

# THE BAY AREA PARTNERSHIP

## Partnership Technical Advisory Committee

May 16, 2016, **1:30 p.m. – 3:30 p.m.**

MetroCenter, **1<sup>st</sup> Floor, Auditorium**

101 - 8<sup>th</sup> Street, Oakland, CA 94607

### AGENDA

- |   | <u>Estimated Time<br/>for Agenda Item</u> |
|---|---|
| 1) Introductions ( <i>Diane Feinstein, Chair</i> )  | <b>1:30 p.m.</b>                          |
| 2) Review of Minutes from the March 21, 2016 PTAC Meeting ( <i>Diane Feinstein, PTAC Chair</i> )  |   |
| 3) Partnership Reports:   |   |
| a) Joint Partnership Local Streets & Roads/ Programming and Delivery Working Group (LSRPDWG)*<br>Chair: Patrick Rivera, San Francisco DPW / Chair: Joel Goldberg, SFMTA<br>( <i>The Joint Partnership Local Streets &amp; Roads/ Programming &amp; Delivery Working Group met on May 12, 2016</i> )   |   |
| b) Partnership Transit Finance Working Group*<br>Chair: Lauren Gradia, Marin Transit<br>( <i>The Partnership Transit Finance Working Group met on May 4, 2016</i> )   |   |
| 4) Committee Member Reports   |   |
| <b><u>INFORMATION ITEMS / OTHER BUSINESS</u></b>  | <b>1:45 p.m.</b>                          |
| 5) TIP Update*<br>( <i>The current TIP can be viewed at: <a href="http://mtc.ca.gov/our-work/fund-invest/transportation-improvement-program">http://mtc.ca.gov/our-work/fund-invest/transportation-improvement-program</a> )</i> )  |   |
| 6) Active Transportation Program (ATP) Cycle 3 Development ( <i>Kenneth Kao; <a href="mailto:kkao@mtc.ca.gov">kkao@mtc.ca.gov</a></i> )<br>( <i>Staff will provide an update on the ATP Cycle 3 development and timeline. Workshop materials distributed at the May regional application workshops are available online at: <a href="http://mtc.ca.gov/our-work/invest-protect/investment-strategies-commitments/protect-our-climate/active-transportation">http://mtc.ca.gov/our-work/invest-protect/investment-strategies-commitments/protect-our-climate/active-transportation</a> under <a href="http://mtc.ca.gov/sites/default/files/ATP3_Workshops_2016-05_final_presentation.pdf">http://mtc.ca.gov/sites/default/files/ATP3_Workshops_2016-05_final_presentation.pdf</a></i> ) |   |
| <b><u>DISCUSSION ITEMS</u></b>  | <b>1:55 p.m.</b>                          |
| 7) Legislative Report ( <i>Rebecca Long, <a href="mailto:rlong@mtc.ca.gov">rlong@mtc.ca.gov</a></i> )<br>( <i>The Legislative Update can be found online at: <a href="http://mtc.ca.gov/file/44801/download?token=g5Me5YC8">http://mtc.ca.gov/file/44801/download?token=g5Me5YC8</a></i> )  |   |
| 8) OBAG 2 Update** ( <i>Mallory Atkinson; <a href="mailto:matkinson@mtc.ca.gov">matkinson@mtc.ca.gov</a></i> )<br>( <i>Staff will present an update on the OBAG 2 program, including an update on discussions regarding a housing displacement policy.</i> )  |   |
| 9) Earmark Repurposing Update* ( <i>Mallory Atkinson; <a href="mailto:matkinson@mtc.ca.gov">matkinson@mtc.ca.gov</a></i> )<br>( <i>Staff will present an update on federal earmarks and the repurposing of lapsing earmarks</i> )   |   |
| 10) Plan Bay Area 2040:   |   |
| a) Plan Bay Area 2040: Scenario Evaluation* ( <i>Adam Noelting; <a href="mailto:anoelting@mtc.ca.gov">anoelting@mtc.ca.gov</a></i> )  |   |
| b) Plan Bay Area 2040: Open Houses* ( <i>Adam Noelting; <a href="mailto:anoelting@mtc.ca.gov">anoelting@mtc.ca.gov</a></i> )  |   |
| 11) Recommended Future Agenda Items (All)   |   |
| 12) Public Comment  |   |

**CONFERENCE CALL-IN:**  
**Dial in: 877.873.8017**  
**Passcode: 9045636**

Partnership Board, TAC and Working Groups							
2016 Tentative Meeting Calendar							
rev. 4/8/16							
(Subject to change. See agendas for final meeting date, time and location)							
Month	Regional Advisory Working Group (RAWG) 1st Floor, Auditorium (9:30a - 11:35a)	Partnership Transit Finance (TFWG) 2nd Floor, Claremont 10:00a - 12:00p)	Partnership Local Streets & Roads (LSRWG) 1st Floor, Room 171, (9:30a - 11:30a)	Partnership Programming & Delivery (PDWG) 1st Floor, Room 171, (9:30a - 11:30a)	Joint Partnership (LSRPDWG) 1st Floor, Room 171, (9:30a - 12:00p)	Partnership Technical Advisory Committee (PTAC) 1st Floor, Auditorium, (1:30p – 3:30p)	Partnership Board Location TBD Time TBD
January	Tue, Jan 26	Wed, Jan 6			Thu, Jan 14	Mon, Jan 25	Fri, Jan 29
February	<del>Tue, Feb 2</del>	Wed, Feb 3	Thu, Feb 11				
March	<del>Tue, Mar 1</del>	Wed, Mar 3	Changed to LSRPDWG		Mon, Mar 21	Mon, Mar 21	Fri, Mar 25
April	Tue, Apr 5	Wed, Apr 6	<del>Thu, Apr 14</del>	<del>Mon, Apr 18</del>		<del>Mon, Apr 18</del>	
May	Tue, May 3	Wed, May 4			Thu, May 12	Mon, May 16	AD HOC
June	Tue, Jun 7	Wed, Jun 1	Thu, Jun 9	Mon, Jun 20		Mon, Jun 20	
July	TBD*	Wed, Jul 6	Thu, Jul 14	Mon, Jul 18		Mon, Jul 18	
August	No Meeting Scheduled	Wed, Aug 3	NO AUGUST PARTNERSHIP MEETINGS				
September	Tue, Sep 6	Wed, Sep 7			Thu, Sep 8	Mon, Sep 19	
October	Tue, Oct 4	Wed, Oct 5	Thu, Oct 13	Mon, Oct 17		Mon, Oct 17	
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**\*\*\* Meeting room locations subject to change upon move to SF\*\*\***

**Changes are highlighted.**

**\*NOTE: The July RAWG meeting date is TBD due to the Independence Day Holiday**

**Please email the appropriate meeting manager if you would like to be added or removed from the distribution list**

RAWG Meeting Manager: Martha Silver, msilver@mtc.ca.gov

TFWG Meeting Manager: Theresa Hannon, thannon@mtc.ca.gov

LSRWG/PDWG/PTAC Meeting Manager: Marcella Aranda, marand@mtc.ca.gov

PARTNERSHIP BOARD: Meeting Manager: Beba Jimenez, bjimenez@mtc.ca.gov

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\* Agenda Items attached

\*\* Agenda Items with attachments to be distributed at the meeting.

MTC Staff Liaison: Contact Kenneth Folan at 510.817.5804 or [kfolan@mtc.ca.gov](mailto:kfolan@mtc.ca.gov) regarding this agenda.

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**可及性和法令第六章:** MTC 根據要求向希望來委員會討論有關事宜的殘疾人士及英語有限者提供服務/方便。需要便利設施或翻譯協助者，請致電 510.817.5757 或 510.817.5769 TDD / TTY。我們要求您在三個工作日前告知，以滿足您的要求。

**Acceso y el Título VI:** *La MTC puede proveer asistencia/facilitar la comunicacion a las personas discapacitadas y los individuos con conocimiento limitado del ingles quienes quieran dirigirse a la Comision. Para solicitar asistencia, por favor llame al numero 510.817.5757 o al 510.817.5769 para TDD/TTY. Requerimos que solicite asistencia con tres dias habiles de anticipacion para poderle proveer asistencia.*

**Meeting Conduct:** In the event that any public meeting conducted by MTC is willfully interrupted or disrupted by a person or by a group or groups of persons so as to render the orderly conduct of the meeting unfeasible, the Chair may order the removal of those individuals who are willfully disrupting the meeting. Such individuals may be subject to arrest. 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 on matters appearing on the agenda.

# PARTNERSHIP TECHNICAL ADVISORY COMMITTEE (PTAC) MINUTES

March 21, 2016

Page 1 of 2

## 1. Introductions

The meeting was called to order and introductions were requested.

## 2. Minutes from the January 25, 2016 Partnership Technical Advisory Committee (PTAC) Meeting

The minutes from the January 25, 2016 PTAC meeting were accepted without objection.

## 3. Partnership Reports

### a. Joint Partnership Local Streets & Roads / Programming & Delivery Working Group (LSRPDWG).

The LSRPDWG met on March 21, 2016. *Seana Gause (SCTA)* reported that the group discussed Caltrans attendance at its meetings and will be writing a formal request on behalf of the Joint Working Group requesting Caltrans to attend the quarterly joint WG meetings.

### b. Partnership Transit Finance Working Group (TFWG)

The TFWG met on March 3. *Diane Feinstein (City of Fairfield)* summarized the meeting. The Group heard updates on the Transit Capital Priorities and the fund estimate.

## 4. Information Items:

### a. TIP Update

*Ross McKeown (MTC)* provided an update and deadlines for the 2015 TIP.

### b. 2016 California Strategic Highway Safety Plan Summits

*Marcella Aranda (MTC)* reported that Caltrans is beginning its implementing phase of its Strategic Highway Safety Plan via six regional safety summits. Oakland will be hosting a summit on April 8, 2016 at the offices of the Alameda County Transportation Commission.

### c. ATP Update

*Ross McKeown (MTC)* reported that the call for projects for both the regional and statewide Cycle 3 ATP program are expected to be released on April 15, with an application deadline of June 15, 2016. The CTC approved the statewide and regional guidelines on March 17. Applicant workshops will be held in late April and early May throughout the region.

### d. US DOT Notices of Funding Opportunities – TIGER 8 and Freight Program

*Kenneth Folan (MTC)* reported that MTC has released a call for projects for regional endorsement for the TIGER 8 program. The deadline is March 21, 2016.

## 5. Discussion Items

### e. Legislative Update

*Rebecca Long (MTC)* provided updates on several proposed bills.

### f. Region's Cap and Trade Framework

*Kenneth Folan (MTC)* summarized the framework along with the staff recommendation. The Commission will consider action on the revised framework in April.

*Comments from attendees:*

- *Transit Operating: Be cautious about making it a competitive program, many agencies are hesitant to completing an application on a program with an uncertain future.*
- *Regarding the Clipper 2: It is nice to see the proposed updates to the technology in Clipper, but it is important not to forget those users that are not technologically connected and still use a computer as opposed to a smart phone.*
- *Expressed concern that such a large amount is being set aside for a program that has yet to establish a budget. Requested that the set aside for Clipper 2 be on hold until a budget is established.*

## **PARTNERSHIP TECHNICAL ADVISORY COMMITTEE (PTAC) MINUTES**

March 21, 2016

Page 2 of 2

- *Requested that representatives for Clipper 2 attend a future meeting to provide an overview of what they are proposing to accomplish and to respond to any questions regarding the project and budgeting.*
  - *The Clipper Executive Board is scheduled to meet on March 28, 2016.*
- *Transit/ Intercity Rail (TIRCP): Would like to see more opportunities for new facilities, not just existing facilities.*

g. 2017 TIP Development

*Ross McKeown (MTC) reported that the deadline to review projects for the 2017 TIP is April 14, 2016.*

h. One Bay Area Grant (OBAG) Cycle 2

*Mallory Atkinson (MTC) provided an update and timeline for the OBAG Cycle 2.*

i. 2016 STIP Preview

*Ross McKeown (MTC) reported that due to the 2016 Fund Estimate being negative, the Region was requested to reduce the program by \$96M to date; MTC has proposed to delay \$71M.*

j. PBA 2040 Project Performance Assessment and State of Good Repair Performance Assessment: Draft Results and Findings

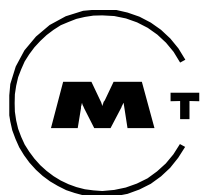
*Dave Vautin, Kristen Carnarius (MTC) summarized the draft results for the Project Performance Assessment and State of Good Repair Performance Assessment and provided a timeline for next steps.*

*Comments from attendees:*

- *The target assessment for employment misses the goal.*
- *Many felt that the development of this Plan does not truly reflect a partnership as MTC is not providing sufficient time for a true collaboration with stakeholders before draft results and/or results are published.*
- *Concerned that tourist traffic, particularly for the North Bay and areas where weekends are peak periods, are not adequately being considered*
  - *Areas where off-peak hours are effectively peak hours should utilize the compelling case process.*
- *Requested that staff consider weighing the issue of “non-peak” congestion more.*

### **Recommended Agenda Items for Future Meetings:**

- *Clipper 2 discussion*



METROPOLITAN  
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JOINT PARTNERSHIP LOCAL STREETS AND ROADS /  
PROGRAMMING AND DELIVERY WORKING GROUP MEETING  
101 - 8<sup>th</sup> St., 1<sup>st</sup> Floor, Room 171  
Thursday, May 12, 2016  
9:30 a.m. – 12:00 p.m.

