Agenda Item 5a

TO: MTC Planning Committee and the ABAG Administrative Committee

DATE: October 28, 2016

FR: ABAG Deputy Executive Director and MTC Executive Director

RE: Plan Bay Area 2040 Final Preferred Scenario and Investment Strategy

Background

The Plan Bay Area 2040 Preferred Scenario encompasses a 2040 regional pattern of household and employment growth and a prioritized set of transportation investments comprising $310 billion of anticipated revenues. Staff presented the *Draft Preferred Scenario* in September and provided an update on local jurisdiction and stakeholder feedback in October. At today's meeting, staff seeks the Joint Committee's referral of the Final Preferred Scenario and Investment Strategy to the MTC Commission and ABAG Executive Board for approval on November 17th.

Comments Received on the *Draft Preferred Scenario*

Between the *Draft Preferred Scenario's* release in late August and the end of the comment period in mid-October, staff received 63 letters from local jurisdictions, transportation agencies, stakeholder organizations, and individuals. These comments with initial staff responses are summarized in Attachment A and all comments have been posted at http://planbayarea.org/your-part/your-comments.html. Staff will provide formal responses to all commenters before the end of December.

Staff has also engaged directly with local jurisdictions via planning director workshops in all nine counties and over twenty one-on-one meetings. Staff coordinated with the Congestion Management Agencies and transit operators regarding the investment strategy and land use projections, and met with numerous stakeholder organizations to discuss various issues including the Preferred Scenario's approach to jobs/housing balance, housing production, affordability, and open space. Staff has also presented the *Draft Preferred Scenario* to various committees and working groups, including the Partnership Board, the Regional Advisory Working Group, Regional Equity Working Group, Policy Advisory Council, the ABAG Regional Planning Committee and Executive Board.

The comments reflect a range of issues about the *Draft Preferred Scenario's* approach to identifying a feasible pattern for regional growth and investment. Comments on land use varied widely, but generally focused on the Plan's strategies to drive a more efficient regional distribution of housing and employment while respecting local plans and aspirations. While several local jurisdictions expressed concern about housing projections in excess of local expectations, a greater number of jurisdictions expressed concern that the *Draft Preferred Scenario* had not adequately accounted for "pipeline development"— permitted or entitled housing or commercial space expected to occur in the near-term. Numerous jurisdictions also

expressed concern that employment projections fell short of expectations. An overarching concern of many commenters is how severe constraints on the supply of housing, particularly workforce housing, near major job centers will affect the livability of the region for future generations.

As context and an important reminder, the *Final Preferred Scenario* does not mandate any changes to local zoning rules, general plans or processes for reviewing projects, nor is it an enforceable direct or indirect cap on development locations or targets in the region. As is the case across California, the Bay Area's cities, towns and counties maintain control of all decisions to adopt plans and permit or deny development projects. Plan Bay Area 2040 does not establish new state-mandated Regional Housing Needs Allocation (RHNA) numbers for each jurisdiction. RHNA operates on an eight-year cycle, with the next iteration not due until the 2021 RTP/SCS. Because RHNA numbers are not at stake this cycle, MTC and ABAG are characterizing this update to the region's long-range plan as limited and focused.

Comments from transportation agencies and stakeholders also reflected a range of issues including the effect of the housing and employment distribution upon the efficiency, reliability, and resiliency of the transportation network. Some commenters expressed concern about the Plan's level of proposed investments in transit, express lanes, active transportation, and investments benefitting lower-income communities. A number of commenters also expressed concern that a continuing regional jobs/housing imbalance could perpetuate issues of highway congestion, transit crowding, and long commutes for many Bay Area residents.

Final Preferred Scenario Modifications
Staff worked to incorporate much of the feedback received into the *Final Preferred Scenario*. In terms of land use, staff made a series of modifications to the set of regional strategies influencing the housing and employment growth distribution and revised the 2010 household counts for consistency with the 2010 U.S. Census. The final list of strategies assumed in the *Final Preferred Scenario* is included in Attachment B1. Staff also worked to adjust assumptions on the square footage of office space per employee, incorporated available information on pipeline development, and made some technical corrections based on local input. For transportation, staff worked closely with the congestion management agencies, transit operators and stakeholders to clarify the investment strategy's funding assumptions. Staff also incorporated some modifications to the final project list (Attachment C1), most notably the inclusion of a number of express lanes segments that had not been included in the draft.

Final Preferred Scenario- Summary of Household and Employment Distributions
Incorporating the changes described above, the *Final Preferred Scenario* modifies the housing and employment growth distribution described previously in the draft. Based on the regional sub-geographies of "Big 3 Cities," "Bayside," and "Inland, Coastal, Delta," the most significant changes between the final and draft versions can be summarized as follows:

- *More overall employment and housing growth in the Big 3*. Overall, the Big 3 cities experience a slightly higher share of employment growth (43% vs 40% in the draft) and housing growth (46% vs 43% in the draft). San Jose and Oakland's employment forecasts have increased relative to the draft, a change resulting largely from changes in the office square foot per employee assumption, adjustments to zoning in priority development areas (PDAs), and incorporation of potential opportunity sites.

- *More balanced jobs/housing ratios between Bayside and Inland, Coastal, Delta*. The *Final Preferred Scenario* forecasts a slightly higher share of employment growth in the Inland, Coastal, Delta communities (17% vs 14% in draft) and a lower share of employment growth in Bayside communities (40% vs 46% in draft). This change reflects a more thorough accounting of pipeline projects, as well as overall modifications to regional forecasting assumptions.

- *PDAs are forecast to take on more housing and employment growth*. The *Final Preferred Scenario* forecasts 77% of household growth and 55% of employment growth to occur within PDAs, an increase of 2-3 percentage points over the draft. This change reflects adjustments to some PDA zoning, and other regional strategies assumed in the forecast.

Tables 1 and 2 below describe the changes in the *Final Preferred Scenario* across these three geographies. Attachment B2 describes the *Final Preferred Scenario's* household and employment projections by local jurisdiction, including PDA totals.

Table 1: Comparison of *Final Preferred Scenario* Household Forecast Summary

Subarea[1]	**Households 2010 (**000s**)**	**Households 2040 Draft (**000s**)**	**Households 2040 Final (**000s**)**	**Share of Regional Growth Draft**	**Share of Regional Growth Final**
Grand Total	**2,608**	**3,427**	**3,427**	**100%**	**100%**
Big 3 Cities	801	1,151	1,174	43%	46%
Bayside	1,035	1,319	1,313	33%	33%
Inland, Coastal, Delta	772	957	940	24%	21%
in PDA	553	1,172	1,182	75%	77%
outside PDA	2,055	2,255	2,244	25%	23%

Table 2: Comparison of *Final Preferred Scenario* Job Forecast Summary

Subarea[1]	**Jobs 2010 (**000s**)**	**Jobs 2040 Draft (**000s**)**	**Jobs 2040 Final (**000s**)**	**Share of Regional Growth Draft**	**Share of Regional Growth Final**
Grand Total	**3,423**	**4,698**	**4,698**	**100%**	**100%**
Big 3 Cities	1,144	1,648	1,700	40%	43%
Bayside	1,410	2,002	1,917	46%	40%
Inland, Coastal, Delta	869	1,048	1,081	14%	17%
in PDA	1,433	2,094	2,140	52%	55%
outside PDA	1,989	2,605	2,559	48%	45%

Note(s):

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

Transportation Investment Strategy
As the transportation component of Plan Bay Area 2040, 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 total plan investment totals $310 billion in year of expenditure (YOE) dollars. Of this total, roughly $74 billion is considered to be discretionary revenue. Additionally, $19 billion in revenue and projects from upcoming local transportation measures on the November 8th ballot are assumed. Attachments C1-9 describe the numerous funding assumptions and detail the specific investments.

Similar to Plan Bay Area 2013, Plan Bay 2040's proposed investment strategy focuses largely on maintenance and modernization of the existing system, as opposed to expanding it via roadway capacity expansion or extension of fixed guideway transit. In fact, 90 percent of the Plan's total investment, 90 percent of the Plan's regional discretionary investment, and 86 percent of the November measures focus on maintenance and modernization activities, a continuing reflection of the region's "fix-it-first" priority with an additional focus on upgrading and enhancing our existing infrastructure to boost capacity, improve service, and relieve congestion. Specifically, the investment strategy elevates the importance of Core Capacity transit and goods movement investments, which are further described in Attachments C1-9.

The investment strategy's focus on operations and maintenance results in the Plan moving in the right direction toward its state of good repair goals— however, much of this success hinges on the successful passage of the upcoming local transportation measures in next week's election. Without these investments included in the Plan, positive movement toward these goals will be more challenging. Staff is closely monitoring these measures and, if necessary, will modify the Investment Strategy to reflect the results prior to the MTC Commission and ABAG Executive Board meeting on November 17th.

Performance Target and Equity Measure Results
Similar to the *Draft Preferred Scenario*, the *Final Preferred Scenario* meets 5 targets, moves in the right direction on 5 targets, and falls short on 3 targets. This breakdown underscores the challenges the region faces in terms of equity and affordability going forward, even as we meet our environmental goals and make progress in improving our regional transportation system. While regional affordability and displacement are expected to worsen over the coming years, the Final Preferred Scenario either performs on par or better than other scenarios previously analyzed, indicating that adverse trends are being mitigated to the extent financially feasible given significant constraints on the supply of housing. Note that the complete table of target and equity results for all scenarios is included in Attachments D1 and D2.

With regards to equity measures, we can see that the Plan makes progress for lower-income communities and communities of concern in terms of improving access to jobs, improving health outcomes, and growing jobs in middle-wage industries. Notably, like the *Draft Preferred Scenario*, the *Final Preferred Scenario* minimizes displacement risk in communities of concern to a greater extent than in other more affluent Bay Area communities. Still, the most important finding of the equity analysis is that housing affordability remains the most significant regional challenge – and that lower-income communities will be hit the hardest over the coming years. Given these results, staff recommends prioritizing work on this topic area as part of Plan implementation in 2017.

Next Steps
Next week, Bay Area voters will cast their ballots on five transportation ballot measures, as well as several bond measures focused on affordable housing. In addition to integrating feedback heard at today's meeting, staff will work to incorporate the results of these ballot initiatives prior to the joint meeting of the Commission and Executive Board on November 17. At this time, the *Final Preferred Scenario* assumes passage of all transportation measures and incorporates funding assumptions for housing that align with the housing bonds on the ballot. Success or failure of these measures at the ballot box may require some revisiting of assumptions included in the preferred scenario.

Once adopted, the preferred scenario will be subject to an environmental assessment under CEQA to inform decision-makers, responsible and trustee agencies, and Bay Area residents of the range of potential environmental impacts that could result from its implementation. This analysis along with federal air quality conformity requirements will incorporate a deeper level of transportation analysis that will be factored in when generating the final 2040 air quality results and other transportation-related performance results of the preferred scenario. The environmental analysis will also analyze a range of reasonable alternatives to the adopted preferred scenario that could feasibly attain most of the Plan's objectives and would avoid or substantially lessen any of the significant environmental impacts. Staff plans on discussing potential alternatives for the environmental analysis at your December 2016 or January 2017 meeting.

Recommendation
We recommend your referral for approval of the Final Preferred Scenario described herein.

Brad Paul Steve Heminger

Attachments:
- Presentation Slides
- Attachment A: *Draft Preferred Scenario* Summary of Comments
- Attachment B1: Land Use Policies Included in the Preferred Scenario
- Attachment B2: Distribution of 2040 Household and Employment Forecasts
- Attachment C1: Plan Bay Area 2040 Expenditure Plan – Total Plan Revenue
- Attachment C2: Plan Bay Area 2040 Expenditure Plan – Regional Discretionary Funding
- Attachment C3: Needs Assessment – Transit Operations Funding Detail
- Attachment C4: Needs Assessment – Transit Capital Funding Detail
- Attachment C5: Needs Assessment – Local Streets and Roads Funding Detail
- Attachment C6: Goods Movement Projects in Plan Bay Area 2040
- Attachment C7: Core Capacity Transit Projects in Plan Bay Area 2040
- Attachment C8: Climate Program in Plan Bay Area 2040
- Attachment C9: Transportation Project List
- Attachment D1: Performance Target Results
- Attachment D2: Results for Equity Target Measures

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Plan BayArea 2040

Final Preferred Scenario:

Updates to the Regional Growth Pattern & Investment Strategy

Ken Kirkey, MTC – November 4, 2016

Joint MTC Planning Committee with the ABAG Administrative Committee

November is an important month for Plan Bay Area 2040.

Plan BayArea 2040

November 17
Commission and Executive Board Consider Adoption

November 4
Joint Committee

October 14
Joint Committee & End of Public Comment Period

September 7 - 29
County Workshops & One-on-One Meetings

September 9
Joint Committee

August 31
Draft Preferred Scenario Released

Local jurisdictions, stakeholders, and members of the public provided robust feedback on the Draft Preferred Scenario.

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Specific issues included:

- **Technical corrections** on pipeline data, opportunity sites, and zoning assumptions to better match local plans
- **Requests to increase jobs-housing ratios** to improve commutes and to boost regional affordability
- **Requests for implementation action plans** on issues like affordability, physical activity, preservation of open space, and transportation funding advocacy

20 staff-to-staff meetings with individual cities

9 county-level meetings with planning directors

Image Source: https://www.flickr.com/photos/markhogan/12317139805

Most comments received on the Draft Preferred Scenario came from local jurisdictions.

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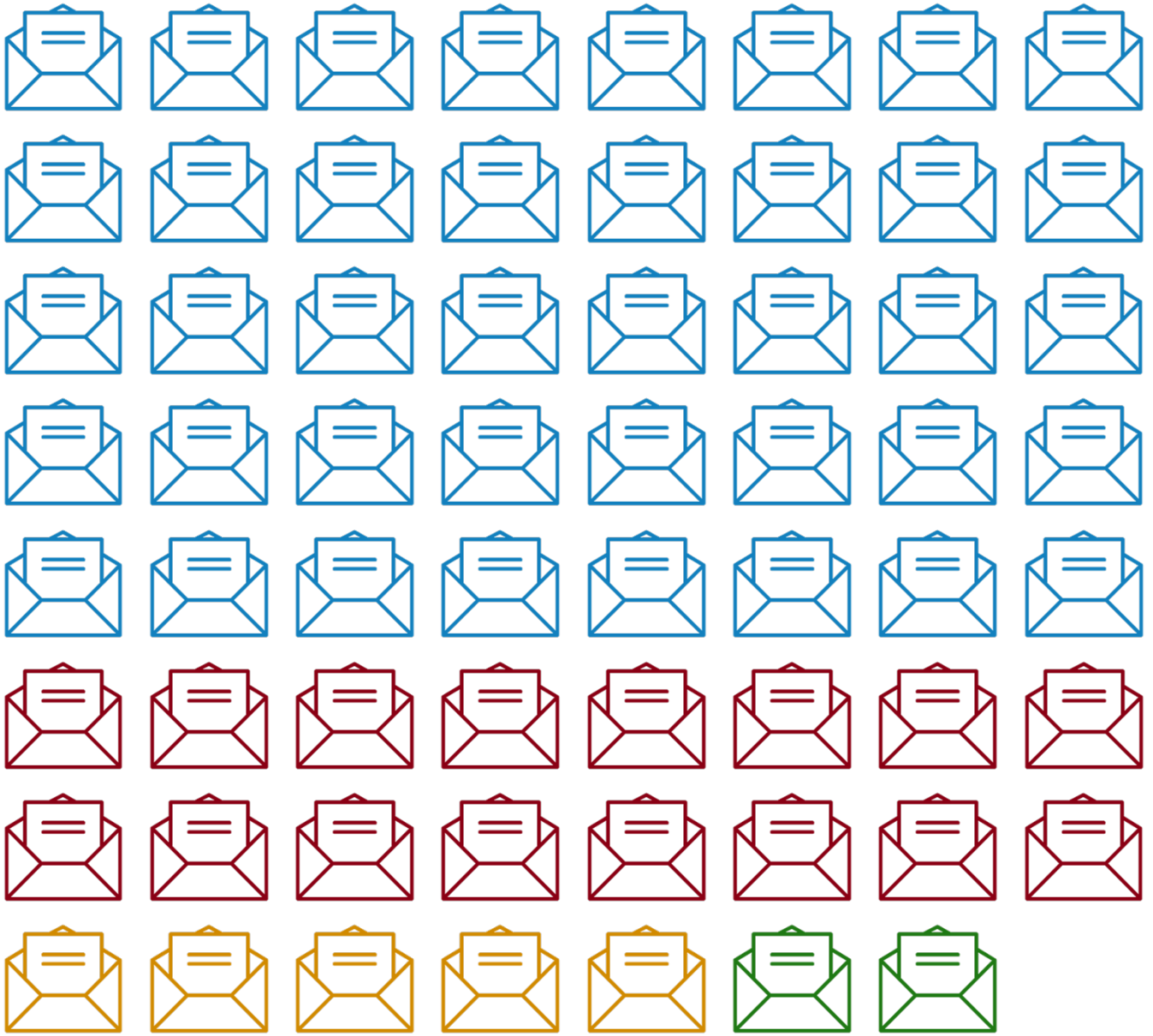

Image Source: The Noun Project

63 *letters total*

Summary and responses can be found in Attachment A.

40 from cities and counties

16 from stakeholder organizations

5 from other public agencies (incl. CMAs)

2 from individuals

In response, staff updated strategies in the Final Preferred Scenario, as well as baseline data inputs, when appropriate.

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Changes to Policies/Strategies in Final Preferred Scenario

Adjusted zoning in PDAs to align with PBA 2040 performance targets

Incorporated or added office or commercial development caps to reduce employment growth in job-rich cities

Added back select express lane projects not included in Draft Preferred Scenario

Changes to Baseline Data and Model Assumptions

Updated employee office space density to trends more similar to status quo

Incorporated missing pipeline projects to better reflect current development underway

Made technical corrections on other land use baseline data (e.g., current zoning)

Staff continues to evaluate the feasibility and viability of adding housing bonds to the Final Preferred Scenario.

Staff is also updating forecasts for several jurisdictions where the Final Preferred Scenario has less growth than their current RHNA allocation.

Icon Sources: The Noun Project

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The Final Preferred Scenario builds upon the Draft Preferred – with a few notable changes.

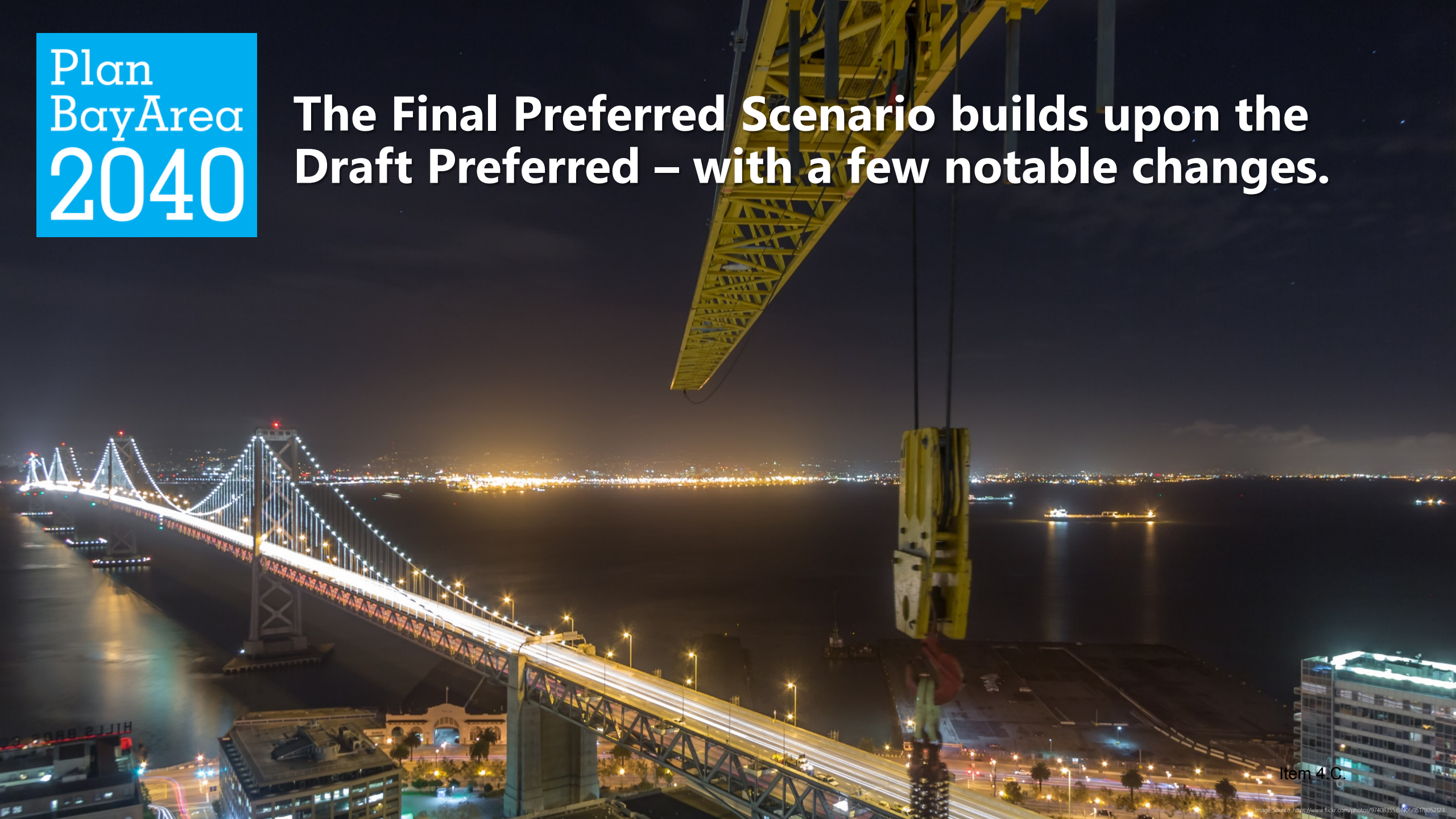

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Image Source: https://www.flickr.com/photos/97408355@N06/15178052123

Land use strategies influence the location of future housing and jobs.

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*The **Final Preferred Scenario** has the following key strategies for land use:*

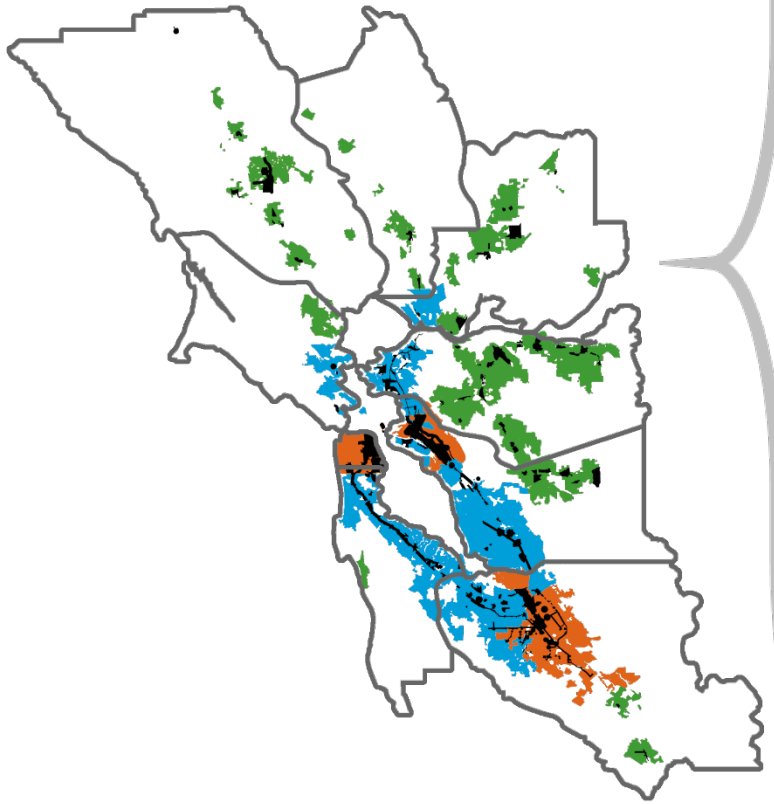
- Assign **higher densities** than currently allowed by cities to select PDAs.
- Keep **current urban growth boundaries** in place.
- Preserve and incorporate **office space caps** in job-rich cities.
- Assume for-profit housing developments make **10 percent of units deed-restricted** in perpetuity.
- Reduce the cost of building in PDAs and TPAs through **eased parking minimums** and **streamlined environmental clearance**.
- Assume **subsidies** stimulate housing and commercial development within PDAs.
- Assess **commercial development fee** based on VMT to improve jobs-housing ratio and to fund affordable housing in PDAs.

