

# Annual Report to the California State Legislature



February 2015





METROPOLITAN  
TRANSPORTATION  
COMMISSION

Joseph E. Bort MetroCenter  
101 Eighth Street  
Oakland, CA 94607-4700  
TEL 510.817.5700  
TTY/TDD 510.817.5769  
FAX 510.817.5848  
EMAIL info@mtc.ca.gov  
WEB www.mtc.ca.gov

February 2015

*Amy Rein Worth, Chair*  
Cities of Contra Costa County

*Dave Cortese, Vice Chair*  
Santa Clara County

*Alicia C. Aguirre*  
Cities of San Mateo County

*Tom Aschbroado*  
U.S. Department of Housing  
and Urban Development

*Jaron Baker*  
Cities of Santa Clara County

*Tom Baker*  
Cities of Alameda County

*David Casper*  
City and County of San Francisco

*Dorene M. Giacomini*  
U.S. Department of Transportation

*Federal D. Glover*  
Contra Costa County

*Scott Haggerty*  
Alameda County

*Anne W. Hahnel*  
San Francisco Bay Conservation  
and Development Commission

*Steve Kinney*  
Marin County and Cities

*Sam Liccardo*  
San Jose Mayor's Appointee

*Mark Luce*  
Napa County and Cities

*Jake Mackenzie*  
Sonoma County and Cities

*Julie Pierce*  
Association of Bay Area Governments

*Bijan Sartipi*  
California State  
Transportation Agency

*Libby Schaaf*  
Oakland Mayor's Appointee

*James P. Spering*  
Solano County and Cities

*Adrienne J. Tivier*  
San Mateo County

*Scott Wiener*  
San Francisco Mayor's Appointee

*Steve Heminger*  
Executive Director

*Alix Boehelman*  
Deputy Executive Director, Policy

*Andrew B. Fremier*  
Deputy Executive Director, Operations

Dear Bay Area Legislators:

In this report, we provide a snapshot of MTC's latest plans and projects. We are an agency wearing many hats — planning, financing, operating and innovating — in the name of making our transportation system work as effectively and efficiently as possible for our nine counties, 101 cities and over 7 million residents.

Unlike many years in recent history, 2015 is ushering in a period of economic growth in California — especially the Bay Area. While providing welcome relief, a strong economy presents its own challenges, most notably in terms of increased traffic congestion, public transit overcrowding and the lack of affordable housing.

We were grateful to see Governor Brown highlight transportation in his State of the State Address this year, noting that while we have finally begun to grapple with the sustainability of our water supply, the time has come to do the same with our roads and bridges. And we applaud Assembly Speaker Toni Atkins for boldly introducing a \$2 billion/year transportation funding package in early February.

We urge our Bay Area delegation to lead on this issue in 2015. With Senator Beall and Assembly Member Frazier chairing the transportation committee in each house, the Bay Area has an historic opportunity. MTC stands ready to support you however we can.

Our top 2015 Advocacy Priorities include:

- Preserving and augmenting transportation funding by preventing the variable gas tax cut anticipated July 1, 2015; restoring over \$900 million in truck weight fees per year to the State Highway Account; and securing additional ongoing revenue sources.
- Requiring temporary license plates to be placed on all vehicles sold without plates at the point of sale to improve public safety and restore \$15 million per year in foregone tolls statewide.
- Beginning a conversation about voter consideration of a bridge toll increase on the region's seven state-owned bridges, similar to voter consideration of Regional Measure 2, authorized by the Legislature in 2003 as Senate Bill 916 (Perata).

We look forward to working with each and every one of you this year.

Sincerely,

Steve Heminger, Executive Director

# Annual Report to the California State Legislature

February 2015



METROPOLITAN TRANSPORTATION COMMISSION

Published by the Legislation and Public Affairs Section

Joseph P. Bort MetroCenter  
101 Eighth Street  
Oakland, California 94607-4700

510.817.5700 tel  
510.817.5848 fax  
510.817.5769 tty/tdd

info@mtc.ca.gov email  
www.mtc.ca.gov web

# San Francisco Bay Area: Transportation and Land Uses

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

**ROADS**

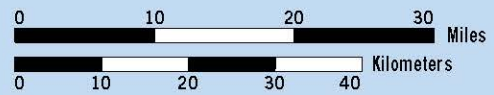
- Freeway
- Major Road

**RAIL SYSTEM**

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

**Oakland 2010 POPULATION**

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



# Table of Contents

## 2015 State Legislative Priorities

---

Support Governor Brown's Call to Action on Transportation	2
Stop Toll Cheating: Establish a Temporary License Plate Program	4
Regional Measures: Toll Bridges Deliver Big Returns	6

## State Funding

---

Cap & Trade Implementation	8
Peninsula Corridor Caltrain Modernization Is On Track	10

## Bay Area Update

---

Bay Area Express Lane Network Expands Travel Choices	12
Active Transportation Program Starts Rolling	14
Bay Area Bike Share Expanding	15
MTC Programs Keep Bay Area on the Move	16
Clipper® — It's All You Need to Ride Transit Around the Bay	17

## Performance-Based Planning

---

Vital Signs Monitor Bay Area's Performance	18
Bay Area's Economic Resurgence Drives Up Congestion	19
Plan Bay Area: Strategy for Improved Mobility and Greenhouse Gas Reductions	20
Preserving the Bay Area's Transit Systems Is Top Priority in Plan Bay Area	22

## About Us

---

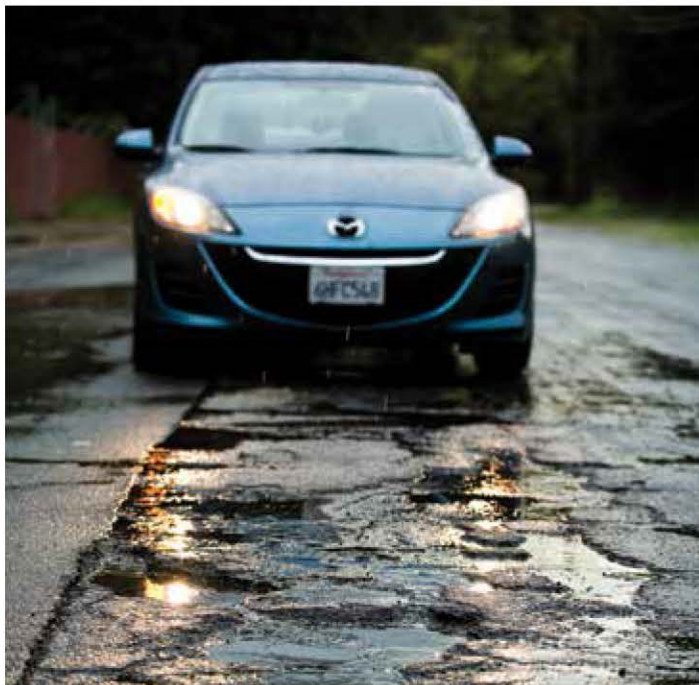
Bay Area Partnership	24
Commission Roster	25

## Support Governor Brown's Call to Action on Transportation

As highlighted by Governor Brown in his 2015 State of the State Address, California's transportation system faces huge deferred maintenance challenges. Legislation is needed to establish new sources of funding and, in the very near term, prevent an unexpected funding cut triggered by historically low gasoline prices.

### An Aging System

Even if every local, state and federal dollar available were invested in preserving our local streets and roads, public transit systems, and state highways, we would still fall short by approximately \$8 billion per year, according to a study by the California Transportation Commission in 2011. While the scale of the need is daunting, the Legislature should act as soon as possible to reduce the cost of repairs down the road.

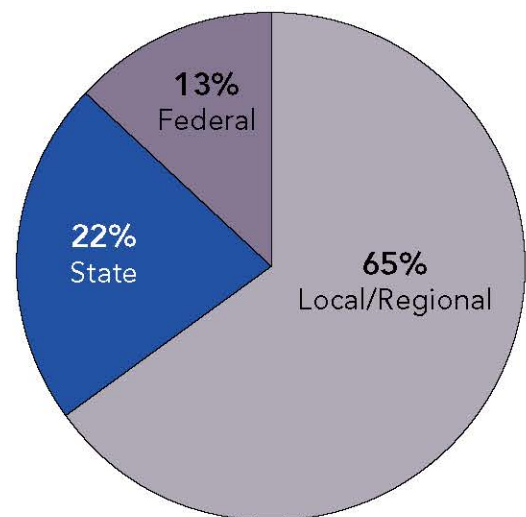


Bay Area cities and counties continue to struggle to maintain their streets and roads in decent condition. (Photo: Karl Nielsen)

**“We** must also deal with longstanding infrastructure challenges. We are finally grappling with the long-term sustainability of our water supply... equally important is having the roads, highways and bridges in good enough shape to get people and commerce to where they need to go. It is estimated that our state has accumulated \$59 billion in needed upkeep and maintenance. Each year, we fall further and further behind and we must do something about it.”

