

Proposed Final  
Transportation 2035 Plan  
for the San Francisco Bay Area



CHANGE IN MOTION

**Planning Committee**  
**April 10, 2009**

# Transportation 2035: Top 10

- 1. Vision**
- 2. Unprecedented Outreach**
- 3. Three Es**
- 4. Performance-Driven Plan**
- 5. Forward-Thinking Financial Outlook**
- 6. “Late-Course” Revenue and Cost Changes**
- 7. Honoring Commitments**
- 8. Investment Trade-Offs**
- 9. Investing in Change**
- 10. Building Momentum for Change**

# 1. Vision

“We must anticipate change, instigate change, and most of all, we must succeed in putting change in motion.”



## 2. Unprecedented Outreach

### Thousands shape Bay Area transportation priorities via two-year planning effort:

- “Bay Area on the Move” Regional Forum (700 participants)
- 11 MTC joint advisory committee workshops
- 1 roundtable discussion with key “Three E” leaders
- 13 workshops around the region (650 participants)
- 2 statistically valid telephone surveys (5,400 respondents)
- 2 Web surveys (over 3,000 completed surveys)
- 130 person-on-the-street, multilingual interviews
- 9 focus groups, one per county (100 residents)
- 10 multilingual focus groups with non-profits in low-income communities and communities of color (150 residents)
- 3 Tribal government consultations
- Roundtable discussion with MTC Commissioners, stakeholders, advisors and partners
- Regular discussions with JPC, Partnership, etc.
- Two MTC public hearings



### 3. Three Es

**“E”  
Principles**

Economy

Environment

Equity

**Goals**

Maintenance & Safety  
Reliability  
Efficient Freight Travel  
Security

Clean Air  
Climate Protection

Equitable Access  
Livable Communities

**Performance  
Objectives**

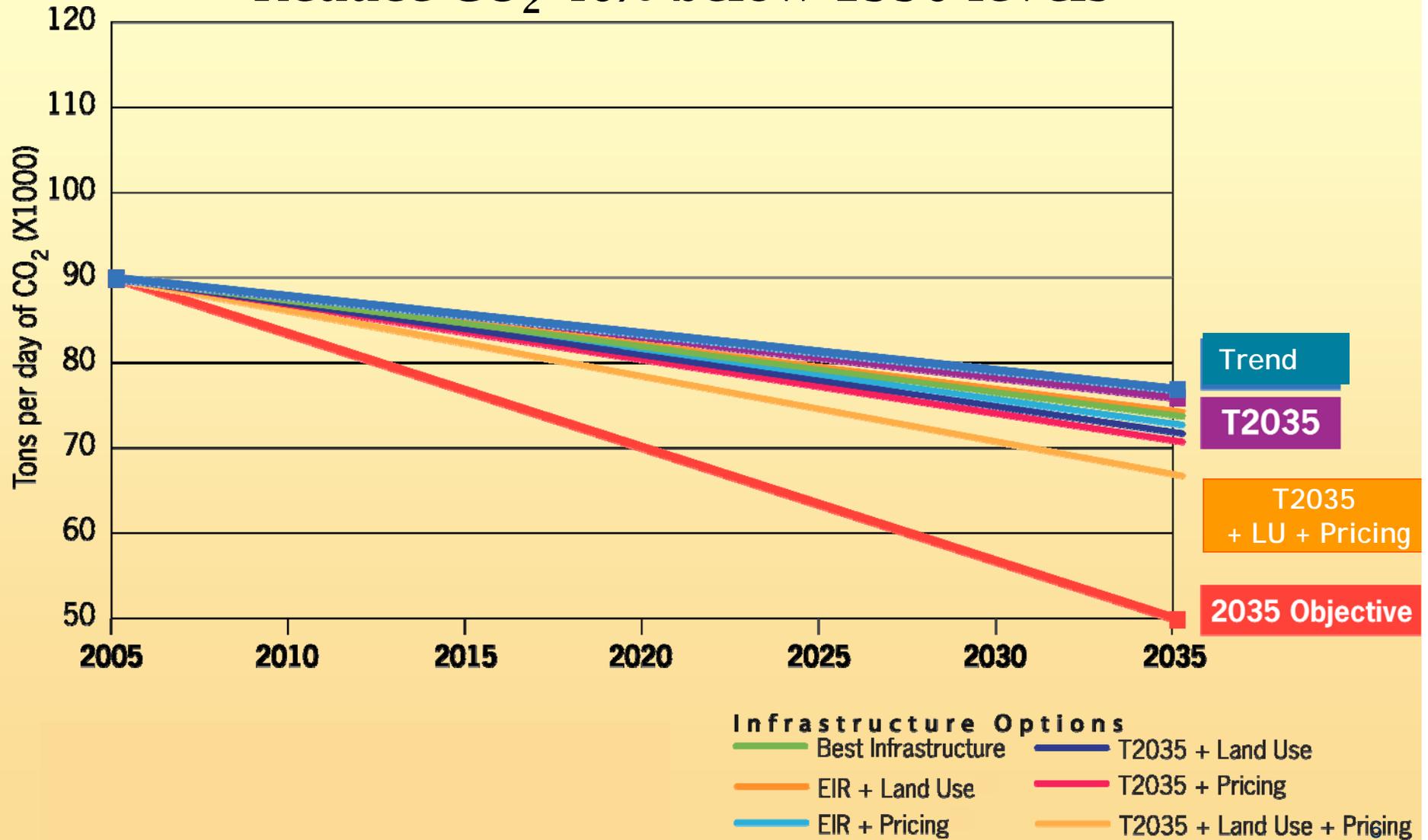
Reduce Congestion  
Improve Maintenance &  
Security  
Reduce  
Collisions/Fatalities

Reduce per-capita VMT  
Reduce Emissions

Decrease Low-income  
Residents' Share of  
Income Consumed by  
Transportation and  
Housing

