



Transportation 2035: Investment Policies & Strategies Discussion

Minority Citizens Advisory Committee
December 11, 2007

Policy Questions

1. Should we adopt performance targets?
2. How do we get the price right?
3. How do we encourage focused growth?
4. How do we implement the Freeway Performance Initiative?
5. Should we develop a regional climate protection program?

1. Should We Adopt Performance Targets?

- CO₂ and PM are the only two statutorily required targets (national PM2.5 designation pending)
- However, performance-based planning is a good idea, and targets help to focus our efforts on outcomes
- If we do adopt targets, should we set less ambitious numerical goals?
- Should we add targets to cover other goals?

Should We Add Targets to Cover Other Transportation 2035 Goals?

Goals

RELIABILITY

CLEAN AIR

**CLIMATE
PROTECTION**

ACCESS

**LIVABLE
COMMUNITIES**

Targets

**REDUCE
CONGESTION**
(20% from today)

REDUCE VMT
(10% per capita
from today)

**REDUCE
EMISSIONS**
(PM: 10-24% from today)
(CO2: 40% below 1990)

**IMPROVE
AFFORDABILITY**
(10% reduction in
transportation and
housing costs)

Should other goals
have targets?

**MAINTENANCE
& SAFETY**

SECURITY

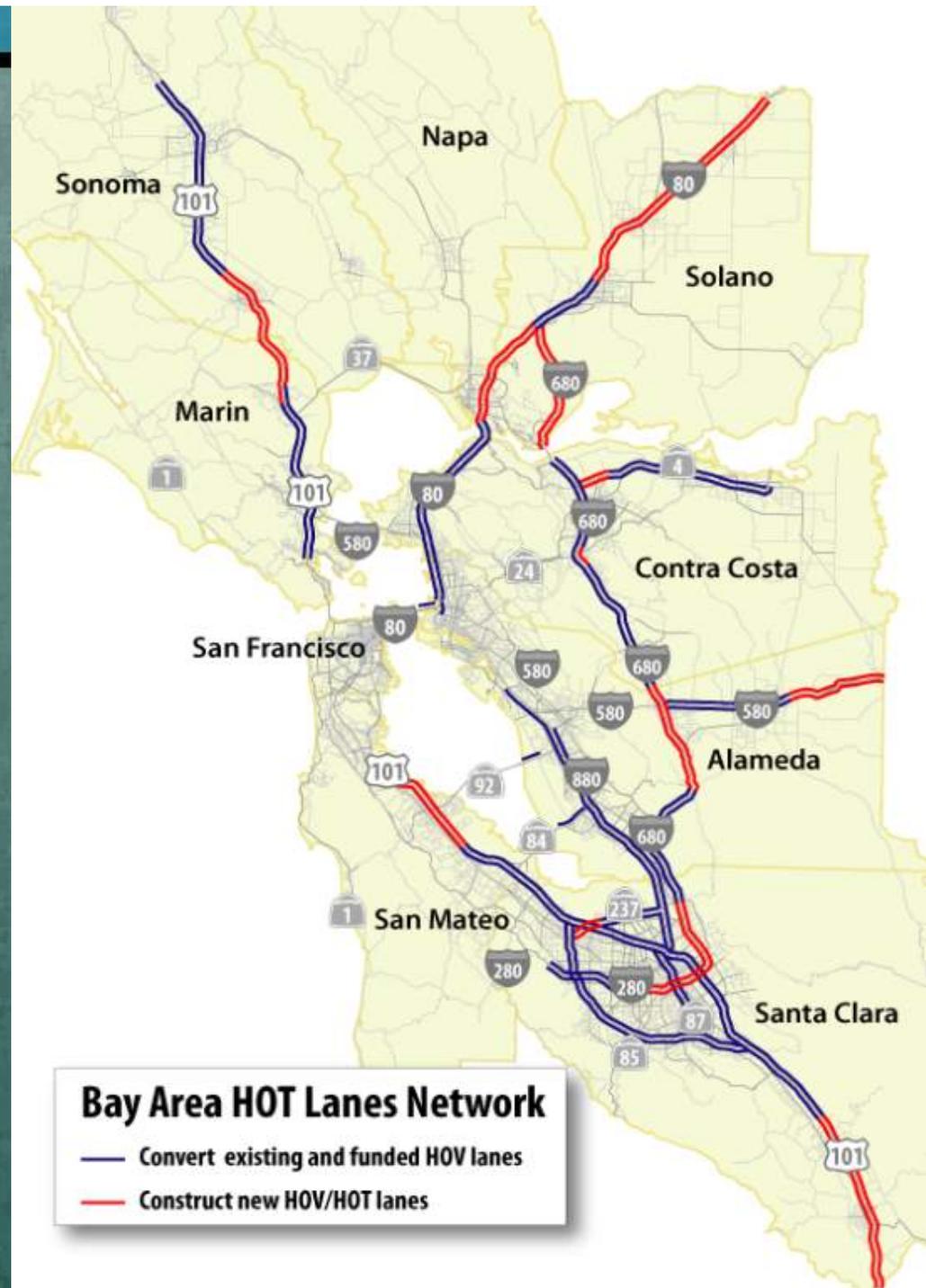
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Policy Questions