### AGENDA

<u>Topic</u>	<u>Estimated Time</u>
<b>1. Introductions</b> ( <i>Patrick Rivera, LSRWG Chair/ Joel Goldberg, PDWG Chair</i> )	<b>9:30 a.m.</b>
<hr/>	
<b><u>LSRWG - Focused Items</u></b>	<b>9:40 a.m.</b>
<b>1. Discussion Items:</b>	
A. P-TAP Update ( <i>Christina Hohorst, <a href="mailto:chohorst@mtc.ca.gov">chohorst@mtc.ca.gov</a></i> )	5 min
B. FHWA NPRM: National Performance Management Measures** ( <i>Theresa Romell, <a href="mailto:tromell@mtc.ca.gov">tromell@mtc.ca.gov</a></i> ) ( <a href="https://www.gpo.gov/fdsys/pkg/FR-2016-04-22/pdf/2016-08014.pdf">https://www.gpo.gov/fdsys/pkg/FR-2016-04-22/pdf/2016-08014.pdf</a> )	10 min
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<b><u>Joint LSRPDWG Items</u></b>	<b>10:00 a.m.</b>
<b>1. Review of LSRPDWG Minutes – March 21, 2016*</b> ( <i>Joel Goldberg, PDWG Chair</i> )	5 min
<b>2. Informational Items:</b> ( <i>“Memo Only” unless otherwise noted</i> )	
A. PMP Certification Status* ( <i>Current PMP Certification status is available online at:     <a href="http://mtc.ca.gov/sites/default/files/PMP_Certification_Status_Listing.xlsx">http://mtc.ca.gov/sites/default/files/PMP_Certification_Status_Listing.xlsx</a> )</i> )	
B. Federal Programs Delivery Update** ( <i>Adam Crenshaw; <a href="mailto:acrenshaw@mtc.ca.gov">acrenshaw@mtc.ca.gov</a>/ Marcella Aranda;     <a href="mailto:maranda@mtc.ca.gov">maranda@mtc.ca.gov</a></i> )	5 min
i. FY15-16 Annual Obligation Plan – April Revise**	
C. TIP Update* ( <i>Adam Crenshaw; <a href="mailto:acrenshaw@mtc.ca.gov">acrenshaw@mtc.ca.gov</a></i> ) ( <i>View the Final 2015 TIP at <a href="http://mtc.ca.gov/sites/default/files/final_air_quality_conformity_analysis.pdf">http://mtc.ca.gov/sites/default/files/final_air_quality_conformity_analysis.pdf</a></i> )	5 min
D. Legislative Report ( <i>The Legislative Update can be found online at: <a href="http://mtc.ca.gov/file/44801/download?token=g5Me5YC8">http://mtc.ca.gov/file/44801/download?token=g5Me5YC8</a> )</i> )	
E. Other Information Items:	
<b>3. Discussion Items:</b>	
A. Caltrans Updates:	15 min
i. SSARP Phase 2 Call for Applications and Local HSIP Cycle 8 Webinar - May 19, 2016* ( <a href="http://www.dot.ca.gov/hq/LocalPrograms/HSIP/apply_now.htm">http://www.dot.ca.gov/hq/LocalPrograms/HSIP/apply_now.htm</a> )	
ii. New Caltrans Web Page: Consultant Selection and Procurement* ( <a href="http://www.dot.ca.gov/hq/LocalPrograms/AE/index.htm">http://www.dot.ca.gov/hq/LocalPrograms/AE/index.htm</a> )	
iii. Caltrans 2015 Construction Contract Standards Webinar – May 18, 2016* ( <a href="https://www.eventbrite.com/e/2015-construction-contract-standards-tickets-24663596481">https://www.eventbrite.com/e/2015-construction-contract-standards-tickets-24663596481</a> )	
iv. Caltrans Quarterly Reports Update – ( <i>Waddah Al-Zireeni, CDLA</i> )	
B. PBA2040: Updated County Project/ Program Targets* ( <i>William Bacon; <a href="mailto:wbacon@mtc.ca.gov">wbacon@mtc.ca.gov</a></i> )	5 min
C. Statewide Needs Assessment Update ( <i>Theresa Romell; <a href="mailto:tromell@mtc.ca.gov">tromell@mtc.ca.gov</a></i> )	10 min
D. Other Discussion Items ( <i>All</i> )	5 min

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**PDWG - Focused Items**

**11:15 a.m.**

**1. Informational Items:**

- A. Active Transportation Program (ATP) Cycle 3 Update (*Kenneth Kao; [kkao@mtc.ca.gov](mailto:kkao@mtc.ca.gov)*) 5 min  
(*Staff will provide an update on the ATP Cycle 3 development and timeline. Workshop materials distributed at the May regional application workshops are available online at: <http://mtc.ca.gov/our-work/invest-protect/investment-strategies-commitments/protect-our-climate/active-transportation> under [http://mtc.ca.gov/sites/default/files/ATP3 Workshops 2016-05 final presentation.pdf](http://mtc.ca.gov/sites/default/files/ATP3_Workshops_2016-05_final_presentation.pdf))*)

**2. Discussion Items:**

- A. Proposed Annual Obligation Plan Requirements\* (*Ross McKeown; [rmckeown@mtc.ca.gov](mailto:rmckeown@mtc.ca.gov)*) 10 min  
B. 2016 STIP Update\* (*Kenneth Kao; [kkao@mtc.ca.gov](mailto:kkao@mtc.ca.gov)*) 10 min  
C. Earmark Repurposing\* (*Mallory Atkinson; [matkinson@mtc.ca.gov](mailto:matkinson@mtc.ca.gov)*) 10 min

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**Recommended Agenda Items for Next Meeting: (All)**

**5 min**

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**CONFERENCE CALL-IN:**

**Dial in: 877.873.8017**

**Passcode: 9045636**

**Partnership Board, TAC and Working Groups**

**2016 Tentative Meeting Calendar**

rev. 4/8/16

(Subject to change. See agendas for final meeting date, time and location)

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\* = Attachment in Packet      \*\* = Handouts Available at Meeting

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METROPOLITAN  
TRANSPORTATION  
COMMISSION

## TRANSIT FINANCE WORKING GROUP (TFWG) MEETING AGENDA

WEDNESDAY, MAY 4, 2016, 10:00 A.M. – 12:00 P.M.  
METROCENTER, CLAREMONT CONFERENCE ROOM  
101 EIGHTH STREET, OAKLAND, CA 94607

**Estimated Time**

### Information Items / Other Items of Business:

- |  |       |
|--|-------|
| 1. Introductions   | 3 min |
| 2. Approval of April 6, 2016 Minutes*  | 2 min |
| 3. Legislative Update ( <i>Rebecca Long, MTC</i> )   | 5 min |
| 4. FTA Notices* ( <i>Glen Tepke, MTC</i> )   | 5 min |
| a. New Environmental Q&As  |       |
| b. FTA's Best Practices Procurement Manual Update  |       |
| c. TOD Planning NOFA   |       |
| d. Proposed Buy America Guidance   |       |
| e. FRA NOFO Rail Infrastructure Safety Upgrades  |       |
| 5. Clarification on Lifeline and JARC Projects in FTA 5307 Grants* ( <i>Glen Tepke, MTC</i> )    | 5 min |
| 6. Revisions to Period of Performance Milestones in FTA Grants ( <i>Ted Matley, FTA</i> )        | 5 min |
| 7. TIP Update* ( <i>Adam Crenshaw, MTC</i> )   | 5 min |
| 8. Prop 1B Update: Transit (PTMISEA) and Transit Security (CTSGP)* ( <i>Kenneth Folan, MTC</i> ) | 5 min |
| 9. FY 2016-17 Fund Estimate and STA Update* ( <i>William Bacon, MTC</i> )                        | 5 min |
| 10. TPI Incentive and Investment Update* ( <i>Melanie Choy, MTC</i> )                            | 5 min |
| 11. Zero Emission Bus Update* ( <i>Glen Tepke, MTC</i> )   | 5 min |
| 12. TCP FY16 Program Update* ( <i>Glen Tepke, MTC</i> )  | 5 min |

### Discussion Items

- |  |        |
|--|--------|
| 13. Cap and Trade Framework: Spring 2016 TIRCP Funding Cycle Regional Endorsements*<br>( <i>Kenneth Folan, MTC</i> ) | 10 min |
| 14. TCP Policy Update for Next Program Cycle** ( <i>Glen Tepke, MTC</i> )  | 15 min |
| 15. Recommended Future Agenda Items ( <i>All</i> )   |        |

### Next Transit Finance Working Group Meeting:

Wednesday, June 1, 2016

10:00 A.M. – 12:00 P.M.

(Location TBD due to MTC move to SF)

\* = Attachment in Packet \*\* = Handouts Available at Meeting

Chair: Lauren Gradia, Marin Transit  
Vice-Chair: Chris Andrichak

MTC Staff Liaison: Glen Tepke, MTC

Contact Glen Tepke of MTC at 510-817-5781 or [gtepke@mtc.ca.gov](mailto:gtepke@mtc.ca.gov) if you have questions about this session.

**Partnership Board, TAC and Working Groups  
2016 Tentative Meeting Calendar  
rev. 4/8/16**

**(Subject to change. See agendas for final meeting date, time and location)**

Month	Regional Advisory Working Group (RAWG) 1st Floor, Auditorium (9:30a - 11:35a)	Partnership Transit Finance (TFWG) 2nd Floor, Claremont 10:00a - 12:00p)	Partnership Local Streets & Roads (LSRWG) 1st Floor, Room 171, (9:30a - 11:30a)	Partnership Programming & Delivery (PDWG) 1st Floor, Room 171, (9:30a - 11:30a)	Joint Partnership (LSRPDWG) 1st Floor, Room 171, (9:30a - 12:00p)	Partnership Technical Advisory Committee (PTAC) 1st Floor, Auditorium, (1:30p - 3:30p)	Partnership Board Location TBD Time TBD
January	Tue, Jan 26	Wed, Jan 6			Thu, Jan 14	Mon, Jan 25	Fri, Jan 29
February	<del>Tue, Feb 2</del>	Wed, Feb 3	Thu, Feb 11				
March	<del>Tue, Mar 1</del>	Wed, Mar 3	<b>Changed to LSRPDWG</b>		Mon, Mar 21	Mon, Mar 21	Fri, Mar 25
April	Tue, Apr 5	Wed, Apr 6	<del>Thu, Apr 14</del>	<del>Mon, Apr 18</del>		<del>Mon, Apr 18</del>	
May	Tue, May 3	Wed, May 4			Thu, May 12	Mon, May 16	AD HOC
June	Tue, Jun 7	Wed, Jun 1	Thu, Jun 9	Mon, Jun 20		Mon, Jun 20	
July	TBD*	Wed, Jul 6	Thu, Jul 14	Mon, Jul 18		Mon, Jul 18	
August	No Meeting Scheduled	Wed, Aug 3	NO AUGUST PARTNERSHIP MEETINGS				
September	Tue, Sep 6	Wed, Sep 7			Thu, Sep 8	Mon, Sep 19	
October	Tue, Oct 4	Wed, Oct 5	Thu, Oct 13	Mon, Oct 17		Mon, Oct 17	
November	Tue, Nov 1	Wed, Nov 2	Thu, Nov 10	Mon, Nov 21		Mon, Nov 21	
December	Tue, Dec 6	Wed, Dec 7			Thu, Dec 8	Mon, Dec 19	

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**\*\*\* Meeting room locations subject to change upon move to SF\*\*\***

**Changes are highlighted.**

**\*NOTE: The July RAWG meeting date is TBD due to the Independence Day Holiday**

**Please email the appropriate meeting manager if you would like to be added or removed from the distribution list**

RAWG Meeting Manager: Martha Silver, msilver@mtc.ca.gov

TFWG Meeting Manager: Theresa Hannon, thannon@mtc.ca.gov

LSRWG/PDWG/PTAC Meeting Manager: Marcella Aranda, marand@mtc.ca.gov

PARTNERSHIP BOARD: Meeting Manager: Beba Jimenez, bjimenez@mtc.ca.gov

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**METROPOLITAN  
TRANSPORTATION  
COMMISSION**

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## *Memorandum*

TO: Partnership Technical Advisory Committee

DATE: May 16, 2016

FR: Adam Crenshaw

RE: 2015 Transportation Improvement Program (TIP) Update

### **TIP Revisions 15-30 – Amendment (Proposed)**

Amendment 2015-30 makes revisions to 245 projects with a net increase in funding of approximately \$614 million. Among other changes, the revision:

- Archives 214 projects as they have either been completed or all of the funding programmed has been obligated or put into grants;
- Amends five new exempt projects and updates the funding plans of five existing projects to reflect the adoption of Round 4 of the Transit Performance Initiative Incentive Program;
- Combines San Jose’s Coyote Creek Trail Reach 5.3 project with the larger Coyote Creek Trail (Highway 237 to Story Rd.) project and programs \$5.3 million in Regional Active Transportation Program funds to the combined project;
- Updates the funding plan of Golden Gate Bridge, Highway and Transportation District’s Ferry Major Components Rehabilitation project to reflect the award of \$2.2 million in Federal Transit Administration Passenger Ferry Grant Program funds;
- Updates the funding plans of three projects to reflect changes in the Transit Capital Priority Program;
- Updates the funding plan of MTC’s Regional Planning Activities and PPM project to reflect the programming of \$48.6 million in Surface Transportation Program funds from Cycle 2 of the One Bay Area Grant Program;
- Amends the City/County Association of Governments of San Mateo County’s non-exempt US-101 High-Occupancy Vehicle/High-Occupancy-Toll Lane from Santa Clara County Line to I-380 project into the TIP with \$9.4 million in Regional Transportation Improvement Program funds and \$161 million in uncommitted funding to show the full cost of the project; and
- Updates the funding plans and back-up listings of the Local Highway Bridge Program grouped listing and six SHOPP grouped listings and amends one SHOPP funded grouped listing into the TIP to reflect the latest information from Caltrans.

Changes made with this revision do not affect the air quality conformity finding or conflict with the financial constraint requirements. Commission approval is expected on May 25, 2016, Caltrans approval is expected in mid-June, 2016, and final federal approval is expected in mid-July, 2016.

### **TIP Revisions 15-29 – Amendment (Proposed)**

Amendment 2015-29 makes revisions to 17 projects with a net increase in funding of approximately \$16 million. Among other changes, the revision:

- Amends one new, exempt Active Transportation Program funded project into the TIP;
- Amends two new grouped listings into the TIP with \$10.3 million in Federal Lands Access Program and \$2.5 million in Federal Lands Transportation Program funds;

- Amends two new, exempt Surface Transportation Program (STP) funded projects into the TIP and updates the funding plan of one STP funded project to reflect changes to Santa Clara County's Priority Development Area Planning program;
- Updates the funding plan of the Ferry Service to Port Sonoma project to reprogram earmark funds from prior years to fiscal year 2016-17;
- Updates the funding plans of four existing projects, amends two new exempt projects into the TIP and deletes one project from the TIP to reflect changes in the Transit Capital Priorities program; and
- Archives two projects as their funding have been put into grants.

Changes made with this revision do not affect the air quality conformity finding or conflict with the financial constraint requirements. Commission approval was received on April 27, 2016, Caltrans approval is expected in mid-May, 2016, and final federal approval is expected in mid-June, 2016.

**TIP Revision 15-28 – Administrative Modification (Pending)**

Administrative Modification 15-28 is under development.