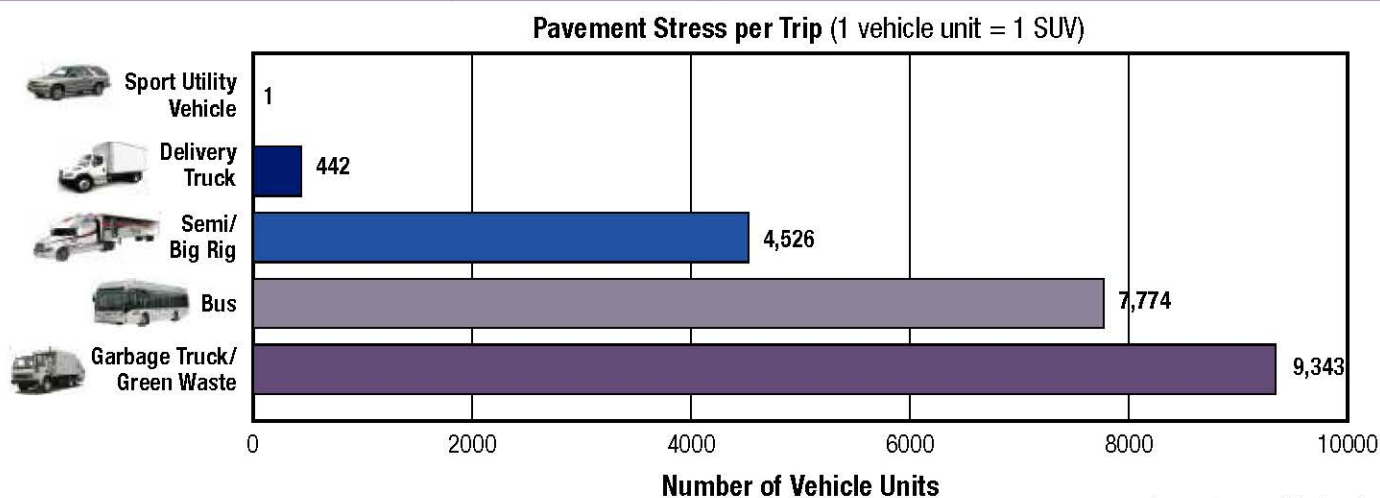
— Governor Edmund G. Brown Jr.  
2015 State of the State Address

### California's Transportation Funding Sources (2011–2021)



Source: California Transportation Commission, 2011

## Relative Impact of Vehicle Types on Pavement Conditions



Source: Pavement Engineering, Inc.

### The Clock is Ticking: Act Now to Prevent an Automatic Cut to Transportation Funding

While drivers have been enjoying unusually low gas prices lately, this drop in the price of gas could trigger a \$1.1 billion cut in transportation funding in fiscal year 2015-16 unless the Legislature takes action soon.

Since 2010, when the Legislature enacted the Gas Tax Swap, the State Board of Equalization is required to adjust a portion of the gas tax so that it generates the same level of revenue as the former sales tax on gas. Without legislative intervention, the current 18-cent variable rate could be cut by as much as 7.5-cents beginning July 1, 2015.

- MTC urges the Legislature to amend the variable excise tax so that it cannot be adjusted downward. To ensure the gas tax holds its value over time, the Legislature should set a minimum annual adjustment equivalent to the rate of change in the cost of construction.

### Increase Annual Transportation Funding by \$1 Billion: End Truck Weight Fee Diversion

With the state's economy booming, it's time to stop diverting \$1 billion in truck weight fees to the General Fund each year. These funds are used to pay for debt service on General Obligation bonds for transportation.

- MTC urges the Legislature to return truck weight fees to the State Highway Account and invest the funds in state highway and local road maintenance and preservation.
- In addition, given the disproportionate wear and tear heavier vehicles impose on our roadways (as shown above), it's appropriate to *increase* weight fees, which have not been raised since 1990.

### Enact New Funding Sources

In addition to shoring up our existing funding sources, in 2015 we urge the Legislature to approve new funding for all modes of transportation. MTC applauds Assembly Speaker Toni Atkins for proposing a new vehicle registration fee. We look forward to working with the delegation on this and other proposals to augment transportation funding.

## Stop Toll Cheating: Establish a Temporary License Plate Program

To improve public safety and curb toll cheating by vehicles without plates, MTC supports establishment of a temporary license plate program in California similar to that in effect in over two dozen states.

California is the only state in the nation that allows vehicle owners to drive for as long as 90 days without a license plate and requires no visible expiration date for the newly purchased vehicle.

In fiscal year 2013-14, vehicles without plates evaded tolls 1.7 million times on Bay Area bridges, resulting in a loss of approximately \$9 million in tolls that would otherwise be reinvested in transportation improvements. That same year, “unplated” vehicles cheated Southern California toll roads out of \$6 million in tolls.

Given the state’s transportation funding needs, the increase in new express lanes statewide and the trend towards all-electronic tolling, this is a major problem that calls for legislative action this year.

### The Problem

Today, customers purchasing a car from a dealership typically drive off the lot with a paper plate advertising the dealership, but not identifying the vehicle. Permanent metal plates are mailed to the registered owner by the DMV within three to five weeks of purchase. The law requires vehicle owners to install the plates *upon receipt* or within 90 days of purchase, whichever is *sooner*. But since law enforcement has no way of knowing when the plates were delivered or when the 90-day timeframe expires, many vehicle owners take advantage of this loophole and drive without plates for months — and in some cases, years — at a time.

### The Solution

California should follow the approach taken by over two dozen states: require dealerships to provide a unique, temporary, paper plate at the point of sale. Such an approach was proposed last year by AB 2197 (Mullin), which MTC co-sponsored with the Golden Gate Bridge, Highway and Transportation District.



Assembly Bill 2197 would establish a mandatory “temp tag” system (Florida example pictured above). (Photos: Randy Rentschler)



**Vehicles without plates are much harder to locate when involved in a crime, whether a hit-and-run accident or a more serious crime. That's why the state's three largest law enforcement associations supported AB 2197 last year.**

### How Would a Temporary License Plate System Work?

California's successful Business Partner Automation (BPA) Program, now in its 12<sup>th</sup> year, demonstrated the ability of the DMV, auto dealers and the private sector to work together to improve the efficiency of vehicle registration. Today all new car dealers are required to process registrations electronically and do so through the BPA program. A temporary plate program would build on this structure, enabling dealers to provide a temporary plate to all vehicles sold without permanent plates and transmit the relevant information to the DMV in real time.

### California's Local Law Enforcement Support a Temporary License Plate Program

AB 2197 received strong bi-partisan support last year but died in the Assembly Appropriations Committee. Supporters included all three major law enforcement associations (California Police Chiefs Association, California State Sheriffs' Association, Peace Officers Research Association of California), local government (California State Association of Counties, League of California Cities and the Self Help Counties Coalition) and various transportation agencies, including the Riverside County Transportation Commission, Transportation Corridor Agencies and the San Diego Association of Governments.



**change.org**

Petitioning The California State Assembly and Senate

### Pass AB 2197: Temporary License Plate Program

Ann Frederick  
Los Angeles, CA

5,375 Supporters

On August 17, 2013, Michael Bonanomi, a wonderful and amazing friend, brother and son, was killed by a hit-and-run driver while crossing the street in Los Angeles. The person who hit and killed him simply sped away. While there were five witnesses and several surveillance videos of Michael's tragic death, none were able to identify the car that killed Michael because it had only temporary dealership paper plates. Quite simply, if a license plate had been on the car, the person that killed Michael and cowardly drove away would have been caught.