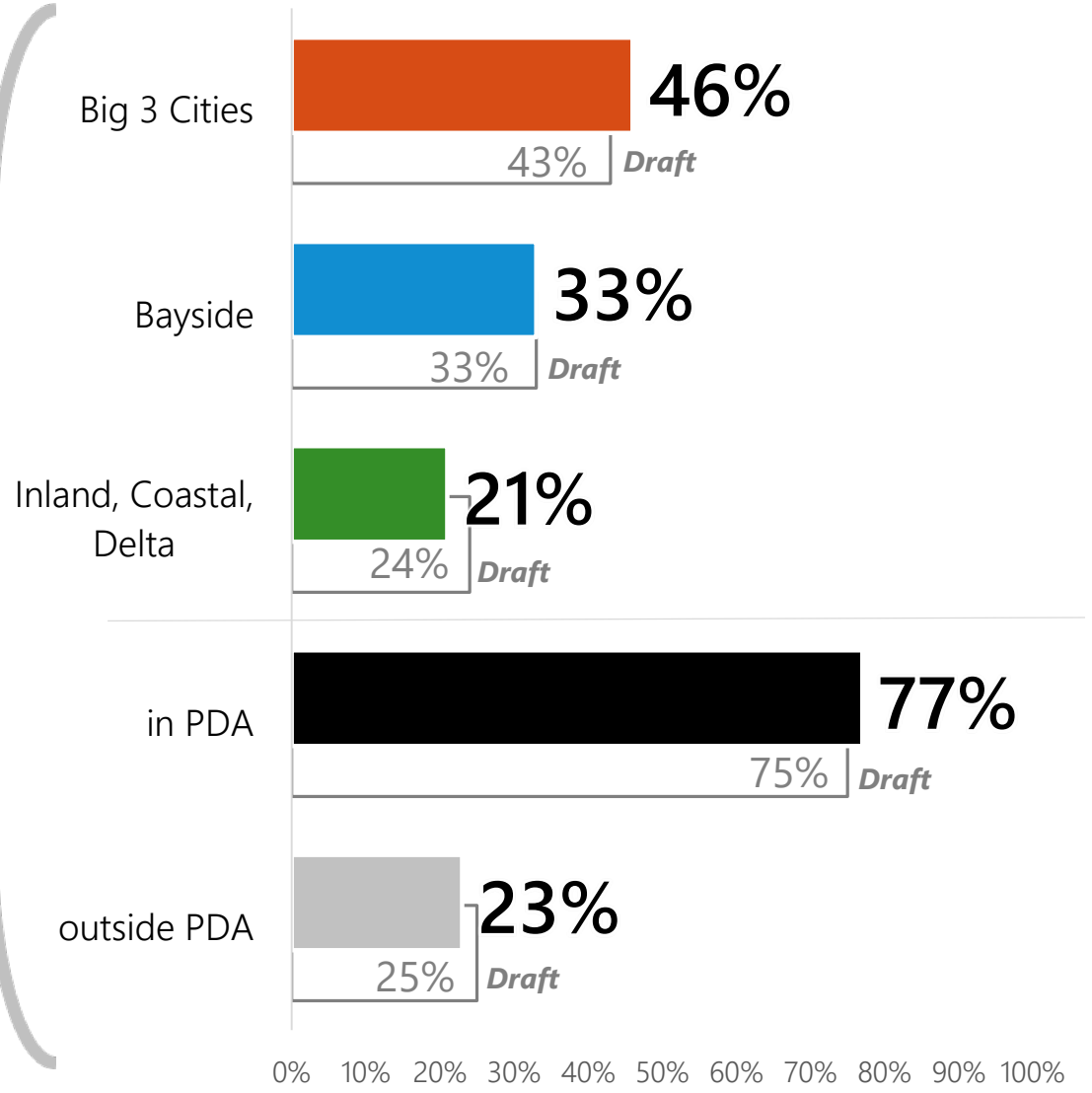
Source: https://www.flickr.com/photos/neighborhoods/4283507357; Icon Sources: The Noun Project (Mint Shirt, Creative Stall, Avery, Boatman, Gomez)

Compared to the Draft Preferred Scenario, the Final Preferred Scenario boosts housing growth in the "Big 3" cities.

Plan BayArea 2040

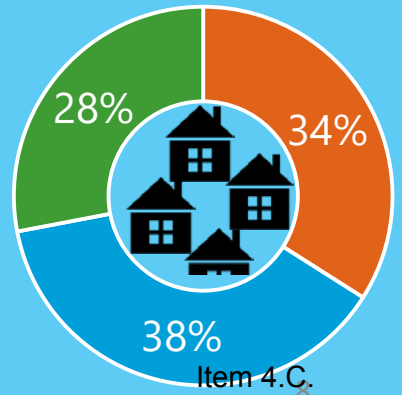
Where will the region plan for the **820,000** new households?





2010: **2.6 million** households

2040: **3.4 million** households



New strategies included in the Final Preferred Scenario shifted some job growth away from Bayside communities.

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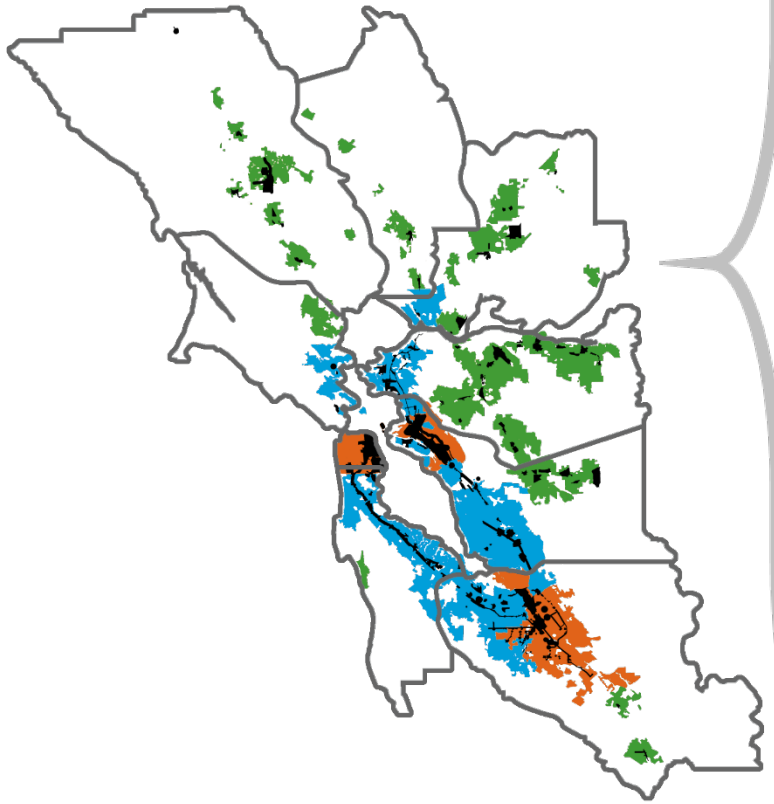
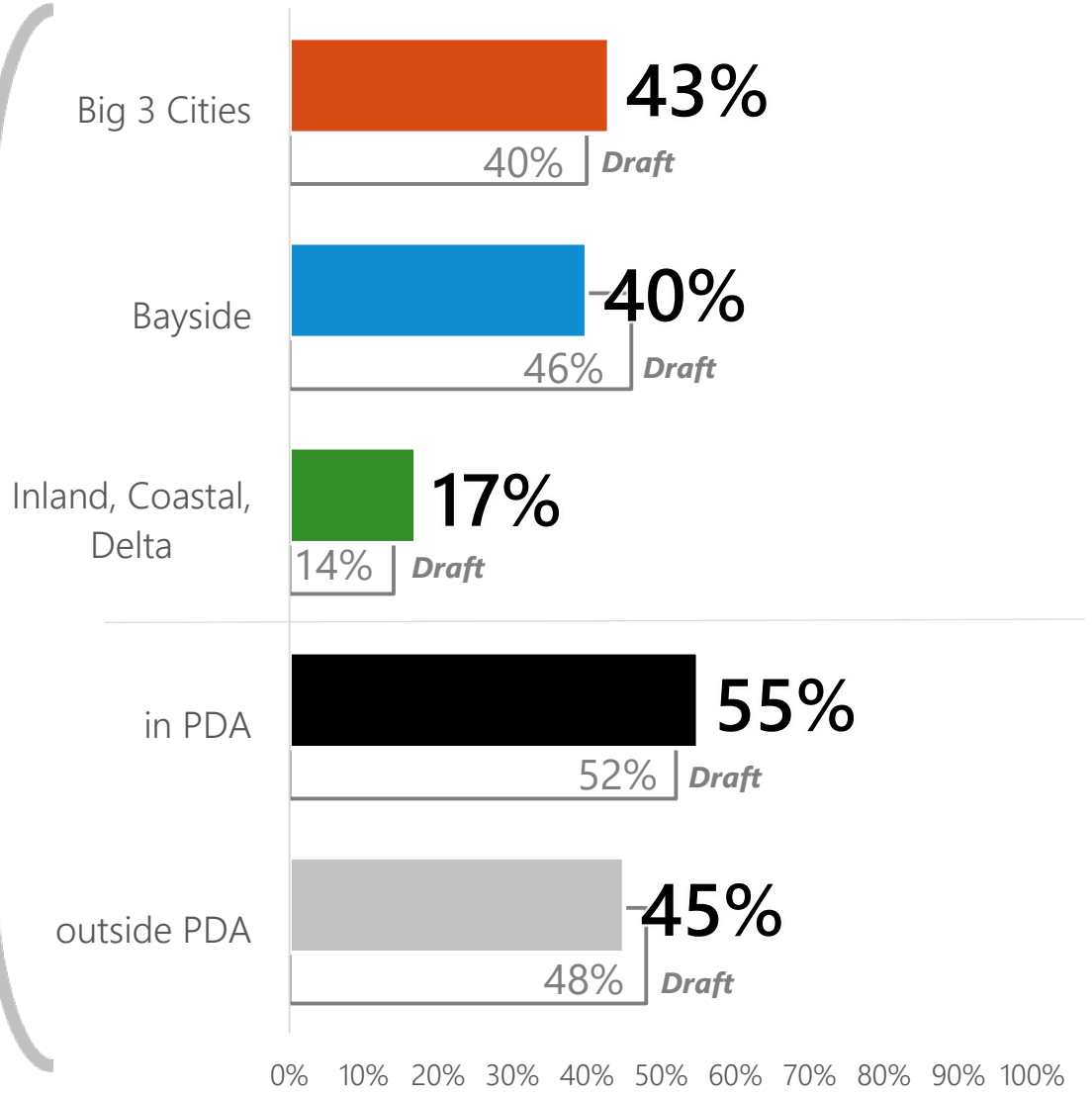
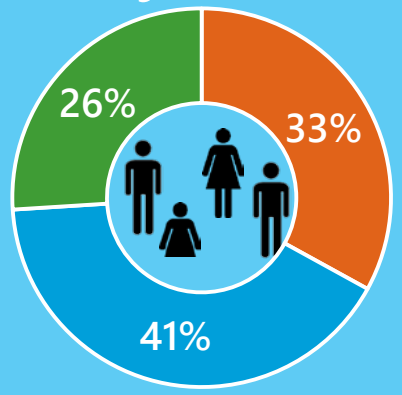
Where will the region plan for the **1.3 million** new jobs?

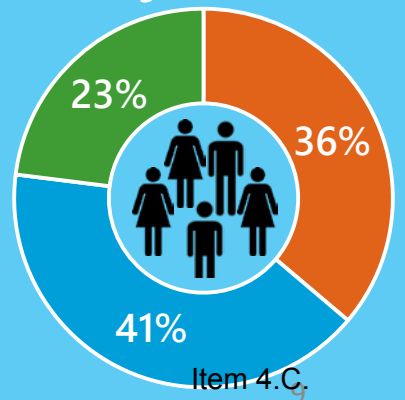




2010: **3.4 million** jobs



2040: **4.7 million** jobs



More information for local jurisdictions interested in detailed forecasts is publicly available.

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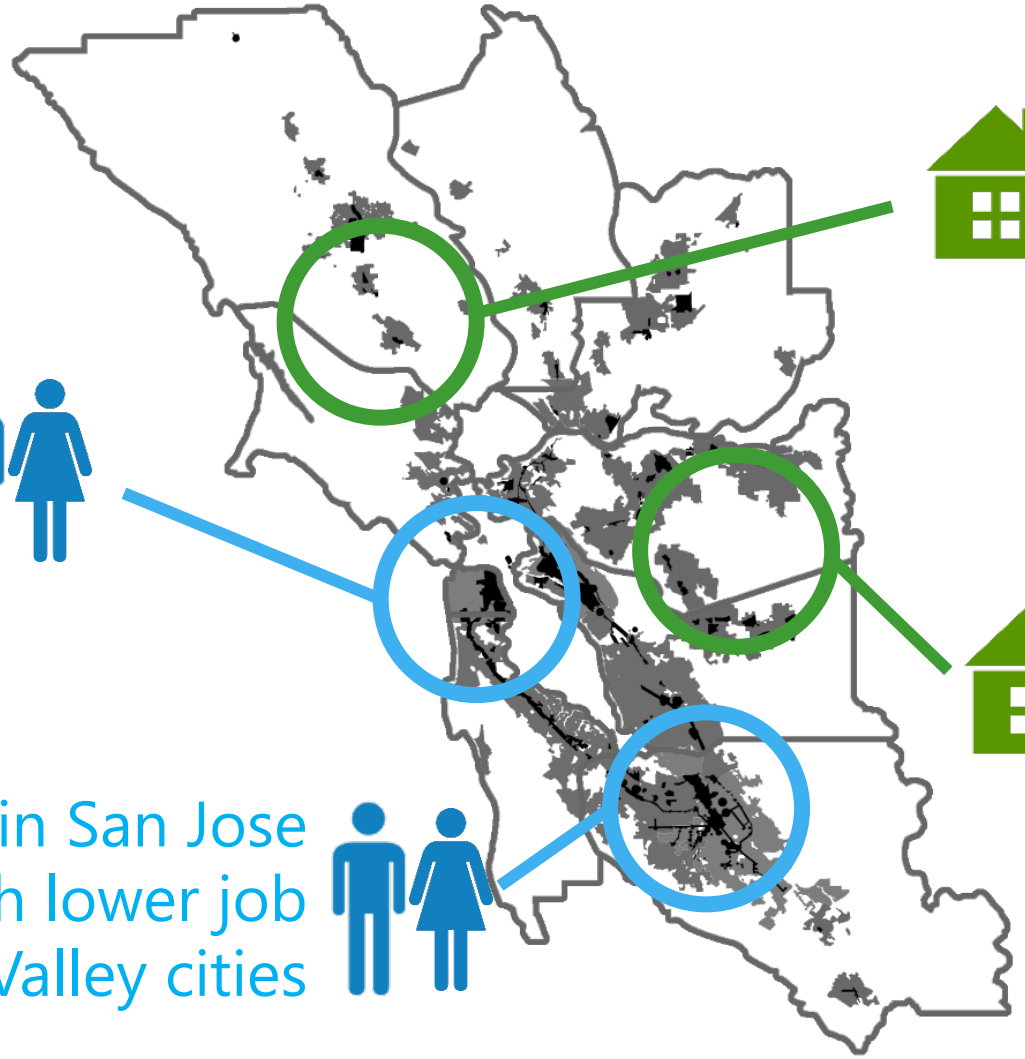
Primary changes as a result of **policy** and **technical** changes since **September's draft release** include:



Reduced housing growth in North Bay, especially in Sonoma County

Reduced job growth in San Francisco

Shifted housing growth from Contra Costa to other high-population, job-rich counties

Increased job growth in San Jose (and Oakland), with lower job forecasts for other Silicon Valley cities

As noted previously, the Final Preferred Scenario assumes passage of transportation ballot measures next Tuesday.

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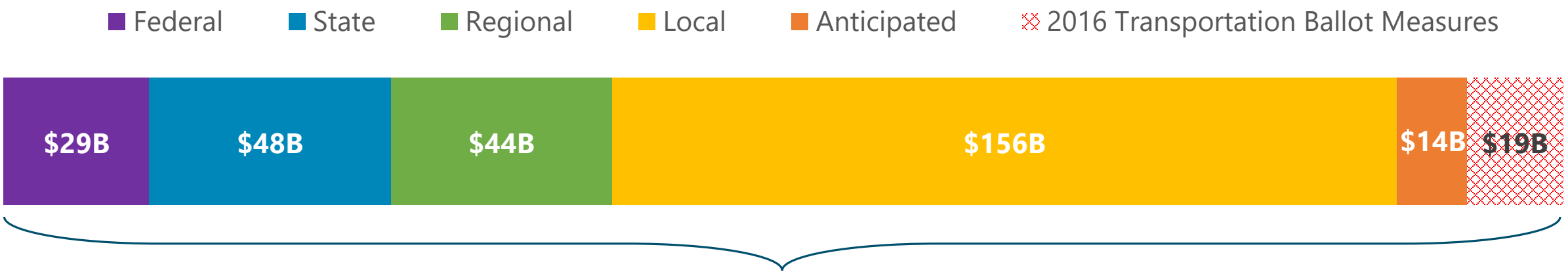
Revenue Envelope for Plan Bay Area 2040



$310 billion

Year of Expenditure $

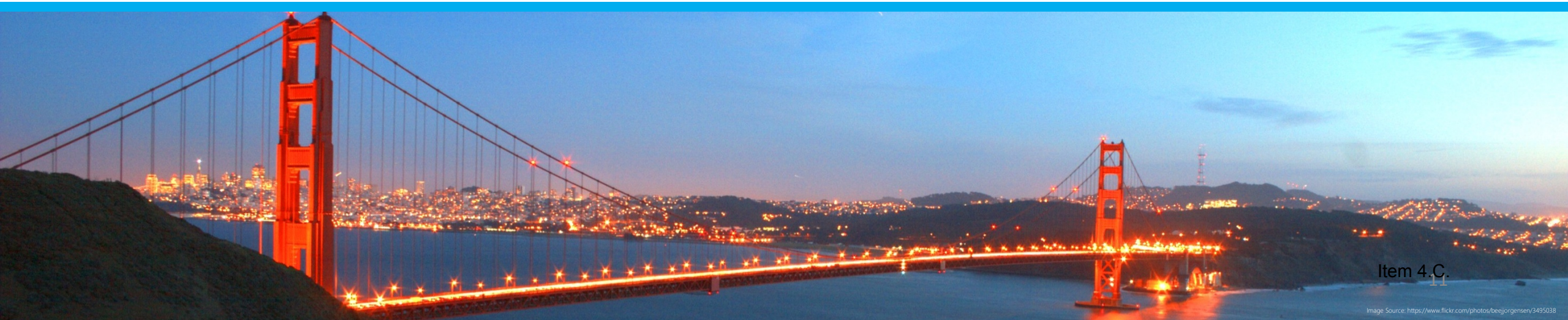


Image Source: https://www.flickr.com/photos/beejorgensen/3495038

The Final Preferred Scenario allocates over 90 percent of funds towards maintenance and modernization, similar to Plan Bay Area.

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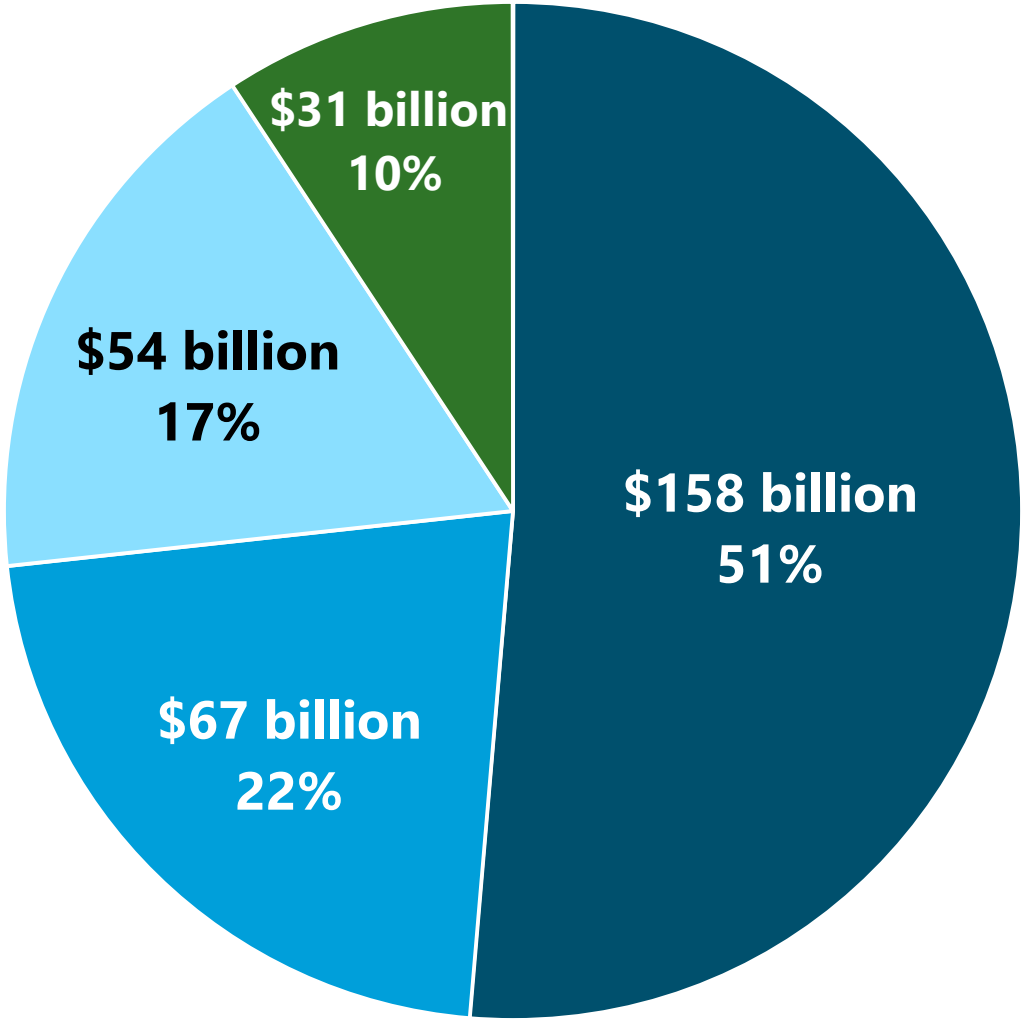
90%

Operate, Maintain, and Modernize

10%

Expand Existing System

Total Plan Bay Area 2040 Expenditures - $310 billion (in billions of $YOE)



- Operate and Maintain - Transit
- Operate and Maintain - Roads/Freeways/Bridges
- Modernize
- Expand

Future regional discretionary revenues support maintaining the existing system while balancing modernizing and expanding.