**TIP Revisions 15-27 – Amendment (Proposed)**

Amendment 2015-27 makes revisions to 42 projects with a net increase in funding of approximately \$97 million. Among other changes, the revision:

- Amends nine new exempt and two new non-exempt not regionally significant projects into the TIP and updates two existing projects to reflect the recent adoption of Cycle 2 of the Active Transportation Program;
- Amends one new exempt project into the TIP funded by Cycle 1 of the Active Transportation Program;
- Deletes one project and amends four new exempt and one new non-exempt-not regionally significant projects into the TIP to reflect the recent adoption of the Surface Transportation Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) One Bay Area Grant Cycle 1 (OBAG1) Climate Initiatives Program – Parking Management and Transportation Demand Management Program;
- Amends one new exempt project into the TIP and updates the funding plans of two existing projects to reflect other changes in the STP/CMAQ OBAG1 program;
- Amends seven new exempt projects into the TIP and updates the funding plans of two existing projects to reflect the adoption of the fiscal year 2016 Transit Capital Priorities Program of Projects; and
- Archives four projects as they have been completed.

Changes made with this revision do not affect the air quality conformity finding or conflict with the financial constraint requirements. Commission approval was received on March 23, 2016, Caltrans approval was received on April 11, 2016, and final federal approval is expected in mid-May, 2016.

**TIP Revision 15-26 – Administrative Modification (Pending)**

Administrative Modification 15-26 is under development.

**TIP Revision 15-25 – Administrative Modification (Approved)**

Administrative Modification 15-25 makes revisions to 14 projects with a net increase in funding of approximately \$2.1 million. Among other changes, this revision:

- Updates the funding plans of three Surface Transportation Program / Congestion Mitigation and Air Quality Improvement (STP/CMAQ) program funded projects to reflect past and planned

obligations including the transfer of \$280,000 in STP from the 511 Traveler Information program to the Freeway Performance Initiative (FPI) program;

- Updates the funding plans of three Transit Capital Priorities funded projects to reflect current project schedules; and
- Combines the scope and funding of the St. John Street Multi-Modal Improvements - Phase 1 and the St. John Bikeway and Pedestrian Improvements projects.

This revision was approved into the FSTIP by the deputy executive director on April 6, 2016.

#### **TIP Revisions 15-24 – Amendment (Approved)**

Amendment 2015-24 makes revisions to 77 projects with a net increase in funding of approximately \$617 million. Among other changes, the revision:

- Amends 21 new projects into the TIP and revises the funding plans of 24 other projects to reflect the adoption of the Fiscal Year 2016, 2017 and 2018 Transit Capital Priorities (TCP) Programs of Projects (POPs) and changes to the Fiscal Years 2014 and 2015 TCP POPs;
- Updates the funding plan and back-up listing of the Highway Bridge Program (HBP) grouped listing and updates the funding plans of eight individually-listed, HBP funded projects to reflect the latest programming information from Caltrans;
- Updates the funding plan and back-up listing of the Highway Safety Improvement Program (HSIP) and amends two new non-exempt, not regionally significant, HSIP funded projects into the TIP based on the latest programming information from Caltrans;
- Updates the funding plan and back-up listing of two State Highway Operations and Protection Program funded grouped listings based on the latest information from Caltrans;
- Amends a previously archived Surface Transportation Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded project back into the TIP and revises the funding plans of that project and two other STP/CMAQ funded projects;
- Amends one Federal Transit Administration (FTA) Transit Oriented Development Planning Program funded project, two new locally funded projects, and one FTA Section 5311 Rural Area Formula Program funded grouped listing into the TIP;
- Deletes one project as it will not continue as a federal project; and
- Archives six projects as they have been completed.

Changes made with this revision do not affect the air quality conformity finding or conflict with the financial constraint requirements. Commission approval was received on January 27, 2016, Caltrans approval was received on February 5, 2016, and final federal approval was received on March 1, 2016.

The 2015 TIP revision schedule (Attachment A) has been posted at the following link:

[http://www.mtc.ca.gov/funding/tip/2015/2015\\_TIP\\_Revision\\_Schedule.pdf](http://www.mtc.ca.gov/funding/tip/2015/2015_TIP_Revision_Schedule.pdf) and project sponsors are requested to submit revision requests before 5:00 PM on the stated deadlines.

Information on TIP revisions is also available through the TIPINFO notification system (electronic mails). Anyone may sign up for this service by sending an email address and affiliation to: [tipinfo@mtc.ca.gov](mailto:tipinfo@mtc.ca.gov). FMS is available at the following link: <http://fms.mtc.ca.gov/fms/>. Projects in all the revisions can be viewed at: <http://www.mtc.ca.gov/funding/tip/2015/revisions.htm>.

If you have any questions regarding any TIP project, please contact Adam Crenshaw at (510) 817-5794 or [acrenshaw@mtc.ca.gov](mailto:acrenshaw@mtc.ca.gov). The Fund Management System (FMS) system has also been updated to reflect the approvals received.

**METROPOLITAN TRANSPORTATION COMMISSION**  
**TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**  
**Tentative 2015 TIP REVISION SCHEDULE - Sorted by Revision Request Submission Deadline**  
**4/26/2016**

REVISION TYPE	REVISION NUMBER	REVISION REQUEST SUBMISSION DEADLINE	MTC APPROVAL*	STATE APPROVAL*	FEDERAL APPROVAL*	APPROVAL STATUS	TIP REVISION FINAL APPROVAL DATE
2015 TIP Update	15-00	Mon, Apr 28, 2014	Wed, Sep 24, 2014	Fri, Nov 14, 2014	Mon, Dec 15, 2014	Approved	Mon, Dec 15, 2014
Amendment	15-02	Sat, Nov 1, 2014	Wed, Dec 17, 2014	Fri, Jan 9, 2015	Mon, Feb 2, 2015	Approved	Mon, Feb 2, 2015
Admin Mod	15-01	Fri, Nov 14, 2014	Mon, Dec 22, 2014	N/A	N/A	Approved	Mon, Dec 22, 2014
Admin Mod	15-03	Thu, Jan 1, 2015	Mon, Feb 9, 2015	N/A	N/A	Approved	Mon, Feb 9, 2015
Amendment	15-06	Thu, Jan 1, 2015	Wed, Feb 25, 2015	Fri, Feb 27, 2015	Tue, Apr 7, 2015	Approved	Tue, Apr 7, 2015
Admin Mod	15-04	Sun, Feb 1, 2015	Wed, Feb 25, 2015	N/A	N/A	Approved	Wed, Feb 25, 2015
Admin Mod	15-05	Sun, Mar 1, 2015	Thu, April 2, 2015	N/A	N/A	Approved	Thu, April 2, 2015
Amendment	15-09	Sun, Mar 1, 2015	Wed, Apr 22, 2015	Thu, May 7, 2015	Wed, Jun 3, 2015	Approved	Wed, Jun 3, 2015
Admin Mod	15-07	Wed, Apr 1, 2015	Tue, May 5, 2015	N/A	N/A	Approved	Tue, May 5, 2015
Amendment	15-11	Wed, Apr 1, 2015	Wed, May 27, 2015	Fri, Jun 5, 2015	Mon, Jun 29, 2015	Approved	Mon, Jun 29, 2015
Admin Mod	15-08	Fri, May 1, 2015	Mon, Jun 1, 2015	N/A	N/A	Approved	Mon, Jun 1, 2015
Admin Mod	15-10	Mon, Jun 1, 2015	Thu, Jul 2, 2015	N/A	N/A	Approved	Thu, Jul 2, 2015
Amendment	15-14	Mon, Jun 1, 2015	Wed, Jul 22, 2015	Tue, Jul 28, 2015	Wed, Aug 19, 2015	Approved	Wed, Aug 19, 2015
Air Quality Conformity Amendment	15-18	Mon, Jun 1, 2015	Wed, Sep 23, 2015	Mon, Oct 5, 2015	Thu, Oct 29, 2015	Approved	Thu, Oct 29, 2015
Admin Mod	15-12	Wed, Jul 1, 2015	Fri, Jul 31, 2015	N/A	N/A	Approved	Fri, Jul 31, 2015
Admin Mod	15-13	Sat, Aug 1, 2015	Fri, Aug 28, 2015	N/A	N/A	Approved	Fri, Aug 28, 2015
Amendment	15-17	Sat, Aug 1, 2015	Wed, Sep 23, 2015	Mon, Oct 5, 2015	Thu, Oct 29, 2015	Approved	Thu, Oct 29, 2015
Admin Mod	15-15	Tue, Sep 1, 2015	Mon, Oct 5, 2015	N/A	N/A	Approved	Mon, Oct 5, 2015
Admin Mod	15-16	Thu, Oct 1, 2015	Wed, Nov 4, 2015	N/A	N/A	Approved	Wed, Nov 4, 2015
Amendment	15-21	Thu, Oct 1, 2015	Wed, Nov 18, 2015	Fri, Dec 4, 2015	Tue, Jan 12, 2016	Approved	Tue, Jan 12, 2016
Admin Mod	15-19	Sun, Nov 1, 2015	Wed, Dec 2, 2015	N/A	N/A	Approved	Wed, Dec 2, 2015
Admin Mod	15-20	Tue, Dec 1, 2015	Thu, Jan 7, 2016	N/A	N/A	Approved	Thu, Jan 7, 2016
Amendment	15-24	Tue, Dec 1, 2015	Wed, Jan 27, 2016	Fri, Feb 5, 2016	Tue, Mar 1, 2016	Approved	Tue, Mar 1, 2016
Admin Mod	15-22	Fri, Jan 1, 2016	Wed, Feb 10, 2016	N/A	N/A	Approved	Wed, Feb 10, 2016
Admin Mod	15-23	Mon, Feb 1, 2016	Thu, Mar 3, 2016	N/A	N/A	Approved	Thu, Mar 3, 2016
Amendment	15-27	Mon, Feb 1, 2016	Wed, Mar 23, 2016	Mon, Apr 11, 2016	TBD (Estimated 4 weeks after State Approval Date)	Pending	TBD
Admin Mod	15-25	Tue, Mar 1, 2016	Fri, Apr 8, 2016	N/A	N/A	Approved	Fri, Apr 8, 2016
Amendment	15-29	Tue, Mar 1, 2016	Wed, Apr 27, 2016	TBD (Estimated 4 weeks after MTC Approval Date)	TBD (Estimated 4 weeks after State Approval Date)	Pending	TBD
Admin Mod	15-26	Fri, Apr 1, 2016	Fri, Apr 29, 2016	N/A	N/A	Pending	TBD
Amendment	15-30	Fri, Apr 1, 2016	Wed, May 25, 2016	TBD (Estimated 4 weeks after MTC Approval Date)	TBD (Estimated 4 weeks after State Approval Date)	Pending	TBD
Admin Mod	15-28	Fri, Apr 1, 2016	Tue, May 31, 2016	N/A	N/A	Pending	TBD
Admin Mod (FHWA Annual Obligation Plan)	15-31	Thu, Sep 1, 2016	Fri, Sep 30, 2016	N/A	N/A	Pending	TBD

TBD - To Be Determined  
N/A - Not Applicable / Not Required  
The schedule is also available on the MTC's website at: <http://www.mtc.ca.gov/funding/tip/2015>  
Note: \* MTC has delegated authority to approve TIP administrative modifications, and may approve administrative modifications on, prior to, or after the tentative date listed



## Metropolitan Transportation Commission Programming and Allocations Committee

May 11, 2016

Item Number 5

### Federal Earmark Repurposing

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**Subject:** Information on the FHWA earmark repurposing provision included in the Consolidated Appropriations Act, 2016.

**Background:** Section 125 of the Department of Transportation Appropriations Act, 2016 (P.L. No. 114-113) includes a provision that enables States to repurpose earmarks that were appropriated or authorized to be appropriated on or before September 30, 2005 and are less than 10% obligated or completed, final vouchered, and closed.

Repurposed funds can be directed to any new or existing project that is eligible to receive Surface Transportation Block Grant Program (STBGP) funds. The project must also be located within 50 miles of the original earmark designation in the State.

#### Bay Area Earmarks

On March 8, 2016, FHWA released a preliminary list of earmarks impacted by the repurposing provision. This information indicated a balance of \$5.3 billion in unobligated earmarks nationwide, \$605 million in California, and \$109 million in the Bay Area. However, these amounts do not include the obligation limitations that are placed on each earmark at the time of the earmark designation. These limitations can range from 80% to 100% of the total earmark, resulting in up to 20% of the earmark that is never made available to the project sponsor.

Caltrans subsequently released a statewide list incorporating the obligation limitations placed on each earmark that indicates only \$156 million is readily available for repurposing within the state. Of that total, \$33 million is available on earmarks designated within the Bay Area. **Attachment A** lists the Bay Area earmarks that are readily available for repurposing to other eligible projects.

In addition to the earmarks that are readily available for repurposing, there is an additional \$262 million statewide, and \$27 million in the Bay Area, remaining on earmarks that could potentially be repurposed if the earmark projects are closed and vouchered in FHWA's financial management system (FMIS). These projects are actively being implemented, are inactive or delayed, or are complete and approaching closing-out. **Attachment B** lists the Bay Area earmark projects that could potentially be repurposed if the project is closed.

Caltrans has requested that RTPAs and MPOs work with project sponsors to identify the status of all active earmark projects and recommend a list of earmarks to repurpose as part of the statewide repurposing process. Staff is working with project sponsors to compile status information to inform which earmarks should remain on the originally designated project and which earmarks should be repurposed onto other eligible projects.

### **Timeline**

Caltrans has developed a draft timeline for implementing the earmark repurposing provision (**Attachment C**).

Staff is working with Caltrans and FHWA to discuss implementation issues and will continue outreach to CMAs, local agencies, and the Partnership working groups on this topic throughout the spring. Staff will likely return to the Commission in July with a repurposing proposal, in order to meet Caltrans' deadline of August 1 for repurposing requests.

### **Issues:**

**(1) Repurposing Process:** The role of RTPAs/MPOs in the repurposing process has not yet been clarified by Caltrans. The earmark repurposing provision gave the repurposing authority to the States. MTC will continue working with Caltrans and other stakeholders to advocate for a regional role identifying projects to receive repurposed funds.

**(2) Implementation Issues:** The earmark repurposing provision includes a requirement that in order to repurpose an earmark that has been more than 10% obligated, all projects related to that earmark must be final vouchered and closed in FMIS. Many of the region's projects that are more than 10% obligated are still active in FMIS and are not likely to close in time to be available for repurposing. MTC will work with Caltrans staff to prioritize efforts on closing projects with the largest available balances.

**(3) Port Sonoma:** The earmark with the largest available balance in the region, \$18 million, is for "Ferry Service for Port Sonoma." This earmark was added in SAFETEA, however a public sector project sponsor was not identified and the project has not advanced. MTC staff is aware of several competing proposals for repurposing of this earmark. One proposal is to repurpose the funds to pay for a relocated downtown transit center in San Rafael (see attached letter from SMART and Golden Gate Transit). Relocation of part or all of the existing Bettini Transit Center, which serves approximately 9,000 bus riders per day, will be necessary when SMART extends beyond San Rafael to Larkspur, at which time the rail tracks would bisect the existing transit center rendering portions of the center unusable for bus service. Stakeholders have been working to identify a new location and conceptual layout for a relocated facility, however, significant funding is needed to advance and construct the project.

