

AGENDA

REVISED

ADMINISTRATIVE COMMITTEE

Joint Meeting with MTC Planning Committee

Friday, April 13, 2012, 9:30 AM to 12:30 PM

Special Meeting

Location

MetroCenter, 101—8th Street, Auditorium, Oakland, CA

ABAG, 101—8th Street, Conference Room B, Oakland, CA

For additional information, please call:

Fred Castro, (510) 464 7913

Agenda and attachments available at:

www.abag.ca.gov

1. Call to Order

A. Clerk's Announcement: Pursuant to Assembly Bill 23, the following committee members in attendance at this meeting constitute a quorum of the MTC Planning Committee and are entitled to receive per diem as a result of convening the meeting of the MTC Planning Committee: Mark Green, Scott Haggerty, Sam Liccardo, James Sperring.

2. Report on Plan Bay Area: Draft Transportation Investment Strategy**
Information. Doug Kimsey, MTC Planning Director, and Alix Bockleman, MTC Program and Allocations Director, will review its proposal for inclusion of regional and local projects and programs in the financially constrained Plan Bay Area.

3. Report on Compelling Cases for "Low-Performing" Projects**
Information/MTC Planning Committee Action. Dave Vautin, MTC Planning staff member, will review, pursuant to the guidance adopted in February, the "Compelling Cases" submitted by sponsors of low-performing projects seeking inclusion in the draft transportation investment strategy for Plan Bay Area.

Committee may act on any item on this agenda. **Attachment included.

Administrative Committee

April 13, 2012

2

4. Adjourn and Reconvene in ABAG Conference Room B

5. Public Comment

6. Report on San Francisco Bay Area Water Trail**

Action. Laura Thompson, ABAG Bay Trail Program Manager, will report on a contract with Studio L'Image in an amount not to exceed \$80,000 to develop regional identity materials for the San Francisco Bay Area Water Trail.

7. Report on Application to California Department of Boating and Waterways for Work on the California Coastal Regional Sediment Management Plan Development, San Francisco Littoral Cell **

Action. Staff will report and request authorization to submit application and execute an agreement for work on the California Coastal Regional Sediment Management Plan Development.

8. Adjournment

Ezra Rapport
Secretary-Treasurer

Committee may act on any item on this agenda. **Attachment included.

Plan BayArea

To: MTC Planning Committee, ABAG Administrative Committee

Date: April 6, 2012

Fr: Executive Director, MTC

Re: Draft Plan Bay Area Transportation Investment Strategy

Two key statutory requirements of Plan Bay Area pursuant to Senate Bill 375 are to (1) house all forecasted regional population demand by income levels to the year 2040, and (2) demonstrate achievement of greenhouse gas (GHG) emission reduction targets set by the California Air Resources Board (ARB) for the years 2020 and 2035. For the Bay Area, these reduction targets are 7% and 15%, respectively.

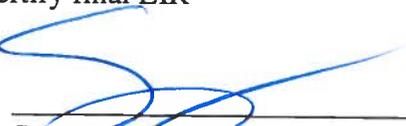
Last month, ABAG released the draft preferred Jobs-Housing Connection land use scenario which achieves the housing target and 2020 GHG emissions reduction target. However, the land use scenario contributes roughly 9% reduction in GHG emissions, leaving a 6% gap in achieving the 15% target for 2035.

The attached presentation and supporting materials provide staff's recommendation for the transportation investment strategy. This strategy, when paired with the land use strategy, is intended to fully achieve our GHG emission reduction targets, and make progress toward the other performance targets adopted by ABAG and MTC.

Next Steps

We will be seeking your input on the draft transportation investment strategy at your April 2012 meeting. We will also solicit partner and stakeholder input and complete the performance target assessment before your meeting next month. On May 11, 2012, we will ask the joint ABAG Administrative Committee and MTC Planning Committee to refer approval of the combined preferred land use scenario and transportation investment strategy for Plan Bay Area to the joint ABAG/MTC board meeting to be held on the evening of May 17, 2012. This preferred scenario will comprise the Project alternative to be evaluated as part of the CEQA-required Program EIR that will be ongoing through plan adoption in April 2013. Remaining key milestones through final adoption of Plan Bay Area include:

- June 2012 - Select alternatives to be evaluated in Plan Bay Area EIR
- December 2012 – Release Draft Plan Bay Area and EIR
- Public hearings/workshops
- April 2013 - Adopt final Plan Bay Area and certify final EIR



Steve Heninger

SH:SK

Item 2

PI BayArea Plan

Draft Transportation
Investment Strategy

What We Heard From the Public

1. Improve the Bay Area economy.

- Provide better access to housing and transportation for people from all walks of life

2. Support housing density.

- If it means better economic opportunities, improved transit, or if it helps to protect open space in Bay Area