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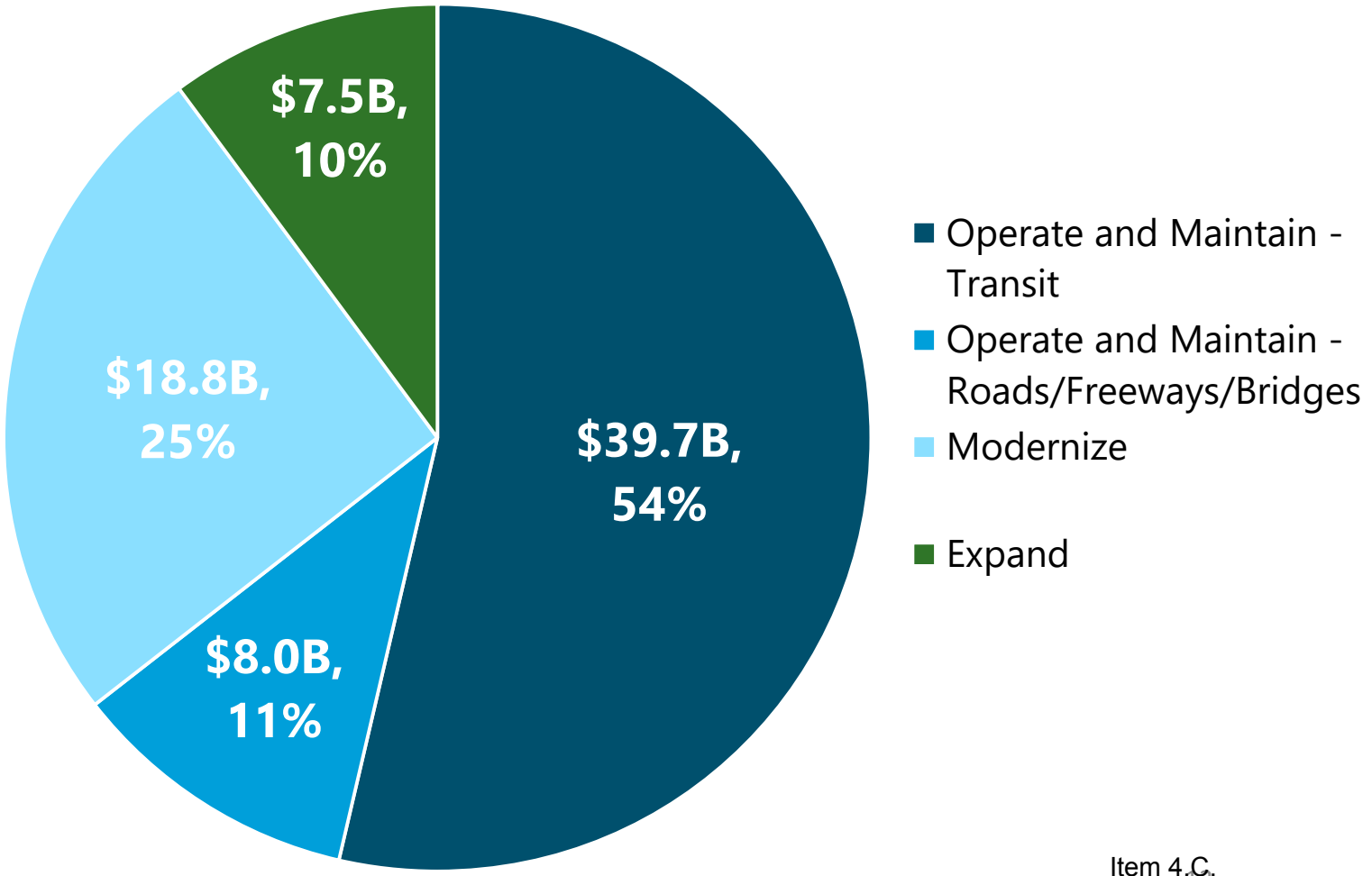
Major Discretionary Fund Sources	Amount (in billions)
FTA Formula Funds + Other Cond. Discr. Sources	$30.5
STP-CMAQ	$4.7
New Starts/Small Starts/ Core Capacity	$5.0
Cap and Trade	$4.8
STA-Pop	$1.9
ATP + ITIP	$1.2
High Speed Rail	$0.7
Future Regional Measures	$8.9
Other Federal	$2.3
Anticipated/Unspecified	$14.0

Regional Discretionary Revenue - $74 billion (in billions of $YOE)



Discretionary revenue is used to close the gaps on transit operating expenses over the next 24 years.

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Overview of Regional Transit Operations: Service & Funding

Service Levels

+7.5%

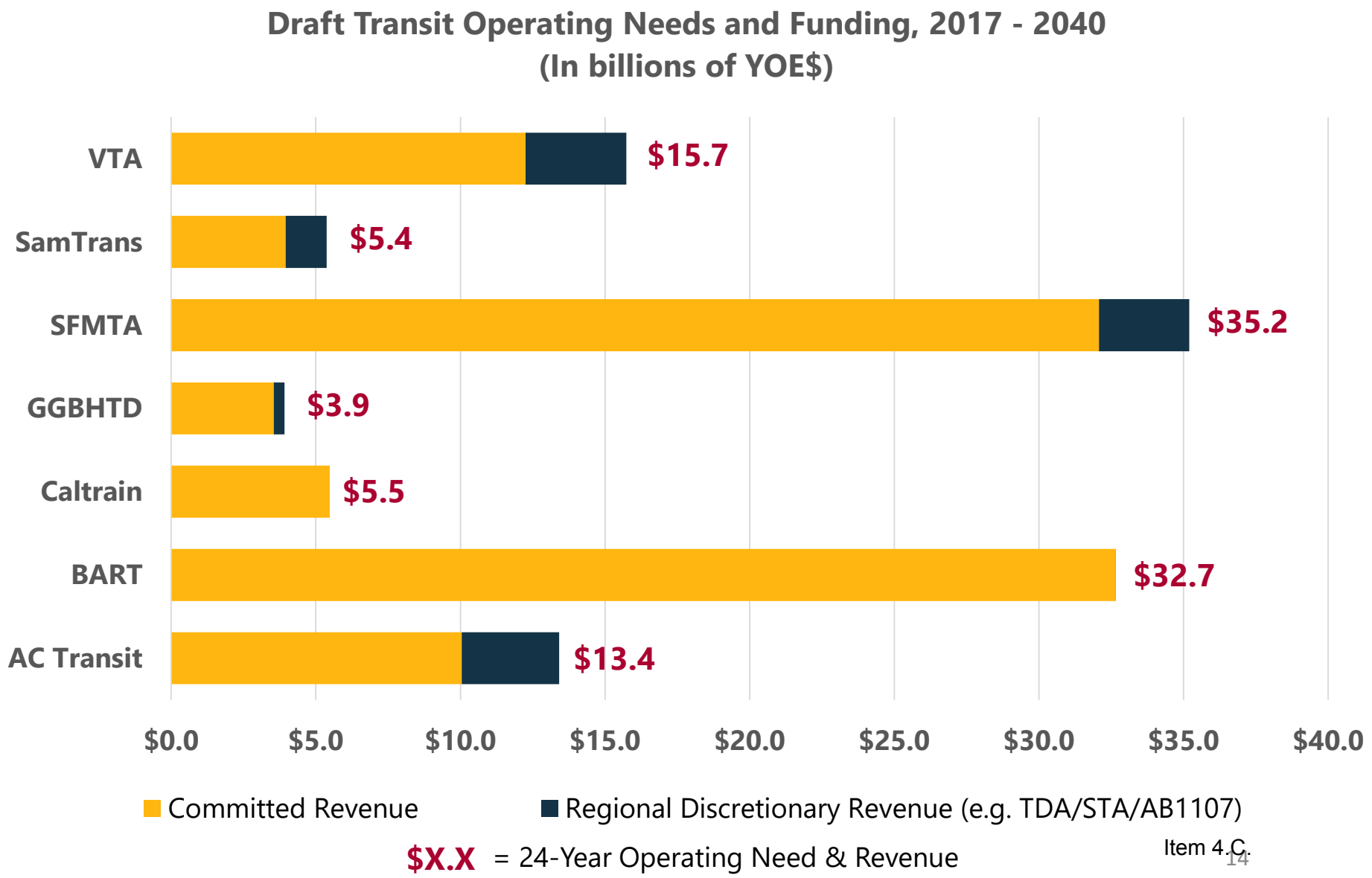
greater than the original Plan Bay Area

Annual Costs

+25%

greater than the original Plan Bay Area

Note: *statistics cited focus solely on operating existing service. Funding for projects that increase service is included within the modernize and expand investment categories.*



Icon Sources: The Noun Project (Clarke; Aarthus)

Maintenance funding is directed to highest asset need, but does not fully achieve a state of good repair for transit capital.

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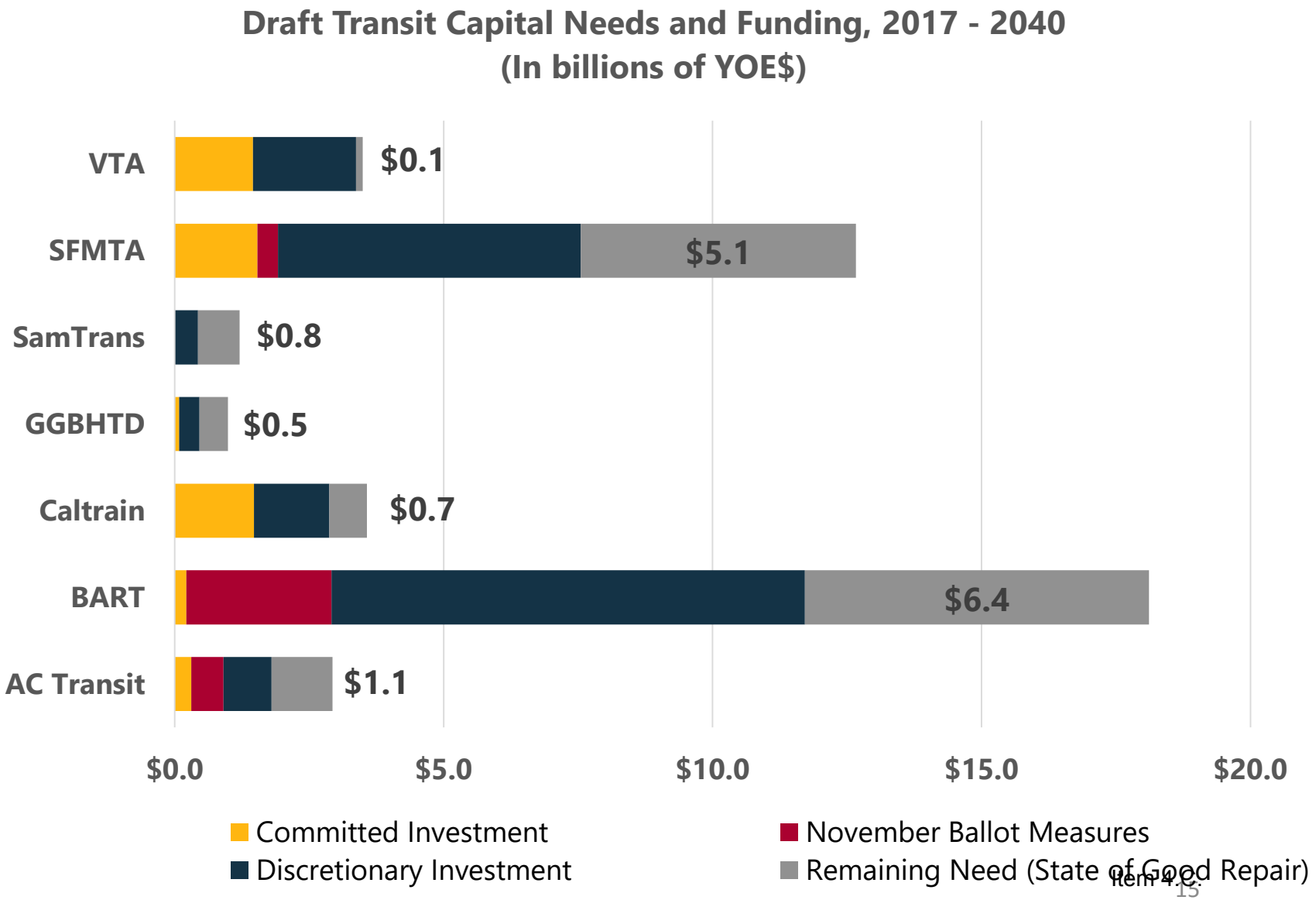

Funding for local streets and roads also brings us closer, but not completely, to a state of good repair.

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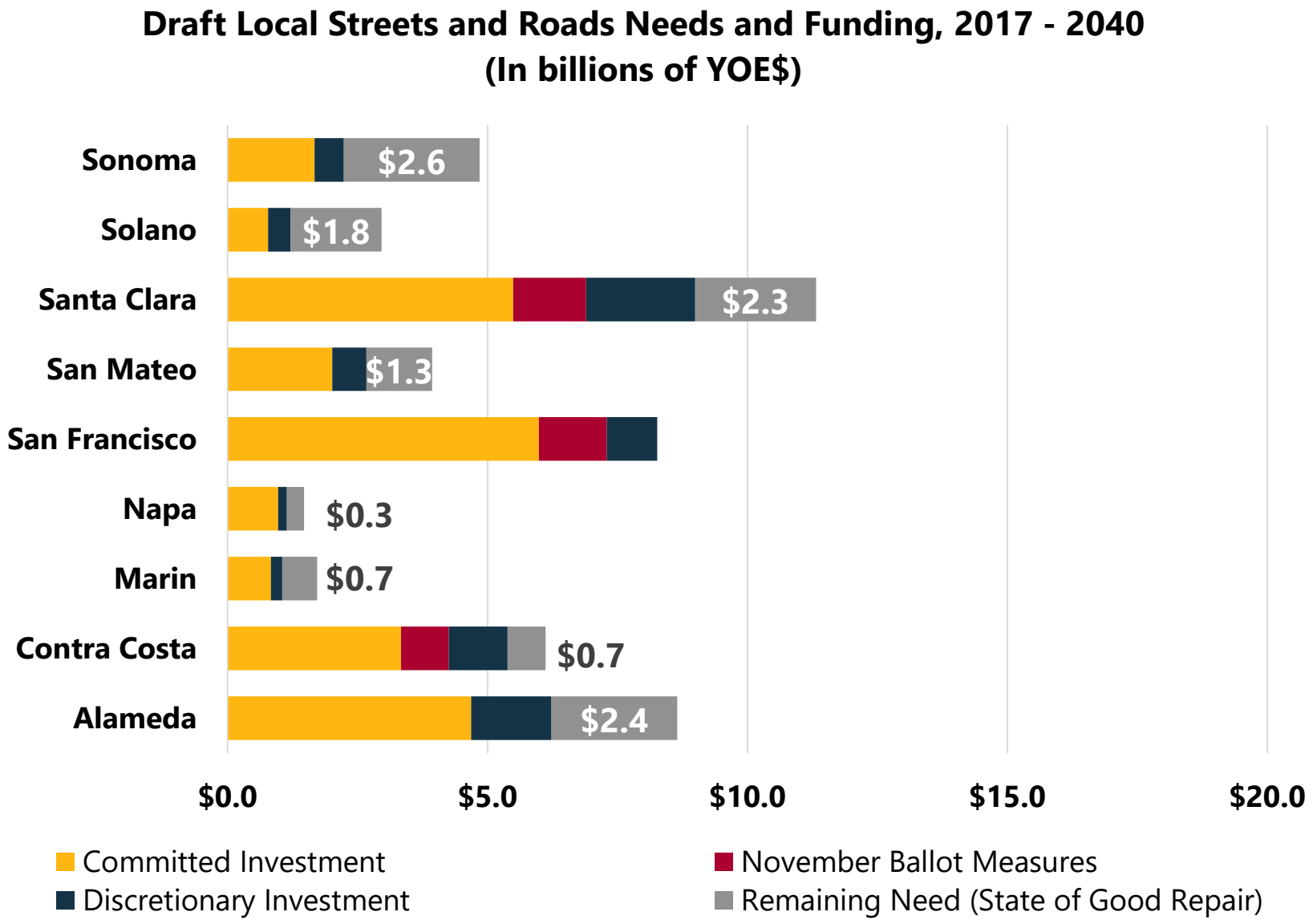

Future regional funding is also directed to three key issue areas for Plan Bay Area 2040.

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Closing the GHG Gap

Sustainable Goods Movement

Core Capacity Transit

Most of the Plan's GHG emission reductions will come from MTC's Climate Initiatives Program.

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Transportation and land use strategies are not enough to meet the climate goals of SB375, requiring the following additional programs:

Transportation Demand Management

Alternative Fuel/Vehicle Strategies

Car Sharing and Vanpool Incentives

Strategy	Local/Comm.	Regional Discr.	Total Plan Investment
Regional Climate Initiatives Program	$36 million	$490 million	$526 million

Total = **11%** reduction in greenhouse gas emissions from 2005

Almost $3 billion of discretionary funding would go toward modernizing the region's goods movement network.

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The draft investment strategy seeks to improve goods movement operations while also increasing the environmental sustainability of the sector.

Strategy	Local/Comm.	Regional Discr.	Total Plan Investment
Modernizing Infrastructure	$2,300 million	$2,200 million	$4,500 million
Clean Fuels and Impact Reduction		$350 million	$350 million
Smart Deliveries and Operations		$300 million	$300 million

Increase efficiency within the Port of Oakland

Reduce emissions of small trucks

Reduce neighborhood impacts

Fund strategic highway investments

The Final Preferred Scenario investment strategy would provide transit crowding relief throughout the region's core.

Plan BayArea 2040

Major investments include:

- Extending BART to Silicon Valley
- Extending Caltrain to downtown San Francisco
- Increasing frequencies and capacity on BART
- Electrifying and modernizing Caltrain
- Bus rapid transit in San Francisco and Silicon Valley
- More vehicles for SFMTA, AC Transit, VTA and WETA
- Transit priority infrastructure in San Francisco and along the Bay Bridge approaches

Location	Total Plan Investment*
Transbay Corridor	$5.8 billion
Peninsula Corridor	$7.3 billion
Within San Francisco	$3.9 billion
Within Santa Clara County	$8.3 billion
Planning for future capacity projects	$0.8 billion

*Includes funding from local/committed sources, regional discretionary sources and November 2016 ballot measures

Changes between the Draft Preferred and Final Preferred did not have any significant impacts on overall performance results.

Plan BayArea 2040

Performance Target Summary for the Final Preferred Scenario

*Refer to **Attachment D1** for detailed results.*

***Final performance results will differ slightly from those shown here**, as the final scenarios will include a complete network of all transportation projects. The final results will also be analyzed against the 2040 Plan horizon year.*

Target Achieved (5)

- Climate Protection
- Adequate Housing
- Open Space and Agricultural Preservation
- Middle-Wage Job Creation
- Goods Movement/ Congestion Reduction

Right Direction (5)

- Healthy and Safe Communities
- Affordable Housing
- Non-Auto Mode Shift
- Road Maintenance
- Transit Maintenance

Wrong Direction (3)

- Housing + Transportation Affordability
- Displacement Risk
- Access to Jobs

We know what land use & transportation strategies are needed to tackle congestion – affordability is a much bigger challenge.

Plan BayArea 2040

Performance Target Results for Final Preferred

Target results for the Final Preferred are **ranked from best to worst**, depending on the degree to which performance exceeds (or underperforms) on a given target.

***Final performance results will differ slightly from those shown here**, as the final scenarios will include a complete network of all transportation projects. The final results will also be analyzed against the 2040 Plan horizon year.*

	Goal	Final Preferred
Goods Movement/Congestion Reduction	**-20%**	**-29%**
Climate Protection	-15%	-18%
Middle-Wage Job Creation	+38%	+43%
Open Space and Agricultural Preservation	100%	100%
Adequate Housing	100%	100%
Transit Maintenance	-100%	-78%
Non-Auto Mode Shift	+10%	+3%
Road Maintenance	-100%	-16%
Affordable Housing	+15%	+2%
Healthy and Safe Communities	-10%	-1%
Access to Jobs	+20%	-0%
Displacement Risk	+0%	+9%
Housing + Transportation Affordability	**-10%**	**+13%**

BEST

WORST

Item 4.C.

Transportation investments are being targeted to benefit low-income Bay Area residents…

Plan BayArea 2040

TRANSPORTATION FUNDING ALLOCATION FOR FINAL PREFERRED SCENARIO

	Share of Population	Share of Investment Benefit		
		Transit	Roadway	Total
Low-Income	**24%**	48%	27%	**40%**
Minority	**59%**	61%	52%	**57%**

Image Source: https://www.flickr.com/photos/pfsullivan_1056/4487394472; https://www.flickr.com/photos/24208255@N07/3802154159; https://www.flickr.com/photos/bootleggersson/7946832080

… but ultimately transportation isn't the primary challenge – rather, it's finding an affordable place to live.

Plan BayArea 2040

Image Source: https://www.flickr.com/photos/pfsullivan_1056/4487394472

TRANSPORTATION FUNDING ALLOCATION FOR FINAL PREFERRED SCENARIO

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		Transit	Roadway	Total
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EQUITY MEASURE SUMMARY FOR FINAL PREFERRED SCENARIO

Equity Measure	Are Disadvantaged Communities **Outperforming the Region?**	Are Disadvantaged Communities **Making Progress?**
Access to Jobs	**Yes**	**Yes**
Risk of Displacement	**Yes**	**No**
Healthy and Safe Communities	**No**	**Yes**
Middle-Wage Job Creation	**n/a**	**Yes**
Housing + Transport Affordability	**No**	**No**
Affordable Housing	**No**	**No**

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While the Final Preferred Scenario makes progress on many fronts, **regional affordability challenges remain.** Implementation actions on this front **are a key priority for MTC and ABAG in 2017.**

Photo Credit: D. Vautin

Plan BayArea 2040

Staff requests that the MTC Planning and ABAG Administrative Committees **refer the Final Preferred Scenario to the Commission and Executive Board for approval.**

Image Source: https://www.flickr.com/photos/smadness/5036967711/

Plan Bay Area 2040
Summary of Comments and Responses on the Draft Preferred Scenario (DPS)

Agency Type	Sender Name	Comment Summary	Response Summary
Cities and Counties	**Alameda County Community Development Agency**	The Alameda County Community Development Agency recommends specific policies to be incorporated into UrbanSim, including anti-displacement policies, second unit allowances, compliance with the Surplus Land Act for publicly-owned land, and inclusionary zoning assumptions.	The Final Preferred Scenario includes inclusionary zoning within all PDAs and subsidies for affordable housing in PDAs. Additional policy suggestions will be assessed as staff develops the Plan document in advance of final Plan adoption.
Cities and Counties	**City and County of San Francisco, San Francisco County Transportation Authority, and San Francisco Municipal Ttansportation Agency**	Officials from San Francisco expressed concern that the household and employment projections for San Francisco are too high. They expressed concern with housing affordability and displacement, recommending specific legislative actions to address the housing crisis.	The Final Preferred Scenario incorporates a strict maintenance of Prop M and decreased upzoning in PDAs. Staff acknowledges the regional concern regarding housing and transportation affordability. Staff will work to address these policy issues further in the Plan Bay Area 2040 document.
Cities and Counties	**City of Alameda**	The City of Alameda projects lower household growth than does the Draft Preferred Scenario, particularly in areas outside the City's PDAs, due to lower levels of transit accessibility.	The Final Preferred Scenario includes reduced PDA upzoning for households, which should align more closely with local expectations.
Cities and Counties	**City of Benicia**	The City of Benicia projects higher employment levels than what are shown in the Draft Preferred Scenario.	The Final Preferred Scenario takes some steps toward improving jobs/housing balance in the Inland, Coastal, Delta parts of the region. Due to constraints on the total number of forecast regional jobs and available building stock, it was not always possible to match local employment aspirations.
Cities and Counties	**City of Brentwood**	The City of Brentwood projects higher employment levels than the Draft Preferred Scenario. This concern was raised during the last Plan Bay Area process as well.	The Final Preferred Scenario takes some steps toward improving jobs/housing balance in the Inland, Coastal, Delta parts of the region. Due to constraints on the total number of forecast regional jobs and available building stock, it was not always possible to match local employment aspirations.
Cities and Counties	**City of Brisbane**	The City of Brisbane expressed concern that housing in the Bi-County PDA significantly exceeds local expectations.	In an attempt to respond to the housing production and affordability challenge of the region, one of the goals of Plan Bay Area 2040 is to focus growth within PDAs. The Final Preferred Scenario reflects this planning objective.
Cities and Counties	**City of Cloverdale**	The City of Cloverdale expressed concern on the accuracy of DPS employment forecasts, noting a projected decrease in total employment and the number of PDAs.	The Final Preferred Scenario incorporates a refined employment growth model to better forecast growth in cities like Cloverdale, which results in employment growth more commensurate with household growth forecast.
Cities and Counties	**City of Cupertino**	The City of Cupertino expressed concern that the Draft Preferred Scenario (DPS) employment growth forecast exceeds local planning expectations. The City requests parcel-level data for further analysis.	The Final Preferred Scenario reflects corrected development projects records, lowered PDA upzoning, and included a cap on commerical development for the City of Cupertino.

Plan Bay Area 2040
Summary of Comments and Responses on the Draft Preferred Scenario (DPS)

Agency Type	Sender Name	Comment Summary	Response Summary
Cities and Counties	**City of Dublin**	The City stated that the DPS 2040 household projections are lower than what exists today around the Dublin Transit Center / Dublin Crossing PDA and downtown Dublin.	The final preferred scenaro has incorporated pipeline projects and increased PDA upzoning, which results in increased housing projections in some communities.
Cities and Counties	**City of East Palo Alto**	The City of East Palo Alto is concerned with several outcomes of the draft preferred scenario, including jobs-housing balance, mobility management, displacement, traffic, and poor air quality. The City requests one more public meeting before formally adopted by MTC and ABAG boards.	Staff recognizes that housing affordability and jobs-housing balance is a regional concern. Compared to the draft, the final preferred scenario achieves higher household growth overall in San Mateo County. Issues related to housing affordability, displacement, and support for middle-wage jobs will continue to be evaluated in the preparation of the Plan document.
Cities and Counties	**City of Gilroy**	The City of Gilroy expressed concern that both household and employment projections are too low.	The Final Preferred Scenario projects more jobs in Santa Clara County than the draft preferred, increasing the jobs-housing ratio of the county.
Cities and Counties	**City of Lafayette**	The City of Lafayette requests lower household growth and changes to the 2010 base year.	The Final Preferred Scenario modifies the 2010 base year for housing and also reflects lowered PDA upzoning for households.
Cities and Counties	**City of Livermore**	The City of Livermore expressed concern that the housing totals outlined in the DPS are lower than the City's expectations and requests addition of the BART to Livermore project, which will include a new PDA increase housing.	The Final Preferred Scenario has incorporated pipeline projects and increased PDA upzoning, which results in increased housing projections in some communities. BART to Livermore/ACE Project Development and Construction Reserve is included in the Plan's investment strategy.
Cities and Counties	**City of Los Altos**	The City of Los Altos generally supports the Draft Preferred Scenario but requests slightly higher households in their PDA and lower employment levels to reflect the City's certified Housing Element.	The Final Preferred Scenario takes some steps toward improving jobs/housing balance in parts of Santa Clara county. Due to constraints on the total number of forecast regional households jobs and available building stock, it was not always possible to match local household or employment aspirations.
Cities and Counties	**City of Mill Valley**	The City of Mill Valley stated they look forward to reviewing the numbers in the Final Preferred Scenario, and that they may provide additional comments.	Comment noted.

