios show different options for how the Bay Area can grow and change over time in ways that help us meet our goals for a more prosperous, sustainable, and equitable region. The scenarios will in turn be scored on the 13 performance targets adopted by the two agencies' boards in fall 2015. The purpose of this item is to update the RAWG on recent progress and provide more detail on some of the potential land use and transportation strategies to be incorporated into the scenarios.

Background

Beginning in October, ABAG and MTC held scenario workshops to present the scenario development approach and discuss three draft scenario concepts. The purpose of the workshops was to receive feedback on the initial concepts, as well as specific strategies for how to maximize their effectiveness. The feedback was summarized (**Attachment 1**) and presented alongside the scenario approach and initial concepts at the November joint meeting of ABAG's Administrative Committee and MTC's Planning Committee.

Based on the feedback to date, staff has worked to adjust some aspects of the initial scenario concept narratives. Furthermore, staff has provided more detail on some of the specific land use policy and transportation investment strategies that underpin each scenario's growth pattern. See **Attachment 2** for this detail. Broadly speaking, the more significant changes to the scenarios can be summarized as follows:

- Automation and connected vehicles – all the scenarios will assume a level of automation, connected vehicles and other technologies commensurate with the Bay Area's history of early adoption and leadership in the development of new technologies during the plan horizon. Previously, these strategies were only assumed to emerge in Scenario 1.
- Regional equity emphasis – Recognition of high-opportunity areas, access to jobs and other funding strategies.
- Greenfield development – Scenario 2 removes a reference to "small amount of greenfield growth," and focuses on infill development.
- Transit Priority Areas (TPAs) – Recognition of TPAs along with PDAs.

Scenario Development

Attachment 2 provides the narrative of each scenario presented at the scenario workshops as well as a preliminary snapshot of each scenario's potential land use and transportation investment strategies. The transportation investment strategies represent an illustrative list and reflect only a subset of the major projects submitted through the MTC Call for Projects process. For each scenario, staff is working to include a more extensive set of transportation and land use strategies, policies and investments. Staff will present more detailed scenario descriptions, as well as evaluations of each scenario against the adopted regional goals and targets, in spring 2016.

Land Use
The land use strategies described in **Attachment 2** show different combinations of policies that can be used to accommodate future population, households, and employment in ways that are consistent with the growth pattern described in each scenario concept. The strategies included generally affect land use patterns by changing a community's capacity for new development or incentivizing a particular type or location of growth. Each scenario builds on the Bay Area's existing land use pattern and transportation network, while also taking into account local plans for growth, historical trends, the results of the most recent PDA Assessment, output from the UrbanSim model, as well as the growth envisioned in Plan Bay Area 2013. While the scenarios are designed to be realistic from a policy perspective, they also bundle policies in ways that provide substantial and meaningful contrasts for policy makers.

Transportation Investment Strategies
The transportation investment strategies included in **Attachment 2** exemplify the types of major projects likely to be included under each scenario. These focus primarily on some of the major investments submitted by project sponsors through the MTC Call for Projects process, and reflect the types of transportation investments most likely to impact a regional scenario's performance. Additionally, each scenario will also assume a baseline comprising the existing network and committed projects, and include other transportation strategies and policies to accommodate the growth pattern. The transportation investments will be balanced across scenarios, each representing a financially constrained set of investments.

The following table summarizes the potential "intensity" of transportation investments across the three scenarios, by purpose, mode, and geography.

Draft Investment Summary			**Scenario #1**	**Scenario #2**	**Scenario #3**
by Purpose and Mode	Streets & Highways	State of Good Repair	● ● ●	● ●	●
		Efficiency	● ● ●	● ● ●	● ●
		Expansion / Extension	● ● ●	● ●	●
	Transit	State of Good Repair	● ● ●	● ●	●
		Efficiency / Operations	● ●	● ● ●	● ● ●
		Expansion / Extension	●	● ●	● ● ●
	Bicycle / Pedestrian		● ●	● ●	● ●
	Climate Program		● ● ●	● ● ●	● ● ●
by Geography	Big 3 Cities		●	● ●	● ● ●
	Bayside		●	● ●	●
	Inland		● ● ●	●	●

Preferred Scenario Development Process
The scenarios and their respective strategies do not constitute staff proposals or recommendations. Rather, these strategies are presented to illustrate tradeoffs between alternatives and serve as a building block for identifying the preferred scenario, which will incorporate some of the best ideas from each scenario alternative. The preferred scenario will strive to achieve the adopted PBA 2040 goals and performance targets, and will be informed by numerous ongoing efforts, including the:

- Local government efforts related to Priority Development Areas (PDAs) and Priority Conservation Areas (PCAs)
- Regional Jobs, Housing & Population Forecast;
- Regional Transportation Revenue Forecast;
- Project Performance Assessment and Call for Projects;
- Transportation System Operations and Maintenance Needs Assessments; and,
- Public Workshops and Stakeholder Feedback.

Other Policies and Strategies

It is important to recognize that Plan Bay Area 2040's scenario process uses a relatively modest set of land use and transportation strategies to show different options for future land use patterns and the transportation investments and policies needed to support these distributions of future housing and employment growth. The combinations of strategies in the scenarios are included to enable a discussion about regional priorities, and do not represent all of the potential public policy interventions that regional, state, or local governments could use to accomplish the Plan's goals. For instance, the specific structure of many potential state and local tax and regulatory policies falls largely outside the analytic scope of the scenario process, and requires a separate, more robust public policy analysis to determine costs and benefits. Once the preferred scenario is adopted, the final Plan Bay Area 2040 document will describe a wider range of policies to support the Plan's goals.

Next Steps

The scenarios will continue to be refined over the next several months, and then will be evaluated to understand the effects of the different combinations of land use and transportation strategies on our shared goals and targets. Key milestones include the release of the scenario evaluation planned in spring 2016, with public workshops immediately following. The adoption of a preferred scenario is expected to occur in late summer 2016. The scenario planning process is summarized in **Attachment 3**.

Attachments: Workshop Comments Summary
Draft Scenario Strategies
Scenario Development Process
Presentation

What We Heard from RAWG & RPC

Goals and Aspirations for Scenario Planning

- Plan for diverse, inclusive and supportive communities
- Preserve what is unique about each community
- Focus on vibrant downtowns and neighborhoods with clean, safe and attractive streets; more walking and activity on the streets; great parks, schools and lots of services
- Promote equitable community development that brings new life to neighborhoods without displacement
- Plan to improve public health and improve the health of the natural environment

General Comments: Scenario Development Process

- Appreciated ability to provide early input in the scenario process
- Include social equity as a guiding theme in each scenario
- Concern about achieving greenhouse gas (GHG) reduction and housing goals under any scenario
- Concern that policies to promote compact growth could lead to segregation
- Solutions to region's challenges will be different in every city; need scalable solutions
- Provide examples of how the type of development discussed in each scenario concept worked in other regions
- Consider changing demographics (race, age, and lifestyle preferences such as young people driving significantly less)
- Priorities for unincorporated communities and/or smaller communities are not reflected in the scenarios.
- Consider discussing tradeoffs what will the region gain and what is the region willing to give up?
- Provide the general public with an opportunity to have a discussion about scenario concepts before scenarios are solidified

Plan Bay Area 2040: Scenario Draft Concept #1

Housing

- Requires suburban co-location of jobs/housing
- Affordable housing will be harder to produce in less dense areas; requires more subsidy
- Consider housing subsidies for low-income residents; more funds for affordable housing
- Encourage density bonuses
- Could help smaller cities become complete communities while still maintaining their character

Transportation

- Consider transit subsidies for low income residents; public shuttles; toll roads
- Last mile connection still an issue
- Regional bus system and high occupancy toll/express lane network important to this scenario (24/7)
- Scenario requires expanded roadways, leaving less funding for transit
- Greater need for transit infrastructure (transit in suburbs) with dispersed development
- Consider parking policy reform

- Invest more in goods movement
- Scenario is heavy on technology but the innovations aren't here yet; be cautious when planning

Equity
- Scenario could lead to displacement; need renters' protection
- Explicitly include inclusionary zoning as a policy solution

Economy
- Need more employment growth in the dispersed areas
- Consider how to disperse jobs
- Need transportation demand management strategies to encourage working remotely

Environment
- This scenario could encourage greenfield development and sprawl
- This scenario could be detrimental to preserving open space
- Consider better coordination between Bay Area Air Quality Management District and Bay Conservation and Development Commission and ABAG and MTC as policies are moving in opposite direction than priority development areas (PDAs)
- Vehicle miles traveled will increase under this scenario; won't achieve GHG target
- Could achieve GHG target with zero emissions vehicles
- Keep some lots for urban agriculture
- Maintain urban growth boundaries
- Implement indirect source review

Other
- Congestion pricing to raise money to pay for roadways; development fees for transit
- Consider providing funding for areas outside of PDAs; many cities cannot accommodate all growth within PDAs.
- One Bay Area Grants (OBAG) could expand the definition of PDAs and provide incentives if close to transit

Plan Bay Area 2040: Scenario Draft Concept #2

Housing
- Need anti-displacement policies, both carrots and sticks
- Need more incentives to get needed densities to support more affordable housing
- Convert older office parks to low-income housing and provide needed transit
- Need for senior housing near transit given changing demographics
- Clarify and specify PDA criteria about PDAs with respect to housing
- Smaller cities will need technical support to plan in a way that supports this scenario

Transportation
- First/last mile transportation will be key with this scenario
- Scenario will require significant investment in rail/fixed-guideway transit, but that only works in the core
- Consider new types of transit or Transportation Demand Management for suburbs
- Support mobility-management programs for seniors
- Consider bicycle/pedestrian improvements

- Scenario doesn't offer enough for small suburban or rural communities

Equity

- This scenario offers potential for most equitable growth
- This scenario will need to address suburbanization of poverty; lower income communities will increasingly have longer commutes, less access to services
- Consider policies to provide living wage
- Consider non-work transit trips (many other needs - school, recreation, medical, shopping)
- Don't just focus on housing; look at location of and access to jobs

Economy

- Pay equal attention to jobs and housing
- Policies should promote more working remotely
- Promote job creation, especially in PDAs (though some wanted jobs outside PDAs to increase accessibility to lower income residents)
- Need more clarity and specificity about PDA policies with respect to jobs
- Need more California Environmental Quality Act relief/regulatory streamlining

Environment

- This scenario encourages greenfield development and sprawl
- Would require enormous investments in transit (esp. rail or bus-rapid transit) to avoid sprawl
- Need to address hazards like fault lines and sea-level rise with this scenario
- Ensure that PDA policies are not weakened or the region will not be able to realize environmental benefits from concentrated growth
- Commuter Benefit Ordinances could be helpful to making this scenario work

Other

- Would require new regional sales tax for bus service as well as a regional gas tax
- OBAG should go to all "red dot" areas (outside PDAs as well as within)

Plan Bay Area 2040: Scenario Draft Concept #3

Housing

- Exacerbates displacement and affordability; more stress regarding displacement if jobs are focused in urban core
- The three cities are already behind in their jobs/housing balance
- Would need to incentivize affordable housing, but land costs will be a huge barrier
- Needs anti-displacement policies
- Needs inclusionary zoning
- Consider a housing trust fund
- Missed opportunity to consider infill in smaller cities

Transportation

- Transit will need large investments plus operating funds
- Transit could not handle this scenario; already at capacity now
- Transit investments needed in other parts of the region; need to support smaller cities and suburbs too.

Equity

- Least equitable scenario
- This scenario provides least amount of choice
- There will be the highest pressures on displacement under this scenario
- Who could afford to live in the cities?

Economy

- The kind of growth discussed in the scenario is already happening so let's make it successful by investing in cities
- Infrastructure in other areas will deteriorate, and so will economic vitality
- Goods movement in and out of these corridors will be a challenge
- How will we fund regional initiatives if benefits only flow to big cities?

Environment

- Only this scenario will help us reach targets; most environmentally sustainable
- This scenario will be hard to implement due to economic and political realities
- Change urban growth boundaries to change development

Other

- Other cities need investments in order to be walkable, complete, equitable and green; creates "have" vs "have nots"
- Need to address other areas such as schools, safety, parks to improve quality of life in three big cities
- Three big cities enjoy economies of scale and are better able to address major issues
- Consider creating incentives for public-private partnerships

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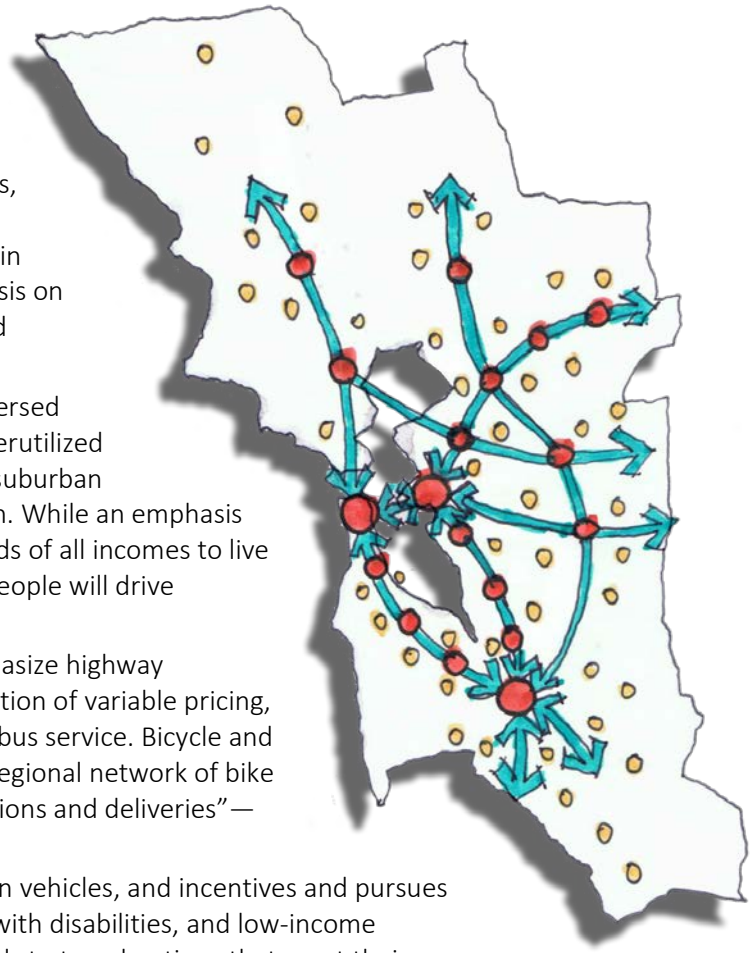
Plan BayArea 2040 Draft Scenario Alternative #1

Description

Scenario 1 targets future population and employment growth to the downtowns of every city in the Bay Area to foster a region of moderately-sized, integrated town centers. This scenario emphasizes a dispersed distribution of households and jobs and limited growth in San Jose, San Francisco, and Oakland. As a result, a number of the region's cities would experience significant growth and different types of development compared to existing patterns. As in the other scenarios, most growth will be in locally-identified PDAs, but this scenario offers the most dispersed growth pattern, meaning that cities outside the region's core are likely to see higher levels of growth. Within cities, more growth will be accommodated outside of PDAs than in other scenarios, with an emphasis on high opportunity areas that have higher levels of educational opportunities, economic mobility, and neighborhood services.



To accommodate this growth, investments, including resources for affordable housing, will be dispersed across PDAs, Transit Priority Areas (TPAs), other transit-proximate locations outside PDAs, and underutilized transportation corridors across the region. This scenario comes closest to resembling a traditional suburban pattern, with an increase in greenfield development to accommodate the dispersed growth pattern. While an emphasis on multi-family and mixed-use development in downtowns will provide opportunities for households of all incomes to live near a mix of jobs, shopping, services, and other amenities, this scenario also assumes that many people will drive significant distances by automobile to get to work.

To support this scenario's dispersed growth pattern, transportation investment priorities will emphasize highway strategies, including the expansion of high-occupancy toll lanes on all regional highways, the institution of variable pricing, and highway widening at key bottlenecks. The scenario will also emphasize expansion of suburban bus service. Bicycle and pedestrian infrastructure will create a network of regional trails and bike lanes, including a robust regional network of bike sharing. To support industry and goods movement, the scenario will focus largely on "smart operations and deliveries"—technology and operations to reduce congestion and increase safety on urban and rural roads.

To reach our climate goals, this scenario sees heavy investments in technology advancements, clean vehicles, and incentives and pursues near-zero and zero emissions strategies wherever feasible. The mobility needs of seniors, persons with disabilities, and low-income communities will be addressed most centrally by "mobility management" solutions to link individuals to travel options that meet their specific needs, as well as the provision of demand-responsive strategies by the public, non-profit, and private sectors.

Strategies

The transportation investment strategies listed below exemplify the types of major projects likely to be included under this scenario. These focus primarily on some of the major investments submitted by project sponsors through the MTC Call for Projects process. This scenario will include a larger set of transportation and land use strategies, policies, and investments to reflect the scenario description.

Land Use

In this scenario, land use strategies emphasize a more dispersed growth pattern, with capacity increases to accommodate both population and employment growth directed to PDAs, TPAs, and the downtowns of every city in the region. Compared to the other scenarios, cities outside the region's core are likely to see higher levels of growth and, within cities, more growth will be accommodated outside PDAs, with an emphasis on high opportunity areas.

- Strategy 1A: Encourage new housing development by increasing residential development capacity in PDAs in cities throughout the region, with limited growth and investments in San Jose, San Francisco, and Oakland.
- Strategy 1B: Encourage expansion of commercial development in areas outside the region's core. Potential strategies include:
    - Increasing commercial density in select high accessibility existing clusters in each county in areas outside of the El Camino Real and East Bay Corridors.
    - Limit commercial capacity in jurisdictions in the region's core.
- Strategy 1C: Protect the region's most critical natural resources by avoiding development on adopted Priority Conservation Areas (PCAs), but allow urban growth boundaries to expand faster than expected compared to past trends to accommodate more dispersed growth.
- Strategy 1D: Encourage additional housing choices by allowing second units in all jurisdictions and reducing parking minimums in PDAs along regional rail transit (such as BART, Caltrain, Amtrak, Altamont Corridor Express, and SMART).
- Strategy 1E: Encourage more affordable housing choices in jurisdictions with at least one PDA by promoting policies to retain existing affordable housing and pursuing funding strategies such as inclusionary zoning, tax increment financing, a regional housing trust fund, etc.

Transportation Investments

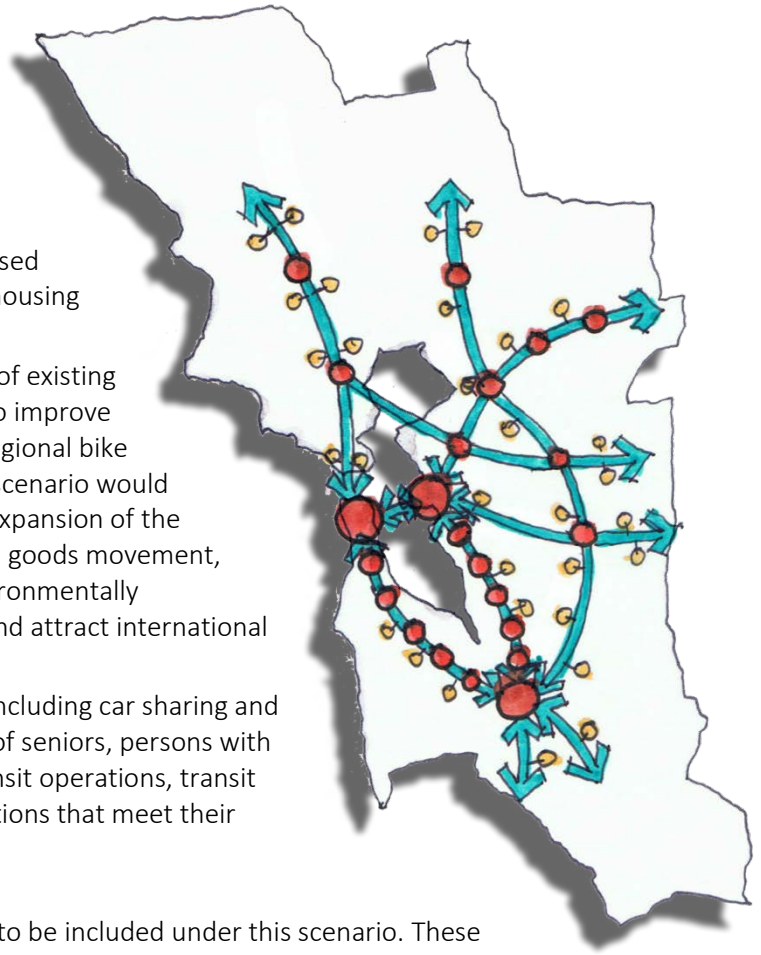
Investments to increase the frequency of suburban bus operations, manage travel demand, and expand the capacity of our highway network will be critical to enable this pattern of growth. Since job growth will be spread throughout the region, major public transit expansions or extensions such as fixed-guideway extensions and core capacity enhancements will be a lower priority.

