Agenda Item 5b

TO: Joint MTC Planning Committee with the ABAG Administrative Committee

DATE: September 2, 2016

FR: MTC Deputy Executive Director, Policy

RE: Plan Bay Area 2040 Draft Transportation Investment Strategy

Overview

The Draft Investment Strategy comprises a 24-year fiscally constrained set of transportation projects and programs that support the region's land use and transportation goals. The following memo describes staff's process for forecasting revenues and expenditure needs, and summarizes the breakout of investments by different categories. Together with the Preferred Land Use Scenario, the Investment Strategy provides the overall foundation for Plan Bay Area 2040 (PBA 2040) — a set of regional transportation priorities that can be delivered within the planning horizon given estimates of future financial resources.

This draft strategy culminates from staff's evaluation of major transportation projects, financial needs to operate and maintain the existing system, an evaluation of land use and transportation scenarios, as well as coordination with county congestion management agencies (CMAs), transit agencies and local jurisdictions. MTC staff presented the draft strategy at the Partnership Technical Advisory Committee and Partnership Board meetings in July and released draft project lists to CMAs and transit agencies in August. Staff seeks comments on the current proposal, draft project lists and funding assumptions, and funding categories. Several comment letters received to-date are included as Attachment A. Staff anticipates further refining the proposal and projects in advance of the November 2016 meeting.

The following attachments are included for reference:

A. Correspondence Received on Investment Strategy
B. Draft Revenue Forecast by Source
C. Project Performance Assessment Draft High-Performers and Low-Performers
D. Draft Transportation Project List
E. Letter from 6 Wins for Social Equity Network

Investment Strategy at a Glance

- The draft investment strategy for PBA 2040 largely continues the overall priorities from the previous plan – an emphasis on "fix it first," supporting focused growth, and protecting our climate.
- Funding existing transit operations is the largest single investment for the region over the next 24 years. Through a combination of local, federal, state and regional resources, the region estimates future funding investments of $122 billion (roughly $5 billion per year) on transit operations, a 25% increase over Plan Bay Area 2013. Unfortunately, due to the high cost of providing transit service in our region, that 25% increase in cost only buys a 7.5% increase in vehicle hours of service.
- Transit capital maintenance and local streets and roads maintenance are the two next largest investments, and the draft strategy invests $31 billion on improving the condition of vehicles and other fixed-guideway infrastructure as well as $24 billion on replacing and maintaining the pavement condition of the region's local streets and roads.

Investment Strategy Process

Development of the draft investment strategy required several important activities – an estimation of funding needs, a forecast of transportation revenues, the prioritization of major projects, and a comparison of trade-offs between funding maintenance, modernization, and expansion projects.

Needs Assessment

The initial process was guided by the expertise of congestion management agencies, transit operators and public works departments submitting an estimate of their operating, maintenance, and project needs for the next 24 years, as well as a request for future regional funding for those needs. In the fall of 2016, MTC took stock of the following needs:

- $122 billion to operate the existing transit system
- $47 billion to improve the existing transit infrastructure (vehicles, tracks, etc) to ideal conditions
- $36 billion to improve the region's local streets and roads pavement to ideal conditions
- $35 billion to improve the region's highways and bridges to ideal conditions
- $187 billion to fund projects and programs beyond operating and maintaining the existing system
- Total need = $426 billion

Compared to the previous plan, the amount of funding required to achieve a state of good repair, in which all pavement is maintained at optimal levels and all transit assets are replaced at the end of their useful life, is higher on an annualized basis. The funding need increased from $8.1 billion/year in Plan Bay Area 2013 (PBA 2013) to $9.3 billion/year in PBA 2040, as shown in Table 1. These increases reflect escalating costs to operate the transit system (25% higher) and to replace transit assets (18% higher). Comparatively, the funding need for local streets and roads has decreased by 5% and the need for state highways has remained steady. Attachment A details the streets and road and transit needs.

Table 1. Annualized Funding Need Change Between PBA 2013 and PBA 2040

Mode	Annual Need in billions of YOE $		% Change
	PBA 2013	PBA 2040	
Local Streets and Roads[1]	$1.6	$1.5	-5%
State Highways[1]	$0.8	$0.8	0%
Transit Capital[1]	$1.7	$2.0	+18%
Transit Operating[2]	$4.1	$5.1	+25%
Total	**$8.1**	**$9.3**	**+15%**

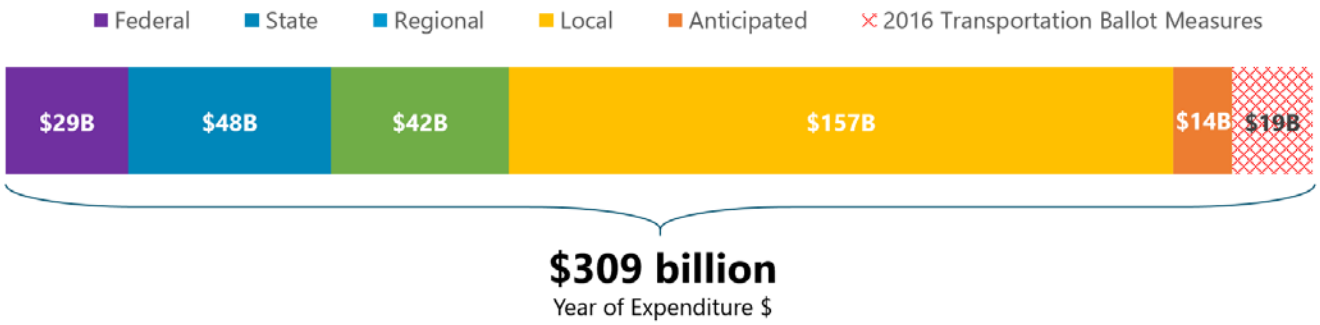
Notes:
1. Amount required to reach ideal conditions for local streets and roads, state highways and transit capital
2. Amount required to sustain existing transit operations through 2040

Revenue Forecast

To prepare the revenue forecast, MTC worked with partner agencies and used financial models to estimate how much revenue will be available for transportation purposes over the next 24 years. Figure 1 illustrates Plan Bay Area 2040's revenue forecast by source. The total forecast is $309 billion, estimated in year of expenditure (YOE) dollars. Like other metropolitan regions, the Bay Area receives a vast array of federal, state, regional, and local sources for transportation. What differentiates the Bay Area from other regions is the preponderance of local and regional sources as a relative share of the total—approximately two-thirds of forecasted revenues are from regional and local sources, such as transit fares, dedicated sales tax programs, and bridge tolls. Making up the remainder of the pie are state and federal revenues (mainly derived from fuel taxes) and "anticipated" revenues (unspecified revenues from various sources that can reasonably be expected to become available within the plan horizon). The complete financial assumptions and amounts for the financially constrained Plan Bay Area 2040 are provided in Attachment B.

This draft investment strategy currently assumes revenues from five transportation ballot measures at stake in the upcoming November 2016 election. These include sales tax increases for Contra Costa, San Francisco and Santa Clara counties as well as San Francisco Bay Area Rapid Transit District's (BART) bond measure and Alameda-Contra Costa Transit District's (AC Transit) parcel tax. Together, these measures add $19 billion to the revenue forecast, with almost half of that revenue going toward maintaining transit assets and pavement condition.

Figure 1. Total Plan Revenues by Source.



PBA 2040's revenue envelope is larger than the preceding regional transportation plan. Key differences between this plan's revenues and the previous plan, Plan Bay Area, are as follows:

- Local revenues have increased by 16% (or $25 billion) since PBA 2013. Almost all of this increase is due to the anticipated passage of three county sales taxes and two transit taxes in November 2016.
- The amount of federal revenue is roughly the same, with significant differences in funding areas. Since the last plan, the Federal Transit Administration (FTA) has allowed transit agencies to compete for funding for capital replacements that enhance service through a new addition to the New Starts/Small Starts program called "Core Capacity." The U.S. Department of Transportation has also re-packaged the existing highway program and included a larger focus on goods movement, via a new formula program and a discretionary program known as FASTLANE.
- The state's Cap and Trade program is included, and reflects the implementation of MTC's Cap and Trade framework (MTC Resolution No. 4130, Revised), which was adopted in 2013 and revised in 2016. In the last plan, Cap and Trade revenues were included in a reserve but not assigned to projects.

Committed Revenues and Expenditures

Only a modest share of the $309 billion to spend on transportation purposes for the next 24 years is flexible. The vast majority of funding is either committed to specific purposes or projects by nature of the revenue source or by voter-approved county sales tax measures and past regional bridge toll increases. Further still, projects could also have prior funding commitments due to the on-going timeline of the project. Funding for these committed projects and programs is included in the plan in order to provide a complete picture of the regional investments and so that these critical efforts can continue to advance, often with additional, future regional funding.

Table 2 summarizes the committed investment levels for PBA 2040 by mode and function[1]. At $216 billion, the committed revenue and associated functions comprise 70% of the total plan. Slightly more than half of the committed revenues are related to operating and maintaining the existing transit system, with 26% of the commitments dedicated to road and bridge maintenance.

Table 2. PBA 2040 Committed Investments by Function (in billions of YOE $)

Function	Investment	Share of Committed
Transit: Operate and Maintain	$115	53%
Road and Bridge: Operate and Maintain	$56	26%
Transit: Modernize	$11	5%
Road and Bridge: Modernize	$16	7%
Transit: Expansion	$12	6%
Road and Bridge: Expansion	$6	3%
Total	**$216**	**100%**

Discretionary Revenues and Prioritization

The remaining revenues, with the exception of the November 2016 transportation measures, are considered "discretionary," meaning they can be applied to transportation purposes within the constraints of the funding source. To realistically determine if the list of transportation projects is within the transportation budget, MTC staff generally assigned project purposes to revenue source. For example, federal transit funding for capital projects, like New/Small Starts, can only be used for transit projects. Furthermore, this fund source cannot be used to pay for existing transit operations. Table 3 presents revenues for future discretionary fund sources.

Table 3. Discretionary Revenue Sources for PBA 2040 (in billions of YOE $)

Type	Fund Source	Amount
Federal	FTA Programs for Transit Capital[1]	$14.0
	Surface Transportation Block Grant Program / Congestion Mitigation & Air Quality	$4.7
	New/Small Starts/Core Capacity	$5.0
	Federal Freight Programs	$2.3
	FTA Bus and Bus Facilities Discretionary Program	$0.4
State	Cap and Trade	$4.9
	State Transit Assistance Proportional Pop-Based	$1.8
	High Speed Rail	$0.9
	STIP: Interregional Road/Intercity Rail	$0.6
	Active Transportation Program	$0.6
Regional	Regional Gas Tax	$3.9
	New Bridge Tolls	$5.1
	AB 1107 – Regional Share	$2.6
	Existing Tolls	$0.6
Other/Local	Anticipated/Unspecified	$14.0
	Transportation Development Act	$12.6
Total		***$74***

1. Includes FTA Sections 5307, 5337, 5339, 5311, and Ferry Grant Program

[1] In the context of Plan Bay Area 2040, all locally generated revenue sources are considered "committed" even if they might be future revenue sources. This includes future state transportation improvement funding and future extensions of county sales taxes. Additionally, some FTA fund sources that are committed to specific purposes but can be influenced by MTC policy are considered future discretionary funding and are not a committed fund source. For a full description of MTC's assumptions on committed and discretionary funding, see MTC Resolution No. 4182. Note: county shares of RTIP and TFCA funding are included in the "local/committed" funding category.

After accounting for the region's commitments and funding needs to operate, maintain, and expand the transportation system, the additional discretionary funding needed to operate and maintain the system combined with the funding that CMAs and transit agencies requested to fund projects totaled $199 billion, almost three times the available discretionary amount ($74 billion). To determine which projects to fund with the discretionary revenue, staff relied in part on the results of the project performance assessment, in which major projects were evaluated for their cost-effectiveness and support of regional targets, and county CMAs' prioritization of projects.

After generalizing the findings of the project performance assessment and reviewing the county submissions, staff developed the following investment principles for the draft investment strategy:

- Fund transit capital and maintenance of all infrastructure
- Fund high-performing, major transit projects
- Fund highway mobility initiatives
- Fund transit efficiency and expansions in priority development areas (PDA)
- Complete funding plans for county priorities

The list of the highest performing projects from the project performance assessment is included in Attachment C.

Draft Investment Strategy

The draft investment strategy for PBA 2040 combines county and regional priorities, as well as funding assumptions for each project. Attachment D summarizes the proposed transportation project list. Funding can either be local/committed, from an upcoming ballot measure, or from future, regional discretionary or anticipated revenue [2]. As shown in Table 4, just over 90% of the investments are related to operating, maintaining, and modernizing the existing transportation system. Operating and maintaining is the largest investment, including replacing transit assets, pavement for local streets and state highways, and operating the transit system. Modernization is the next highest investment category, which includes projects that improve the existing system without significantly increasing the geographical extent of the infrastructure. Electrifying Caltrain and replacing BART's train control are two major investments within this category. Finally, projects that extend fixed-guideway or add lanes to roadways are included in the expand category. Major projects like extending Caltrain to downtown San Francisco and BART into Silicon Valley are in this category.

Table 4. PBA 2040 Draft Investment Strategy (in billions of YOE $)

Strategy		Investment by Fund Source			
		Local/ Committed	November Measure	Regional Discretionary	Total Plan Investment
1	Operate and Maintain	$171	$7	$48	$226
2	Modernize	$27	$9	$19	$55
3	Expand	$18	$3	$7	$28
Total		**$216**	**$19**	**$74**	**$309**

[2] Local/committed fund sources are any locally generated transportation funding source, like county sales tax, vehicle registration fees, and impact fees. This category also includes future extensions of county sales tax measure and anticipated state regional transportation improvement program (RTIP) funds per county.
November measures include upcoming sales tax measures for Contra Costa, San Francisco and Santa Clara counties, BART's bond measure, and AC Transit's parcel tax measure. After a measure passes, it will be considered local/committed for the final Plan Bay Area 2040 adoption.
Regional discretionary fund sources include future STP/CMAQ, Cap and Trade, New/Small Starts, future bridge tolls, a regional gas tax, and anticipated/unspecified funding

As an update to PBA 2013, the draft strategy for PBA 2040 builds upon the priorities of the previous plan and highlights new areas where the previous plan may have fallen short. In order to successfully implement and deliver the three investment strategies, the Plan calls special attention to a number of areas where critical investments are planned over the 24-year Plan period. These include emphasizing core capacity transit, goods movement projects, increasing the performance of the region's roadway networks, continuing to facilitate focused housing and job growth, and laying a groundwork to improve mobility for the region's most underserved communities by funding transit operations.

Transit Capitol Investments: Similar to the previous plan, the draft plan invests in funding transit asset replacement, transit projects that alleviate capacity problems in the core of the region, and funding transit efficiency and expansions in the region's priority development areas. The region commits 49% of the future discretionary revenue and 22% of the total plan revenue to this investment strategy. The draft plan also dedicates more than $30 billion to replacing and improving transit asset conditions. This includes a commitment to replacing 100% of the vehicle and fixed guideway need and reducing the percent of transit assets past their useful life from 30% in 2015 to 16% in 2040.