Another proposal is for the earmark to be repurposed to fill a funding gap in the next segment of the Marin Sonoma Narrows project, B2 Phase 2, that would have been filled by STIP funds but for the state's current STIP funding crisis (see attached letter from the County of Sonoma). Segment B2 Phase 2 would add HOV lanes Northbound and Southbound on approximately five miles of Highway 101 between Petaluma and the Marin County Line. The project has environmental clearance and has completed 100% design. Both projects meet the 50-mile radius criteria for earmark repurposing. In addition, MTC staff has been

contacted by other parties regarding this earmark, including the Bay Trail project, US Fish and Wildlife Service, Coastside Land Trust, and Trust for Public Lands.

**Recommendation:** Information. No action required.

**Attachments:**

- Attachment A:** Bay Area Earmarks – Readily Available for Repurposing
- Attachment B:** Bay Area Earmarks – Potentially Available for Repurposing
- Attachment C:** Caltrans’ Draft Timeline
- Attachment D:** Letters Regarding Port Sonoma Earmark

# Bay Area Earmarks - Readily Available for Repurposing

Attachment A

*Earmarks over 10 years old and less than 10% obligated as of December 18, 2015 or closed and final vouchered*

Project Sponsor	Project Name	Legislation	CA Demo ID	Earmark	Obligation Information		Project Balance	
				Final Earmark Amount*	Funds Obligated (as of 12/18/15)	Total Obligation Authority**	Remaining Earmark Amount	Available for Obligation***
ACTC	Construct operational and safety improvements to I- 880 N at 29th Ave. in Oakland.	SAFETEA	532	\$2,002,950	\$1,787,000	\$1,799,800	\$215,950	\$12,800
American Canyon	Complete the Bay Trail along the western edge of the American Canyon Wetlands Edge Bay Trail	SAFETEA	351	\$801,180	\$563,740	\$719,921	\$237,440	\$156,181
Belmont	Builds a pedestrian bridge from Hiller Street to the Bay Trail, Belmont	SAFETEA	309	\$1,962,891	\$1,642,222	\$1,763,804	\$320,669	\$121,582
Brentwood	Vasco Road Safety Improvements, Contra Costa Transportation Authority and the County of Alameda Public Works, California	2005 Sec. 117	303	\$491,964	\$60,894	\$491,964	\$431,070	\$431,070
C/CAG	Conducts environmental review of proposed improvements related to the connection of Dumbarton Bridge to Hwy 101	SAFETEA	633	\$400,590	\$0	\$359,960	\$400,590	\$359,960
CCTA	Contra Costa Co SR4 between Concord & W Pittsburg	STURA/95 APP/TEA-21	015	\$12,904,545	\$12,161,199	\$12,165,654	\$743,346	\$4,455
Concord	Upgrade and extend Commerce Avenue, City of Concord	SAFETEA	355	\$1,602,360	\$0	\$1,439,840	\$1,602,360	\$1,439,840
Danville	Design and Construction Camino Tassajara Crown Canyon to East Town Project, Danville, CA.	SAFETEA	521	\$801,180	\$717,170	\$719,921	\$84,010	\$2,751
Dixon	Dixon: Xing,Rio Vista Bypass Studies (CA) - PE Demo	1991 APP	021	\$200,000	\$182,511	\$200,000	\$17,489	\$17,489
East Palo Alto	Improvements to Bay Rd. and northern access (City of East Palo Alto)	SAFETEA	691	\$6,008,850	\$457,700	\$5,398,836	\$5,551,150	\$4,941,136
Hayward	Upgrade D Street between Grand and Second Streets, Hayward	TEA-21	157	\$922,590	\$839,352	\$844,355	\$83,238	\$5,003
Millbrae	Construct Rte. 101 bicycle/pedestrian overpass at Millbrae Ave. for the San Francisco Bay Trail	SAFETEA	601	\$1,001,475	\$0	\$899,899	\$1,001,475	\$899,899
Newark	Construct overpass on Central Ave. at the railroad crossing in Newark	SAFETEA	414	\$600,885	\$0	\$539,940	\$600,885	\$539,940
North Bay Ferry Service	Ferry Service to Port Sonoma <sup>(1)</sup>	SAFETEA	NA	\$18,205,079	\$0	\$18,205,079	\$18,205,079	\$18,205,079
Oakley	Realign SR 4 within the City of Oakley	SAFETEA	620	\$1,602,360	\$0	\$1,439,840	\$1,602,360	\$1,439,840
Palo Alto	Citywide traffic signal upgrades requiring the installation of hardware and software at 9 major intersections, Palo Alto	SAFETEA	649	\$400,590	\$0	\$359,960	\$400,590	\$359,960
Port of Oakland	Construct Air Cargo Access Road to Oakland International Airport	SAFETEA	360	\$721,062	\$0	\$647,928	\$721,062	\$647,928

Project Sponsor	Project Name	Legislation	CA Demo ID	Earmark	Obligation Information		Project Balance	
				Final Earmark Amount*	Funds Obligated (as of 12/18/15)	Total Obligation Authority**	Remaining Earmark Amount	Available for Obligation***
San Jose	Construct Coyote Creek Trail Project from Story Rd. to Montague Expressway in San Jose	SAFETEA	449	\$2,002,950	\$0	\$1,799,800	\$2,002,950	\$1,799,800
San Jose	Install SiliconValley Smart Corridor project along the I-880 corridor	TEA-21	187	\$2,198,838	\$1,813,889	\$2,012,377	\$384,949	\$198,488
San Leandro	Replace I-880 overpass at Davis St. in San Leandro	SAFETEA	394	\$600,885	\$0	\$539,940	\$600,885	\$539,940
San Leandro	Undertake median improvements along E. 14th St., San Leandro	TEA-21	139	\$768,825	\$695,932	\$703,628	\$72,893	\$7,696
Santa Clara County	Add turn lane and adaptive traffic control system at intersection of San Tomas Expressway and Hamilton Avenue in Campbell	SAFETEA	470	\$1,281,888	\$903,196	\$1,151,872	\$378,692	\$248,677
Solano County	Construct I-80 HOV lanes and interchange in Vallejo	SAFETEA	720	\$2,002,950	\$1,401,973	\$1,799,612	\$600,977	\$397,639
Solano County	Construct I-80 HOV lanes and interchange in Vallejo	SAFETEA	547	\$801,180	\$695,752	\$719,921	\$105,428	\$24,168
VTA	Acquire lands for mitigation adjacent to US 101 as part of Southern Santa Clara County Wildlife Corridor Protection and Scenic Enhancement Project	SAFETEA	568	\$400,590	\$0	\$359,960	\$400,590	\$359,960
VTA	Route 152 Safety Improvements, Santa Clara County, California	2005 Sec. 117	288	\$983,928	\$973,520	\$983,928	\$10,408	\$10,408
	Conduct study of SR 130 realignment project, San Joaquin County and Santa Clara County, CA <sup>(2)</sup>	SAFETEA	739	\$6,014,049	\$0	\$5,439,847	\$6,014,049	\$5,439,847 <sup>(2)</sup>
<b>BAY AREA TOTAL</b>								<b>\$32,631,749</b>

\* Final earmark amounts reflect adjustments such as transfers, rescissions, etc.

\*\* Earmarks are subject to specific annual obligation limitations. The average annual obligation limitation for SAFETEA HPP earmarks is 89.99%.

\*\*\*The amount available for obligation for each project is based on Caltrans best project information. It may change due to additional information and guidance from FHWA.

(1) Earmark must be allocated in FMIS prior to a repurposing request.

(2) Not categorized as an MTC or SJCOG project on Caltrans' list, but funds could potentially be repurposed within the region. The \$5.4 million available is not included in the Bay Area total, and is only listed for informational purposes.

# Bay Area Earmarks - Potentially Available for Repurposing

Attachment B

*Earmarks over 10 years old, more than 10% obligated, and active as of December 18, 2015*

Project Sponsor	Project Name	Legislation	CA Demo ID	Earmark	Obligation Information		Project Balance	
				Final Earmark Amount*	Funds Obligated (as of 12/18/15)	Total Obligation Authority**	Remaining Earmark Amount	Available for Obligation***
Alameda CMA	Upgrade I-680 Corridor, Alameda Co.	TEA-21	CA087	\$7,688,247	\$6,890,506	\$7,036,285	\$797,741	\$145,779
Alameda County CMA	Engineering, right-of-way and construction of HOV lanes on I-580 in the Livermore Valley, California	SAFETEA-LU	CA480	\$9,614,161	\$6,834,779	\$8,639,040	\$2,779,382	\$1,804,261
Alameda County Transportation Improvement Authority	Construct I-580 Interchange Improvements in Castro Valley	SAFETEA-LU	CA452	\$961,416	\$452,387	\$863,904	\$509,029	\$411,517
City of Danville	Design and construction of Camino Tassajara Crown Canyon to East Town Project	SAFETEA-LU	CA741	\$5,011,707	\$3,376,105	\$4,533,205	\$1,635,602	\$1,157,100
City of Dixon	Dixon: Xing,Rio Vista Bypass Studies (CA) - PE Demo (To Improve 3 grade crossings in Dixon)	ISTEA	CA021	\$1,096,920	\$916,904	\$1,096,920	\$180,017	\$180,017
City of East Palo Alto	Bay Road improvements between University Avenue to Fordham, and from Clarke Avenue to Cooley Landing. Northern access improvements between University and Illinois Avenues, East Palo Alto	SAFETEA-LU	CA385	\$4,807,080	\$821,254	\$4,319,521	\$3,985,826	\$3,498,267
City of Livermore	Construct I-580 interchange, Livermore	TEA-21	CA160	\$10,148,485	\$9,248,586	\$9,287,895	\$899,899	\$39,309
City of Menlo Park	Modifies 9 traffic signals between Willow Road and Middlefield Road and Hamilton Avenue, Menlo Park	SAFETEA-LU	CA628	\$240,354	\$202,400	\$215,977	\$37,954	\$13,577
City of Richmond	Reconstruct interchange for south-bound traffic entering I-80 from Central Avenue, City of Richmond	SAFETEA-LU	CA377	\$3,124,602	\$661,966	\$2,807,689	\$2,462,636	\$2,145,723
City of San Jose	Construct Alviso Bay Trail from Gold Street in historic Alviso to San Tomas Aquino Creek in San Jose	SAFETEA-LU	CA528	\$801,180	\$422,156	\$719,921	\$379,024	\$297,765
City of San Jose	Construct Coyote Creek Trail Project from Story Road to Montague Expressway in San Jose	SAFETEA-LU	CA331	\$2,002,950	\$1,317,999	\$1,799,800	\$684,951	\$481,801
City of San Jose	Construct Guadalupe River Trail from I-880 to Highway 237 in Santa Clara County	SAFETEA-LU	CA515	\$6,409,440	\$2,833,085	\$5,759,360	\$3,576,355	\$2,926,275
City of San Jose	Construct the Silicon Valley Transportation Incident Management Center in San Jose.	SAFETEA-LU	CA520	\$6,409,440	\$5,670,600	\$5,759,360	\$738,840	\$88,760
City of San Jose	Almaden Express Pedestrian Overcrossing, San Jose, California	2005 SEC. 117	CA254	\$352,000	\$283,227	\$352,000	\$68,773	\$68,773
City of San Mateo	Upgrade SR 92/EI Camino interchange, San Mateo	TEA-21	CA100	\$2,844,651	\$1,979,999	\$2,603,425	\$864,652	\$623,426

Contra Costa County Public Works	Construction of and improvements to State Route 239 from State Route 4 in Brentwood area to I-205 in the area of Tracy	SAFETEA-LU	CA740	\$10,023,414	\$1,257,080	\$9,066,410	\$8,766,334	\$7,809,330
Contra Costa Transportation Authority	Upgrade CA SR 4 East from the vicinity of Loveridge Road to G Street, Contra Costa County	SAFETEA-LU	CA392	\$16,023,601	\$14,364,716	\$14,398,401	\$1,658,885	\$33,685
East Palo Alto	University Avenue Overpass: Construction of bicycle and pedestrian lanes--East Palo Alto.	SAFETEA-LU	CA693	\$2,002,950	\$240,000	\$1,799,612	\$1,762,950	\$1,559,612
Golden Gate Highway Bridge District	Seismic retrofit of the Golden Gate Bridge	SAFETEA-LU	CA354	\$8,812,981	\$5,981,687	\$7,919,120	\$2,831,294	\$1,937,433
Peninsula Joint Powers Board/Samtrans	El Camino Real Grand Blvd. Initiative in San Mateo County	SAFETEA-LU	CA514	\$3,004,425	\$2,686,913	\$2,699,699	\$317,512	\$12,786
Port of Oakland	Port of Oakland, California Inter-Regional Intermodal System	2005 SEC. 117	CA283	\$983,928	\$103,588	\$983,928	\$880,340	\$880,340
San Francisco City/County Department of Public Works	Implement San Francisco Street Improvements Program.	SAFETEA-LU	CA570	\$6,409,440	\$5,728,222	\$5,759,360	\$681,218	\$31,138
Santa Clara Valley Transportation Authority	Highways 152-156 Intersection improvements, CA	SAFETEA-LU	CA493	\$801,180	\$528,104	\$719,921	\$273,076	\$191,817
Solano Transportation Authority	Rio Vista Bridge Realignment Study and Street Sign Safety Program	SAFETEA-LU	CA460	\$560,826	\$422,897	\$503,944	\$137,929	\$81,047
Sonoma County Transportation Authority	Highway 101 Corridor Widening Project	2005 SEC. 117	CA267	\$983,928	\$951,242	\$983,928	\$32,686	\$32,686
Sonoma County Transportation Authority	Widen Highway 101 in Marin and Sonoma Counties from Hwy 37 in Novato to Old Redwood Highway in Petaluma	SAFETEA-LU	CA686	\$15,022,126	\$12,669,184	\$13,497,090	\$2,352,942	\$827,905
<b>Bay Area Total</b>								<b>\$27,280,128</b>

Note: The projects listed above must be closed and final vouchered in order to repurpose funds onto other eligible projects.