- Strategy 1A: Pursue strategic transit investments, especially bus improvements, to provide access to increasingly dispersed job centers. Key projects include:
    - Local Suburban Bus Frequency Increases (focused on North Bay, East Bay and Peninsula)
    - Express Bus Network along Express / Managed Lane Corridors
    - Muni Forward Program and Geary Boulevard Bus Rapid Transit (BRT)
- Strategy 1B: Leverage technological advances to use roadway capacity more efficiently, while emphasizing freeway-focused pricing like Express Lanes / Managed Lanes as complementary strategies. Key projects include:
    - Express Lanes Full Buildout (including Managed Lane Network)
    - Columbus Day Initiative (including Adaptive Ramp Metering and Arterial Signal Prioritization)
- Strategy 1C: Invest in strategic highway capacity increases to accommodate this scenario's growth pattern. Key example projects include:
    - SR-84 and SR-262 Widening in Alameda County
    - US-101 Marin-Sonoma Narrows Widening
    - Major I-680 Interchange Improvements and Widening at I-80, SR-4, and SR-84
    - SR-4 Widening and TriLink Tollways in Contra Costa County
- Strategy 1D: Emphasize investment of remaining funds into both state of good repair (particularly for highways and local streets across all nine counties) and localized active transportation projects to support short-distance sustainable transport; leverage innovative technologies to reduce expenditures for transit operations and maintenance in low-density environments when feasible (e.g., autonomous buses, flexible shuttles, etc.).

Plan BayArea 2040 Draft Scenario Alternative #2

Description

Scenario 2 targets future population and employment growth to locally-identified PDAs along major corridors, with an emphasis on growth in medium-sized cities with access to the region's major rail services, such as BART and Caltrain. Outside the PDAs, this scenario sees modest infill development, especially in high opportunity areas. As these communities grow over the next 25 years, compact development and strategic transportation investments will provide residents and workers access to a mix of housing, jobs, shopping, services, and amenities in proximity to transit traditionally offered by more urban environments. Resources for affordable housing will be dispersed across the Bay Area, with some concentration in PDAs to support the development of affordable housing where the most population and employment growth is targeted.



To support this scenario's growth pattern, transportation investments will prioritize maintenance of existing infrastructure. The region's transit system will be modernized and expanded along key corridors to improve commutes and add capacity. Investments in bicycle and pedestrian infrastructure, including the regional bike sharing network, will support the creation of more walkable and bikeable downtowns. While this scenario would see limited expansion of the region's roadways, it will use travel demand strategies, including an expansion of the regional express lanes network, to use existing roadways more efficiently. To support industry and goods movement, particularly the industrial lands clustered along the major corridors, this scenario will support environmentally sustainable investments at our key global gateways to create local jobs, protect the community, and attract international commerce.

To protect the climate, this scenario prioritizes a number of innovative transportation initiatives, including car sharing and near-zero and zero emission goods movement technologies. The mobility and accessibility needs of seniors, persons with disabilities, and low-income communities will be addressed through continued investments in transit operations, transit capital, and a continued focus on "mobility management" solutions to link individuals to travel options that meet their specific needs.

Strategies

The transportation investment strategies listed below exemplify the types of major projects likely to be included under this scenario. These focus primarily on some of the major investments submitted by project sponsors through the MTC Call for Projects process. This scenario will include a larger set of transportation and land use strategies, policies and investments to reflect the scenario description.

Land Use

In this scenario, land use strategies target capacity increases for population and employment growth to PDAs along major corridors, with an emphasis on growth in medium-sized cities with access to the region's major rail services.

- Strategy 2A: Encourage new housing development by increasing residential development capacity in PDAs based on locally identified PDA place type.
- Strategy 2B: Enable more commercial development along major corridors connecting the three largest cities.

- Strategy 2C: Protect the region's natural resources by avoiding development on adopted PCAs and accommodating all new growth within existing urban growth boundaries or urban limit lines, using city boundaries as a limit when a jurisdiction has no expansion limit.
- Strategy 2D: Encourage additional housing choices by allowing second units in all jurisdictions along the El Camino Real and East Bay Corridors, and reducing parking minimums in PDAs with high levels of transit access along those corridors.
- Strategy 2E: Encourage more affordable housing choices in jurisdictions along the El Camino Real and East Bay Corridors by promoting policies to retain existing affordable housing and pursuing funding strategies such as inclusionary zoning, tax increment financing, a regional housing trust fund, etc.

Transportation Investments

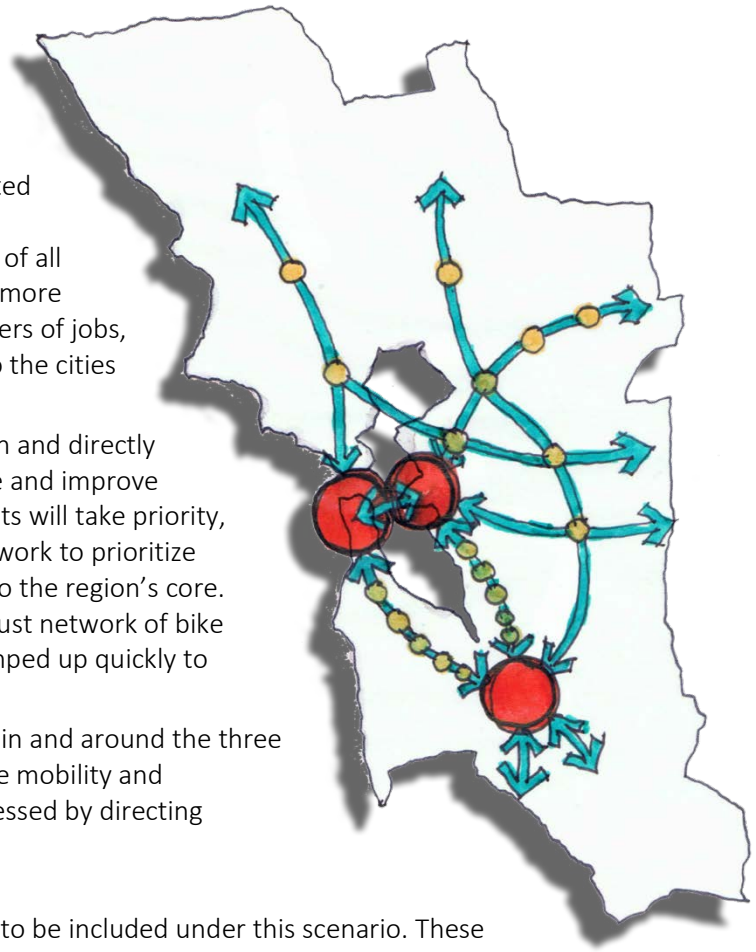
Urban growth patterns will require increased investment in our regional rail systems like BART and Caltrain, as well as the expansion of express bus services, including bus rapid transit (BRT) to connect inner-ring suburban communities to major job centers. At the same time, a smaller share of suburban and exurban residents will continue to drive, necessitating sustained investment in freeways and arterials.

- Strategy 2A: Prioritize transit efficiency investments to improve frequencies and reduce travel times on core transit lines across the region. Key projects include:
    - BART Metro Program
    - Core Bus Rapid Transit (BRT) Lines in San Francisco, San Jose, Oakland/Berkeley/Richmond, and the Peninsula
    - Managed Lanes Express Bus Network
    - Local Suburban Bus Frequency Increases (focused on North Bay, East Bay, and Peninsula)
    - High Performing Core Capacity and Core Connectivity investments
- Strategy 2B: Focus on a limited set of high performing highway efficiency investments, including strategic highway capacity improvements to address bottlenecks and provide reliever routes to freeways within the urban core. Key projects include:
    - Columbus Day Initiative
    - Express Lanes "Limited and Focused" Buildout (including Managed Lanes Network)
    - SR-84 and SR-262 Widening in Alameda County
    - US-101 Marin-Sonoma Narrows Widening
- Strategy 2C: Fund the most cost-effective transit expansion projects that support the region's highest-growth PDAs. Key projects include:
    - BART to Silicon Valley
    - Caltrain Electrification and Extension to Transbay Transit Center
- Strategy 2D: Balance state of good repair needs with expansion and efficiency priorities for all modes; identify opportunities to align state of good repair to support PDA growth by repaving streets and upgrading buses that serve these communities.

Plan BayArea 2040 Draft Scenario Alternative #3

Description

Scenario 3 concentrates future population and employment growth in the locally-identified PDAs and TPAs within the Bay Area's three largest cities: San Jose, San Francisco, and Oakland. Neighboring cities that are already well-connected to these three cities by transit will see moderate increases in population and employment growth, particularly in their locally-identified PDAs and high opportunity areas. The amount of growth outside these areas is minimal, with limited infill development in PDAs and no greenfield development. Growth in the three biggest cities will require substantial investment to support transformational changes to accommodate households of all incomes. This scenario will prioritize strategies to make these existing urban neighborhoods even more compact and vibrant, and enable residents and workers to easily take transit, bike or walk to clusters of jobs, stores, services, and other amenities. Resources for affordable housing will likewise be directed to the cities taking on the most growth.



To support this scenario's big city-focused growth pattern, the transportation infrastructure within and directly serving the region's core will be maintained to a state of good repair, modernized to boost service and improve commutes and capacity, and expanded to meet increased demand. While these transit investments will take priority, the roadway network will also require significant investments, such as a regional express lane network to prioritize direct access to the three biggest cities and regional express bus service to increase connections to the region's core. Bicycle and pedestrian infrastructure will be dramatically expanded in these cities, including a robust network of bike sharing. To support industry and goods movement, investments at the Port of Oakland will be ramped up quickly to enable more efficiency and to mitigate the impacts of Port activities on nearby communities.

To reach our climate goals, this scenario will focus technological and financial incentive strategies in and around the three biggest cities, which will accommodate a significant increase in population and travel demand. The mobility and accessibility needs of seniors, persons with disabilities, and low-income communities will be addressed by directing resources for a robust increase in transit operations and capital within the region's core.

Strategies

The transportation investment strategies listed below exemplify the types of major projects likely to be included under this scenario. These focus primarily on some of the major investments submitted by project sponsors through the MTC Call for Projects process. This scenario will include a larger set of transportation and land use strategies, policies and investments to reflect the scenario description.

Land Use

In this scenario, it is assumed that most of the region's population and employment growth will be located in San Francisco, San Jose, and Oakland—with the remainder primarily in cities directly proximate to the three biggest cities and areas well served by transit. Capacity for growth in these cities is emphasized in PDAs, TPAs, and other areas that are well served by transit.

- Strategy 3A: Increase development capacity in San Jose, San Francisco, Oakland, and their neighbors by increasing residential densities in key PDAs and select opportunity sites. Generally speaking, strategies include:
    - For San Jose, San Francisco, and Oakland, increase residential density in PDAs.
    - For cities along the El Camino Real and the East Bay Corridors, modestly increase residential density in PDAs with high levels of transit service.
    - Increase density on opportunity sites (e.g., large corporate campuses, shopping centers) along the Peninsula.
- Strategy 3B: Enable more commercial development in San Francisco and San Jose by removing development caps.
- Strategy 3C: Protect the region's natural resources by avoiding development on adopted PCAs and accommodating all new growth within existing urban growth boundaries or urban limit lines, using city boundaries as a limit when a jurisdiction has no expansion limit.
- Strategy 3D: Encourage additional housing choices by allowing second units in San Francisco, San Jose, and Oakland; reducing parking minimums in these cities as well as PDAs with high levels of transit service in cities along the El Camino Real and East Bay Corridors; and directing affordable housing resources to retain and expand housing affordability in the three big cities.
- Strategy 3E: Use tax policies in San Francisco, San Jose, and Oakland to encourage higher-intensity urban uses and consider the application of regional fee structures to subsidize growth in lower VMT areas.

Transportation

In order to make this high-density growth pattern feasible without significantly worsening traffic congestion or overloading existing transit systems, transit capacity improvements and demand management strategies will be prioritized to accommodate travel to, from, and within the core cities.

- Strategy 3A: Pursue expansion of the South Bay transit system to support high-density development across Silicon Valley, while at the same time prioritizing investment in core capacity projects in San Francisco and Oakland to enable high-density development. Key projects include:
    - 19th Avenue Subway and Downtown San Jose Subway
    - Full San Francisco BRT Network Buildout
    - VTA Light Rail Extensions in Mountain View, Sunnyvale, and East San Jose
    - Service Frequency Boosts for "Big 3" Cities' Transit Operators
    - Other Core Capacity and Core Connectivity investments
- Strategy 3B: Link regional rail systems into the heart of the Bay Area's two largest cities – San Francisco and San Jose – while boosting service frequencies to support increasingly-urban commute patterns. Key projects include:
    - BART to Silicon Valley
    - Caltrain Electrification and Extension to Transbay Transit Center
    - BART Metro Program
    - Enhanced Express Bus Services to/from "Big 3" Cities (Managed Lanes, Golden Gate, etc.)
- Strategy 3C: Convert HOV and general-purpose lanes to express lanes in lieu of all freeway expansion projects; support urban development in San Francisco by implementing cordon pricing and leveraging motorists' tolls to pay for robust and time-competitive transit services.
    - Conversion-Only Express Lane Network (including Managed Lanes Network)
    - San Francisco Congestion Pricing
    - Increase toll rates on the Bay Bridge to manage congestion and fund supportive transit projects improving access to the Core.
- Strategy 3D: Align operating and maintenance funds to prioritize investments into high-growth cities and high-ridership systems; maximize shift of future toll revenue towards funding critical transit expansion/efficiency and active transportation projects in high-growth communities.

Attachment 3

Scenario Development Process

Plan BayArea 2040

Early 2015 | Late 2015 – Mid 2016 | Late 2016 | Early 2017

Policy Development

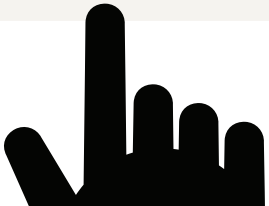
- Conducted open houses to solicit public input on updated goals and performance targets for Plan Bay Area 2040
- MTC Commissioners and ABAG's Executive Board members considered and approved a partial list of Plan Bay Area 2040 goals and targets. More action expected in November 2015.

Scenario Development

- Generate updated Plan Bay Area 2040 regional forecasts for jobs, housing, population, travel demand and transportation revenue
- Assess transportation projects and programs to be included in Plan Bay Area 2040
- Create preliminary scenario concepts for housing, jobs and transportation investments
- **Solicit feedback from key stakeholders to refine and improve preliminary scenario concepts for housing, jobs and transportation investments**

Feedback on the preliminary scenario concepts collected during this meeting will help inform Plan Bay Area 2040 alternative scenarios and, ultimately, the final preferred scenario.

We Are Here



Refine Scenario Framework

Preferred Scenario Selection

- Release scenario and targets evaluation
- Conduct public workshops to solicit input on alternative scenarios for housing, jobs and transportation investments
- Adopt preferred scenario based on public input, feedback from key stakeholders, and technical analysis, late summer 2016

Preferred Scenario

Draft Plan and Draft EIR

- Release Draft Plan Bay Area 2040 and Draft Environmental Impact Report for public comment
- Conduct public workshops to solicit input on Draft Plan Bay Area 2040 and draft Draft Environmental Impact Report
- Adopt Plan Bay Area 2040 and final EIR, summer 2017

Plan Bay Area 2040

Public Workshops and Outreach

Revised January 2016

Plan BayArea 2040




Alternative Scenarios

Regional Advisory Working Group

Miriam Chion, Planning & Research Director, ABAG
Ken Kirkey, Planning Director, MTC
January 26, 2016

METROPOLITAN TRANSPORTATION COMMISSION

Association of Bay Area Governments

SCENARIOS

Plan BayArea 2040

- Scenarios show different options for how the Bay Area can grow and change over time in ways that help us meet our goals for a more prosperous, sustainable, and equitable region.

- The alternative scenarios combine different strategies to highlight potential differences in the region's development pattern and transportation system.

SCENARIOS APPROACH

Plan BayArea 2040

- Develop 3 scenarios
- Construct a preferred scenario
- Balance sophistication with simplicity

SCENARIO DEVELOPMENT PROCESS

Plan BayArea 2040

SCENARIO CONCEPTS

Plan BayArea 2040

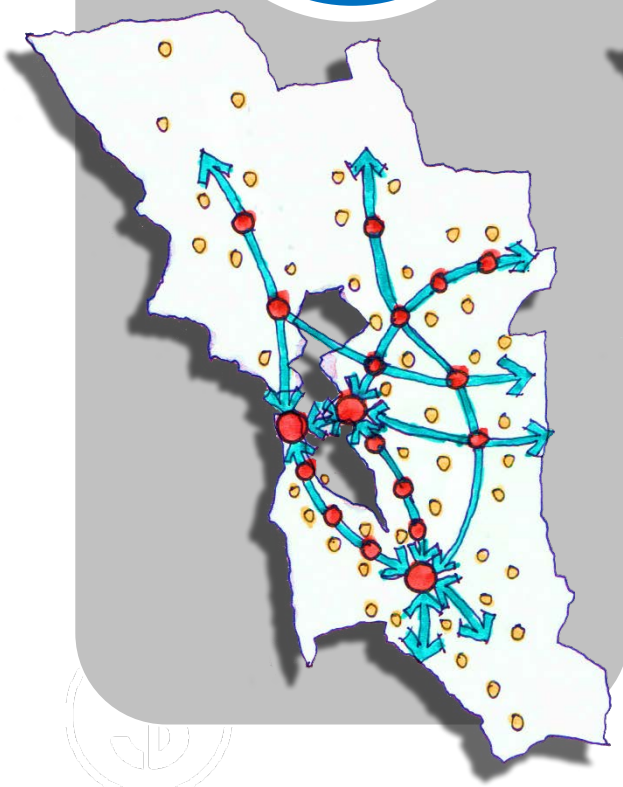
Keep in mind:

- Alternative scenarios are required as part of Plan Bay Area 2040
- Our goal today is to improve the three scenario concepts via policy strategies that preserve the character of our diverse communities while adapting to the challenges of future population growth.
- Common assumptions for all three scenarios concepts:
  - Plan Bay Area 2040 goals and targets
  - Regional Forecast totals
  - Regional Housing Need Allocation (RHNA)
  - Regional PDAs and PCAs Framework
  - Regional Transportation Revenue Sources
  - Regional Committed Transportation Network

SCENARIO CONCEPTS

Plan BayArea 2040

#1



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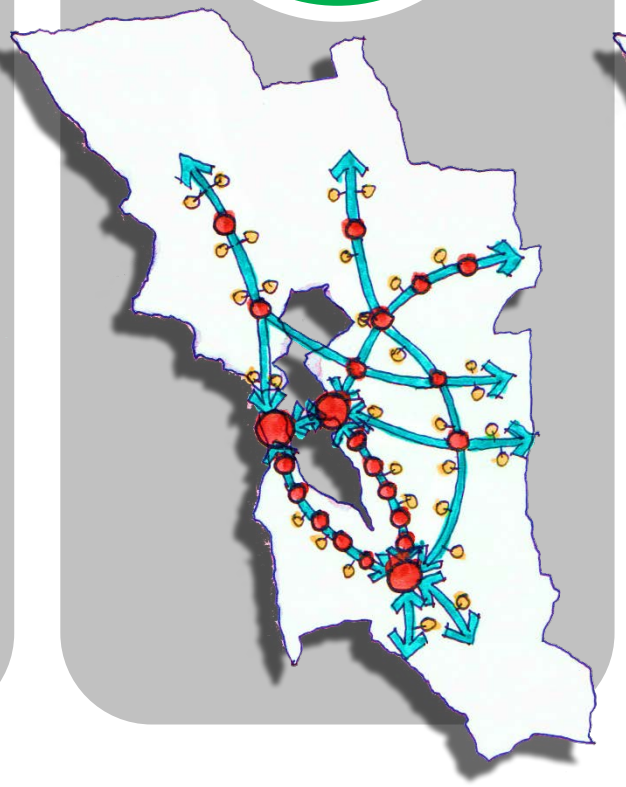