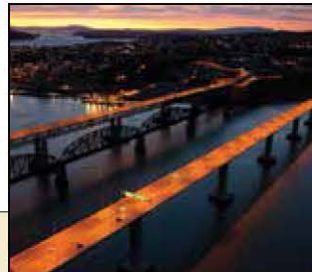
Sign this petition

**Californians understand that allowing vehicles to drive without license plates for months, if not years, at a time is a public safety risk that must be addressed. Last year, over 5,300 people signed a Change.org petition in support of AB 2197.**



# Regional Measures: Toll Bridges Deliver Big Returns

Year after year, in good economic times and bad, Bay Area residents rank transportation as one of their highest priorities. Voters have proved this time and again at the ballot box, including passage of Regional Measure 1 in 1988 and Regional Measure 2 in 2004. Both measures raised tolls on the Bay Area’s seven state-owned toll bridges — and delivered dozens of the most important transportation investments of the past generation. With these projects now completed or under construction, it’s time for voters to consider a third regional measure for the Bay Area’s next generation of improvements.



### New Benicia Bridge

Long backups on northbound Interstate 680 in Contra Costa County vanished after the 2007 opening of the new Benicia-Martinez Bridge.

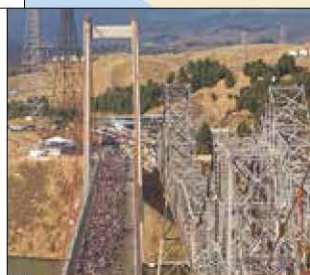
### Legend

- Regional Measure 1 Capital Project
- Regional Measure 2 Capital Project
- Regional Measure 2 Operational Project

RMT & RM 2 projects.ai | 2.3.15

### New Carquinez Bridge

Thousands of people turned out in late 2003 to celebrate the opening of the Al Zampa Bridge linking Solano and Contra Costa counties.



### Third Steet Light Rail

San Francisco’s T-Third light-rail project provided faster and more reliable connections between downtown and the city’s southeastern neighborhoods.



### San Mateo Bridge Widening

The late Congressman Tom Lantos was on hand in 2003 to cut the ribbon for the newly widened San Mateo-Hayward Bridge.



### BART Warm Springs Extension

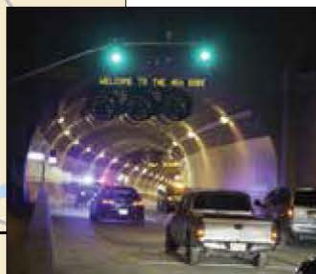
BART’s Warm Springs extension project, the first part of the ongoing extension to San Jose, will be completed in the fall of 2015.





**Cordelia Truck Scales**

The 2014 relocation of the Cordelia Truck Scales is a key piece in the \$100 million package of Regional Measure 2 projects to speed traffic through Solano County.



**Caldecott Fourth Bore**

Regional Measure 2 delivered \$45 million for the long-needed Caldecott Tunnel Fourth Bore project.



**BART-OAK Connector**

The 2014 completion of the BART connection to Oakland International Airport was made possible by more than \$140 million of Regional Measure 2 funding.



**I-880/SR 92 Interchange**

State Route 92 fell from the list of most congested Bay Area freeways following completion of a Regional Measure 1 project to replace its interchange with Interstate 880.

REGIONAL MEASURE 1	Amount (\$ millions)
New Benicia-Martinez Bridge	\$1,200
Carquinez Bridge Replacement	\$518
Richmond-San Rafael Bridge Rehabilitation	\$117
San Mateo-Hayward Bridge Widening	\$210
I-880/SR 92 Interchange Replacement	\$235
Bayfront Expressway Widening	\$36
Richmond Parkway	\$6
US 101/University Avenue Interchange Improvements	\$4
REGIONAL MEASURE 2	
Transbay Transit Center*	\$350
e-BART/Hwy 4 Widening*	\$269
BART to Warm Springs*	\$304
BART Oakland Airport Connector	\$146
Solano Co. I-80 HOV Lanes & Truck Scales	\$100
AC Transit Bus Rapid Transit*	\$78
SMART Rail*	\$67
Transit Center Upgrades and New Buses (Regionwide)	\$65
I-580 HOV Lanes*	\$53
Caldecott Tunnel Fourth Bore	\$45
Transit Technology (Clipper, 511, Signals)	\$42
Contra Costa I-80 HOV Lanes	\$37
BART Tube Seismic Retrofit*	\$34
BART Central Contra Costa Crossover	\$25
San Francisco Bay Ferry Vessels	\$24
Safe Routes to Transit Projects	\$22
Other Regional Projects	\$384
Transit Operations Support (Annual)	\$41
* Under construction	

## Cap and Trade Funding: Implementation

Thanks to the Legislature's approval of the fiscal year 2014-15 State Budget, transportation is benefiting from a significant infusion of new funding from "Cap and Trade" — the state's greenhouse gas emission trading program. With funding continuously appropriated to four transportation programs, this year the focus shifts to implementation.

For the current year, the Legislature appropriated \$180 million to three main transportation programs, with an additional \$250 million provided for High Speed Rail. The Governor's fiscal year 2015-16 budget forecasts \$1 billion from Cap and Trade allowances, but actual revenue could be higher, depending on the results of the quarterly auctions.



### Public Transit Benefiting from Cap and Trade

Two separate programs provide funding for public transit from Cap and Trade, as shown below.

Program Name	FY 2014-15 Funding	Share of Cap and Trade Funds (FY 2015-16 and Beyond)
Transit and Intercity Rail Capital Program (competitive)	\$25 million statewide	<b>10%</b>
<i>Bay Area Share</i>	<i>TBD</i>	
Low Carbon Transit Operations Program (formula)	\$25 million statewide	<b>5%</b>
<i>Bay Area Share</i>	<i>\$9.2 million</i>	<b>37%</b>

The **Transit and Intercity Rail Capital Program** is a competitive program with broad project eligibility, including rail capital projects, intercity and commuter rail projects and bus investments. The California State Transportation Agency (CalSTA) is responsible for project selection. The **Low Carbon Transit Operations Program (LCTOP)** is a formula program that provides operating and capital assistance to transit agencies. The Bay Area receives approximately 37 percent of LCTOP funds, most of which are distributed directly to transit operators, while a portion come to MTC for project selection.

### Affordable Housing and Sustainable Communities (AHSC) Program: A State-Regional Partnership

Receiving 20 percent of all Cap and Trade funds, the AHSC program is designed to incentivize transit-oriented development and help implement the sustainable communities strategies adopted by 18 metropolitan planning organizations (MPOs) across the state. The program provides an advisory role for MPOs to evaluate proposed projects in their region

concurrently with the Strategic Growth Council, which makes final project selection. MTC is working closely with our local partners to identify and prioritize AHSC projects that support Plan Bay Area by:

- increasing the accessibility, affordability and diversity of housing;

- helping develop a network of complete communities connected by high-frequency transit; and
- targeting investments in locally-nominated Priority Development Areas (PDAs).

### Legislature Should Revise Disadvantaged Communities Definition

Senate Bill 862 (2014) requires 25-50 percent of Cap and Trade funds for transportation programs to benefit disadvantaged communities (DACs). California Environmental Protection Agency (CalEPA) was charged with defining DACs, which it has done using a tool known as CalEnviroScreen 2.0 (CES2.0).

While CES2.0 is an ambitious 19-variable model, its complexity is its downfall when it comes to guiding investment of Cap and Trade funds. Many of the region's most impoverished census tracts don't make the cut, defying common sense. A better approach is needed in future funding cycles.

#### Bay Area vs. CalEPA Approach to Defining A Disadvantaged Community

	Number Census Tracts	Population
MTC Communities of Concern	331	1,449,254
CalEnviroScreen 2.0	85	388,427

Note: In 2013, MTC conducted an analysis to identify the Bay Area's most disadvantaged census tracts. These "Communities of Concern" were identified based on eight factors, including share of low-income households, rent-burdened households, limited English proficiency and minority population.

Only four percent of CES 2.0 census tracts are located in the Bay Area, even though about 17 percent of the state's households living in poverty reside in our region.

### CalEPA Disadvantaged Communities



# Peninsula Corridor Caltrain Modernization Is On Track



“**W**hat is important is the connection that we are rooted in our forebears and we are committed and linked to our descendants, and the high-speed rail links us from the past to the future, from the south to Fresno and north; this is truly a California project bringing us together today.”

— Governor Edmund G. Brown Jr.  
California High-Speed Rail Groundbreaking Ceremony  
January 6, 2015

In preparation for future high-speed rail service, the California High-Speed Rail Authority is working in partnership with local agencies on a plan to upgrade the Peninsula Corridor between San Francisco and San Jose. The Governor’s fiscal year 2015-16 State Budget proposes \$600 million for Caltrain electrification from high-speed rail bond proceeds, which MTC strongly supports.