3. Highest support for transit expansion and maintaining roads.

- Extending commuter rail, maintaining highways and roadways, and improving public transit for low-income residents are the highest rated transportation priorities

4. Land-use strategies and transportation investments should aim to reduce driving and greenhouse gas emissions.

- Allow new affordable housing, offices, and shops to be built in city / town centers near public transit

5. The Bay Area's transit system needs improvements.

- Support transit that is more frequent, affordable, cleaner and safer with connections that work better for local and intermodal systems

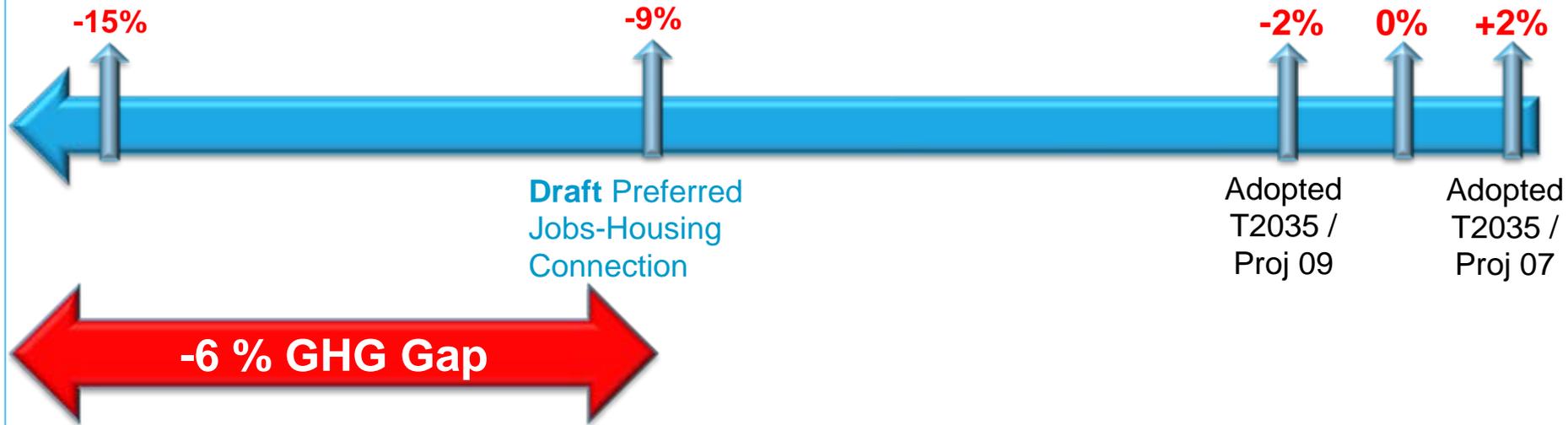
Item 2

How Proposed Investment Strategy Responds to What We Heard

- 1. The Three Es of Sustainability – economy, environment & equity – are the policy framework for the Plan.**
 - Proposed investments call for transit frequency and expansions serving established communities, job centers, Priority Development Areas, and communities of concern
- 2. The OneBayArea Grant framework is central to the Proposed Investment Strategy.**
 - OneBayArea Grants will reward jurisdictions that plan and build more housing, particularly affordable housing, with transportation dollars
- 3. The long-standing “Fix-It First” policy set by the Commission remains the Plan’s top priority.**
 - Proposed investments call for 88% of Plan revenues directed to operating and maintaining our existing road and transit networks
- 4. Highly effective transit expansion projects are included in the Plan.**
 - Furthers Res.3434 delivery and supports region’s next generation of rail and bus rapid transit priorities based on rigorous performance assessment, and identifies a funding plan to deliver them
- 5. Includes Transit Sustainability Project’s (TSP) recommendations.**
 - Proposed investments fund service improvements aimed at increased speed and reliability on major bus and light-rail corridors

Item 2

GHG Emission Reductions Update - 2035



- Bay Area's target for 2020 (-7 %) is achieved
- Planned transportation projects have a marginal effect on GHG emissions
 - Operations & Maintenance
 - Cost: \$242 B (88%)
 - GHG: Underpins GHG reductions from land use strategy
 - Capacity-Increasing Projects
 - Cost: \$35 B (12%)
 - GHG: regional effects vary slightly by mode and by project