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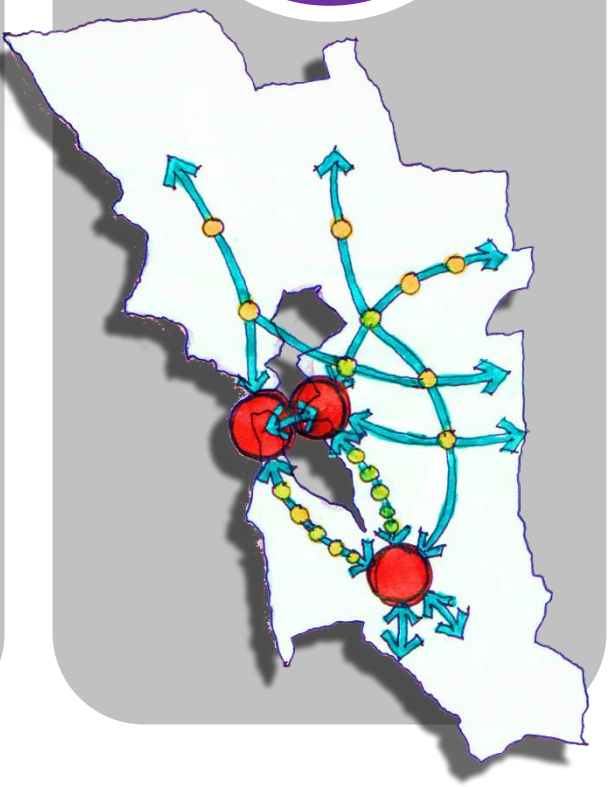
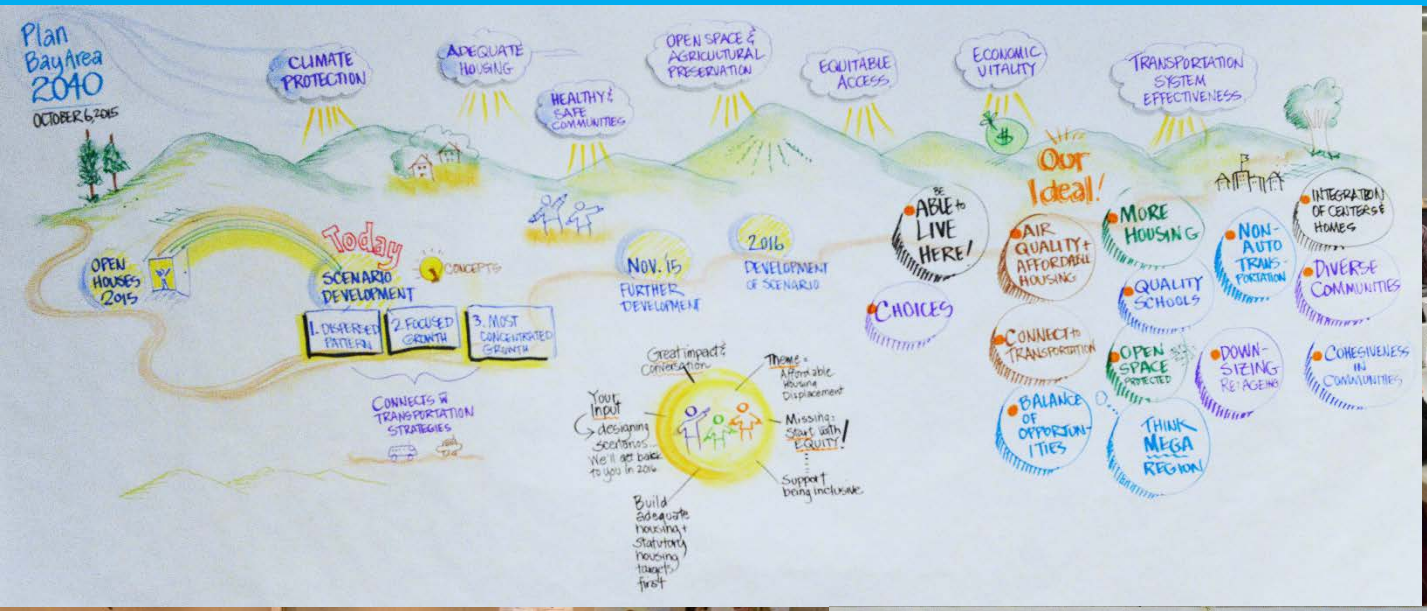
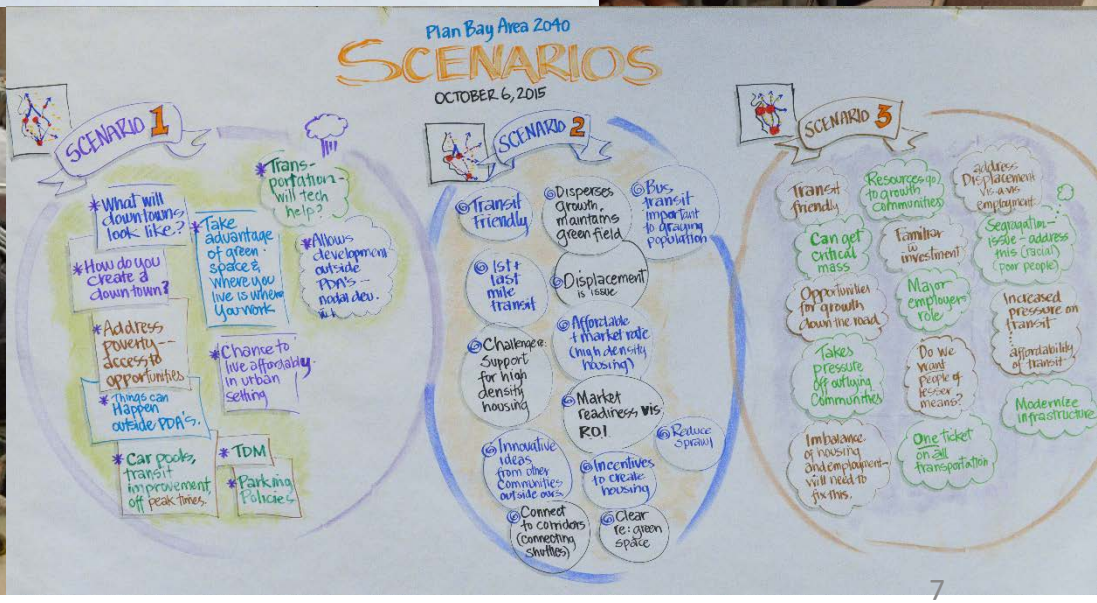


SCENARIO WORKSHOPS

Plan BayArea 2040





SCENARIO STRATEGIES

Plan BayArea 2040

- Preliminary snapshot of each scenario's potential land use and transportation investment strategies

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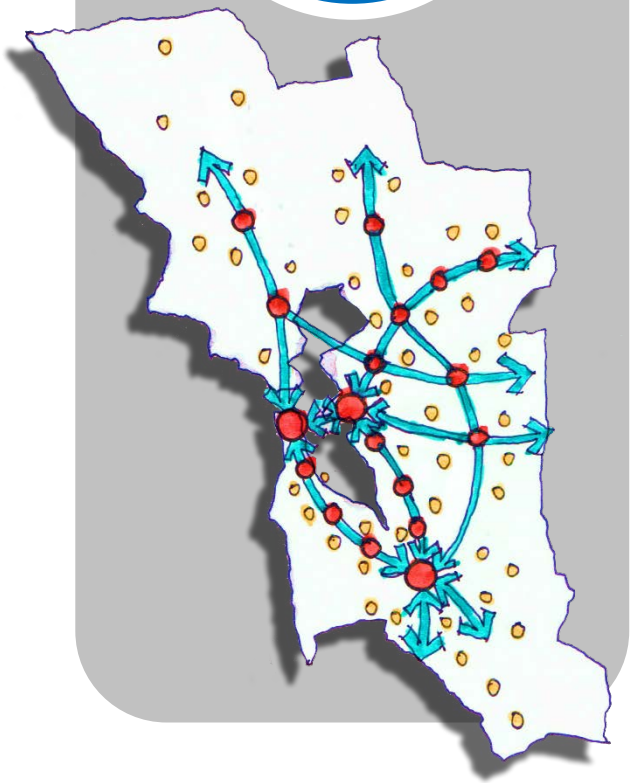
LAND USE STRATEGIES

Plan BayArea 2040

#1



1A: More housing in PDAs around region

- Increase residential capacity in PDAs region-wide
- Limited growth and investments in 3 Big Cities

1B: Disperse commercial development

- More jobs in accessible clusters outside major corridors
- Limit commercial capacity in region's core

1C: Protect critical natural resources

- No development on PCAs
- Allow urban growth boundaries to expand faster

1D: Encourage housing choices

- Allow second units in all jurisdictions
- Reduce parking minimums in PDAs along regional rail

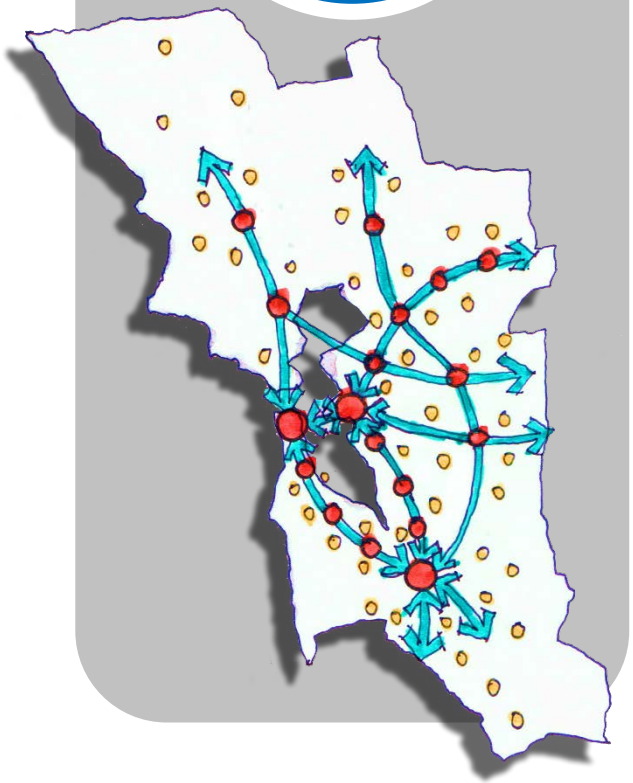
1E: Support affordable housing in PDAs

- Retain existing affordable housing in PDA jurisdictions
- Inclusionary zoning, tax increment financing, regional housing trust fund, etc. in PDA jurisdictions

INVESTMENT STRATEGIES

Plan BayArea 2040

#1



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1C: **Strategic Highway Capacity**

- SR-4 Widening + TriLink Tollways
- Marin-Sonoma Narrows + SR-37 Tollway
- I-680 Interchange Improvements & Widening

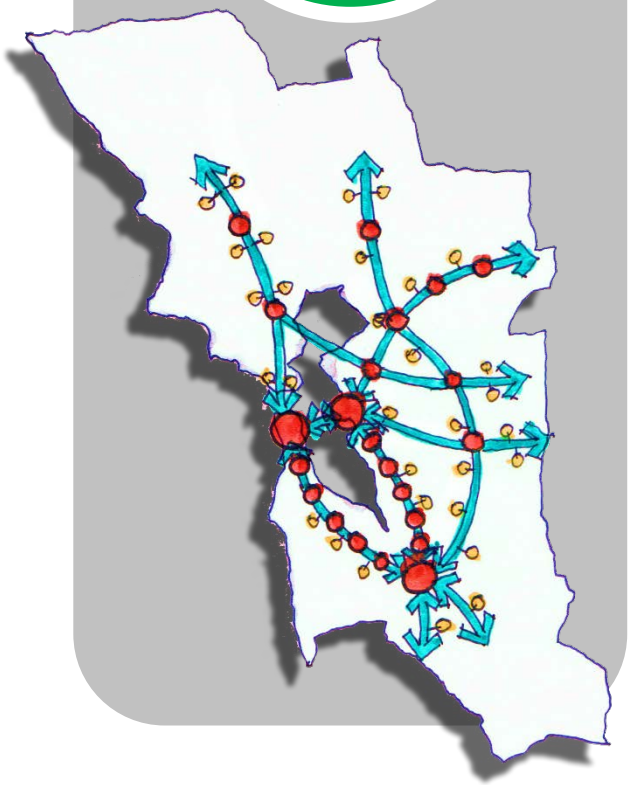
1D: **Robust Funding for Maintenance**

- Full Funding for Highways and Streets Maintenance
- Significant Funding for All Operators' Maintenance

LAND USE STRATEGIES

Plan BayArea 2040

#2



2A: More housing in PDAs around region

- Increase residential development capacity in PDAs based on identified PDA place type

2B: More jobs on corridors

2C: Protect critical natural resources

- No development on PCAs
- All growth within urban growth boundaries/limit lines

2D: Encourage housing choices

- Allow second units along major corridors
- Reduce parking minimums in PDAs along corridors with high levels of transit

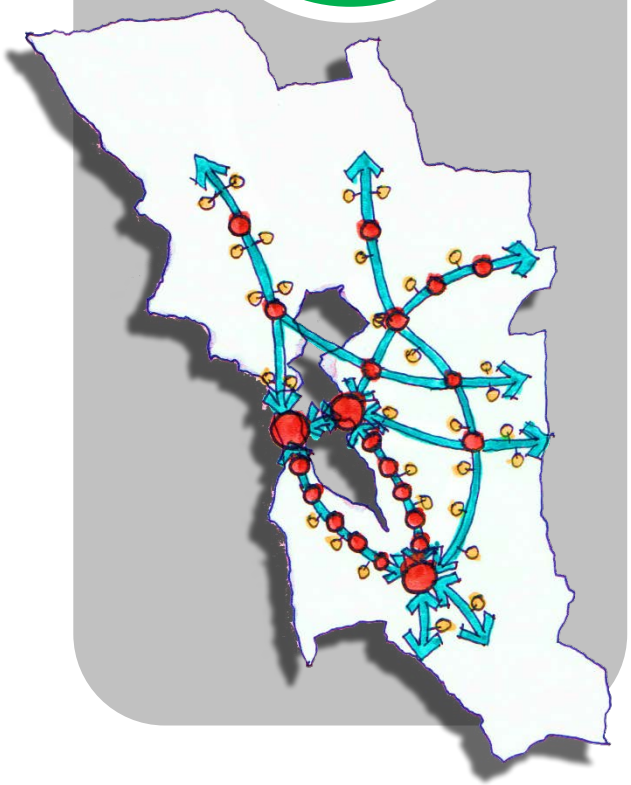
2E: More affordable housing choices

- Retain affordable housing along major corridors
- Inclusionary zoning, tax increment financing, regional housing trust fund, etc. in jurisdictions along major corridors

INVESTMENT STRATEGIES

Plan BayArea 2040

#2



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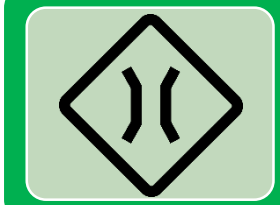

2B: **Bottlenecks and Reliever Routes**

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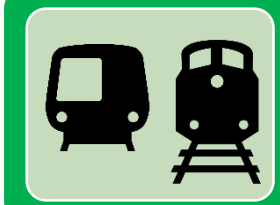


2C: **High-Performing Transit Expansion**

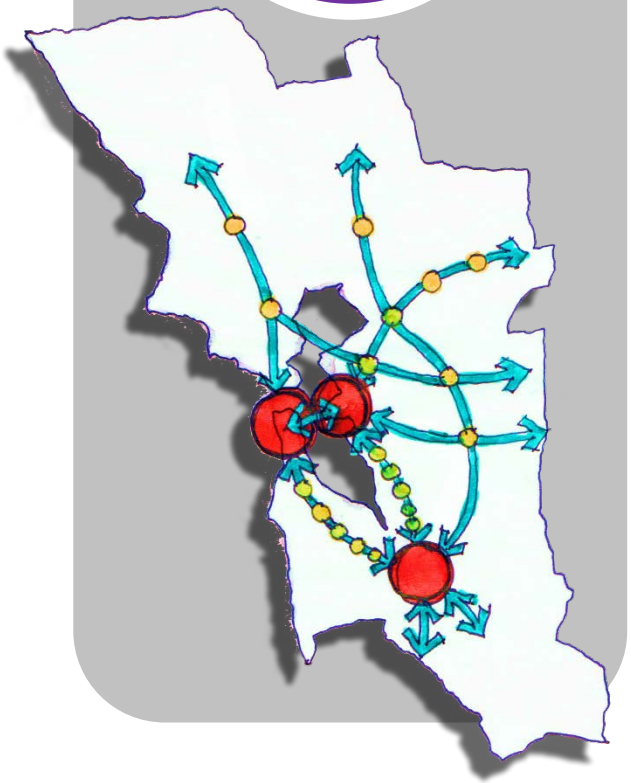
- BART to Silicon Valley
- Caltrain Electrification + Downtown Extension

2D: **PDA-Focused Maintenance**

LAND USE STRATEGIES

Plan BayArea 2040

#3



3A: More housing in Big 3 and neighbors

- Increase density in PDAs in Big 3 Cities
- Increase density in corridor PDAs with high transit
- Increase density on opportunity sites along Peninsula

3B: Enable more jobs in Big 3 Cities

- Remove development caps in San Francisco and San Jose

3C: Protect critical natural resources

- No development on PCAs
- All growth within urban growth boundaries/limit lines

3D: Encourage housing choices

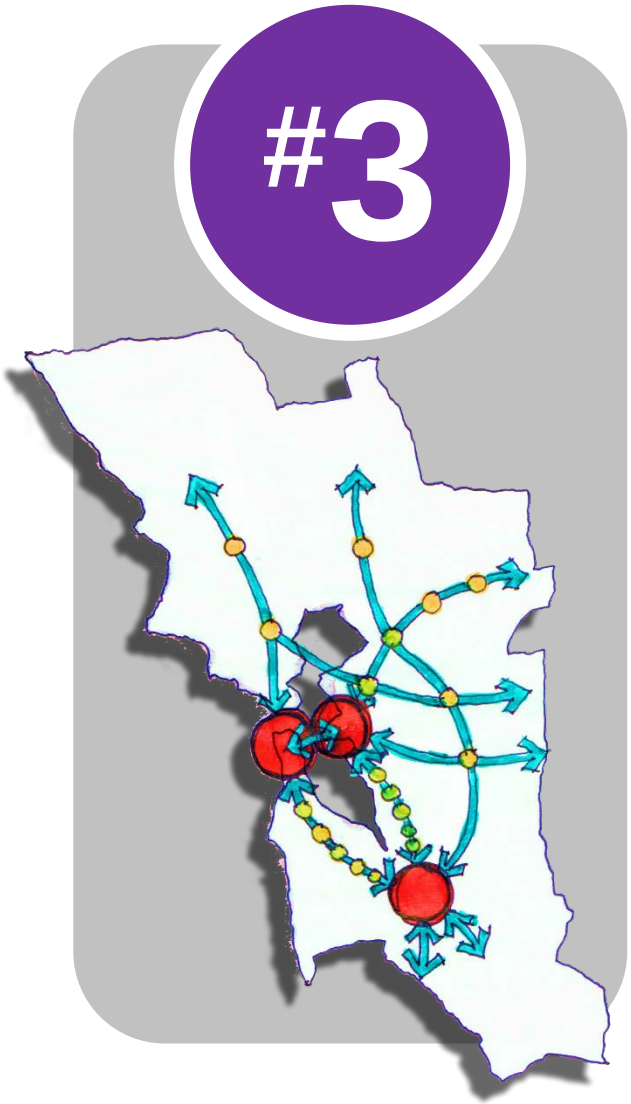
- Allow second units in Big 3 Cities
- Reduce parking minimums in Big 3 and PDAs with high transit along corridors
- Retain and expand housing affordability in Big 3

3E: Promote higher-intensity uses in Big 3

- Change tax policies, use regional fees to subsidize growth in low-VMT areas

INVESTMENT STRATEGIES

Plan BayArea 2040



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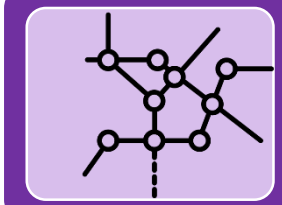

3A: **"Big 3" High-Capacity Urban Transit**

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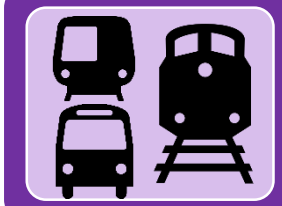
- Downtown San Jose Subway + New LRT Lines
- Core Capacity Investments + Core Frequency Boosts



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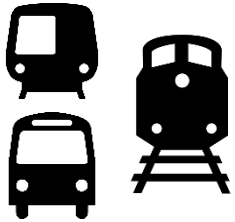
3D: **Constrained Maintenance Funding**

- O&M Funding Priority for High-Growth Cities

INVESTMENT STRATEGIES

Plan BayArea 2040

by Mode and Purpose

		#1	#2	#3
Streets & Highways 	State of Good Repair	●●●	●●	●
	Efficiency	●●●	●●●	●●
	Expansion / Extension	●●●	●●	●
Public Transit 	State of Good Repair	●●●	●●	●
	Efficiency / Operations	●●	●●●	●●●
	Expansion / Extension	●	●●	●●●
	Bicycle / Pedestrian	●●	●●	●●
	Climate Strategies	●●●	●●●	●●●

INVESTMENT STRATEGIES

Plan BayArea 2040

by Geography

	#1	#2	#3
"Big 3" Cities	●	●●	●●●
Bayside	●	●●	●
Inland	●●●	●	●

SCENARIO DEVELOPMENT PROCESS

Plan BayArea 2040

Early 2015 | Late 2015 – Mid 2016 | Late 2016 | Early 2017

Policy Development

- Conducted open houses to solicit public input on updated goals and performance targets for Plan Bay Area 2040
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We Are Here

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Refine Scenario Framework

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Plan Bay Area 2040

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Revised January 2016

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Thank You

METROPOLITAN TRANSPORTATION COMMISSION

Association of Bay Area Governments

Plan BayArea 2040




Alternative Scenarios

Bay Area Partnership Board

Ken Kirkey, Planning Director, MTC
January 29, 2016

METROPOLITAN TRANSPORTATION COMMISSION

Association of Bay Area Governments

SCENARIOS

Plan BayArea 2040

- Scenarios show different options for how the Bay Area can grow and change over time in ways that help us meet our goals for a more prosperous, sustainable, and equitable region.

- The alternative scenarios combine different strategies to highlight potential differences in the region's development pattern and transportation system.