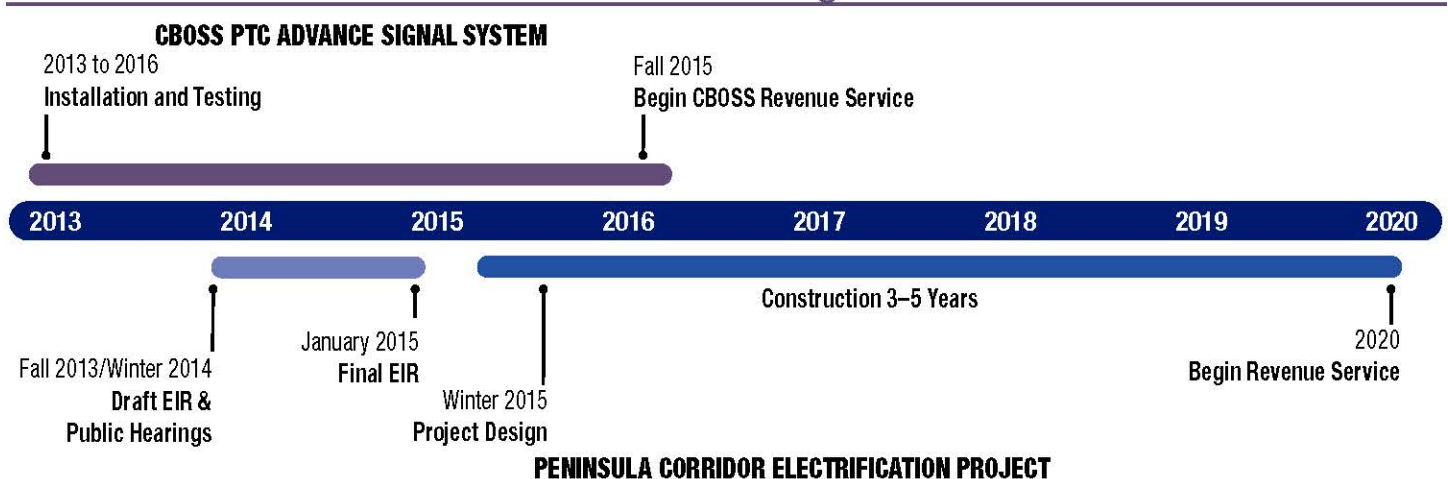
## A Landmark Agreement

In 2012, nine local, regional and state government entities approved an agreement to invest in the Caltrain Modernization Program, a set of projects to upgrade the Caltrain corridor, where ridership has more than doubled in recent years.

The first step is the installation of the \$231 million **Communications Based Overlay Signal System Positive Train Control (CBOSS PTC)**, which is an upgraded signal system that will:

- Equip the corridor with federally mandated safety and service improvement technology.
- Eliminate the risk of train-to-train collisions, better manage train speeds, and provide additional safety for railroad workers.

## Caltrain Modernization Program Schedule





With electrification, Caltrain will provide faster, more frequent service to accommodate growing demand.

- Increase reliability and operating performance through better train schedule management and improved grade crossing performance.

The key component of the Caltrain Modernization Program is the **Peninsula Corridor Electrification project**, which will convert Caltrain from traditional diesel-powered service to modern Electric Multiple Unit (EMU) trains, and prepare the corridor for future high-speed rail service. This project will:

- Improve train performance. Faster acceleration and deceleration will allow for more frequent service and faster travel times.
- Provide high-speed rail (HSR) compatible electrical infrastructure, setting the stage for future blended commuter and statewide high-speed rail service.
- Improve the financial sustainability of Caltrain. Growing ridership will increase fare revenues, and conversion from diesel to electricity will reduce fuel costs.
- Improve regional air quality by eliminating over 176,000 tons of CO<sub>2</sub> per year and the system's greenhouse gas emissions by over 97 percent.

## Capacity Enhancements

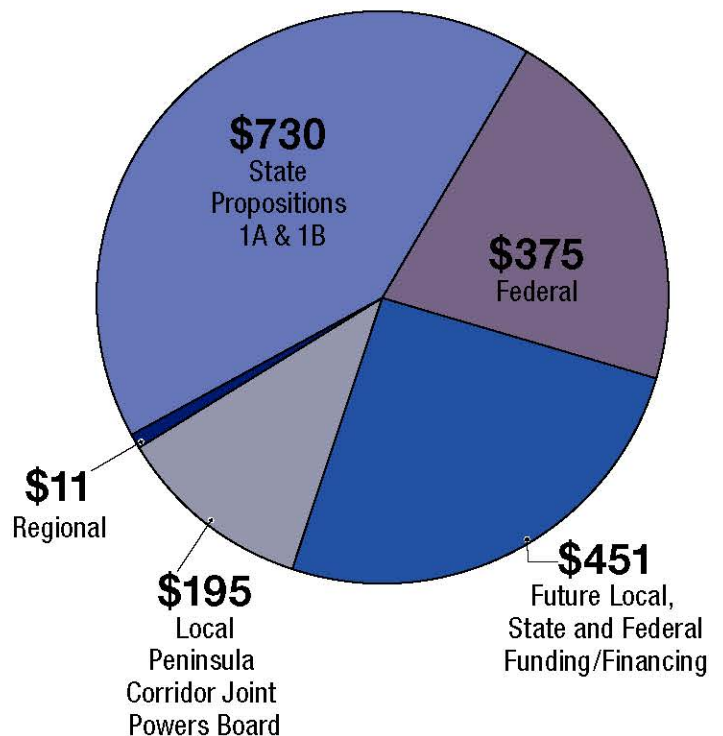
Caltrain is exploring additional improvements to maximize the system's capacity including:

- Level boarding to reduce dwell times at stations
- Longer platforms to accommodate longer trains

## Funding

Caltrain is working with its regional funding partners to identify and actively pursue additional funding that will advance the project.

### Caltrain Modernization Funding \$1.8 Billion\*



\* Dollars in year of expenditure

# Bay Area Express Lane Network Expands Travel Choices

Bay Area transportation agencies are developing a 550-mile network of express lanes that will offer a reliable, congestion-free commute.

Express lanes are high-occupancy vehicle (HOV) lanes that are free for carpools, vanpools, buses and other eligible vehicles but allow solo drivers to pay tolls to use the lane. MTC (along with the Alameda County Transportation Commission and Santa Clara Valley Transportation Agency) is developing a 550-mile express lane network in Alameda, Contra Costa, Santa Clara and Solano counties.

Much of the system will be built by converting existing HOV lanes into express lanes, where carpools will continue to ride for free. MTC will convert 150 miles of existing HOV lanes to express lanes and add 120 miles of new lanes to close gaps.

## Bay Area Express Lanes will:

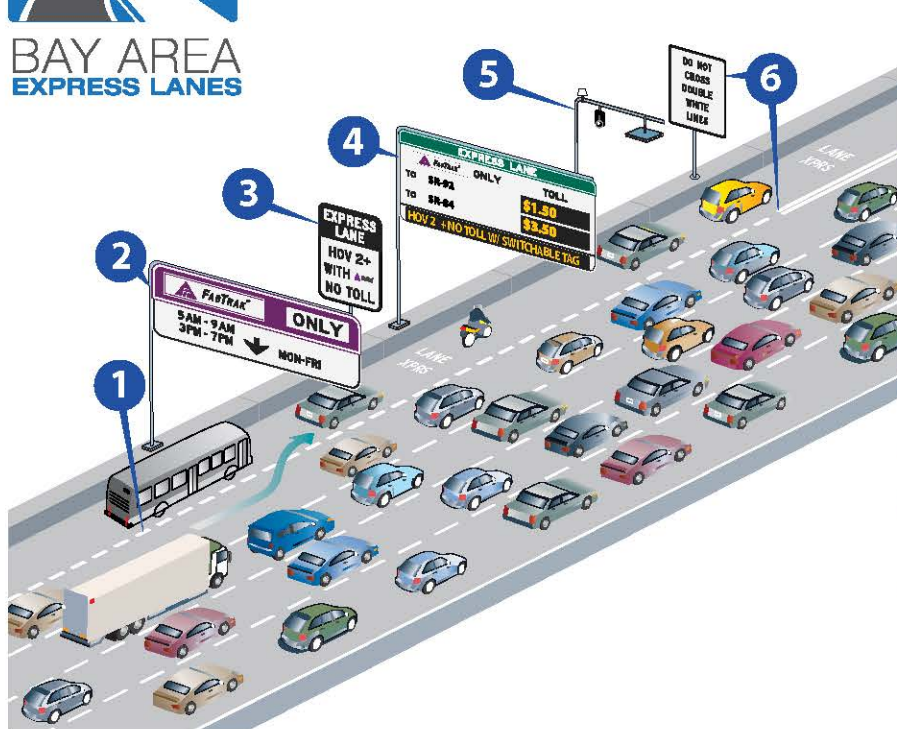
- Create a seamless network of HOV lanes to encourage carpools, vanpools and transit use.
- Better manage traffic by making the best use of HOV lane capacity.
- Provide drivers with a reliable travel time for those trips when they can't afford to be late.