Item 2

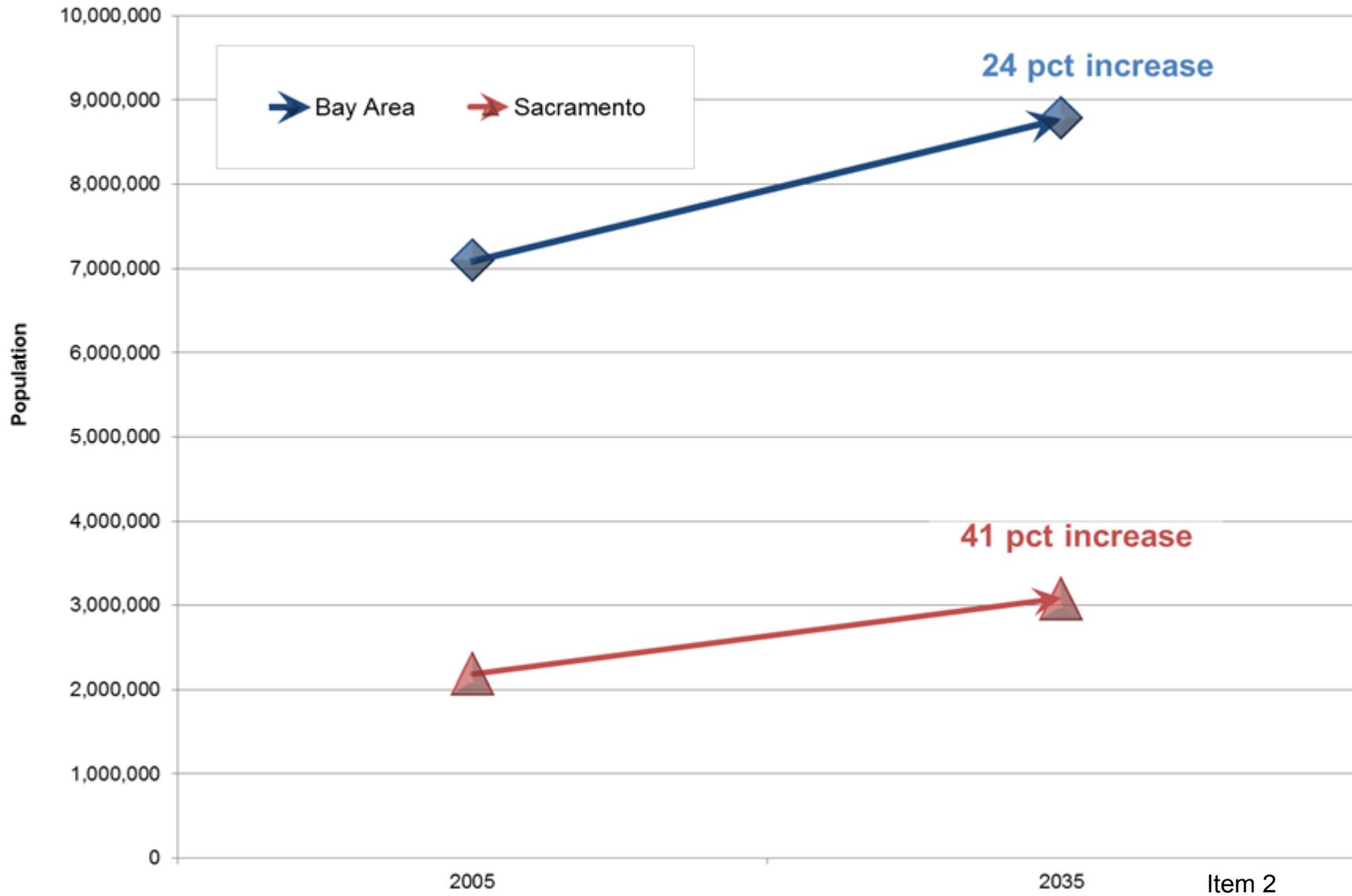
Changing Course with Slow Growth

- **The relative slow population growth expected in the Bay Area, in combination with relatively efficient existing travel patterns, hinders transformational change → extremely efficient growth patterns are required to meet GHG reduction goals**
- **For the Bay Area to achieve a 15 percent reduction in per capita passenger vehicle miles traveled by 2035 (which, therefore, reduces GHG emissions ~15 percent per capita), the average “new” Bay Area resident must travel ...**
 - ... 60 percent less than the average “new” Sacramento resident; or,
 - ... 75 percent less than current Bay Area residents.