SCENARIOS APPROACH

Plan BayArea 2040

- Develop 3 scenarios
- Construct a preferred scenario
- Balance sophistication with simplicity

SCENARIO DEVELOPMENT PROCESS

Plan BayArea 2040

SCENARIO STRATEGIES

Plan BayArea 2040

- Preliminary snapshot of each scenario's potential land use and transportation investment strategies

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Plan BayArea 2040

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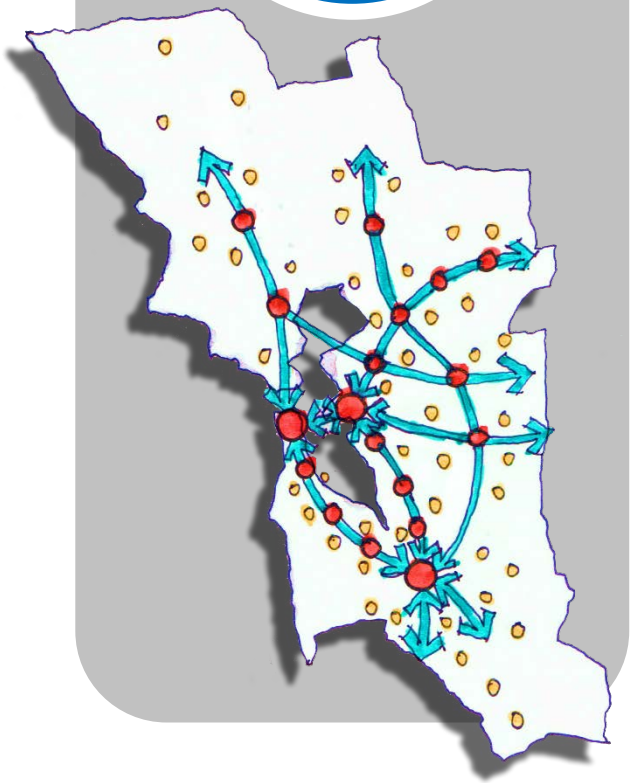

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INVESTMENT STRATEGIES

Plan BayArea 2040

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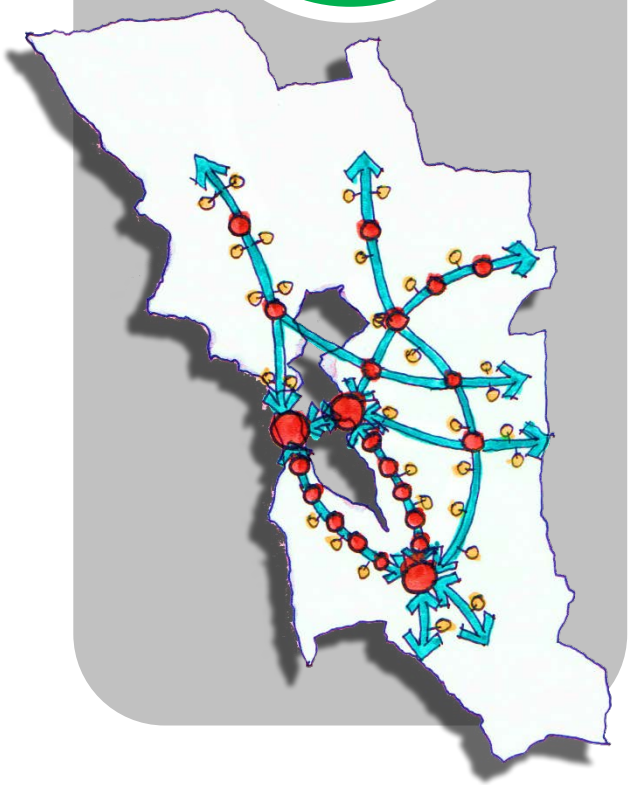

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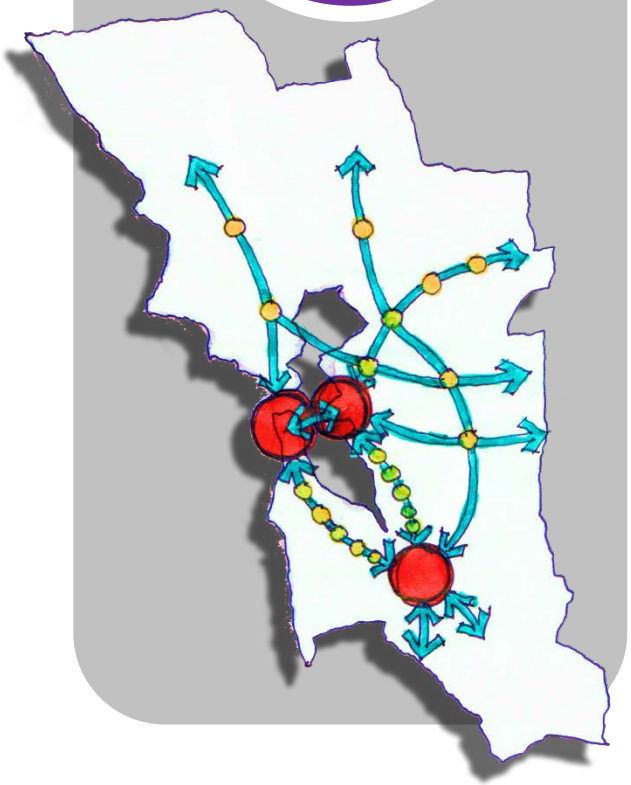

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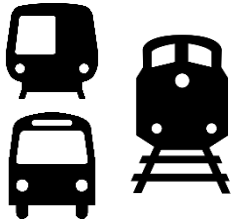
Public Transit 	State of Good Repair	●●●	●●	●
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Facebook.com/PlanBayArea

@PlanBayArea

Plan BayArea 2040

Thank You

METROPOLITAN TRANSPORTATION COMMISSION

Association of Bay Area Governments

Metropolitan Transportation Commission

101 Eighth Street,
Joseph P. Bort MetroCenter
Oakland, CA

Legislation Details (With Text)

File #:	15-1268	**Version:**	1	**Name:**	
Type:	Report			**Status:**	Informational
File created:	1/26/2016			**In control:**	Bay Area Partnership Board
On agenda:	1/29/2016			**Final action:**	
Title:	Needs Assessment Update Staff will present updates on needs assessment for transit operations, transit capital, and local streets and roads.				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	4c_PBA2040 Needs Assessment Update.pdf 4c_ Needs Assessment Presentation.pdf				

Date	Ver.	Action By	Action	Result

Subject:
Needs Assessment Update

Staff will present updates on needs assessment for transit operations, transit capital, and local streets and roads.

Agenda Item 4c

METROPOLITAN
TRANSPORTATION
COMMISSION

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Oakland, CA 94607-4700
TEL 510.817.5700
TDD/TTY 510.817.5769
FAX 510.817.5848
E-MAIL info@mtc.ca.gov
WEB www.mtc.ca.gov

Memorandum

TO: Bay Area Partnership Board DATE: January 25, 2016

FR: Theresa Romell

RE: Plan Bay Area 2040 Needs Assessment Update

Background

One element in the development of Plan Bay Area 2040 is the estimation of costs and available revenues for the preservation of the existing transportation system. MTC staff has produced draft needs assessments for the capital maintenance of the Bay Area's local street and road network and the state highway system, as well as the capital maintenance and operating needs of the region's public transit system. The needs assessments span the 24 year period from fiscal years 2017 through 2040 and are in nominal (escalated) dollars.

MTC staff presented on the Plan Bay Area 2040 Needs Assessment at the December 2015 and January 2016 Partnership Technical Advisory Committee meetings. These presentations and the accompanying memos detailed the methodologies used to prepare the needs assessments for all modes. The purpose of this memo is to summarize the draft results of the needs assessment and provide information on key findings that have arisen from the analyses.

Regional Summary

As shown in the table below, to reach a state of good repair, in which all roads are maintained at their optimal levels and transit assets are replaced at the end of their useful lives, in addition to being able to maintain existing service levels for public transit, the region will need to spend an estimated total of $229 billion over the next 24 years. Currently, draft estimates of revenue available for the operation and maintenance of the existing system total $168 billion, leaving a remaining need of approximately $61 billion. To maintain *existing* conditions on our region's roadways and the existing state of repair of transit assets and service levels, the region would need to spend approximately $206 billion over the next 24 years, about $38 billion more than forecasted revenue.

Total transportation revenue forecasted for Plan Bay Area 2040 is approximately $287 billion. The vast majority of which is funding for committed projects and programs. Approximately 15 percent of the total Plan revenue is expected to be available for discretionary purposes.

Draft Plan Bay Area 2040 Needs Assessment (In Millions)

Mode	Revenue	Need (State of Good Repair)	Need (Maintain Conditions)	Remaining Need (State of Good Repair)	Remaining Need (Maintain Conditions)
Local Streets & Roads	$13,192	$36,236	$30,261	$23,044	$17,069
State Highways [1]	$13,751	$19,209	$19,209	$5,458	$5,458
Transit Capital [2,3]	$19,000	$47,618	$30,468	$28,618	$11,468
Transit Operating [4]	$122,103	$125,619	$125,619	$3,516	$3,516
Total	**$168,046**	**$228,682**	**$205,557**	**$60,636**	**$37,511**

Notes:
1) Needs associated with maintaining existing condition levels is not available for the state highway system
2) The transit operating needs assessment only considers what is needed to maintain existing service levels, therefore transit operating needs are the same for both State of Good Repair and Maintain Conditions
3) Transit operating revenue is net of surplus revenue available to meet operating needs
4) Transit capital revenue is a rough estimate and will be updated to conform to Federal FAST Act funding level changes and other fine tuning of estimated revenue availability for transit capital maintenance.

Overall Findings

- For local streets and roads, total capital maintenance needs have decreased by $8.1 billion as compared to 2013 Plan Bay Area. On an annualized basis, the needs assessment for Plan Bay Area 2040 reveals an approximate 5% decrease in capital maintenance need and an increase of approximately 2% in revenue identified to meet that need, as compared to the 2013 Plan.
- The draft needs assessment for state highways is consistent with 2013 Plan Bay Area for which the estimated state highway capital maintenance needs was $22.4 billion, over a 28-year period. On an annualized basis, SHOPP revenue projected to be available to meet the state highway needs have increased by approximately 15% as compared to the 2013 Plan.
- For transit operations, service levels for the existing system are projected to increase from 11.8 million hours per fiscal year as shown in the 2013 Plan Bay Area to 12.6 million hours per fiscal year in Plan Bay Area 2040. This represents a 7% increase in annual service hours since the needs assessment was conducted for the 2013 Plan.
- The total Bay Area transit system operating cost over the Plan period is projected to increase by $13 billion, from $114 billion to $127 billion. On an annualized basis, operating costs have increased by approximately 30% as compared to the 2013 Plan.
- Under the State of Good Repair scenario there is an increase of approximately $1 billion in total need as compared to $46.5 billion in the 2013 Plan Bay Area SGR. On an annualized basis, the transit capital maintenance need has increased by approximately 19% as compared to the 2013 Plan.

Next Steps

Staff will make updates to the needs assessments based on input from stakeholders and refinements to the estimation process, and as adjustments to the Plan Bay Area 2040 revenue forecast are made. Updates on the needs assessments will be brought forward to the appropriate Partnership Board working groups and MTC Committees periodically. Although finalization of the needs assessments will not occur until just prior to the adoption of Plan Bay Area 2040, the

assessments, in their draft forms, will be used to provide input into development of the Preferred Scenario and Investment Strategy components of the Plan.

If you have questions or would like to provide feedback on the needs assessment, please contact the following staff:

Transit Operating: William Bacon – wbacon@mtc.ca.gov
Transit Capital: Nicholas Richter – nrichter@mtc.ca.gov / Shruti Hari – shari@mtc.ca.gov
Local Streets and Roads, Highways, and Bridges: Theresa Romell – tromell@mtc.ca.gov

Attachment A

Plan Bay Area 2040 -- DRAFT 24-Year Local Street and Road System Preservation Needs and Available Revenue

1/25/2016

STATE OF GOOD REPAIR (BEST MANAGEMENT PRACTICES)

Jurisidiction	Total Preservation Needs	Revenue Available for System Preservation	Remaining Needs for System Preservation
County of Alameda	$ 368,240,906	$ 368,240,906	$ -
Alameda	$ 304,043,998	$ 185,600,000	$ 118,443,998
Albany	$ 73,663,932	$ 37,600,000	$ 36,063,932
Berkeley	$ 499,374,713	$ 459,000,000	$ 40,374,713
Dublin	$ 185,641,674	$ 62,000,000	$ 123,641,674
Emeryville	$ 38,469,103	$ 38,469,103	$ -
Fremont	$ 992,417,033	$ 259,700,000	$ 732,717,033
Hayward	$ 633,472,850	$ 172,300,000	$ 461,172,850
Livermore	$ 421,009,839	$ 99,700,000	$ 321,309,839
Newark	$ 189,575,509	$ 50,100,000	$ 139,475,509
Oakland	$ 1,834,745,511	$ 618,300,000	$ 1,216,445,511
Piedmont	$ 49,459,532	$ 19,600,000	$ 29,859,532
Pleasanton	$ 325,618,790	$ 160,400,000	$ 165,218,790
San Leandro	$ 418,736,707	$ 152,700,000	$ 266,036,707
Union City	$ 256,934,221	$ 55,500,000	$ 201,434,221
COUNTY TOTAL	**$ 6,591,404,318**	**$ 2,739,210,009**	**$ 3,852,194,310**

Jurisidiction	Total Preservation Needs	Revenue Available for System Preservation	Remaining Needs for System Preservation
County of Contra Costa	$ 468,836,144	$ 294,700,000	$ 174,136,144
Antioch	$ 494,764,992	$ 207,900,000	$ 286,864,992
Brentwood	$ 210,086,801	$ 74,800,000	$ 135,286,801
Clayton	$ 47,040,838	$ 11,400,000	$ 35,640,838
Concord	$ 593,225,059	$ 161,600,000	$ 431,625,059
Danville	$ 197,442,899	$ 90,700,000	$ 106,742,899
El Cerrito	$ 79,508,593	$ 37,800,000	$ 41,708,593
Hercules	$ 94,373,323	$ 14,400,000	$ 79,973,323
Lafayette	$ 100,733,813	$ 44,500,000	$ 56,233,813
Martinez	$ 211,042,947	$ 67,300,000	$ 143,742,947
Moraga	$ 85,873,857	$ 27,800,000	$ 58,073,857
Oakley	$ 172,102,715	$ 25,600,000	$ 146,502,715
Orinda	$ 112,460,646	$ 24,500,000	$ 87,960,646
Pinole	$ 88,881,656	$ 22,800,000	$ 66,081,656
Pittsburg	$ 283,865,382	$ 116,100,000	$ 167,765,382
Pleasant Hill	$ 161,866,712	$ 125,400,000	$ 36,466,712
Richmond	$ 490,887,044	$ 200,500,000	$ 290,387,044
San Pablo	$ 98,680,577	$ 28,300,000	$ 70,380,577
San Ramon	$ 304,733,471	$ 246,800,000	$ 57,933,471
Walnut Creek	$ 342,983,407	$ 38,400,000	$ 304,583,407
COUNTY TOTAL	**$ 4,639,390,875**	**$ 1,861,300,000**	**$ 2,778,090,875**

Jurisidiction	Total Preservation Needs	Revenue Available for System Preservation	Remaining Needs for System Preservation
County of Marin	$ 442,083,007	$ 140,500,000	$ 301,583,007
Belvedere	$ 8,184,776	$ 3,600,000	$ 4,584,776
Corte Madera	$ 44,727,361	$ 7,200,000	$ 37,527,361
Fairfax	$ 34,964,541	$ 8,800,000	$ 26,164,541
Larkspur	$ 73,898,258	$ 12,800,000	$ 61,098,258
Mill Valley	$ 80,121,654	$ 51,000,000	$ 29,121,654
Novato	$ 254,372,766	$ 91,300,000	$ 163,072,766
Ross	$ 10,989,046	$ 3,600,000	$ 7,389,046
San Anselmo	$ 59,310,217	$ 14,800,000	$ 44,510,217

STATE OF GOOD REPAIR (BEST MANAGEMENT PRACTICES)

Jurisidiction	Total Preservation Needs	Revenue Available for System Preservation	Remaining Needs for System Preservation
San Rafael	$ 263,867,712	$ 83,300,000	$ 180,567,712
Sausalito	$ 33,695,598	$ 5,900,000	$ 27,795,598
Tiburon	$ 38,345,932	$ 31,400,000	$ 6,945,932
COUNTY TOTAL	**$ 1,344,560,869**	**$ 454,200,000**	**$ 890,360,869**

Jurisidiction	Total Preservation Needs	Revenue Available for System Preservation	Remaining Needs for System Preservation
County of Napa	$ 444,913,221	$ 149,300,000	$ 295,613,221
American Canyon	$ 101,377,938	$ 44,500,000	$ 56,877,938
Calistoga	$ 29,565,829	$ 11,800,000	$ 17,765,829
Napa	$ 406,192,679	$ 292,200,000	$ 113,992,679
St Helena	$ 40,083,105	$ 21,000,000	$ 19,083,105
Yountville	$ 12,882,113	$ 12,882,113	$ -
COUNTY TOTAL	**$ 1,035,014,884**	**$ 531,682,113**	**$ 503,332,771**

Jurisidiction	Total Preservation Needs	Revenue Available for System Preservation	Remaining Needs for System Preservation
City and County of San Francisco	**$ 4,010,986,855**	**$ 2,095,900,000**	**$ 1,915,086,855**

Jurisidiction	Total Preservation Needs	Revenue Available for System Preservation	Remaining Needs for System Preservation
County of San Mateo	$ 208,596,899	$ 204,300,000	$ 4,296,899
Atherton	$ 38,424,770	$ 25,600,000	$ 12,824,770
Belmont	$ 128,900,426	$ 95,500,000	$ 33,400,426
Brisbane	$ 25,910,755	$ 6,700,000	$ 19,210,755
Burlingame	$ 124,008,838	$ 38,000,000	$ 86,008,838
Colma	$ 8,978,984	$ 4,700,000	$ 4,278,984
Daly City	$ 354,261,149	$ 78,100,000	$ 276,161,149
East Palo Alto	$ 124,104,417	$ 26,400,000	$ 97,704,417
Foster City	$ 107,697,808	$ 45,000,000	$ 62,697,808
Half Moon Bay	$ 51,354,381	$ 19,700,000	$ 31,654,381
Hillsborough	$ 65,358,501	$ 23,900,000	$ 41,458,501
Menlo Park*	$ 137,708,751	$ 120,300,000	$ 17,408,751
Millbrae	$ 114,385,628	$ 20,300,000	$ 94,085,628
Pacifica	$ 197,546,582	$ 36,200,000	$ 161,346,582
Portola Valley	$ 24,282,554	$ 17,900,000	$ 6,382,554
Redwood City	$ 306,026,698	$ 95,500,000	$ 210,526,698
San Bruno	$ 196,801,073	$ 33,500,000	$ 163,301,073
San Carlos	$ 152,783,832	$ 26,600,000	$ 126,183,832
San Mateo	$ 363,811,154	$ 138,000,000	$ 225,811,154
South San Francisco	$ 271,370,970	$ 54,600,000	$ 216,770,970
Woodside	$ 38,506,670	$ 7,400,000	$ 31,106,670
COUNTY TOTAL	**$ 3,040,820,842**	**$ 1,118,200,000**	**$ 1,922,620,842**

Jurisidiction	Total Preservation Needs	Revenue Available for System Preservation	Remaining Needs for System Preservation
County of Santa Clara	$ 771,168,618	$ 449,600,000	$ 321,568,618
Campbell	$ 182,079,533	$ 63,000,000	$ 119,079,533
Cupertino	$ 275,645,819	$ 77,700,000	$ 197,945,819
Gilroy	$ 254,533,959	$ 68,400,000	$ 186,133,959
Los Altos	$ 122,774,770	$ 76,200,000	$ 46,574,770
Los Altos Hills	$ 44,659,040	$ 42,200,000	$ 2,459,040
Los Gatos	$ 159,269,448	$ 41,000,000	$ 118,269,448
Milpitas	$ 312,536,066	$ 63,800,000	$ 248,736,066
Monte Sereno	$ 18,486,440	$ 4,800,000	$ 13,686,440

STATE OF GOOD REPAIR (BEST MANAGEMENT PRACTICES)

Jurisidiction	Total Preservation Needs	Revenue Available for System Preservation	Remaining Needs for System Preservation
Morgan Hill	$ 212,453,160	$ 52,500,000	$ 159,953,160
Mountain View	$ 321,448,244	$ 126,800,000	$ 194,648,244
Palo Alto	$ 330,975,997	$ 151,900,000	$ 179,075,997
San Jose*	$ 4,608,754,632	$ 1,150,800,000	$ 3,457,954,632
Santa Clara	$ 517,464,080	$ 308,100,000	$ 209,364,080
Saratoga	$ 181,952,674	$ 22,500,000	$ 159,452,674
Sunnyvale	$ 581,636,658	$ 368,300,000	$ 213,336,658
COUNTY TOTAL	**$ 8,895,839,139**	**$ 3,067,600,000**	**$ 5,828,239,139**

Jurisidiction	Total Preservation Needs	Revenue Available for System Preservation	Remaining Needs for System Preservation
County of Solano	$ 299,230,031	$ 123,300,000	$ 175,930,031
Benicia	$ 178,103,449	$ 15,500,000	$ 162,603,449
Dixon	$ 101,542,521	$ 8,900,000	$ 92,642,521
Fairfield	$ 562,164,905	$ 101,600,000	$ 460,564,905
Rio Vista	$ 43,290,384	$ 3,200,000	$ 40,090,384
Suisun City	$ 163,947,191	$ 22,000,000	$ 141,947,191
Vacaville	$ 494,816,041	$ 97,600,000	$ 397,216,041
Vallejo	$ 766,359,485	$ 56,200,000	$ 710,159,485
COUNTY TOTAL	**$ 2,609,454,007**	**$ 428,300,000**	**$ 2,181,154,007**