Additionally, the plan will replace transit infrastructure through "modernization" projects that replace existing assets with infrastructure that supports either more service or more reliable service. Two examples of this type of project are the Caltrain Electrification and BART Transbay Core Capacity projects. These projects replace vehicles and control systems with infrastructure that increases capacity and enables more frequent and reliable operations. As the draft preferred scenario increases job growth in San Francisco, the draft plan also invests in transit projects that increase capacity to downtown San Francisco. These include extending Caltrain and the future California High-Speed Rail to the Transbay Terminal in downtown San Francisco, bus rapid transit along Geary Boulevard, ferry service increases from Vallejo, Oakland, and Alameda to downtown San Francisco, and service increases of AC Transit, particularly in the Transbay routes.

Rounding out the transit vision are strategic investments in transit efficiency and expansions throughout the region. Several of these types of projects in the South Bay yielded significant benefits when considering the planned focused housing growth in PDAs along light rail corridors in Santa Clara County as part of the project performance assessment. These projects include bus rapid transit along El Camino Real, expanding light rail in the Capitol Expressway and Vasona Corridors, and expanding BART to Silicon Valley Phase 2.

Roadway Performance: The Bay Area consistently ranks as one of the most congested metropolitan areas in the nation and recent data suggest that the amount of time spent in congested conditions is now at the highest level on record. With today's mature system of roadways and increased demands on available financial resources, it is no longer possible – if it ever was – to build our way out of congestion. Instead, the draft plan invests in ways to operate our existing highways more efficiently. There is plenty of room for improvement in this area.

The draft strategy includes a discretionary funding commitment of $4 billion over the next 24 years to support projects and programs that will boost system efficiency. These include the Columbus Day Initiative that aims to use low-cost technology upgrades to dramatically improve the speed and reliability of roadways and transit service and spot-capacity increases at interchanges to alleviate bottlenecks. In addition, efforts like San Francisco's cordon pricing program and the Regional Express Lane Network will leverage revenues generated from pricing to improve the efficiency of the existing system while expanding travel mode choice.

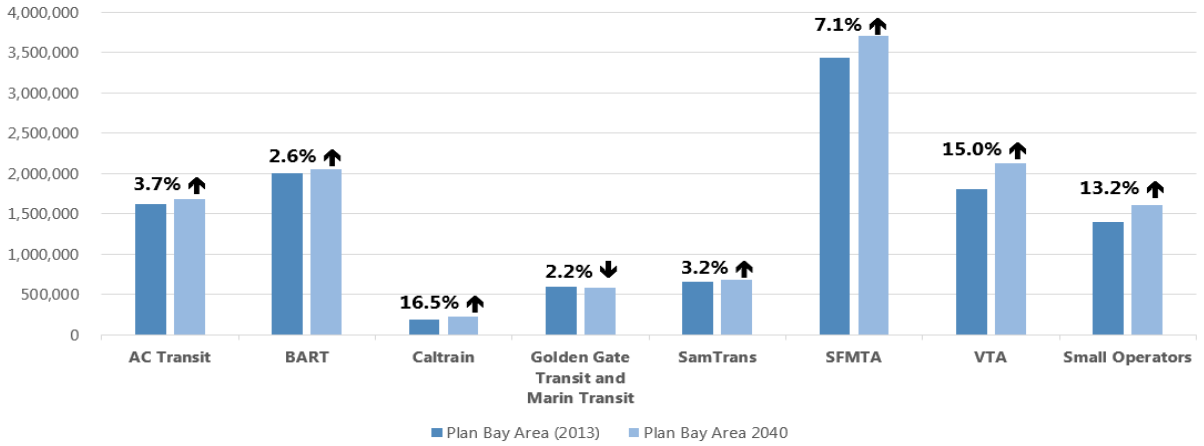
Support Focused Growth: As in the previous plan, this draft investment strategy makes a significant commitment to maintaining the pavement conditions of local streets and roads and to increasing the convenience and safety of walking and bicycling. The previous plan brought these two purposes together under the One Bay Area Grant (OBAG) program. This draft strategy continues to provide flexibility to congestion management agencies to fund any eligible OBAG program, including transportation infrastructure that supports infill development such as funding for bicycle and pedestrian improvements, local street repair, and planning activities, while also providing specific funding opportunities for Safe Routes to Schools projects and Priority Conservation Areas.

Accompanying the environmental and health objectives of this investment strategy is the Climate Initiatives Program, which was also first introduced in the previous plan and will be carried forward by this draft investment strategy. As the Bay Area's second RTP/SCS under SB 375, one of the plan's required targets is a per capita greenhouse gas (GHG) emissions reduction target of 7 percent by 2020 and 15 percent by 2035. Like the original Plan Bay Area, this new draft strategy for 2040 exceeds both GHG targets.

Goods Movement: The movement of freight is a crucial piece of our regional transportation puzzle and for the first time, the draft investment strategy includes dedicated state and federal funding for freight. This investment strategy dedicates $5 billion to goods movement projects, as well as to programs that minimize the negative consequences of this activity. For example, the draft strategy includes a program that will implement the recommendations of the Freight Emission Reduction Action Plan, a follow-on effort from the Regional Goods Movement Plan that evaluated strategies that advance emission and near-zero emission freight movement in the Bay Area.

Equity Roadmap: The draft Plan includes an almost $70 billion "Equity Roadmap" that makes major investments toward bus operations ($62 billion), increases in bus service and other improvements ($5 billion), county access initiatives ($1 billion), and lifeline, mobility management, and means-based fare programs ($1 billion). The draft investment strategy funds existing bus operations (including significant increases in bus service) annually through 2040 and at a higher rate than in the previous plan. Several of the region's operators have increased service since the previous plan was adopted, including AC Transit, VTA, and many of the small operators, as shown in Figure 2. Golden Gate and Marin Transit's trends differ as their service cuts trailed the other operators and such that their base service goals were higher in Plan Bay Area. Additionally, in terms of share of transportation investment benefits, we calculate that 42% of the investment strategy benefits the low-income population, which comprises a 24% share of the region's population.

Figure 2. Change in Revenue Vehicle Hours Funded in PBA 2013 vs. PBA 2040



During the Call for Projects process, staff received a request from the Six Wins for Social Equity Network (Attachment E) to include an "Underserved Community Benefits Program" totaling over $2 billion. While staff is not recommending the creation of this new program, the draft investment strategy reaffirms the importance of addressing the mobility and accessibility needs of seniors, persons with disabilities, and residents in low-income communities throughout the region through the Equity Roadmap.

Low-Income and Minority Assessment of the Draft Investment Strategy

As noted above, staff has evaluated the draft investment strategy using a population use-based methodology to estimate the percent of investments that would likely be used by low-income and minority populations. The methodology estimates use through equating shares of trips made by low-income and minority populations to level of investment in particular categories.

Table 5 summarizes the use-based assessment. The draft strategy invests $197 billion into transit (operations, maintenance, modernization, and expansion), of which $89 billion is estimated to benefit low-income residents and $113 billion is estimated to benefit minority residents. Almost 70% of the transit benefits for low-income residents is through investments in SFMTA, VTA, and BART. Similarly, the strategy invests $107 billion in roadway projects, of which $28 billion is estimated to benefit low-income residents and $55 billion is estimated to benefit minority residents. Across the total draft strategy, 42% of the investments is estimated to benefit low-income residents, compared to 28% of trips, and 57% of the investments is estimated to benefit minority residents, compared to 52% of trips.

Table 5. Low-Income and Minority Assessment for the Draft Investment Strategy

	Population	Share of Population	Share of Transit Trips	Share of Transit Investment	Share of Roadway Trips	Share of Roadway Investment	Share of All Trips	Share of All Investment
Low-Income Population	1,777,132	**24%**	53%	**45%**	27%	**26%**	28%	**42%**
Minority population	4,497,334	**59%**	61%	**58%**	52%	**52%**	52%	**57%**

Cost Contingency and Debt Service

The draft investment includes a reserve for future cost increases for transportation projects. As projects move through the design, environmental, and construction phases, cost estimates tend to increase. In response to past cost increases and federal input on our planning process, this draft strategy sets aside $1 billion of future funding as contingency.

Additionally, the draft investment strategy includes an accounting of the amount of future revenue that is required to pay for financing costs of previous projects (or already constructed projects). Financing is a common method for funding expansion projects that require future revenues, like sales tax or bridge tolls, all at once. Even though the project may be completed, the investment strategy must account for all transportation expenditures, including financing costs. This draft strategy includes $1.1 billion for financing costs of the future bridge toll and $2.8 billion for VTA's existing transportation sales tax, Measure A.

Alix A. Bockelman

Attachments

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Draft Investment Strategy Summary Table in Millions of YOE $
Sorted by total plan investment

Investment Strategy		Investment	Funding Source			Total Plan Investment	Share of Reg. Discr	Share of Total Plan
			Local/ Committed	November Measure	Regional Discretionary			
1	Operate and Maintain	Transit Operations	$107	$0	$16	$122	21%	40%
		Local Streets Preservation and Operations	$26	$4	$8	$37	11%	12%
		Transit Capital Preservation	$5	$4	$22	$31	30%	10%
		Highway and Bridge Preservation	$30	$0	$0	$30	0%	10%
		Cost Contingency and Debt Service	$3	$0	$2	$5	3%	2%
		Subtotal	**$171**	**$7**	**$48**	**$226**	**65%**	**73%**
2	Modernize	Transit Efficiency	$6	$3	$8	$18	11%	6%
		Highway Operational and Interchanges	$4	$1	$3	$7	3%	2%
		Express Lanes (Conversions) and Pricing	$7	$0	$0	$7	0%	2%
		Multimodal and Bike Ped	$3	$1	$2	$6	2%	2%
		Transit Service Increase and Other Improvements	$2	$2	$1	$5	1%	1%
		Goods Movement	$2	$0	$3	$5	4%	2%
		Planning and Programs	$2	$1	$1	$4	1%	1%
		Regional and County Access Programs	$1	$0	$1	$2	2%	1%
		Climate	$0	$0	$1	$1	1%	0%
		Subtotal	**$27**	**$9**	**$19**	**$54**	**25%**	**17%**
3	Expand	Express Lanes (Expand) and Roadway Expansion	$6	$1	$1	$8	2%	3%
		Transit Expansion	$12	$2	$6	$20	8%	7%
		Subtotal	**$18**	**$3**	**$8**	**$29**	**10%**	**9%**
Grand Total			**$216**	**$19**	**$74**	**$309**	**100%**	**100%**

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Attachment A

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August 18, 2016

Alix Bockelman
Metropolitan Transportation Commission
Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105

Re: Contra Costa County's Draft Plan Bay Area 2040 Project List and Notes

Dear Ms. Bockelman:

Thank you for your letter dated August 4, 2016 regarding Contra Costa's project list in the Draft Plan Bay Area (PBA). We have reviewed the list and offer the following comments:

1. It is our understanding that the "Minor Roadway Expansion" program category includes projects on roadways that are classified as lower than Principal Arterial. Upon review of the project list under this program, the project titled "Widen San Ramon Valley Boulevard from 2 to 4 lanes – Jewel Terrace to Podva Road" should be listed individually as it is a Principal Arterial according to Caltrans' latest California Road System (CRS) maps.

   The revised cost for the "Minor Roadway Expansion" program should be $527M.

2. "I-680 and SR-24 interchange improvements" (Project No. 90) should be renamed to: "Construct Additional Auxiliary Lanes on I-680 – South of I-680/SR-24 Interchange".

3. The two projects below are missing from the list in your letter and should be added:

   a. "Byron Highway Improvements" (Project Cost: $29.7M), which can be included in the "County Safety, Security and Other" program category.
   b. "I-80/SR4 interchange improvement – Replace SR4 to I-80 Ramp" (Project Cost: $25M), which can be included in the project listing "I-80/SR4 interchange improvements".

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PHONE: 925.256.4700
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4. The grouped projects under "I-80/SR4 interchange improvements" should consist of the following:

   a. Project #81: "I-80/SR4: New I-80 EB off ramp at Sycamore"
   b. Project #87: "I-80/SR4 Interchange Improvements – New Eastbound Willow Avenue Ramps and SR-4 to I-80 Ramp"
   c. "I-80/SR4 Interchange Improvement – Replace SR4 to I-80 Ramp" (See 3b above)

   Total cost for the grouped project listing should be $93M.

5. There are a few projects that need to be reassigned from current programmatic category to another:

   a. From "County Safety, Security and Other" Program to "Bicycle and Pedestrian" Program:
      - "Contra Costa County Safe Routes to Schools Program"
      - "Safe Transportation for Children"
      - "San Pablo Avenue Pedestrian Overcrossing at Sycamore Avenue"
   b. From "County Safety, Security and Other" Program to "Innovative Transportation Technology" Program:
      - "Connected Vehicle/Automated Vehicle and Other Technology Infrastructure."

   The revised costs of the three programs with the changes will be as follows:

   - County Safety, Security and Other (including 3a): $139M
   - Bicycle and Pedestrian: $369M
   - Connected Vehicle/Automated Vehicle & Other Technology Infrastructure: $128M

6. We propose to combine "Express Bus Service" and "Park & Ride Lot to Support Regional Express Bus Service" into one project and list it individually instead of being under the "Minor Transit Improvements" program category. The title of the combined project would be "I-680 Transit Improvements including Express Bus Service, ITS components, and Park & Ride Lots".

   The cost of the individually listed project is $130M.

The revised cost for the "Minor Transit Improvements" program should be $749M.

7. Though "East County Rail Extension (eBART) Phase 1" (Project #110) is nearly complete, BART would like to keep the project listed in the Plan with the project costs of $525M to be shown as Pre-2017 funding. Please also include the "Brentwood Intermodal Transit Center" project in the Plan with a project cost of $52M to be listed under Post 2017 Local/Committed Funding.

We appreciate the time and effort that MTC staff has spent guiding us through the RTP process. We hope this letter provides your staff with the information they need to proceed with finalizing the project list for the Plan.

Please contact Hisham Noeimi at hnoeimi@ccta.net or 925-256-4731 should you have any questions.

Sincerely,

Randell H. Iwasaki
Executive Director

cc: David Vautin, MTC
Kristen Carnarius, MTC
William Bacon, MTC

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June 29, 2016

Mr. Steve Heminger
Executive Director
Metropolitan Transportation Commission
375 Beale Street, Suite 800
San Francisco, CA 94105-2006

RE: Compelling Case Process and Capitol Expressway LRT-Phase 2

Dear Steve,

I write you to express support for the letter Supervisor Dave Cortese sent you recommending that the Commission give greater weight to projects serving Communities of Concern. Among the many benefits that public transit offers to the public, we must not overlook its social justice function. Communities of Concern often do not enjoy the same degree of transportation options and too often live farther away from employment and entertainment venues. In addition to decreasing congestion and greenhouse gases while improving safety, public transit is also a means to integrate Communities on Concern within our broader community.