Today, two Bay Area express lanes are operational: I-680 southbound from Sunol to San Jose and State Route 237 between Milpitas and San Jose. A new express lane on I-580 between Livermore and Dublin is scheduled to open this fall, followed by I-680 in Contra Costa in 2016 and I-80 in Solano County in 2017.

For the latest on the Bay Area express lanes, visit [www.mtcexpresslanes.org/projects/express\\_lanes/](http://www.mtcexpresslanes.org/projects/express_lanes/)



## How Express Lanes Work

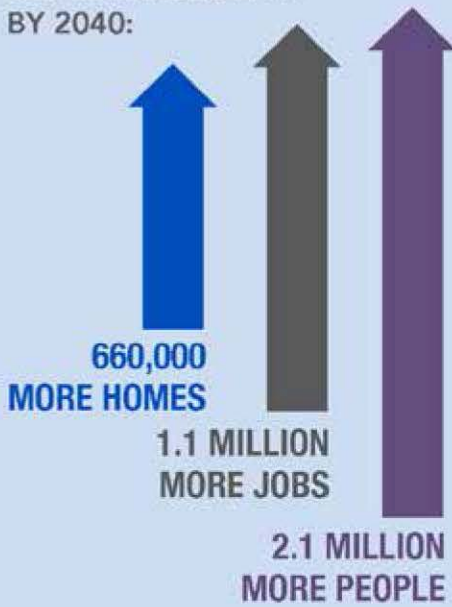


- 1 Skip-stripe lane markings show where to enter and exit the express lane. Some express lanes will allow continuous access like existing carpool (HOV) lanes.
- 2 All vehicles must have a regular or FasTrak® Flex toll tag to drive in the express lane during hours of operation.
- 3 Carpools, vanpools and other eligible vehicles with FasTrak® Flex travel toll-free. Carpool occupancy requirements may vary by lane.
- 4 Pricing signs display the toll to travel to destinations using the express lane. Tolls will vary with traffic levels to encourage smooth traffic flow and reliable speeds.
- 5 Electronic toll tag readers automatically charge the appropriate tolls to a vehicle's FasTrak® account. Like at Bay Area bridges, license plate cameras prevent cheating and support enforcement.
- 6 Solid double-stripe lane markings show where it is illegal to enter and exit the express lane. It is illegal to cross the solid double-stripe lines at any time. These access limitations improve traffic flow.



**WHY EXPRESS LANES?**

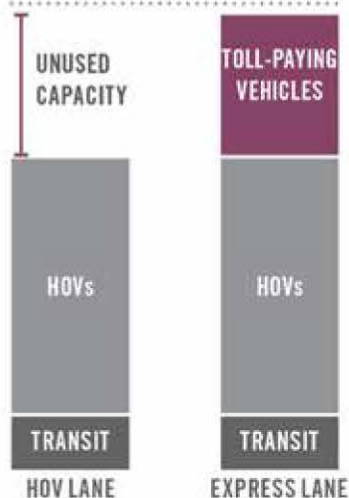
**BAY AREA GROWTH BY 2040:**



**HOW EXPRESS LANES HELP:**

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

**LANE CAPACITY**



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

# Active Transportation Program Starts Rolling

The state's new Active Transportation Program (ATP), established in 2013, provides approximately \$130 million per year in state and federal funds for capital improvements and programs to make bicycling and walking a safer and more attractive option throughout California. The California Transportation Commission (CTC) administers the statewide portion of the program, while MTC administers the regional component for the Bay Area.

## First Round of Active Transportation Program

In December 2014, the CTC approved the first round of ATP projects, investing almost \$370 million in 265 projects with a total cost of \$1 billion.

From the statewide portion of ATP, the Bay Area received \$26 million for 11 projects. This amount was supplemented by the Regional ATP Program, which provided an additional \$31 million to the Bay Area.

Out of 127 applications totaling over \$200 million in requests, MTC approved 11 projects, including the following:

- Bicycle/Pedestrian Crossing in Santa Rosa at SMART Railroad Tracks (\$8 million)
- Lake Merritt to Bay Trail Gap Closure in Oakland (\$3.2 million)
- City of San Mateo's Safe Routes to Schools Program (\$2.5 million)



ATP encourages bicycling and walking, especially for children traveling to school. (Photo: Kit Morris)

## New Cycle of Funds Available

Planning is already underway on an update to the ATP Guidelines and the next call for projects beginning in fiscal year 2016-17. Based on the CTC schedule at the time this report was published, CTC will issue a call for projects in late March, with applications due May 31, 2015. The Regional ATP program will follow closely behind in the fall.



MTC committed \$3.2 million to a project connecting Lake Merritt to the Bay Trail. (Photo: <http://oakland12thstreetproject.blogspot.com> ©Erik Neiman)



ATP's broad spectrum of projects benefit many types of active transportation users. (Photo: Karl Neilsen)

## Bay Area Bike Share Expanding

Launched in 2013, Bay Area Bike Share began as a pilot program with 700 bicycles available at kiosk stations in San Francisco and the South Bay (Redwood City, Mountain View, Palo Alto and San Jose). The program's success has led to interest by other cities; plans are underway to expand the program.

### How Does it Work?

Bike sharing is similar to car sharing but it offers a unique feature for short point-to-point trips, providing users the ability to pick up a bicycle at any self-serve bike station and return it to any bike station located within the system's service area. The Bay Area Bike Share system includes a fleet of tamper- and vandalism-proof bicycles that employ radio-frequency identification key fobs and wireless technology to coordinate and track bicycle pick-up, drop-off and subscriber information.

### Funding Provided by MTC and Air District

The majority of the program's funding to date has come from MTC, which has committed almost \$16 million in federal Congestion Mitigation and Air Quality funds and nearly \$8 million in regional ATP funds in the pilot and expansion phase of the project. The Bay Area Air Quality Management District (Air District), the initial administrator of the program, has also been a major funding partner, investing almost \$3 million in the program's pilot phase.



### Bike Share by the Numbers

<b>700</b> Bikes
<b>70</b> Kiosks
<b>5</b> Cities
<b>200,000+</b> Total Trips
<b>4,500+</b> Annual Members
<b>25,000</b> Casual Members
<b>778</b> Average Rides per Day
<b>\$88</b> Annual Membership Cost



San Francisco Mayor Ed Lee and MTC Commissioner Scott Wiener got into the spirit of the BikeShare Launch.

### Strategic Plan to Help Chart Next Steps

While the Air District was the administrator of the pilot phase of Bay Area Bike Share, MTC and the Air District agree that MTC, as the regional transportation agency, should now take the lead. To ensure a smooth rollout of the program, MTC has hired a firm to assist with development of a strategic plan, which will include ridership and cost analyses, expansion and implementation strategies, funding requirements, and equity and outreach recommendations.

# MTC Programs Keep Bay Area on the Move

## 511: The Go-To Source for Getting There

MTC's award-winning traveler information system broke usage records once again in 2014 as Bay Area residents turned to 511 for help navigating their way around the region. In particular,

- The strengthening economy created more crowded commute routes.
- Late year political protests forced temporary closures of freeways and transit systems alike.
- The opening of Levi's Stadium in Santa Clara spurred many of the San Francisco 49ers Faithful to investigate new game day travel options.



Fueled in part by a major winter storm and protest activities in San Francisco and the East Bay, the 511 Traffic page at 511.org in December 2014 set a new one-month activity record with 1.1 million visits, while the 511 mobile app registered more than 156,000 visits the same month. The mobile app's 377,000 visits in the October-December quarter exceeded the previous quarterly record by more than 40 percent.