Jurisidiction	Total Preservation Needs	Revenue Available for System Preservation	Remaining Needs for System Preservation
County of Sonoma	$ 1,869,179,471	$ 412,900,000	$ 1,456,279,471
Cloverdale	$ 56,678,534	$ 10,500,000	$ 46,178,534
Cotati	$ 52,425,936	$ 6,700,000	$ 45,725,936
Healdsburg	$ 90,092,458	$ 34,100,000	$ 55,992,458
Petaluma	$ 465,395,808	$ 31,500,000	$ 433,895,808
Rohnert Park	$ 228,713,256	$ 35,700,000	$ 193,013,256
Santa Rosa	$ 1,061,128,111	$ 305,000,000	$ 756,128,111
Sebastapol	$ 45,932,435	$ 7,400,000	$ 38,532,435
Sonoma	$ 61,172,277	$ 9,300,000	$ 51,872,277
Windsor	$ 138,232,026	$ 42,400,000	$ 95,832,026
COUNTY TOTAL	**$ 4,068,950,311**	**$ 895,500,000**	**$ 3,173,450,311**

County	Total Preservation Needs	Revenue Available for System Preservation	Remaining Needs for System Preservation
Alameda	$ 6,591,404,318	$ 2,739,210,009	$ 3,852,194,310
Contra Costa	$ 4,639,390,875	$ 1,861,300,000	$ 2,778,090,875
Marin	$ 1,344,560,869	$ 454,200,000	$ 890,360,869
Napa	$ 1,035,014,884	$ 531,682,113	$ 503,332,771
San Francisco	$ 4,010,986,855	$ 2,095,900,000	$ 1,915,086,855
San Mateo	$ 3,040,820,842	$ 1,118,200,000	$ 1,922,620,842
Santa Clara	$ 8,895,839,139	$ 3,067,600,000	$ 5,828,239,139
Solano	$ 2,609,454,007	$ 428,300,000	$ 2,181,154,007
Sonoma	$ 4,068,950,311	$ 895,500,000	$ 3,173,450,311
REGION	**$ 36,236,422,102**	**$ 13,191,892,121**	**$ 23,044,529,980**

Attachment A
Plan Bay Area 2040 -- DRAFT 24-Year Local Street and Road System Preservation Needs and Available Revenue
1/25/2016

MAINTAIN EXISTING CONDITIONS

Jurisidiction	Total Preservation Needs	Revenue Available for System Preservation	Remaining Needs for System Preservation
County of Alameda	$ 363,376,990	$ 363,376,990	$ -
Alameda	$ 272,128,135	$ 185,600,000	$ 86,528,135
Albany	$ 50,277,408	$ 37,600,000	$ 12,677,408
Berkeley	$ 315,432,223	$ 315,432,223	$ -
Dublin	$ 250,243,422	$ 62,000,000	$ 188,243,422
Emeryville	$ 53,372,541	$ 53,372,541	$ -
Fremont	$ 856,018,905	$ 259,700,000	$ 596,318,905
Hayward	$ 545,567,130	$ 172,300,000	$ 373,267,130
Livermore	$ 487,508,075	$ 99,700,000	$ 387,808,075
Newark	$ 217,899,877	$ 50,100,000	$ 167,799,877
Oakland	$ 1,283,705,412	$ 618,300,000	$ 665,405,412
Piedmont	$ 44,709,857	$ 19,600,000	$ 25,109,857
Pleasanton	$ 385,246,864	$ 160,400,000	$ 224,846,864
San Leandro	$ 263,905,350	$ 152,700,000	$ 111,205,350
Union City	$ 337,115,052	$ 55,500,000	$ 281,615,052
COUNTY TOTAL	**$ 5,726,507,241**	**$ 2,605,681,754**	**$ 3,120,825,487**

Jurisidiction	Total Preservation Needs	Revenue Available for System Preservation	Remaining Needs for System Preservation
County of Contra Costa	$ 496,932,601	$ 294,700,000	$ 202,232,601
Antioch	$ 444,550,520	$ 207,900,000	$ 236,650,520
Brentwood	$ 259,597,430	$ 74,800,000	$ 184,797,430
Clayton	$ 68,487,967	$ 11,400,000	$ 57,087,967
Concord	$ 512,891,745	$ 161,600,000	$ 351,291,745
Danville	$ 200,192,274	$ 90,700,000	$ 109,492,274
El Cerrito	$ 101,353,358	$ 37,800,000	$ 63,553,358
Hercules	$ 98,486,328	$ 14,400,000	$ 84,086,328
Lafayette	$ 130,616,338	$ 44,500,000	$ 86,116,338
Martinez	$ 118,987,252	$ 67,300,000	$ 51,687,252
Moraga	$ 67,543,195	$ 27,800,000	$ 39,743,195
Oakley	$ 181,660,925	$ 25,600,000	$ 156,060,925
Orinda	$ 56,045,352	$ 24,500,000	$ 31,545,352
Pinole	$ 77,714,046	$ 22,800,000	$ 54,914,046
Pittsburg	$ 269,896,004	$ 116,100,000	$ 153,796,004
Pleasant Hill	$ 140,561,811	$ 125,400,000	$ 15,161,811
Richmond	$ 383,471,078	$ 200,500,000	$ 182,971,078
San Pablo	$ 144,106,035	$ 28,300,000	$ 115,806,035
San Ramon	$ 407,563,562	$ 246,800,000	$ 160,763,562
Walnut Creek	$ 378,511,596	$ 38,400,000	$ 340,111,596
COUNTY TOTAL	**$ 4,539,169,419**	**$ 1,861,300,000**	**$ 2,677,869,419**

Jurisidiction	Total Preservation Needs	Revenue Available for System Preservation	Remaining Needs for System Preservation
County of Marin	$ 285,002,182	$ 140,500,000	$ 144,502,182
Belvedere	$ 13,005,726	$ 3,600,000	$ 9,405,726
Corte Madera	$ 49,240,110	$ 7,200,000	$ 42,040,110
Fairfax	$ 30,877,190	$ 8,800,000	$ 22,077,190
Larkspur	$ 29,651,468	$ 12,800,000	$ 16,851,468
Mill Valley	$ 56,682,459	$ 51,000,000	$ 5,682,459
Novato	$ 237,894,442	$ 91,300,000	$ 146,594,442
Ross	$ 12,358,960	$ 3,600,000	$ 8,758,960
San Anselmo	$ 36,610,356	$ 14,800,000	$ 21,810,356
San Rafael	$ 271,624,962	$ 83,300,000	$ 188,324,962
Sausalito	$ 29,519,163	$ 5,900,000	$ 23,619,163
Tiburon	$ 40,449,879	$ 31,400,000	$ 9,049,879
COUNTY TOTAL	**$ 1,092,916,898**	**$ 454,200,000**	**$ 638,716,898**

MAINTAIN EXISTING CONDITIONS

Jurisidiction	Total Preservation Needs	Revenue Available for System Preservation	Remaining Needs for System Preservation
County of Napa	$ 271,848,895	$ 149,300,000	$ 122,548,895
American Canyon	$ 84,278,092	$ 44,500,000	$ 39,778,092
Calistoga	$ 16,833,757	$ 11,800,000	$ 5,033,757
Napa	$ 279,407,354	$ 279,407,354	$ -
St Helena	$ 21,635,052	$ 21,000,000	$ 635,052
Yountville	$ 12,628,595	$ 12,628,595	$ -
COUNTY TOTAL	**$ 686,631,743**	**$ 518,635,948**	**$ 167,995,795**

Jurisidiction	Total Preservation Needs	Revenue Available for System Preservation	Remaining Needs for System Preservation
City and County of San Francisco	**$ 3,228,397,782**	**$ 2,095,900,000**	**$ 1,132,497,782**

Jurisidiction	Total Preservation Needs	Revenue Available for System Preservation	Remaining Needs for System Preservation
County of San Mateo	$ 198,298,644	$ 198,298,644	$ -
Atherton	$ 45,653,605	$ 25,600,000	$ 20,053,605
Belmont	$ 70,381,411	$ 70,381,411	$ -
Brisbane	$ 36,533,467	$ 6,700,000	$ 29,833,467
Burlingame	$ 139,030,264	$ 38,000,000	$ 101,030,264
Colma	$ 10,258,521	$ 4,700,000	$ 5,558,521
Daly City	$ 398,549,516	$ 78,100,000	$ 320,449,516
East Palo Alto	$ 79,379,926	$ 26,400,000	$ 52,979,926
Foster City	$ 177,526,243	$ 45,000,000	$ 132,526,243
Half Moon Bay	$ 38,373,765	$ 19,700,000	$ 18,673,765
Hillsborough	$ 70,291,119	$ 23,900,000	$ 46,391,119
Menlo Park*	$ 144,527,675	$ 120,300,000	$ 24,227,675
Millbrae	$ 55,692,704	$ 20,300,000	$ 35,392,704
Pacifica	$ 105,121,575	$ 36,200,000	$ 68,921,575
Portola Valley	$ 34,071,571	$ 17,900,000	$ 16,171,571
Redwood City	$ 378,013,956	$ 95,500,000	$ 282,513,956
San Bruno	$ 145,169,509	$ 33,500,000	$ 111,669,509
San Carlos	$ 98,094,178	$ 26,600,000	$ 71,494,178
San Mateo	$ 388,140,301	$ 138,000,000	$ 250,140,301
South San Francisco	$ 254,837,130	$ 54,600,000	$ 200,237,130
Woodside	$ 34,554,668	$ 7,400,000	$ 27,154,668
COUNTY TOTAL	**$ 2,902,499,747**	**$ 1,087,080,055**	**$ 1,815,419,692**

Jurisidiction	Total Preservation Needs	Revenue Available for System Preservation	Remaining Needs for System Preservation
County of Santa Clara	$ 685,643,384	$ 449,600,000	$ 236,043,384
Campbell	$ 188,508,833	$ 63,000,000	$ 125,508,833
Cupertino	$ 222,475,310	$ 77,700,000	$ 144,775,310
Gilroy	$ 239,205,248	$ 68,400,000	$ 170,805,248
Los Altos	$ 171,257,002	$ 76,200,000	$ 95,057,002
Los Altos Hills	$ 50,790,023	$ 42,200,000	$ 8,590,023
Los Gatos	$ 118,257,760	$ 41,000,000	$ 77,257,760
Milpitas	$ 286,890,765	$ 63,800,000	$ 223,090,765
Monte Sereno	$ 15,478,396	$ 4,800,000	$ 10,678,396
Morgan Hill	$ 196,548,714	$ 52,500,000	$ 144,048,714
Mountain View	$ 325,343,504	$ 126,800,000	$ 198,543,504
Palo Alto	$ 350,910,028	$ 151,900,000	$ 199,010,028
San Jose*	$ 3,620,256,076	$ 1,150,800,000	$ 2,469,456,076
Santa Clara	$ 557,375,631	$ 308,100,000	$ 249,275,631
Saratoga	$ 164,345,099	$ 22,500,000	$ 141,845,099
Sunnyvale	$ 674,529,241	$ 368,300,000	$ 306,229,241
COUNTY TOTAL	**$ 7,867,815,014**	**$ 3,067,600,000**	**$ 4,800,215,014**

MAINTAIN EXISTING CONDITIONS

Jurisidiction	Total Preservation Needs	Revenue Available for System Preservation	Remaining Needs for System Preservation
County of Solano	$ 384,644,744	$ 123,300,000	$ 261,344,744
Benicia	$ 115,999,441	$ 15,500,000	$ 100,499,441
Dixon	$ 99,021,863	$ 8,900,000	$ 90,121,863
Fairfield	$ 568,654,975	$ 101,600,000	$ 467,054,975
Rio Vista	$ 22,396,524	$ 3,200,000	$ 19,196,524
Suisun City	$ 92,803,455	$ 22,000,000	$ 70,803,455
Vacaville	$ 487,113,331	$ 97,600,000	$ 389,513,331
Vallejo	$ 290,306,727	$ 56,200,000	$ 234,106,727
COUNTY TOTAL	**$ 2,060,941,060**	**$ 428,300,000**	**$ 1,632,641,060**

Jurisidiction	Total Preservation Needs	Revenue Available for System Preservation	Remaining Needs for System Preservation
County of Sonoma	$ 836,780,627	$ 412,900,000	$ 423,880,627
Cloverdale	$ 34,165,401	$ 10,500,000	$ 23,665,401
Cotati	$ 29,021,348	$ 6,700,000	$ 22,321,348
Healdsburg	$ 41,789,163	$ 34,100,000	$ 7,689,163
Petaluma	$ 169,562,320	$ 31,500,000	$ 138,062,320
Rohnert Park	$ 159,097,991	$ 35,700,000	$ 123,397,991
Santa Rosa	$ 717,025,814	$ 305,000,000	$ 412,025,814
Sebastapol	$ 27,528,456	$ 7,400,000	$ 20,128,456
Sonoma	$ 37,438,371	$ 9,300,000	$ 28,138,371
Windsor	$ 103,315,792	$ 42,400,000	$ 60,915,792
COUNTY TOTAL	**$ 2,155,725,285**	**$ 895,500,000**	**$ 1,260,225,285**

County	Total Preservation Needs	Revenue Available for System Preservation	Remaining Needs for System Preservation
Alameda	$ 5,726,507,241	$ 2,605,681,754	$ 3,120,825,487
Contra Costa	$ 4,539,169,419	$ 1,861,300,000	$ 2,677,869,419
Marin	$ 1,092,916,898	$ 454,200,000	$ 638,716,898
Napa	$ 686,631,743	$ 518,635,948	$ 167,995,795
San Francisco	$ 3,228,397,782	$ 2,095,900,000	$ 1,132,497,782
San Mateo	$ 2,902,499,747	$ 1,087,080,055	$ 1,815,419,692
Santa Clara	$ 7,867,815,014	$ 3,067,600,000	$ 4,800,215,014
Solano	$ 2,060,941,060	$ 428,300,000	$ 1,632,641,060
Sonoma	$ 2,155,725,285	$ 895,500,000	$ 1,260,225,285
REGION	**$ 30,260,604,189**	**$ 13,014,197,757**	**$ 17,246,406,431**

Preliminary Results for Regional Transit Capital Needs Projections

Agency	Transit Capital Need – State of Good Repair	Transit Capital Need – Maintain Current Condition
AC Transit	$ 2,933,531,869.01	$ 1,337,269,207.65
ACE	$ 290,878,716.90	$ 170,043,227.90
BART	$ 18,120,830,053.91	$ 12,926,706,351.75
CalTrain	$ 3,634,260,415.00	$ 1,988,412,972.91
CCCTA County Connection	$ 263,018,739.53	$ 204,877,206.52
Clipper	$ 568,174,066.90	$ 397,198,361.29
Delta Breeze	$ 9,069,217.70	$ 2,637,280.20
Dixon	$ 7,553,587.97	$ 3,056,254.00
ECCTA Tri Delta Transit	$ 134,117,185.33	$ 87,213,949.73
FAST	$ 94,509,699.71	$ 54,603,552.71
GGBHTD	$ 990,139,781.25	$ 538,152,874.30
LAVTA	$ 183,151,603.36	$ 96,052,668.93
Marin Transit	$ 147,412,593.07	$ 79,561,941.72
NCTPA	$ 82,165,639.35	$ 60,840,809.15
Petaluma Transit	$ 32,028,794.32	$ 18,283,434.91
SamTrans	$ 1,208,095,570.23	$ 575,317,327.17
Santa Rosa CityBus	$ 72,109,195.33	$ 54,256,557.63
SCT	$ 197,444,111.80	$ 75,919,214.86
SFMTA	$ 12,664,471,103.66	$ 7,895,363,904.13
SMART	$ 628,851,598.53	$ 420,212,353.99
SolTrans	$ 239,538,822.10	$ 105,902,421.31
UCT	$ 32,402,242.52	$ 25,137,442.50
Vacaville City Coach	$ 53,770,147.17	$ 14,892,237.32
VTA	$ 3,495,406,504.05	$ 2,071,013,190.08
WestCAT	$ 92,458,728.04	$ 46,728,910.08
WETA	$ 1,442,291,641.22	$ 1,218,121,077.64
Grand Total	**$ 47,617,681,627.96**	**$ 30,467,774,730.38**

Preliminary Plan Bay Area 2040 Transit Operating Needs Assessment (Dollars are in Millions)

Transit Operator	24 Year Total Service Levels (all modes, in revenue vehicle hours)	24 Year Total Costs (all modes)	24 Year Total Revenue (all modes)	24 Year Total Operating Surplus/Shortfall
ACE	1,117,485	$1,300	$1,218	($82)
AC Transit	40,513,851	$13,445	$13,672	$227
BART	49,139,746	$33,112	$32,935	($177)
Caltrain	5,483,781	$5,484	$5,642	$159
CCCTA	7,125,552	$1,093	$1,053	($39)
City of Dixon	186,291	$46	$48	$2
ECCTA	5,307,150	$536	$694	$158
City of Fairfield	2,287,392	$355	$410	$55
GGBHTD	6,908,679	$3,915	$3,903	($12)
LAVTA	3,366,264	$522	$529	$7
Marin Transit	6,059,722	$1,071	$1,066	($4)
NCPTA	2,647,608	$310	$291	($19)
City of Petaluma	710,836	$82	$100	$18
City of Rio Vista	96,000	$15	$10	($4)
SFMTA	91,585,085	$39,348	$37,463	($1,884)
SamTrans	16,272,000	$6,331	$5,008	($1,323)
SMART	245,316	$713	$1,282	$569
City of Santa Rosa	2,481,912	$536	$621	$85
Solano County Transit	2,623,440	$455	$328	($126)
Sonoma County Transit	3,069,116	$473	$496	$23
Union City Transit	2,245,249	$211	$180	($31)
City of Vacaville	1,120,654	$226	$198	($28)
VTA	49,893,621	$15,734	$16,725	$992
WCCTA	2,578,325	$312	$410	$98
WETA	404,701	$1,413	$1,336	($77)
TOTAL	**303,469,777**	**$127,035**	**$125,619**	**($3,515)***

*Represents total shortfall of all operators. Note that surpluses from one operator cannot be transferred to other operators.

Plan BayArea 2040




Needs Assessments

Partnership Board

Theresa Romell
January 29, 2016

METROPOLITAN TRANSPORTATION COMMISSION

Association of Bay Area Governments

Needs Assessment Background

Plan BayArea 2040

- Draft estimation of costs and available revenues for the preservation of the existing transportation system including:
  - Transit operating
  - Transit capital maintenance
  - Local Street and Road (LS&R) capital maintenance
  - State Highway maintenance and operations

- Assessments for LS&R and Transit capital maintenance include:
  - Cost to maintain existing conditions
  - Cost to meet a State of Good Repair

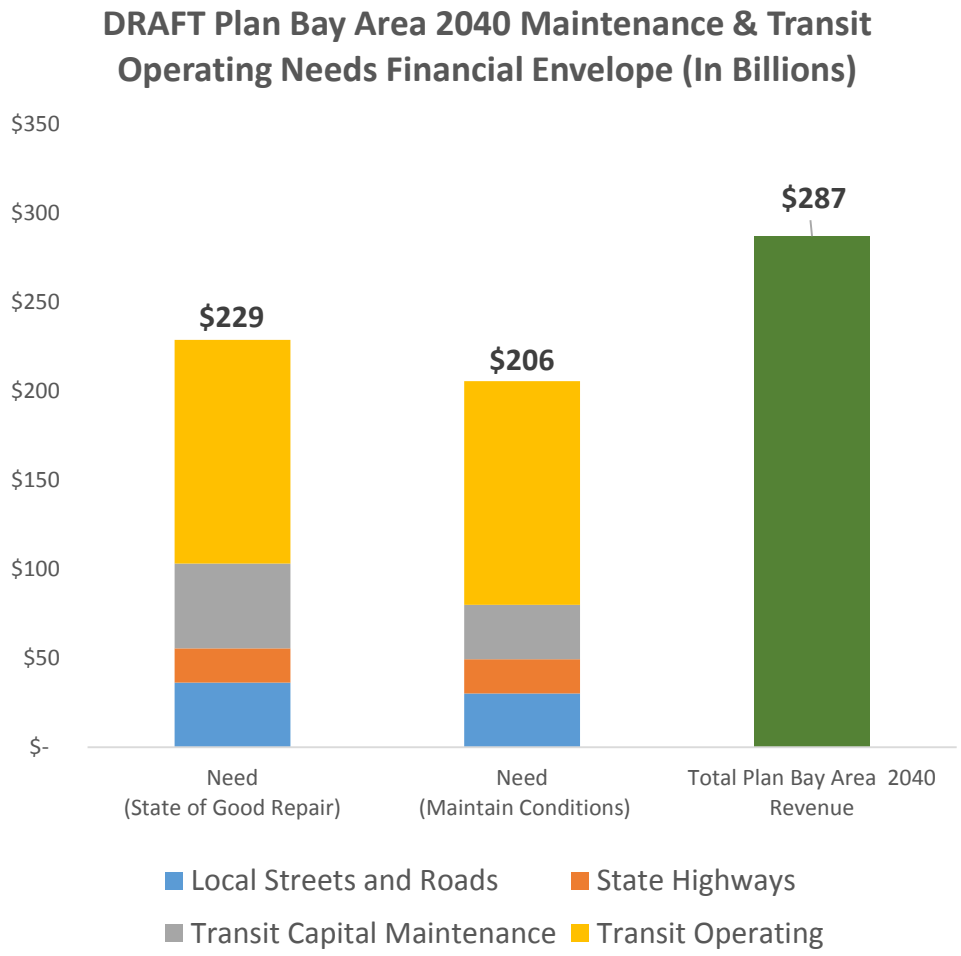
- Transit operating assessment estimates the cost to maintain existing service levels