(if we assume those occupying existing households in 2035 travel as current residents do today)

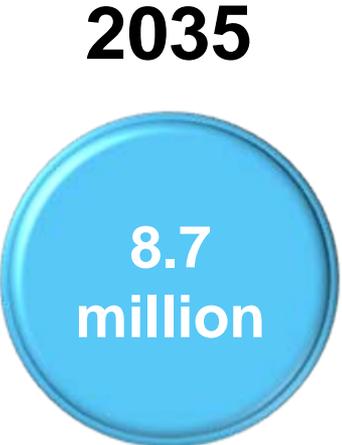
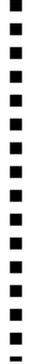
Item 2

Projected Population Growth, 2005 to 2035

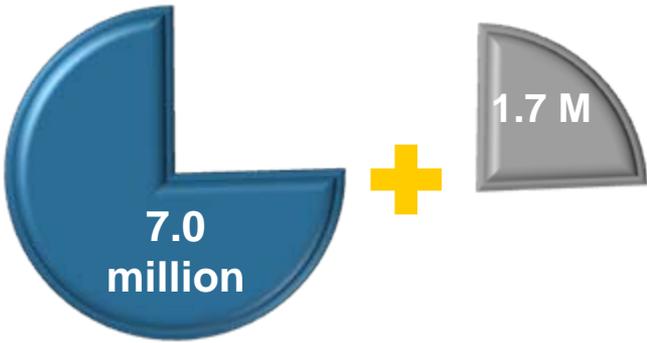


Item 2

Bay Area



=



+

16.4
passenger
vehicle
miles
traveled per
capita *

15 percent reduction

13.9
vmt per
capita

16.4
vmt per
capita

3.9
vmt per
capita

Approximately equal to a family of four driving 4,700 miles in all their family vehicles combined in one year

* household-generated passenger vehicle miles traveled on a typical weekday when school is in session – does not include commercial vehicle, air passenger, or interregional travel

Item 2

Sacramento

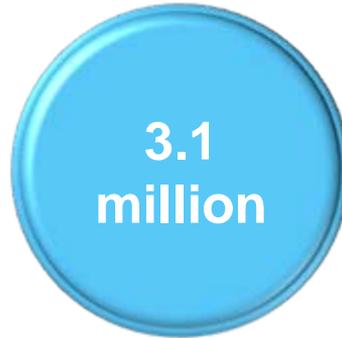
2005



19.2 passenger vehicle miles traveled per capita *

15 percent reduction

2035



16.3 vmt per capita

=



19.2 vmt per capita

+



9.3 vmt per capita

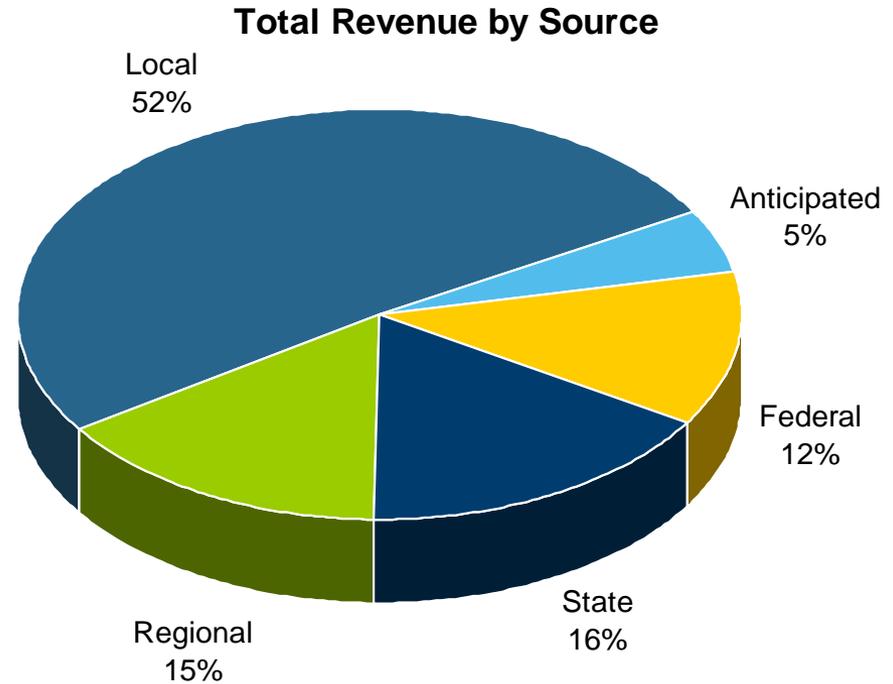
Approximately equal to a family of four driving 11,100 miles in *all* their family vehicles combined in one year

* household-generated passenger vehicle miles traveled on a typical weekday when school is in session – does not include commercial vehicle or interregional travel

Item 2

Plan Bay Area 28-Year Revenues -- \$277 Billion*

- **Committed Revenue - \$186 B**
- **Conditioned Discretionary - \$35 B**
 - \$34 B (97%) to Transit Operating and Maintenance
 - \$1 B (3%) to Other
- **Revenues Available for Trade-Offs - \$56 B**
- **Total - \$277 B**