I support the project to extend the Capitol Expressway LRT-Phase 2. As Supervisor Cortese notes, this project is entirely surrounded by Communities of Concern and would not just provide connections to entertainment and job centers along VTA's existing Light Rail corridor (such as downtown San Jose and Levi Stadium), but also it would provide intermodal connectivity with BART and Caltrain. It would provide a reliable means of transportation to connect one of the Bay Area's most economically disadvantaged and densely populated areas with bustling job markets in places such as Palo Alto and San Francisco.

As the Bay Area continues to prosper economically, we must strive for a more inclusive community. I hope the MTC approves the Capitol Expressway LRT-Phase 2 project because it

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would advance these goals. I urge MTC to include service to Communities of Concern as a base-case assessment for future projects, consistent with all applicable laws and regulations.

Sincerely,

Zoe Lofgren
Member of Congress

CITY OF FAIRFIELD

Founded 1856

Incorporated December 12, 1903

COMMUNITY DEVELOPMENT DEPARTMENT
Planning Division

Home of
Travis Air Force Base

COUNCIL

Mayor
Harry T. Price
707 428.7395

Vice-Mayor
Chuck Timm
707 429.6298

Councilmembers
707 429.6298

Pam Bertani

Catherine Moy

Rick Vaccaro

• • •

City Manager
David A. White
707 428.7400

• • •

City Attorney
Gregory W. Stepanicich
707 428.7419

• • •

City Clerk
Karen L. Rees
707 428.7384

• • •

City Treasurer
Oscar G. Reyes Jr.
707 428.7498

DEPARTMENTS

City Manager's Office
707 428.7400

• • •

Community Development
707 428.7461

• • •

Parks & Recreation
707 428.7465

• • •

Finance & Technology
707 428.7498

• • •

Fire
707 428.7375

• • •

Police
707 428.7362

• • •

Public Works
707 428.7485

June 27, 2016

Mr. Ken Kirkey, Planning Director
Metropolitan Transportation Commission (MTC)
Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105

Re: 2016 MTC/ABAG Scenarios for Plan Bay Area 2040

Dear Mr. Kirkey:

The City of Fairfield would like to express our appreciation for the opportunity to comment on the three scenarios prepared for Plan Bay Area 2040, namely the Main Streets Scenario, Connected Neighborhoods, and Big Cities. Our understanding is that all three scenarios would enable the Bay Area to potentially meet obligations for greenhouse gas reduction (SB 375), housing production, and economic growth.

The City of Fairfield has reviewed the proposed scenarios with our neighboring cities of Vacaville and Suisun City along with Solano Transportation Authority (STA) staff. Our consensus is that we generally support the Main Streets Scenario (Scenario 1). The scenario is consistent with both our Heart of Fairfield and Train Station Specific Plans for Priority Development Areas which will be a major focus for growth in the City of Fairfield over the next 25 years. We also believe this scenario will result in a more equitable distribution of "discretionary transportation spending" and includes a realistic recognition that "traditional" suburban growth will continue.

The City of Fairfield joins STA and the Cities of Suisun City and Vacaville in expressing concern about the transportation investments proposed for the second scenario, Connected Neighborhoods.

The three cities share several proposed transportation projects in common, namely the Jepson Parkway, I-80/I-680/SR 12 Interchange, and the Solano Express Bus Service Improvements. All three of these projects are included in the transportation improvements for Scenario 1 (Main Streets), and we agree with this inclusion.

Our concern is over the exclusion of all three projects from Connected Neighborhoods. Our three cities will be taking the lion's share of future residential growth in Solano County, and we expect some of the new residents of our communities to commute to jobs in the Bay Area. A combination of the regional

express lane network with the interchange improvements and the express bus improvements create by far the greatest potential for these commuters to use some form of transit for their commute trips.

Not all of the trips through the Interchange or on Solano Express buses, or in carpools and van pools, will be residents from our cities commuting into the inner Bay Area. They will be commuting to jobs and classes in Vallejo and Benicia, just as residents of those cities will be coming to work, learn, and generally participate in life in our communities. No matter how those local trips are made – and the Solano Express Bus Service Improvements will make it much more attractive for those trips to be made by bus – they will mostly pass through the I-80/I-680/SR 12 Interchange. Many trips between our three cities can also take an alternative route if it is built – the Jepson Parkway, which links the three cities along their eastern borders, and avoids I-80. The Jepson Parkway is a bicycle- and transit-friendly corridor, with the new Fairfield/Vacaville Capitol Corridor train station at its center.

The Connected Communities scenario anticipates significant development in our three cities, although not as much as does the Main Streets scenario. The existing congestion in the I-80 corridor, from pass-through commuters, freight movement and Solano commuters, justifies the inclusion of the I-80/I-680/SR 12 Interchange, Solano Express Bus Improvements and Jepson Parkway projects in both scenarios.

The City of Fairfield does not support the Big Cities scenario. We do not believe this scenario represents a realistic framework for growth and will result in lack of investment in needed transportation infrastructure in Fairfield and Solano County. As in Scenario 2 (Connected Neighborhoods), the omission of Jepson Parkway, I-80/I-680/SR 12 and Solano Express Bus Improvements will have serious regional impacts.

The City of Fairfield looks forward to participating, along with other agencies and jurisdictions, in the discussion about Plan Bay Area 2040. If you have any questions about this letter, please feel free to contact Brian K. Miller on my staff at bkmiller@fairfield.ca.gov or 707-428-7446.

Respectfully,

KARL A. DUMAS
Director of Community Development

KAD:BKM:ccs

From: Richard Snyder
To:
Cc:
Subject: Plan Bay Area 2040
Date: Thursday, July 07, 2016 8:35:26 AM

Dear MTC & ABAG,

In my email of June 27, I stated:

> Dear ABAG & MTC,
>
> Any further planning in the Bay Area should be centered on the development of a ferry system, akin to that in Seattle and Sydney.
>
> Such a plan was fully developed over 30 years by Bruce Spaulding, former Vice Chancellor of UCSF. He can be reached at "[REDACTED]".
>
> Such a system would create numerous benefits, including but not limited to new transportation hubs, thus relieving stress on existing communities, reduction of automobile traffic, easing the burden on bridges, and obviating the need to expensive tunnels. As well, it would be a primary system for public safety in the event of natural catastrophe. such a system would allow the projected increase of population without disruption of existing communities, and would facilitate the seamless absorption of new population elements into existing communities.
>
> One of the problems of existing regional planning, is that it is focussed on existing modes of transportation, exiting hubs, etc.
>
> It would constitute of total lack of due diligence not to fully examine this possible transportation element. Any plans made without taking this into consideration would be a breach of public trust.

For the purpose of reviewing those earlier plans, and hopefully incorporating them into the Bay Area 2040 Plan, perhaps the best source of information is the Water Emergency Transporation Authority ("WETA") [www.sanfranciscobayferry.com/weta]. WETA was established by SB 976, and replaced the original Water Transit Authority ("WTA") in order to be eligible for FEMA funds when the next major earthquake[s] occurred. In addition, the Bay Area Council [www.bayareacouncil.org] was involved in creating the WTA and WETA, and has files covering the development of extensive the Bay Area ferry plan.

And yes, it would be expensive, but that is a political/finance problem which could be overcome.

Richard N. Snyder

Richard Neil Snyder
P.O. Box 989

From:
To: MTC Info
Subject: Plan Bay Area stinks
Date: Thursday, July 28, 2016 4:19:31 PM

Plan Bay Area is urbanizing out lying and peninsula cities to their detriment. Push electric/hybrid cars instead of buses, and stop stack and pack building which tears out buildings of character from various decades which end up in landfill. All this is creating increasingly worse air quality in these areas. Much worse.

We hate "The Grand Boulevard." It is a gross concept of uniformity and human activity in undesirable areas that will still be awful no matter how much money goes into the ill advised modifications. Let places people congregate develop naturally and they will be far superior. We are not Europe and should not be built like it. We have major earthquakes, they do not. We are Californians and prefer to maintain our personal freedom and flexibility in our transportation, so just let us use our electric cars on the arterial streets as they are now, without the road diets impeding us. We have plenty of sunshine to fuel these cars. Europe does not.

Just as pedestrians need to be on a path that is separate from cars, bicycles also belong on separate bikeways, not along fast major traffic, even with barriers that cars and trucks can crash through due to mechanical failure or driver error. So build bicycles their own completely safe and separate bikeways instead of modifying existing heavy traffic corridors to lull bicycle riders into thinking they are safe there. They are not.

Quit ruling over us like tyrants and forcing your pie in the sky decisions on us. Allow us to work as a democracy to preserve and better our quality of life.

Serious.

COUNTY OF SAN MATEO
HEALTH SYSTEM

Dr. Scott Morrow, Health Officer
Cassius Lockett, PhD, Director

Public Health, Policy & Planning
225 37th Avenue,
San Mateo, CA 94403
www.smchealth.org
www.facebook.com/smchealth

September 2, 2016

MTC Chair, Dave Cortese
Planning Committee Chair, James P. Spering
Metropolitan Transportation Commission
375 Beale Street, Suite 800
San Francisco, CA 94105

Re: Lifeline Program and Plan Bay Area Investment Strategy

Dear MTC Chair Cortese and Planning Committee Chair Spering,

Thank you for the opportunity to share our thoughts as you consider the long-term investment strategy to support the implementation of Plan Bay Area and advance MTC's goals. Our comments focus on:

1) **significantly increasing the funding amount for the Lifeline Transportation Program, and;**
2) **ensuring the funding sources for Lifeline allow sufficient flexibility to meet the goals of the Program: "meet(ing) mobility and accessibility needs in low-income communities across the Bay Area."**

The Lifeline Transportation Program is a key funding source for services that increase the mobility of seniors, low-income people, communities of color and those with disabilities across the Bay Area. The program funds vital bus and train service, transit stop improvements, pedestrian and bicycle projects, senior and children's transportation, community shuttles, auto loan programs, and mobility management activities. Lifeline is administered locally by Congestion Management Agencies targeting specific service gaps identified through a needs assessment (Community Based Transportation Programs). Lifeline provides funding directly to counties to fill the gap in service needs for transit-dependent populations to reach critical destinations such as healthcare, food, jobs, and education –important to advancing health and health equity.

The Lifeline Transportation Program promotes health by:

- Increasing opportunities for low-income people, people of color, and disadvantaged populations to access jobs, services, health-care, and other health-promoting destinations; by reducing injuries; and by promoting physical activity.
- Providing safe places to walk, bike, and take public transportation, which are leading strategies for preventing overweight and obesity, diabetes and heart disease.
- Reducing driving, which slows climate change, limits injuries by cars, and improves air-quality-related health issues like asthma and cancer.
- Supporting access to safe outdoor spaces for people to gather, helping build strong social connections, relieve stress, and allowing people to recover more quickly from illness.

With the senior populations across the Bay Area growing dramatically, the increase in housing costs, as well as projections for increases in low-wage jobs, the Lifeline Transportation Program is more important than ever to sustain the future of the Bay Area.

San Mateo County, similar to other counties, relies heavily on Lifeline to provide shuttle services, expand important bus lines and provide transit vouchers to our most vulnerable populations. A recent SamTrans survey demonstrates the deep reliance of our vulnerable populations on transit

service to get them around. Between 70-75% of riders are people of color, approximately 45% are youth or seniors, and nearly 40% make less than $25,000 per year, with 54% making less than $50,000 per year. 72% of riders do not own a car and 82% utilize service at least 3 days/week with 63% using it at least 5 days/week. 44% of riders are traveling to and from work, and 28% to and from school. Out of 11 attributes of SamTrans including personal safety, courtesy of driver and more, the frequency of buses ranked lowest – indicating a clear need for expanded services.

In summary, the majority of riders are low-income people of color, youth and seniors, with no other transportation options who rely on public transit to get to work and school. The biggest need they have is to increase transit frequency indicating an important gap in service for those who need transit the most. Lifeline provides a critical funding source to specifically fill gaps in public transit services for the populations that need them most.

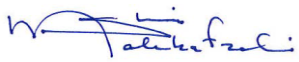
We encourage you to significantly expand the funds for the Lifeline Transportation Program in recognition of the large and growing gap between the transit needs of seniors, low-income people, people of color and those with disabilities, and current transit service, which Lifeline can help bridge. As you consider the funding sources for the program, we urge you to consider maximizing the flexibility of the funds to ensure Lifeline can focus on the highest priority needs identified in the Community Based Transportation Program. Highly restrictive funding sources limit the ability of Congestion Management Districts to appropriate the funds to address local needs.

Our economy relies on the mobility of all of our residents. When residents don't have access to key public transportation lines, they cannot get to work and must rely more heavily on social services. In addition, when residents cannot get to school, they cannot get the education needed to position themselves for well-paying jobs to support their families and serve as the future workforce for our communities. Income and educational attainment are two of the key factors that determine a person's health. The more money and education a person has, the healthier they are.

We would like to work with MTC staff to not only expand the Lifeline Transportation Program but to improve it in order to maximize the intentions of the program to best serve our most vulnerable populations.

Thank you for the opportunity to share our recommendation as you consider the long term investment strategy for Plan Bay Area.