Repurposing Process - FHWA/Caltrans

### 2016 Earmark Repurpose Timeline (Caltrans Draft)



**Important Reference Documents:**

- 1 FHWA Earmark Repurposing Guidance Memorandum
- 2 FHWA Earmark Repurposing Guidance Frequently Asked Questions





April 27, 2016

Brian P. Kelly, Secretary  
California Transportation Agency  
915 Capitol Mall, Suite 350 B  
Sacramento, CA 95814

RE: Repurposing of Port Sonoma Rail and Ferry Funding

Dear Secretary Kelly:

As you are aware the federal Department of Transportation has provided guidance to states on repurposing unused federal appropriations. Included in the list of unused appropriations is \$18.2 million dedicated for the construction of a multi-modal rail facility and ferry acquisition at Port Sonoma. We are writing to urge you to honor the intent of the original federal appropriation by reallocating \$12 million for the reconstruction of the multi-modal transit station in Downtown San Rafael, and repurpose the remaining funds for other urgently needed transportation improvements in the North Bay. We recommend the balance of the fund be appropriated to Sonoma County Transportation Authority to be used towards the completion of Marin-Sonoma Narrows.

Since the enactment of this appropriation great strides have been made in the construction and operation of passenger rail service in Marin and Sonoma Counties. The Sonoma Marin Area Rail Transit (SMART) District will begin revenue service this year, and construction will start soon on Phase 2 that will provide a direct connection between SMART rail service and ferry service operated by the Golden Gate Bridge Highway & Transportation District in Larkspur. This will provide transformative transportation options along the heavily congested Highway 101 corridor, but additional investment is needed to provide seamless multi-modal service at the transit center in San Rafael.

The original federal appropriation specified that the funds were to be used for the construction of a multi-modal terminal and ferry acquisition at the previously planned location at Port Sonoma in Petaluma. With the rail/ferry connection now planned for the existing terminal in Larkspur, these funds should be repurposed for equally critical connections at the transit center in San Rafael. Over 9,000 passengers, primarily low-income and minority, currently use the San Rafael transit center on a daily basis, and as rail service commences transit ridership will rapidly grow. However, the existing transit center is not designed to accommodate this growth.

**Attachment D**

Letter to Brian P. Kelly, Secretary  
California Transportation Agency

April 25, 2016

Page 2 of 2

SMART and Golden Gate Bridge Highway and Transportation District have been working to redesign the transit center in San Rafael to address operational and safety issues. With the construction of SMART's Larkspur extension commencing construction in 2017, it is critical to begin the improvements on the transit center now. These repurposed funds would leverage local and regional funds to provide for the planning, right-of-way acquisition, and construction of a new multimodal facility for North Bay transit riders.

Repurposing the Port Sonoma appropriation to the San Rafael Transit Center retains the intent of the original appropriation to promote alternative transportation options connecting the North Bay to San Francisco. Therefore, we urge your support for this project.

Sincerely,



Denis Mulligan, General Manager  
Golden Gate Bridge Highway and  
Transportation District



Farhad Mansourian, General Manager  
Sonoma-Marin Area Rail Transit District

Cc: Golden Gate Bridge Highway and Transportation District Board of Directors  
SMART Board of Directors  
Senator Mike McGuire  
Senator Lois Wolk  
Assemblymember Bill Dodd  
Assemblymember Marc Levine  
Assemblymember Jim Wood  
Malcolm Dougherty – Caltrans Director  
Steve Heminger – Executive Director MTC  
Suzanne Smith – Executive Director SCTA  
Dianne Steinhauser – Executive Director TAM

COUNTY OF SONOMA  
BOARD OF SUPERVISORS  
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DAVID RABBITT  
SUPERVISOR, SECOND DISTRICT  
davidrabbitt@sonoma-county.org

May 3, 2016

Brian P. Kelly, Secretary  
California Transportation Agency  
915 Capitol Mall, Suite 350 B  
Sacramento, CA 95814

**RE: Repurposing of Port Sonoma Funding**

Dear Secretary Kelly,

The federal Department of Transportation has provided guidance to States on repurposing unused federal appropriations and included in the list of unused appropriations is \$18.2 million dedicated to the construction of a ferry facility at Port Sonoma in Sonoma County. Not only do I represent the Port Sonoma area as a County Supervisor, I also currently serve as Chair of the Sonoma County Transportation Authority (SCTA); Director on the Sonoma-Marin Area Rail Transit (SMART) Board; and Director on the Golden Gate Bridge Highway and Transportation District. I strongly urge that \$15 million of the original appropriation be used to match SCTA's \$15 million and complete the B2 Phase 2 portion of the Marin-Sonoma Narrows. I recommend the remaining balance be directed to the San Rafael Transit Center in order to complete the required project mitigations due to the impending operation of the SMART train.

As you are well aware, transportation infrastructure needs far exceed the resources available and that is no different in the North Bay. Sonoma, a self-help county, has been working for the last ten years on widening 101 from two lanes to three. There are two segments left to complete, one through the City of Petaluma and one just south of the city limits. Specifically: south of the soon-to-be-completed Petaluma River Bridge to just north of the soon-to-be-started San Antonio Creek curve correction referred to as Marin-Sonoma Narrows B2 Phase 2. By completing the segment between the bridge and the creek, we can open up nearly 4 ½ miles of carpool lanes in one of the most congested pieces of highway in the Bay Area.

While the San Rafael Transit Center handles upwards of 9,000 riders per day, the highway transports 100,000 vehicles per day and is clearly the project the public is clamoring to have completed. Further, leveraging each dollar with a local dollar, completion of the B2 Phase 2 portion of the highway is far more cost effective than any competing project in the area including the San Rafael Transit Center. The existing transit center is adversely being impacted by SMART

and I feel strongly this unique and important funding source shouldn't be used to fund a mitigation project when it can be used to complete an actual project. The transit center improvements have a wide array of funding sources from which to draw, far more than the highway widening project. Options include OBAG grants (SMART received over \$6 million last cycle), cap and trade and other transit oriented grant opportunities.

The Marin-Sonoma Narrows B2 Phase 2 project is designed, permitted, and ready to go straight to construction. Construction is occurring on each side of the highway segment and we should seize the competitive opportunity to bid the project now. Again, as the only individual who serves on SMART, SCTA, and the Golden Gate Bridge District, and as the District Supervisor, I strongly urge repurposing \$15 million of the Port Sonoma appropriation to the Marin-Sonoma Narrows B2 Phase 2 project. This will improve the quality of life of hundreds of thousands of residents, traveling public and complete a long awaited and vital transportation link in the North Bay.

Sincerely,

A handwritten signature in black ink, appearing to read 'DR', with a large, stylized flourish extending to the right.

David A. Rabbitt  
Supervisor, Second District  
County of Sonoma

CC: Senator Lois Wolk  
Senator Mike McGuire  
Assemblymember Marc Levine  
Assemblymember Bill Dodd  
Assemblymember Jim Wood  
Brian C. Annis- Undersecretary CalSTA  
Malcolm Dougherty- Caltrans Director  
Steve Heminger- Executive Director MTC  
Suzanne Smith- Executive Director SCTA  
Denis Mulligan- General Manager GGBHTD  
Farhad Mansourian- General Manager SMART



TO: Planning Committee

DATE: May 6, 2016

FR: Executive Director

RE: Plan Bay Area 2040: Scenario Evaluation

### **Background**

MTC and ABAG have developed and evaluated three alternative land use and transportation scenarios illustrating the effects that different housing, land use and transportation strategies have on our adopted Plan Bay Area (PBA) 2040 goals and performance targets. This evaluation will inform the development of the region's "preferred scenario," which will incorporate some of the best aspects of the three scenarios and form the framework for PBA 2040.

### **Alternative Scenarios Descriptions**

The three scenarios describe different alternatives for how expected growth in population, jobs and housing units might be distributed, and the types of transportation investments needed to support these growth patterns. While the scenarios vary in terms of the intensity of development patterns and transportation investments, they maintain the same regional forecasts for jobs, population, households and transportation revenues. The scenarios are described in more detail in **Attachment 1**.

### **Land Use Strategies**

ABAG forecasts an additional 1.3 million jobs, 2.4 million people and therefore the need for approximately 820,000 housing units between 2010 and 2040. The scenarios vary in terms of the different combinations of strategies that can be used to accommodate this future growth. The strategies can 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. **Attachment 1** also includes the specific strategies included under each scenario.

The differing land use strategies work to vary the intensity and location of the future growth of housing and jobs. The tables in **Attachment 2** highlight the growth distribution within three distinct geographic regions:

- Big 3 (the region's three largest cities – San Jose, San Francisco, and Oakland)
- Bayside (generally cities directly adjacent to San Francisco Bay – e.g., Hayward, San Mateo, and Richmond)
- Inland, Coastal, and Delta (generally cities just outside of Bayside – e.g., Walnut Creek, Dublin, Santa Rosa, Antioch, Brentwood, Dixon)

### **Transportation Strategies**

PBA 2040 forecasts \$299 billion of federal, state, regional and local transportation revenues over the 24-year period. Of this amount, approximately \$44 billion (15% of total PBA revenues) is assumed to be discretionary. The three scenarios vary in terms of how this \$44 billion is distributed across maintenance, system enhancement and major capital projects. This distribution is shown in **Attachment 3**.

Each of the scenarios assumes a varying distribution of funding for major projects versus maintenance and to roads versus public transit. In the Main Streets scenario (scenario 1), over half of all discretionary investments are directed towards state of good repair, fully funding state highway pavement needs and moving the region much closer to a state of good repair on local streets. Major projects are more focused on highway improvements – which feature lower operating and maintenance costs than public transit – and thus constitute a smaller share of the distribution. In Connected Neighborhoods (scenario 2) and Big Cities (scenario 3), there are significantly greater needs for transit frequency increases and new core capacity transit lines, resulting a smaller share of funding going towards maintenance (in particular, highway and local streets maintenance).

The three scenarios maintain a consistent level of investment in system enhancements, comprising several discretionary funding sources including One Bay Area Grant, Regional Transportation Improvement Program and other sources for active transportation and goods movement. MTC and the congestion management agencies are working to develop more specific projects and program categories for the preferred scenario.

**Attachment 4** describes the types of major projects included under each scenario. These comprise capacity-adding projects above \$100 million analyzed in the PBA 2040 project performance assessment. While major projects only comprise 24 to 38 percent of total transportation investment across the three scenarios, these investments typically have the most pronounced impact on a scenario alternative's performance.

### **Performance Targets Overview**

After six months of public engagement and deliberation, MTC and ABAG adopted goals and performance targets in fall 2015, establishing the foundation of PBA 2040. Each of the 13 performance targets compares baseline conditions with conditions in the future to understand better whether the region is expected to move in the right direction or the wrong direction under each scenario. Oftentimes, the targets are aspirational in nature, making them quite difficult to achieve. For example, a given scenario may implement a suite of policy measures to address a particular issue, but available tools and funding remain too constrained to move the needle in the right direction. Results<sup>1</sup> for the performance targets for all seven goals are included in **Attachment 5**.

Only two targets are mandatory for the region to achieve under Senate Bill 375 – Climate Protection and Adequate Housing. The remaining 11 targets are voluntary, meaning that the adopted PBA does not have to achieve them. That said, the targets provide a useful reference point for policymakers and the public to consider when weighing the pros and cons of each scenario. As these are draft scenarios, there will be future opportunities to refine the strategies incorporated into a preferred scenario – and perhaps move closer to achieving some of the performance targets.

### **Key Findings from Performance Targets Results**

- **While all three scenarios achieve the greenhouse gas target, lower levels of driving in Connected Neighborhoods and Big Cities result in stronger performance.** Compared to the more dispersed land use pattern in Main Streets, these two scenarios have higher non-auto mode shares that yield additional greenhouse gas benefits and build upon the foundation of the Climate Initiative Program (which is included in all three scenarios).

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<sup>1</sup> Note that scenario performance target results shown in the attachment remain in draft form. Select target results reflect year 2035 performance, while the final target results available later this year will reflect the adopted horizon year of 2040.

- **The region’s ambitious public health target remains stubbornly out of reach across all scenarios.** Much higher levels of walking and bicycling, combined with significant reductions in traffic collisions, would be needed to improve residents’ health outcomes. Slightly stronger performance in Connected Neighborhoods and Big Cities indicates that a denser land use pattern better supports active transportation, and therefore public health outcomes, in the region.
- **Strict urban growth boundaries are effective in focusing growth within the existing urban footprint.** Connected Neighborhoods and Big Cities nearly achieve the Open Space and Agricultural Preservation target due to their inclusion of strict urban growth boundaries, while No Project and Main Streets fare worse on the target.
- **Significant housing affordability challenges exist in all three scenarios.** Challenges related to affordability and displacement risk increase in all three scenarios, with No Project and Big Cities resulting in the greatest adverse impacts. Despite various housing and land use strategies included across all the scenarios to make the region more affordable, housing costs continue to rise, reflecting an increasingly expensive Bay Area housing market.
- **Goods movement will benefit from regional transportation investments and smart land use decisions.** Main Streets’ investments in regional express lanes helps to reduce congestion on major truck corridors. Alternatively, Connected Neighborhoods and Big Cities succeed in improving goods movement by focusing growth in the urban core and encouraging use of non-auto modes through new transportation options.
- **Increasing funding to “Fix It First” leads to much smoother streets and more reliable transit.** Main Streets’ funding brings state highway pavement to ideal conditions while improving local streets as well, saving residents a significant amount of money each year. Big Cities achieves the greatest reduction in transit system breakdowns, thanks to its higher funding level for transit maintenance compared to the other scenarios.

### **Other Policies and Strategies**

PBA 2040’s scenario process uses only a small 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 PBA 2040 document will describe a wider range of policies to support the Plan’s goals.

### **Environmental Assessment**

A programmatic Environmental Impact Report (EIR) will be prepared for PBA 2040, with the adoption of the preferred scenario as the basis for the California Environmental Quality Act (CEQA) “project.” This environmental assessment fulfills the requirements of the CEQA and is designed to inform decision-makers, responsible and trustee agencies, and Bay Area residents of the range of potential environmental impacts that could result from implementation of the proposed Plan. This EIR will also analyze a range of reasonable alternatives to the proposed project that could feasibly attain most of PBA 2040’s basic project objectives and would avoid or substantially lessen any of the significant environmental impacts. The three scenarios, as previously discussed, will be the basis for the initial CEQA alternatives.

Agency and public comments on the scope of the environmental analysis and project alternatives will be solicited through the Notice of Preparation to be issued in mid May 2016, for a 30-day review period and at three regional scoping meetings to be held starting in late May and into early June 2016.