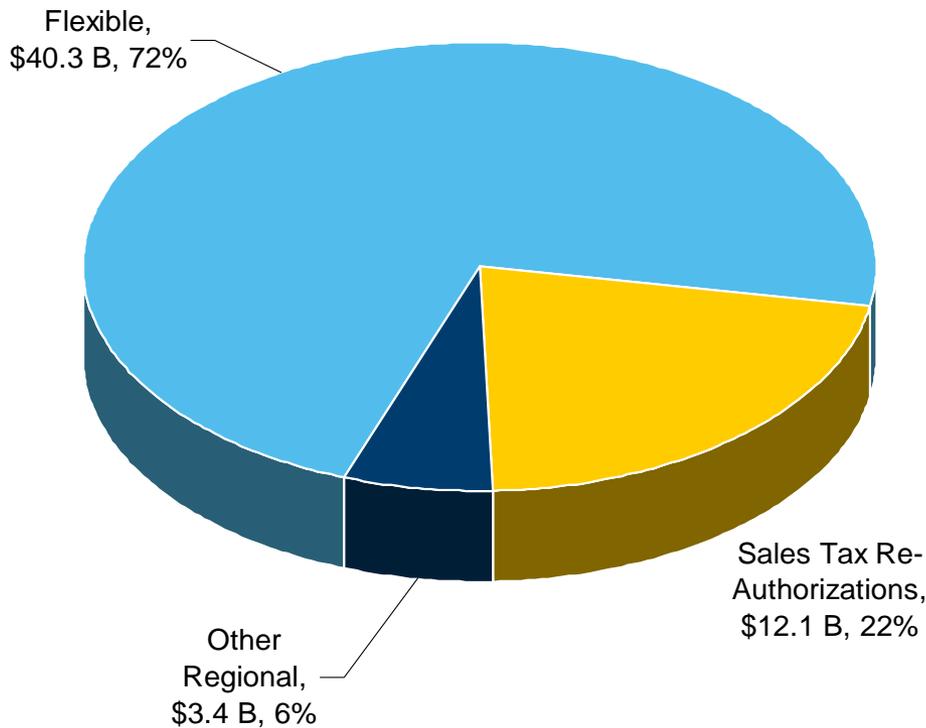


**represents an \$11 billion increase from February (\$9 billion for regional and Santa Clara express lanes and \$2 billion for San Francisco cordon pricing).*

Item 2

Plan Bay Area Revenue Available for Trade-Offs -- \$56 Billion

Trade-Off Revenue by Source



Flexible	\$ Billions, YOES
STIP	8.6
STP & CMAQ	7.4
Regional Gas Tax	5.1
Anticipated	14.0
New & Small Starts	2.5
New Bridge Tolls	2.7
<i>Subtotal</i>	40.3
Other Regional	\$ Billions, YOES
STA & JARC	0.8
TFCA & AB 434	0.1
High Speed Rail	2.5
<i>Subtotal</i>	3.4
Sales Tax Re-Authorization	\$ Billions, YOES
Sales Tax	12.1
Grand Total	Item 2 \$55.8

Six Strategies for Addressing the Three Es

	Economy	Equity	Environment
1. Close the GHG Gap			
2. Fix-It First			
3. Apply the OneBayArea Grant Framework			
4. Fund High-Performers			
5. Squeeze More Efficiency Out of Our Existing System			
6. Make the Transit System Sustainable			 Item 2

Item 2

Investment Strategy #1: Close the GHG Gap

Climate Policy Initiatives

Proposed Approach

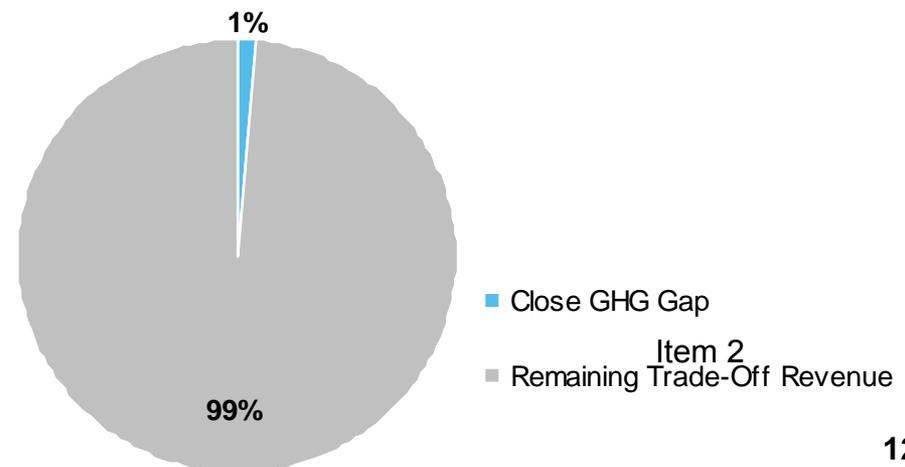
- Implement innovative policy initiatives to help region achieve and possibly exceed its greenhouse gas emission reduction targets