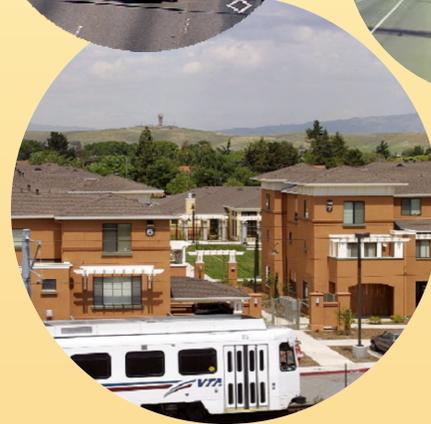
# 4. Performance-Driven Plan

## Reduce CO<sub>2</sub> 40% below 1990 levels



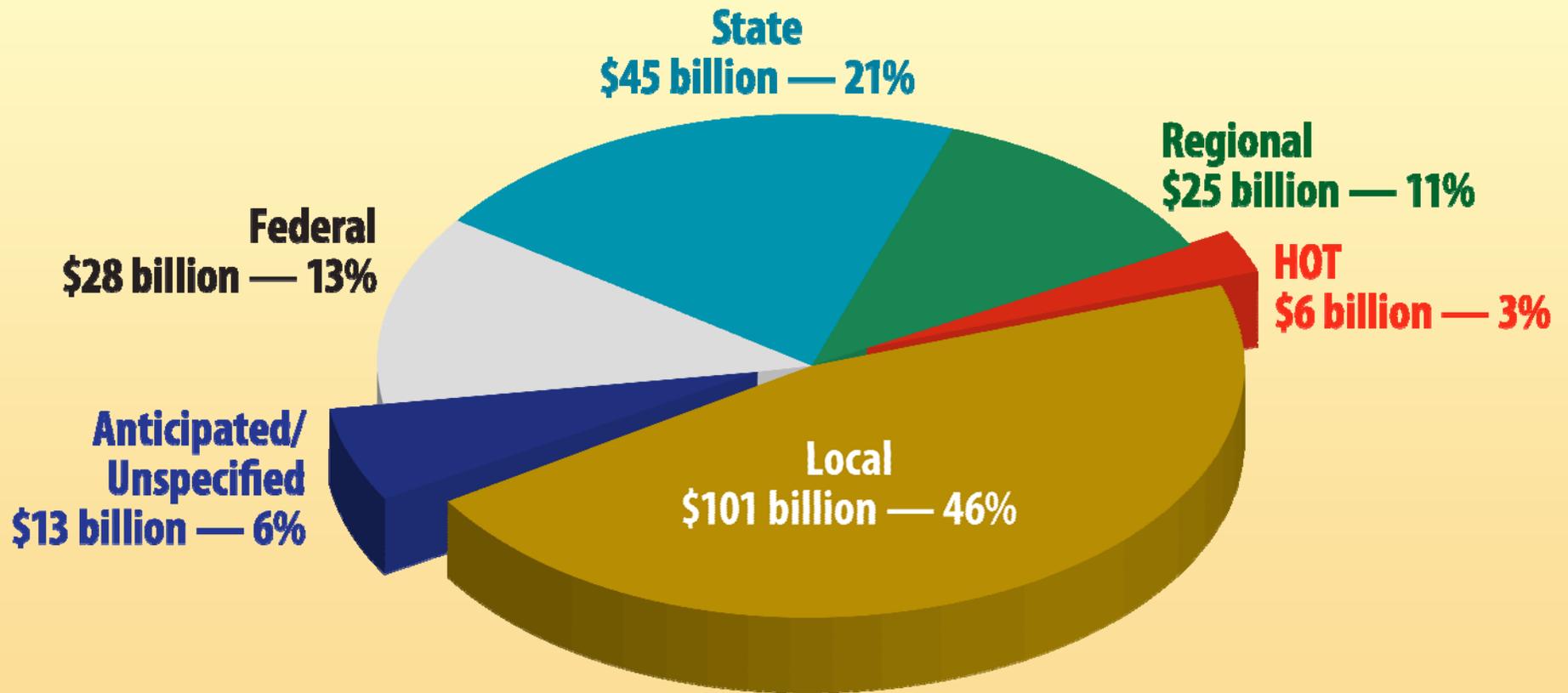
# Bridging the Gap

- Infrastructure projects alone are not nearly enough
- Road pricing has a much bigger effect in short-term
- Focused growth helps us reach targets in longer term
- Technology innovations can get us even closer to closing the gap
- Shifts in individual behavior ultimately drive change



## 5. Forward-Thinking Financial Outlook

**Total Plan Revenues: \$218 billion**



## 6. "Late-Course" Revenue & Cost Changes

### a) Adjust plan budget downward to \$218 billion due to:

- Addition of \$4.3 billion in revenues to plan budget
  - \$280 million AC Transit Measure VV
  - \$1 billion Santa Clara VTA Joint Development
  - \$3.0 billion for Bay Area High-Speed Rail Shares of California Proposition 1A and Federal American Recovery and Reinvestment Act of 2009
- Reduction of \$12.4 billion in revenues from plan budget
  - \$6.7 billion Santa Clara County's three sales tax measures
  - \$4.5 billion Transportation Development Act (TDA) revenues
  - \$1.2 billion State Transit Assistance (STA) revenues

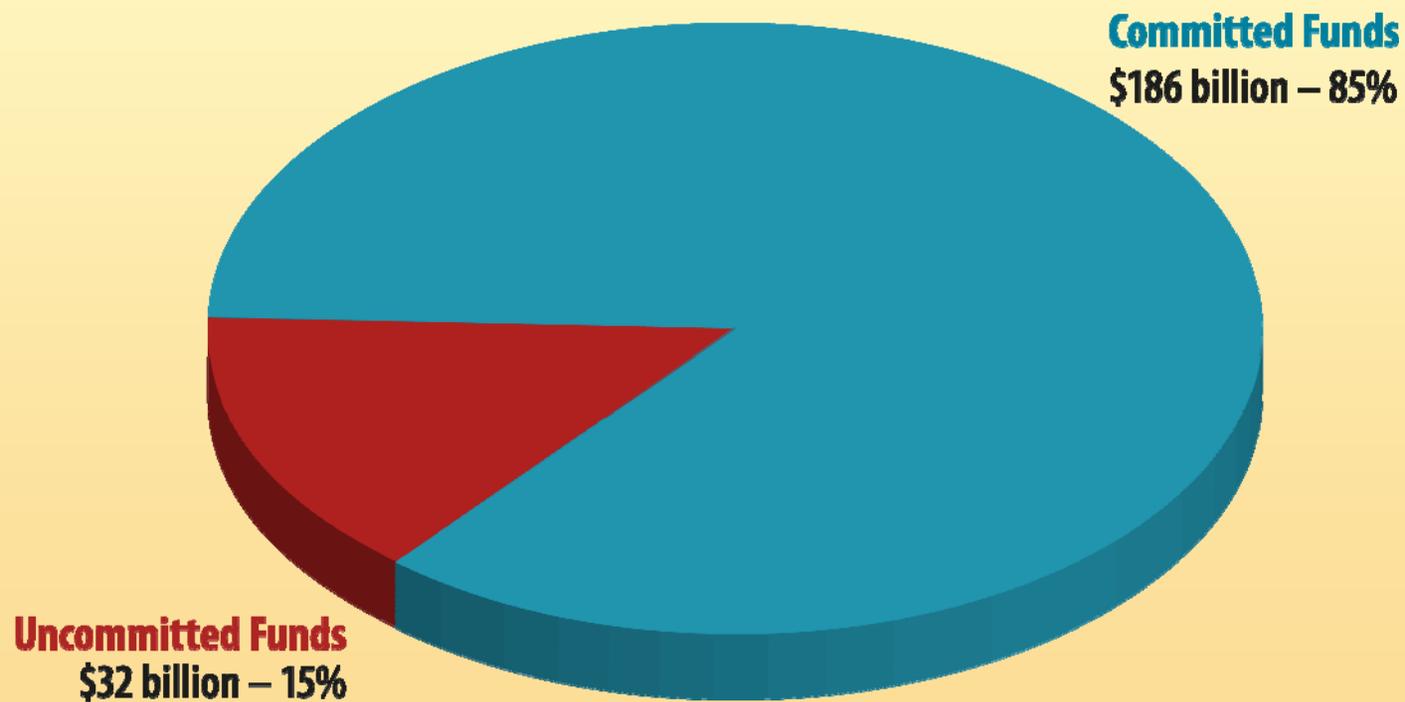
### b) Revise costs as follows:

- Update BART to Silicon Valley Extension cost from \$6.1 billion to \$7.5 billion
- Increase transit operating shortfall from \$3.2 billion to \$8.5 billion
- Increase transit capital shortfall from \$16.1 billion to \$17.2 billion