### Next Steps

This release marks the beginning of a public process to review and comment on the alternative scenarios. MTC and ABAG will hold a series of public workshops in late May and into mid-June to discuss tradeoffs and gauge support among the land use scenarios and supportive transportation programs and projects. Input received will help us develop the region's draft preferred scenario (land use distribution and transportation investment strategy) for adoption by MTC and ABAG in September 2016. The draft preferred scenario will be subject to environmental review and other analyses throughout the remainder of 2016. PBA 2040 is slated for final adoption in summer 2017.



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Steve Heminger

### Attachments:

- **Attachment 1:** Scenario Descriptions and Strategies
- **Attachment 2:** Household Growth by Scenario; Employment Growth by Scenario; and Growth in PDAs by Scenario Tables
- **Attachment 3:** Summary of Discretionary Investments by Project Type by Scenario
- **Attachment 4:** Major Transportation Investments by Scenario
- **Attachment 5:** Goals and Performance Targets & Draft Targets Evaluation Scorecard
- **Attachment 6:** Presentation

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# Scenario #1: Main Streets

## 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.

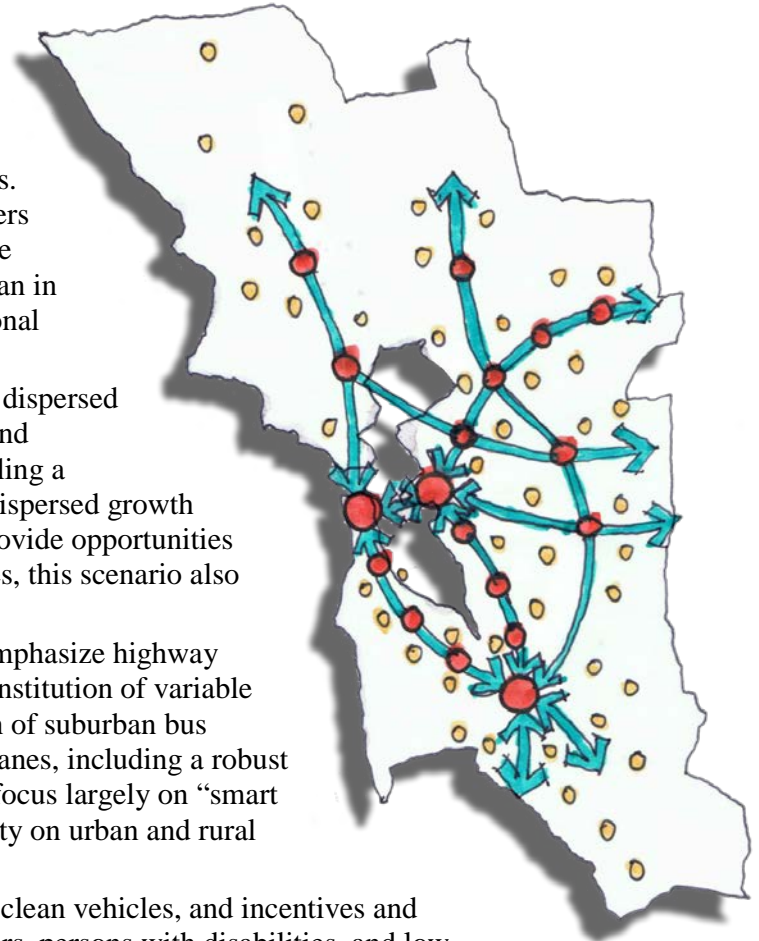
To support this scenario's dispersed growth pattern, transportation investment priorities will emphasize highway strategies, including the expansion of high-occupancy toll lanes on all regional highways, the institution of variable pricing, and highway widening at key bottlenecks. The scenario will also 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.

## Land Use Strategies

In this scenario, land use strategies emphasize a more dispersed growth pattern. 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. Specific strategies include:

- Zoning: upzoning of select suburban areas to increase residential and commercial development capacity.



- Open space: allows urban growth boundaries to expand faster than expected (by 565 square miles) compared to past trends to accommodate more dispersed growth.
- Reduce parking minimums: in PDAs along regional rail transit (such as BART, Caltrain, Amtrak, Altamont Corridor Express, and SMART).
- Affordable housing: encourages more affordable housing choices through the following strategies:
  - Inclusionary zoning- assumes a low level of inclusionary units (deed-restricted) with a proportion of 5% in high-opportunity jurisdictions.
  - Assesses fees on commercial development in high VMT areas to subsidize deed-restricted housing.
  - Assumes imposition of other tax policies to subsidize over \$500 million annually of affordable units in PDAs.

### **Transportation Strategies**

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 is more dispersed throughout the region, major public transit expansions or extensions such as fixed-guideway extensions and core capacity enhancements will be a lower priority. Strategies include the following (see **Attachment 2** for specific major investments):

- Transit service expansion: Pursue strategic transit investments, especially bus improvements, to provide access to increasingly dispersed job centers.
- Express lanes: Leverage technological advances to use roadway capacity more efficiently, while emphasizing freeway-focused pricing like Express Lanes / Managed Lanes as complementary strategies.
- Highway capacity: Invest in strategic highway capacity increases to accommodate this scenario's growth pattern.
- State of good repair: Emphasize investment into both state of good repair (particularly for highways and local streets across all nine counties).
- Climate Strategies: includes technological advancements (e.g. clean vehicles) and incentive programs to encourage travel options that help meet GHG emissions reduction targets.

# Scenario #2: Connected Neighborhoods

## 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.

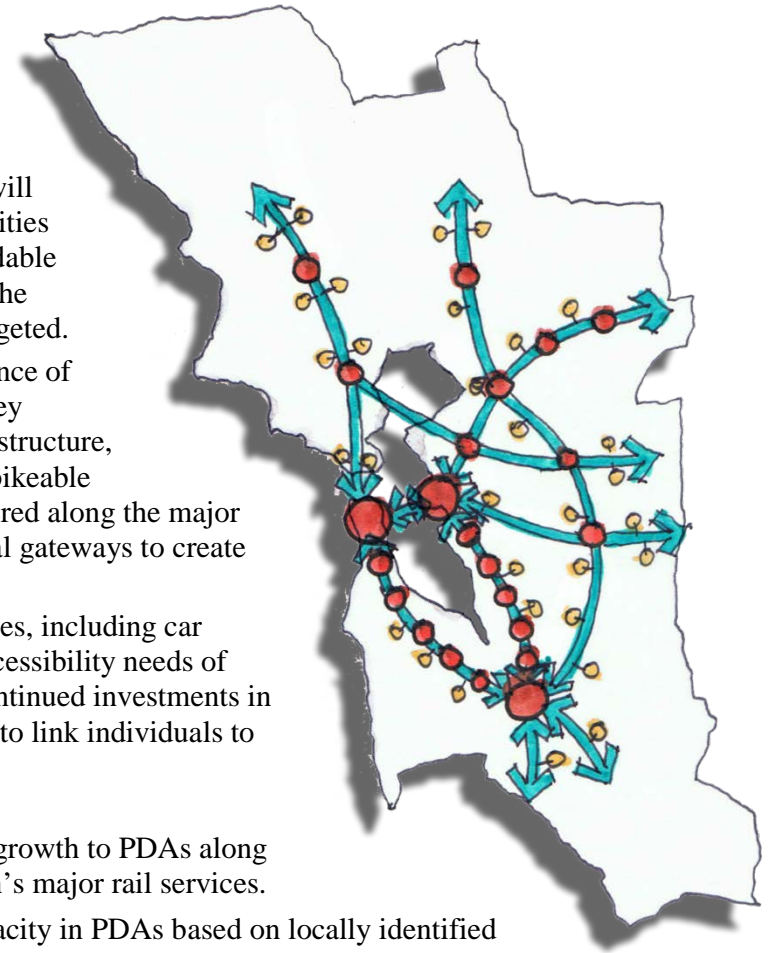
To support this scenario's growth pattern, transportation investments will prioritize maintenance of existing infrastructure. The region's transit system will be modernized and expanded along key corridors to improve commutes and add capacity. Investments in bicycle and pedestrian infrastructure, including the regional bike sharing network, will support the creation of more walkable and bikeable downtowns. 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.

## Land Use Strategies

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.

- Zoning: Encourage new housing development by increasing residential development capacity in PDAs based on locally identified PDA place type.
- Development cap: Raises SF office cap to 1.5 million.
- Open space: 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.
- Reduce parking minimums: in PDAs with high levels of transit access along El Camino Real and East Bay corridors.
- Affordable housing: Encourage more affordable housing choices through inclusionary zoning- Assumes a moderate level of inclusionary units (deed-restricted) with a proportion of 10% for jurisdictions with PDAs.



### **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. Strategies include the following (see **Attachment 2** for specific major investments):

- **Transit efficiency:** Prioritize transit efficiency investments to improve frequencies and reduce travel times on core transit lines across the region.
- **Highway efficiency:** 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.
- **Transit expansion:** Fund the most cost-effective transit expansion projects that support the region's highest-growth PDAs.
- **State of good repair:** 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.
- **Climate Strategies:** includes technological advancements (e.g. clean vehicles) and incentive programs to encourage travel options that help meet GHG emissions reduction targets.

## Scenario #3: Big Cities

### 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 to substandard 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.

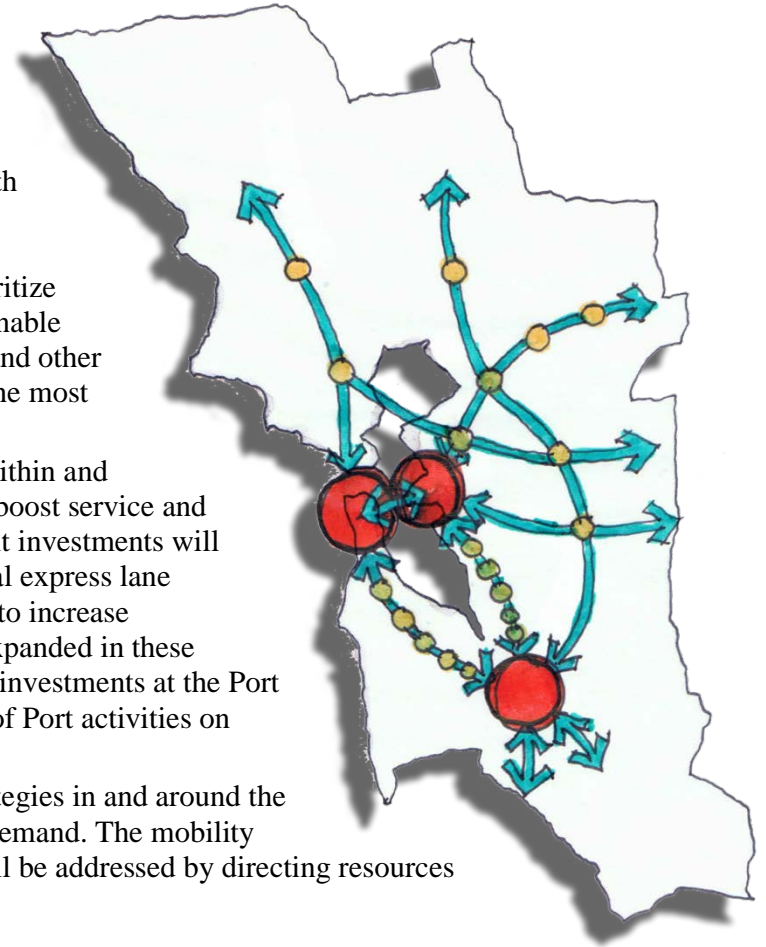
To support this scenario's big city-focused growth pattern, the transportation infrastructure within and directly serving the region's core will be maintained to a state of good repair, modernized to boost service and improve commutes and capacity, and expanded to meet increased demand. While these transit 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.

### Land Use Strategies

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.

- Zoning: Increases development capacity in areas with high transit access (with an emphasis on San Jose, San Francisco, Oakland, and their neighbors) by increasing residential densities in key PDAs, TPAs, and select opportunity sites.
- Development caps: Assumes elimination of caps on office development in San Francisco.



- Open space: 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.
- Reduce parking minimums: in three big cities and neighboring communities.
- Affordable housing: Encourage more affordable housing choices through the following strategies:
  - Inclusionary zoning: Assumes a moderate level of inclusionary units (deed-restricted) with a proportion of 10% for jurisdictions with PDAs.
  - Assesses fees on residential development in high VMT areas to subsidize deed-restricted housing in low VMT areas.
- Other tax policy: encourages compact development through modifications to property tax assessment in three biggest cities.

### **Transportation Strategies**

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. Strategies include the following (see **Attachment 2** for specific major investments):

- Core capacity and connectivity: 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.
- Transit enhancements and expansion: 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.
- Congestion pricing: Support urban development in San Francisco by implementing cordon pricing and leveraging motorists' tolls to pay for robust and time-competitive transit services.
- State of good repair: Align operating and maintenance funds to prioritize investments into high-growth cities and high-ridership systems;
- Climate Strategies: includes technological advancements (e.g. clean vehicles) and incentive programs to encourage travel options that help meet GHG emissions reduction targets.