Related Performance Targets

- Reduce per-capita GHG emissions from cars and light-duty trucks
- Reduce VMT per capita
- Increase non-auto mode share

Trade-Off Investment Proposal

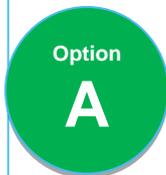
\$0.7 Billion



- Close GHG Gap
- Remaining Trade-Off Revenue

Item 2

Two Investment Options – Option A



Climate Policy Initiatives: Clean Vehicles/Smart Driving Emphasis

Policy Initiative	Cost (in millions of YOES)	Per-Capita CO ₂ Emissions Reductions (2035)
Electric Vehicle Acceleration •Regional Public Charger Network	\$240	-1%
Vehicle Buy-Back & Plug-In or Electric Vehicles Purchase Incentives	\$180	-1%
Car Sharing •For Profit and Non-Profit Car Sharing (includes clean vehicle car sharing) •Peer-to-Peer Car Sharing (includes clean vehicle car sharing)	\$4	-1%
Vanpool Incentives	\$6	-1%
Clean Vehicles Feebate Program	\$25 for admin costs	-1%
Smart Driving Strategy •Tire Pressure Cap Rebate Program •In-vehicle Fuel Economy Meters Rebate Program •Education Campaign	\$230	-2%
Total	\$685	-7%

Item 2

Two Investment Options – Option B



Climate Policy Initiatives: Fuel Efficiency Emphasis

Policy Initiative	Cost (in millions of YOE\$)	Per-Capita CO ₂ Emissions Reductions (2035)
55 mph Speed Limit on Bay Area Freeways	\$260	-6%
Smart Driving Strategy <ul style="list-style-type: none">•Tire Pressure Cap Rebate Program•In-vehicle Fuel Economy Meters Rebate Program•Education Campaign	\$230	-2%
Total	\$490	-8%

Item 2

Investment Strategy #2:

Fix-It First

Proposed Approach

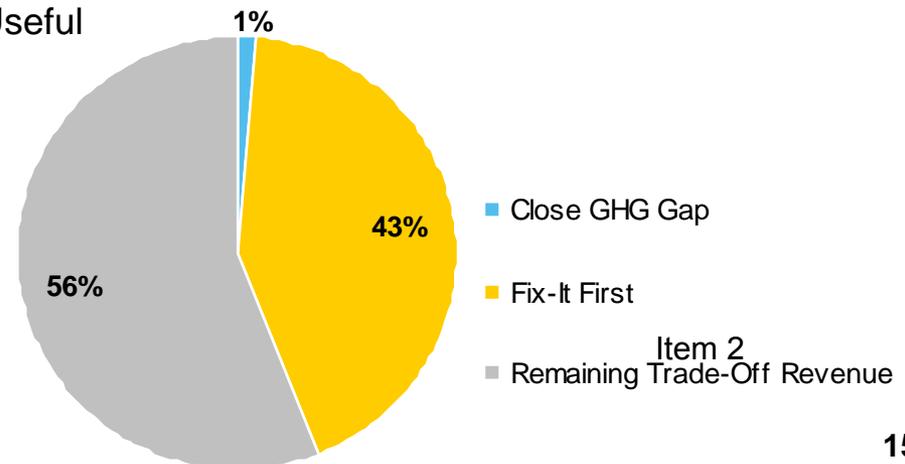
- Continue T2035 Functional Investment Approach
 - Maintain existing pavement conditions
 - Fully fund revenue vehicles and 70%+ of total other Score 16 assets
- Fully fund operating needs for existing transit services
- Invest in State Bridge Rehab & Retrofit
- Falls short of new Plan Bay Area targets (see below)

Related Performance Targets

- Maintain transportation system
 - Local Streets & Roads – Pavement Condition Index of 75 and corresponding Non-Pavement State of Repair
 - Transit Rehab – Replace All Assets by End of Useful Life
 - Reduce distressed state highway lane miles