## More Bay Area Drivers Get on FasTrak®

MTC's FasTrak electronic toll collection program maintained its double-digit growth rate in 2014, with the number of active accounts jumping nearly 15 percent from just under 1.4 million in January 2014 to nearly 1.6 million at year-end.

Some 70 percent of all motorists crossing the region's seven state-owned toll bridges during peak hours now pay their tolls with FasTrak, which can be used in every lane of the region's toll bridges and on the Express Lanes on southbound Interstate 680 in Alameda and Santa Clara counties, and the Interstate 880/State Route 237 interchange in Santa Clara County. With the opening of new Express Lanes on Interstate 580 in eastern Alameda County in late 2015, MTC will soon make available the switchable FasTrak Flex® tags now used by travelers on the Interstate 10 and Interstate 110 Express Lanes in Los Angeles County.

## FasTrak® Share of Traffic on State-Owned Bridges

Bridge	Percent Share
Antioch	55%
Benicia-Martinez	67%
Carquinez	63%
Dumbarton	69%
Richmond-San Rafael	71%
San Francisco-Oakland Bay Bridge	74%
San Mateo-Hayward	70%

\*Peak Periods of 5 a.m. to 10 a.m. and 3 p.m. to 7 p.m. weekdays

## Clipper® — It's All You Need to Ride Transit Around the Bay

Clipper®, the all-in-one regional transit fare payment card launched by MTC in 2010, maintained its steady growth in 2014 as more and more riders embrace the convenience and security of the card. By October 2014, Bay Area residents and visitors alike were using Clipper to pay over 780,000 transit fares each weekday.



The new mascot Clip gets the word out about the Clipper card on Youtube.

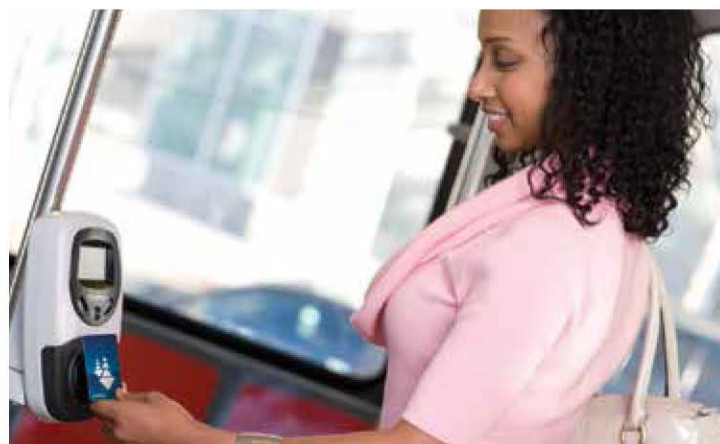
Named for the sleek clipper ships that provided the fastest trips to Gold Rush-era San Francisco, the Clipper card streamlines Bay Area transit by simplifying fare transactions. Commuters no longer need to carry correct change or buy multiple tickets for different transit systems. Passengers can obtain Clipper cards online or at almost 500 retail locations, add value to their cards automatically from a bank account or credit card, and access automated online service 24/7.

### Transit Benefits Loaded Directly Onto Clipper

Employers who provide transit benefits can automatically load the value directly onto their employees' Clipper cards, making transit even easier to use.

### The Next Generation

Today, Clipper serves 13 transit operators which collectively carry over 95 percent of the Bay Area's transit riders. In 2015, MTC is turning our attention to the next generation of Clipper that will launch in 2020, soliciting feedback from customers and the general public at [futureofclipper.com](http://futureofclipper.com).



# 22,354,963

Clipper boardings on Bay Area transit systems in October 2014



# \$44,159,825

Amount of Clipper-generated fare revenue collected in October 2014

# Vital Signs Monitor Bay Area's Performance

MTC in January 2015 launched a new initiative to track the Bay Area's progress toward reaching key transportation, land use, environmental and economic policy goals. The Vital Signs initiative measures a wide range of indicators to gauge the performance of our dynamic region.

Vital Signs' first phase examined nearly 20 different transportation indicators. Want to know which Bay Area highway has the most potholes? Whether more people ride Caltrain or VTA? How the pavement in Vallejo compares to that in San Jose? The Vital Signs website provides an overview of each performance area — with links to pages for individual performance measures.

## VITAL SIGNS



Transportation



Land Use



Economy



Environment

[vitalsigns.mtc.ca.gov](http://vitalsigns.mtc.ca.gov)

Topics to be covered in the next phases of Vital Signs include:



### Land Use (March 2015)

- Residential locations
- Employment locations
- Housing construction
- Greenfield development



### Economy (March 2015)

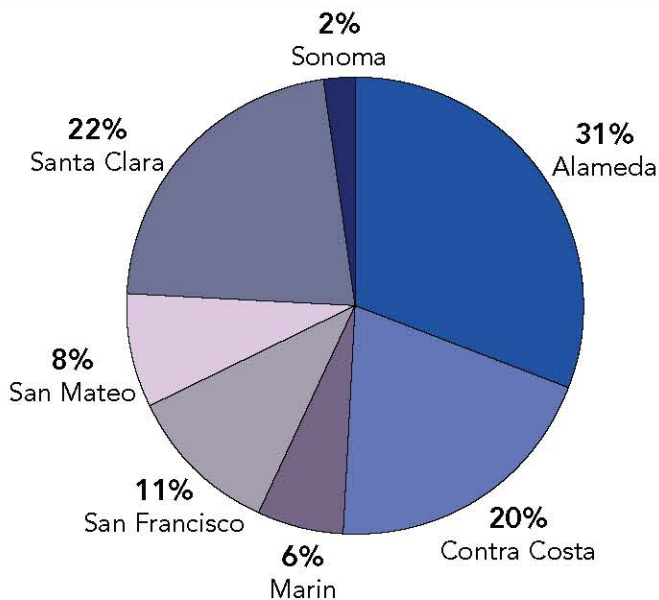
- Job creation by industry
- Unemployment rate by industry
- Workforce participation by age
- Household income distribution
- Median housing unit price
- Poverty rates



### Environment (June 2015)

- Bay fill/restoration
- Commercial growth in areas vulnerable to sea level rise
- Gasoline sales
- Particulate matter concentrations

### Recurrent Weekday Freeway Delay by County\*



Source: INRIX/Iteris/MTC, 2013

\* In 2013 Napa and Solano county freeways did not experience recurrent weekday conditions below 35 mph.

# Bay Area's Economic Resurgence Drives Up Congestion

The first of dozens of performance measures to be released by MTC as part of its Vital Signs initiative was a comprehensive report on Bay Area freeway congestion, the first such regionwide analysis since 2009.



The report found a major reshuffling of the region's worst "Top 10" congestion hotspots, as shown below. Other findings from the initial phase of the Vital Signs project include:

- The "mode" share — how commuters get to work (drive alone, carpool, transit, etc.) — has remained remarkably stable for decades.
- Though San Francisco and Santa Clara counties "import" a lot of workers, about two-thirds of Bay Area workers live and work in the same county.
- Less than five percent of freeway miles driven in the Bay Area are affected by severe traffic congestion.

Bay Area Top Ten Congestion Locations, 2013		
2013 RANK		2008 RANK
1	<b>I-80 Eastbound p.m., San Francisco County</b> US 101 to Hillcrest Road	8
2	<b>I-880 Southbound a.m., Alameda County</b> I-238 to Dixon Landing Road	22
3	<b>US 101 Southbound p.m., Santa Clara County</b> Fair Oaks Avenue to Oakland Road	7
4	<b>I-80 Westbound a.m., Alameda County</b> West of CA-4 to Powell Street	1
5	<b>I-680 Northbound p.m., Contra Costa County</b> Bollinger Canyon Road to Treat Boulevard	13
6	<b>I-580 Westbound a.m., Alameda County</b> San Joaquin County line to Fallon Road	6
7	<b>I-680 Northbound p.m., Alameda County</b> ICA-262/Mission Boulevard to CA-84	31
8	<b>I-80 Eastbound p.m., Alameda County</b> W. Grand Avenue to Gilman Street	8
9	<b>CA-24 Eastbound p.m., Alameda/Contra Costa counties,</b> 27th Street to Wilder Road	15
10	<b>US 101 Northbound p.m., San Mateo County</b> Woodside Road to Hillsdale Boulevard	16



# Plan Bay Area: Strategy for Improved Mobility and Greenhouse Gas Reductions

In July 2013, MTC and the Association of Bay Area Governments jointly adopted Plan Bay Area, an integrated transportation and land-use strategy through 2040. This is the region's first long-range plan to meet the requirements of California's landmark greenhouse gas reduction law — Senate Bill 375 (Steinberg, 2008).