**Table 1. Household Growth by Scenario**

Geographic Region	2040 Share of Total Households			% share of Household Growth		
	Main Streets	Connected Neighborhoods	Big Cities	Main Streets	Connected Neighborhoods	Big Cities
Big 3	41%	41%	48%	43%	44%	72%
Bayside	26	26	25	21	22	17
Inland, Coastal, Delta	33	33	28	35	35	11

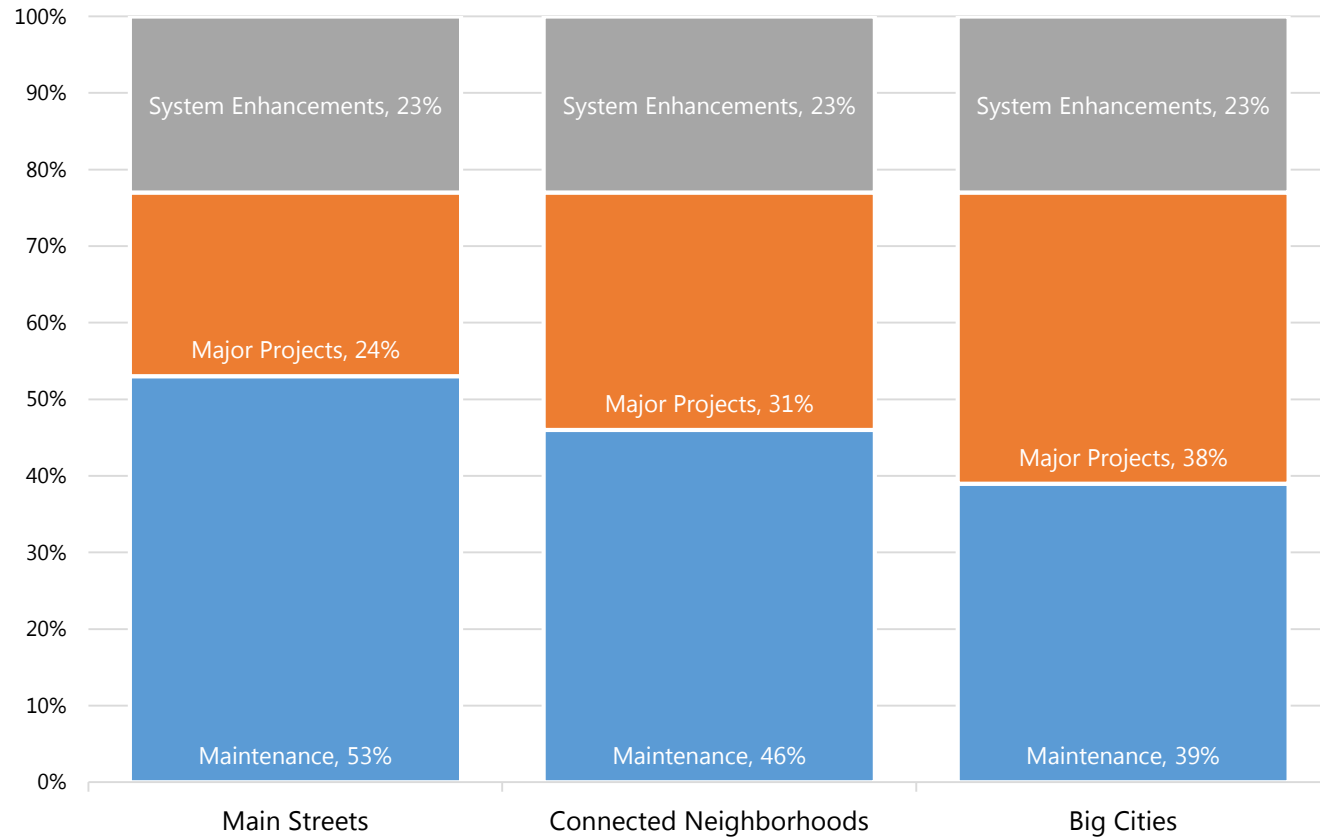
**Table 2. Employment Growth by Scenario**

Geographic Region	2040 Share of Total Jobs			% share of Job Growth		
	Main Streets	Connected Neighborhoods	Big Cities	Main Streets	Connected Neighborhoods	Big Cities
Big 3	46%	46%	47%	45%	45%	46%
Bayside	26	27	26	25	26	25
Inland, Coastal, Delta	28	27	27	30	29	29

**Table 3. Growth in PDAs by Scenario**

	Main Streets	Connected Neighborhoods	Big Cities
Household % of growth	54%	69%	55%
Employment % of growth	40	41	43

### Summary of Discretionary Investments by Project Type by Scenario





# Plan Bay Area 2040 Major Projects by Scenario

The table below describes how major transportation projects are organized across the three scenarios. This list reflects the majority of projects analyzed in the Plan Bay Area 2040 project performance assessment, which is only a portion of total transportation investment in each scenario. In July, the Commission will consider a draft preferred scenario with a recommended list of investments.

	Class	System	ID	Name	Scenario 1	Scenario 2	Scenario 3
1	Highways	Exurban/Interregional Expansion	411	SR-4 Auxiliary Lanes - Phases 1 + 2 (Concord to Pittsburg)	1		
2	Highways	Exurban/Interregional Expansion	404	SR-4 Widening (Antioch to Discovery Bay)	1		
3	Highways	Exurban/Interregional Expansion	401	TriLink Tollway + Expressways (Brentwood to Tracy/Altamont Pass)	1		
4	Highways	Interchange Expansion	406	I-680/SR-4 Interchange Improvements	1		
5	Highways	Interchange Expansion	409	I-680/SR-4 Interchange Improvements + HOV Direct Connector	1		
6	Highways	Interchange Expansion	601	I-80/I-680/SR-12 Interchange Improvements	1		
7	Highways	Intraregional Expansion (Bottlenecks/Relievers)	519	Lawrence Freeway	1		
8	Highways	Intraregional Expansion (Bottlenecks/Relievers)	211	SR-262 Widening (I-680 to I-880)	1	2	
9	Highways	Intraregional Expansion (Bottlenecks/Relievers)	209	SR-84 Widening + I-680/SR-84 Interchange Improvements (Livermore to I-680)	1	2	
10	Highways	Intraregional Expansion (Bottlenecks/Relievers)	901	US-101 Marin-Sonoma Narrows HOV Lanes – Phase 2	1	2	
11	Other	Express Lanes	1302	MTC Express Lane Network	1		
12	Other	Express Lanes	502	VTA Express Lane Network	1		
13	Other	Express Lanes	201	ACTC Express Lane Network	1		
14	Other	Express Lanes	101	US-101 Express Lanes (San Francisco + San Mateo Counties)	1		
15	Other	ITS	210	I-580 ITS Improvements	1		
16	Other	ITS	1301	Columbus Day Initiative	1	2	3-mod
17	Other	Other	202	East-West Connector (Fremont to Union City)	1		
18	Other	Other	605	Jepson Parkway (Fairfield to Vacaville)	1		
19	Other	Pricing	306	Downtown San Francisco Congestion Pricing (Toll + Transit Improvements)		2	3
20	Other	Pricing	302	Treasure Island Congestion Pricing (Toll + Transit Improvements)		2	3
21	Local Transit	AC Transit	206	AC Transit Service Frequency Improvements		2	3
22	Local Transit	AC Transit	207	San Pablo BRT (San Pablo to Oakland)		2	3
23	Local Transit	Muni	301	Geary BRT	1	2	3
24	Local Transit	Muni	311	Muni Forward Program	1	2	3
25	Local Transit	Muni	304	Southeast Waterfront Transportation Improvements (Hunters Point Transit Center + New Express Bus Services)			3
26	Local Transit	Muni	303	Better Market Street		2	3
27	Local Transit	Muni	312	19th Avenue Subway (West Portal to Parkmerced)			3
28	Local Transit	Muni	104	Geneva-Harney BRT + Corridor Improvements			3
29	Local Transit	Muni	313	Muni Service Frequency Improvements			3
30	Local Transit	Other Local	903	Sonoma County Service Frequency Improvements	1	2	

31	Local Transit	Other Local	204	Broadway Streetcar			3
32	Local Transit	VTA	505	Capitol Expressway LRT – Phase 2 (Alum Rock to Eastridge)	2		3
33	Local Transit	VTA	522	VTA Service Frequency Improvements (10-Minute Frequencies)	2		3
34	Local Transit	VTA	506	El Camino Real BRT (Palo Alto to San Jose)	2		3
35	Local Transit	VTA	507	Vasona LRT – Phase 2 (Winchester to Vasona Junction)			3
36	Local Transit	VTA	510	Downtown San Jose Subway (Japantown to Convention Center)			3
37	Local Transit	VTA	513	North Bayshore LRT (NASA/Bayshore to Google)			3
38	Local Transit	VTA	504	Stevens Creek LRT			3
39	Local Transit	VTA	515	Tasman West LRT Realignment (Fair Oaks to Mountain View)			3
40	Local Transit	VTA	516	VTA Express Bus Frequency Improvements			3
41	Regional Transit	BART	501	BART to Silicon Valley – Phase 2 (Berryessa to Santa Clara)	2		3
42	Regional Transit	BART	1001	BART Metro Program (Service Frequency Increase + Bay Fair Operational Improvements + SFO Airport Express Train)	2		3
43	Regional Transit	BART	203	Irvington BART Infill Station	2		3
44	Regional Transit	Caltrain	1102	Caltrain Modernization - Phase 1 + Phase 2 (Electrification + Service Frequency Increase + Capacity Expansion)	2		3
45	Regional Transit	Caltrain	1101	Caltrain Modernization - Phase 1 (Electrification + Service Frequency Increase)	2		3
46	Regional Transit	Caltrain	307	Caltrain Modernization - Phase 1 (Electrification + Service Frequency Increase) + Caltrain to Transbay Transit Center	2		3
47	Regional Transit	Ferry	1206	Alameda Point-San Francisco Ferry			3
48	Regional Transit	Ferry	1202	Oakland-Alameda-San Francisco Ferry Frequency Improvements			3
49	Regional Transit	Ferry	1203	Vallejo-San Francisco + Richmond-San Francisco Ferry Frequency Improvements	2		3
50	Regional Transit	Ferry	1204	Berkeley-San Francisco Ferry			3
51	Regional Transit	Regional Express Bus	9999	Suburban Local Bus Service Frequency Improvements (concept)	1	2	
52	Regional Transit	Regional Express Bus	604	Solano County Express Bus Network	1		
53	Regional Transit	Regional Express Bus	308	San Francisco Express Bus Network			3
54	Regional Transit	Regional Express Bus	205	Express Bus Bay Bridge Contraflow Lane			3
55	Regional Transit	Regional Express Bus	801	Golden Gate Transit Frequency Improvements			3



# Scenario Evaluation

## Planning Committee

Ken Kirkey, Planning Director, MTC  
May 13, 2016



METROPOLITAN  
TRANSPORTATION  
COMMISSION



Association of  
Bay Area Governments

# 3 SCENARIOS



**Main Streets**



**Connected  
Neighborhoods**



**Big Cities**

# TRANSPORTATION STRATEGIES

## by Mode and Purpose




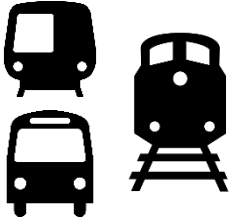


Main Streets






Connected  
Neighborhoods



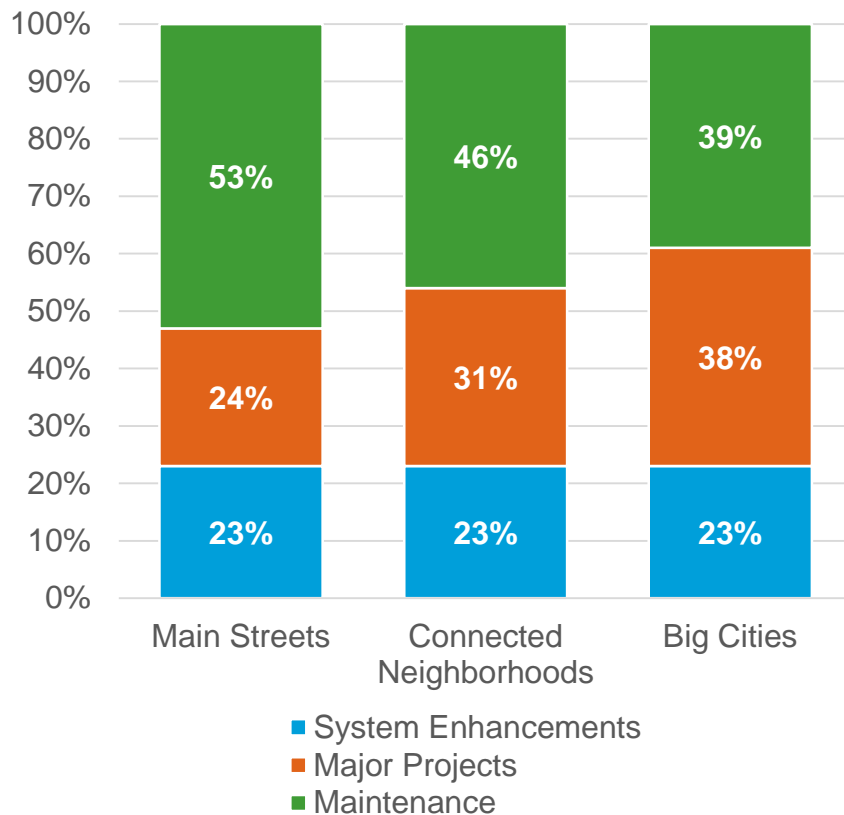
Big Cities

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

# LAND USE STRATEGIES

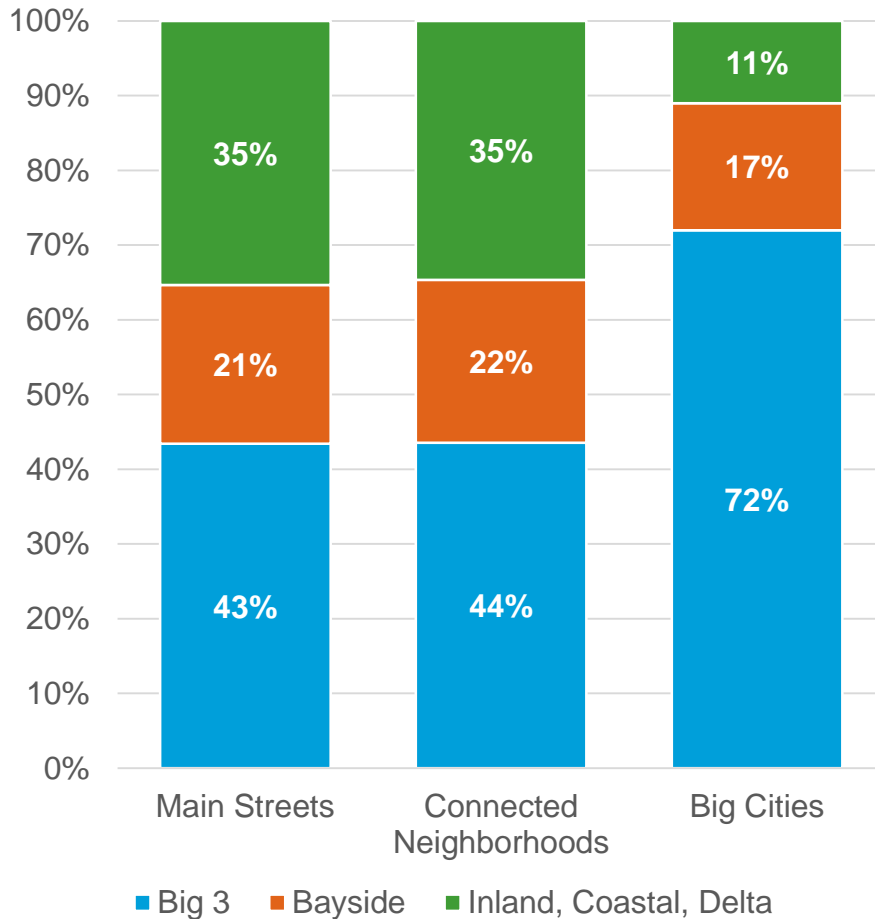
Land Use Strategy	 <b>Main Streets</b>	 <b>Connected Neighborhoods</b>	 <b>Big Cities</b>
Upzoning	Select suburban areas	PDAs	Big 3 & neighbors
Open space/UGB expansion	Modest	None	None
Reduce parking minimums	PDAs along regional rail	PDAs along corridors	Big 3 & neighbors
Inclusionary zoning	High-opportunity areas	Jurisdictions with PDAs	Big 3
Fees/subsidies for deed-restricted units in low-VMT areas	Yes- fee on new commercial in high VMT areas	None	Yes- fee on new residential in high VMT areas
Other tax policies	Assume new taxes/fees providing over \$500M annual for affordable housing	None	Assume revenue-neutral property tax assessment modification in Big 3 cities

## Share of Discretionary Investments



- Main Streets- over half the investment on state of good repair. More limited investment on major projects, especially highway capacity and express lanes
- Big Cities- makes largest investment in major capital projects, especially core capacity transit expansion
- Connected Neighborhoods- balanced focus on transit and highway efficiency improvements and state of good repair

## Share of Total Household Growth, 2040



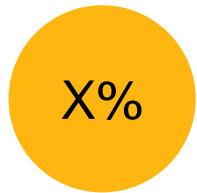
- Main Streets- over a third of housing growth in inland, coastal, delta areas. Places most growth in high VMT parts of region, relative to other scenarios
- Big Cities- places most growth in big 3 cities and neighbors
- Connected Neighborhoods- places most growth in PDAs compared to other scenarios.