Trade-Off Investment Proposal

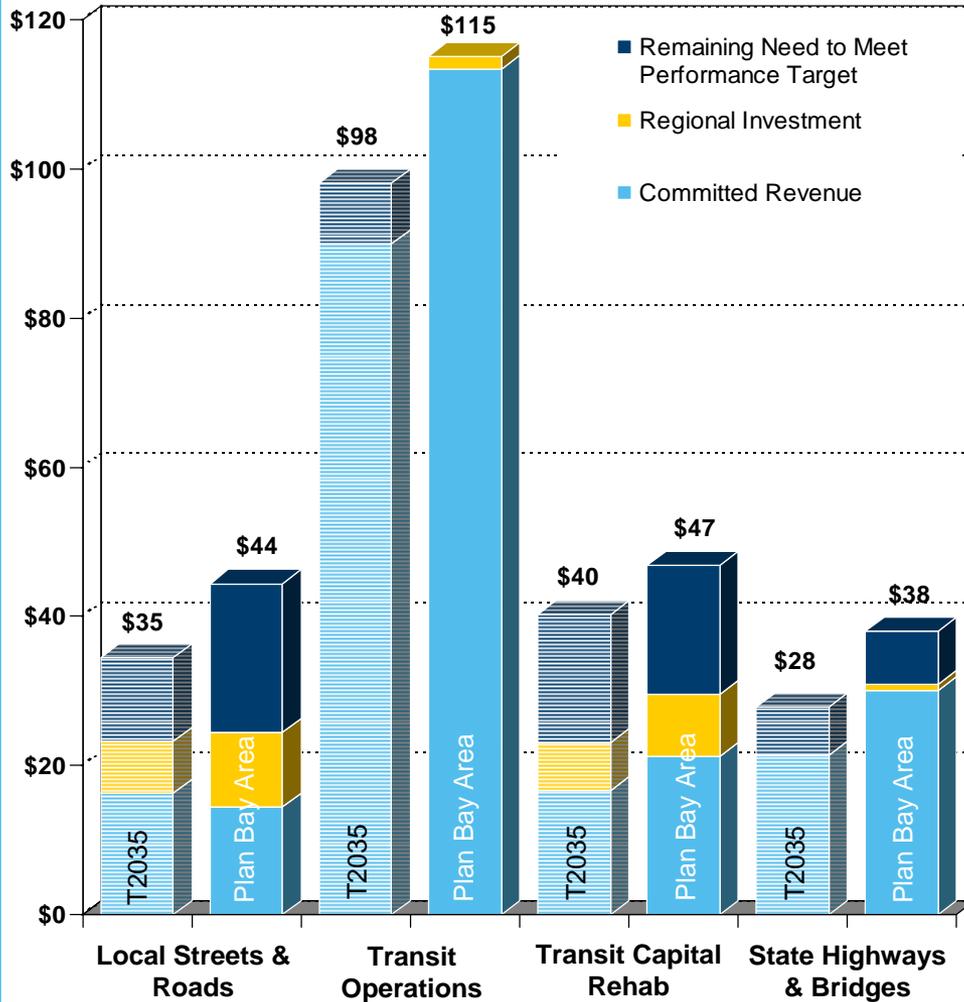
\$24 Billion



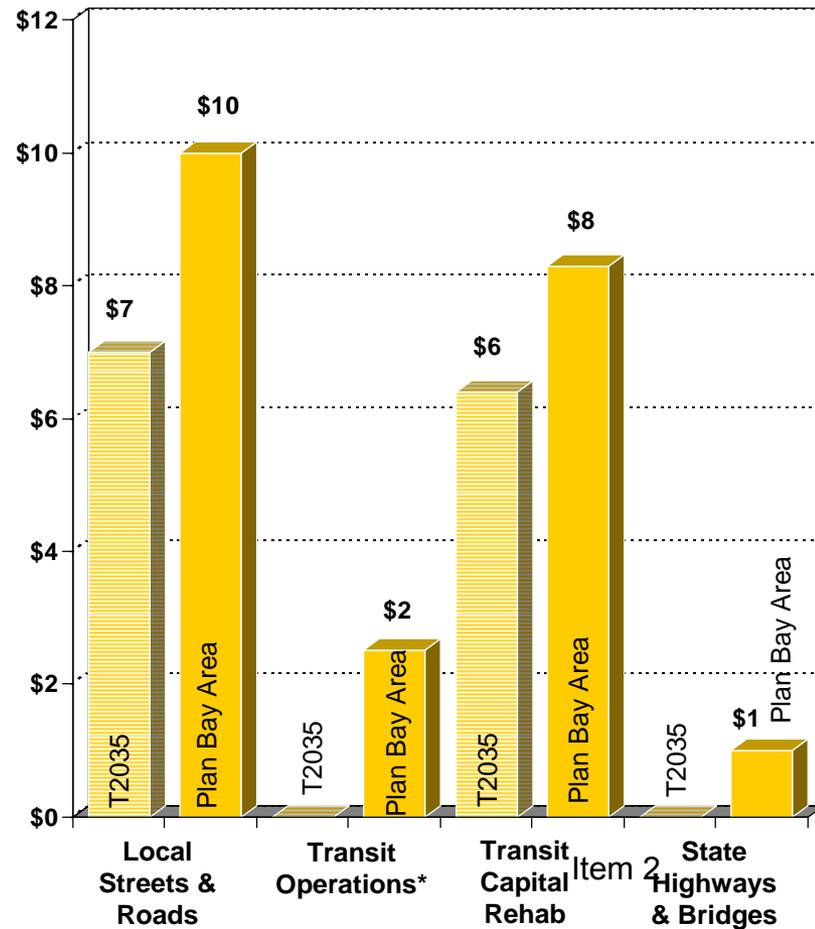
Investment Strategy #2: Fix-It First

Maintenance & Operations Needs and Revenues Summary

(\$ Billions, YOES)