Sincerely,



Shireen Malekafzali
Senior Manager for Policy, Planning and Equity for the San Mateo County Health System
MTC Policy Advisory Council Member

cc: Steve Heminger, Executive Director
Alix Bockelman, Deputy Executive Director
Ken Kirky, Director

Attachment B

PLAN BAY AREA 2040 - DRAFT REVENUE FORECAST BY SOURCE
In Billions of Year of Expenditure $
Updated August 2016

Revenue Source	Plan Bay Area 2040 Total Revenue	Plan Bay Area 2040 Total Committed Revenue	Plan Bay Area 2040 Total Discretionary Revenue (Including 2016 Ballot Measures)
FEDERAL			
FHWA Construction of Ferry Boats & Ferry Terminal Facilities Formula Program	$ 0.04	$ 0.04	$ -
FHWA/FTA Section 5303 Metropolitan Planning	$ 0.03	$ 0.03	$ -
FHWA STP/CMAQ - Regional	$ 3.26	$ 0.40	$ 2.86
FHWA Highway Safety Improvement Program (HSIP)	$ 0.31	$ 0.31	$ -
FHWA STP/CMAQ - County	$ 2.18	$ 0.35	$ 1.82
FTA Passenger Ferry Grant Program	$ 0.10	$ 0.10	$ -
FTA Sections 5307 & 5340 Urbanized Area Formula (Capital)	$ 7.08	$ -	$ 7.08
FTA Section 5309 Fixed-Guideway Capital Investment Grants - New Starts and Core Capacity	$ 5.02	$ 0.67	$ 4.35
FTA Section 5309 Fixed-Guideway Capital Investment Grants - Small Starts	$ 0.70	$ 0.05	$ 0.65
FTA Section 5310 Enhanced Mobility of Seniors & Individuals with Disabilities	$ 0.16	$ -	$ 0.16
FTA Section 5311 Non-Urbanized Area Formula	$ 0.07	$ -	$ 0.07
FTA Section 5337 State of Good Repair Formula	$ 6.56	$ -	$ 6.56
FTA Section 5339 Bus & Bus Facilities Program	$ 0.40	$ -	$ 0.40
FTA Bus and Bus Facilities Discretionary Program	$ 0.38	$ -	$ 0.38
National Highway Freight Program	$ 0.77	$ -	$ 0.77
National Significant Freight and Highway Projects Discretionary Program	$ 1.53	$ -	$ 1.53
Federal Total	**$ 28.59**	**$ 1.96**	**$ 26.63**
STATE			
Active Transportation Program (ATP) - State Program	$ 0.28	$ -	$ 0.28
Affordable Housing & Sustainable Communities Program	$ 1.08	$ -	$ 1.08
High Speed Rail	$ 9.26	$ 8.40	$ 0.86
Cap & Trade Goods Movement (from 40% Uncommitted Funds)	$ 0.50	$ -	$ 0.50
Gas Tax Subvention	$ 8.29	$ 8.29	$ -
Low Carbon Transit Operations Program Population-Based	$ 0.29	$ -	$ 0.29
Low Carbon Transit Operations Program Revenue-Based	$ 0.80	$ 0.80	$ -
Proposition 1B	$ 0.01	$ 0.01	$ -
State Highway Operations & Protection Program (SHOPP)	$ 13.75	$ 13.75	$ -
State Transit Assistance (STA) Population-Based	$ 1.79	$ 0.05	$ 1.74
State Transit Assistance (STA) Revenue-Based	$ 5.12	$ 5.12	$ -
Transit and Intercity Rail Capital Program	$ 3.00	$ -	$ 3.00
State Transportation Improvement Program (STIP): Regional Transportation Improvement Program (RTIP) County Shares	$ 3.11	$ 3.11	$ -
STIP: Interregional Road/Intercity Rail (ITIP)	$ 0.71	$ 0.11	$ 0.60
State Total	**$ 47.99**	**$ 39.65**	**$ 8.34**
REGIONAL			
2% Toll Revenues	$ 0.10	$ -	$ 0.10
5% State General Funds	$ 0.09	$ -	$ 0.09
Active Transportation Program (ATP) - Regional Program	$ 0.31	$ -	$ 0.31
AB 1107 ½-cent Sales Tax in three BART counties (25% MTC Administered Share)	$ 2.61	$ -	$ 2.61
AB 1107 ½-cent Sales Tax in three BART Counties (75% BART Share)	$ 7.82	$ 7.82	$ -
AB 1171	$ 0.09	$ -	$ 0.09
AB 434 (Transportation Fund for Clean Air – Regional) – 60% of funding	$ 0.37	$ 0.37	$ -
AB 664	$ 0.38	$ -	$ 0.38
BATA Base Toll Revenues	$ 3.60	$ 3.60	$ -
Bridge Toll Increase - $1 in 2019; $1 in 2024	$ 5.10	$ -	$ 5.10
Regional Express Lane Network Revenues	$ 4.50	$ 4.50	$ -
Regional Gas Tax Increase - 10¢ increase at 2020 election	$ 3.94	$ -	$ 3.94
Regional Measure 2 (RM2)	$ 3.18	$ 3.18	$ -
RM1 Rail Extension Reserve	$ 0.05	$ -	$ 0.05
Service Authority for Freeway and Expressways (SAFE)	$ 0.15	$ 0.15	$ -
Seismic Surcharge with Carpool	$ 3.43	$ 3.43	$ -
Seismic Retrofit Account (Caltrans)	$ 3.18	$ 3.18	$ -
Seismic Retrofit	$ 3.18	$ 3.18	$ -
Regional Total	**$ 42.06**	**$ 29.40**	**$ 12.66**
LOCAL			
AB 434 (Transportation Fund for Clean Air – County Program Manager) – 40% of funding	$ 0.26	$ 0.26	$ -
County Sales Tax Measures	$ 33.15	$ 33.15	$ -
County Sales Tax Measures - Reauthorizations	$ 5.98	$ 5.98	$ -
County Vehicle Registration Fees	$ 1.02	$ 1.02	$ -
County Vehicle Registration Fees - Reauthorization	$ 0.03	$ 0.03	$ -
Express Lane Revenue (county managed)	$ 2.70	$ 2.70	$ -
Golden Gate Bridge Toll	$ 3.43	$ 3.43	$ -
Land Sales & Other Developer Revenues	$ 1.05	$ 1.05	$ -
Local Funding for Streets and Roads	$ 14.76	$ 14.76	$ -
Property Tax/Parcel Taxes	$ 5.27	$ 5.27	$ -
San Francisco Municipal Transportation Agency (SFMTA) General Fund + Proposition B	$ 10.10	$ 10.10	$ -
San Francisco Transportation Sustainability Fee	$ 0.80	$ 0.80	$ -
SMART Sales Tax in Marin and Sonoma Counties	$ 0.54	$ 0.54	$ -

Revenue Source	Plan Bay Area 2040 Total Revenue	Plan Bay Area 2040 Total Committed Revenue	Plan Bay Area 2040 Total Discretionary Revenue (Including 2016 Ballot Measures)
SMART Sales Tax in Marin and Sonoma Counties - Reauthorization	$ 0.64	$ 0.64	$ -
Transit Fare Revenues	$ 37.10	$ 37.10	$ -
Transit Non-Fare Revenues	$ 23.50	$ 23.50	$ -
Transportation Development Act (TDA)	$ 12.58	$ 0.03	$ 12.55
Other Local	$ 2.90	$ 2.90	$ -
Local Total	**$ 155.81**	**$ 143.27**	**$ 12.55**
ANTICIPATED/UNSPECIFIED			
Anticipated/Unspecified	$ 14.00	$ -	$ 14.00
Anticipated/Unspecified Total	**$ 14.00**	**$ -**	**$ 14.00**
OTHER			
San Francisco Treasure Island/Cordon Pricing	$ 1.75	$ 1.75	$ -
2016 Bay Area County/Transit District Transportation Ballot Measures	$ 18.77	$ -	$ 18.77
AC Transit Parcel Tax	*$ 0.60*	*$ -*	*$ 0.60*
BART General Obligation Bond	*$ 3.50*	*$ -*	*$ 3.50*
Contra Costa County 1/2¢ Sales Tax Increase	*$ 3.31*	*$ -*	*$ 3.31*
San Francisco County 1/2¢ Sales Tax Increase	*$ 3.99*	*$ -*	*$ 3.99*
Santa Clara County 1/2¢ Sales Tax Increase	*$ 7.37*	*$ -*	*$ 7.37*
Other Total	**$ 20.52**	**$ 1.75**	**$ 18.77**
GRAND TOTAL	**$ 308.97**	**$ 216.03**	**$ 92.95**

Attachment C: Project Performance Assessment Draft High-Performers and Low-

Performers High-Performing Projects: High B/C (≥7) and Moderate Targets Score (≥3)
OR High Targets Score (≥7) and Moderate B/C (between 3 and 7)

Row #	Project ID	Project Name	Location (County)	B/C Ratio	Targets Score	Project Description
1	302	Treasure Island Congestion Pricing	San Francisco	**14**	**4.5**	Charges a toll for residents to exit Treasure Island with net revenues used to increase ferry and bus service to/from Treasure Island.
2	1301	Columbus Day Initiative	Multi-County	**11**	**4.0**	Increases capacity of freeways and arterials through adaptive ramp metering, signal coordination, and hard-shoulder running lanes for carpools and buses.
3	501	BART to Silicon Valley – Phase 2	Santa Clara	**8**	**8.0**	Extends BART from Berryessa through a new BART subway to Alum Rock, Downtown San Jose, Diridon Station, and Santa Clara.
4	306	Downtown San Francisco Congestion Pricing	San Francisco	**7**	**7.0**	Charges a toll to enter/exit the northeast quadrant of San Francisco with net revenues used to increase bus service, implement transit priority infrastructure, and pedestrian and bicycle improvements.
5	1651	Public Transit Maintenance – Rail Operators	Multi-County	**7**	**9.5**	Funds the maintenance of all assets related to providing existing rail service throughout the Bay Area.
6	301	Geary BRT	San Francisco	**6**	**7.0**	Constructs a bus rapid transit line with dedicated lanes along Geary Boulevard in San Francisco.
7	207	San Pablo BRT	Multi-County	**4**	**7.0**	Constructs a bus rapid transit line with dedicated lanes along San Pablo Avenue from San Pablo to downtown Oakland.
8	1650	Public Transit Maintenance – Bus Operators	Multi-County	**6**	**8.0**	Funds the maintenance of all assets related to providing existing bus service throughout the Bay Area.
9	1001	BART Metro Program	Multi-County	**3**	**9.0**	Increases frequency on all BART lines through infrastructure upgrades, new turnbacks and providing new express train service to SFO.
10	307	Caltrain Modernization + Caltrain to Transbay Transit Center	Multi-County	**3**	**7.0**	Electrifies the Caltrain line to support faster and more frequent high-capacity transit from San Jose to San Francisco and constructs a tunnel from the existing 4th and King terminus to the Transbay Terminal.
11	506	El Camino BRT	Santa Clara	**7**	**6.5**	Constructs a bus rapid transit line with dedicated lanes along El Camino Real in Santa Clara County.

ROW #	RTPID	County/ Sponsor	Listing Type	Project Title	Total Project Cost	Pre2017 Funding	Cost Included in the Investment Strategy
1	17-01-0001	Alameda	Program	Bicycle and Pedestrian Program	$658	$79	$579
2	17-01-0002	Alameda	Program	Climate Program: TDM and Emission Reduction Technology	$150	$55	$95
3	17-01-0003	Alameda	Program	County Safety, Security and Other	$732	$23	$709
4	17-01-0004	Alameda	Program	Multimodal Streetscape	$461	$71	$390
5	17-01-0005	Alameda	Program	PDA Planning	$61	$6	$55
6	17-01-0006	Alameda	Program	Minor Roadway Expansions	$203	$0	$203
7	17-01-0007	Alameda	Program	Roadway Operations	$203	$66	$137
8	17-01-0008	Alameda	Program	Minor Transit Improvements	$762	$135	$627
9	17-01-0009	Alameda	Project	New Alameda Point Ferry Terminal	$177	$0	$177
10	17-01-0014	Alameda	Project	I-680 Southbound Express Lanes (SR-237 to SR-84) Upgrades	$39	$0	$39
11	17-01-0015	Alameda	Project	7th Street Grade Separation East	$558	$3	$555
12	17-01-0016	Alameda	Project	Oakland Army Base transportation infrastructure improvements	$314	$213	$101
13	17-01-0017	Alameda	Project	Outer Harbor Intermodal Terminal (OHIT) Phases 2 and 3	$205	$0	$205
14	17-01-0018	Alameda	Project	7th Street Grade Separation West	$171	$3	$168
15	17-01-0019	Alameda	Project	I-580 Integrated Corridor Mobility (ICM)	$146	$0	$146
16	17-01-0020	Alameda	Project	SR-262 Mission Boulevard Cross Connector Improvements	$112	$0	$112
17	17-01-0021	Alameda	Project	I-880 Whipple Road Interchange Improvements	$80	$0	$80
18	17-01-0022	Alameda	Project	Outer Harbor Turning Basin	$65	$0	$65
19	17-01-0023	Alameda	Project	I-880 Industrial Parkway Interchange Reconstruction	$57	$0	$57
20	17-01-0024	Alameda	Project	I-880 A Street Interchange Reconstruction	$54	$0	$54
21	17-01-0025	Alameda	Project	Oakland International Airport Perimeter Dike	$53	$3	$50
22	17-01-0026	Alameda	Project	Minor Freight Improvements Programmatic	$51	$2	$49
23	17-01-0027	Alameda	Project	Middle Harbor Road Improvements	$33	$0	$33
24	17-01-0028	Alameda	Project	I-580/I-680 Interchange Improvement Project	$300	$0	$300
25	17-01-0029	Alameda	Project	SR-84/I-680 Interchange Improvements and SR-84 Widening	$278	$5	$273
26	17-01-0030	Alameda	Project	I-880 Broadway/Jackson Interchange Improvements	$244	$2	$242
27	17-01-0031	Alameda	Project	I-880 at 23rd/29th Avenue Interchange Improvements	$111	$67	$44
28	17-01-0032	Alameda	Project	SR-84 Widening (Ruby Hill Drive_to Concannon Boulevard)	$88	$59	$29
29	17-01-0033	Alameda	Project	I-580 Vasco Road Interchange Improvements	$81	$0	$81
30	17-01-0034	Alameda	Project	I-580 Greenville Road Interchange Improvements	$68	$0	$68
31	17-01-0035	Alameda	Project	I-580 First Street Interchange Improvements	$62	$0	$62
32	17-01-0036	Alameda	Project	SR-92/Clawiter Road/Whitesell Street Interchange Improvements	$62	$0	$62

ROW #	RTPID	County/ Sponsor	Listing Type	Project Title	Total Project Cost	Pre2017 Funding	Cost Included in the Investment Strategy
33	17-01-0037	Alameda	Project	Ashby I-80 Interchange with Bicycle and Pedestrian Ramps	$60	$0	$60
34	17-01-0038	Alameda	Project	I-580 Interchange Improvement_at Hacienda/Fallon Road - Phase 2	$58	$0	$58
35	17-01-0039	Alameda	Project	I-580 SR-84/Isabel Interchange Improvements Phase 2	$43	$0	$43
36	17-01-0040	Alameda	Project	I-80 Gilman Street Interchange Improvements	$42	$2	$40
37	17-01-0041	Alameda	Project	I-880 Winton Avenue Interchange Improvements	$41	$0	$41
38	17-01-0042	Alameda	Project	I-680 Overcrossing Widening and Improvements (at Stoneridge Drive)	$19	$0	$19
39	17-01-0043	Alameda	Project	42nd Ave & High St_Access Improvement at_I-880_On/Off Ramp	$18	$8	$10
40	17-01-0044	Alameda	Project	I-680 Sunol Interchange Modification	$18	$0	$18
41	17-01-0045	Alameda	Project	Santa Rita Road I-580 Overcrossing Widening	$10	$0	$10
42	17-01-0046	Alameda	Project	Coliseum City Transit Hub	$181	$9	$172
43	17-01-0047	Alameda	Project	I-880 to Mission Boulevard East-West Connector	$236	$41	$195
44	17-01-0048	Alameda	Project	Dublin Boulevard - North Canyons Parkway Extension	$89	$0	$89
45	17-01-0049	Alameda	Project	Fruitvale Avenue (Miller Sweeney) Lifeline Bridge Project	$86	$0	$86
46	17-01-0050	Alameda	Project	SR-84 Mowry Avenue Widening (Peralta Blvd to Mission Blvd)	$51	$0	$51
47	17-01-0051	Alameda	Project	Tassajara Road Widening from N. Dublin Ranch Drive to City Limit	$48	$0	$48
48	17-01-0052	Alameda	Project	Auto Mall Parkway Widening and Improvements	$30	$0	$30
49	17-01-0053	Alameda	Project	Dougherty Road Widening	$23	$4	$19
50	17-01-0054	Alameda	Project	Union City Boulevard Widening (Whipple to City Limit)	$17	$0	$17
51	17-01-0055	Alameda	Project	SR-84 Peralta Boulevard Widening (Fremont Blvd to Mowry Ave)	$15	$0	$15
52	17-01-0056	Alameda	Project	Thornton Avenue Widening (Gateway Boulevard to Hickory Street)	$15	$0	$15
53	17-01-0057	Alameda	Project	Dublin Boulevard Widening - Sierra Court_to Dublin Court	$6	$1	$5
54	17-01-0058	Alameda	Project	Irvington BART Station	$256	$0	$256
55	17-01-0059	Alameda	Project	Union City Intermodal Station Phase 4	$78	$0	$78
56	17-01-0060	Alameda	Project	East Bay BRT	$180	$178	$2
57	17-01-0061	Alameda	Project	Ralph Appezzato Memorial Parkway BRT	$10	$0	$10
58	17-01-0062	Alameda	Project	BART to Livermore/ACE Project Development and Construction Reserve	$664	$7	$657
59	17-01-0063	Alameda	Project	Broadway Shuttle Expansion	$37	$0	$37
60	17-02-0001	Contra Costa	Program	Access and Mobility Program	$391	$0	$391
61	17-02-0002	Contra Costa	Program	Innovative Transportation Technology	$75	$0	$75
62	17-02-0003	Contra Costa	Program	Bicycle and Pedestrian Program	$246	$0	$246
63	17-02-0004	Contra Costa	Program	County Safety, Security and Other	$285	$0	$285
64	17-02-0005	Contra Costa	Program	Multimodal Streetscape	$792	$1	$791