Symbols used in summary tables shown below:



*performance moving in wrong direction from target*








*performance moving in right direction, but falls well short of target achievement*








*target achieved*




# TARGETS - SUMMARY

Goal	TARGET	No Project	Scenario 1	Scenario 2	Scenario 3	
 Climate Projection	<b>1</b> Reduce per-capita CO <sub>2</sub> emissions*	-15%	-3%	-15%	-18%	-20%
 Adequate Housing	<b>2</b> House the region's population	100%	100%	100%	100%	100%
 Healthy and Safe Communities	<b>3</b> Reduce adverse health impacts	-10%	-0%	-0%	-1%	-1%
 Open Space and Agricultural Preservation	<b>4</b> Direct development within urban footprint	100%	71%	77%	100%	100%
 Equitable Access	<b>5</b> Decrease H+T share for lower-income households	-10%	+15%	+13%	+13%	+13%

# TARGETS - SUMMARY

Goal	TARGET	No Project	Scenario 1	Scenario 2	Scenario 3	
 Equitable Access	<b>6</b> Increase share of affordable housing	+15%	-0%	-0%	+1%	+0%
 Equitable Access	<b>7</b> Do not increase share of households at risk of displacement	+0%	+20%	+9%	+8%	+15%
 Economic Vitality	<b>8</b> Increase share of jobs accessible in congested conditions	+20%	-3%	-1%	-1%	-1%
 Economic Vitality	<b>9</b> Increase jobs in middle-wage industries	+38%	+43%	+43%	+43%	+43%
 Economic Vitality	<b>10</b> Reduce per-capita delay on freight network	-20%	+27%	-24%	-21%	-38%

# TARGETS - SUMMARY

Goal	TARGET	No Project	Scenario 1	Scenario 2	Scenario 3
 Transportation System Effectiveness	<b>11</b> Increase non-auto mode share	+10%	+1%	+2%	+3%
 Transportation System Effectiveness	<b>12</b> Reduce vehicle O&M costs due to pavement conditions	-100%	+57%	-65%	-7%
 Transportation System Effectiveness	<b>13</b> Reduce per-rider transit delay due to aged infrastructure	-100%	-56%	-76%	-77%

- All three scenarios achieve the greenhouse gas target
- The public health target remains out of reach in all scenarios
- Strict urban growth boundaries are effective to focus growth within existing urban footprint
- Significant equity challenges exist in all three scenarios
- Goods movement will benefit from regional investment and smart land use decisions
- Increasing funding to “fix it first” leads to smoother streets and more reliable transit

## What would it take to achieve more of the targets?

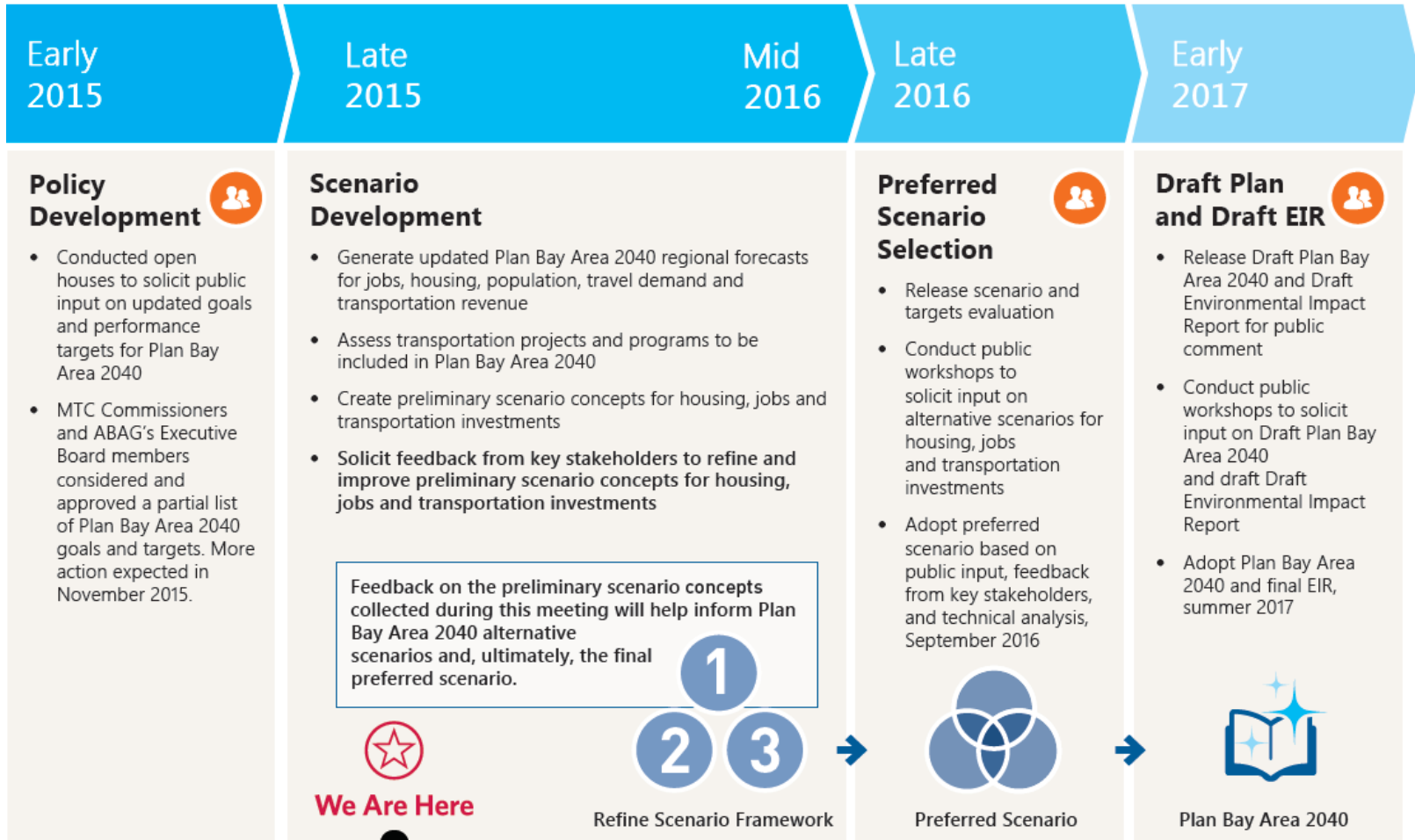
- Health: much more aggressive bike/ped investments to increase physical activity; wide-scale deployment of autonomous vehicles to reduce crashes (off-model/safety benefits)
- Equity: focus growth in communities with minimal lower-income population today (including industrial or commercial lands); significant increase of housing subsidies in PDAs/TPAs/HOAs (rental subsidies; additional deed-restricted unit production); understand and test the impacts of additional anti-displacement policies

## What would it take to achieve more of the targets?

- Access to Jobs/Non-Auto Mode Share: transformative transportation investments (freeway widening to achieve congestion relief across the region; high-speed transit expansion across the region); much more aggressive bike/ped investments (off-model)
- State of Good Repair: greater funding for local streets and roads to bring all streets to at least fair conditions; greater funding for transit assets to replace assets besides vehicles and guideways

- Open Houses / Public Workshops
- Develop the Preferred Scenario
- Environmental Assessment (EIR)
  - Issue Notice of Preparation (NOP) in mid May
  - 3 scoping sessions beginning in late May and into early June





Revised January 2016

 Public Workshops and Outreach





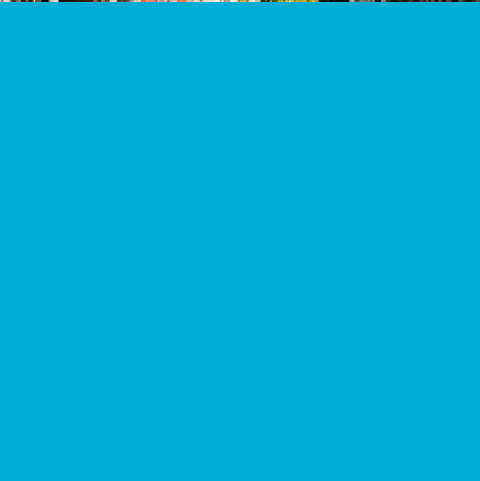
**ALAMEDA**



**CONTRA  
COSTA**



**MARIN**



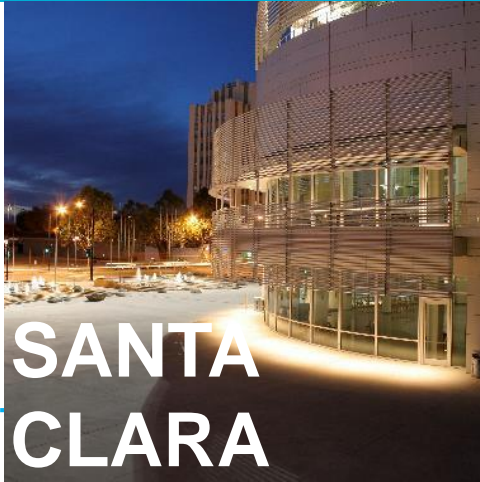
**NAPA**



**SAN  
FRANCISCO**



**SAN  
MATEO**



**SANTA  
CLARA**



**SOLANO**



**SONOMA**



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**Thank  
You**



*As presented to the Planning Committee at its meeting on May 13, 2016*



**METROPOLITAN  
TRANSPORTATION  
COMMISSION**

**Agenda Item 4b**

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

## *Memorandum*

TO: Planning Committee

DATE: May 6, 2016

FR: Executive Director

RE: Update: Plan Bay Area 2040 Open Houses

### **Background**

Plans continue for a series of public open houses for Plan Bay Area 2040, starting in late May and continuing through June 14. The focus will be on three alternative scenarios showing a range of options for future growth in housing and jobs, as well as the needed transportation infrastructure to support the growth. Comments from the open houses will be summarized and reported back at your July meeting, teeing up a decision by MTC and ABAG on a preferred scenario in September. The open houses will include information on the role of scenarios in the planning process and how the three alternatives perform in terms of helping the region meet plan goals.

Five community-based organizations working in low-income communities and communities of color will also survey residents on their priorities for determining a preferred plan scenario. A telephone poll of Bay Area residents is also out in the field, and results relating to Plan Bay Area 2040 priorities will also be reported back. Also in the mix are three public “Scoping Meetings” to kick off the Plan Bay Area 2040 Draft Environmental Impact Report process, with the goal of hearing comments about the scope of the environmental analysis and project alternatives that should be considered in that document. Finally, we will be conducting a Tribal Summit with representatives of Native American Tribes during this same period as well.

Please see Attachment A for a list of preliminary dates and locations for plan Open Houses and EIR Scoping Meetings.

  
\_\_\_\_\_  
Steve Heninger

### **Attachments**

- Attachment A: Plan Bay Area 2040 Public Meetings for May/June 2016

SH:eg

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**Attachment A**  
**Plan Bay Area 2040 Public Meetings: May/June 2016**  
*All dates and locations are tentative*

**Thursday, May 26, 2016**

<b>Contra Costa County</b>	6:30 p.m. to 8:30 p.m. <i>East Bay Center for the Performing Arts, 339 11<sup>th</sup> Street, Richmond</i>
<b>Santa Clara County</b>	6:30 p.m. to 8:30 p.m. <i>The Tech Museum, 201 South Market Street, San Jose</i>

**Wednesday, June 1, 2016**

<b>San Mateo County</b>	6:30 p.m. to 8:30 p.m. <i>City of Burlingame Recreation Center – Auditorium</i> 850 Burlingame Avenue, Burlingame
-------------------------	---

**Thursday, June 2, 2016**

<b>Alameda County</b>	6:30 p.m. to 8:30 p.m. <i>MetroCenter Auditorium, 101 8<sup>th</sup> Street, Oakland</i>
-----------------------	---

**Saturday, June 4, 2016**

<b>Marin County</b>	8:30 a.m. to 1 p.m. <i>Corte Madera Community Center, 498 Tamalpais Drive, Corte Madera</i>
---------------------	--

**Thursday, June 9, 2016**

<b>Napa County</b>	6 p.m. to 8 p.m. <i>Elks Lodge, 2840 Soscol Ave., Napa</i>
--------------------	---

**Monday, June 13, 2016**

<b>Solano County</b>	6 p.m. to 8 p.m. <i>Solano County Events Center, 601 Texas Street, Fairfield</i>
<b>Sonoma County</b>	6 p.m. to 8 p.m. <i>Luther Burbank Center for the Arts – Grand Lobby</i> 50 Mark West Springs Road, Santa Rosa

**Tuesday, June 14, 2016**

<b>San Francisco</b>	6:30 p.m. to 8:30 p.m. <i>Hotel Whitcomb, 1231 Market St., San Francisco</i>
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**PBA 2040 EIR SCOPING MEETINGS**

<b>Thursday, May 26, 2016</b>	11 am-1 pm <i>Martin Luther King Library, Room 225, One Washington Sq., San Jose</i>
<b>Tuesday, May 31, 2016</b>	6:30 p.m.-8:30 p.m. <i>MetroCenter Auditorium, 101 8<sup>th</sup> Street, Oakland</i>
<b>Thursday, June 2, 2016</b>	11 am-1 pm <i>Finley Community Center, 2060 W. College Avenue, Santa Rosa</i>