# 7. Honoring Commitments

## Committed v. Discretionary Funds

**Total revenues: \$218 billion**



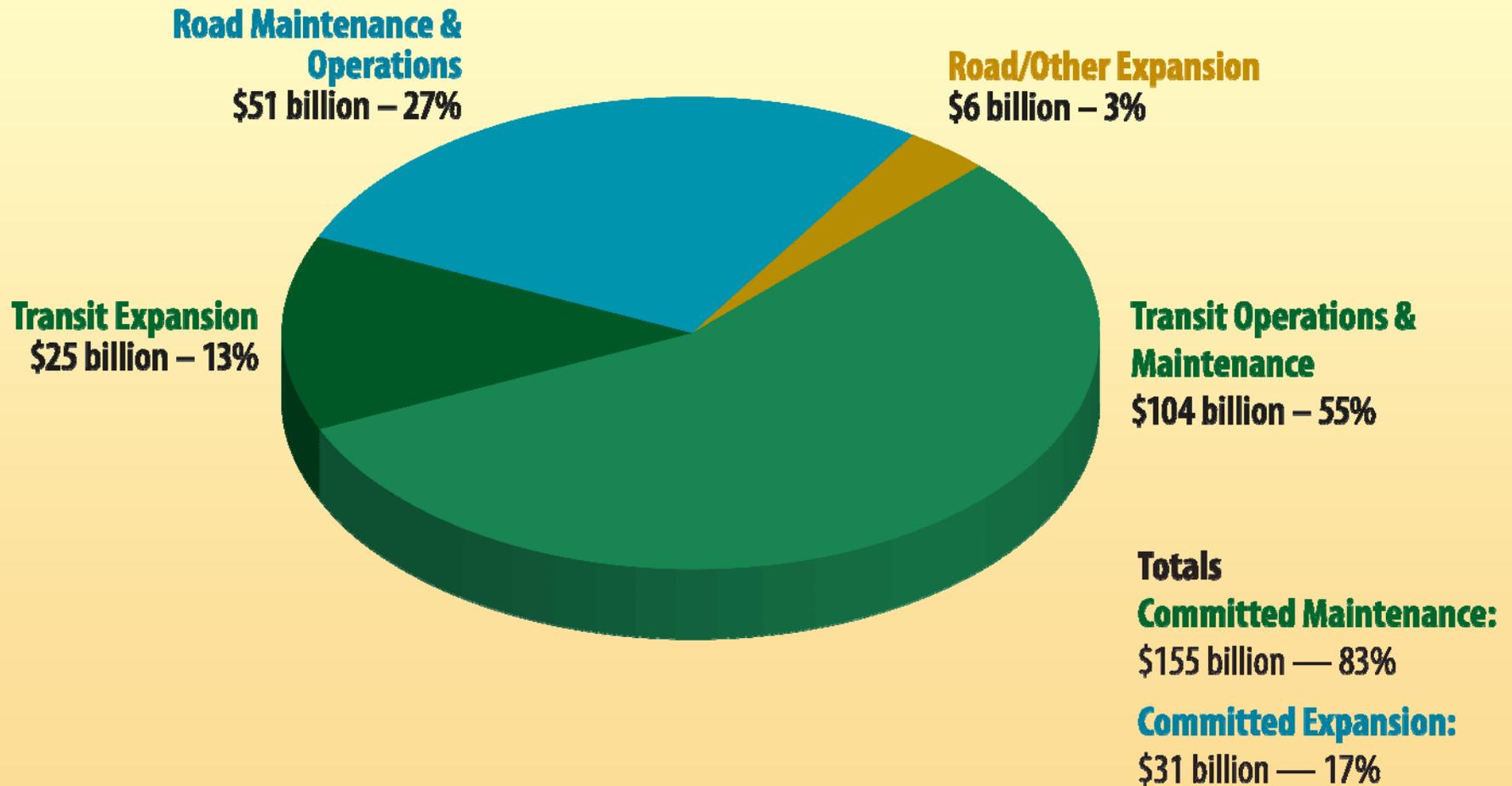
# Adopted MTC Prior Commitment Policy

(MTC Resolution No. 3868)

- Locally generated or locally subvented funds
- Operations and maintenance funds as programmed in the Transportation Improvement Program (TIP), specified by law or defined by MTC Policy
- Projects or project elements fully funded in TIP
- Resolution 3434 Regional Transit Expansion Program
- Ongoing regional operations programs (TransLink, 511, Incident Management, Transit Connectivity Implementation)

# Committed Funds by Function

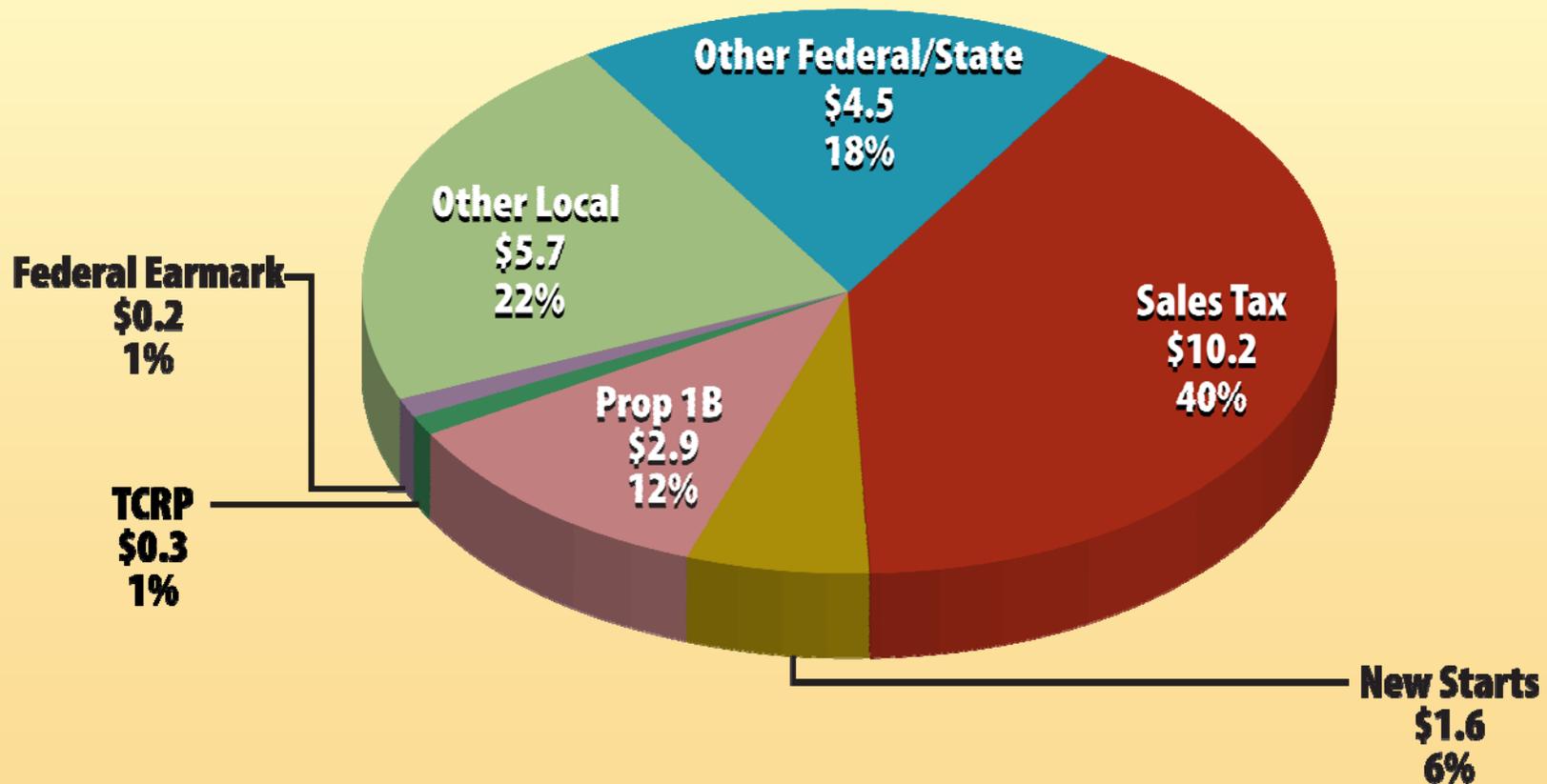
**Committed Funds: \$186 billion total**



# Assessing Committed Projects

## Committed Projects by Fund Sources

(Capacity increasing, Greater than \$50 million)  
(in billions)