- Should we adopt performance targets?
Commission input: Yes – targets can help inform investment decisions
- If we do adopt targets, should we set less ambitious numerical goals?
Commission input: No, but monitor regularly and change if necessary
- Should we add targets to cover other goals?
Commission input: Yes, and in particular, maintenance target is critical

2. How Do We Get the Price Right?

- HOT Network introduces pricing to freeway system; revenue raised pays for expanding the carpool lane system and regional express bus system
- Pilot pricing projects planned in Alameda, Santa Clara and San Francisco Counties



HOT Network Cost and Revenues [1]

billions, in escalated dollars

	Low Estimate	High Estimate
Gross revenue	\$11.7	\$16.7
Operations and maintenance cost	-\$2.6	-\$2.6
Debt service [2]	-\$8.9	-\$8.9
Net revenue	\$0.2	\$5.3

[1] For years 2015 through 2033

[2] Based on borrowing \$6.2 billion over 30-years. Debt service repayment continues through 2045 for a 30-year total of \$20.3 billion (escalated dollars)

Freed-Up STIP Revenue By County ^[1]

millions, in escalated dollars

	In Transportation 2030	Post-Transportation 2030
Alameda	\$0	\$1,557
Contra Costa	\$0	\$414
Marin	\$146	\$0
San Mateo	\$0	\$185
Santa Clara	\$11	\$790
Solano	\$0	\$440
Sonoma	\$75	\$0
Regional ITIP	\$483	\$0
TOTAL	\$715	\$3,485

[1] For all projects not in the 2007 TIP

Regional HOT Network

Donor vs. Donee Counties



Policy Question

Are We Ready to Get the Price Right?

Should the Commission broker a consensus on a regional HOT network in the next few months so we can:

- a) Free up STIP revenue
- b) Include HOT network revenue

in the Transportation 2035 Plan?

Commission input: Yes – agreement on regional system as prerequisite to adding revenue and revenue is to provide regional transit options



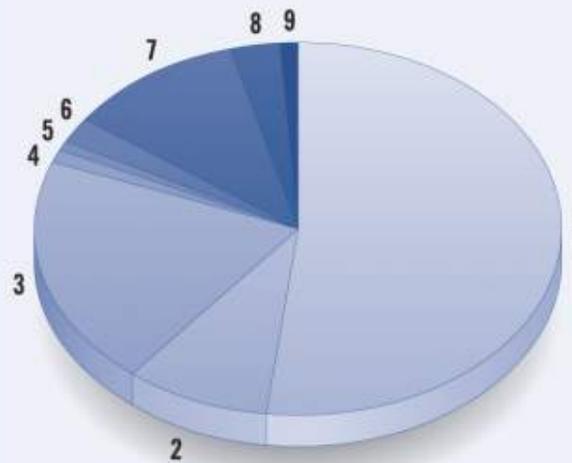
3. How Do We Encourage Focused Growth?