Plan Bay Area 2040
Summary of Comments and Responses on the Draft Preferred Scenario (DPS)

Agency Type	Sender Name	Comment Summary	Response Summary
Cities and Counties	**City of Mountain View**	The City of Mountain View expressed concern that the DPS 2040 projections for employment are too low while the projections for housing are too high, especially compared to other cities in Santa Clara County.	The final preferred scenario projects more households and jobs in Santa Clara County relative to the draft preferred, and achieves an improved jobs/housing balance in some of the County's communities.
Cities and Counties	**City of Novato**	The City of Novato is concerned with changes between PBA 2013 and PBA 2040, the decrease in concentration of development in PDAs between the two Plans, and the feasibility of affordable housing subsidies.	Plan Bay Area 2040 uses a slightly different methodology for 2010 baseline employment numbers relative to Plan Bay Area 2013- information on this methodology has been supplied to all local jurisdictions. The Final Preferred Scenario increases levels of household and employment growth in PDAs relative to the draft. It also includes a set of regional strategies in an effort to move toward the region's housing production and affordability goals. Staff acknowledges that the implementation of specific housing policies remains a local decision.
Cities and Counties	**City of Oakland**	The City of Oakland expressed concerns that the household estimates in the DPS are too high while the employment estimates are too low. The City recommends several policy levers to incorporate in the Final Preferred, including "by-right" legislation, regional jobs-housing linkage fee, housing trust fund, stronger connections between transportation funding and housing policy, among other suggestions.	The latest projections incorporate adjusted assumptions on employee density in Oakland and some PDA upzoning for some commercial development opportunities. The DPS assumes a commercial development fee based on VMT to improve jobs-housing ratio and to fund affordable housing in PDAs.
Cities and Counties	**City of Petaluma**	Household and employment forecasts for the PDAs in the City of Petaluma exceed expectations relative to the rest of the City.	The Final Preferred Scenario made a number of technical corrections and reduced PDA upzoning for households, which should align more closely with local expectations.
Cities and Counties	**City of Pleasanton**	The City of Pleasanton projects lower household growth due to a growth management ordinance and questions 2010 baseline data for housing and employment.	The final preferred scenario made some adjustments to PDA zoning which should align more closely with growth expectations. The Final Preferred Scenario will untilize the same baseline housing information (based upon the U.S. Census) that served as the baseline for PBA 2013. ABAG's updated regional forecast revised 2010 baseline employement information and that is reflected in minor changes between PBA 2013 and PBA 2040 in some jurisdictions.
Cities and Counties	**City of Pleasanton**	The City of Pleasanton expressed concern about specific parcels in the UrbanSim land use model.	The Final Preferred Scenario has made a series of technical corrections to parcels, and reflects lower PDA zoning for housing for the City, which should better reflect growth expectations.
Cities and Counties	**City of San Carlos**	The City of San Carlos expressed concern that the DPS household and employment figures are lower than the numbers in San Carlos' 2030 General Plan. New housing and commercial development in San Carlos recently approved or under construction exceeds the figures listed in the DPS.	Because we are using an economically-based model (UrbanSim) to test out development feasibility for every parcel in the region, data forecasts for a given city/town/PDA may differ from local plans and may be different from the prior Plan Bay Area.
Cities and Counties	**City of San Jose**	The City of San Jose believes the DPS's employment forecast is low compared to the City's local planning targets, as well as historic growth patterns and long-term regional goals.	Several policy changes have been made in the final preferred scenario, including a modification on the assumption on square feet per employee, increased commercial upzoning and decreased residential upzoning in San Jose PDAs, updated development projects records, and incorporation of employment growth caps in some neighboring cities.

Plan Bay Area 2040
Summary of Comments and Responses on the Draft Preferred Scenario (DPS)

Agency Type	Sender Name	Comment Summary	Response Summary
Cities and Counties	**City of San Leandro**	The City of San Leandro expressed concern that the household and employment numbers in PDAs declined substantially from PBA 2013 to the DPS while city-wide job growth projections are much higher than PBA 2013.	Since PBA 2040 uses revised housing and employment control totals, as well as an economically-based model (UrbanSim) to test out development feasibility for every parcel in the region, data forecasts for a given city/town/PDA may differ from local plans and may be different from the prior Plan Bay Area.
Cities and Counties	**City of San Pablo**	The City of San Pablo would like to further consider the implications of inclusionary zoning for future residential housing development as well as the possibility of easing residential parking minimums.	The Final Preferred Scenario includes a set of regional strategies in an effort to move toward the region's housing production and affordability goals. Staff acknowledges that the implementation of specific housing policies remains a local decision.
Cities and Counties	**City of San Rafael**	The City expressed concerns about DPS employment growth projections and questioned whether the estimated growth can be accommodated without transportation and utility infrastructure improvements. They also question the use of 2010 as a baseline for the Plan.	Plan Bay Area 2040 includes a preferred growth distribution as well as a fiscally constrained set of corresponding transportation investments, including a number of major capital investments in Marin County. Similar to Plan Bay Area 2013, Plan Bay Area 2040 uses the same time horizon of 2010-2040, in keeping with the Plan's approach as a limited and focused update.
Cities and Counties	**City of San Ramon**	The City of San Ramon expressed concern that employment and household projections are lower than the City's General Plan and the distribution of growth is too heavily concentraed in the PDA.	The Final Preferred Scenario incorporates a number of pipeline development projects and more accurate employment zoning in the PDA.
Cities and Counties	**City of Santa Rosa**	The City of Santa Rosa believes that DPS household projections are higher than local expectations and employment is lower than the Santa Rosa General Plan. The City believes the DPS should be amended to recognize Santa Rosa's role as a regional jobs center.	The Final Preferred Scenario includes reduced PDA upzoning for households in Santa Rosa, which should align more closely with local expectations. It also takes some steps toward improving jobs/housing balance in many parts of the region, including the Inland, Coastal, Delta parts of the region. Due to constraints on the total number of forecast regional jobs and available building stock, it was not always possible to match local employment aspirations.
Cities and Counties	**City of Sausalito**	The City of Sausalito expressed concern that both household and employment projections in the DPS exceed local expectations. The City has specific parcels designated for conservation that should be off-limits to development in a regional forecast.	A number of technical corrections at the parcel-level were made in the Final Preferred Scenario.
Cities and Counties	**City of South San Francisco**	The City of South San Francisco projects higher household and employment growth than the DPS. The City anticipates significant transit-oriented development due to Caltrain and other transit improvements.	The Final Preferred Scenario has incorporated available information on pipeline projects, increasing the housing and/or employment projections for some places.
Cities and Counties	**City of Sunnyvale**	The City of Sunnyvale is concerned that the number of households is too high relative to their recently updated Land Use and Transportation Element.	The Final Preferred Scenario forecasts a higher share of both jobs and housing in jobs-rich areas like Silicon Valley. This reflects the Plan's performance targets, including improving access to job opportunities.

Plan Bay Area 2040
Summary of Comments and Responses on the Draft Preferred Scenario (DPS)

Agency Type	Sender Name	Comment Summary	Response Summary
Cities and Counties	**City of Vallejo**	The City of Vallejo expressed concern that household and employment projections in the DPS are lower than Vallejo's own draft General Plan, but generally supports the Plan's principles.	The Final Preferred Scenario takes some steps toward improving jobs/housing balance in many parts of the region, including Bayside and the Inland, Coastal, Delta parts of the region. Due to constraints on the total number of forecast regional households jobs and available building stock, it was not always possible to match local household or employment aspirations.
Cities and Counties	**Contra Costa County**	Contra Costa County expressed concern that the DPS projects an increase in households over PBA 2013 but a reduction in employment. The County requests a better jobs/housing balance to bring jobs to the area and improve congestion, and would like a Priority Production Areas program in the Plan.	The Final Preferred Scenario achieves an improved jobs-housing balance in the Inland, Coastal, Delta parts of the region. Due largely to the incorporation of pipeline projects, Contra Costa sees an forecasted increase in employment relative to the Draft.
Cities and Counties	**Mayors Lee, Edwin M; Liccardo, Sam; Schaaf, Libby**	The mayors of Oakland, San Francisco, and San Jose would like to see balanced, walkable, and bikable communities with jobs and housing linked by regional transit. They also expressed concern with the housing affordability performance of the DPS and the need to grow middle-wage jobs and invest in transit.	The Plan's investment strategy makes a considerable investment in transit, including operations and maintenance to several multi-billion dollar expansions of BART and Caltrain. The investment strategy also provides significant funding for multimodal streetscapes. Staff acknowledges that the Final Preferred Scenario does not overcome the region's housing affordability crisis. Staff will work to address these policy issues in the Plan Bay Area 2040 document.
Cities and Counties	**Solano County**	Solano County expressed concern that DPS household projections exceed local expectations. The County is primarily agricultural with no urban services and therefore should have lower household projections.	The Final Preferred Scenario reflects lower household growth in unincorporated Solano County. The preferred scenario uses consistent jurisdictional boundaries between 2010 and 2040- some development currently shown in county unincorporated areas will likely be in local jurisdictions.
Cities and Counties	**Town of Corte Madera**	The Town of Corte Madera believes the growth forecasts to be inaccurate based on an analysis of specific parcels.	The Final Preferred Scenario reflects numerous technical fixes at the parcel level- while the Land Use model uses local general plans as a foundation, it will not capture perfect information about every single parcel in the region.
Cities and Counties	**Town of Hillsborough**	The Town of Hillsborough projects lower employment levels in the baseline and in 2040 than those shown in the Draft Preferred Scenario.	The Final Preferred Scenario includes an update to employment data for the Town of Hillsborough.
Cities and Counties	**Town of Los Gatos**	The Town of Los Gatos supports the household and employment projections provided in the DPS.	Comment noted.
Cities and Counties	**Town of Portola Valley**	The Town of Portola Valley assumes a significantly lower 2010 employment number, and also projects lower employment levels than the Draft Preferred Scenario.	The Final Preferred Scenario incorporates an adjustment to the base year employment number, which in turn affects the 2040 employment projection.

Plan Bay Area 2040
Summary of Comments and Responses on the Draft Preferred Scenario (DPS)

Agency Type	Sender Name	Comment Summary	Response Summary
Cities and Counties	**Town of San Anselmo**	The Town of San Anselmo is concerned that the DPS is based on inaccurate Town General Plan data and that household growth should be focused in PDAs.	The Final Preferred Scenario has removed some hillside parcels from development consideration in the regional forecast.
Individuals	**Eklund, Pat**	Ms. Eklund expressed concern and asked for more information related to base year household and jobs counts, in particular what changed in ABAG's employment counts; a reduction in PDA growth relative to PBA 2013; additional information on UrbanSim; and additional information on the assumed land use strategies.	2010 household base year figures have been revised since the draft. The Final Preferred Scenario achieves a higher level of PDA growth for households and employment relative to the draft. Since PBA 2040 uses revised housing and employment control totals, as well as an economically-based model (UrbanSim) to test out development feasibility for every parcel in the region, data forecasts for a given city/town/PDA may differ from local plans and may be different from the prior Plan Bay Area. Staff has provided information on methodogy and the incorporation of regional policies, and can provide more details as requested.
Individuals	**Severinghaus, Jean**	Ms. Severinghaus expressed concern that the targets for the Draft Preferred Scenario fall short on ideal health and activity goals.	The Final Preferred Scenario makes a modest improvement toward meeting the Healthy and Safe Communities Target. In a mature region, increasing regional non-auto mode share is a difficult target to achieve. This and other policy objectives will be addressed in the Plan Bay Area 2040 document.
Stakeholder Organizations	**6 Wins for Social Equity Network**	The 6 Wins for Social Equity Network expressed concern on issues related to affordability and displacement, funding for transit operations including youth and means-based fare passes, the need for development growth in all "high-opportunity" areas, and support for middle-wage jobs.	Staff acknowledges the regional concern regarding housing and transportation affordability. The final preferred scenario continues significant investment in existing transit operations with several projects related to implementing the means-based fare study. Issues related to housing affordability, displacement, and support for middle-wage jobs will continue to be evaluated in the preparation of the Plan document.
Stakeholder Organizations	**Bay Area Water Supply and Conservation Agency (BAWSCA)**	The Bay Area Water Supply and Conservation Agency expressed concern of the increase in growth compared to Plan Bay Area, and the impact this additional growth may have on water supply.	Staff acknowledges the concern for water management and the impact of household growth on existing water supplies. Adoption of the Preferred Scenario will initiate the EIR analysis, which will include an analysis of surface water and groundwater resources in relation to the proposed Plan. The focused growth pattern of the preferred scenario will generally result in lower water use per capita than greenfield development.
Stakeholder Organizations	**Building Industry Association (BIA) Bay Area**	The Building Industry Association (BIA) expresses concern that although the region needs many new rental units, we should also be mindful of the economic security and opportunity offered by home ownership.	The land use model for the scenario developmental process differentiates between single-family and multi-family, but does not differentiate between rental and ownership housing units.
Stakeholder Organizations	**Ditching Dirty Diesel Collaborative (DDDC)**	The Ditching Dirty Diesel Collaborative (DDDC) expressed concern about some differences in projects, programs, and investment levels between the Regional Goods Movement Plan and PBA 2040.	The Final Preferred Scenario and Investment Strategy includes many of the same projects and programs included in the Regional Goods Movement Plan, including future programs to encourage and fund the deployment of zero-emissions freight and reduce impacts on local communities. Due to fiscal constraint, the investment strategy is not able to incorporate all aspects of the Goods Movement Planning work.
Stakeholder Organizations	**Greenbelt Alliance**	The Greenbelt Alliance believes the DPS needs to more explicitly identify policy gaps for open space preservation, affordable housing, transit and PDA infrastructure and include clear actions and measures to close the gap.	Staff recognizes the concern for open space preservation, affordable housing, and transit infrastructure. Staff will work to address these policy issues further in the Plan Bay Area 2040 document.

Plan Bay Area 2040
Summary of Comments and Responses on the Draft Preferred Scenario (DPS)

Agency Type	Sender Name	Comment Summary	Response Summary
Stakeholder Organizations	**Greenbelt Alliance et al.**	The Greenbelt Alliance expressed support for the DPS' ability to direct growth to the urban footprint, but would like to see additional emphasis on policies to: redirect growth from "edge" jurisdictions; improve social equity, including the environment, health, affordcability, displacement, and open space; and implementation.	The Preferred Scenario continues to focus regional growth, including 45% of household growth in the Big 3 cities, and 77% of growth within PDAs. Staff acknowledges the regional concern regarding housing and production affordability. Staff will work to address these policy issues further in the Plan Bay Area 2040 document.
Stakeholder Organizations	**Non Profit Housing Association of Northern California (NPH)**	The Non-Profit Housing Association of Northern California expressed concern on housing affordability and displacement, a better balance between jobs and housing particularly in jobs-rich communities, and the need for further analysis and public outreach. NPH suggests including additional policy strategies to encourage housing production and affordability and an implementation plan(s) to further address these policy issues.	The Final Preferred Scenario takes some steps toward increasing housing in some jobs-rich areas. Due to technical and resource limitations, staff is unable to include many of the requested strategies, but public feedback is being used to help identify policies that would support improved performance to expedite implementation – above and beyond what is reflected in the adopted Plan and its associated performance results. Staff acknowledges the regional concern regarding housing and transportation affordability. Staff will work to address these policy issues further in the Plan Bay Area 2040 document.
Stakeholder Organizations	**Rose Foundation for Communities and the Environment**	The Rose Foundation for Communities and the Environment expressed concern on affordable housing, displacement, transit service and passes, and an implementation/action plan.	Staff acknowledges the regional concern regarding housing and transportation affordability. The final preferred scenario continues significant investment in existing transit operations with several projects related to implementing the means-based fare study. Issues related to housing affordability, displacement, and support for middle-wage jobs will continue to be evaluated in the preparation of the Plan document.
Stakeholder Organizations	**Safe Routes to School National Partnership et al.**	The Safe Routes to School National Partnership, Rails-to-Trails Conservancy, Walk SF, Center for Climate Protection, Sonoma County Bicycle Coalition, and Silicon Valley Bicycle Coalition jointly expressed concern on physical activity and public health goals, invesments to achieve them, and the need for an implementation plan.	Staff notes that the final preferred scenario makes a modest improvement toward meeting the Healthy and Safe Communities Target. In a mature region, increasing regional non-auto mode share is a difficult target to achieve. This and other policy objectives will be addressed in Plan Bay Area 2040 as part of the Plan Document process and implementation efforts
Stakeholder Organizations	**San Mateo County Union Community Alliance (SMCUCA)**	SMCUCA expressed concern that MTC's model for middle-wage jobs projections is inaccurate. They state that current census data shows that the Bay Area is on a path to greater income inequality, and that PBA should focus on incentives, policy changes, and programs (such as OBAG) to create more middle-wage jobs.	Staff recognizes the concern from stakeholders about the future outlook for middle-wage jobs, especially in a region with a rapidly rising cost of living. As was noted during the target-setting process, ABAG and MTC do not currently have the ability to forecast jobs by wage. Future implementation work, which is not constrained by model limitations, may be able to better incorporate policy ideas or monitoring actions to spotlight this issue at the intersection of the regional economy and social equity.
Stakeholder Organizations	**Santa Clara Valley Water District**	The Santa Clara Valley Water District expressed concern on water usage and management.	Staff acknowledges the concern for water management and the potential benefit of water use efficiency practices. Adoption of the Preferred Scenario will initiate the EIR analysis, which will include an analysis of surface water and groundwater resources in relation to the proposed Plan.

Plan Bay Area 2040
Summary of Comments and Responses on the Draft Preferred Scenario (DPS)

Agency Type	Sender Name	Comment Summary	Response Summary
Stakeholder Organizations	**Sierra Club**	The Sierra Club expressed concerns about the Draft Preferred Scenario's accomplishment of SB 375 goals, in particular in-commuting; implementation; housing affordability; and more information on specific projects and plan development process.	The Plan scenarios forecast a supply of housing to accomodate the in-commute, and staff acknowledges long commute times are a major regional concern. Adoption of the Preferred Scenario will initiate the EIR analysis, which will include further analysis of the impact of the proposed plan on environmental resources. Staff acknowledges the regional concern regarding housing and transportation affordability. Staff will work to address these policy issues further in the Plan Bay Area 2040 document.
Stakeholder Organizations	**SPUR**	SPUR sugguests that MTC/AGAG use the PBA 2040 as an opportunity to explore possibilities for new legislation, affordable housing strategies, and providing further incentives to communities willing to take on a greater share of housing. SPUR requests that MTC add an implementation chapter at the end of the plan that will address specific housing targets.	Staff acknowledges the regional concern regarding housing production and affordability. Staff will work to address these policy issues further in the Plan Bay Area 2040 document and implementation efforts moving forward.
Stakeholder Organizations	**SV@Home**	SV@Home expressed concern with household projections, stating they are lower than housing plans approved by local jurisdictions and that the DPS will exacerbate the existing jobs-housing imbalance in Santa Clara County.	The final preferred scenario projects more households and jobs in Santa Clara County relative to the draft preferred, and achieves an improved jobs/housing balance in some of the County's communities.
Transportation and Other Govt. Agencies	**Alameda County Transportation Commission (Alameda CTC)**	The Alameda County Transportaiton Commission expressed support for the goods movement strategy, requested modification of their express lane project, and requested more information on the implementation plan for specific regional transportation programs and potential funding advocacy.	The I-680 NB Sunol express lane has been added to the final preferred scenario with future express lane segments included as environmental and design phases. As we move into plan implementation, staff will work to further clarify regional programs.
Transportation and Other Govt. Agencies	**Contra Costa Transportation Authority**	The Contra Costa Transportation Authority expressed concern with low employment projections and high housing growth in Contra Costa County and similar estimates for Solano County. The agency also expressed support for Priority Production Areas.	The final preferred scenario projects more jobs in Contra Costa County than the draft preferred, increasing the jobs-housing ratio of the county.
Transportation and Other Govt. Agencies	**San Francisco Municipal Transportation Agency (SFMTA)**	The San Francisco Municipal Transportation Agency supports the DPS's emphasis on transit operations, state of good repair, transit modernization and core capacity-enhancing projects.	Comment noted.
Transportation and Other Govt. Agencies	**Solano Transportation Authority (STA)**	The Solano County Transportation Agency requests modifications to their express lane project, an update to the housing distribution between the county and the City of Fairfield, and increased employment in Solano County.	The I-80 Express Lane project from Airbase Parkway to I-505 is included in the final investment strategy, with the remaining express lanes includes as environmental and design phases. The preferred scenario uses consistent jurisdictional boundaries between 2010 and 2040- some development currently shown in county unincorporated areas will likely be in local jurisdictions. In general, the Final Preferred Scenario takes some steps toward improving jobs/housing balance in the Inland, Coastal, Delta parts of the region.
Transportation and Other Govt. Agencies	**Sonoma County Transportation Authority**	The Sonoma County Transportation Authority expressed concern that housing projections have increased since the last Plan, and expressed concern about parcel-level discrepencies. SCTA requests more collaboration to verify and validate UrbanSim inputs.	The Final Preferred Scenario reflects numerous technical fixes at the parcel level. It also takes some steps toward improving jobs/housing balance in many parts of the region, including the Inland, Coastal, Delta parts of the region.

Attachment B1: Land Use Policy Assumptions included in Final Preferred Scenario
Plan Bay Area 2040 *Final Preferred Scenario*

The Final Preferred Scenario incorporates current zoning as its most fundamental planning assumption. However, the 2015 PDA Assessment emphasized that in their current form, many PDAs may not be able to accommodate forecasted growth and require additional policy interventions to increase their development potential. As a result, staff assumed a range of regional policy and investment strategies in the draft preferred land use scenario to increase development potential in PDA's, and influence the overall regional pattern.

Zoning	Assumes upzoning of residential lands in some Priority Development Areas (PDAs) to increase development potential.
Urban Growth Boundaries	Assumes 2010 Urban Growth Boundaries (UGBs), Urban Limit Lines (ULLs) or city boundaries if no UGB/ULLs exist are maintained. Assumes any new development avoids all Priority Conservation Areas (PCAs).
Commercial / Office Development Caps	Assumes San Francisco's office cap (Proposition M) of 1 million square feet of total space allowed annually is maintained.
Inclusionary Zoning	Assumes inclusionary zoning in all jurisdictions with PDAs and requires that new housing developers set aside 10% of all new units as affordable housing.
Subsidies and Streamlining	• Assumes $200 million available annually to subsidize housing construction within any PDA throughout the region. • Assumes California Environmental Quality Act (CEQA) Tiering or Streamlining will increase development profitability by 1% in Transit Priority Areas (TPAs). • Assumes the CEQA Environmental Impact Report (EIR) move from a Level of Service (LOS) traffic impact analysis to Vehicle Miles Traveled (VMT) via Senate Bill (SB) 743 will result in slightly more development profitability for areas with efficient VMT and slightly less profitability in inefficient VMT areas.
Vehicle Miles Traveled Fee	Assumes a fee is assessed on new commercial developments in areas that generate high VMT. The funds generated by this fee are available regionally to subsidize housing construction in PDAs. The subsidized units in PDAs are assumed to be deed-restricted.
Parking Policies	Assumes Regional Parking Minimums are decreased in the Bay Area's core PDAs to make residential development projects 1% more profitable.