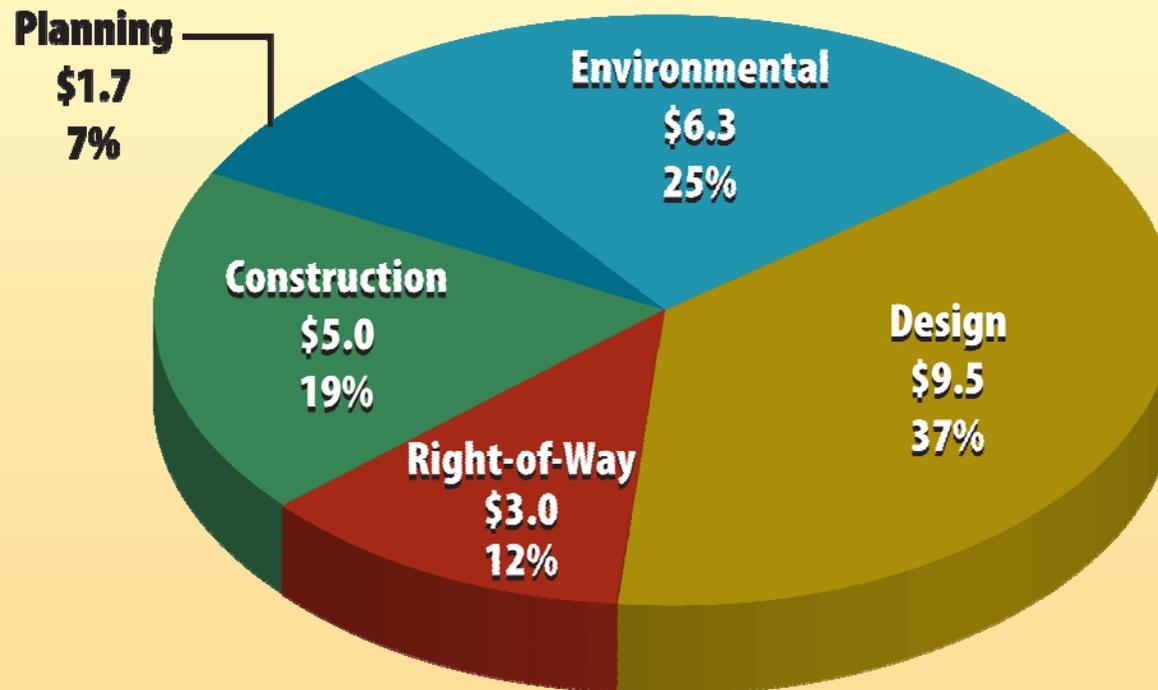


# Assessing Committed Projects

## Committed Projects by Project Development Phase

(Capacity increasing, Greater than \$50 million)

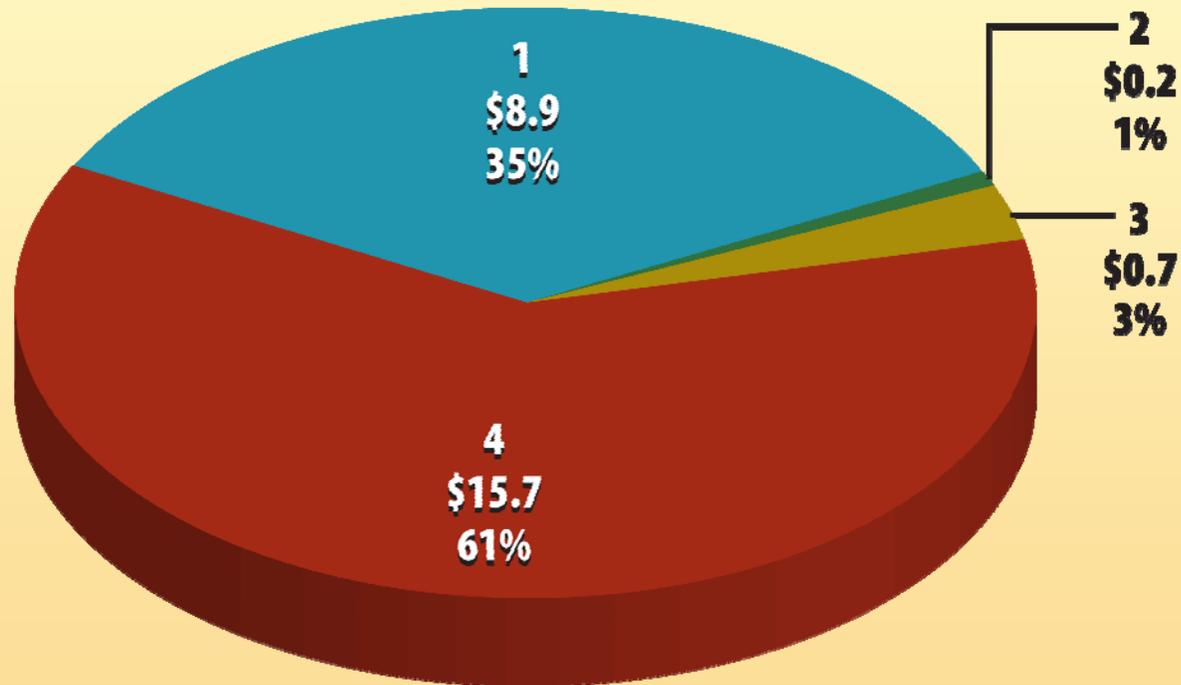
(in billions)



# Assessing Committed Projects

## Committed Projects by Number of Goals Strongly Supported

(Capacity increasing, Greater than \$50 million)  
(in billions)



# Assessing Committed Projects

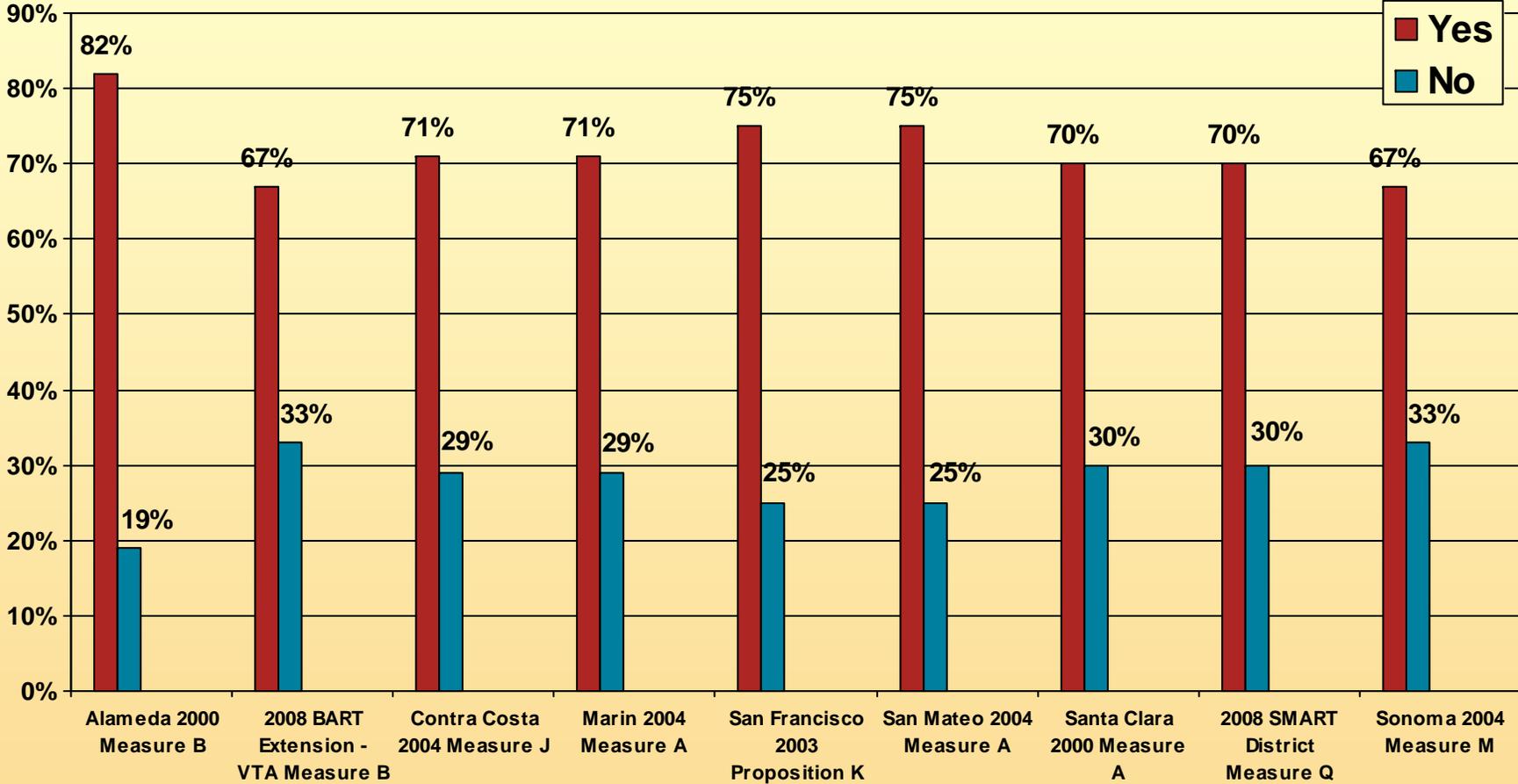
## Committed Projects with:

- 25% or More “Other Federal/State” Funds
- In Planning or Environmental Stage
- Meets One RTP Goal

(costs in escalated billions \$)

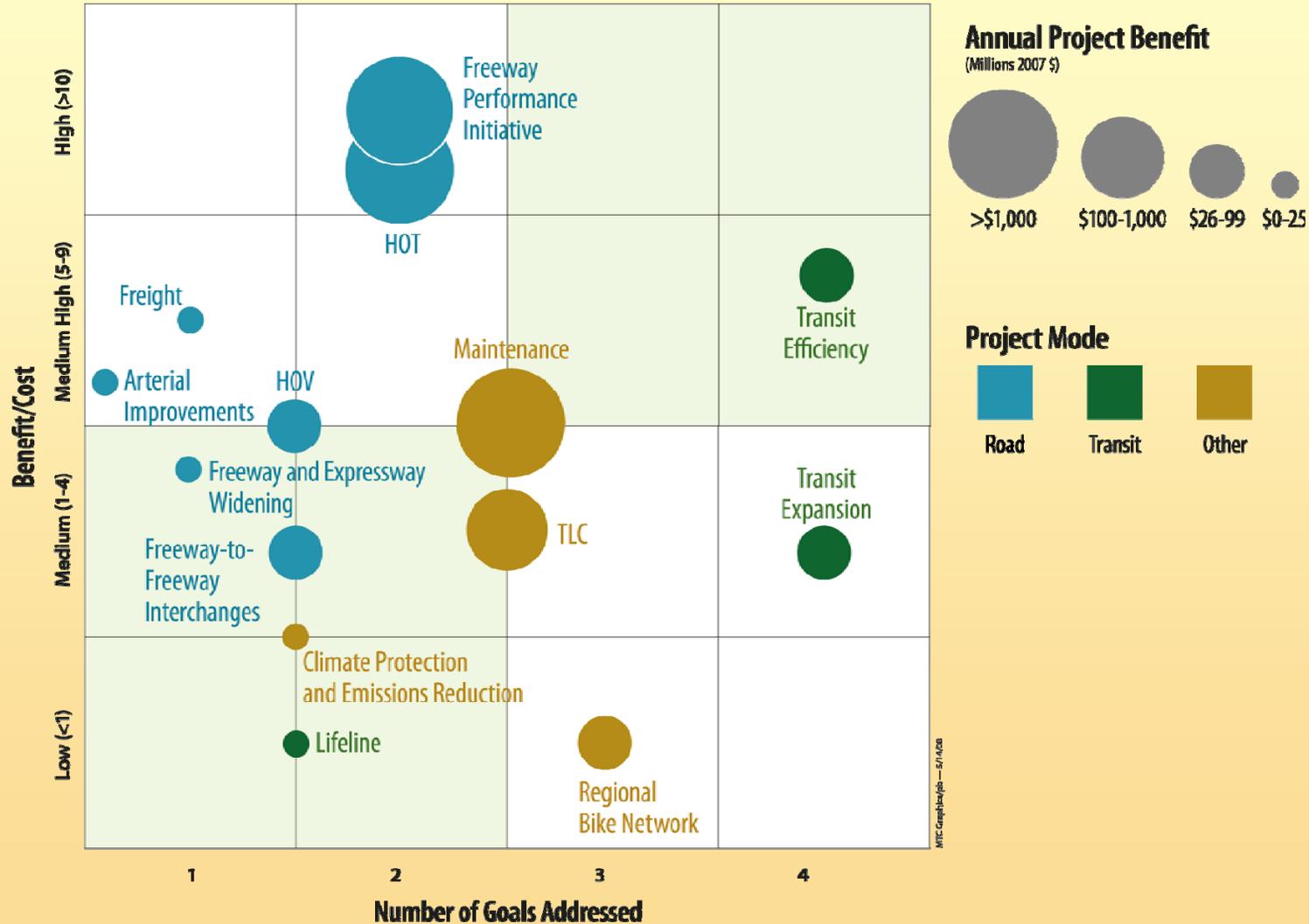
County	Project	Total Cost	Committed “Other Federal/State”
Regional	Doyle Dr. Reconstruction	\$1.0	\$0.5
San Mateo	US 101/Willow Rd Interchange Modification	\$0.05	\$0.03