ROW #	RTPID	County/ Sponsor	Listing Type	Project Title	Total Project Cost	Pre2017 Funding	Cost Included in the Investment Strategy
65	17-02-0006	Contra Costa	Program	Additional Local Road Preservation/Rehab	$787	$0	$787
66	17-02-0007	Contra Costa	Program	Minor Roadway Expansions	$528	$4	$524
67	17-02-0008	Contra Costa	Program	Roadway Operations	$44	$0	$44
68	17-02-0009	Contra Costa	Program	Minor Transit Improvements	$879	$4	$875
69	17-02-0010	Contra Costa	Project	SR4 Integrated Corridor Mobility	$15	$0	$15
70	17-02-0011	Contra Costa	Project	I-80 ICM Project Operations and Maintenance	$3	$0	$3
71	17-02-0012	Contra Costa	Project	I-680 Northbound Managed Lane Completion through 680/24 and Operational Improvements between N. Main and Treat Blvd	$99	$0	$99
72	17-02-0013	Contra Costa	Project	I-680 Northbound HOV lane extension between N. Main and SR-242	$54	$0	$54
73	17-02-0014	Contra Costa	Project	Kirker Pass Road Northbound Truck Climbing Lane, Clearbrook Drive to Crest of Kirker Pass Road	$19	$0	$19
74	17-02-0015	Contra Costa	Project	Vasco Road _ Byron Highway Connector Road (Formerly named: SR-239: Airport Connector)	$89	$0	$89
75	17-02-0016	Contra Costa	Project	Construct SR 242/Clayton Road on and off-ramps	$56	$0	$56
76	17-02-0017	Contra Costa	Project	SR-239 Feasibility Studies and Project Development	$42	$0	$42
77	17-02-0018	Contra Costa	Project	I-80/SR4: New I-80 EB off-ramp at Sycamore	$15	$0	$15
78	17-02-0019	Contra Costa	Project	I-680/SR4 Interchange Improvements - All Phases	$599	$0	$599
79	17-02-0020	Contra Costa	Project	SR-4 Operational Improvements - All Phases	$303	$0	$303
80	17-02-0021	Contra Costa	Project	Reconstruct I-80/San Pablo Dam Road Interchange	$120	$0	$120
81	17-02-0022	Contra Costa	Project	I-680 Southbound HOV Lane between N. Main and Livorna	$83	$0	$83
82	17-02-0023	Contra Costa	Project	State Route 4 Widening and Balfour Road IC Construction	$69	$0	$69
83	17-02-0024	Contra Costa	Project	I-80/SR-4 Interchange Improvements - New Eastbound Willow Avenue Ramps and SR-4 to -I80 Ramp	$53	$0	$53
84	17-02-0025	Contra Costa	Project	SR-24/Brookwood Ramp Modifications	$48	$0	$48
85	17-02-0026	Contra Costa	Project	I-80/Central Avenue Interchange Modification - Phases 1 & 2	$26	$0	$26
86	17-02-0027	Contra Costa	Project	I-680 and SR-24 Interchange Improvements	$20	$0	$20
87	17-02-0028	Contra Costa	Project	I-80 Eastbound and Westbound Pinole Valley Road On-ramp Improvement	$10	$0	$10
88	17-02-0029	Contra Costa	Project	Eastbound SR-24: Construct Auxiliary Lane, Wilder Road to Camino Pablo	$7	$0	$7
89	17-02-0030	Contra Costa	Project	Widen Brentwood Boulevard - Havenwood Way to north city limit; and Chestnut to Fir	$34	$0	$34
90	17-02-0031	Contra Costa	Project	Widen Willow Pass Road, Lynwood Drive to SR 4	$20	$0	$20
91	17-02-0032	Contra Costa	Project	Widen Ygnacio Valley Road-Kirker Pass Road, Cowell to Michigan	$20	$0	$20
92	17-02-0033	Contra Costa	Project	Widen Camino Tassajara Road, Windemere to County Line	$17	$0	$17
93	17-02-0034	Contra Costa	Project	West Leland Road Extension	$16	$0	$16
94	17-02-0035	Contra Costa	Project	Lone Tree Way Widening	$16	$0	$16
95	17-02-0036	Contra Costa	Project	Pittsburg-Antioch Highway Widening	$15	$0	$15
96	17-02-0037	Contra Costa	Project	Widen Main St, SR 160 to Big Break Rd	$13	$0	$13

ROW #	RTPID	County/ Sponsor	Listing Type	Project Title	Total Project Cost	Pre2017 Funding	Cost Included in the Investment Strategy
97	17-02-0038	Contra Costa	Project	Main Street Bypass	$4	$0	$4
98	17-02-0039	Contra Costa	Project	Hercules Train Station - All Phases	$97	$0	$97
99	17-02-0040	Contra Costa	Project	Martinez Intermodal Project: Phase 3	$7	$0	$7
100	17-02-0041	Contra Costa	Project	Privately Run Ferry Service Including Small-Scale (non-WETA complying) Landside Improvements from Antioch, Martinez, and Hercules to San Francisco	$73	$0	$73
101	17-02-0042	Contra Costa	Project	Richmond-San Francisco Ferry Service	$53	$0	$53
102	17-02-0043	Contra Costa	Project	BART Capacity, Access and Parking Improvements - non vehicles	$46	$0	$46
103	17-02-0044	Contra Costa	Project	Landside Improvements for Richmond Ferry Service	$25	$0	$25
104	17-02-0045	Contra Costa	Project	El Cerrito del Norte BART Station Modernization, Phase 1	$22	$0	$22
105	17-02-0046	Contra Costa	Project	Civic Center Railroad Platform Park & Ride Complex	$8	$0	$8
106	17-02-0047	Contra Costa	Project	East County Rail Extension (eBART), Phase 1	$525	$525	$0
107	17-02-0048	Contra Costa	Project	East County Rail Extension (eBART), Phase 2 - environmental and reserve	$111	$0	$111
108	17-02-0049	Contra Costa	Project	West County High Capacity Transit Investment Study Implementation - Phase 1	$15	$0	$15
109	17-02-0050	Contra Costa	Project	Brentwood Intermodal Transit Center	$52	$0	$52
110	17-03-0001	Marin	Program	Bicycle and Pedestrian Program	$30	$0	$30
111	17-03-0002	Marin	Program	Climate Program: TDM and Emission Reduction Technology	$1	$0	$1
112	17-03-0003	Marin	Program	County Safety, Security and Other	$4	$0	$4
113	17-03-0004	Marin	Program	Roadway Operations	$20	$0	$20
114	17-03-0005	Marin	Program	Minor Transit Improvements	$45	$0	$45
115	17-03-0006	Marin	Project	Implement Marin Sonoma Narrows HOV Lane and corridor improvements Phase 2 (Marin County)	$136	$0	$136
116	17-03-0007	Marin	Project	US 101/580 Interchange Direct Connector - PAED	$15	$0	$15
117	17-03-0008	Marin	Project	Tiburon East Blithedale Interchange - PAED	$12	$0	$12
118	17-03-0009	Marin	Project	Access Improvements to Richmond San Rafael Bridge	$7	$0	$7
119	17-03-0010	Marin	Project	Highway Improvement Studies	$5	$0	$5
120	17-03-0011	Marin	Project	Widen Novato Boulevard between Diablo Avenue and Grant Avenue	$17	$0	$17
121	17-03-0012	Marin	Project	Sir Francis Drake Boulevard/Red Hill Avenue/Center Boulevard (known as "The Hub") - project development	$6	$0	$6
122	17-03-0013	Marin	Project	San Rafael Transit Center (SRTC) Relocation Project	$36	$0	$36
123	17-03-0014	Marin	Project	Larkspur Ferry Terminal Parking Garage - Planning Study	$1	$0	$1
124	17-03-0015	Marin	Project	SMART Downtown San Rafael to Larkspur Rail Extension	$42	$2	$40
125	17-04-0001	Napa	Program	Bicycle and Pedestrian Program	$100	$0	$100
126	17-04-0002	Napa	Program	County Safety, Security and Other	$7	$0	$7
127	17-04-0003	Napa	Program	Multimodal Streetscape	$9	$0	$9
128	17-04-0004	Napa	Program	Minor Roadway Expansions	$16	$0	$16

ROW #	RTPID	County/ Sponsor	Listing Type	Project Title	Total Project Cost	Pre2017 Funding	Cost Included in the Investment Strategy
129	17-04-0005	Napa	Program	Roadway Operations	$54	$4	$50
130	17-04-0006	Napa	Program	Minor Transit Improvements	$246	$0	$246
131	17-04-0007	Napa	Project	Countywide Intelligent Transportation Systems Program	$9	$0	$9
132	17-04-0008	Napa	Project	State Route 29 Improvements	$32	$0	$32
133	17-04-0009	Napa	Project	Soscol Junction	$61	$0	$61
134	17-04-0010	Napa	Project	SR29 Gateway	$32	$0	$32
135	17-05-0001	San Francisco	Program	Bicycle and Pedestrian Program	$844	$16	$828
136	17-05-0002	San Francisco	Program	Climate Program: TDM and Emission Reduction Technology	$118	$0	$118
137	17-05-0003	San Francisco	Program	County Safety, Security and Other	$418	$0	$418
138	17-05-0004	San Francisco	Program	Multimodal Streetscape	$383	$0	$383
139	17-05-0005	San Francisco	Program	PDA Planning	$51	$2	$49
140	17-05-0006	San Francisco	Program	Additional Local Road Preservation/Rehab	$1,348	$0	$1,348
141	17-05-0007	San Francisco	Program	Transit Preservation/Rehabilitation	$2,256	$0	$2,256
142	17-05-0008	San Francisco	Program	Minor Roadway Expansions	$906	$43	$863
143	17-05-0009	San Francisco	Program	Roadway Operations	$182	$0	$182
144	17-05-0010	San Francisco	Program	Minor Transit Improvements	$1,146	$110	$1,036
145	17-05-0011	San Francisco	Project	San Francisco Late Night Transportation Improvements	$91	$0	$91
146	17-05-0012	San Francisco	Project	SFgo Integrated Transportation Management System	$89	$48	$41
147	17-05-0013	San Francisco	Project	Expand SFMTA Transit Fleet	$1,488	$0	$1,488
148	17-05-0014	San Francisco	Project	Muni Forward (Transit Effectiveness Project)	$612	$208	$404
149	17-05-0015	San Francisco	Project	Rail Capacity Long Term Planning and Conceptual Design - All	$450	$0	$450
150	17-05-0016	San Francisco	Project	Better Market Street - Transportation Elements	$415	$10	$405
151	17-05-0017	San Francisco	Project	Core Capacity Implementation - Planning and Conceptual Engineering	$335	$0	$335
152	17-05-0018	San Francisco	Project	Downtown San Francisco Ferry Terminal Expansion - Phase II	$43	$0	$43
153	17-05-0019	San Francisco	Project	Establish new ferry terminal at Mission Bay 16th Street	$17	$0	$17
154	17-05-0020	San Francisco	Project	HOV/HOT Lanes on U.S. 101 and I-280 in San Francisco	$90	$0	$90
155	17-05-0021	San Francisco	Project	Geary Boulevard Bus Rapid Transit	$300	$0	$300
156	17-05-0022	San Francisco	Project	Presidio Parkway	$1,595	$859	$736
157	17-05-0023	San Francisco	Project	Yerba Buena Island (YBI) I-80 Interchange Improvement	$168	$105	$63
158	17-05-0024	San Francisco	Project	Balboa Park Station Area - Southbound I-280 Off-Ramp Realignment at Ocean Avenue	$11	$1	$10
159	17-05-0025	San Francisco	Project	Balboa Park Station Area - Closure of Northbound I-280 On-Ramp from Geneva Avenue	$6	$0	$6
160	17-05-0026	San Francisco	Project	Bayshore Station Multimodal Planning and Design	$13	$0	$13