Attachment B2: Distribution of 2040 Household and Employment Forecasts

Plan Bay Area 2040 *Final Preferred Scenario*

County	Jurisdiction	Summary Level	Households 2010	Household Forecast 2040	Employment 2010	Employment Forecast 2040
Alameda	Alameda	**Total**	**30,123**	**35,100**	**29,260**	**42,400**
		PDA	1,780	5,500	6,940	16,900
	Albany	**Total**	**7,401**	**7,850**	**4,420**	**5,190**
		PDA	320	470	2,160	2,230
	Berkeley	**Total**	**46,029**	**55,400**	**90,350**	**121,700**
		PDA	6,620	12,900	28,600	36,400
	Dublin	**Total**	**14,913**	**26,500**	**18,080**	**31,100**
		PDA	3,090	11,000	4,970	13,600
	Emeryville	**Total**	**5,694**	**18,900**	**15,860**	**20,000**
		PDA	2,350	15,100	13,490	14,700
	Fremont	**Total**	**71,004**	**90,200**	**86,150**	**118,500**
		PDA	23,190	40,700	38,120	56,500
	Hayward	**Total**	**45,365**	**54,300**	**60,870**	**77,800**
		PDA	4,380	9,500	7,570	8,490
	Livermore	**Total**	**29,134**	**39,700**	**42,710**	**45,850**
		PDA	860	10,400	24,040	23,690
	Newark	**Total**	**12,972**	**14,050**	**17,340**	**22,900**
		PDA	220	470	390	420
	Oakland	**Total**	**153,791**	**241,500**	**179,070**	**272,800**
		PDA	112,600	197,700	158,200	241,200
	Piedmont	**Total**	**3,801**	**3,850**	**1,820**	**1,930**
	Pleasanton	**Total**	**25,245**	**30,600**	**60,090**	**75,400**
		PDA	1,300	5,150	12,600	23,300
	San Leandro	**Total**	**30,717**	**37,300**	**49,710**	**59,600**
		PDA	4,630	10,300	9,750	9,960
	Union City	**Total**	**20,433**	**22,850**	**20,990**	**28,100**
		PDA	500	2,200	270	230
	Alameda County	**Total**	**48,516**	**56,300**	**28,820**	**29,680**
	Unincorporated	PDA	10,110	13,100	6,780	7,440
	County Total	**Total**	**545,138**	**734,200**	**705,540**	**952,900**
		PDA	171,950	334,500	313,880	455,100

County	Jurisdiction	Summary Level	Households 2010	Household Forecast 2040	Employment 2010	Employment Forecast 2040
Contra Costa	Antioch	**Total**	**32,252**	**40,300**	**20,110**	**25,700**
		PDA	1,390	5,300	2,010	2,720
	Brentwood	**Total**	**16,494**	**26,100**	**11,620**	**11,990**
	Clayton	Total	4,006	4,100	1,990	2,090
	Concord	**Total**	**44,278**	**64,400**	**54,270**	**95,500**
		PDA	3,890	21,300	10,430	40,300
	Danville	**Total**	**15,420**	**16,020**	**11,840**	**13,100**
	El Cerrito	**Total**	**10,142**	**12,100**	**5,320**	**5,910**
		PDA	740	2,150	3,800	4,060
	Hercules	**Total**	**8,115**	**9,650**	**4,950**	**5,420**
		PDA	870	1,700	1,140	1,140
	Lafayette	**Total**	**9,223**	**9,970**	**8,990**	**9,940**
		PDA	1,700	2,240	6,550	7,500
	Martinez	**Total**	**14,287**	**15,300**	**20,710**	**26,100**
		PDA	710	1,040	6,800	9,400
	Moraga	**Total**	**5,570**	**5,920**	**4,570**	**5,700**
		PDA	30	180	1,420	1,630
	Oakley	**Total**	**10,727**	**16,400**	**3,410**	**5,350**
		PDA	770	5,900	1,610	3,050
	Orinda	**Total**	**6,553**	**6,830**	**4,840**	**5,500**
		PDA	230	330	2,660	3,150
	Pinole	**Total**	**6,775**	**7,290**	**6,700**	**8,500**
		PDA	360	640	5,180	6,200
	Pittsburg	**Total**	**19,527**	**26,500**	**11,840**	**15,600**
		PDA	5,130	8,550	5,130	6,700
	Pleasant Hill	**Total**	**13,708**	**14,310**	**16,360**	**19,800**
		PDA	860	1,030	6,370	7,600
	Richmond	**Total**	**36,093**	**54,900**	**30,680**	**61,800**
		PDA	8,360	24,000	13,370	35,300
	San Pablo	**Total**	**8,761**	**9,800**	**7,430**	**9,100**
		PDA	1,990	2,570	4,870	5,870
	San Ramon	**Total**	**25,284**	**30,300**	**47,950**	**71,800**
		PDA	220	1,950	25,530	44,900
	Walnut Creek	**Total**	**30,443**	**37,500**	**50,860**	**58,100**
		PDA	4,940	10,400	27,410	29,150
	Contra Costa County	**Total**	**57,706**	**67,700**	**35,790**	**41,100**
	Unincorporated	PDA	4,340	12,000	8,650	11,150
	County Total	**Total**	**375,364**	**475,400**	**360,230**	**498,100**
		PDA	36,500	101,200	132,920	219,900

County	Jurisdiction	Summary Level	Households 2010	Household Forecast 2040	Employment 2010	Employment Forecast 2040
Marin	Belvedere	**Total**	**928**	**990**	**310**	**320**
	Corte Madera	**Total**	**3,793**	**4,280**	**6,500**	**7,160**
	Fairfax	**Total**	**3,379**	**3,700**	**1,550**	**1,660**
	Larkspur	**Total**	**5,908**	**6,420**	**7,500**	**7,670**
	Mill Valley	**Total**	**6,084**	**6,380**	**5,980**	**6,550**
	Novato	**Total**	**20,279**	**21,200**	**26,380**	**28,300**
	Ross	**Total**	**798**	**840**	**360**	**380**
	San Anselmo	**Total**	**5,243**	**5,520**	**3,310**	**3,420**
	San Rafael	**Total**	**22,764**	**25,550**	**43,430**	**49,000**
		PDA	1,670	2,560	9,070	10,020
	Sausalito	**Total**	**4,112**	**4,370**	**5,220**	**5,880**
	Tiburon	**Total**	**3,729**	**3,900**	**2,840**	**2,930**
	Marin County	**Total**	**26,193**	**28,450**	**18,410**	**21,650**
	Unincorporated	PDA	1,410	1,790	660	740
	County Total	**Total**	**103,210**	**111,600**	**121,790**	**135,000**
		PDA	3,080	4,350	9,730	10,750
Napa	American Canyon	**Total**	**5,657**	**6,300**	**5,380**	**8,150**
		PDA	410	490	1,290	1,600
	Calistoga	**Total**	**2,019**	**2,110**	**2,220**	**2,360**
	Napa	**Total**	**28,166**	**30,600**	**33,920**	**42,900**
		PDA	370	710	5,440	12,600
	St. Helena	**Total**	**2,401**	**2,700**	**5,700**	**5,980**
	Yountville	**Total**	**1,050**	**1,100**	**2,770**	**2,820**
	Napa County Unincorporated	**Total**	**9,583**	**11,850**	**20,690**	**21,110**
	County Total	**Total**	**48,876**	**54,600**	**70,680**	**83,400**
		PDA	780	1,210	6,740	14,100
San Francisco	San Francisco	**Total**	**345,811**	**483,700**	**576,850**	**872,500**
		PDA	182,430	310,100	473,990	741,700

County	Jurisdiction	Summary Level	Households 2010	Household Forecast 2040	Employment 2010	Employment Forecast 2040
San Mateo	Atherton	**Total**	**2,330**	**2,460**	**2,140**	**2,170**
	Belmont	**Total**	**10,575**	**11,600**	**7,920**	**9,450**
		PDA	2,870	3,480	3,590	3,840
	Brisbane	**Total**	**1,821**	**6,400**	**5,220**	**16,900**
		PDA	0	4,350	560	9,500
	Burlingame	**Total**	**12,361**	**13,750**	**28,020**	**42,600**
		PDA	7,010	8,250	11,500	17,200
	Colma	**Total**	**412**	**940**	**3,930**	**4,320**
		PDA	320	760	1,510	1,960
	Daly City	**Total**	**31,090**	**35,800**	**18,430**	**22,500**
		PDA	8,540	11,550	4,640	4,790
	East Palo Alto	**Total**	**6,940**	**8,700**	**5,130**	**6,650**
		PDA	820	1,580	980	1,370
	Foster City	**Total**	**12,016**	**15,100**	**15,800**	**27,200**
	Half Moon Bay	**Total**	**4,149**	**4,580**	**4,920**	**5,380**
	Hillsborough	**Total**	**3,693**	**3,910**	**2,120**	**2,270**
	Menlo Park	**Total**	**12,347**	**17,700**	**34,630**	**42,500**
		PDA	180	870	6,220	11,400
	Millbrae	**Total**	**7,994**	**9,750**	**5,920**	**11,600**
		PDA	590	2,150	2,890	8,100
	Pacifica	**Total**	**13,967**	**14,520**	**5,930**	**7,100**
	Portola Valley	**Total**	**1,746**	**1,800**	**1,500**	**1,520**
	Redwood City	**Total**	**27,957**	**38,100**	**59,290**	**86,700**
		PDA	650	8,500	20,640	24,100
	San Bruno	**Total**	**14,701**	**17,950**	**12,890**	**14,800**
		PDA	3,710	6,550	9,280	10,300
	San Carlos	**Total**	**11,524**	**14,000**	**16,300**	**19,150**
		PDA	40	110	1,210	1,740
	San Mateo	**Total**	**38,233**	**50,800**	**50,970**	**68,000**
		PDA	11,320	19,600	25,370	32,900
	South San Francisco	**Total**	**20,938**	**25,300**	**38,720**	**54,200**
		PDA	5,390	9,100	8,290	9,110
	Woodside	**Total**	**1,977**	**2,130**	**1,970**	**2,000**
	San Mateo County	**Total**	**21,066**	**22,750**	**21,610**	**25,050**
	Unincorporated	PDA	2,380	3,170	3,320	3,310
	County Total	**Total**	**257,837**	**318,000**	**343,330**	**472,000**
		PDA	43,830	80,000	99,990	139,500

County	Jurisdiction	Summary Level	Households 2010	Household Forecast 2040	Employment 2010	Employment Forecast 2040
Santa Clara	Campbell	**Total**	**16,163**	**18,750**	**25,450**	**32,700**
		PDA	580	1,470	5,190	6,650
	Cupertino	**Total**	**20,181**	**22,950**	**26,810**	**38,000**
		PDA	2,170	3,450	9,810	12,250
	Gilroy	**Total**	**14,175**	**19,600**	**17,840**	**22,300**
		PDA	1,390	3,850	4,560	4,750
	Los Altos	**Total**	**10,745**	**11,720**	**14,140**	**17,250**
		PDA	10	40	2,240	2,750
	Los Altos Hills	**Total**	**2,829**	**3,020**	**1,580**	**1,670**
	Los Gatos	**Total**	**12,355**	**13,040**	**18,890**	**20,600**
	Milpitas	**Total**	**19,184**	**30,400**	**42,020**	**58,000**
		PDA	790	9,600	5,630	9,850
	Monte Sereno	**Total**	**1,211**	**1,320**	**530**	**560**
	Morgan Hill	**Total**	**12,326**	**15,800**	**19,290**	**19,600**
		PDA	260	1,350	1,530	1,260
	Mountain View	**Total**	**31,957**	**58,300**	**48,480**	**73,300**
		PDA	5,780	27,300	25,200	40,100
	Palo Alto	**Total**	**26,493**	**32,900**	**101,940**	**126,500**
		PDA	510	840	3,910	4,950
	San Jose	**Total**	**301,366**	**448,300**	**387,510**	**554,900**
		PDA	67,550	203,600	229,160	340,400
	Santa Clara	**Total**	**43,021**	**57,000**	**102,950**	**170,600**
		PDA	330	6,900	10,300	10,780
	Saratoga	**Total**	**10,734**	**10,960**	**8,750**	**9,090**
	Sunnyvale	**Total**	**53,384**	**84,200**	**65,720**	**108,600**
		PDA	6,340	35,800	21,820	33,100
	Santa Clara County Unincorporated	**Total**	**28,080**	**32,450**	**29,640**	**36,200**
	County Total	**Total**	**604,204**	**860,800**	**911,530**	**1,289,900**
		PDA	85,710	294,200	319,340	466,800

County	Jurisdiction	Summary Level	Households 2010	Household Forecast 2040	Employment 2010	Employment Forecast 2040
Solano	Benicia	**Total**	**10,686**	**11,850**	**12,840**	**17,100**
		PDA	620	1,290	9,250	12,850
	Dixon	**Total**	**5,856**	**7,250**	**4,850**	**5,400**
		PDA	450	600	280	340
	Fairfield	**Total**	**34,484**	**40,200**	**43,170**	**50,000**
		PDA	2,260	4,500	6,330	6,700
	Rio Vista	**Total**	**3,454**	**6,300**	**2,350**	**2,520**
	Suisun City	**Total**	**8,918**	**10,000**	**2,500**	**2,860**
		PDA	1,090	1,850	1,090	1,000
	Vacaville	**Total**	**31,092**	**33,600**	**29,310**	**33,550**
		PDA	860	2,000	4,970	4,570
	Vallejo	**Total**	**40,559**	**46,900**	**30,900**	**35,050**
		PDA	390	1,550	2,630	2,770
	Solano County Unincorporated	**Total**	**6,709**	**13,300**	**4,240**	**4,510**
	County Total	**Total**	**141,758**	**169,400**	**130,160**	**151,000**
		PDA	5,680	11,800	24,550	28,250
Sonoma	Cloverdale	**Total**	**3,182**	**4,850**	**1,710**	**2,100**
		PDA	800	2,450	590	630
	Cotati	**Total**	**2,978**	**4,150**	**2,630**	**2,960**
		PDA	350	1,330	690	570
	Healdsburg	**Total**	**4,385**	**4,620**	**8,330**	**8,980**
	Petaluma	**Total**	**21,737**	**24,500**	**29,990**	**39,800**
		PDA	510	1,170	3,520	5,800
	Rohnert Park	**Total**	**15,808**	**21,000**	**12,130**	**13,900**
		PDA	1,300	5,050	5,130	4,860
	Santa Rosa	**Total**	**63,591**	**80,000**	**76,570**	**92,100**
		PDA	16,740	30,000	41,160	45,900
	Sebastopol	**Total**	**3,276**	**3,840**	**4,970**	**5,280**
		PDA	2,040	2,560	4,650	4,790
	Sonoma	**Total**	**4,955**	**5,270**	**7,140**	**7,980**
	Windsor	**Total**	**8,962**	**10,750**	**7,720**	**8,900**
		PDA	1,110	2,250	870	1,150
	Sonoma County Unincorporated	**Total**	**56,951**	**60,000**	**51,540**	**61,600**
	County Total	**Total**	**185,825**	**219,100**	**202,730**	**243,600**
		PDA	22,860	44,800	56,600	63,700

Regional Total	**Total**	**2,608,000**	**3,427,000**	**3,423,000**	**4,698,000**
	PDA	552,800	1,182,200	1,437,700	2,139,800

Plan Bay Area 2040 Expenditure Plan - Total Plan Revenue ($310 billion)

(in Millions of $YOE, sorted by regional discretionary funding)

Investment Strategy	Amount in the RTP	Local/ Committed	Nov. 2016 Measures	Regional Discretionary
Operate and Maintain				
Transit Capital Preservation	$31,213	$5,947	$3,685	$21,581
Transit Operations	$121,792	$105,741		$16,051
Local Streets Preservation and Operations	$37,152	$25,768	$3,604	$7,780
Cost Contingency and Debt Service	$5,100	$3,000		$2,100
Highway and Bridge Preservation	$30,331	$30,081		$250
Modernize				
Transit Efficiency and Service Improvements	$22,576	$8,705	$4,821	$9,050
Goods Movement	$5,432	$2,494	$124	$2,814
Highway Operations and Interchanges	$6,976	$3,400	$1,220	$2,356
Multimodal and Bike Ped	$6,140	$3,257	$1,288	$1,595
Regional and County Access Initiatives	$2,056	$652	$215	$1,189
Planning, Local Road Operations, and Safety Improvements	$3,661	$1,876	$1,007	$778
Climate	$819	$141	$25	$653
Express Lanes (Conversions) and Pricing	$6,411	$6,026	$47	$338
Expand				
Transit Expansion	$20,579	$12,777	$1,596	$6,206
Express Lanes (Expand) and Roadway Expansion	$10,055	$7,777	$1,029	$1,249
Total	$310,293	$217,642	$18,661	$73,990

Notes:

Amount in the RTP does not include project costs and funding that occurred before the Plan period (e.g. before FY 2016-17)

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 2016 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

Total revenue is higher than what was presented in September due to the addition of express lanes segments that generate revenue.

Attachment C.2

Plan Bay Area 2040 Expenditure Plan – Regional Discretionary Funding ($74 billion)

(in Millions of $YOE, sorted by regional discretionary funding)

Investment Strategy	Federal			State				Regional	Other		
	STP-CMAQ	New/ Small Starts	Other Federal[1]	Cap and Trade	HSR	ATP/ ITIP	STA-Pop	Future Reg. Measures[2]	Cond. Discr.[3]	Anticipated	Total
Operate and Maintain											
Transit Capital Preservation	$1,590							$1,130	$13,974	$4,887	$21,581
Transit Operations				$100			$695		$15,256		$16,051
Local Streets Preservation and Operations	$840							$3,940		$3,000	$7,780
Cost Contingency and Debt Service	$550							$1,100		$450	$2,100
Highway and Bridge Preservation								$250			$250
Modernize											
Transit Efficiency and Service Improvements	$558	$1,859		$2,421	$113		$461	$940	$711	$1,987	$9,050
Goods Movement			$2,063	$501				$250			$2,814
Highway Operations and Interchanges	$140		$210			$269		$555		$1,182	$2,356
Multimodal and Bike Ped	$70			$663		$591		$230	$40		$1,595
Regional and County Access Initiatives				$93			$697		$399		$1,189
Planning, Local Road Operations, and Safety Improvements	$371									$407	$778
Climate	$334			$319							$653
Express Lanes (Conversions) and Pricing	$50					$229		$60			$338
Expand											
Transit Expansion	$10	$3,140		$750	$557			$397	$126	$1,226	6,206
Express Lanes (Expand) and Roadway Expansion	$220		$27			$119		$40		$843	1,249
Total	$4,733	$4,999	$2,300	$4,847	$670	$1,208	$1,853	$8,893	$30,506	$13,983	$73,990

Notes

1) Other Federal includes FAST; Cap and Trade includes TIRCP, LCTOP-Pop, AHSC, Goods Movement

2) Future regional measures include potential increases to bridge tolls and a regional gas tax.

3) Conditioned Discretionary and Existing Bridge Tolls includes FTA Formula Funds, TDA, AB1107, AB664, 2% Bridge Toll, and 5% State General Fund

Attachment C.3

Needs Assessment - Transit Operations Funding Detail

(in millions of $YOE)

The following table presents the amount of funding required to sustain existing service levels (year 2015) for every year in the plan period (e.g. through 2040) by transit operator. Note that in this plan period, the total need is equal to the revenue available to fund existing transit service levels. Projects that increase service levels above year 2015 conditions are funded in specific projects in the plan and are not included in this table.

Transit Operator	Service Levels (in revenue vehicle hours)	Total Need	Committed Investment	Discretionary Investment	Total Investment
ACE	1,117,485	$1,300	$1,221	$79	$1,300
AC Transit	40,513,851	$13,416	$10,046	$3,370	$13,416
BART	49,139,746	$32,654	$32,640	$14	$32,654
Caltrain	5,286,000	$5,484	$5,484	$0	$5,484
CCCTA	7,125,552	$1,332	$582	$750	$1,332
City of Dixon	186,291	$39	$3	$35	$38
ECCTA	5,307,150	$786	$203	$583	$786
City of Fairfield	2,287,392	$355	$125	$230	$355
GGBHTD	6,908,679	$3,915	$3,549	$366	$3,915
LAVTA	3,366,264	$522	$176	$346	$522
Marin Transit	6,059,722	$972	$677	$295	$972
NCTPA	2,647,608	$310	$56	$254	$310
City of Petaluma	710,836	$82	$23	$59	$82
City of Rio Vista	96,000	$15	$2	$13	$15
SFMTA	91,585,085	$35,199	$32,074	$3,125	$35,199
SamTrans	16,272,000	$5,377	$3,957	$1,420	$5,377
SMART	245,316	$713	$713	$0	$713
City of Santa Rosa	2,481,912	$536	$141	$395	$536
Solano County Transit	2,623,440	$455	$185	$270	$455
Sonoma County Transit	3,069,116	$496	$77	$419	$496
Union City Transit	2,211,407	$211	$68	$144	$211
City of Vacaville	1,120,654	$166	$13	$153	$166
VTA	49,893,621	$15,734	$12,251	$3,483	$15,734
WCCTA	2,578,325	$312	$161	$151	$312
WETA	404,701	$1,413	$1,315	$98	$1,413
TOTAL	**303,238,153**	**$121,792**	**$105,741**	**$16,051**	**$121,792**

Attachment C.4

Needs Assessment - Transit Capital Funding Detail

(in millions of $YOE)

The following table presents the expenditure plan for transit capital preservation in Plan Bay Area 2040 by transit operator. With the proposed investments, several transit operators would exceed the funding required to maintain current asset condition levels. Only two operators would be able to fund replacements and maintenance at a rate large enough to achieve optimum asset condition. The region would carry a $16 billion state of good repair backlog.

Transit Operator	Total Transit Capital Need	Amount Funded in the Expenditure Plan			*Remaining Need/Surplus*
	State of Good Repair	Committed Investment	November 2016 Ballot Measures	Discretionary Investment[5]	*State of Good Repair*
AC Transit	$2,934	$306	$600	$951	($1,076)
ACE	$291	$1		$176	($114)
BART[3]	$18,121	$214	$2,700	$8,826	($6,381)
CalTrain[4]	$3,634	$1,472		$1,444	($718)
CCCTA County Connection	$263	$68		$195	$0
Delta Breeze	$9	$0		$4	($5)
Dixon	$8	$2		$5	($1)
ECCTA Tri Delta Transit	$134	$51		$83	($0)
FAST	$95	$57		$7	($30)
GGBHTD	$990	$84		$373	($533)
LAVTA	$183	$10		$109	($64)
Marin Transit	$147	$0		$65	($83)
NCTPA	$82	$0		$61	($21)
Petaluma Transit	$32	$18		$14	($0)
SamTrans	$1,208	$1		$442	($765)
Santa Rosa CityBus	$72	$2		$21	($49)
SCT	$197	$24		$104	($69)
SFMTA	$12,664	$1,536	$385	$5,615	($5,129)
SMART	$629	$569		$60	$0
SolTrans	$240	$1		$139	($99)
Union City Transit	$32	$0		$18	($14)
Vacaville City Coach	$54	$0		$22	($32)
VTA	$3,495	$1,455		$1,907	($133)
WestCAT	$92	$1		$34	($58)
WETA	$1,442	$73		$804	($565)

Transit Operator	Total Transit Capital Need	Amount Funded in the Expenditure Plan			*Remaining Need/Surplus*
	State of Good Repair	Committed Investment	November 2016 Ballot Measures	Discretionary Investment[5]	*State of Good Repair*
Grand Total	**$47,050**	**$5,947**	**$3,685**	**$21,478**	**($15,939)**
		Total = $31,110 million			

Notes:
1) There is approximately $100 million in transit capital revenues that could not be assigned to a specific operator, but are projected to be available for transit capital maintenance in the region.
2) Revenue from San Francisco's Transportation Sustainability Fee, Proposition B, and sales tax reauthorization is assumed to be distributed to BART, Caltrain, and SFMTA according to current Prop K proportions.
3) $900 million in capital replacement needs for BART train control was transferred to "Transit Efficiency and Service Improvements" within the Modernize investment category of Attachment C.1.
4) $315 million in capital replacement needs for Caltrain vehicles was transferred to "Transit Efficiency and Service Improvements" category of Attachment C.1.
5) Discretionary funding has been distributed by a combination of formula and remaining need.

Needs Assessment - Local Streets and Roads Funding Detail

(in Millions of $YOE)

The following table presents the expenditure plan for local streets and roads (LS&R) operations and maintenance in Plan Bay Area 2040 by county. With the proposed investments, only San Francisco County would meet and exceed its funding need to reach optimal pavement conditions and state of good repair of remaining roadway assets. All other counties would have a remaining need of at least $400 million to maintain existing conditions, with a regional shortfall of almost $6 billion.