# Voters Approve Transportation Sales Tax Measures



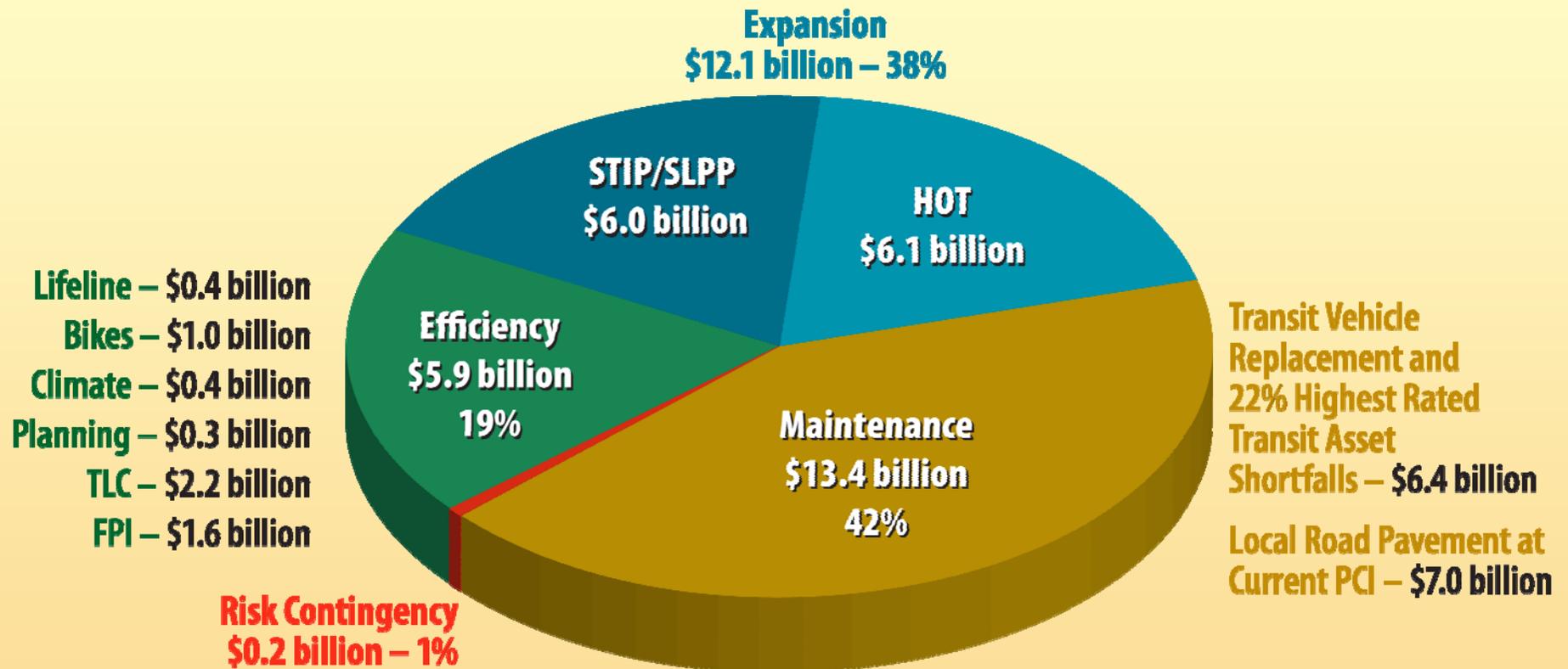
# 8. Investment Trade-Offs

## Project Performance Assessment



# Investment Decisions

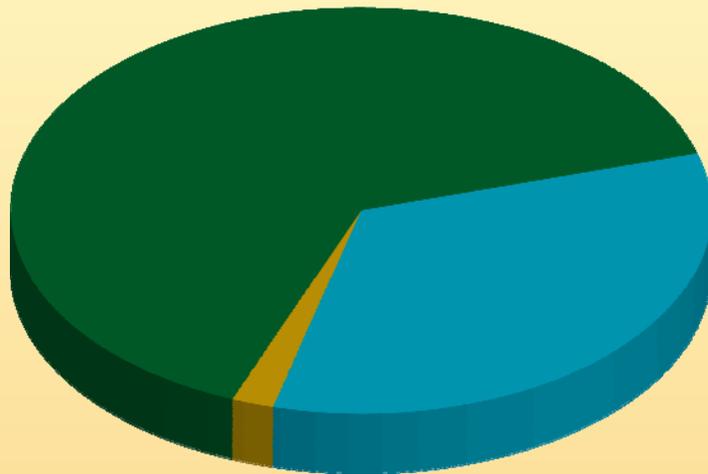
**Discretionary Funds = \$32 billion total**



# 9. Investing in Change: Transportation 2035 Plan Expenditures

## By Mode

**Transit**  
\$141 billion – 65%

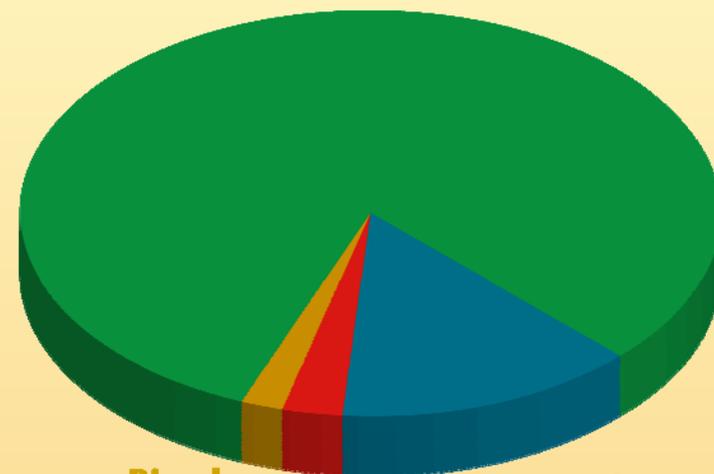


**Bicycle,  
Pedestrian  
& Other**  
\$4 billion – 2%

**Roads & Bridges**  
\$73 billion – 34%

## By Function

**Maintenance & Operations**  
\$178 billion – 81%



**Bicycle,  
Pedestrian  
& Other**  
\$4 billion – 2%

**Road  
Expansion**  
\$6 billion – 3%

**Transit Expansion**  
\$30 billion – 14%

# Investing in Change Freeway Performance Initiative

## Change in Motion

\$1.6 billion to Freeway Performance Initiative to manage freeway congestion

### Freeway Performance Initiative: Traffic Operations Systems and Ramp Metering

#### Traffic Operations Systems (TOS)

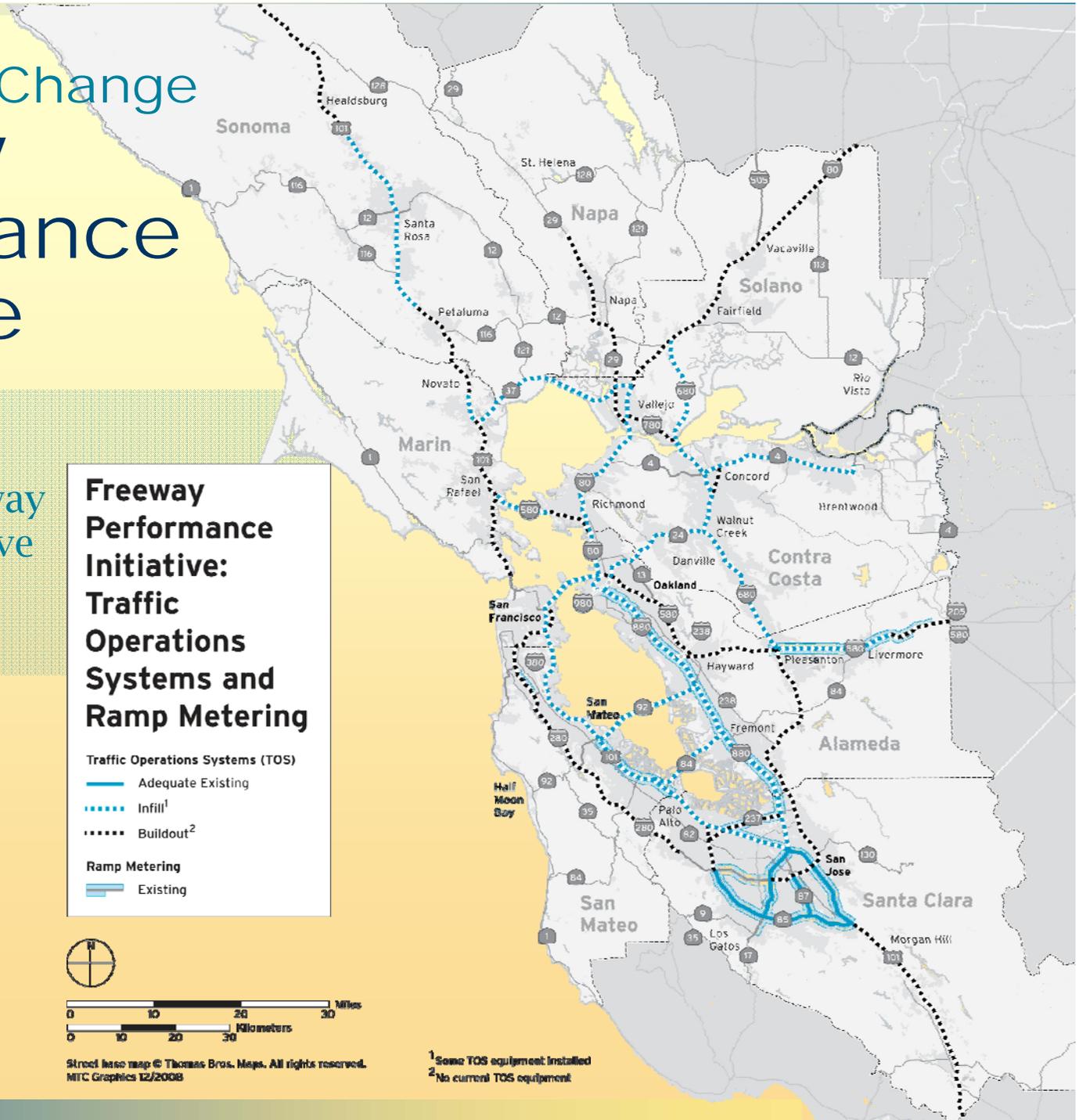
- Adequate Existing
- ⋯ Infill<sup>1</sup>
- ⋯⋯ Buildout<sup>2</sup>

- #### Ramp Metering
- Existing



Street base map © Thomas Bros. Maps. All rights reserved.  
MITC Graphics 12/2008

<sup>1</sup> Some TOS equipment installed  
<sup>2</sup> No current TOS equipment





# Investing in Change FOCUS

## *Change in Motion*

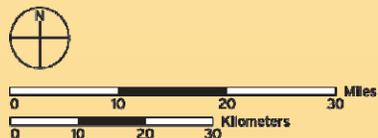
\$400 million for Lifeline  
Transportation Program