Start with Solid Foundation

- \$118 billion spending plan is primarily focused on maintaining and operating the existing transportation system that serves the urban core

Transportation 2030 Plan Expenditures

Financially Constrained Element



	Billions of Dollars	Percent of Total
Adequate Maintenance		
1 Transit	\$61	51%
2 Highway	\$10	9%
3 Local Roads	\$23	20%
System Efficiency		
4 Transit	\$2	1%
5 Highway	\$1	1%
6 Local Roads	\$2	2%
Strategic Expansion		
7 Transit	\$13	11%
8 Highway	\$5	4%
9 Local Roads	\$1	1%
Total	\$118	100%

- Resolution 3434 transit expansion conditioned to TOD, which supports infill and higher non-auto use
- 95% of Transportation 2030 resources are dedicated to operations & maintenance and transit expansion



Adopted Priority Development Areas



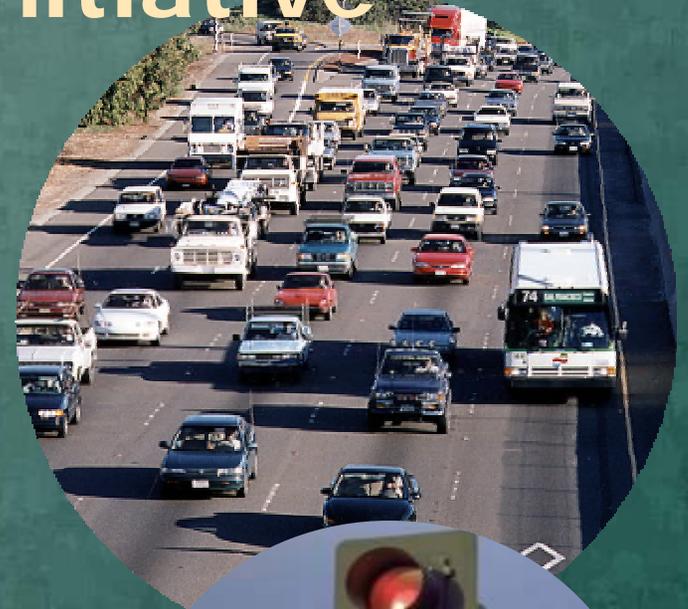
Policy Questions

- How do we encourage focused growth?
Commission input: Funding incentives and CEQA (state reform (parking requirements))
- What sources of funds should we use:
 - Local streets & roads (LSR)?
 - Transportation for Livable Communities (TLC)?
 - New Revenues?**Commission consensus:
Leave LSR formula alone
Support carving-out for PDAs from TLC Program
Pursue new revenues**
- How should we structure the program (formula or competition?)
Commission input: More discussion needed

4. How Do We Implement the Freeway Performance Initiative (FPI)?

Capital cost: \$600 million

- Complete ramp metering and traffic operations system
- Limited carpool lane gap closures
- Complete traffic signal coordination

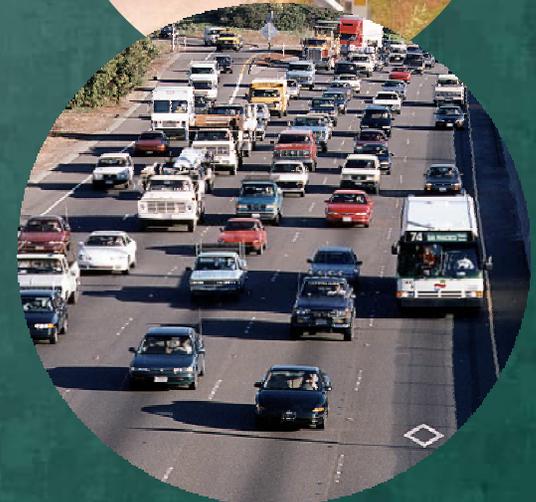


4. How Do We Implement the Freeway Performance Initiative (FPI)?

Should we direct “off the top” funding to FPI?

Should all local projects be required to include FPI elements?

Commission input:
Yes - “No brainer”; inclusion of ITS components supports existing Commission policy



4. How Do We Implement FPI?

Should we condition discretionary funding on ramp metering agreements?

Should we develop a similar initiative for transit?

Commission input:
Support expressed;
consider corridor needs



5. Should we develop a regional climate protection program?

RTP projects will be assessed for how well they reduce CO₂. Is this sufficient, or should we be targeting specific CO₂ reduction efforts (e.g. public education)?

What CO₂ reduction programs/projects do you think should be included?

Commission input:
Not asked