County	Total LS&R Need	Amount Funded in the Expenditure Plan			*Remaining Need/Surplus*
	To State of Good Repair	Committed Investment	November 2016 Ballot Measures	Discretionary Investment*	*To State of Good Repair*
Alameda	$8,649	$4,683		$1,546	($2,420)
Contra Costa	$6,116	$3,338	$917	$1,133	($729)
Marin	$1,722	$831		$221	($670)
Napa	$1,473	$969		$168	($335)
San Francisco	$7,903	$5,988	$1,267	$966	$318
San Mateo	$3,935	$2,012		$657	($1,266)
Santa Clara	$11,320	$5,492	$1,420	$2,097	($2,311)
Solano	$2,963	$782		$429	($1,752)
Sonoma	$4,846	$1,672		$564	($2,610)
REGION TOTAL	**$48,926**	**$25,768**	**$3,604**	**$7,780**	**($11,775)**
		Total = $37,152 million			

* Regional discretionary funds distributed by OBAG 2 formula

Goods Movement Projects in Plan Bay Area 2040

The projects in the plan related to goods movement support the recommendations of the Regional Goods Movement Plan, which was adopted in March of 2016. The Regional Goods Movement Plan recommended improvements for the Port of Oakland, strategic highway operations benefiting truck corridors and programs for reducing the impact of freight activity on adjacent neighborhoods.

In the materials presented to the MTC Planning and ABAG Administrative Committees in September 2016, approximately $5 billion of project funded was classified as "goods movement." Of that amount, about $2 billion of funding would come from future local funding and previously committed funding amounts. Almost $3 billion would come from regional discretionary funding, which is primarily federal and state sources. The following table presents goods movement categories and a funding breakdown between local/committed funding and regional discretionary funding. The highest amount of regional discretionary funding is assumed to go toward projects that improve operations within and around the Port of Oakland, ITS projects on the freight highway network, interchange reconstructions, and a future program on increasing the proliferation of zero and near-zero emission trucks as well as other neighborhood impact reduction initiatives.

Goods Movement Investment Strategy, sorted by Regional Discretionary Funding (all values in millions of $YOE)

Goods Movement Investment	Amount in the RTP*	Local/ Committed Funding	Nov. 2016 Measure	Regional Discretionary Funding
Global Competitiveness in Goods Movement Suite of projects to improve operations and increase rail access at the Port of Oakland such as 7th Street Grade Separation, Outer Harbor Intermodal Terminal, and Oakland Army Base transportation components	$1,177	$52		$1,125
Smart Deliveries and Operations Future program for deploying communications infrastructure to increase active traffic management along freight corridors and to/from the Port of Oakland	$300			$300
Modernizing Infrastructure Set of highway projects and interchange improvements along freight corridors such as along I-880, I-80, US-101, I-580, I-680, and SR-4.	$3,348	$2,187	$124	$1,037
Sustainable Goods Movement Future program for implementing the recommendations of the Freight Emission Reduction Action Plan and developing programs for impact reduction in neighborhoods with high levels of freight activity.	$350			$350
Other Freight and Rail Program and projects for minor freight improvements and rail operations on track operated by public operators.	$255	$255		
Grand Total	***$5,430***	***$2,494***	***$124***	***$2,812***

* Amount in the RTP does not include project costs and funding that occurred before the Plan period (e.g. before FY 2016-17)

Core Capacity Projects in Plan Bay Area 2040

The projects in the plan related to increasing capacity in the core of the region are linked to on-going planning on the Core Capacity Transit Study (CCTS), a multi-agency study to identify and prioritize major transit investments serving the San Francisco Core. The CCTS is a collaboration of five transit operators (SFMTA, BART, AC Transit, WETA, and Caltrain), the Metropolitan Transportation Commission, and the San Francisco County Transportation Authority. Although not yet complete, initial planning work has informed the project list in terms of near-term and medium-term priorities. As a placeholder for other short, mid and long term projects currently under consideration in CCTS, the Plan also includes reserve funding for further implementation of recommendations developed after Plan Bay Area 2040 is adopted. Additionally, there is on-going work on increasing transit capacity to connect housing and jobs within Santa Clara County.

The following table presents the investment strategy for core capacity projects, organized by corridor. There is also a placeholder for planning and design work for recommendations that may come out of the study and that may be in any of the corridors. The Core Capacity investment strategy includes projects that are a subset of several investment categories in the expenditure plan of Attachment C.1, namely Transit Efficiency and Transit Expansion.

Core Capacity Investment Strategy (all values in millions of $YOE)

Core Capacity Investment	Amount in the RTP*	Local/ Committed Funding	Nov. 2016 Measure	Regional Discretionary Funding
Transbay Corridor Investments include BART service increases, WETA ferry service increases, new ferry terminals at Berkeley, Mission Bay, and Alameda Point, AC Transit service increases and Bay Bridge operational projects.	$5,764	$1,306	$1,200	$3,258
Peninsula Corridor Investments include the Transbay Transit Center, extending Caltrain to the Transbay Transit Center, electrifying Caltrain, and station improvements in the Peninsula	$7,281	$2,387	$572	$4,322
Within San Francisco Investments include Muni service increases, bus rapid transit on Van Ness Avenue and Geary Boulevard, Muni Forward, and other operational improvements for SFMTA.	$3,858	$1,629	$1,060	$1,169
Planning for future capacity improvements Placeholder for future planning and design work for additional capacity increasing projects identified through the Core Capacity Transit Study and other planning work.	$785	$120	$250	$415
Core Connectivity in Santa Clara County Investments include extending BART to San Jose, increasing VTA core bus routes, El Camino Real BRT, extending light rail to Eastridge Transit Center and Winchester, as well as a reserve for future transit improvements in the SR-85 corridor and to the San Jose International Airport.	$8,292	$3,648	$2,319	$2,325
Grand Total	***$25,980***	***$9,090***	***$5,401***	***$11,489***

* Amount in the RTP does not include project costs and funding that occurred before the Plan period (e.g. before FY 2016-17)

Attachment C.8

Climate Program in Plan Bay Area 2040

Plan Bay Area 2040 transportation investments and land-use development patterns alone will not be sufficient to reach the region's statutory greenhouse gas (GHG) emissions reduction targets. It is anticipated that over 11 percentage points of the Plan's 2035 target will be achieved through climate strategies that are part of MTC's Climate Initiatives Program, such as transportation demand management programs, alternative fuel/vehicle strategies and car sharing. These types of climate strategies are referred to as "off-model" because the region's travel demand and land use models that factor in the region's future transportation investments and land-use development patterns are not sensitive to these types of initiatives. The plan includes $526 million of funding for the regional Climate Initiatives Program, as well as another $56 million for incentivizing higher levels of carpooling, and $237 million for county-sponsored initiatives.

The types of projects and programs that would be funded through implementation of this category include:

1 Various transportation demand management (TDM) strategies, car sharing, vanpool incentives, alternative fuel/vehicle initiatives, targeted transportation alternatives, trip caps and existing commuter benefits ordinances.
2 Regional carpool incentives such as private sector ride-matching applications that target utilization of express lane corridors as well as first/last mile solutions to transit.
3 Various county-sponsored climate programs such as additional transportation demand management strategies and promotion of emission reduction technology.

Climate Initiative Program Funding in Plan Bay Area 2040 (all values in millions of $YOE)

Climate Initiative	Amount in the RTP*	Local/Committed Funding	Regional Discretionary Funding
1. Regional Climate Initiatives Program	$526	$36	$490
2. Regional Carpool Program	$56	$8	$48
3. County-Sponsored Climate Programs in Alameda, San Francisco, Solano, and Marin counties	$237	$122	$115
Grand Total	***$819***	***$166***	***$653***

* Amount in the RTP does not include project costs and funding that occurred before the Plan period (e.g. before FY 2016-17)

RTPID	Sponsor	Title	Strategy 1	Strategy 2	Total Project Cost	Pre2017 Funding	Post 2017 Local/ Committed Funding	Nov. 2016 Ballot Measure	Regional Discretionary Funding
17-01-0001	Alameda	Bicycle and Pedestrian Program	Modernize	Multimodal and Bike Ped	$658	$79	$360		$219
17-01-0002	Alameda	Climate Program: TDM and Emission Reduction Technology	Modernize	Climate	$150	$55	$10		$85
17-01-0003	Alameda	County Safety, Security and Other	Modernize	Planning and Programs	$732	$23	$618		$91
17-01-0004	Alameda	Multimodal Streetscape	Modernize	Multimodal and Bike Ped	$461	$71	$300		$90
17-01-0005	Alameda	PDA Planning	Modernize	Planning and Programs	$61	$6	$50		$5
17-01-0006	Alameda	Minor Roadway Expansions	Expand	Express Lanes (Expand) and Roadway Expansion	$203		$175		$28
17-01-0007	Alameda	Roadway Operations	Modernize	Planning and Programs	$203	$66	$110		$27
17-01-0008	Alameda	Minor Transit Improvements	Modernize	Transit Efficiency and Service Improvements	$762	$135	$572		$55
17-01-0009	Alameda	New Alameda Point Ferry Terminal	Modernize	Transit Efficiency and Service Improvements	$177		$177		
17-01-0014	Alameda	I-680 Southbound Express Lanes (SR-237 to SR-84) Upgrades	Modernize	Express Lanes (Conversions) and Pricing	$39		$21		$18
17-01-0015	Alameda	7th Street Grade Separation East	Modernize	Goods Movement	$558	$3			$555
17-01-0016	Alameda	Oakland Army Base transportation infrastructure improvements	Modernize	Goods Movement	$314	$213	$26		$75
17-01-0017	Alameda	Outer Harbor Intermodal Terminal (OHIT) Phases 2 and 3	Modernize	Goods Movement	$205		$26		$179
17-01-0018	Alameda	7th Street Grade Separation West	Modernize	Goods Movement	$171	$3			$168
17-01-0019	Alameda	I-580 Integrated Corridor Mobility (ICM)	Modernize	Goods Movement	$146				$146
17-01-0020	Alameda	SR-262 Mission Boulevard Cross Connector Improvements	Modernize	Goods Movement	$112		$111		$1
17-01-0021	Alameda	I-880 Whipple Road Interchange Improvements	Modernize	Goods Movement	$80		$77		$3
17-01-0022	Alameda	Outer Harbor Turning Basin	Modernize	Goods Movement	$65				$65
17-01-0023	Alameda	I-880 Industrial Parkway Interchange Reconstruction	Modernize	Goods Movement	$57		$55		$2
17-01-0024	Alameda	I-880 A Street Interchange Reconstruction	Modernize	Goods Movement	$54		$52		$2
17-01-0025	Alameda	Oakland International Airport Perimeter Dike	Modernize	Goods Movement	$53	$3	$0		$50
17-01-0026	Alameda	Minor Freight Improvements Programmatic	Modernize	Goods Movement	$51	$2	$49		
17-01-0027	Alameda	Middle Harbor Road Improvements	Modernize	Goods Movement	$33				$33
17-01-0028	Alameda	I-580/I-680 Interchange Improvement Project	Modernize	Goods Movement	$300		$300		
17-01-0029	Alameda	SR-84/I-680 Interchange Improvements and SR-84 Widening	Modernize	Goods Movement	$278	$5	$121		$152
17-01-0030	Alameda	I-880 Broadway/Jackson Interchange Improvements	Modernize	Goods Movement	$244	$2	$242		
17-01-0031	Alameda	I-880 at 23rd/29th Avenue Interchange Improvements	Modernize	Goods Movement	$111	$67	$44		
17-01-0032	Alameda	SR-84 Widening (Ruby Hill Drive_to Concannon Boulevard)	Modernize	Highway Operational and Interchanges	$88	$59	$29		

RTPID	Sponsor	Title	Strategy 1	Strategy 2	Total Project Cost	Pre2017 Funding	Post 2017 Local/ Committed Funding	Nov. 2016 Ballot Measure	Regional Discretionary Funding
17-01-0033	Alameda	I-580 Vasco Road Interchange Improvements	Modernize	Goods Movement	$81		$76		$5
17-01-0034	Alameda	I-580 Greenville Road Interchange Improvements	Modernize	Goods Movement	$68		$64		$4
17-01-0035	Alameda	I-580 First Street Interchange Improvements	Modernize	Goods Movement	$62		$59		$3
17-01-0036	Alameda	SR-92/Clawiter Road/Whitesell Street Interchange Improvements	Modernize	Goods Movement	$62		$53		$9
17-01-0037	Alameda	Ashby I-80 Interchange with Bicycle and Pedestrian Ramps	Modernize	Highway Operational and Interchanges	$60		$59		$1
17-01-0038	Alameda	I-580 Interchange Improvement at Hacienda/Fallon Road - Phase 2	Modernize	Goods Movement	$58		$49		$9
17-01-0039	Alameda	I-580 SR-84/Isabel Interchange Improvements Phase 2	Modernize	Goods Movement	$43		$40		$3
17-01-0040	Alameda	I-80 Gilman Street Interchange Improvements	Modernize	Goods Movement	$42	$2	$37		$3
17-01-0041	Alameda	I-880 Winton Avenue Interchange Improvements	Modernize	Goods Movement	$41		$35		$6
17-01-0042	Alameda	I-680 Overcrossing Widening and Improvements (at Stoneridge Drive)	Modernize	Highway Operational and Interchanges	$19		$16		$3
17-01-0043	Alameda	42nd Ave & High St Access Improvement at I-880 On/Off Ramp	Modernize	Goods Movement	$18	$8	$9		$1
17-01-0044	Alameda	I-680 Sunol Interchange Modification	Modernize	Highway Operational and Interchanges	$18		$15		$3
17-01-0045	Alameda	Santa Rita Road I-580 Overcrossing Widening	Modernize	Highway Operational and Interchanges	$10		$9		$1
17-01-0046	Alameda	Coliseum City Transit Hub	Modernize	Multimodal and Bike Ped	$181	$9	$133		$39
17-01-0047	Alameda	I-880 to Mission Boulevard East-West Connector	Expand	Express Lanes (Expand) and Roadway Expansion	$236	$41	$195		
17-01-0048	Alameda	Dublin Boulevard - North Canyons Parkway Extension	Expand	Express Lanes (Expand) and Roadway Expansion	$89		$76		$13
17-01-0049	Alameda	Fruitvale Avenue (Miller Sweeney) Lifeline Bridge Project	Expand	Express Lanes (Expand) and Roadway Expansion	$86		$73		$13
17-01-0050	Alameda	SR-84 Mowry Avenue Widening (Peralta Blvd to Mission Blvd)	Expand	Express Lanes (Expand) and Roadway Expansion	$51		$43		$8
17-01-0051	Alameda	Tassajara Road Widening from N. Dublin Ranch Drive to City Limit	Expand	Express Lanes (Expand) and Roadway Expansion	$48		$41		$7
17-01-0052	Alameda	Auto Mall Parkway Widening and Improvements	Expand	Express Lanes (Expand) and Roadway Expansion	$30		$26		$4
17-01-0053	Alameda	Dougherty Road Widening	Expand	Express Lanes (Expand) and Roadway Expansion	$23	$4	$17		$2
17-01-0054	Alameda	Union City Boulevard Widening (Whipple to City Limit)	Expand	Express Lanes (Expand) and Roadway Expansion	$17		$15		$2
17-01-0055	Alameda	SR-84 Peralta Boulevard Widening (Fremont Blvd to Mowry Ave)	Expand	Express Lanes (Expand) and Roadway Expansion	$15		$13		$2
17-01-0056	Alameda	Thornton Avenue Widening (Gateway Boulevard to Hickory Street)	Expand	Express Lanes (Expand) and Roadway Expansion	$15		$13		$2
17-01-0057	Alameda	Dublin Boulevard Widening - Sierra Court_to Dublin Court	Expand	Express Lanes (Expand) and Roadway Expansion	$6	$1	$5		

RTPID	Sponsor	Title	Strategy 1	Strategy 2	Total Project Cost	Pre2017 Funding	Post 2017 Local/ Committed Funding	Nov. 2016 Ballot Measure	Regional Discretionary Funding
17-01-0058	Alameda	Irvington BART Station	Modernize	Transit Efficiency and Service Improvements	$256		$153		$103
17-01-0059	Alameda	Union City Intermodal Station Phase 4	Modernize	Transit Efficiency and Service Improvements	$78		$66		$12
17-01-0060	Alameda	East Bay BRT	Modernize	Transit Efficiency and Service Improvements	$180	$178	$2		
17-01-0061	Alameda	Ralph Appezzato Memorial Parkway BRT	Modernize	Transit Efficiency and Service Improvements	$10		$8		$2
17-01-0062	Alameda	BART to Livermore/ACE Project Development and Construction Reserve	Expand	Transit Expansion	$553	$7	$435		$111
17-01-0063	Alameda	Broadway Shuttle Expansion	Expand	Transit Expansion	$37		$29		$8
17-02-0001	Contra Costa	Access and Mobility Program	Modernize	Regional and County Access Initiatives	$391		$259	$132	
17-02-0002	Contra Costa	Innovative Transportation Technology	Modernize	Highway Operational and Interchanges	$128			$128	
17-02-0003	Contra Costa	Bicycle and Pedestrian Program	Modernize	Multimodal and Bike Ped	$369		$123	$206	$40
17-02-0004	Contra Costa	County Safety, Security and Other	Modernize	Planning and Programs	$139		$87	$47	$5
17-02-0005	Contra Costa	Multimodal Streetscape	Modernize	Multimodal and Bike Ped	$792	$1	$318	$449	$24
17-02-0006	Contra Costa	Additional Local Road Preservation/Rehab	Operate and Maintain	Local Streets Preservation and Operations	$917			$917	
17-02-0007	Contra Costa	Minor Roadway Expansions	Expand	Express Lanes (Expand) and Roadway Expansion	$527	$4	$523		
17-02-0008	Contra Costa	Roadway Operations	Modernize	Planning and Programs	$44		$44		
17-02-0009	Contra Costa	Minor Transit Improvements	Modernize	Transit Efficiency and Service Improvements	$749	$4	$351	$340	$54
17-02-0010	Contra Costa	SR4 Integrated Corridor Mobility	Modernize	Goods Movement	$15				$15
17-02-0011	Contra Costa	I-80 ICM Project Operations and Maintenance	Modernize	Highway Operational and Interchanges	$3		$3		
17-02-0012	Contra Costa	I-680 Northbound Managed Lane Completion through 680/24 and Operational Improvements between N. Main and Treat Blvd	Expand	Express Lanes (Expand) and Roadway Expansion	$99		$85		$14
17-02-0013	Contra Costa	I-680 Northbound HOV lane extension between N. Main and SR-242	Expand	Express Lanes (Expand) and Roadway Expansion	$54			$54	
17-02-0014	Contra Costa	Kirker Pass Road Northbound Truck Climbing Lane, Clearbrook Drive to Crest of Kirker Pass Road	Modernize	Goods Movement	$19		$19		
17-02-0015	Contra Costa	Vasco Road _ Byron Highway Connector Road (Formerly named: SR-239: Airport Connector)	Expand	Express Lanes (Expand) and Roadway Expansion	$89			$89	
17-02-0016	Contra Costa	Construct SR 242/Clayton Road on and off-ramps	Expand	Express Lanes (Expand) and Roadway Expansion	$66		$5		$61
17-02-0017	Contra Costa	SR-239 Feasibility Studies and Project Development	Expand	Express Lanes (Expand) and Roadway Expansion	$42		$42		
17-02-0018	Contra Costa	I-80/SR4: New I-80 EB off-ramp at Sycamore	Expand	Express Lanes (Expand) and Roadway Expansion	$15				$15

RTPID	Sponsor	Title	Strategy 1	Strategy 2	Total Project Cost	Pre2017 Funding	Post 2017 Local/ Committed Funding	Nov. 2016 Ballot Measure	Regional Discretionary Funding
17-02-0019	Contra Costa	I-680/SR4 Interchange Improvements - All Phases	Modernize	Highway Operational and Interchanges	$599		$158	$107	$334
17-02-0020	Contra Costa	SR-4 Operational Improvements - All Phases	Modernize	Goods Movement	$303		$164	$124	$15
17-02-0021	Contra Costa	Reconstruct I-80/San Pablo Dam Road Interchange	Modernize	Highway Operational and Interchanges	$120		$56	$64	
17-02-0022	Contra Costa	I-680 Southbound HOV Lane between N. Main and Livorna	Modernize	Highway Operational and Interchanges	$83		$83		
17-02-0023	Contra Costa	State Route 4 Widening and Balfour Road IC Construction	Modernize	Highway Operational and Interchanges	$69		$69		
17-02-0024	Contra Costa	I-80/SR-4 Interchange Improvements - New Eastbound Willow Avenue Ramps, replace SR-4 to I-80 Ramp, and new EB off ramp at Sycamore	Modernize	Highway Operational and Interchanges	$68				$68
17-02-0025	Contra Costa	SR-24/Brookwood Ramp Modifications	Modernize	Highway Operational and Interchanges	$48			$20	$28
17-02-0026	Contra Costa	I-80/Central Avenue Interchange Modification - Phases 1 & 2	Modernize	Highway Operational and Interchanges	$26		$20	$6	
17-02-0027	Contra Costa	Construct Additional Auxiliary Lanes on I-680 - South of I-680/SR-24 Interchange	Modernize	Highway Operational and Interchanges	$20				$20
17-02-0028	Contra Costa	I-80 Eastbound and Westbound Pinole Valley Road On-ramp Improvement	Modernize	Highway Operational and Interchanges	$10		$10		
17-02-0029	Contra Costa	Eastbound SR-24: Construct Auxiliary Lane, Wilder Road to Camino Pablo	Modernize	Highway Operational and Interchanges	$7				$7
17-02-0030	Contra Costa	Widen Brentwood Boulevard - Havenwood Way to north city limit; and Chestnut to Fir	Expand	Express Lanes (Expand) and Roadway Expansion	$34		$34		
17-02-0031	Contra Costa	Widen Willow Pass Road, Lynwood Drive to SR 4	Expand	Express Lanes (Expand) and Roadway Expansion	$20		$20		
17-02-0032	Contra Costa	Widen Ygnacio Valley Road-Kirker Pass Road, Cowell to Michigan	Expand	Express Lanes (Expand) and Roadway Expansion	$20		$20		
17-02-0033	Contra Costa	Widen Camino Tassajara Road, Windemere to County Line	Expand	Express Lanes (Expand) and Roadway Expansion	$17		$17		
17-02-0034	Contra Costa	West Leland Road Extension	Expand	Express Lanes (Expand) and Roadway Expansion	$16		$16		
17-02-0035	Contra Costa	Lone Tree Way Widening	Expand	Express Lanes (Expand) and Roadway Expansion	$16		$16		
17-02-0036	Contra Costa	Pittsburg-Antioch Highway Widening	Expand	Express Lanes (Expand) and Roadway Expansion	$15		$15		
17-02-0037	Contra Costa	Widen Main St, SR 160 to Big Break Rd	Expand	Express Lanes (Expand) and Roadway Expansion	$13		$13		
17-02-0038	Contra Costa	Main Street Bypass	Expand	Express Lanes (Expand) and Roadway Expansion	$4		$4		
17-02-0039	Contra Costa	Hercules Train Station - All Phases	Modernize	Transit Efficiency and Service Improvements	$97		$15		$82
17-02-0040	Contra Costa	Martinez Intermodal Project: Phase 3	Modernize	Transit Efficiency and Service Improvements	$7				$7

RTPID	Sponsor	Title	Strategy 1	Strategy 2	Total Project Cost	Pre2017 Funding	Post 2017 Local/ Committed Funding	Nov. 2016 Ballot Measure	Regional Discretionary Funding
17-02-0041	Contra Costa	Privately Run Ferry Service including Small-Scale (non-WETA complying) Landside Improvements from Antioch, Martinez, and Hercules to San Francisco	Modernize	Transit Efficiency and Service Improvements	$73			$58	$15
17-02-0042	Contra Costa	Richmond-San Francisco Ferry Service	Modernize	Transit Efficiency and Service Improvements	$53		$53		
17-02-0043	Contra Costa	BART Capacity, Access and Parking Improvements - non vehicles	Modernize	Transit Efficiency and Service Improvements	$46			$46	
17-02-0044	Contra Costa	Landside Improvements for Richmond Ferry Service	Modernize	Transit Efficiency and Service Improvements	$25				$25
17-02-0045	Contra Costa	El Cerrito del Norte BART Station Modernization, Phase 1	Modernize	Transit Efficiency and Service Improvements	$22		$22		
17-02-0046	Contra Costa	Civic Center Railroad Platform Park & Ride Complex	Modernize	Transit Efficiency and Service Improvements	$8		$8		
17-02-0047	Contra Costa	East County Rail Extension (eBART), Phase 1	Expand	Transit Expansion	$525	$525			
17-02-0048	Contra Costa	East County Rail Extension (eBART), Phase 2 - environmental and reserve	Expand	Transit Expansion	$111			$81	$30
17-02-0049	Contra Costa	West County High Capacity Transit Investment Study Implementation - Phase 1	Expand	Transit Expansion	$15			$15	
17-02-0050	Contra Costa	Brentwood Intermodal Transit Center	Modernize	Transit Efficiency and Service Improvements	$52		$52		
17-02-0051	Contra Costa	I-680 Transit Improvements including Express Bus Service, ITS components, and Park & Ride Lots	Modernize	Transit Efficiency and Service Improvements	$130			$130	
17-02-0052	Contra Costa	Widen San Ramon Valley Boulevard form 2 to 4 lanse - Jewel Terrace to Podva Road	Expand	Express Lanes (Expand) and Roadway Expansion	$1		$1		
17-03-0001	Marin	Bicycle and Pedestrian Program	Modernize	Multimodal and Bike Ped	$30		$9		$21
17-03-0002	Marin	Climate Program: TDM and Emission Reduction Technology	Modernize	Climate	$1				$1
17-03-0003	Marin	County Safety, Security and Other	Modernize	Planning and Programs	$4				$4
17-03-0004	Marin	Roadway Operations	Modernize	Planning and Programs	$20				$20
17-03-0005	Marin	Minor Transit Improvements	Modernize	Transit Efficiency and Service Improvements	$42		$6		$36
17-03-0006	Marin	Implement Marin Sonoma Narrows HOV Lane and corridor improvements Phase 2 (Marin County)	Expand	Express Lanes (Expand) and Roadway Expansion	$136		$111		$25
17-03-0007	Marin	US 101/580 Interchange Direct Connector - PAED	Modernize	Highway Operational and Interchanges	$15				$15
17-03-0008	Marin	Tiburon East Blithedale Interchange - PAED	Modernize	Highway Operational and Interchanges	$12				$12
17-03-0009	Marin	Access Improvements to Richmond San Rafael Bridge	Modernize	Highway Operational and Interchanges	$7				$7
17-03-0010	Marin	Highway Improvement Studies	Modernize	Highway Operational and Interchanges	$5				$5
17-03-0011	Marin	Widen Novato Boulevard between Diablo Avenue and Grant Avenue	Expand	Express Lanes (Expand) and Roadway Expansion	$17		$13		$4