\$1 billion for Regional  
Bicycle Network

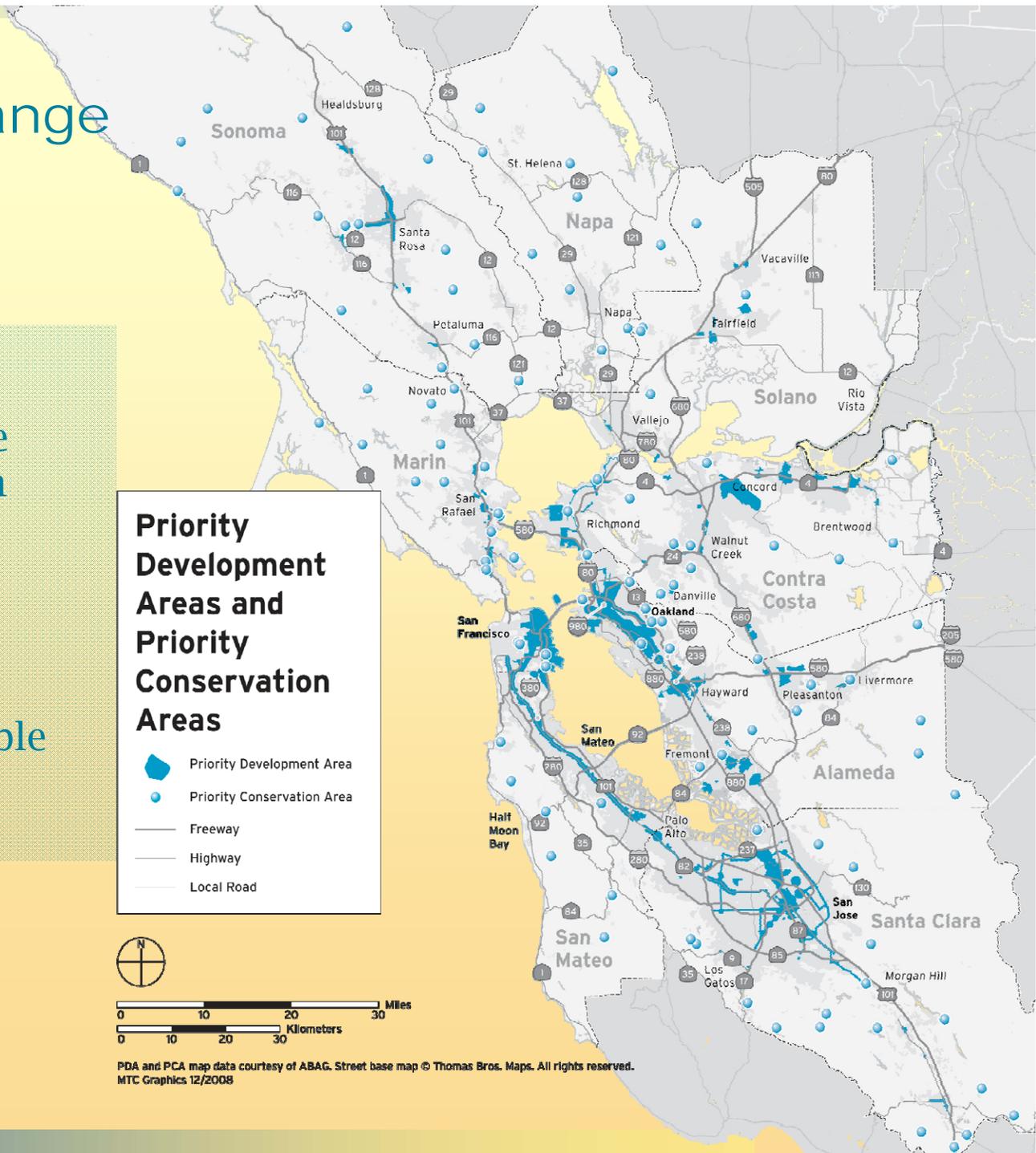
\$2.2 billion for  
Transportation for Livable  
Communities Program

**Priority  
Development  
Areas and  
Priority  
Conservation  
Areas**

-  Priority Development Area
-  Priority Conservation Area
-  Freeway
-  Highway
-  Local Road



PDA and PCA map data courtesy of ABAG. Street base map © Thomas Bros. Maps. All rights reserved.  
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# 10. Building Momentum: Funding Advocacy

## SAN FRANCISCO Business Times

Friday, February 27, 2009

### Bay Area Authorities Team Up for Stimulus Money

Bay Area authorities are rushing to put together a regional effort to maximize the amount of federal stimulus cash that flows to the area.

With details still emerging about the nation's \$787 billion stimulus package, local leaders and economic development officials are busy on how much money they can expect, or how to apply for it.

But to make their best case for that money, several groups will work with the Bay Area Council Economic Institute, which has been tapped by the state to draw up a regional plan that shows where the Bay Area could best spend the money and what impact the cash would have.

The plan likely will emphasize projects that are ready to start within the next two years and focus on the region's infrastructure needs, land use goals and economic development strategy.

The economic institute is a division of the Bay Area Council, which advocates public policy on behalf of major San Francisco area companies like Cisco Systems Inc., Gap Inc. and Oracle Corp.

The economic institute said it will work with groups like the Metropolitan Transportation Commission and the East Bay's Economic Development Alliance for Business to devise its plan. The full contingent of agencies was

still being compiled this week, said Sean Randolph, the institute's CEO. Other groups that might be tapped

strategy are the Associated Governments, local Stanford University, California, Berkeley executives, all of which are on the institute's board.

With billions of dollars a sense of urgency to

"If we don't have on Jan Wunderman, CEO Council. Without a clear out while fighting w

California officials of billion worth of proj are ready to start, pot 800,000 jobs. That in energy and efficien road, transit and rail health care investme water and sewer proj

Some of the stimulus directly to states and formulas. Such is the \$66 million that Cali ruck-investme money cash — like \$4.5 bill electrical grid invest For large chunks of t

The supermajority rule and the mammoth effort it took the Legislature to find the needed votes last week to pass the new budget dominated the all-day summit, which looked at possible reforms to government in the state and the best way to bring them about.

"We have to drop the two-thirds rule," said Mark Paul, a senior scholar with the New America Foundation, a nonpartisan public policy institute. "It's been a social science experiment for the past 75 years for the budget and the last 30 years for taxes, and it has failed utterly."

U.S. Gov. John Garamendi called the two-thirds rule — approved by voters in 1933 as a constitutional amendment for budgets and extended to tax increases as part of voter-approved Proposition 13 in 1978 — an affront to democracy.

"In Sacramento, it's not majority rule, but minority rule," he said. "We've tied ourselves in knots with the two-thirds rule, so it's time to go back and move to a simple majority rule for everything."

Accountability an

## San Francisco Chronicle

WEDNESDAY, FEBRUARY 25, 2009

### Effort Seeks to Scrap Two-thirds Vote Rule

California opinion leaders who turned out Tuesday at a forum on government reforms said their top priority is getting rid of the Legislature's requirement for a two-thirds vote to approve state budgets and taxes, which has been blamed for record-long budget delays.

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## THE WALL STREET JOURNAL

FEBRUARY 26, 2009

### Tax Time: Obama Urged to Raise Gas Taxes To Save Roads

President Obama this week urged the country to boldly confront challenges and take responsibility for the future. Today he was starkly reminded by a Congressionally-appointed commission to do the same when it comes to filling the massive hole in the nation's transportation budget.

In a report issued today, the National Surface Transportation Infrastructure Financing Commission said that raising gasoline taxes

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FRIDAY, FEBRUARY 20, 2009

## San Francisco Chronicle

FRIDAY, FEBRUARY 20, 2009

### Transit to See Service Cuts, Fare Increases

What changes: The revised budget cuts state assistance for public transit operators for the remainder of the fiscal year, leaving just \$76 million of the \$306 million promised to operators in California when the original budget was adopted. The reduction deals an \$83 million blow to Bay Area transit agencies. Next year there will be no transit assistance coming from Sacramento. Transportation agencies, already seeing less money for operations due to declining tax revenue in the economic downturn, have yet to make final decisions on how to balance the books.