- Estimation methodologies and draft results provided at Partnership working groups and the Partnership Technical Advisory Committee

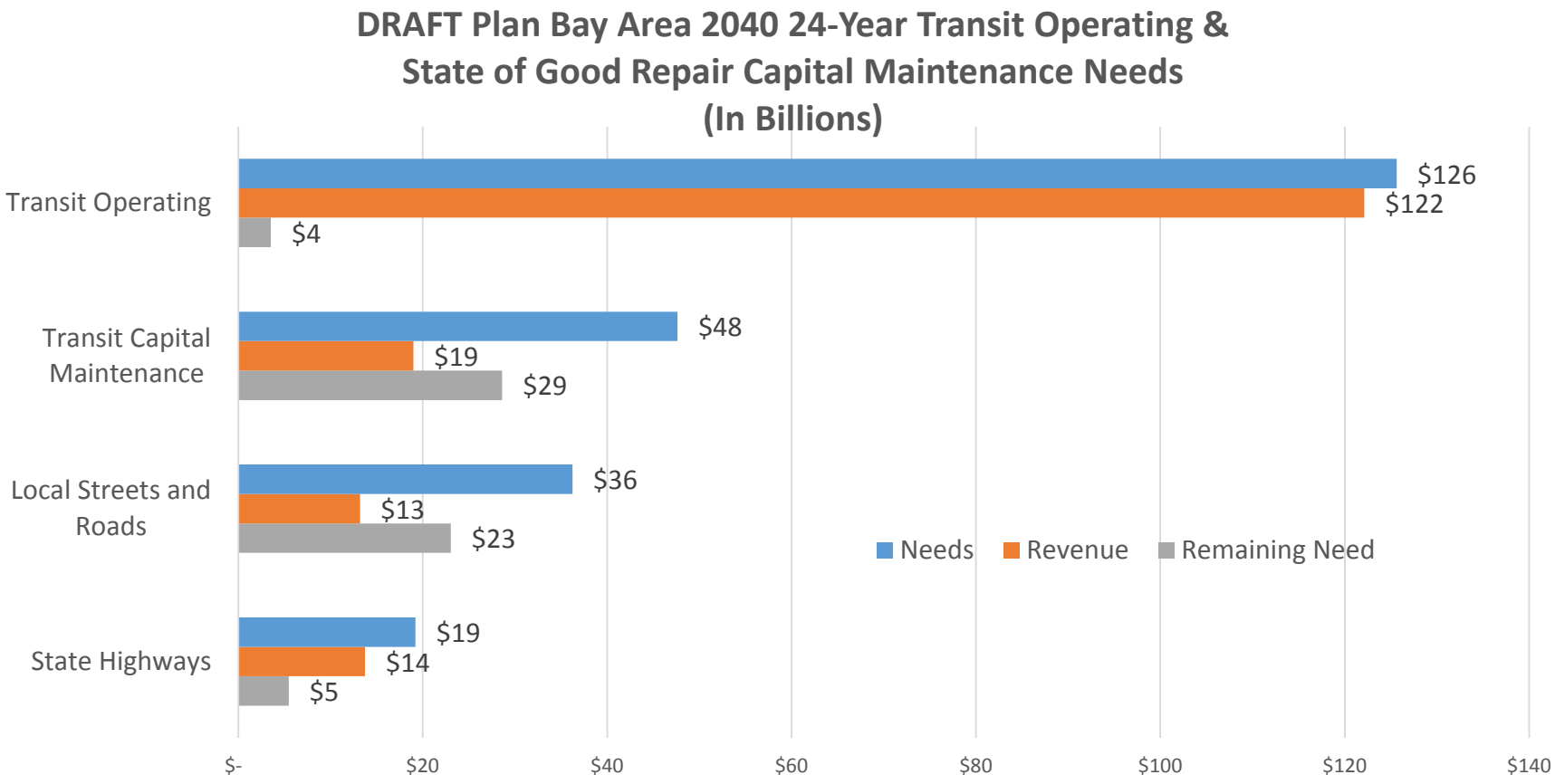
Regional Needs Summary

Plan BayArea 2040

- State of Good Repair Need = $229 Billion
- Maintain Existing Conditions Need = $206 Billion
- Total Draft Revenue Forecast for Plan Bay Area 2040 = $287 Billion
- Approximately 15% of Plan revenue is expected to be “discretionary”



Regional Needs Summary



- Total “State of Good Repair” Remaining Need = $61 Billion (shown above)
- Total “Maintain Existing Conditions” Remaining Need = $37 Billion

Overall Findings

Plan BayArea 2040

- On an annualized basis, as compared to 2013 Plan Bay Area:

Mode	Needs	Revenue
Local Streets & Roads	-5%	+2%
State Highways	---	+15%
Transit Operating	+30%	+29%
Transit Capital	+19%	TBD

Next Steps

Plan BayArea 2040

- Staff continues to work with stakeholders to refine the needs assessments
- Updates will be brought to Committees/Partnership as significant changes are made
- Needs assessments will remain “draft” until shortly before adoption of Plan Bay Area 2040 to account for:
  - Updated information on available revenue
  - Input from stakeholders

Metropolitan Transportation Commission

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Legislation Details (With Text)

File #:	15-1269	**Version:**	1	**Name:**	
Type:	Report			**Status:**	Informational
File created:	1/26/2016			**In control:**	Bay Area Partnership Board
On agenda:	1/29/2016			**Final action:**	
Title:	State of Good Repair Performance Assessment Staff will discuss the approach and preliminary results of the State of Good Repair Performance Assessment.				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	4d_State of Good Repair.pdf 4d_State of Good Repair Presentation.pdf				

Date	Ver.	Action By	Action	Result

Subject:
State of Good Repair Performance Assessment

Staff will discuss the approach and preliminary results of the State of Good Repair Performance Assessment.

Agenda Item 4d

METROPOLITAN
TRANSPORTATION
COMMISSION

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Memorandum

TO: Bay Area Partnership Board DATE: January 25, 2016

FR: David Vautin, MTC Staff

RE: Plan Bay Area 2040 – State of Good Repair Performance Assessment

In order to inform policy decisions related to project and program selection for Plan Bay Area 2040, MTC is conducting a performance assessment of major uncommitted transportation investments. In addition to analyzing expansion and efficiency investments – similar to the assessment performed as part of Plan Bay Area – MTC is also evaluating how state of good repair investments perform using a unified, consistent performance framework. This effort is designed to provide additional context for policymakers as they craft a preferred scenario for Plan Bay Area 2040.

Assessment Objectives

Over the past decade, MTC has adopted plans that allocate increasing shares of funding to preserve and maintain existing transportation infrastructure, in alignment with the region's "Fix It First" strategy. However, state of good repair investments were handled outside the project evaluation framework – meaning that consistent and comparable data on their benefits were not available for policymakers.

In order to integrate state of good repair and to allow it to be assessed on a level playing field with other investments, MTC staff has worked to develop and implement new methodologies for evaluating roads and public transit maintenance. By quantifying the effects of asset condition on system users, these investments can be analyzed for their cost-effectiveness and their support of regional performance targets, just like a traditional expansion project, using the regional travel demand model. The ultimate objective is to have "apples to apples" performance results, meaning that the scores can be easily compared between project performance and state of good repair performance to inform key policy decisions.

Approach

MTC is assessing performance at a modal and system level, looking at the impacts of different funding levels on operations and ultimately system users. Like the project performance assessment, state of good repair performance will be evaluated based on two primary scores:

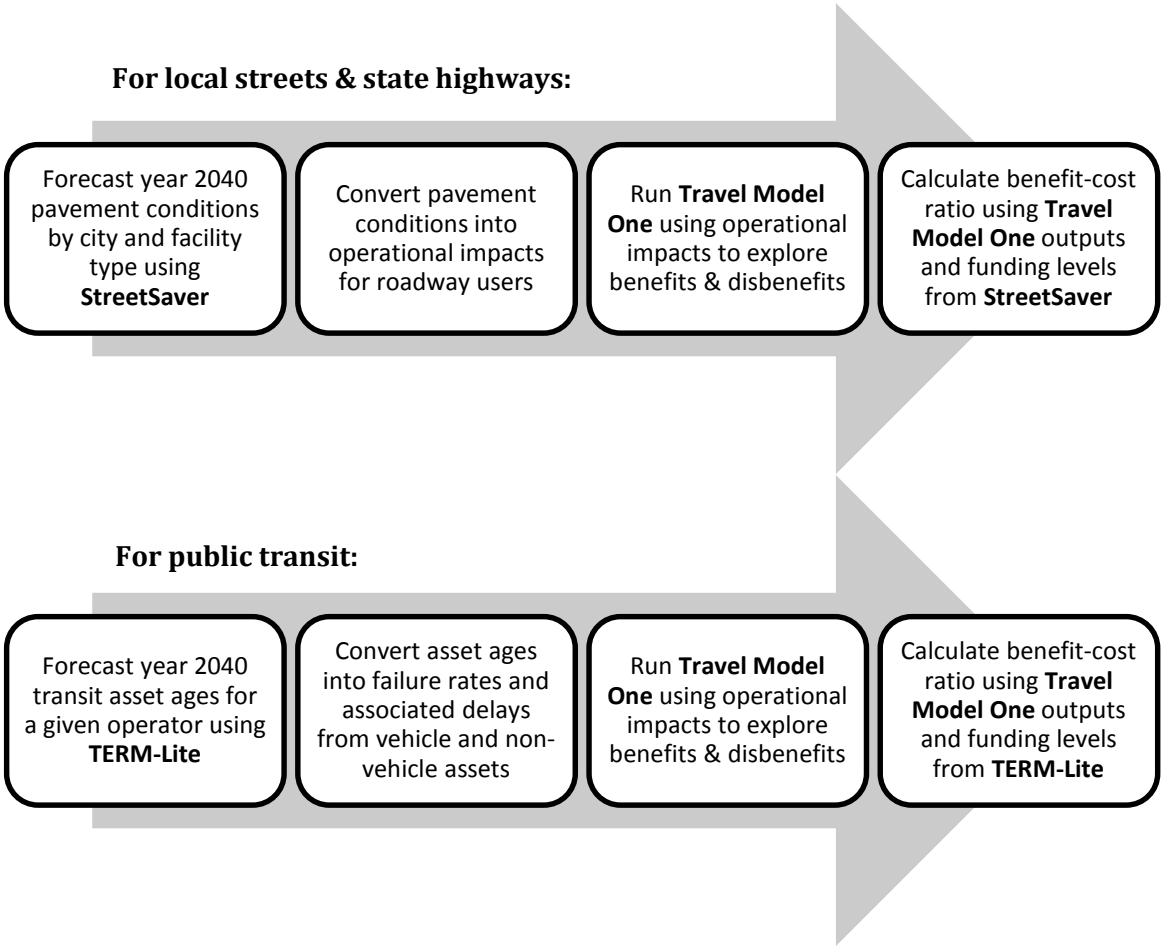
- **Benefit-cost ratio.** By exploring how asset conditions affect system operations, Travel Model One simulates how system users respond to improved or degraded infrastructure. These benefits are monetized and compared to the costs of SGR investments as part of a benefit-cost assessment.

In other words, if a system deteriorates to the point that it costs a user either time or money, how will the user react – will they shift modes? travel less? pay more? This behavior can then be modeled on a regional scale to see what the major impacts would be.

- **Targets scores.** State of good repair investments can also be evaluated qualitatively against performance targets in the same manner as expansion projects. This is consistent with the approach taken in Plan Bay Area, albeit with the new Plan Bay Area 2040 targets (adopted in Resolution No. 4204, Revised; shown in **Attachment 1**).
- **Other supplemental data.** Several supplemental assessments being conducted for the project performance assessment will also be made available for state of good repair, including an examination of equity impacts, a confidence assessment of benefit-cost results, and sensitivity testing of the final results.

Key systems under evaluation in the state of good repair performance assessment include: local streets and roads, state highways, Muni bus, Muni rail, BART, AC Transit, VTA bus, VTA rail, Caltrain, SamTrans, Golden Gate bus, and small transit operators.

The graphics on the following page highlight, at a high level, how asset management and performance assessment are integrated to evaluate system maintenance investments:



Preliminary Findings

While the assessment is not yet complete – several more months of calibration and analysis remain before preliminary results will be available – three key findings have begun to emerge from the analysis so far:

- **Preserving and improving the pavement condition of the region's highway system would yield significant benefits for Bay Area residents.** Bringing the state highway system to a state of good repair is likely one of the most cost-effective investments under consideration for Plan Bay Area 2040.
- **Investment in local streets and road pavement preservation is also beneficial and cost-effective for roadway users, outperforming many of the region's expansion and efficiency investments.** However, the lower traffic volumes on many of these facilities – in particular, lightly-used residential streets – means that state highway maintenance yields more bang per buck on a relative scale.
- **While maintenance of our region's transit infrastructure strongly supports the performance targets for Plan Bay Area 2040, cost-effectiveness will likely vary widely across operators and modes and generally is lower than investments in local roads and state highways.** While many factors affect the benefit-cost ratio for transit state of good repair, systems with high utilization and infrequent service appear to benefit the most from state of good repair investments (i.e., a full bus with 30-minute headways generates more significant adverse impacts from a vehicle breakdown than an underutilized bus with 10-minute headways).

Stakeholder Engagement and Next Steps

Over the course of 2015, staff presented the overall framework for the state of good repair performance assessment to stakeholders at a number of forums, including the Local Streets and Roads Working Group, the Transit Finance Working Group, the Transit Asset Management Working Group, and the Plan Bay Area 2040 Performance Working Group. In addition, staff met with representatives from the region's major transit agencies to discuss the analysis framework and seek system-specific operational impact data for model calibration.

As we prepare to roll out results this spring, staff will return to the various working groups to update them on progress, discuss findings, and seek feedback on the draft results. **Table 1** below highlights upcoming meetings with stakeholders and policymakers for both the state of good repair and project performance assessments. If you have any questions, comments, or concerns, please contact David Vautin (dvautin@mtc.ca.gov) over the coming months.

Table 1: Upcoming Meetings on Performance Methodologies & Results

	State of Good Repair Performance Assessment	Project Performance Assessment
January	**Topic: assessment overview** Meetings with: PTAC, Partnership Board	
February	**Topic: refresher & methodology** Meetings with: CMAs, LSRWG, TAMWG	
March	**Topic: assessment overview** Meetings with: RAWG, Policy Advisory Council **Topic: preliminary results** Meetings with: TAMWG, LSRPDWG, PTAC, CMAs + Sponsors, PWG	**Topic: preliminary results** Meetings with CMAs + Sponsors, PWG, Partnership Board
April	**Topic: public draft results** Meetings with: CMAs + Sponsors, RAWG, Planning *(information item)*, Policy Advisory Council, LSRWG, TAMWG, PTAC, Partnership Board	**Topic: public draft results** Meetings with: CMAs + Sponsors, RAWG, Planning *(information item)*, Policy Advisory Council, PTAC

Attachment 1: Plan Bay Area 2040 Adopted Goals and Targets

Goal	#	Performance Target
Climate Protection	**1**	Reduce per-capita CO_2 emissions from cars and light-duty trucks by **15%**
Adequate Housing	**2**	House **100%** of the region's projected growth by income level without displacing current low-income residents and with no increase in in-commuters over the Plan baseline year
Healthy and Safe Communities	**3**	Reduce adverse health impacts associated with air quality, road safety, and physical inactivity by **10%**
Open Space and Agricultural Preservation	**4**	Direct **all** non-agricultural development within the urban footprint (existing urban development and UGBs)
Equitable Access	**5**	Decrease the share of lower-income residents' household income consumed by transportation and housing by **10%**
	6	Increase the share of affordable housing in PDAs, TPAs, or high-opportunity areas by **15%**
	7	Do not increase the share of low- and moderate-income renter households in PDAs, TPAs, or high-opportunity areas that are at risk of displacement
Economic Vitality	**8**	Increase by **20%** the share of jobs accessible within 30 minutes by auto or within 45 minutes by transit in congested conditions
	9	Increase by **35%** the number of jobs in predominantly middle-wage industries
	10	Reduce per-capita delay on the Regional Freight Network by **20%**
Transportation System Effectiveness	**11**	Increase non-auto mode share by **10%**
	12	Reduce vehicle operating and maintenance costs due to pavement conditions by **100%**
	13	Reduce per-rider transit delay due to aged infrastructure by **100%**

Plan BayArea 2040

State of Good Repair Performance Assessment Update

Image Source: https://www.flickr.com/photos/[illegible]

Partnership Board

January 29, 2016

Plan BayArea 2040

Transportation investments are being evaluated for cost-effectiveness and for their support of performance targets – and state of good repair is in the mix for the first time.

TARGETS ASSESSMENT + **BENEFIT-COST ASSESSMENT**

Major uncommitted transit projects

Expansion
Operational improvements

Major uncommitted roadway projects

Expansion
Operational improvements

State of good repair investments

Highways & local streets
Public transit

State of Good Repair Performance Assessment:
Benefit-Cost Methodology Overview

Plan BayArea 2040

For state highways and local streets:

- Forecast year 2040 pavement conditions by city and facility type using **StreetSaver**
- Convert pavement conditions into operational impacts for roadway users
- Run **Travel Model One** using operational impacts to explore benefits & disbenefits
- Calculate benefit-cost ratio using **Travel Model One** outputs and funding levels from **StreetSaver**

For public transit:

- Forecast year 2040 transit asset ages for a given operator using **TERM-Lite**
- Convert asset ages into failure rates and associated delays from vehicle and non-vehicle assets
- Run **Travel Model One** using operational impacts to explore benefits & disbenefits
- Calculate benefit-cost ratio using **Travel Model One** outputs and funding levels from **TERM-Lite**

State of Good Repair Performance Assessment:
Systems & Operators

Plan BayArea 2040

TARGETS ASSESSMENT + **BENEFIT-COST ASSESSMENT**

- **State Highways**
- **Local Streets**
- **BART**
- **AC Transit**
- **Muni** (Bus/Rail)
- **VTA** (Bus/Rail)
- **Golden Gate** (Bus)
- **SamTrans**
- **Caltrain**
- **Small Operators**

State of Good Repair Performance Assessment:
Preliminary Findings

Plan BayArea 2040

1

Preserving and improving the pavement condition of the region's **highway system** would yield **significant benefits** for Bay Area residents.

Investment in **local streets and roads** pavement preservation is **also beneficial and cost-effective** for roadway users, outperforming many of the region's expansion and efficiency investments.

2

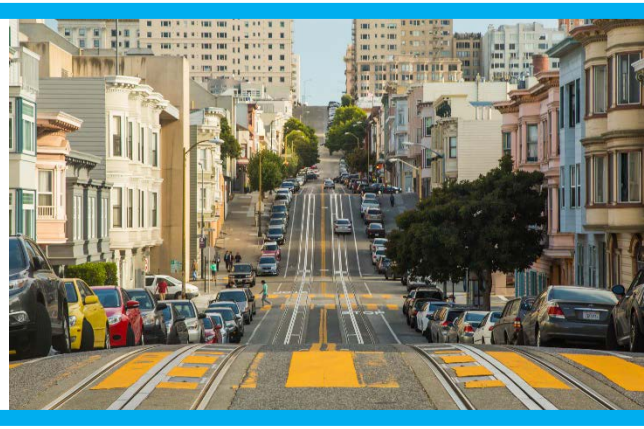


Image Sources: https://www.flickr.com/photos/zoxcleb/14965215015; https://www.flickr.com/photos/tq2cute/4508988227; https://www.flickr.com/photos/24208255@N07/3802154159

3

While maintenance of our region's **transit** infrastructure **strongly supports the performance targets** for Plan Bay Area 2040, cost-effectiveness will likely **vary widely across operators and modes** and generally is lower than investments in local roads and state highways.

Metropolitan Transportation Commission

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Legislation Details (With Text)

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Title:	Fixing America's Surface Transportation (FAST) Act				
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Indexes:					
Code sections:					
Attachments:	5a_Fast_Act_20160126124045.pdf				

Date	Ver.	Action By	Action	Result

Subject:
Fixing America's Surface Transportation (FAST) Act

Agenda Item 5a

METROPOLITAN
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Memorandum

TO: Bay Area Partnership Board DATE: January 25, 2016

FR: Randy Rentschler, Director of Legislation & Public Affairs W. I. 1131

RE: Fixing America's Surface Transportation (FAST) Act

Fast Action by Congress to Sustain Federal Transportation Funding

On December 4, 2015, just a day after approval by Congress, President Obama signed H.R. 22, the FAST Act (Fixing America's Surface Transportation Act), establishing funding levels and federal policy for our nation's highways and public transit systems for fiscal years (FY) 2016 through FY 2020. The bill authorizes $305 billion in spending over five-years, $281 billion from the Highway Trust Fund, plus $24 billion from the General Fund.

Relative to FY 2015, the FAST Act boosts transit funding by 10 percent in FY 2016, while highway funding is increased by 5 percent. Thereafter, the annual growth rate for both highways and transit is slightly above 2 percent. In lieu of raising the gas tax to close the gap between annual expenditures and annual revenue deposited in the Highway Trust Fund (HTF), the bill is paid for by a variety of budgetary sleights of hand that enable a transfer to the HTF of approximately $70 billion in General Fund revenue. (Once transferred to the HTF, those funds are no longer considered General Fund revenue and are included within the $281 billion referenced above.) The federal gas tax is a flat rate of 18.4 cents per gallon and has not been raised since 1993.