The plan sets forth an investment strategy for \$292 billion in funding that the region expects through 2040. Plan Bay Area anticipates that the Bay Area's population will grow from about 7.3 million today to some 9 million by 2040.

## 2017 Update to Plan Bay Area in the Works

MTC and the Association of Bay Area Governments (ABAG) have already begun work to update Plan Bay Area. Given that the region completed its first such plan in 2013, we won't be starting from scratch. The update — expected to be complete by summer of 2017 — will address several emerging issues, including goods movement, climate change adaptation and sea-level rise.



BART to Silicon Valley is a major project in Plan Bay Area. Pictured above is a rendering of the Berryessa Station and the extension's construction (Photo: Noah Berger).

## "Top 10" Plan Bay Area Investments, by Project

(includes Committed and Discretionary funds)

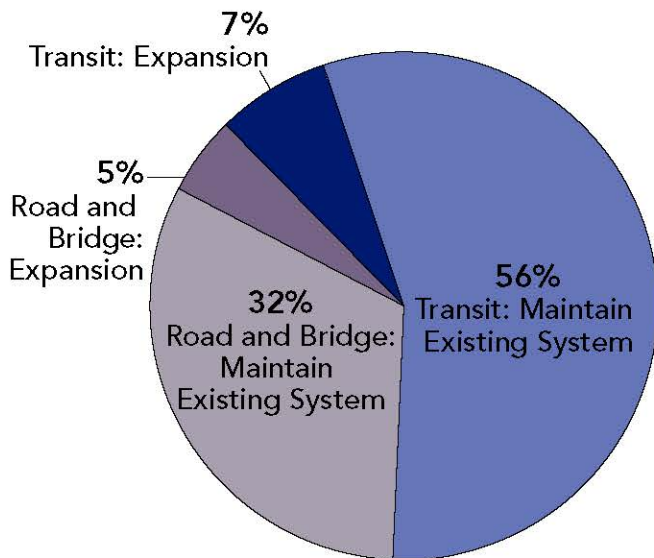
Rank	Project	Investment (YOE* Millions \$)
1	BART to Warm Springs, San Jose and Santa Clara	\$8,341
2	MTC Regional Express Lane Network	\$6,057
3	Transbay Transit Center/Caltrain Downtown Extension (Phases 1 and 2)	\$4,185
4	Integrated Freeway Performance Initiative (FPI)	\$2,729
5	Presidio Parkway/Doyle Drive US 101 seismic replacement	\$2,053
6	Caltrain Electrification and Operational/Service Frequency Improvements	\$1,843
7	SF MUNI Central Subway: King Street to Chinatown	\$1,578
8	Valley Transportation Authority (VTA) Express Lane Network	\$1,458
9	San Jose International Airport Connector	\$753
10	Hunters Point and Candlestick Point: New Local Roads	\$722

\*YOE = Year of Expenditure





**Plan Bay Area Investments by Function**  
\$292 Billion\*



\* Dollars in year of expenditure

Developing a long-range plan for the nine-county San Francisco Bay region is not a simple task. The work will take place over two-and-a-half-years and involve four regional agencies, nine counties, 101 towns and cities, elected officials, planners, stakeholder organizations and the public.

**2017 Plan Update: Preliminary Schedule**

Adopt Goals and Performance Targets	September 2015
Finalize Population, Job and Revenue Forecast	January 2016
Select and Analyze Preferred Scenario	Summer 2016
Adopt Plan and Environmental Impact Report	Summer 2017

**Public Participation**

Public participation is critical to ensure an open process, in which all interested residents have the opportunity to offer input and share their vision for what the Bay Area should look like decades from now.

MTC is committed to reaching a wide range of audiences as we develop the update, making use of social media, focus groups, and online surveys.

Visit [www.PlanBayArea.org](http://www.PlanBayArea.org) to stay up to date on this effort.



**Over 5,000 people actively participated in Plan Bay Area online surveys, meetings and other public engagement efforts.**



MTC worked with community-based organizations to hold focus groups in traditionally under-represented communities to provide input on Plan Bay Area. (Photo: Noah Berger)

# Preserving the Bay Area’s Transit Systems Is Top Priority in Plan Bay Area

MTC directs 88 percent of available regional, state and federal funds to keeping the current transportation system in working order, with 56 percent dedicated to maintaining and operating our transit systems and 32 percent dedicated to maintaining our roadway and bridge network.

While our current long-range plan fully funds existing transit service levels over the 28-year period, there remains a \$17 billion shortfall to achieve an optimal state of good repair for our transit systems, as shown below.

## Transit Core Capacity Challenge Grant Program

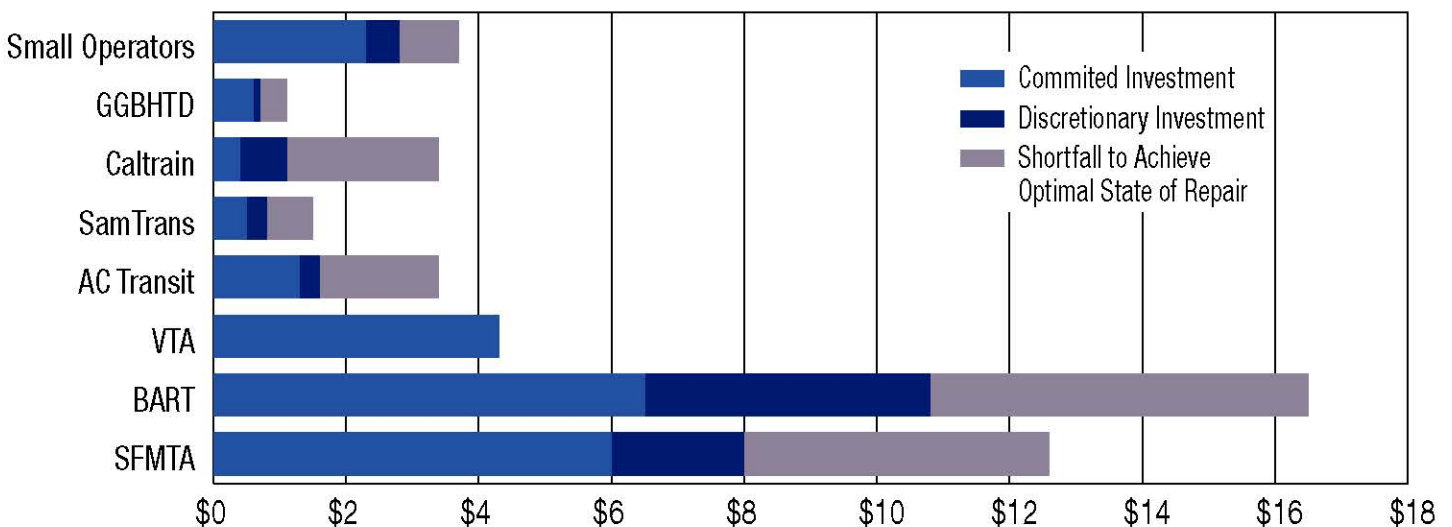
In response to this transit capital funding shortfall, in December 2013 the Commission established a \$7.5 billion Transit Core Capacity Challenge Grant Program focused on the capital modernization needs of the region’s three largest transit operators

Plan Bay Area’s infill and transit-oriented growth strategy depends on a well-maintained and robust transit system.