ROW #	RTPID	County/ Sponsor	Listing Type	Project Title	Total Project Cost	Pre2017 Funding	Cost Included in the Investment Strategy
161	17-05-0027	San Francisco	Project	Hunters Point Shipyard and Candlestick Point Local Roads Phase 1	$501	$14	$487
162	17-05-0028	San Francisco	Project	Southeast San Francisco Caltrain Station - Environmental	$11	$1	$10
163	17-05-0029	San Francisco	Project	Downtown Value Pricing/Incentives - Pilot, Transit Service, Supportive Infrastructure	$876	$0	$876
164	17-05-0030	San Francisco	Project	Treasure Island Mobility Management Program: Intermodal Terminal, Congestion Toll, Transit Service, Transit Capital	$974	$0	$974
165	17-05-0031	San Francisco	Project	Southeast Waterfront Transportation Improvements - Phase 1	$406	$0	$406
166	17-05-0032	San Francisco	Project	Geneva-Harney Bus Rapid Transit	$256	$0	$256
167	17-05-0033	San Francisco	Project	Van Ness Avenue Bus Rapid Transit	$215	$0	$215
168	17-05-0034	San Francisco	Project	Arena Transit Capacity Improvements	$137	$0	$137
169	17-05-0035	San Francisco	Project	EN Trips: All Components	$122	$0	$122
170	17-05-0036	San Francisco	Project	Regional/Local Express Bus to Support Express Lanes in SF	$82	$0	$82
171	17-05-0037	San Francisco	Project	Parkmerced Transportation Improvements	$76	$0	$76
172	17-05-0039	San Francisco	Project	Geneva Light Rail Phase I: Operational Improvements, Planning and Environmental	$18	$0	$18
173	17-05-0040	San Francisco	Project	T-Third Mission Bay Loop	$7	$7	$0
174	17-05-0041	San Francisco	Project	T-Third Phase II: Central Subway	$1,578	$1,578	$0
175	17-05-0042	San Francisco	Project	Historic Streetcar Extension - Fort Mason to 4th & King	$87	$0	$87
176	17-06-0001	San Mateo	Program	Bicycle and Pedestrian Program	$247	$22	$225
177	17-06-0002	San Mateo	Program	County Safety, Security and Other	$41	$1	$40
178	17-06-0003	San Mateo	Program	Multimodal Streetscape	$289	$14	$275
179	17-06-0004	San Mateo	Program	Minor Roadway Expansions	$64	$19	$45
180	17-06-0005	San Mateo	Program	Roadway Operations	$64	$0	$64
181	17-06-0006	San Mateo	Project	County-wide Intelligent Transportation System (ITS) and Traffic Operation System Improvements	$93	$0	$93
182	17-06-0007	San Mateo	Project	Modify existing lanes on U.S. 101 to accommodate a managed lane	$365	$15	$350
183	17-06-0008	San Mateo	Project	Add northbound and southbound modified auxiliary lanes and/ or implementation of managed lanes on U.S. 101 from I-380 to San Francisco County line	$222	$5	$217
184	17-06-0009	San Mateo	Project	Improve operations at U.S. 101 near Route 92 - Phased	$258	$2	$256
185	17-06-0010	San Mateo	Project	Improve U.S. 101/Woodside Road interchange	$171	$7	$164
186	17-06-0011	San Mateo	Project	US 101 Produce Avenue Interchange	$146	$11	$135
187	17-06-0012	San Mateo	Project	U.S. 101 Interchange at Peninsula Avenue	$89	$9	$80
188	17-06-0013	San Mateo	Project	Reconstruct U.S. 101/Broadway interchange	$83	$83	$0
189	17-06-0014	San Mateo	Project	Reconstruct U.S. 101/Willow Road interchange	$80	$60	$20
190	17-06-0015	San Mateo	Project	Construct auxiliary lanes (one in each direction) on U.S. 101 from Marsh Road to Embarcadero Road	$79	$79	$0
191	17-06-0016	San Mateo	Project	Improve access to and from the west side of Dumbarton Bridge on Route 84 connecting to U.S. 101 per Gateway 2020 Study - Phased	$39	$3	$36
192	17-06-0017	San Mateo	Project	Route 101/Holly St Interchange Access Improvements	$34	$1	$33

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193	17-06-0018	San Mateo	Project	Improve local access at I-280/I-380 from Sneath Lane to San Bruno Avenue to I-380 - Environmental only	$32	$0	$32
194	17-06-0019	San Mateo	Project	State Route 92-82 (El Camino) Interchange Improvement	$30	$25	$5
195	17-06-0020	San Mateo	Project	Hwy 1 operational & safety improvements in County Midcoast (acceleration/deceleration lanes; turn lanes; bike lanes; pedestrian crossings; and trails)	$29	$5	$24
196	17-06-0021	San Mateo	Project	Environmental Studies for 101/Candlestick Interchange	$25	$5	$20
197	17-06-0022	San Mateo	Project	Westbound slow vehicle lane on Route 92 between Route 35 and I-280 - Environmental Phase	$25	$0	$25
198	17-06-0023	San Mateo	Project	Route 1 Improvements in Half Moon Bay	$19	$10	$9
199	17-06-0024	San Mateo	Project	Reconstruct U.S. 101/Sierra Point Parkway interchange (includes extension of Lagoon Way to U.S. 101)	$17	$8	$9
200	17-06-0025	San Mateo	Project	US 101/University Ave. Interchange Improvements	$11	$0	$11
201	17-06-0026	San Mateo	Project	Implement incentive programs to support transit-oriented development	$106	$0	$106
202	17-06-0027	San Mateo	Project	Implement supporting infrastructure and Automated Transit Signal Priority to support SamTrans express rapid bus service along El Camino Real	$1	$0	$1
203	17-06-0028	San Mateo	Project	Make incremental increase in SamTrans paratransit service - Phase	$377	$0	$377
204	17-06-0029	San Mateo	Project	Add new rolling stock and infrastructure to support SamTrans bus rapid transit along El Camino Real- Phase	$228	$0	$228
205	17-06-0030	San Mateo	Project	Environmental Clearance and Design of the Redwood City Ferry Terminal and Service	$8	$0	$8
206	17-06-0031	San Mateo	Project	Implement Redwood City Street Car - Planning Phase	$1	$0	$1
207	17-06-0032	San Mateo	Project	Route 1 San Pedro Creek Bridge Replacement and Creek Widening Project	$14	$14	$0
208	17-06-0033	San Mateo	Project	Widen Route 92 between SR 1 and Pilarcitos Creek alignment, includes widening of travel lanes and shoulders	$8	$1	$7
209	17-06-0034	San Mateo	Project	Construct Route 1 (Calera Parkway) northbound and southbound lanes from Fassler Avenue to Westport Drive in Pacifica	$58	$10	$48
210	17-06-0035	San Mateo	Project	I-280 improvements near D Street exit	$1	$0	$1
211	17-06-0036	San Mateo	Project	Widen Skyline Boulevard (Route 35) to 4-lane roadway from I-280 to Sneath Lane - Phased	$25	$0	$25
212	17-06-0037	San Mateo	Project	Widen Millbrae Avenue between Rollins Road and U.S. 101 soutbound on-ramp and resurface intersection of Millbrae Avenue and Rollins Road	$11	$0	$11
213	17-06-0038	San Mateo	Project	Construct a 6-lane arterial from Geneva Avenue/Bayshore Boulevard intersection to U.S. 101/Candlestick Point interchange - Environmental phase	$17	$1	$16
214	17-06-0039	San Mateo	Program	Grade Separations	$265	$5	$260
215	17-07-0001	Santa Clara	Program	Bicycle and Pedestrian Program	$641	$0	$641
216	17-07-0002	Santa Clara	Program	Caltrain Grade Separations	$800	$0	$800
217	17-07-0003	Santa Clara	Program	Multimodal Streetscape	$446	$0	$446
218	17-07-0004	Santa Clara	Program	Additional Local Road Preservation/Rehab	$1,405	$0	$1,405
219	17-07-0005	Santa Clara	Program	Minor Roadway Expansions	$918	$0	$918
220	17-07-0006	Santa Clara	Program	Roadway Operations	$59	$0	$59
221	17-07-0007	Santa Clara	Project	Affordable Fare Program	$44	$0	$44
222	17-07-0008	Santa Clara	Project	Implement System Operations and Management Program for Santa Clara County	$899	$0	$899
223	17-07-0009	Santa Clara	Project	SR 87 Technology-based Corridor Improvements	$52	$0	$52
224	17-07-0010	Santa Clara	Project	Hwy. Transportation Operations System/Freeway Performance Initiative Phase 1 & 2	$20	$0	$20

ROW #	RTPID	County/ Sponsor	Listing Type	Project Title	Total Project Cost	Pre2017 Funding	Cost Included in the Investment Strategy
225	17-07-0011	Santa Clara	Project	Expressway ITS/Signal System (Tier 1 Exp Plan 2040)	$18	$0	$18
226	17-07-0012	Santa Clara	Project	BART Silicon Valley Extension - San Jose (Berryessa) to Santa Clara (capital cost is $4.9 billion)	$5,175	$0	$5,175
227	17-07-0013	Santa Clara	Project	Implement El Camino Rapid Transit Project	$272	$0	$272
228	17-07-0021	Santa Clara	Project	Alviso Wetlands Doubletrack	$196	$0	$196
229	17-07-0022	Santa Clara	Project	Environmental Studies for SR-152 New Alignment	$30	$0	$30
230	17-07-0023	Santa Clara	Project	US 101/Zanker Rd./Skyport Dr./Fourth St. Interchange Improvements	$161	$0	$161
231	17-07-0024	Santa Clara	Project	Lawrence/Stevens Creek/I_280 Interchange	$140	$0	$140
232	17-07-0025	Santa Clara	Project	I-280/Winchester Blvd Interchange Improvements	$100	$0	$100
233	17-07-0026	Santa Clara	Project	I-280/Wolfe Road Interchange Improvements	$97	$0	$97
234	17-07-0027	Santa Clara	Project	US 101/Mabury Rd./Taylor St. Interchange Improvements	$82	$0	$82
235	17-07-0028	Santa Clara	Project	I-280 Mainline Improvements from County line to Sunnyvale	$60	$0	$60
236	17-07-0029	Santa Clara	Project	I-280/Saratoga Avenue Interchange Improvements	$60	$0	$60
237	17-07-0030	Santa Clara	Project	I-280 Northbound Braided Ramps between Foothill Expressway and SR 85	$54	$0	$54
238	17-07-0031	Santa Clara	Project	US 101 Southbound/Trimble Rd./De La Cruz Blvd./Central Expressway Interchange Improvements	$53	$0	$53
239	17-07-0032	Santa Clara	Project	I-680/ Alum Rock/ McKee Road Interchange Improvements	$47	$0	$47
240	17-07-0033	Santa Clara	Project	SR 237/Mathilda Ave. and US 101/Mathilda Ave. Interchange Improvement	$42	$0	$42
241	17-07-0034	Santa Clara	Project	US 101 Interchanges Improvements: San Antonio Rd. to Charleston Rd./Rengstorff Ave.	$40	$0	$40
242	17-07-0035	Santa Clara	Project	US 101/Buena Vista Ave. Interchange Improvements	$40	$0	$40
243	17-07-0036	Santa Clara	Project	SR 85 Northbound to Eastbound SR 237 Connector Ramp and Northbound SR 85 Auxiliary Lane	$39	$0	$39
244	17-07-0037	Santa Clara	Project	SR 85/El Camino Real Interchange Improvements	$28	$0	$28
245	17-07-0038	Santa Clara	Project	US 101/Blossom Hill Rd. Interchange Improvements	$28	$0	$28
246	17-07-0039	Santa Clara	Project	US 101/Old Oakland Rd. Interchange Improvements	$28	$0	$28
247	17-07-0040	Santa Clara	Project	US 101/Shoreline Blvd. Interchange Improvements	$20	$0	$20
248	17-07-0042	Santa Clara	Project	SR 237/Great America Parkway WB Off- Ramps Improvements	$15	$0	$15
249	17-07-0043	Santa Clara	Project	SR 237/El Camino Real/Grant Rd. Intersection Improvements	$6	$0	$6
250	17-07-0044	Santa Clara	Project	Double Lane Southbound US 101 off-ramp to Southbound SR 87	$3	$0	$3
251	17-07-0046	Santa Clara	Project	Lawrence Expressway at Homestead Road Interim Improvements (Tier 1 Exp Plan 2040)	$3	$0	$3
252	17-07-0047	Santa Clara	Project	Foothill Expressway widening between El Monte and San Antonio (Tier 1 Exp Plan 2040)	$2	$0	$2
253	17-07-0048	Santa Clara	Project	Montague Expressway widening between Trade Zone and Main/Oakland (Tier 1 Exp Plan 2040)	$2	$0	$2
254	17-07-0049	Santa Clara	Project	Lawrence Expressway from Reed/Monroe to Arques Grade Separation (Tier 1 Exp Plan 2040)	$524	$0	$524
255	17-07-0050	Santa Clara	Project	Lawrence Expressway at Homestead Road Grade Separation (Tier 1 Exp Plan 2040)	$119	$0	$119
256	17-07-0051	Santa Clara	Project	Widen Calaveras Boulevard overpass from 4-lanes to 6-lanes	$85	$0	$85

ROW #	RTPID	County/ Sponsor	Listing Type	Project Title	Total Project Cost	Pre2017 Funding	Cost Included in the Investment Strategy
257	17-07-0052	Santa Clara	Project	San Tomas Expressway Widening between Homestead and Stevens Creek (Tier 1 Exp Plan 2040)	$47	$0	$47
258	17-07-0053	Santa Clara	Project	Oregon-Page Mill widening between I-280 and Foothill Expressway (Tier 1 Exp Plan 2040)	$25	$0	$25
259	17-07-0054	Santa Clara	Project	Capitol Expressway Widening from I-680 to Capitol Avenue (Tier 1 Exp Plan 2040)	$13	$0	$13
260	17-07-0055	Santa Clara	Project	Montague Expressway Widening Between Great Mall to Trade Zone (Tier 1 Exp Plan 2040)	$7	$0	$7
261	17-07-0056	Santa Clara	Project	Bus Stop Improvements	$47	$0	$47
262	17-07-0057	Santa Clara	Project	Frequent Core Bus Network - 15 minutes	$769	$0	$769
263	17-07-0058	Santa Clara	Project	SR 85 Corridor Improvements - reserve amount	$450	$0	$450
264	17-07-0059	Santa Clara	Project	Implement Stevens Creek Rapid Transit Project	$254	$0	$254
265	17-07-0060	Santa Clara	Project	North First Street light rail speed Improvements	$12	$0	$12
266	17-07-0061	Santa Clara	Project	Extend Capitol Expressway light rail to Eastridge Transit Center - Phase II	$386	$0	$386
267	17-07-0062	Santa Clara	Project	Extend light-rail transit from Winchester Station to Route 85 (Vasona Junction)	$256	$0	$256
268	17-07-0063	Santa Clara	Project	Mineta San Jose International Airport APM connector - planning and environmental	$50	$0	$50
269	17-07-0064	Santa Clara	Program	Other County Program: Safety, Security, Other	$25	$0	$25
270	17-07-0065	Santa Clara	Project	Caltrain Station and Service Enhancements	$722	$0	$722
271	17-07-0066	Santa Clara	Project	Future Transit Corridor Studies	$5	$0	$5
272	17-07-0067	Santa Clara	Project	SR 17 Corridor Congestion Relief in Los Gatos	$30	$0	$30
273	17-07-0068	Santa Clara	Project	237 WB Additional Lane from McCarthy to North First	$52	$0	$52
274	17-07-0069	Santa Clara	Project	US 101/SR 25 Interchange	$185	$0	$185
275	17-07-0070	Santa Clara	Project	SR 237 Express Lanes: North First St. to Mathilda Ave.	$27	$0	$27
276	17-07-0071	Santa Clara	Project	US 101 Express Lanes: 10th St. to SR 25	$69	$0	$69
277	17-07-0072	Santa Clara	Project	US 101 Express Lanes: Cochrane Rd. to Masten Ave.	$135	$0	$135
278	17-07-0073	Santa Clara	Project	US 101 Express Lanes: Masten Ave. to 10th St.	$89	$0	$89
279	17-07-0074	Santa Clara	Project	SR 85 Express Lanes: US 101 (South San Jose) to Mountain View	$198	$0	$198
280	17-07-0075	Santa Clara	Project	US 101 Express Lanes: Whipple Ave. in San Mateo County to Cochrane Road in Morgan Hill	$507	$0	$507
281	17-07-0076	Santa Clara	Project	VTA Express Lanes Operations and Maintenance	$678	$0	$678
282	17-08-0001	Solano	Program	Access and Mobility Program	$113	$0	$113
283	17-08-0002	Solano	Program	Bicycle and Pedestrian Program	$20	$0	$20
284	17-08-0003	Solano	Program	Climate Program: TDM and Emission Reduction Technology	$23	$0	$23
285	17-08-0004	Solano	Program	County Safety, Security and Other	$17	$2	$15
286	17-08-0005	Solano	Program	Multimodal Streetscape	$2	$0	$2
287	17-08-0006	Solano	Program	PDA Planning	$17	$0	$17
288	17-08-0007	Solano	Program	Minor Roadway Expansions	$10	$0	$10