For the San Francisco Bay Area, the FAST Act will provide a modest increase both in roadway and transit funding as is further outlined in Attachment 3 to this memo. Relative to FY 2015 funding levels, the FAST Act provides the region with approximately $30 million more in transit formula funding in FY 2016, with the bump ramping up to $64 million by FY 2020. With respect to highway formula funding, the FAST Act provides the region approximately $1 million in FY 2016 over FY 2015 levels, rising to $12 million by FY 2020.

Highway Funding

Over the five-year period, with respect to the Bay Area's share of highway formula funding, we estimate approximately $807 million in Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) funding— the two sources of flexible federal highway funds that come directly to the Bay Area for decision. These funds are used for the region's One Bay Area Grant Program (OBAG), the second cycle of which was approved in November. If we extrapolate the FAST Act, plus a 2 percent growth rate through FY 2022 (the final year of the OBAG 2 programming cycle), funding would be up by approximately $72 million.

Transit Funding

Receiving the largest boost of any formula program is the State of Good Repair (SGR) Program (Section 5337, Federal Transit Administration (FTA) funds), increased almost 16 percent in FY 2016, plus almost 2 percent annual growth thereafter. This is good news for the Bay Area because of our tremendous transit capital replacement needs and because we receive a larger share of this program than any of the federal transit formula programs (8 percent of the nationwide amount vs. 4 percent for other programs). As shown on Attachment 3, the bill provides the region with approximately $1 billion in 5337 SGR funds over the five-year period. This includes a $27 million increase over FY 2015 funding levels in FY 2016, rising to a $41 million boost by FY 2020.

With respect to Urbanized Area funding (Section 5307 FTA funds), the other major transit formula program, the FAST Act provides the Bay Area approximately $1.1 billion over the five-year period. This includes a $4 million increase over FY 2015 funding levels in FY 2016, rising to a $22 million boost by FY 2020.

For a summary of the key aspects of the bill prepared by MTC staff, see Attachment 1. National, statewide and Bay Area funding estimates are shown in Attachments 2 and 3. The actual funding levels for the region will not be known until funds are apportioned each year, as the Bay Area's share of transit and highway funds changes slightly based on formula factors that vary year to year.

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MTC OVERVIEW OF FAST ACT

MAJOR FUNDING PROGRAM CHANGES

Federal Transit Administration

Capital Investment Grants
The FAST Act provides a 21 percent boost in Capital Investment Grant funding (Section 5309 FTA Funds), the major federal funding source for transit expansion projects, commonly known as New Starts. Funding is increased from $1.9 billion in FY 2015 to $2.3 billion per year for FY 2016 through FY 2020. It is important to note, however, that since the New Starts program is funded by the General Fund, each year's actual funding level will be determined in the annual appropriations bill.

New Starts is a high priority program for the Bay Area as it provides a key funding source for two major rail expansion projects currently under construction — BART to Silicon Valley (Phase 1 to Berryessa) and San Francisco Central Subway, both of which have Full Funding Grant Agreements from FTA. The next generation of Bay Area projects to be seeking New Starts funding are Caltrain Downtown Extension (DTX) project and BART Silicon Valley (Phase 2 to Santa Clara). In addition to these rail extensions, the region also has two Core Capacity projects that are seeking New Starts funding — BART's automated train control project as well as Caltrain electrification.

The Bay Area also has several smaller projects seeking funding under the program's "Small Starts" category for projects seeking less than $75 million with a total construction cost below $300 million, including San Francisco Municipal Transportation Authority's Van Ness Bus Rapid Transit (BRT) line. The FAST Act does not specify the share of funds to be used for major fixed guideway extensions, Small Starts or Core Capacity. This will be dealt with on an annual basis in each year's appropriations bill.

With respect to policy changes, the FAST Act removes all references to "policies and land use patterns that promote public transportation," a factor that has guided the FTA's scoring of projects in recognition of the strong relationship between land use and transit ridership. The bill also reduces from 80 percent to 60 percent the share that New Starts funds can comprise in the total budget for a New Fixed Guideway Project, but leaves it at 80 percent for Small Starts and Core Capacity Projects.

Bus and Bus Facilities
The FAST Act maintains the Bus and Bus Facilities (Section 5339 FTA funds) formula-based program at flat FY 2015 funding levels in FY 2016 — growing just 1.7 percent per year through the duration of the bill. Unfortunately, due to an increase in an annual set-aside for states, the funding distributed directly to operators declines so the region will see a 7 percent cut in bus formula funding in FY 2016, eventually catching up to FY 2015 funding levels by FY 2019. The bill restores a competitive Bus and Bus Facilities program that was eliminated by MAP 21, providing $268 million per year in FY 2016, reaching $344 million in FY 2020. Of this total, $55 million is reserved each year for "low or no emission" vehicle purchases or related facilities and equipment, a program in which Bay Area operators should compete well.

Enhanced Mobility of Seniors & Individuals with Disabilities
The FAST Act provides $263 million for the Enhanced Mobility of Seniors & Individuals with Disabilities formula program (Section 5310 FTA funds) in FY 2016, a modest increase over FY 2015, growing at about 2 percent per year through the duration of the bill. The bill also creates a new pilot program for "innovative coordinated access and mobility," with an emphasis on technology,

funded at $2 million in FY 2016, reaching $3.5 million in FY 2020 for the "transportation disadvantaged that improve the coordination of transportation services and nonemergency medical transportation services." The region's share of this program will grow from $4.4 million in FY 2016 to $4.8 million in FY 2020.

Federal Highway Administration

Surface Transportation Block Grant Program
The FAST Act changes the name of the longstanding Surface Transportation Program to the Surface Transportation Block Grant Program (STBGP). Other than repealing a report requirement that states submit to the Secretary of the Department of Transportation on their use of the funds, the STBGP will function much the same as STP. Congress responded to the calls by regional and local agencies to increase the share of funds suballocated on the basis of population by increasing it from 50 percent to 51 percent in FY 2015, growing by 1 percent each year to 55 percent by 2020).

The bill expands STBGP project eligibility to include, at the request of a state, administrative and subsidy costs related to providing a state with federal credit assistance under TIFIA (Transportation Infrastructure Finance and Innovation Act) and costs associated with the creation and operation of a public-private partnership (P3) office to assist in the design, implementation and oversight of transit or highway P3 projects. Notably, funds may be used to pay a stipend to "unsuccessful private bidders to offset their proposal development costs, if necessary to encourage robust competition in public-private partnership procurements."

California is slated to receive approximately $4.7 billion in STBGP funds, of which the Bay Area will receive approximately $463 million.

Transportation Alternatives Program
The FAST Act incorporated the House bill's language with respect to the Transportation Alternatives Program (TAP), turning it into a set-aside of the Surface Transportation Block Grant Program — just as the former "Transportation Enhancements" program was a 10 percent set-aside of STP prior to MAP 21. Rather than receiving a percentage of STBGP funds, the share of TAP funds is specified in the bill at $835 million in the bill's first two years, rising to $850 million for the final three years. The bill makes no eligibility changes to TAP, but allows MPOs to spend 50 percent of their share of TAP funds (50% are distributed on the basis of population) on any STP-eligible project. In California, TAP funds are incorporated into the state's Active Transportation Program — limited to projects that improve bicycle and pedestrian safety and access — so this provision would not apply absent a change in state law.

California is slated to receive approximately $349 million over the five-year period, of which the Bay Area will receive approximately $30 million in formula funds, with the potential to receive additional TAP funds from the statewide competitive portion.

Congestion Mitigation & Air Quality
The FAST Act makes no significant changes to the CMAQ program affecting the Bay Area, a significant victory given restrictive language included in both the House and Senate-approved bills that would have required a large portion of the region's CMAQ funds to be spent on diesel engine retrofit or replacement rather than variety of bicycle, pedestrian and transit improvements currently funded within the region's OBAG program. In response to a coordinated lobbying effort to preserve flexibility led by MTC, this language was removed in the final conference report.

California is slated to receive approximately $2.4 billion over the five-year period, of which the Bay Area will receive approximately $371 million.

National Highway Freight Program

The FAST Act establishes the first ever federal highway program focused on freight, the National Highway Freight Program. Funds are distributed so that each state's share is equivalent to its share of the overall federal highway program. The bill would establish a National Highway Freight Network consisting of:

- The primary highway freight system (defined as the 41,518-mile primary freight network established pursuant to MAP 21)
- Critical rural freight corridors
- Critical urban freight corridors
- Portions of the Interstate system not designated as part of the primary highway freight system

States, including California, that have over 2 percent of the US total of mileage on the National Highway Freight Network are required to spend their annual freight funding on projects on the primary highway freight system, critical rural freight corridors, or critical urban freight corridors. Up to 10 percent of a state's total freight apportionment may be spent on intermodal or freight rail projects.

The bill requires the Administrator of the Federal Highway Administration to redesignate the Primary Highway Freight System five years after enactment of the FAST Act, and every five years thereafter. Notably, for urbanized areas with a population greater than 500,000, the MPO, in consultation with the state, may designate (at any time) a public road within its borders as a critical urban freight corridor if it meets the following criteria:

- Is located in an urbanized area
- Connects an intermodal facility to the primary highway freight system, the Interstate system or an intermodal freight facility
- Is located within a corridor of a route on the primary highway freight system and provides an alternative highway option important to goods movement
- Serves a major freight generator, logistics center, or manufacturing and warehouse industrial land
- Is important to the movement of freight within the region, as determined by the MPO or the state.

Building on the new emphasis on performance measures in federal law, the law requires the FHWA Administrator to submit a report to Congress that describes the conditions and performance of the National Highway Freight Network within two years of enactment and biennially thereafter.
With respect to project eligibility, the bill enumerates 23 different types of projects, including, not strictly construction projects but also intelligent transportation systems (ITS) projects, railway-highway grade separation, truck parking facilities, real time traffic and multimodal transportation information systems, traffic signal optimization, ramp metering and environmental and community mitigation for freight movement.

California is slated to receive approximately $582 million in NHFP funds over the five years.

Nationally Significant Freight and Highway Projects Program
The bill establishes a new discretionary (competitive) program for projects of national or regional significance. The goals of the program are to:

- Improve the safety, efficiency and reliability of the movement of freight and people
- Generate national or regional economic benefits and increase U.S. global competitiveness
- Reduce highway congestion and bottlenecks
- Improve connectivity between modes of freight transportation
- Enhance the resilience of critical highway infrastructure and help protect the environment
- Improve roadways vital to national energy security
- Address impact of population growth on movement of people and freight

It establishes a minimum grant award of $25 million. Eligible applicants are states, MPOs serving an urbanized area with a population greater than 200,000, a unit or group of local government(s), a political subdivision of a state or local government, a special district, a port authority, a federal land management agency applying jointly with a state and a tribal government.

The bill requires the DOT Secretary to reserve 25 percent of these funds each year for projects located in "rural areas," defined as outside of an urbanized area with a population greater than 200,000.

Funding for freight rail or intermodal projects or projects to facilitate intermodal transfer or access into a freight rail, water or intermodal facility is capped at $500 million over the 5-year lifetime of the bill.

Nationally, the program receives $800 million FY 2016, growing to $1 billion by FY 2020. As this is a competitive program, we cannot predict how much funding California or the Bay Area will receive. However, it seems reasonable to assume the state would receive at least 10 percent of the funds, equivalent to $450 million over the five-year period.

OTHER PROGRAM CHANGES

Metropolitan Planning
The bill makes changes to the provisions related to a requirement added in MAP 21 that MPO boards include a representative of public transit operators to clarify that a board member may satisfy that requirement while also serving as a representative of a local jurisdiction. This is consistent with MTC's interpretation of the intent of the original statute, but in 2014, the Federal Transit Administration had issued a policy guidance suggesting that it would take a different view.

With respect to the metropolitan planning process, the bill requires consideration of resiliency and responsiveness to natural disasters, emphasizes intermodal transfer facilities, intercity bus services and facilities, public ports and tourism. The bill also authorizes an MPO to develop a congestion management plan that considers regional goals to reduce vehicle miles traveled during peak times and improve job access to low income areas. The bill clarifies that "private transportation" includes consideration of intercity bus operators and employer-based commuting programs.

Project Delivery
The FAST Act includes a separate "subtitle" focused on "Acceleration of Project Delivery," consisting of 18 individual sections. Of particular interest to California, which has its own rigorous California Environmental Quality Act (CEQA), is a new section named "Program for eliminating duplication of environmental reviews" designed to allow a state to substitute one or more state

environmental laws for the National Environmental Policy Act (NEPA). The program is limited to five states. Participation in the program is at the discretion of the DOT Secretary, who has 120 days to approve or reject an application.

The general thrust of the other project delivery provisions is to require greater coordination, timely review and accountability by federal agencies responsible for reviewing environmental documents. The act includes these additional changes:

- Exempts a "common post-1945 concrete or steel bridge or culvert" from individual historic preservation review.
- Encourages the use of programmatic mitigation plans and planning documents in environmental review.
- Allows the use of an errata sheet when a minor change needs to be made to an environmental document.
- Requires the DOT Secretary to develop, within 18 months, a searchable database of projects requiring an environmental analysis or permit.
- Establishes a new "At Risk Project Preagreement Authority" option — similar to a "letter of no prejudice" for sponsors of federal highway-funded projects to begin preliminary engineering work before a project receives its official authorization to proceed. Federal reimbursement of such expenditures would therefore be at their own risk.

Public-Private Partnerships/Innovative Finance

The FAST Act reduces funding for Transportation Infrastructure Finance and Innovation Act (TIFIA) from $1 billion in MAP 21 to $275 million in FY 2016, reaching $300 million in FY 2020. The bill also broadened TIFIA flexibility to include transit-oriented development (TOD) as well as groups of projects, and lowers the cost threshold to $10 million for intelligent transportation system, rural, and TOD projects.

The act establishes a new National Surface Transportation and Innovative Finance Bureau within the DOT to provide assistance and communicate best practices related to the use of TIFIA and public-private partnerships. The Bureau will administer the TIFIA program, the Railroad Rehabilitation and Improvement Financing Program and the new Nationally Significant Freight and Highway Projects Program.

Regional Infrastructure Demonstration Program

The bill establishes a new program to assist local governments interested in obtaining funding under TIFIA, providing $11.7 million in grants for local entities that wish to serve as "regional infrastructure accelerators." In evaluating applications by regional entities, the Secretary is required to consider geographic diversity, existence of a plan to evaluate and promote innovative financing methods, including TIFIA, and other methods of incorporating private capital into financing of transportation projects, and to increase transparency with respect to infrastructure project analysis.

Tolling Provisions

The bill makes a number of changes related to express lane provisions, starting with replacing all references to "state agencies" with "public authorities" in recognition that many toll roads are operated by entities other than the state. The bill retains the strict performance standard that requires facilities maintain a minimum average operating speed of 45 miles per hour during the morning or evening peak hour periods 90 percent of the time over a consecutive 180-day period, but provides a formal process for a state to seek a waiver from sanctions if such waiver is in the best interest of the traveling public and the public authority is meeting all conditions in a plan to improve performance.

In the event that a facility is failing the performance standard, the bill requires the public authority to submit a plan to the DOT Secretary within 180 days, and requires the Secretary to provide written notice within 60 days as to whether or not the plan will be approved or disapproved. Annual updates must be provided regarding steps taken to bring the facility into compliance with federal standards until the facility is no longer considered "degraded." The bill also adds new provision requiring that for any express lane on the Interstate System, the public authority consult with the MPO concerning the placement and amount of tolls on the facility.

Finally, the bill revises the Interstate System Reconstruction and Rehabilitation Pilot Program — established in 1998 by the Transportation Equity Act for the 21st Century (TEA 21), the only program that allows tolling of existing free lanes — to open it up to three more states by establishing a deadline by which states with provisionally approved applications must complete their environmental review and execute a toll agreement with the DOT Secretary. The program is limited to three projects on the Interstate system in three separate states, but those states with preliminary approval (Virginia, Missouri and North Carolina) have not moved forward with their projects.

Electric Vehicles

The Fast Act requires the DOT Secretary to designate national electric vehicle (EV) charging and hydrogen, propane, and natural gas fueling corridors that identify the near and long term need for and location of charging and fueling infrastructure at strategic locations along major national highways to improve the mobility of passenger and commercial vehicles using these technologies. The bill requires the DOT Secretary to solicit nominations from state and local officials, incorporate existing corridors designated by a state or group of states and consider demand for and location of existing charging and alternative fuel fueling stations and infrastructure. The bill requires the corridors to be updated at least every 5 years.

Intelligent Transportation Systems

In recognition of the important role that technology plays in addressing our transportation challenges, the FAST Act includes a separate "Innovation" title, referred to as the "Transportation for Tomorrow" act within the bill. Comprised of 28 different sections, the key highlights include:

- A new Technology and Innovation Deployment Program, funded at $68 million per year, to accelerate the deployment of new technology and innovations and analyze Federal, State, and local cost savings, project delivery time improvements, reduced fatalities, and congestion impacts.
- A new Advanced Transportation and Congestion Management Technologies Deployment Program, funded at $60 million per year, to provide competitive grants to develop model deployment sites for large scale installation and operation of advanced transportation technologies to improve safety, efficiency, system performance, and infrastructure return on investment. The program receives estimated to fund between 5 - 10 grants per year will be awarded to deploy a wide array of ITS and technology strategies to reduce congestion, improve safety, improve access and mobility and for other purposes
- New eligibility for installation of vehicle-to-infrastructure (V2I) communication equipment within all major highway formula programs.

SUMMARY OF ESTIMATED FY 2016 - FY 2020 APPORTIONMENTS UNDER THE CONFERENCE REPORT FOR H.R. 22 (FAST ACT)
(before post-apportionment setasides; before penalties; before sequestration)