RTPID	Sponsor	Title	Strategy 1	Strategy 2	Total Project Cost	Pre2017 Funding	Post 2017 Local/ Committed Funding	Nov. 2016 Ballot Measure	Regional Discretionary Funding
17-03-0012	Marin	Sir Francis Drake Boulevard/Red Hill Avenue/Center Boulevard (known as "The Hub") - project development	Expand	Express Lanes (Expand) and Roadway Expansion	$6				$6
17-03-0013	Marin	San Rafael Transit Center (SRTC) Relocation Project	Modernize	Transit Efficiency and Service Improvements	$36				$36
17-03-0014	Marin	Larkspur Ferry Terminal Parking Garage - Planning Study	Modernize	Transit Efficiency and Service Improvements	$1				$1
17-03-0015	Marin	SMART Downtown San Rafael to Larkspur Rail Extension	Expand	Transit Expansion	$42	$2	$40		
17-03-0016	Marin	Multimodal Streetscape	Modernize	Multimodal and Bike Ped	$49				$49
17-04-0001	Napa	Bicycle and Pedestrian Program	Modernize	Multimodal and Bike Ped	$98		$35		$63
17-04-0002	Napa	County Safety, Security and Other	Modernize	Planning and Programs	$7				$7
17-04-0003	Napa	Multimodal Streetscape	Modernize	Multimodal and Bike Ped	$4		$1		$3
17-04-0004	Napa	Minor Roadway Expansions	Expand	Express Lanes (Expand) and Roadway Expansion	$51		$10		$41
17-04-0005	Napa	Roadway Operations	Modernize	Planning and Programs	$30	$0	$23		$7
17-04-0006	Napa	Minor Transit Improvements	Modernize	Transit Efficiency and Service Improvements	$246		$156		$90
17-04-0007	Napa	Countywide Intelligent Transportation Systems Program	Modernize	Highway Operational and Interchanges	$9				$9
17-04-0008	Napa	State Route 29 Improvements	Modernize	Highway Operational and Interchanges	$35		$35		
17-04-0009	Napa	Soscol Junction	Expand	Express Lanes (Expand) and Roadway Expansion	$61		$5		$56
17-04-0010	Napa	SR29 Gateway	Expand	Express Lanes (Expand) and Roadway Expansion	$32		$12		$20
17-05-0001	San Francisco	Bicycle and Pedestrian Program	Modernize	Multimodal and Bike Ped	$887	$16	$598	$243	$30
17-05-0002	San Francisco	Climate Program: TDM and Emission Reduction Technology	Modernize	Climate	$118		$83	$25	$10
17-05-0003	San Francisco	County Safety, Security and Other	Modernize	Planning and Programs	$418		$290	$100	$28
17-05-0004	San Francisco	Multimodal Streetscape	Modernize	Multimodal and Bike Ped	$383		$279	$90	$14
17-05-0005	San Francisco	PDA Planning	Modernize	Planning and Programs	$51	$2	$47		$2
17-05-0006	San Francisco	Additional Local Road Preservation/Rehab	Operate and Maintain	Local Streets Preservation and Operations	$1,267			$1,267	
17-05-0007	San Francisco	Transit Preservation/Rehabilitation	Operate and Maintain	Transit Capital Preservation	$2,256		$1,871	$385	
17-05-0008	San Francisco	Minor Roadway Expansions	Expand	Express Lanes (Expand) and Roadway Expansion	$906	$43	$863		
17-05-0009	San Francisco	Roadway Operations	Modernize	Planning and Programs	$182		$137	$45	
17-05-0010	San Francisco	Minor Transit Improvements	Modernize	Transit Efficiency and Service Improvements	$1,121	$110	$144	$867	
17-05-0011	San Francisco	San Francisco Late Night Transportation Improvements	Modernize	Regional and County Access Initiatives	$91		$10	$39	$42

RTPID	Sponsor	Title	Strategy 1	Strategy 2	Total Project Cost	Pre2017 Funding	Post 2017 Local/ Committed Funding	Nov. 2016 Ballot Measure	Regional Discretionary Funding
17-05-0012	San Francisco	SFgo Integrated Transportation Management System	Modernize	Highway Operational and Interchanges	$89	$48	$17		$24
17-05-0013	San Francisco	Expand SFMTA Transit Fleet	Modernize	Transit Efficiency and Service Improvements	$1,488		$814	$193	$481
17-05-0014	San Francisco	Muni Forward (Transit Effectiveness Project)	Modernize	Transit Efficiency and Service Improvements	$612	$208	$159		$245
17-05-0015	San Francisco	Rail Capacity Long Term Planning and Conceptual Design - All	Modernize	Transit Efficiency and Service Improvements	$450		$100	$250	$100
17-05-0016	San Francisco	Better Market Street - Transportation Elements	Modernize	Transit Efficiency and Service Improvements	$415	$0	$215		$200
17-05-0017	San Francisco	Core Capacity Implementation - Planning and Conceptual Engineering	Modernize	Transit Efficiency and Service Improvements	$335		$20		$315
17-05-0018	San Francisco	Downtown San Francisco Ferry Terminal Expansion - Phase II	Modernize	Transit Efficiency and Service Improvements	$43				$43
17-05-0019	San Francisco	Establish new ferry terminal at Mission Bay 16th Street	Modernize	Transit Efficiency and Service Improvements	$17				$17
17-05-0020	San Francisco	HOV/HOT Lanes on U.S. 101 and I-280 in San Francisco	Modernize	Express Lanes (Conversions) and Pricing	$90		$22	$47	$21
17-05-0021	San Francisco	Geary Boulevard Bus Rapid Transit	Modernize	Transit Efficiency and Service Improvements	$300	$0	$57		$243
17-05-0022	San Francisco	Presidio Parkway	Modernize	Highway Operational and Interchanges	$1,595	$859	$736		
17-05-0023	San Francisco	Yerba Buena Island (YBI) I-80 Interchange Improvement	Modernize	Highway Operational and Interchanges	$169	$105	$64		
17-05-0024	San Francisco	Balboa Park Station Area - Southbound I-280 Off-Ramp Realignment at Ocean Avenue	Modernize	Highway Operational and Interchanges	$11	$1			$10
17-05-0025	San Francisco	Balboa Park Station Area - Closure of Northbound I-280 On-Ramp from Geneva Avenue	Modernize	Highway Operational and Interchanges	$6				$6
17-05-0026	San Francisco	Bayshore Station Multimodal Planning and Design	Modernize	Multimodal and Bike Ped	$13		$13		
17-05-0027	San Francisco	Hunters Point Shipyard and Candlestick Point Local Roads Phase 1	Expand	Express Lanes (Expand) and Roadway Expansion	$501	$14	$487		
17-05-0028	San Francisco	Southeast San Francisco Caltrain Station - Environmental	Modernize	Transit Efficiency and Service Improvements	$11	$1	$10		
17-05-0029	San Francisco	Downtown Value Pricing/Incentives - Pilot, Transit Service, Supportive Infrastructure	Modernize	Express Lanes (Conversions) and Pricing	$876		$826		$50
17-05-0030	San Francisco	Treasure Island Mobility Management Program: Intermodal Terminal, Congestion Toll, Transit Service, Transit Capital	Modernize	Express Lanes (Conversions) and Pricing	$974		$925		$49
17-05-0031	San Francisco	Southeast Waterfront Transportation Improvements - Phase 1	Modernize	Transit Efficiency and Service Improvements	$406		$406		
17-05-0032	San Francisco	Geneva-Harney Bus Rapid Transit	Modernize	Transit Efficiency and Service Improvements	$256		$156		$100
17-05-0033	San Francisco	Van Ness Avenue Bus Rapid Transit	Modernize	Transit Efficiency and Service Improvements	$215		$215		
17-05-0034	San Francisco	Arena Transit Capacity Improvements	Modernize	Transit Efficiency and Service Improvements	$137		$137		

RTPID	Sponsor	Title	Strategy 1	Strategy 2	Total Project Cost	Pre2017 Funding	Post 2017 Local/ Committed Funding	Nov. 2016 Ballot Measure	Regional Discretionary Funding
17-05-0035	San Francisco	EN Trips: All Components	Modernize	Transit Efficiency and Service Improvements	$122		$101		$21
17-05-0036	San Francisco	Regional/Local Express Bus to Support Express Lanes in SF	Modernize	Transit Efficiency and Service Improvements	$82		$56		$26
17-05-0037	San Francisco	Parkmerced Transportation Improvements	Modernize	Transit Efficiency and Service Improvements	$76		$76		
17-05-0039	San Francisco	Geneva Light Rail Phase I: Operational Improvements, Planning and Environmental	Modernize	Transit Efficiency and Service Improvements	$18		$18		
17-05-0040	San Francisco	T-Third Mission Bay Loop	Modernize	Transit Efficiency and Service Improvements	$7	$7			
17-05-0041	San Francisco	T-Third Phase II: Central Subway	Expand	Transit Expansion	$1,578	$1,578			
17-05-0042	San Francisco	Historic Streetcar Extension - Fort Mason to 4th & King	Expand	Transit Expansion	$87		$4		$83
17-06-0001	San Mateo	Bicycle and Pedestrian Program	Modernize	Multimodal and Bike Ped	$247	$21	$138		$88
17-06-0002	San Mateo	County Safety, Security and Other	Modernize	Planning and Programs	$41	$1	$28		$12
17-06-0003	San Mateo	Multimodal Streetscape	Modernize	Multimodal and Bike Ped	$289	$14	$197		$78
17-06-0004	San Mateo	Minor Roadway Expansions	Expand	Express Lanes (Expand) and Roadway Expansion	$58	$1	$46		$11
17-06-0005	San Mateo	Roadway Operations	Modernize	Planning and Programs	$64		$43		$21
17-06-0006	San Mateo	County-wide Intelligent Transportation System (ITS) and Traffic Operation System Improvements	Modernize	Highway Operational and Interchanges	$93		$80		$13
17-06-0007	San Mateo	Modify existing lanes on U.S. 101 to accommodate HOV/T lane	Expand	Express Lanes (Expand) and Roadway Expansion	$365	$15	$250		$100
17-06-0008	San Mateo	Add northbound and southbound modified auxiliary lanes and/ or implementation of HOT lanes on U.S. 101 from Oyster Point to San Francisco County line	Expand	Express Lanes (Expand) and Roadway Expansion	$222	$5	$172		$45
17-06-0009	San Mateo	Improve operations at U.S. 101 near Route 92 - Phased	Modernize	Goods Movement	$258	$2	$250		$6
17-06-0010	San Mateo	Improve U.S. 101/Woodside Road interchange	Modernize	Goods Movement	$171	$7	$98		$66
17-06-0011	San Mateo	US 101 Produce Avenue Interchange	Modernize	Goods Movement	$146	$10	$100		$36
17-06-0012	San Mateo	U.S. 101 Interchange at Peninsula Avenue	Modernize	Highway Operational and Interchanges	$89	$9	$65		$15
17-06-0013	San Mateo	Reconstruct U.S. 101/Broadway interchange	Modernize	Highway Operational and Interchanges	$83	$83			
17-06-0014	San Mateo	Reconstruct U.S. 101/Willow Road interchange	Modernize	Highway Operational and Interchanges	$80	$60	$8		$12
17-06-0015	San Mateo	Construct auxiliary lanes (one in each direction) on U.S. 101 from Marsh Road to Embarcadero Road	Modernize	Highway Operational and Interchanges	$79	$79			
17-06-0016	San Mateo	Improve access to and from the west side of Dumbarton Bridge on Route 84 connecting to U.S. 101 per Gateway 2020 Study - Phased	Modernize	Highway Operational and Interchanges	$39	$3	$13		$23
17-06-0017	San Mateo	Route 101/Holly St Interchange Access Improvements	Modernize	Highway Operational and Interchanges	$34	$1	$25		$8

RTPID	Sponsor	Title	Strategy 1	Strategy 2	Total Project Cost	Pre2017 Funding	Post 2017 Local/ Committed Funding	Nov. 2016 Ballot Measure	Regional Discretionary Funding
17-06-0018	San Mateo	Improve local access at I-280/I-380 from Sneath Lane to San Bruno Avenue to I-380 - Environmental only	Modernize	Highway Operational and Interchanges	$32		$30		$2
17-06-0019	San Mateo	State Route 92-82 (El Camino) Interchange Improvement	Modernize	Highway Operational and Interchanges	$30	$25	$5		
17-06-0020	San Mateo	Hwy 1 operational & safety improvements in County Midcoast (acceleration/deceleration lanes; turn lanes; bike lanes; pedestrian crossings; and trails)	Modernize	Highway Operational and Interchanges	$29	$4	$21		$4
17-06-0021	San Mateo	Environmental Studies for 101/Candlestick Interchange	Modernize	Highway Operational and Interchanges	$25	$5	$15		$5
17-06-0022	San Mateo	Westbound slow vehicle lane on Route 92 between Route 35 and I-280 - Environmental Phase	Modernize	Highway Operational and Interchanges	$25		$20		$5
17-06-0023	San Mateo	Route 1 Improvements in Half Moon Bay	Modernize	Highway Operational and Interchanges	$19	$10	$7		$2
17-06-0024	San Mateo	Reconstruct U.S. 101/Sierra Point Parkway interchange (includes extension of Lagoon Way to U.S. 101)	Modernize	Highway Operational and Interchanges	$17	$8	$9		
17-06-0025	San Mateo	US 101/University Ave. Interchange Improvements	Modernize	Highway Operational and Interchanges	$11		$7		$4
17-06-0026	San Mateo	Implement incentive programs to support transit-oriented development	Modernize	Multimodal and Bike Ped	$106		$100		$6
17-06-0027	San Mateo	Implement supporting infrastructure and Automated Transit Signal Priority to support SamTrans express rapid bus service along El Camino Real	Modernize	Multimodal and Bike Ped	$1		$1		
17-06-0028	San Mateo	Make incremental increase in SamTrans paratransit service - Phase	Modernize	Regional and County Access Initiatives	$377		$289		$88
17-06-0029	San Mateo	Add new rolling stock and infrastructure to support SamTrans bus rapid transit along El Camino Real-Phase	Modernize	Transit Efficiency and Service Improvements	$228		$205		$23
17-06-0030	San Mateo	Environmental Clearance and Design of the Redwood City Ferry Terminal and Service	Expand	Transit Expansion	$8		$8		
17-06-0031	San Mateo	Implement Redwood City Street Car - Planning Phase	Expand	Transit Expansion	$1		$0		$1
17-06-0032	San Mateo	Route 1 San Pedro Creek Bridge Replacement and Creek Widening Project	Expand	Express Lanes (Expand) and Roadway Expansion	$14	$14			
17-06-0033	San Mateo	Widen Route 92 between SR 1 and Pilarcitos Creek alignment, includes widening of travel lanes and shoulders	Expand	Express Lanes (Expand) and Roadway Expansion	$8	$0	$6		$2
17-06-0034	San Mateo	Construct Route 1 (Calera Parkway) northbound and southbound lanes from Fassler Avenue to Westport Drive in Pacifica	Expand	Express Lanes (Expand) and Roadway Expansion	$58	$9	$35		$14
17-06-0035	San Mateo	I-280 improvements near D Street exit	Expand	Express Lanes (Expand) and Roadway Expansion	$1				$1
17-06-0036	San Mateo	Widen Skyline Boulevard (Route 35) to 4-lane roadway from I-280 to Sneath Lane - Phased	Expand	Express Lanes (Expand) and Roadway Expansion	$25		$17		$8

RTPID	Sponsor	Title	Strategy 1	Strategy 2	Total Project Cost	Pre2017 Funding	Post 2017 Local/ Committed Funding	Nov. 2016 Ballot Measure	Regional Discretionary Funding
17-06-0037	San Mateo	Widen Millbrae Avenue between Rollins Road and U.S. 101 soutbound on-ramp and resurface intersection of Millbrae Avenue and Rollins Road	Expand	Express Lanes (Expand) and Roadway Expansion	$11		$11		
17-06-0038	San Mateo	Construct a 6-lane arterial from Geneva Avenue/Bayshore Boulevard intersection to U.S. 101/Candlestick Point interchange - Environmental phase	Expand	Express Lanes (Expand) and Roadway Expansion	$17	$1	$15		$1
17-06-0039	San Mateo	Grade Separations	Modernize	Planning and Programs	$265	$5	$221		$39
17-06-0040	San Mateo	Extend Blomquist Street over Redwood Creek to East Bayshore and Bair Island Road	Expand	Express Lanes (Expand) and Roadway Expansion	$28	$19	$5		$4
17-07-0001	Santa Clara	Bicycle and Pedestrian Program	Modernize	Multimodal and Bike Ped	$874		$295	$300	$279
17-07-0002	Santa Clara	Caltrain Grade Separations	Modernize	Planning and Programs	$800			$800	
17-07-0003	Santa Clara	Multimodal Streetscape	Modernize	Multimodal and Bike Ped	$446		$196		$250
17-07-0004	Santa Clara	Additional Local Road Preservation/Rehab	Operate and Maintain	Local Streets Preservation and Operations	$1,420			$1,420	
17-07-0005	Santa Clara	Minor Roadway Expansions	Expand	Express Lanes (Expand) and Roadway Expansion	$980		$436		$544
17-07-0007	Santa Clara	Affordable Fare Program	Modernize	Regional and County Access Initiatives	$44			$44	
17-07-0008	Santa Clara	Implement System Operations and Management Program for Santa Clara County	Modernize	Highway Operational and Interchanges	$899		$600		$299
17-07-0009	Santa Clara	SR 87 Technology-based Corridor Improvements	Modernize	Highway Operational and Interchanges	$52		$30	$22	
17-07-0010	Santa Clara	Hwy. Transportation Operations System/Freeway Performance Initiative Phase 1 & 2	Modernize	Highway Operational and Interchanges	$20		$10	$10	
17-07-0012	Santa Clara	BART Silicon Valley Extension - San Jose (Berryessa) to Santa Clara (escalated capital cost is $5.175 billion)	Expand	Transit Expansion	$5,467		$1,717	$1,500	$2,250
17-07-0013	Santa Clara	Implement El Camino Rapid Transit Project	Modernize	Transit Efficiency and Service Improvements	$267		$192		$75
17-07-0021	Santa Clara	Alviso Wetlands Doubletrack	Modernize	Goods Movement	$196		$196		
17-07-0022	Santa Clara	Environmental Studies for SR-152 New Alignment	Expand	Express Lanes (Expand) and Roadway Expansion	$30			$30	
17-07-0023	Santa Clara	US 101/Zanker Rd./Skyport Dr./Fourth St. Interchange Improvements	Modernize	Highway Operational and Interchanges	$161		$75	$86	
17-07-0024	Santa Clara	Lawrence/Stevens Creek/I-280 Interchange	Modernize	Highway Operational and Interchanges	$140		$70	$70	
17-07-0025	Santa Clara	I-280/Winchester Blvd Interchange Improvements	Modernize	Highway Operational and Interchanges	$100		$50	$50	
17-07-0026	Santa Clara	I-280/Wolfe Road Interchange Improvements	Modernize	Highway Operational and Interchanges	$97		$40	$57	
17-07-0027	Santa Clara	US 101/Mabury Rd./Taylor St. Interchange Improvements	Modernize	Highway Operational and Interchanges	$82		$21	$61	
17-07-0028	Santa Clara	I-280 Mainline Improvements from County line to Sunnyvale	Modernize	Highway Operational and Interchanges	$60		$30	$30	

RTPID	Sponsor	Title	Strategy 1	Strategy 2	Total Project Cost	Pre2017 Funding	Post 2017 Local/ Committed Funding	Nov. 2016 Ballot Measure	Regional Discretionary Funding
17-07-0029	Santa Clara	I-280/Saratoga Avenue Interchange Improvements	Modernize	Highway Operational and Interchanges	$60		$30	$30	
17-07-0030	Santa Clara	I-280 Northbound Braided Ramps between Foothill Expressway and SR 85	Modernize	Highway Operational and Interchanges	$54		$34	$20	
17-07-0031	Santa Clara	US 101 Southbound/Trimble Rd./De La Cruz Blvd./Central Expressway Interchange Improvements	Modernize	Highway Operational and Interchanges	$53		$20	$33	
17-07-0032	Santa Clara	I-680/ Alum Rock/ McKee Road Interchange Improvements	Modernize	Highway Operational and Interchanges	$47			$47	
17-07-0033	Santa Clara	SR 237/Mathilda Ave. and US 101/Mathilda Ave. Interchange Improvement	Modernize	Highway Operational and Interchanges	$42			$42	
17-07-0034	Santa Clara	US 101 Interchanges Improvements: San Antonio Rd. to Charleston Rd./Rengstorff Ave.	Modernize	Highway Operational and Interchanges	$40		$20	$20	
17-07-0035	Santa Clara	US 101/Buena Vista Ave. Interchange Improvements	Modernize	Highway Operational and Interchanges	$40		$20	$20	
17-07-0036	Santa Clara	SR 85 Northbound to Eastbound SR 237 Connector Ramp and Northbound SR 85 Auxiliary Lane	Modernize	Highway Operational and Interchanges	$39		$9	$30	
17-07-0037	Santa Clara	SR 85/El Camino Real Interchange Improvements	Modernize	Highway Operational and Interchanges	$28			$28	
17-07-0038	Santa Clara	US 101/Blossom Hill Rd. Interchange Improvements	Modernize	Highway Operational and Interchanges	$28			$28	
17-07-0039	Santa Clara	US 101/Old Oakland Rd. Interchange Improvements	Modernize	Highway Operational and Interchanges	$28		$7	$21	
17-07-0040	Santa Clara	US 101/Shoreline Blvd. Interchange Improvements	Modernize	Highway Operational and Interchanges	$20			$20	
17-07-0042	Santa Clara	SR 237/Great America Parkway WB Off- Ramps Improvements	Modernize	Highway Operational and Interchanges	$15			$15	
17-07-0043	Santa Clara	SR 237/El Camino Real/Grant Rd. Intersection Improvements	Modernize	Highway Operational and Interchanges	$6			$6	
17-07-0044	Santa Clara	Double Lane Southbound US 101 off-ramp to Southbound SR 87	Modernize	Highway Operational and Interchanges	$3			$3	
17-07-0051	Santa Clara	Widen Calaveras Blvd. overpass from 4 to 6 lanes	Expand	Express Lanes (Expand) and Roadway Expansion	$85		$50	$35	
17-07-0056	Santa Clara	Bus Stop Improvements	Modernize	Transit Efficiency and Service Improvements	$47			$47	
17-07-0057	Santa Clara	Frequent Core Bus Network - 15 minutes	Modernize	Transit Efficiency and Service Improvements	$658		$200	$458	
17-07-0058	Santa Clara	SR 85 Corridor Improvements - reserve amount	Modernize	Transit Efficiency and Service Improvements	$450			$450	
17-07-0059	Santa Clara	Implement Stevens Creek Rapid Transit Project	Modernize	Transit Efficiency and Service Improvements	$254		$254		
17-07-0060	Santa Clara	North First Street light rail speed Improvements	Modernize	Transit Efficiency and Service Improvements	$12		$12		
17-07-0061	Santa Clara	Extend Capitol Expressway light rail to Eastridge Transit Center - Phase II	Expand	Transit Expansion	$386		$386		
17-07-0062	Santa Clara	Extend light-rail transit from Winchester Station to Route 85 (Vasona Junction)	Expand	Transit Expansion	$256		$256		