ROW #	RTPID	County/ Sponsor	Listing Type	Project Title	Total Project Cost	Pre2017 Funding	Cost Included in the Investment Strategy
289	17-08-0008	Solano	Program	Roadway Operations	$59	$0	$59
290	17-08-0009	Solano	Project	I-80/I-680/SR12 Interchange (Packages 2-7)	$380	$6	$374
291	17-08-0010	Solano	Project	Improve interchanges and widen roadways serving Solano County Fairgrounds, including Redwood Parkway	$100	$0	$100
292	17-08-0011	Solano	Project	Provide auxiliary lanes on I-80 in eastbound and westbound directions from I-680 to Airbase Parkway	$57	$0	$57
293	17-08-0012	Solano	Project	Construct 4-lane Jepson Parkway from Route 12 to Leisure Town Road at I-80	$85	$59	$26
294	17-08-0013	Solano	Project	Conduct planning and design studies along SR-12 corridor in Solano County	$58	$0	$58
295	17-08-0014	Solano	Project	Construct train station building and support facilities at the new Fairfield / Vacaville multimodal station	$81	$63	$18
296	17-08-0015	Solano	Project	Solano MLIP Support Projects	$115	$0	$115
297	17-08-0016	Solano	Project	Vallejo Station Parking Structure Phase B	$30	$0	$30
298	17-08-0017	Solano	Project	I-80 WB Truck Scales	$170	$0	$170
299	17-09-0001	Sonoma	Program	Bicycle and Pedestrian Program	$173	$0	$173
300	17-09-0002	Sonoma	Program	SMART Rail Freight Improvements	$10	$0	$10
301	17-09-0003	Sonoma	Program	Multimodal Streetscape	$28	$0	$28
302	17-09-0004	Sonoma	Program	Minor Roadway Expansions	$176	$19	$157
303	17-09-0005	Sonoma	Program	Roadway Operations	$272	$0	$272
304	17-09-0006	Sonoma	Project	Implement Marin Sonoma Narrows Phase 2 (Sonoma County)	$243	$0	$243
305	17-09-0008	Sonoma	Project	Arata Lane Interchange	$4	$0	$4
306	17-09-0009	Sonoma	Project	Cotati US 101/Railroad Avenue Improvements (incl. Penngrove)	$56	$0	$56
307	17-09-0010	Sonoma	Project	Hearn Avenue Interchange	$36	$0	$36
308	17-09-0011	Sonoma	Project	Shiloh Road Interchange Reconstruction	$27	$0	$27
309	17-09-0012	Sonoma	Project	Cotati Highway 116 Cotati Corridor Improvements	$20	$0	$20
310	17-09-0013	Sonoma	Project	Petaluma Crosstown Connector and Rainier Interchange	$123	$0	$123
311	17-09-0014	Sonoma	Project	Farmers Lane extension between Bennett Valley Rd and Yolanda Avenue	$72	$5	$67
312	17-09-0015	Sonoma	Project	Road Diet Extension - Petaluma Boulevard South	$3	$0	$3
313	17-09-0016	Sonoma	Project	SMART Petaluma Infill Station	$11	$0	$11
314	17-09-0017	Sonoma	Project	Enhance bus service frequencies in Sonoma County	$409	$0	$409
315	17-09-0018	Sonoma	Project	SMART Rail Extension to Windsor + Environmental to Cloverdale + Bike Path	$49	$0	$49
316	17-10-0001	AC Transit	Project	AC Transit Fleet Expansion and Major Corridors	$340	$0	$340
317	17-10-0003	AC Transit	Project	San Pablo Avenue BRT	$390	$0	$390
318	17-10-0004	AC Transit	Project	Environmental Studies for Bay Bridge Contraflow Lane	$20	$0	$20
319	17-10-0005	BART	Project	BART Metro Program + Bay Fair Connector	$1,055	$0	$1,055
320	17-10-0006	BART	Project	BART Transbay Core Capacity Project	$3,132	$0	$3,132

ROW #	RTPID	County/ Sponsor	Listing Type	Project Title	Total Project Cost	Pre2017 Funding	Cost Included in the Investment Strategy
321	17-10-0007	CAHSR	Project	California HSR in the Bay Area	$8,400	$0	$8,400
322	17-10-0008	Caltrain	Project	Caltrain Electrification Phase 1 + CBOSS	$2,360	$0	$2,360
323	17-10-0009	GGBHTD	Program	Golden Gate Bridge Capital and Operations	$2,031	$0	$2,031
324	17-10-0010	GGBHTD	Project	Bus and Ferry Service Expansion	$199	$0	$199
325	17-10-0011	Multi-County	Program	Lifeline, Community Based Transportation Program, and Mobility Management	$890	$0	$890
326	17-10-0012	Multi-County	Program	Means-Based Fare Study Implementation	$150	$0	$150
327	17-10-0013	Multi-County	Program	Transportation Management Systems	$500	$0	$500
328	17-10-0014	Multi-County	Program	Bay Trail - non toll bridge segments	$220	$0	$220
329	17-10-0015	Multi-County	Program	Climate Program: TDM and Emission Reduction Technology	$535	$9	$526
330	17-10-0016	Multi-County	Program	Cost Contingency	$1,000	$0	$1,000
331	17-10-0017	Multi-County	Program	Capital Projects Debt Service	$4,100	$0	$4,100
332	17-10-0018	Multi-County	Program	Goods Movement Clean Fuels and Impact Reduction Program	$350	$0	$350
333	17-10-0019	Multi-County	Program	Goods Movement Technology Program	$300	$0	$300
334	17-10-0020	Multi-County	Program	New/Small Starts Reserve	$680	$0	$680
335	17-10-0021	Multi-County	Program	Priority Development Area (PDA) Planning Grants	$200	$0	$200
336	17-10-0022	Multi-County	Program	Local and Streets and Roads - Existing Conditions	$20,970	$0	$20,970
337	17-10-0023	Multi-County	Program	Local Streets and Roads - Operations	$12,850	$0	$12,850
338	17-10-0024	Multi-County	Program	Regional and Local Bridges - Exisiting Conditions	$14,500	$0	$14,500
339	17-10-0025	Multi-County	Program	Regional State Highways - Existing Conditions	$13,750	$0	$13,750
340	17-10-0026	Multi-County	Program	Regional Transit Capital - Existing Conditions	$28,616	$0	$28,616
341	17-10-0027	Multi-County	Program	Regional Transit Operations	$122,470	$0	$122,470
342	17-10-0028	Multi-County	Program	Clipper	$1,735	$0	$1,735
343	17-10-0029	Multi-County	Program	511 Traveler Information Program	$280	$0	$280
344	17-10-0030	Multi-County	Program	SAFE Freeway Patrol	$150	$0	$150
345	17-10-0031	Multi-County	Program	Regional Transportation Emergency Management Program	$25	$0	$25
346	17-10-0032	Multi-County	Program	Regional Rail Station Modernization and Access Improvements	$370	$0	$370
347	17-10-0033	Multi-County	Program	Bay Area Forward - Active Traffic Management, Arterial Operations , Connected Vehicles, Shared Mobility, Transbay Operations, Managed Lanes Implementation Plan Operations, Transit and Commuter Parking	$995	$0	$995
348	17-10-0034	Multi-County	Project	San Francisco-Oakland Bay Bridge West Span Bicycle, Pedestrian, and Maintenance Path - Environmental Only	$30	$10	$20
349	17-10-0036	Multi-County	Project	I-580 Access Improvements Project	$74	$74	$0
350	17-10-0037	Multi-County	Project	Highway 37 Improvements and Sea Level Rise Mitigation PSR	$24	$0	$24
351	17-10-0043	Multi-County	Program	Regional Carpool Program	$60	$3	$57

ROW #	RTPID	County/ Sponsor	Listing Type	Project Title	Total Project Cost	Pre2017 Funding	Cost Included in the Investment Strategy
352	17-10-0044	Multi-County	Project	I-80 Express Lanes: Airbase Parkway to Red Top Road	$44	$0	$44
353	17-10-0045	Multi-County	Project	I-80 Express Lanes: Bay Bridge Approaches	$18	$0	$18
354	17-10-0046	Multi-County	Project	I-680 Express Lanes: Benicia Bridge	$0	$0	$0
355	17-10-0047	Multi-County	Project	I-680 Express Lanes: Marina Vista to SR 242	$15	$0	$15
356	17-10-0048	Multi-County	Project	I-680 Express Lanes: Marina Vista to Rudgear	$36	$0	$36
357	17-10-0049	Multi-County	Project	I-680 Express Lanes: Livorna/Rudgear to Alcosta	$56	$0	$56
358	17-10-0050	Multi-County	Project	SR-84 Express Lanes: I-880 to Dumbarton Bridge Toll Plaza	$6	$0	$6
359	17-10-0051	Multi-County	Project	SR-92 Express Lanes: Hesperian to San Mateo Bridge Toll Plaza	$7	$0	$7
360	17-10-0052	Multi-County	Project	I-880 Express Lanes: Hegenberger/Lewelling to SR-237	$81	$0	$81
361	17-10-0053	Multi-County	Project	I-80 Express Lanes: Carquinez Bridge to Bay Bridge	$78	$0	$78
362	17-10-0054	Multi-County	Project	MTC Express Lane Program Cost	$113	$0	$113
363	17-10-0055	Multi-County	Project	MTC Express Lanes Operations and Maintenance	$1,278	$0	$1,278
364	17-10-0056	Multi-County	Project	MTC Express Lanes Reserve	$3,258	$0	$3,258
365	17-10-0038	TJPA	Project	Caltrain/HSR Downtown San Francisco Extension	$4,250	$109	$4,141
366	17-10-0039	TJPA	Project	Implement Transbay Transit Center/Caltrain Downtown Extension (Phase 1 - Transbay Transit Center)	$1,741	$1,682	$59
367	17-10-0040	WETA	Project	North Bay Ferry Service Enhancement	$220	$0	$220
368	17-10-0041	WETA	Project	Central Bay Ferry Service Enhancement	$212	$0	$212
369	17-10-0042	WETA	Project	Albany/Berkeley Ferry Terminal	$143	$0	$143

Attachment E

September 28, 2015

Steve Heminger, Executive Director
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607

Re: Response of the 6 Wins Network to the Plan Bay Area 2040 Call for Projects

Dear Mr. Heminger:

The 6 Wins for Social Equity Network, a regional coalition of over 20 organizations working to promote social, racial, economic and environmental justice in the Bay Area, is pleased to respond to the Call for Projects for Plan Bay Area 2040.

The members of the 6 Wins Network include community-based and grassroots groups with low-income members in many of the underserved communities within Priority Development Areas designated in Plan Bay Area. (A list of some of those organizations, with contact information, is attached.) We believe that if the region proposes to rebuild those neighborhoods for the greater good, existing at-risk residents should have a say in ensuring that their highest priority needs are met with a meaningful portion of new public investment.

We therefore request that MTC sponsor the Underserved Community Benefits Program, and evaluate it alongside other proposed priorities for the $60 billion in "discretionary" revenues in the new Plan. The Underserved Community Benefits Program we propose (see Attachment A) consists of two phases: (1) **an ongoing planning phase** (first round to be completed during 2016) and funded with $2 million in planning grants annually to community-based organizations with low-income and minority members in Communities of Concern, and (2) **an implementation phase,** to be funded with $2 billion in discretionary funds during the first four fiscal years of Plan Bay Area 2040, for transportation projects and programs, and sustainable communities infrastructure, identified as priorities in the planning phase.

The Call for Projects memo of March 31, 2015, "encourages" the submission of projects that meet "one or more" of the following criteria: (1) Supports Plan Bay Area's performance targets; (2) Supports Plan Bay Area's adopted forecasted land use, include Priority Development Areas (PDA) and Priority Conservation Areas (PCA); or (3) Derives from an adopted plan, corridor study, or project study report. This project meets all three criteria, as discussed below. First, it will strongly support most, if not all, of Plan Bay Area's performance targets. Second, it will support Plan Bay Area's land use pattern, especially the PDAs that the regional agencies have referred to as the "centerpiece" of the Sustainable Communities Strategy. Finally, it is consistent with a community-adopted plan brought forward by the 6 Wins Network, and studied by MTC and ABAG as an alternative to Plan Bay Area 2013.

<u>The Greenest and Most Effective Solutions Come from Underserved Communities Themselves</u>

That community-adopted plan is known as the Equity, Environment and Jobs (EEJ) scenario for Plan Bay Area. The 6 Wins Network developed it through a community-driven process in 2011. When MTC and ABAG evaluated the EEJ scenario as an alternative in the Environmental Impact Report for Plan Bay Area, they found it was "environmentally superior" to the other alternatives. They also

found that the EEJ Alternative performed better than the plan developed by professional staff on a range of important regional goals: It would reduce daily VMT by 3.5 million miles and annual GHG emissions by over 500,000 tons a year more than the adopted Plan Bay Area. It would put tens of thousands fewer families at risk of flooding from sea-level rise and billions of dollars more into filling potholes on local streets and roads. It would do all this while also providing the greatest benefits to disadvantaged families and better protecting them from displacement.[1]

The EEJ Alternative showed that, when residents of underserved communities make decisions for themselves, they can identify priorities and solutions that bring benefits not only to their immediate community, but to the greater region as a whole.[2] The lessons of direct community engagement were taken further under the Bay Area's HUD "Sustainable Communities Initiative" grant. MTC sub-granted a portion of its HUD funds to community-based organizations. This led to inclusive and successful community engagement processes in underserved communities around the region, resulting in wise policy and investment recommendations informed by a depth and breadth of community voices.

Those lessons continue in California's expenditure of Cap and Trade auction revenues. A growing consensus, reflected in significant part in the Air Resources Board's guidance on SB 535 (de León), holds that the mere fact that an investment is made "within" a disadvantaged community is not by itself enough to ensure that it will benefit the low-income residents of that community. Instead, the determination of whether investments provide meaningful benefits to disadvantaged communities depends on the answers to four questions:

1. Does the investment meet an important community need identified by low-income residents?
2. Are the benefits of the investment significant?
3. Are the benefits targeted to lower-income residents and households?
4. Does the investment avoid harms to the community, like displacement?

The expertise in answering these questions lies not within public agencies, or in a computer-simulated "equity analysis" of the distant future, but in the community itself. This project would support residents in answering these questions in a manner that will meet their priority needs while strengthening the very neighborhoods so critical to Plan Bay Area's success: the Priority Development Areas, or PDAs.