State	National Highway Performance Program	Surface Transportation Block Grant Program	Surface Transportation Block Grant Set-aside	STBGP set-aside: Recreational Trails Program	Highway Safety Improvement Program [1]	Railway-Highway Crossings Program	CMAQ Program	Metropolitan Planning	National Freight Program	Apportioned Total
Alabama	2,376,361,706	1,097,004,461	78,896,756	8,748,935	236,195,156	24,330,066	59,168,350	15,967,692	121,553,595	4,018,226,717
Alaska	1,503,781,098	718,552,415	26,037,733	7,639,610	158,980,298	5,875,000	142,730,532	11,775,386	80,297,146	2,655,669,218
Arizona	2,147,423,362	988,132,635	78,276,298	9,674,315	221,178,085	14,232,640	269,067,379	30,388,778	116,757,939	3,875,131,431
Arkansas	1,607,942,773	745,575,898	49,066,419	7,469,845	156,208,950	20,071,508	63,867,523	8,922,553	83,012,548	2,742,138,017
California	10,032,529,736	4,680,460,102	348,533,054	28,780,945	1,017,592,522	82,135,958	2,406,968,478	259,831,965	582,360,087	19,439,192,847
Colorado	1,551,723,500	717,263,564	53,082,555	7,958,260	153,203,318	16,901,928	219,373,417	27,465,980	85,169,004	2,832,141,526
Connecticut	1,443,708,482	679,950,379	39,938,814	4,811,080	151,404,555	6,858,117	229,462,021	23,967,260	80,053,845	2,660,154,553
Delaware	496,202,821	229,975,469	14,156,949	4,528,400	48,521,072	5,875,000	60,484,623	9,253,879	26,924,907	895,923,120
Dist. of Col.	470,709,734	219,454,356	12,195,967	4,125,490	45,726,707	5,875,000	52,393,838	9,217,352	25,381,753	845,080,197
Florida	5,941,963,917	2,705,025,195	243,828,684	13,012,660	606,260,363	45,169,660	70,524,881	107,524,898	301,452,866	10,034,763,124
Georgia	3,875,854,455	1,768,517,600	161,444,393	8,700,685	382,921,031	41,978,401	352,419,474	40,348,671	206,462,334	6,838,647,044
Hawaii	500,535,140	231,913,045	13,935,211	4,802,320	48,996,506	5,875,000	53,726,281	9,082,235	26,926,286	895,792,024
Idaho	866,282,379	404,714,029	19,728,220	8,552,800	85,528,204	9,440,855	66,459,820	8,408,240	45,751,097	1,514,865,644
Illinois	4,123,876,556	1,920,627,025	140,251,892	7,626,485	397,169,878	54,903,394	571,015,544	88,612,583	225,960,873	7,530,044,230
Indiana	2,871,811,259	1,320,397,663	109,577,683	6,008,545	275,857,166	38,973,030	244,368,633	27,181,674	152,440,729	5,046,616,382
Iowa	1,526,483,408	708,028,829	46,567,136	6,874,085	139,482,074	27,867,925	58,583,584	10,300,997	78,741,326	2,602,929,364
Kansas	1,169,655,487	529,893,154	46,815,208	6,921,250	96,395,244	31,834,886	49,356,983	10,115,488	60,478,139	2,001,465,839
Kentucky	2,069,399,597	964,860,478	60,095,307	7,121,975	207,763,160	19,107,932	71,052,946	13,155,793	106,478,496	3,519,035,684
Louisiana	2,190,747,622	1,031,006,011	53,818,117	7,588,215	218,848,636	21,326,525	59,367,620	22,326,957	112,213,621	3,717,243,324
Maine	549,831,819	257,810,653	10,167,646	7,213,705	53,693,191	6,582,903	53,406,737	9,566,644	29,398,243	977,671,541
Maryland	1,720,287,778	801,532,358	56,680,701	5,618,100	176,329,080	12,252,028	278,496,367	36,012,403	95,552,765	3,182,761,580
Massachusetts	1,702,044,620	795,871,003	54,408,841	5,933,645	173,661,471	12,915,481	328,935,103	46,682,210	96,251,660	3,216,704,034
Michigan	3,086,113,481	1,410,826,586	121,535,796	14,269,775	298,166,762	40,147,155	383,836,647	53,778,384	167,704,024	5,576,378,610
Minnesota	1,962,199,235	895,343,991	73,853,714	12,080,240	183,424,213	31,686,920	167,142,445	23,745,210	104,162,389	3,453,638,357
Mississippi	1,502,678,157	694,934,335	47,833,049	6,809,620	146,668,877	18,071,378	58,188,668	8,831,084	77,530,046	2,561,545,214
Missouri	2,930,021,224	1,361,232,668	92,464,802	8,316,995	291,937,491	29,282,725	122,254,691	26,993,513	151,454,999	5,013,959,108
Montana	1,255,899,859	596,885,189	22,292,144	8,033,525	127,751,982	9,931,647	77,214,136	9,336,478	65,714,307	2,173,059,267
Nebraska	884,154,786	406,738,554	28,754,988	6,086,935	77,788,335	19,141,020	53,359,463	8,607,293	46,230,825	1,530,862,199
Nevada	1,041,993,321	490,970,097	25,364,784	6,789,750	108,350,519	5,875,000	168,924,348	17,047,817	57,884,877	1,923,200,513
New Hampshire	488,611,388	225,027,009	13,327,163	6,339,720	47,689,319	5,875,000	53,676,922	8,209,724	26,324,334	875,080,579
New Jersey	2,806,132,562	1,319,668,095	85,477,526	6,133,785	288,160,588	19,446,681	539,887,810	64,650,906	158,611,189	5,288,169,142
New Mexico	1,130,385,201	526,604,737	30,524,463	7,149,155	115,497,479	8,426,741	59,194,902	8,358,885	58,816,373	1,944,957,936
New York	4,677,462,506	2,207,697,185	135,421,899	11,022,780	480,086,376	32,650,619	950,148,294	129,690,662	265,994,763	8,890,175,084
North Carolina	3,144,133,283	1,452,032,821	112,020,820	8,067,800	310,584,885	34,099,450	265,823,391	30,207,918	166,840,945	5,523,811,313
North Dakota	753,047,236	354,251,121	16,441,719	5,659,405	62,844,994	19,710,413	54,564,460	8,719,304	39,667,849	1,314,906,501
Ohio	3,928,985,930	1,824,957,754	135,726,256	8,359,255	385,043,377	45,670,089	496,650,436	60,159,150	213,763,215	7,099,315,462
Oklahoma	1,979,115,272	913,387,352	64,578,848	8,935,415	189,178,013	27,795,502	60,969,525	13,427,750	101,609,004	3,358,996,681
Oregon	1,521,199,507	713,261,770	38,737,565	8,050,765	151,414,631	15,352,693	100,622,605	18,798,716	79,823,401	2,647,261,653
Pennsylvania	4,855,148,248	2,289,554,983	131,796,500	9,956,330	497,738,628	34,510,276	542,002,878	67,361,097	261,852,454	8,689,921,394
Rhode Island	658,302,206	312,863,154	12,014,144	4,325,170	66,293,092	5,875,000	54,097,893	9,644,009	34,882,187	1,158,296,855
South Carolina	2,086,003,038	959,077,862	75,208,107	6,056,100	206,278,685	22,412,713	67,942,582	16,357,904	107,214,664	3,546,551,655
South Dakota	854,802,691	399,820,770	21,723,862	5,685,965	81,332,795	12,377,837	63,623,418	9,177,110	45,082,063	1,493,626,511
Tennessee	2,561,993,534	1,185,914,351	86,342,787	8,203,065	255,862,973	25,004,299	192,121,822	24,964,842	135,164,833	4,475,572,506
Texas	10,405,747,969	4,796,861,080	386,229,769	19,974,110	1,045,444,157	95,314,806	853,873,808	127,107,637	551,341,597	18,281,894,933
Utah	1,056,323,551	494,290,615	25,699,346	7,809,260	107,518,924	8,284,541	67,009,421	16,828,893	55,337,562	1,839,102,113
Vermont	602,560,063	285,462,690	11,059,348	5,140,050	60,181,283	5,875,000	61,440,092	10,886,721	32,310,882	1,074,916,129
Virginia	3,045,494,695	1,410,966,389	105,090,102	7,635,805	310,093,080	23,775,236	284,843,416	39,262,078	162,484,018	5,389,644,819
Washington	2,020,299,085	946,763,254	54,926,192	9,431,350	199,880,956	21,597,324	191,656,459	38,026,024	107,873,727	3,590,454,371
West Virginia	1,343,440,590	634,976,638	29,170,897	6,555,375	136,815,682	10,465,627	74,286,181	8,840,081	70,028,323	2,314,579,394
Wisconsin	2,298,754,936	1,050,636,233	86,723,415	10,838,770	221,924,721	30,086,071	142,099,729	23,743,184	120,305,648	3,985,112,707
Wyoming	778,983,972	370,509,324	11,356,411	7,372,380	79,524,025	5,875,000	54,045,958	8,210,346	40,957,220	1,356,834,636
Apportioned Total	116,399,144,775	54,048,082,929	3,799,200,000	420,800,000	11,585,393,509	1,175,000,000	12,022,732,534	1,717,082,358	6,246,586,977	207,414,023,082

[1] Reflects $3,500,000 takedown for safety-related programs for each fiscal year.

Source: Federal Highway Administration, courtesy of Eno Center for Transportation

ESTIMATED FTA APPORTIONMENTS/ALLOCATIONS BY STATE PER YEAR

	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20
State	State Total	State Total	State Total	State Total	State Total	State Total
Alabama	$ 52,838,746	$ 53,895,400	$ 54,882,913	$ 55,938,294	$ 56,975,799	$ 58,082,843
Alaska	$ 44,509,181	$ 51,625,429	$ 52,586,431	$ 53,606,720	$ 54,555,033	$ 55,609,594
American Samoa	$ 825,834	$ 830,951	$ 838,295	$ 846,118	$ 854,176	$ 862,408
Arizona	$ 107,526,627	$ 109,929,569	$ 112,124,626	$ 114,481,119	$ 117,005,463	$ 119,470,089
Arkansas	$ 30,744,551	$ 31,650,538	$ 32,281,902	$ 32,956,660	$ 33,585,909	$ 34,292,591
California	$ 1,253,984,980	$ 1,317,468,210	$ 1,343,523,066	$ 1,371,406,841	$ 1,399,901,100	$ 1,428,800,364
Colorado	$ 111,531,891	$ 114,618,713	$ 116,920,877	$ 119,391,655	$ 122,239,166	$ 124,818,533
Connecticut	$ 157,663,159	$ 166,747,877	$ 169,453,629	$ 172,171,163	$ 175,543,758	$ 178,524,502
Delaware	$ 24,593,444	$ 25,309,286	$ 25,701,073	$ 26,092,624	$ 26,603,153	$ 27,042,819
District of Columbia	$ 168,198,179	$ 199,737,485	$ 203,238,336	$ 206,883,698	$ 210,465,763	$ 214,222,831
Florida	$ 360,848,078	$ 370,830,314	$ 378,287,718	$ 386,278,461	$ 393,569,020	$ 401,881,816
Georgia	$ 174,055,051	$ 183,012,059	$ 186,581,763	$ 190,380,254	$ 194,509,592	$ 198,474,317
Guam	$ 1,353,130	$ 1,366,494	$ 1,385,726	$ 1,406,210	$ 1,427,308	$ 1,448,864
Hawaii	$ 41,053,996	$ 42,177,804	$ 43,033,630	$ 43,960,581	$ 45,307,477	$ 46,277,457
Idaho	$ 23,242,376	$ 24,198,622	$ 24,647,159	$ 25,127,247	$ 25,567,579	$ 26,069,692
Illinois	$ 537,023,178	$ 574,434,635	$ 585,480,846	$ 597,240,902	$ 609,101,428	$ 621,263,354
Indiana	$ 87,621,924	$ 89,514,098	$ 91,340,644	$ 93,302,797	$ 95,799,196	$ 97,858,794
Iowa	$ 38,625,980	$ 39,618,960	$ 40,423,483	$ 41,287,628	$ 42,829,880	$ 43,747,990
Kansas	$ 34,721,200	$ 35,647,051	$ 36,359,895	$ 37,123,575	$ 38,031,055	$ 38,833,884
Kentucky	$ 51,536,663	$ 52,622,836	$ 53,664,547	$ 54,781,805	$ 55,940,231	$ 57,109,859
Louisiana	$ 59,629,607	$ 61,355,354	$ 62,580,348	$ 63,890,686	$ 65,058,832	$ 66,425,793
Maine	$ 30,348,165	$ 32,222,947	$ 32,840,133	$ 33,500,527	$ 34,314,921	$ 35,003,493
Maryland	$ 230,324,429	$ 240,125,310	$ 244,171,732	$ 248,283,480	$ 252,138,184	$ 256,597,797
Massachusetts	$ 339,311,761	$ 359,729,860	$ 365,677,024	$ 371,687,458	$ 377,572,975	$ 384,082,886
Michigan	$ 131,602,215	$ 133,673,157	$ 136,425,114	$ 139,382,241	$ 142,597,929	$ 145,691,410
Minnesota	$ 101,583,605	$ 106,375,143	$ 108,481,379	$ 110,741,154	$ 113,535,596	$ 115,897,694
Mississippi	$ 28,244,679	$ 29,251,670	$ 29,815,340	$ 30,417,129	$ 31,135,281	$ 31,769,726
Missouri	$ 94,320,943	$ 97,989,234	$ 99,942,315	$ 102,028,634	$ 104,260,944	$ 106,439,219
Montana	$ 19,129,871	$ 20,189,160	$ 20,547,538	$ 20,930,711	$ 21,513,897	$ 21,920,038
N. Mariana Islands	$ 811,990	$ 816,885	$ 823,922	$ 831,416	$ 839,135	$ 847,021
Nebraska	$ 23,591,337	$ 24,436,766	$ 24,902,865	$ 25,401,365	$ 25,867,517	$ 26,389,450
Nevada	$ 57,172,866	$ 58,568,600	$ 59,745,130	$ 61,010,636	$ 62,094,164	$ 63,408,583
New Hampshire	$ 15,671,744	$ 16,348,701	$ 16,655,446	$ 16,984,448	$ 17,279,946	$ 17,623,298
New Jersey	$ 573,263,437	$ 600,206,411	$ 610,554,099	$ 621,157,490	$ 630,788,783	$ 642,180,359
New Mexico	$ 43,810,139	$ 45,479,144	$ 46,375,940	$ 47,339,618	$ 48,338,006	$ 49,341,315
New York	$ 1,342,157,884	$ 1,444,263,279	$ 1,470,596,038	$ 1,498,180,729	$ 1,523,909,156	$ 1,552,716,390
North Carolina	$ 114,759,873	$ 116,782,034	$ 119,136,874	$ 121,659,719	$ 124,046,200	$ 126,683,975
North Dakota	$ 13,689,174	$ 14,500,492	$ 14,754,249	$ 15,025,978	$ 15,536,147	$ 15,826,002
Ohio	$ 174,852,836	$ 179,927,728	$ 183,526,137	$ 187,376,240	$ 190,956,911	$ 194,964,160
Oklahoma	$ 47,171,865	$ 49,690,521	$ 50,502,207	$ 51,368,977	$ 52,170,951	$ 53,079,553
Oregon	$ 93,960,863	$ 98,155,574	$ 100,089,189	$ 102,160,155	$ 104,230,003	$ 106,381,040
Pennsylvania	$ 387,365,825	$ 413,084,498	$ 420,935,822	$ 429,280,566	$ 438,670,071	$ 447,340,760
Puerto Rico	$ 67,260,623	$ 68,960,340	$ 70,403,091	$ 71,970,086	$ 74,078,304	$ 75,705,729
Rhode Island	$ 36,370,777	$ 37,669,483	$ 38,224,248	$ 38,764,678	$ 39,263,151	$ 39,875,752
South Carolina	$ 46,830,050	$ 47,871,638	$ 48,819,578	$ 49,830,587	$ 50,819,486	$ 51,881,824
South Dakota	$ 15,500,616	$ 16,615,357	$ 16,877,303	$ 17,157,454	$ 17,499,311	$ 17,794,271
Tennessee	$ 85,414,174	$ 87,455,463	$ 89,210,411	$ 91,091,850	$ 92,833,519	$ 94,795,606
Texas	$ 415,592,412	$ 418,547,079	$ 427,069,295	$ 436,204,251	$ 444,293,604	$ 453,806,215
Utah	$ 70,692,671	$ 72,409,921	$ 73,855,775	$ 75,411,205	$ 76,951,916	$ 78,567,470
Vermont	$ 8,370,585	$ 8,993,579	$ 9,149,649	$ 9,316,920	$ 9,830,307	$ 10,013,037
Virgin Islands	$ 1,843,783	$ 1,858,440	$ 1,887,738	$ 1,919,754	$ 1,946,186	$ 1,979,038
Virginia	$ 161,234,228	$ 164,111,816	$ 167,491,647	$ 171,144,995	$ 175,630,030	$ 179,443,568
Washington	$ 231,768,948	$ 244,940,420	$ 249,771,733	$ 254,951,297	$ 261,144,863	$ 266,532,075
West Virginia	$ 24,824,408	$ 25,763,816	$ 26,230,110	$ 26,729,734	$ 27,796,756	$ 28,331,742
Wisconsin	$ 80,216,787	$ 82,142,223	$ 83,785,699	$ 85,552,786	$ 88,028,303	$ 89,887,719
Wyoming	$ 10,937,600	$ 11,597,917	$ 11,808,489	$ 12,033,228	$ 12,253,695	$ 12,489,441
Source: Federal Transit Administration courtesy of Eno Center for Transportation						

Estimate of Bay Area Formula Funding from FAST Act, H.R. 22

(Dollars in millions)

Attachment 3

Highway Formula Funding

	FY 2015	FY 2016	-	FY 2018	FY 2019	FY 2020	5-Year Total FY 2016-2020	Increase over OBAG 2 (FY 2017-2022)
STP	$ 83	$ 82	$ 86	$ 90	$ 94	$ 98	$ 450	$ 46
CMAQ	$ 67	$ 69	$ 70	$ 71	$ 73	$ 74	$ 357	$ 26
Subtotal STP/CMAQ	$ 143	$ 156	$ 162	$ 167	$ 177	$ 179	$ 807	$ 72
TAP	$ 5	$ 6	$ 6	$ 6	$ 6	$ 6	$ 30	--
Grand Total	**$ 148**	**$ 162**	**$ 168**	**$ 173**	**$ 183**	**$ 185**	**$ 837**	--
Change from FY 2015	--	$ 14	$ 20	$ 25	$ 35	$ 37		

Transit Formula Funding

	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	5-Year Total FY 2016-2020	Increase over Transit Capital Program (3 Year)
Urbanized Area 5307 (inc. 5340)	$ 208	$ 212	$ 216	$ 221	$ 225	$ 230	1,105	$ 10
State of Good Repair (5337)	$ 171	$ 198	$ 202	$ 205	$ 209	$ 212	1,027	$ 80
Bus Formula (5339)	$ 13	$ 12	$ 12	$ 13	$ 13	$ 13	64	$ 3
Subtotal Transit Capital Program Funds	$ 393	$ 423	$ 431	$ 439	$ 447	$ 456	2,588	87
Seniors & Disabled (large UAs)	$ 4	$ 4	$ 4	$ 5	$ 5	$ 5	23	--
Non-Urbanized Area (inc. 5340)	$ 2	$ 2	$ 2	$ 2	$ 2	$ 2	8	--
Total	**$ 399**	**$ 429**	**$ 437**	**$ 445**	**$ 454**	**$ 462**	**2,620**	--
Change from FY 2015	--	$ 30	$ 38	$ 46	$ 55	$ 64	$ 233	

Notes:

(1) MTC's STP/CMAQ estimates are revised from MTC's Legislation Committee memo dated December 2015 to reflect additional "take downs" by Caltrans for State Planning & Research.

(2) Estimates for OBAG 2 period are extrapolations of FAST Act for FY 2021 and FY 2022 at a 2% annual growth rate.

Source: FHWA & FTA Apportionment Tables provided as part of conference report

Metropolitan Transportation Commission

101 Eighth Street,
Joseph P. Bort MetroCenter
Oakland, CA

Legislation Details (With Text)

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Date	Ver.	Action By	Action	Result

Subject:
Update on FY 2016-17 Proposed Budget and Transportation Special Session

METROPOLITAN
TRANSPORTATION
COMMISSION

Agenda Item 3b - Handout
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Memorandum

TO: Legislation Committee DATE: January 7, 2016

FR: Deputy Executive Director, Policy W. I. 1131

RE: Update on FY 2016-17 Proposed Budget and Transportation Special Session

As expected, the first week of January 2016 has been an active one with respect to transportation funding. Assembly Transportation Committee Chair Jim Frazier introduced AB 1591, a bold revenue package that raises over $7 billion annually, followed by the Administration reiterating their August proposal, which would provide approximately $3.6 billion per year over 10 years. (A fact sheet and press release on AB 1591, along with the transportation and environmental protection agency portions of the FY 2016-17 State Budget summary are attached.) Below is a side-by-side comparison of the funding sources and revenue in each of the three major transportation funding proposals now under consideration.

Comparison of Revenue Increases in Transportation Funding Proposals
(Dollars in millions)

	Governor's Proposal	AB 1591 (Frazier)	SB x1-1 (Beall)
Gas tax increase	$ 500	$ 3,300	$ 1,752
Diesel tax increase	$ 500	$ 840	$ 572
New Cap and trade funding*	$ 500	$ 600	$ -
Weight fee restoration	$ -	$ 1,000	$ -
Vehicle registration fee	$ 2,000	$ 1,254	$ 2,000
Electric Vehicle fee	$ -	$ 16	$ 10
Loan repayment*	$ 879	$ 879	$ 879
Efficiency savings	$ 100	$ -	$ -
Total	**$ 4,479**	**$ 7,889**	**$ 5,213**

*Loan repayment and $500 million in Cap and Trade funding in Governor's proposal are one-time funds.

Funding Plans Focus on State and Local Road Repairs, Trade Corridors and Transit
The three proposals focus on the same categories of funding though amounts provided vary considerably, as shown below. To aid in comparison, this table excludes the Governor's proposal for $400 million for public transit and $100 million for a Low Carbon Road Program in FY 2016-17 as these are one-time only.

	Governor's Proposal*	AB 1591 (Frazier)	SB x1-1 (Beall)
Local Streets & Roads	$ 1,010	$ 2,170	$ 1,917
State Highways	$ 1,610	$ 3,170	$ 1,917
Transit	$ -	$ 200	$ -
Trade Corridors	$ 200	$ 1,240	$ 300
State-Local Partnership Program	$ 250	$ 228	$ 200
Totals	**$ 3,070**	**$ 7,008**	**$ 4,334**

*Table excludes one-time Cap and Trade expenditures.

While each proposal requires a two-thirds vote due to tax increases —a particularly heavy lift during an election year— it's an encouraging sign that the Administration and key members of the Legislature remain engaged and prepared to lead on the subject of securing new revenue for transportation. MTC staff and our Sacramento representatives will be in regular contact with the Bay Area delegation, the Administration and legislative leadership over the next few months to keep up the pressure for them to reach agreement on a transportation funding package early this year.

Alix A. Bockelman

AB: rl
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Metropolitan Transportation Commission

101 Eighth Street,
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Oakland, CA

Legislation Details (With Text)

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Code sections:					
Attachments:	6_Federal Review of MTC.pdf				

Date	Ver.	Action By	Action	Result

Subject:
Federal Review of MTC's Role in the Bay Area Transportation Process

METROPOLITAN TRANSPORTATION COMMISSION

Federal Review of MTC's Role in the Bay Area Transportation Planning Process

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) are reviewing MTC's performance as the transportation planning agency for the nine-county San Francisco Bay Area. How are we doing?

What: Public Listening Session Sponsored by FHWA and FTA
Date: Tuesday, February 2, 2016
Time: 5:30 to 7:30 p.m.
Where: Joseph P. Bort MetroCenter, Dahms Auditorium
101 Eighth Street, Oakland
(across from the Lake Merritt BART Station)

Can't attend the meeting?
Send written comments by March 3, 2016 to:

Stew Sonnenberg, stew.sonnenberg@dot.gov
FHWA California Division
650 Capitol Mall, Suite 4-100
Sacramento, CA 95814

Ted Matley, ted.matley@dot.gov
Federal Transit Administration, TRO-9
90 Seventh Street, Suite 15-300
San Francisco, CA 94103-6701

Do you need an interpreter or any other assistance to participate? Please call 510.817.5757 or 510.817.5769 for TDD/TTY three days in advance.
¿Necesita un intérprete u otra asistencia para participar? Por favor llámenos con tres días de anticipación al 510.817.5757 o 510.817.5769 para TDD/TTY.
您是否需要翻譯員或任何其他幫助才能參加呢？請提前三天致電510.817.5757或聽障專線(TDD/TTY) 510.817.5769