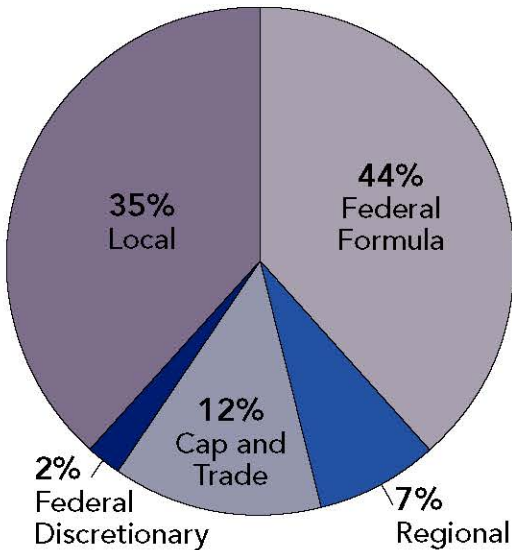
— AC Transit, BART and San Francisco MTA, which carry over 80 percent of the region’s passengers as well as more than three-quarters of the minority and low-income passengers. The plan dedicates

**Transit Capital Funding and Remaining Needs, 2013–2040**  
(In Billions)\*



\* Dollars in year of expenditure

### Transit Core Capacity Challenge Grant Funding Plan



\$4.9 billion towards fleet replacement, helping to ensure the reliability of transit service into the future. This program:

- Leverages federal formula funds with regional and local contributions, including state Cap and Trade funds.
- Accelerates and solidifies funding for fleet replacement projects and identifies new funding for key enhancement projects.
- Requires that participating operators meet performance objectives to improve their cost effectiveness.

Passengers crowd onto the systems operated by AC Transit, BART and San Francisco MTA, the focus of the region's core capacity challenge grant program.

# Bay Area Partnership

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

## Transit Operators

Alameda-Contra Costa Transit District (AC Transit)

David J. Armijo 510.891.4793

Bay Area Rapid Transit District (BART)

Grace Crunican 510.464.6060

Bay Area Water Emergency Transit Authority

Nina Rannells 415.291.3377

Central Contra Costa Transit Authority (County Connection)

Rick Ramacier 925.680.2050

Eastern Contra Costa Transit Authority (Tri Delta)

Jeanne Krieg 925.754.6622

Fairfield and Suisun Transit (FAST)

Nathaniel Atherstone 707.434.3804

Golden Gate Bridge, Highway & Transportation District

Denis J. Mulligan 415.923.2203

Livermore Amador Valley Transit Authority (WHEELS)

Michael Tree 925.455.7555

Marin Transit

Nancy Whelan 415.226.0855

San Francisco Municipal Transportation Agency (SFMTA)

Edward D. Reiskin 415.701.4720

San Mateo County Transit District (SamTrans)/ Peninsula Corridor Joint Powers Board (Caltrain)

Michael J. Scanlon 650.508.6221

Santa Clara Valley Transportation Authority (VTA)

Nuria I. Fernandez 408.321.5559

Santa Rosa Transit

Anita Winkler 707.543.3330

Solano County Transit (SolTrans)

Mona Babauta 707.648.4047

Sonoma County Transit

Bryan Albee 707.585.7516

Transbay Joint Powers Authority

Maria Ayerdi-Kaplan 415.597.4620

Western Contra Costa Transit Authority

Charles Anderson 510.724.3331

## Airports and Seaports

Port of Oakland

Chris Lytle 510.627.1100

Livermore Municipal Airport

Leander Hauri 925.960.8220

## Regional Agencies

Association of Bay Area Governments

Ezra Rapport 510.464.7927

Bay Area Air Quality Management District

Jack P. Broadbent 415.749.5052

Metropolitan Transportation Commission

Steve Heminger 510.817.5810

San Francisco Bay Conservation and Development Commission

Larry Goldzband 415.352.3600

## Congestion Management Agencies

Alameda County Transportation Commission

Arthur L. Dao 510.208.7402

Contra Costa Transportation Authority

Randell H. Iwasaki 925.256.4724

Transportation Authority of Marin

Dianne Steinhauer 415.226.0815

Napa County Transportation and Planning Agency

Kate Miller 707.259.8634

San Francisco County Transportation Authority

Tilly Chang 415.522.4800

City/County Association of Governments of San Mateo County

Sandy L. Wong 650.599.1406

Santa Clara Valley Transportation Authority (VTA)

John Ristow 408.321.5713

Solano Transportation Authority

Daryl K. Halls 707.424.6007

Sonoma County Transportation Authority

Suzanne Smith 707.565.5373

## Public Works Departments

City of San Jose

Hans Larsen 408.535.3850

County of Sonoma

Susan Klassen 707.565.3580

County of Alameda

Daniel Woldesenbet 510.670.5456

City of San Mateo

Larry A. Patterson 650.522.7303

## State Agencies

California Air Resources Board

Richard Corey 916.322.2990

California Highway Patrol, Golden Gate Division

Avery Browne 707.648.4180

California Transportation Commission

Will Kempton 916.654.4245

Caltrans

Malcolm Dougherty 916.654.6130

Caltrans District 4

Bijan Sartipi 510.286.5900

## Federal Agencies

Environmental Protection Agency, Region 9

Jared Blumenfeld 415.947.8702

Federal Highway Administration, California Division

Vincent Mammano 916.498.5015

Federal Transit Administration, Region 9

Leslie T. Rogers 415.744.3133

# Metropolitan Transportation Commission

## COMMISSIONERS

Amy Rein Worth, Chair  
*Cities of Contra Costa County*

Dave Cortese, Vice Chair  
*Santa Clara County*

Alicia C. Aguirre  
*Cities of San Mateo County*

Tom Azumbrado  
*U.S. Department of Housing and Urban  
Development*

Jason Baker  
*Cities of Santa Clara County*

Tom Bates  
*Cities of Alameda County*

David Campos  
*City and County of San Francisco*

Dorene M. Giacopini  
*U.S. Department of Transportation*

Federal D. Glover  
*Contra Costa County*

Scott Haggerty  
*Alameda County*

Anne W. Halsted  
*San Francisco Bay Conservation and  
Development Commission*

Steve Kinsey  
*Marin County and Cities*

Sam Liccardo  
*San Jose Mayor's Appointee*

Mark Luce  
*Napa County and Cities*

Jake Mackenzie  
*Sonoma County and Cities*

Julie Pierce  
*Association of Bay Area Governments*

Bijan Sartipi  
*California State Transportation Agency*

Libby Schaaf  
*Oakland Mayor's Appointee*

James P. Spering  
*Solano County and Cities*

Adrienne J. Tissier  
*San Mateo County*

Scott Wiener  
*San Francisco Mayor's Appointee*

## MTC STAFF

Steve Heminger  
*Executive Director*

Alix Bockelman  
*Deputy Executive Director, Policy*

Andrew B. Fremier  
*Deputy Executive Director, Operations*

Randy Rentschler  
*Director, Legislation and Public Affairs*

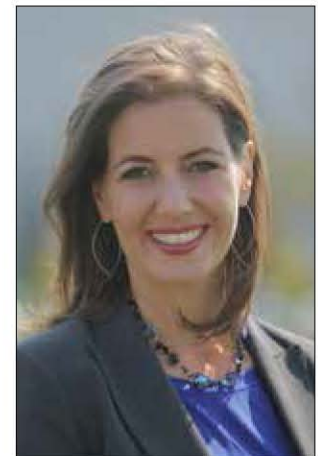
## New Commissioners



Jason Baker  
*Representing the Cities of  
Santa Clara County*



Julie Pierce  
*Representing Association of  
Bay Area Governments*



Libby Schaaf  
*Oakland Mayor's Appointee*

Notes:

---



---



---



---



---



---



---



---



---



---



---



---



---



---



---



---



---



---



---



---



---



---

## Acknowledgments

### PROJECT STAFF

#### Authors

Rebecca Long  
John Goodwin  
Randy Rentschler

#### Editorial Staff

Karin Betts  
Georgia Lambert

#### Graphic Design & Production


Michele Stone

#### Map Design

Peter Beeler

#### Printer

Dakota Press, San Leandro

 Printed on recycled paper

### PHOTO CREDITS

*All photos from MTC Archives  
unless otherwise noted.*

Front Cover  
(top to bottom, left to right)

San Francisco at Dusk  
*iStock/ @canbalci*

Caltrain Baby Bullet  
*MTC Archives*

I-80/SR92 Congestion  
*©Noah Berger*

Circle of Palms at Downtown San Jose  
*Creative Commons/Museum of San  
Jose/Kyle Flood*

Fall Rides/BikeShare Parking  
*Bay Area Bike Share*

Oakland Airport Connector  
*©Noah Berger*





METROPOLITAN TRANSPORTATION COMMISSION

Joseph P. Bort MetroCenter  
101 Eighth Street  
Oakland, California 94607-4700

510.817.5700 tel  
510.817.5848 fax  
510.817.5769 tty/tdd

[info@mtc.ca.gov](mailto:info@mtc.ca.gov)  
[www.mtc.ca.gov](http://www.mtc.ca.gov)