Who it means to you: Riders might see less service, higher fares and dirtier vehicles. BART is considering raising fares and reducing the frequency of train service. AC Transit is considering service cuts and fare hikes. The San Francisco Municipal Railway

The shortfall is set to grow to a whopping \$2.3 trillion through 2035, the report says, painting a bleak picture:

We will face increasingly deteriorating roadways, bridges and transit systems. We will suffer from more accidents and fatalities... We will endure even greater spans of our lives stuck in traffic, wasting our time and robbing our businesses of vital economic activity and productivity. We will waste non-renewable petroleum and harm our environment unnecessarily. And, finally but importantly, every day of delay is a day when inflation, neglect, and inefficient use waste scarce taxpayer's and

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Highlights

— California transit agencies lost three-quarters of state funding for the remainder of this fiscal year. For Bay Area transit agencies, the combined cuts amount to \$83 million. State transit assistance for next year was eliminated.

## The Washington Post

### U.S. Has Dual Task on Climate Change

Friday, February 20, 2009... Secretary of State Hillary Rodham Clinton's decision to make her first overseas trip to China, where she arrives today, highlights the daunting tasks the new administration faces as the world scrambles to

for a new climate change treaty this year: trying deep have long first-ever

cutting a member in air-d road and W. Bush biggest bana is to curb

display resident

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Some motorists are balking at the plan.

"I think the rate is ridiculous as it is," Shawn Hillman said as he released a meter in Little Tokyo on a recent weekday. He complained that traffic hasn't improved since the rates there jumped from \$1 to \$2 an hour.

The pricing strategy is based on research by Donald Shoup, a professor of urban planning at the University of California, Los Angeles whose 2005 book, "The High Cost of Parking," has influenced parking policy in many cities.

Shoup said curbside parking is largely underpriced compared to the cost of parking in private lots and garages, a situation that encourages people to cruise for open spots on the street and causes an astonishing amount of congestion.

In an observation of traffic near the UCLA campus, Shoup found that motorists spent an average of 3.3 minutes driving about half a mile in search of a

month titled "The Road to Copenhagen" and had privately urged Clinton to make her first overseas trip to China to discuss global warming.

Several foreign officials have praised the new administration for its outreach. Javier Solana, the European Union's foreign policy chief, met with administration officials involved in climate-change issues during a trip to Washington last week and noted, "They are very much engaged already."

"This is the year to finalize an agreement," he said. "Everybody is working on that direction, also here. That is the sentiment and the determination they have."

The new U.S. climate envoy, Todd Stern, is traveling with Clinton throughout Asia, and he has met privately with his British counterparts and others.

Many developing nations, however, say they are waiting to see whether the United States adopts a binding carbon cap and what emissions cuts it will seek from major emerging economies.

"The question is: How will the U.S. engage?" said Mathias van Schalkwyk, South Africa's minister of environmental affairs and tourism, in a recent interview. "To enable us to move forward, the U.S. must show its hand."

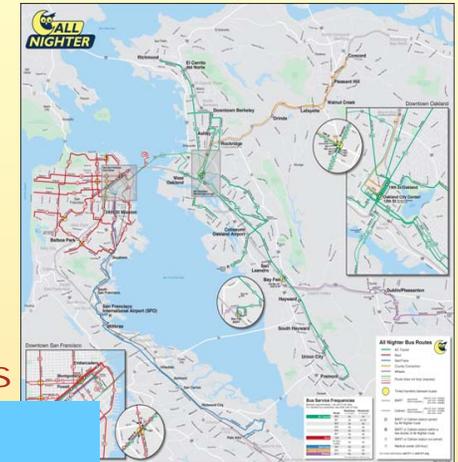
# Building Momentum: Transit Sustainability Project

- Analyze as a network
- Evaluate travel markets to serve demand
- Identify overlapping services
- Identify cost-effective alternatives to unproductive service
- Identify investments to improve reliability
- Address duplicative service functions
- Simplify fare policies

Overlapping Routes and Services



Night Owl Transit Service



Bay Area Discount Fare Policies

Transit Operator	Senior/ Disabled	Youth	Child
AC Transit	50%	50% (5-17 yrs.)	4 and under free (limit 2)
BART	63%	63% (5-12 yrs.)	4 and under free
Caltrain	50%	50% (5-17 yrs.)	4 and under free (limit 1)
County Connection	66%	Same as adult	Under 6 free
Golden Gate Transit	50%	50% (6-18 yrs.)	5 and under free (limit 2)
SamTrans	58%	43% (5-17 yrs.)	4 and under free (limit 1)
San Francisco Muni	66%	66% (5-17 yrs.)	Under 5 free
Santa Clara VTA	58%	15% (5-17 yrs.)	Under 5 free
WestCAT	58%	Same as adult	Under 6 free (limit 2)

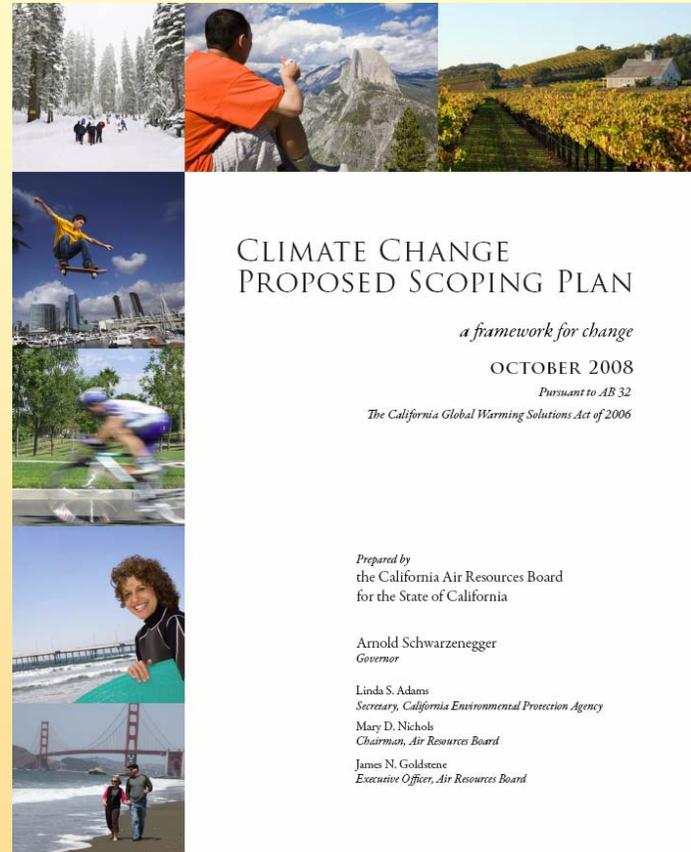
# Building Momentum: New Federal Surface Transportation Policy

The 108 separate highway, transit, railroad, and safety funding categories in federal law should be consolidated into the following 10 new federal programs:

Current Federal Surface Transportation Programs	
Federal Highway Administration	62 programs
Federal Transit Administration	20 programs
Federal Railroad Administration	6 programs
National Highway Traffic Safety Administration	12 programs
Federal Motor Carrier Safety Administration	8 programs
<b>Total</b>	<b>108 programs</b>

Proposed Federal Surface Transportation Programs	
1.	<b>Rebuilding America</b> — state of good repair
2.	<b>Global Competitiveness</b> — gateways and goods movement
3.	<b>Metropolitan Mobility</b> — congestion relief in major urban areas
4.	<b>Connecting America</b> — connections to smaller cities and towns
5.	<b>Intercity Passenger Rail</b> — regional networks in high growth corridors
6.	<b>Highway Safety</b> — incentives to save lives
7.	<b>Environmental Stewardship</b> — both human and natural environments
8.	<b>Energy Security</b> — development of alternative transportation fuels
9.	<b>Federal Lands</b> — providing public access on federal property
10.	<b>Research &amp; Development</b> — a coherent national research program

# Building Momentum: AB 32 & SB 375 Implementation



# Approval of Transportation 2035 Plan

Staff Recommendation:

- **MTC Resolution No. 3893** adopts the Final Transportation 2035 Plan