RTPID	Sponsor	Title	Strategy 1	Strategy 2	Total Project Cost	Pre2017 Funding	Post 2017 Local/ Committed Funding	Nov. 2016 Ballot Measure	Regional Discretionary Funding
17-07-0063	Santa Clara	Mineta San Jose International Airport APM connector - planning and environmental	Expand	Transit Expansion	$50		$50		
17-07-0064	Santa Clara	County Safety, Security, Noise and Other	Modernize	Planning and Programs	$25		$10	$15	
17-07-0065	Santa Clara	Caltrain Station and Service Enhancements	Modernize	Transit Efficiency and Service Improvements	$722		$150	$572	
17-07-0066	Santa Clara	Future Transit Corridor Studies	Modernize	Transit Efficiency and Service Improvements	$5		$5		
17-07-0067	Santa Clara	SR 17 Corridor Congestion Relief in Los Gatos	Modernize	Highway Operational and Interchanges	$30		$15	$15	
17-07-0068	Santa Clara	237 WB Additional Lane from McCarthy to North First	Modernize	Highway Operational and Interchanges	$52		$12	$40	
17-07-0069	Santa Clara	US 101/SR 25 Interchange	Modernize	Highway Operational and Interchanges	$185		$150	$35	
17-07-0070	Santa Clara	SR 237 Express Lanes: North First St. to Mathilda Ave.	Modernize	Express Lanes (Conversions) and Pricing	$27		$27		
17-07-0074	Santa Clara	SR 85 Express Lanes: US 101 (South San Jose) to Mountain View	Expand	Express Lanes (Expand) and Roadway Expansion	$198		$198		
17-07-0075	Santa Clara	US 101 Express Lanes: Whipple Ave. in San Mateo County to Cochrane Road in Morgan Hill	Expand	Express Lanes (Expand) and Roadway Expansion	$507		$507		
17-07-0076	Santa Clara	Santa Clara County Express Lanes Operations and Maintenance	Expand	Express Lanes (Expand) and Roadway Expansion	$720		$720		
17-07-0077	Santa Clara	BART – Warm Springs to Berryessa Extension (SVBX)	Expand	Transit Expansion	$2,522	$2,324	$197		
17-07-0078	Santa Clara	Envision Expressway (Tier 1 Expressway Plan) Major and Minor Projects	Expand	Express Lanes (Expand) and Roadway Expansion	$821			$821	
17-07-0079	Santa Clara	Envision Highway Minor Projects	Modernize	Highway Operational and Interchanges	$56			$56	
17-07-0080	Santa Clara	Alum Rock/Santa Clara Street Bus Rapid Transit	Modernize	Transit Efficiency and Service Improvements	$115	$115			
17-07-0081	Santa Clara	I-880 Express Lanes: SR-237 to US-101	Modernize	Express Lanes (Conversions) and Pricing	$28		$28		
17-07-0082	Santa Clara	SR-87 Express Lanes: I-880 to SR-85	Modernize	Express Lanes (Conversions) and Pricing	$43		$43		
17-07-0083	Santa Clara	I-680 Express Lanes: SR-237 to US-101	Modernize	Express Lanes (Conversions) and Pricing	$91		$91		
17-07-0084	Santa Clara	I-280 Express Lanes: US-101 to Magdalena Avenue	Modernize	Express Lanes (Conversions) and Pricing	$113		$113		
17-07-0085	Santa Clara	Santa Clara County Express Lanes - Environmental and Design Phase for Future Segments	Expand	Express Lanes (Expand) and Roadway Expansion	$200		$200		
17-07-0086	Santa Clara	Santa Clara County Express Lanes - Reserve	Expand	Express Lanes (Expand) and Roadway Expansion	$384		$384		
17-07-0087	Santa Clara	Widen San Tomas Expressway to 8 Lanes from Stevens Creek Blvd to Campbell Ave	Expand	Express Lanes (Expand) and Roadway Expansion	$44		$44		
17-07-0088	Santa Clara	Senter Road Widening from Umbarger to Lewis	Expand	Express Lanes (Expand) and Roadway Expansion	$8		$2		$6

RTPID	Sponsor	Title	Strategy 1	Strategy 2	Total Project Cost	Pre2017 Funding	Post 2017 Local/ Committed Funding	Nov. 2016 Ballot Measure	Regional Discretionary Funding
17-07-0089	Santa Clara	South Bascom Complete Streets	Expand	Express Lanes (Expand) and Roadway Expansion	$40		$8		$32
17-07-0090	Santa Clara	Widen Brokaw Bridge over Coyote Creek	Expand	Express Lanes (Expand) and Roadway Expansion	$29		$6		$23
17-07-0091	Santa Clara	Widen Oakland Road from 4-lanes to 6-lanes between U.S. 101 and Montague Expressway	Expand	Express Lanes (Expand) and Roadway Expansion	$15		$3		$12
17-08-0001	Solano	Access and Mobility Program	Modernize	Regional and County Access Initiatives	$113		$94		$19
17-08-0002	Solano	Bicycle and Pedestrian Program	Modernize	Multimodal and Bike Ped	$20		$10		$10
17-08-0003	Solano	Climate Program: TDM and Emission Reduction Technology	Modernize	Climate	$23		$4		$19
17-08-0004	Solano	County Safety, Security and Other	Modernize	Planning and Programs	$17	$2	$3		$12
17-08-0005	Solano	Multimodal Streetscape	Modernize	Multimodal and Bike Ped	$2		$2		
17-08-0006	Solano	PDA Planning	Modernize	Planning and Programs	$17		$2		$15
17-08-0007	Solano	Minor Roadway Expansions	Expand	Express Lanes (Expand) and Roadway Expansion	$10		$10		
17-08-0008	Solano	Roadway Operations	Modernize	Planning and Programs	$59		$1		$58
17-08-0009	Solano	I-80/I-680/SR12 Interchange (Packages 2-7)	Modernize	Goods Movement	$380	$5	$90		$285
17-08-0010	Solano	Improve interchanges and widen roadways serving Solano County Fairgrounds, including Redwood Parkway	Modernize	Highway Operational and Interchanges	$100		$55		$45
17-08-0011	Solano	Provide auxiliary lanes on I-80 in eastbound and westbound directions from I-680 to Airbase Parkway	Modernize	Goods Movement	$57		$20		$37
17-08-0012	Solano	Construct 4-lane Jepson Parkway from Route 12 to Leisure Town Road at I-80	Expand	Express Lanes (Expand) and Roadway Expansion	$85	$59	$26		
17-08-0013	Solano	Conduct planning and design studies along SR-12 corridor in Solano County	Modernize	Goods Movement	$58		$10		$48
17-08-0014	Solano	Construct train station building and support facilities at the new Fairfield / Vacaville multimodal station	Modernize	Transit Efficiency and Service Improvements	$81	$63			$18
17-08-0015	Solano	Solano MLIP Support Projects	Modernize	Transit Efficiency and Service Improvements	$115		$10		$105
17-08-0016	Solano	Vallejo Station Parking Structure Phase B	Modernize	Transit Efficiency and Service Improvements	$30				$30
17-08-0017	Solano	I-80 WB Truck Scales	Modernize	Goods Movement	$170				$170
17-09-0001	Sonoma	Bicycle and Pedestrian Program	Modernize	Multimodal and Bike Ped	$173		$123		$50
17-09-0002	Sonoma	SMART Rail Freight Improvements	Modernize	Goods Movement	$10		$10		
17-09-0003	Sonoma	Multimodal Streetscape	Modernize	Multimodal and Bike Ped	$28		$18		$10
17-09-0004	Sonoma	Minor Roadway Expansions	Expand	Express Lanes (Expand) and Roadway Expansion	$176	$19	$157		
17-09-0005	Sonoma	Roadway Operations	Modernize	Planning and Programs	$272		$152		$120
17-09-0006	Sonoma	Implement Marin Sonoma Narrows Phase 2 (Sonoma County)	Expand	Express Lanes (Expand) and Roadway Expansion	$243		$120		$123

RTPID	Sponsor	Title	Strategy 1	Strategy 2	Total Project Cost	Pre2017 Funding	Post 2017 Local/ Committed Funding	Nov. 2016 Ballot Measure	Regional Discretionary Funding
17-09-0008	Sonoma	Arata Lane Interchange	Expand	Express Lanes (Expand) and Roadway Expansion	$4		$4		
17-09-0009	Sonoma	Cotati US 101/Railroad Avenue Improvements (incl. Penngrove)	Modernize	Highway Operational and Interchanges	$56		$56		
17-09-0010	Sonoma	Hearn Avenue Interchange	Modernize	Highway Operational and Interchanges	$36		$36		
17-09-0011	Sonoma	Shiloh Road Interchange Reconstruction	Modernize	Highway Operational and Interchanges	$27		$27		
17-09-0012	Sonoma	Cotati Highway 116 Cotati Corridor Improvements	Modernize	Highway Operational and Interchanges	$20		$20		
17-09-0013	Sonoma	Petaluma Crosstown Connector and Rainier Interchange	Expand	Express Lanes (Expand) and Roadway Expansion	$123		$123		
17-09-0014	Sonoma	Farmers Lane extension between Bennett Valley Rd and Yolanda Avenue	Expand	Express Lanes (Expand) and Roadway Expansion	$72	$5	$67		
17-09-0015	Sonoma	Road Diet Extension - Petaluma Boulevard South	Expand	Express Lanes (Expand) and Roadway Expansion	$3		$3		
17-09-0016	Sonoma	SMART Petaluma Infill Station	Modernize	Transit Efficiency and Service Improvements	$11		$11		
17-09-0017	Sonoma	Enhance bus service frequencies in Sonoma County	Modernize	Transit Efficiency and Service Improvements	$409		$80		$329
17-09-0018	Sonoma	SMART Rail Extension to Windsor + Environmental to Cloverdale + Bike Path	Expand	Transit Expansion	$49		$49		
17-10-0001	AC Transit	AC Transit Fleet Expansion and Major Corridors	Modernize	Transit Efficiency and Service Improvements	$340				$340
17-10-0003	AC Transit	San Pablo Avenue BRT	Modernize	Transit Efficiency and Service Improvements	$300		$25		$275
17-10-0004	AC Transit	Environmental Studies for Bay Bridge Contraflow Lane	Modernize	Transit Efficiency and Service Improvements	$20				$20
17-10-0005	BART	BART Metro Program + Bay Fair Connector	Modernize	Transit Efficiency and Service Improvements	$1,055		$267	$200	$588
17-10-0006	BART	BART Transbay Core Capacity Project	Modernize	Transit Efficiency and Service Improvements	$3,419		$769	$1,000	$1,650
17-10-0007	CAHSR	California HSR in the Bay Area	Expand	Transit Expansion	$8,489		$8,489		
17-10-0008	Caltrain	Caltrain Electrification Phase 1 + CBOSS	Modernize	Transit Efficiency and Service Improvements	$2,360		$1,120		$1,240
17-10-0009	GGBHTD	Golden Gate Bridge Capital and Operations	Operate and Maintain	Highway and Bridge Preservation	$2,031		$2,031		
17-10-0010	GGBHTD	Bus and Ferry Service Expansion	Modernize	Transit Efficiency and Service Improvements	$199		$199		
17-10-0011	Multi-County	Lifeline, Community Based Transportation Program, and Mobility Management	Modernize	Regional and County Access Initiatives	$890				$890
17-10-0012	Multi-County	Means-Based Fare Study Implementation	Modernize	Regional and County Access Initiatives	$150				$150
17-10-0013	Multi-County	Transportation Management Systems	Modernize	Highway Operational and Interchanges	$500				$500

RTPID	Sponsor	Title	Strategy 1	Strategy 2	Total Project Cost	Pre2017 Funding	Post 2017 Local/ Committed Funding	Nov. 2016 Ballot Measure	Regional Discretionary Funding
17-10-0014	Multi-County	Bay Trail - non toll bridge segments	Modernize	Multimodal and Bike Ped	$220		$8		$212
17-10-0015	Multi-County	Climate Program: TDM and Emission Reduction Technology	Modernize	Climate	$535	$9	$36		$490
17-10-0016	Multi-County	Cost Contingency	Operate and Maintain	Cost Contingency and Debt Service	$1,000				$1,000
17-10-0017	Multi-County	Capital Projects Debt Service	Operate and Maintain	Cost Contingency and Debt Service	$4,100		$3,000		$1,100
17-10-0018	Multi-County	Goods Movement Clean Fuels and Impact Reduction Program	Modernize	Goods Movement	$350				$350
17-10-0019	Multi-County	Goods Movement Technology Program	Modernize	Goods Movement	$300				$300
17-10-0020	Multi-County	New/Small Starts Reserve	Expand	Transit Expansion	$640				$640
17-10-0021	Multi-County	Priority Development Area (PDA) Planning Grants	Modernize	Planning and Programs	$200				$200
17-10-0022	Multi-County	Local and Streets and Roads - Existing Conditions	Operate and Maintain	Local Streets Preservation and Operations	$20,698		$12,918		$7,780
17-10-0023	Multi-County	Local Streets and Roads - Operations	Operate and Maintain	Local Streets Preservation and Operations	$12,850		$12,850		
17-10-0024	Multi-County	Regional and Local Bridges - Exisiting Conditions	Operate and Maintain	Highway and Bridge Preservation	$14,550		$14,300		$250
17-10-0025	Multi-County	Regional State Highways - Existing Conditions	Operate and Maintain	Highway and Bridge Preservation	$13,750		$13,750		
17-10-0026	Multi-County	Regional Transit Capital - Existing Conditions	Operate and Maintain	Transit Capital Preservation	$28,957		$4,076	$3,300	$21,581
17-10-0027	Multi-County	Regional Transit Operations	Operate and Maintain	Transit Operations	$121,792		$105,741		$16,051
17-10-0028	Multi-County	Clipper	Modernize	Transit Efficiency and Service Improvements	$1,735		$661		$1,074
17-10-0029	Multi-County	511 Traveler Information Program	Modernize	Transit Efficiency and Service Improvements	$280		$41		$239
17-10-0030	Multi-County	SAFE Freeway Patrol	Modernize	Highway Operational and Interchanges	$150		$150		
17-10-0031	Multi-County	Regional Transportation Emergency Management Program	Modernize	Planning and Programs	$25				$25
17-10-0032	Multi-County	Regional Rail Station Modernization and Access Improvements	Modernize	Transit Efficiency and Service Improvements	$370			$210	$160
17-10-0033	Multi-County	Bay Area Forward - Active Traffic Management, Arterial Operations , Connected Vehicles, Shared Mobility, Transbay Operations, Managed Lanes Implementation Plan Operations, Transit and Commuter Parking	Modernize	Highway Operational and Interchanges	$995		$129		$866
17-10-0034	Multi-County	San Francisco-Oakland Bay Bridge West Span Bicycle, Pedestrian, and Maintenance Path - Environmental Only	Modernize	Multimodal and Bike Ped	$30	$10			$20
17-10-0036	Multi-County	I-580 Access Improvements Project	Modernize	Highway Operational and Interchanges	$74	$74			

RTPID	Sponsor	Title	Strategy 1	Strategy 2	Total Project Cost	Pre2017 Funding	Post 2017 Local/ Committed Funding	Nov. 2016 Ballot Measure	Regional Discretionary Funding
17-10-0037	Multi-County	Highway 37 Improvements and Sea Level Rise Mitigation PSR	Modernize	Goods Movement	$24		$12		$12
17-10-0038	TJPA	Caltrain/HSR Downtown San Francisco Extension (capital cost is $3.999 billion)	Expand	Transit Expansion	$4,250	$109	$1,058		$3,083
17-10-0039	TJPA	Implement Transbay Transit Center/Caltrain Downtown Extension (Phase 1 - Transbay Transit Center)	Expand	Transit Expansion	$2,259	$2,200	$59		
17-10-0040	WETA	North Bay Ferry Service Enhancement	Modernize	Transit Efficiency and Service Improvements	$220				$220
17-10-0041	WETA	Central Bay Ferry Service Enhancement	Modernize	Transit Efficiency and Service Improvements	$212				$212
17-10-0042	WETA	Albany/Berkeley Ferry Terminal	Modernize	Transit Efficiency and Service Improvements	$143				$143
17-10-0043	Multi-County	Regional Carpool Program	Modernize	Climate	$60	$3	$8		$48
17-10-0044	Multi-County	I-80 Express Lanes in both directions: Airbase Parkway to Red Top Road	Modernize	Express Lanes (Conversions) and Pricing	$44		$15		$29
17-10-0045	Multi-County	I-80 Express Lanes: Westbound Bay Bridge Approaches	Modernize	Express Lanes (Conversions) and Pricing	$18		$0		$18
17-10-0047	Multi-County	I-680 Express Lanes: Northbound from Marina Vista to SR 242	Modernize	Express Lanes (Conversions) and Pricing	$15		$2		$13
17-10-0048	Multi-County	I-680 Express Lanes: Southbound from Marina Vista to Rudgear	Modernize	Express Lanes (Conversions) and Pricing	$36		$36		
17-10-0049	Multi-County	I-680 Express Lanes in both directions: Livorna/Rudgear to Alcosta	Modernize	Express Lanes (Conversions) and Pricing	$56		$56		
17-10-0050	Multi-County	SR-84 Express Lanes: Westbound from I-880 to Dumbarton Bridge Toll Plaza	Modernize	Express Lanes (Conversions) and Pricing	$6		$2		$4
17-10-0051	Multi-County	SR-92 Express Lanes: Westbound from Hesperian to San Mateo Bridge Toll Plaza	Modernize	Express Lanes (Conversions) and Pricing	$7		$2		$5
17-10-0052	Multi-County	I-880 Express Lanes in both directions: Hegenberger/Lewelling to SR-237	Modernize	Express Lanes (Conversions) and Pricing	$78		$40		$38
17-10-0053	Multi-County	I-80 Express Lanes in both directions: Carquinez Bridge to Bay Bridge	Modernize	Express Lanes (Conversions) and Pricing	$81		$41		$40
17-10-0054	Multi-County	MTC Express Lane Program Cost	Modernize	Express Lanes (Conversions) and Pricing	$113		$60		$53
17-10-0055	Multi-County	East and North Bay Express Lanes Operations and Maintenance	Modernize	Express Lanes (Conversions) and Pricing	$1,512		$1,512		
17-10-0056	Multi-County	East and North Bay Express Lanes Reserve	Modernize	Express Lanes (Conversions) and Pricing	$2,164		$2,164		
17-10-0057	Multi-County	I-880 Express Lanes: Northbound from Hegenberger to Lewelling and bridge improvements	Expand	Express Lanes (Expand) and Roadway Expansion	$221		$221		
17-10-0058	Multi-County	I-680 Express Lanes: Northbound from SR-84 to SR-237	Expand	Express Lanes (Expand) and Roadway Expansion	$394		$394		
17-10-0059	Multi-County	I-80 Express Lanes in both directions: Airbase Parkway to I-505	Expand	Express Lanes (Expand) and Roadway Expansion	$136		$136		
17-10-0060	Multi-County	I-680 Express Lanes: Northbound from Rudgear to SR 242 and operational improvements	Expand	Express Lanes (Expand) and Roadway Expansion	$57		$57		

RTPID	Sponsor	Title	Strategy 1	Strategy 2	Total Project Cost	Pre2017 Funding	Post 2017 Local/ Committed Funding	Nov. 2016 Ballot Measure	Regional Discretionary Funding
17-10-0061	Multi-County	I-680 Express Lanes: I-80 westbound to I-680 southbound and I-680 northbound to I-80 eastbound direct connectors	Expand	Express Lanes (Expand) and Roadway Expansion	$140		$140		
17-10-0062	Multi-County	East and North Bay Express Lanes - Environmental and Design Phases for Future Segments	Expand	Express Lanes (Expand) and Roadway Expansion	$200		$200		
17-10-0063	BART	BART Seismic Safety Augmentation	Modernize	Planning and Programs	$90		$10		$80
17-10-0064	BART	Hayward Maintenance Complex Phase 1	Modernize	Transit Efficiency and Service Improvements	$433	$254	$179		

Draft Performance Target Results

Goal		Target*	%	No Project	Main Streets	Connected Neighbor-hoods	Big Cities	Final Preferred
Climate Protection	1	Reduce per-capita CO_2 emissions	-15%	-4%	-16%	-19%	-20%	-18%
Adequate Housing	2	House the region's population	100%	100%	100%	100%	100%	100%
Healthy and Safe Communities	3	Reduce adverse health impacts	-10%	-0%	-0%	-1%	-1%	-1%
Open Space and Agricultural Preservation	4	Direct development within urban footprint	100%	85%	96%	100%	100%	100%
Equitable Access	5	Decrease H+T share for lower-income households	-10%	+14%	+13%	+13%	+13%	+13%
	6	Increase share of affordable housing	+15%	-0%	+1%	+2%	-0%	+2%
	7	Do not increase share of households at risk of displacement	+0%	+20%	+11%	+14%	+19%	+9%
Economic Vitality	8	Increase share of jobs accessible in congested conditions	+20%	-2%	-1%	-1%	-1%	-0%
	9	Increase jobs in middle-wage industries	+38%	+43%	+43%	+43%	+43%	+43%
	10	Reduce per-capita delay on freight network	-20%	+10%	-30%	-26%	-36%	-29%
Transportation System Effectiveness	11	Increase non-auto mode share	+10%	+2%	+2%	+3%	+3%	+3%
	12	Reduce vehicle O&M costs due to pavement conditions	-100%	+47%	-65%	-9%	+15%	-16%
	13	Reduce per-rider transit delay due to aged infrastructure	-100%	-61%	-77%	-78%	-80%	-78%

Notes: *Target results are subject to change as scenarios are further refined and finalized. Note that select targets have not yet been analyzed for the final horizon year of 2040 and are currently using year 2035 as the best available proxy. Final target results released in mid-November will reflect the ultimate horizon year. Complete target language as adopted by the Commission and ABAG Board can be found at http://planbayarea.org/the-plan/plan-details/goals-and-targets.html. Target language shown above is summarized for brevity.

Symbols used in summary tables:

- Performance moving in wrong direction from target
- Performance moving in right direction, but falls well short of target
- Target achieved

Draft Results for Equity Measures

	Equity Measures	Geography	%	No Project	Main Streets	Connected Neighbor-hoods	Big Cities	Final Preferred
3	Reduce adverse health impacts	High-Income Households	-10%	-1%	-1%	-1%	-1%	-1%
		Low-Income Households		-0%	-0%	-0%	-1%	-1%
5	Decrease H+T share for lower-income households	Higher-Income Households	-10%	+4%	+4%	+4%	+4%	+4%
		Lower-Income Households		+14%	+13%	+13%	+13%	+13%
6	Increase share of affordable housing	Outside Communities of Concern	+15%	+0%	+1%	+2%	-0%	+2%
		Inside Communities of Concern		-1%	-1%	-1%	-2%	-1%
7	Do not increase share of households at risk of displacement	Outside Communities of Concern	+0%	+16%	+13%	+14%	+15%	+11%
		Inside Communities of Concern		+30%	+9%	+14%	+31%	+6%
8	Increase share of jobs accessible in congested conditions	Outside Communities of Concern	+20%	-2%	-1%	-1%	-1%	-0%
		Inside Communities of Concern		-1%	-0%	-0%	-2%	+1%
9	Increase jobs in middle-wage industries	Outside Communities of Concern	+43%	+43%	+43%	+43%	+43%	+43%
		Inside Communities of Concern		+43%	+43%	+43%	+43%	+43%

Notes: Equity measure results are subject to change as scenarios are further refined this fall. Note that select equity measures have not yet been analyzed for the final horizon year of 2040 and are currently using year 2035 as the best available proxy. Final equity measure results released in fall 2016 will reflect the ultimate horizon year. For equity measures #3 and #5, low-income households earn less than $30,000 in year 2000 dollars, lower-income households earn less than $60,000 in year 2000 dollars, high-income households earn more than $100,000 in year 2000 dollars, and higher-income households earn more than $60,000 in year 2000 dollars. For equity measures #6 and #7, the measures are specific to Priority Development Areas, Transit Priority Areas, or High-Opportunity Areas. Note that Communities of Concern do not generally overlap with High-Opportunity Areas.

Symbols used in summary tables:

- **Stronger** performance in Communities of Concern or for lower-income households
- **Weaker** performance in Communities of Concern or for lower-income households
- **Similar** performance in Communities or Concern or for lower-income households