Creating Successful PDAs That Protect Against Displacement

Investments that serve the highest priority needs of low-income residents in Communities of Concern (COCs) will also support Plan Bay Area's focus on PDAs because they overlap substantially.[3] PDAs

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[1] See UC Davis analysis of the Plan Bay Area EIR available at http://www.publicadvocates.org/sites/default/files/library/uc_davis_comparison_of_draft_pba_with_eej_alternative_summary.pdf.

[2] See Donald L. Kirp, "What do the Poor Need? Try Asking Them" (New York Times, Aug. 8, 2015), available at http://www.nytimes.com/2015/08/09/opinion/sunday/david-l-kirp-what-do-the-poor-need-try-asking-them.html?_r=1.

[3] A map overlaying COCs with PDAs is available at http://geocommons.com/maps/199657.

are intended to focus growth and investment in a subset of the region's transit-served neighborhoods that local governments have self-nominated.

Community-driven investments that answer "yes" to the four questions above are essential both to achieving equity and to realizing the GHG reduction goals in SB 375 and Plan Bay Area. Low-income people of color in COCs face a very high risk of displacement, fueled in significant part by local, regional, and state policies that encourage transit-oriented development. Coupled with private market interest, these policies are contributing to severe upward pressures on housing costs in these neighborhoods.[4] This, in turn, is forcing out many vulnerable residents, disrupting communities and causing substantial negative health impacts.

Displacement of low-income families from neighborhoods near transit also has GHG impacts: It robs the transit system of the "high-propensity transit riders" who use it the most.[5] When these low-income residents are replaced by more affluent ones, transit ridership declines, feeding a cycle of transit service cuts and fare increases.[6] When those same low-income residents can no longer afford to live near frequent and affordable transit, they are forced to drive to jobs and other destinations from often-distant places, including the ex-urban Bay Area and the Central Valley, stressing families and increasing GHG emissions.[7]This project would ensure that transportation investments serve the needs of existing residents, and that infrastructure funding supports the development of affordable housing that can help existing families stay in their gentrifying communities.

Conclusion

While the 6 Wins Network recognizes that it is breaking new ground by submitting this response to MTC's Call for Projects, we believe that the new Underserved Community Benefits Program proposed here is one that offers the opportunity to launch Plan Bay Area on a win-win path to success and that promises to become a national model for community-based planning with healthy triple-bottom-line outcomes for equity, environment, and the economy. (For the connection to health, see the 6 Wins letter dated September 23, 2015, proposing that MTC and ABAG study an updated version of the Equity, Environment and Jobs scenario.)

Accordingly, we request that MTC analyze this proposal, issue an RFP for community outreach and engagement in Communities of Concern during 2016, and each year thereafter, make annual 12-month grants in the amount of $2 million to community-based organizations with members in those communities, and fund the programs and projects in each of those communities that are identified as priorities through these community-led planning processes using a $2 billion share of discretionary revenues over the first four years of the new Plan.

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[4] Causa Justa :: Just Cause, "Development Without Displacement," p. 47.
[5] Dukakis Center for Urban and Regional Policy, "Maintaining Diversity in America's Transit-Rich Neighborhoods" (October 2010), available at http://www.northeastern.edu/dukakiscenter/wp-content/uploads/2011/12/TRN_Equity_final.pdf.
[6] TransForm and California Housing Partnership Corporation, "Why Creating and Preserving Affordable Homes Near Transit is a Highly Effective Climate Protection Strategy" (May 2014), 3, 7-10, available at http://www.chpc.net/dnld/AffordableTODResearch051514.pdf.
[7] Id.

To discuss planning grants, please contact the organizations listed in Attachment B. Please contact Public Advocates (rmarcantonio@publicadvocates.org) with respect to the project-level performance evaluation of this proposed project.

Very truly yours,

Anthony Panarese
Alliance of Californians for Community Empowerment

Miya Yoshitani
Asian Pacific Environmental Network

Carl Anthony
Breakthrough Communities

Wendy Alfsen
California Walks

Dawn Phillips
Causa Justa :: Just Cause

Tim Frank
Center for Sustainable Neighborhoods

M. Paloma Pavel
Earth House Center

Gloria Bruce
East Bay Housing Organizations

Kathryn Gilje
Genesis

Joshua Hugg
Housing Leadership Council of San Mateo County

Jill Ratner
New Voices Are Rising

Omar Medina
North Bay Organizing Project

Richard Marcantonio
Public Advocates

Joel Ervice
Regional Asthma Management Program

Tim Little
Rose Foundation for Communities and the Environment

Jennifer Martinez
San Francisco Organizing Project/Peninsula Interfaith Action

Rev. Kirsten Snow Spalding
San Mateo County Union Community Alliance

Peter Cohen and Fernando Marti
SF Council of Community Housing Organizations

Rev. Earl W. Koteen
Sunflower Alliance

Clarrissa Cabansagan
TransForm

Bob Allen
Urban Habitat

Derecka Mehrens
Working Partnerships USA

Enclosures: Attachment A (Web-Based Application Form)
Attachment B (CBOs and Contact Information)

Cc: Adam Noelting (anoelting@mtc.ca.gov)
Alix Bockelman (abockelman@mtc.ca.gov)
Ken Kirkey (kkirkey@mtc.ca.gov)

Attachment A: Web-Based Project Application Form

1. PROJECT TYPE & PROGRAM CATEGORIES MATRIX

Field	Description
Project/Program Type	Uncommitted

2. COMMITTED STATUS

1. *Is this project/program 100% funded through Local Funds?* No.
2. *Does this project/program have a full funding plan?* No.
3. *Will this project/program have a certified EIR or Record of Decision for EIS by September 30, 2015?* No.

3. BASIC INFORMATION

Field	Description
Project Title	Underserved Community Benefits Planning and Implementation Program
Project/Program Description	Regional program to dedicate $2 billion of regional discretionary funds in the first 4 years of the Plan to projects and programs identified as priorities through a community-led process in COCs, with annual planning grants to CBOs.
County	Regional
Sponsor Agency	MTC
Operating Agency	Local transit operators and cities, depending on type and location of the individual projects or programs identified through a community-led process.
Implementing Agency	Local transit operators and cities, depending on type and location of the individual projects or programs identified through a community-led process.

4. COST

Field	Description
Capital Cost (2017$)	Allocations to be determined by annual community-led process, subject to criteria below.
Environmental/Design (2017$)	
Right-of-Way (ROW) (2017$)	
Construction (2017$)	
Rolling Stock (2017$)	
Operations & Maintenance Start (2017$)	Allocations to be determined by annual community-led process, subject to criteria below.
Operations (2017$)	
Maintenance (2017$)	

5. ESTIMATED BENEFIT BY MODE

Field	Description
Auto	To be determined by community-led process.
Transit	
Bike	
Pedestrian	
Freight	

6. SCHEDULE

Field	Description
Certified Environmental Document Date	N/A
Capital Start Year	FY 2017-18
Environmental/Design	
Right-of-Way (ROW)	
Construction	
Rolling Stock	
Operations & Maintenance Start Year	FY 2017-18
Operations	
Maintenance	

7. MODELING

Field	Description
Notes	The Underserved Community Benefits Program is regional in scope, consisting of a planning phase (first round to be completed during 2016), and an implementation phase, to be funded during each of the first four fiscal years of Plan Bay Area 2040. <u>Planning Phase</u>: Beginning in 2016, MTC will provide $2 million in annual grants to community-based organizations with low-income and minority members or constituents in one or more of the Bay Area's 35 "Communities of Concern." A per capita share of this planning grant fund will be allocated to each Community of Concern (COC), and awarded to one or more community-based organizations (CBOs) with close ties to low-income residents and residents of color in each COC, to convene and lead inclusive priority-setting discussions. Through those CBO-led discussions, with technical assistance from regional, local and transit agencies, residents of each COC will come together to reach consensus on their highest priority unmet needs – and on the transportation projects and programs, and sustainable communities infrastructure – that would best address those needs in their communities.

	Implementation Phase: MTC will assign $2 billion (approximately 25 percent of the "discretionary" portion of Plan Bay Area 2040 revenues in the first four years of the new Plan) to the transportation projects and programs, and transit-oriented development infrastructure (e.g., for affordable housing), identified as priorities through the community-led process conducted in the Planning Phase in each COC. Criteria: While investments will be selected by local residents to meet the priority needs they identify, the program will be governed by these criteria: 1. The local package of investments for each Community of Concern must address one or more important unmet needs of underserved residents in that community, and must do so in a significant way relative to the dollar amount of the investment. 2. Local low-income families, residents, workers and small locally owned businesses must be the primary beneficiaries of the package of investments. 3. Each package of investments must avoid harms to underserved residents of the community, and in particular must reduce the risk that existing low-income residents will be displaced from their community. 4. Each package of investments must promote the creation and retention of quality living- and middle-wage jobs, and give low-income residents access to a meaningful share of those jobs. Capital projects must include a Project Labor Agreement to the full extent permitted by law. 5. Each package of investments must do its share in helping the region achieve its target for greenhouse gas (GHG) reduction. While this program would direct investment to many of the same geographies as two existing regional programs – the Lifeline Transportation Program, and the OneBayArea Grant (OBAG) program – the new program would differ from both in significant respects. First, unlike those programs, in which investment decisions are made by the countywide Congestion Management Agencies (CMAs), under this new program, existing low-income and minority residents of each COC would make those decisions. Second, this program would differ from Lifeline in scale. Over six years (2006-2012), MTC invested $172 million in Lifeline projects regionally, just under $30 million a year. (Plan Bay Area, pp. 7-8.) Plan Bay Area continues that level of funding, assigning $800 million over 28 years to Lifeline. (Id.) This new program, by contrast, would front-load that approximate amount in each of the first four years of the new Plan, in recognition of the crucial role that PDAs play in achieving regional goals; the overall benefit to the economy of increasing economic opportunity for low-income residents; the massive threat of displacement that PDA development poses to low-income communities of color; and the risk to the region of the continuing displacement of low-income families, high-propensity transit riders, and low-wage workers from transit-oriented neighborhoods. Finally, this program would differ from OBAG in its focus on meeting the self-identified needs of low-income residents in and near PDAs.

Low-Income Communities of Color in the Bay Area

Plan Bay Area's equity analysis identified 35 "Communities of Concern." These places have an aggregate population of 1.38 million residents, or 20 percent of the Bay Area's total population,[8] of whom 81 percent are people of color and 45 percent live in low-income households (defined as below 200% of the federal poverty level).

In addition, the region's "Fair Housing and Equity Assessment" (ABAG, March 2015) notes that several areas outside of designated "Communities of Concern" meet HUD's definition of "Racially/Ethnically Concentrated Areas of Poverty."[9] In these places, more than 50 percent of residents are people of color, and more than 40 percent have incomes below the federal poverty level.

Plan Bay Area "Discretionary" Revenues

Like its predecessors, Plan Bay Area 2040 will assign "discretionary" revenues over the planning period. However, while the new Plan will span a decades-long planning period, it will remain in effect for only four years before it is replaced by the next regional transportation plan.

In Plan Bay Area 2013, $60 billion in "discretionary" revenues were "available for assignment to projects and programs through Plan Bay Area." (Plan Bay Area, p. 13.) As noted in the MTC staff report of May 26, "[d]iscretionary revenues in the [new] Plan are projected to be almost equal to those for Plan Bay Area, with only a .01% decrease." Over the first four years of that 28-year Plan, these "discretionary" revenues will amount to approximately $8 billion.

Setting aside a meaningful share of these near-term "discretionary" revenues to meet the self-identified needs of low-income residents of disadvantaged communities has precedent both in state law and in Plan Bay Area itself. SB 535 (de León 2012) requires at least 25 percent of California's Cap and Trade auction proceeds to be invested to benefit disadvantaged communities. And Supervisor John Gioia's amendment to Plan Bay Area committed MTC, should it receive a share of those revenues, to allocate them through a process that "will specifically ensure that at least 25 percent of these revenues will be spent to benefit disadvantaged communities in the Bay Area, and to achieve the goals of Plan Bay Area." (Plan Bay Area, p. 66.)

Assigning these revenues to meeting the needs of underserved communities will promote social equity in the new Plan Bay Area. In particular, it will ensure that the region is demonstrably complying with US DOT's Order on Environmental Justice, which prohibits not only the denial of a fair share of the Plan's benefits to low-income and minority populations, but also any "significant delay in the receipt" of those benefits. As noted in

[8] Plan Bay Area Equity Analysis, Appendix B.1.
[9] FHEA, p. 2 and Table on pp. 67-68.

	the cover letter, it meets the criteria MTC has set for the Call for Projects and, in particular, will promote many of Plan Bay Area's other goals and performance measures while also promoting its land use pattern

8. FUNDING

Field	**Description**
Prior Funding	$0
Committed Funding by Source	$0
Discretionary Funding by Source	$2,000,000,000 over 4 years (FY 2017-18 through FY 2020-21) (Note: Each Community of Concern will be assigned a per capita share of implementation revenues based on its share of the Bay Area's total Community of Concern population. For instance, the "SF Downtown/Chinatown/North Beach/Treasure Is." COC, with a population of 27,333, or 1.98 percent of the total COC population of 1.38 million, will be assigned a four-year implementation budget of $39.6 million.)
OneBayArea Grant	N/A
RTIP	N/A
Anticipated Local Discretionary Funds	N/A
Regional Discretionary Funds	$2,000,000,000 over 4 years (FY 2017-18 through FY 2020-21)

9. CONTACT

Field	**Description**
First Name	Richard
Last Name	Marcantonio
Title	Managing Attorney
Phone	415-431-7430
Agency	Public Advocates Inc.
Email	rmarcantonio@publicadvocates.org

Attachment B: Community-Based Organizations and Contact Information

Organization	Contact Person	Contact Email	Phone No.
Alliance of Californians for Community Empowerment (ACCE)	Anthony Panarese	apanarese@calorganize.org	510-269-4692
Asian Pacific Environmental Network (APEN)	Miya Yoshitani	miya@apen4ej.org	510-834-8920 (Oakland) 510-236-4616 (Richmond)
California Walks	Wendy Alfsen	wendy@californiawalks.org	510-292-4435
Cause Justa :: Just Cause	Dawn Phillips	dawn@cjjc.org	510-763-5877 (Oakland) 415-487-9203 (Mission, SF) 415-864-8372 (Bayview, SF)
East Bay Housing Organizations (EBHO)	Gloria Bruce	gloria@ebho.org	510-663-3830
Genesis	Mary Lim Lampe	marylimlampe@gmail.com	510-882-3404
North Bay Organizing Project (NBOP)	Susan Shaw	sshaw@northbayop.org	707-481-2970
San Francisco Organizing Project/Peninsula Interfaith Action (SFOP/PIA)	Jennifer Martinez	jennifer@sfop.org	650-796-4160
San Mateo County Union Community Alliance (SMCUCA)	Rev. Kirsten Snow Spalding	kss@well.org	510-207-6346
Sunflower Alliance	Rev. Earl W. Koteen	Rev.Earl.W.Koteen@gmail.com	916-441-0018
Working Partnerships USA	Derecka Mehrens	derecka@wpusa.org	408-809-2120