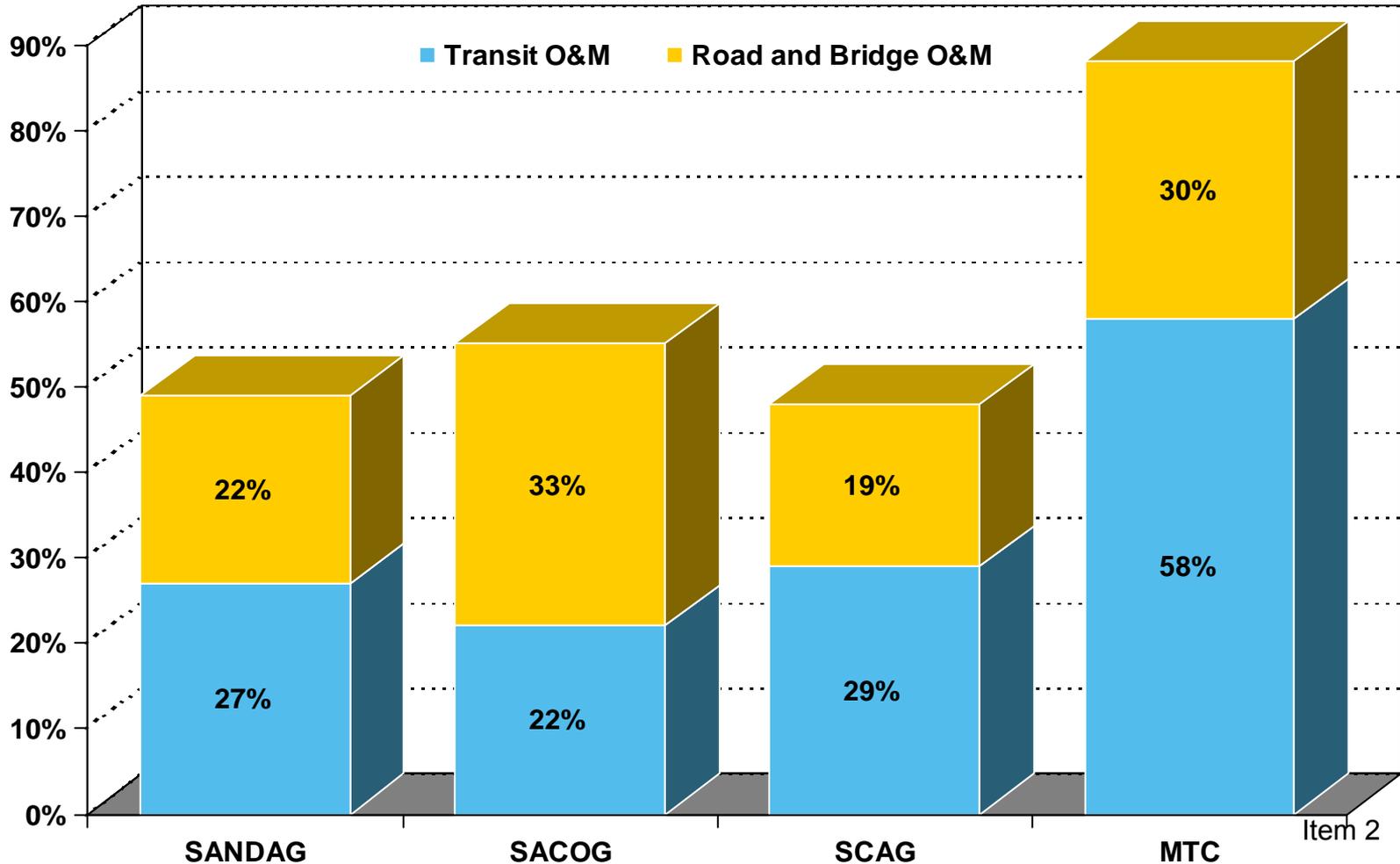
Regional Investment Detail



*Includes funding for Lifeline

Investment Strategy #2:

Plan Bay Area Emphasizes Fix-It First Comparison of O&M Expenditures with other Regions



Item 2

Investment Strategy #3:

OneBayArea Grant Framework

Proposed Approach

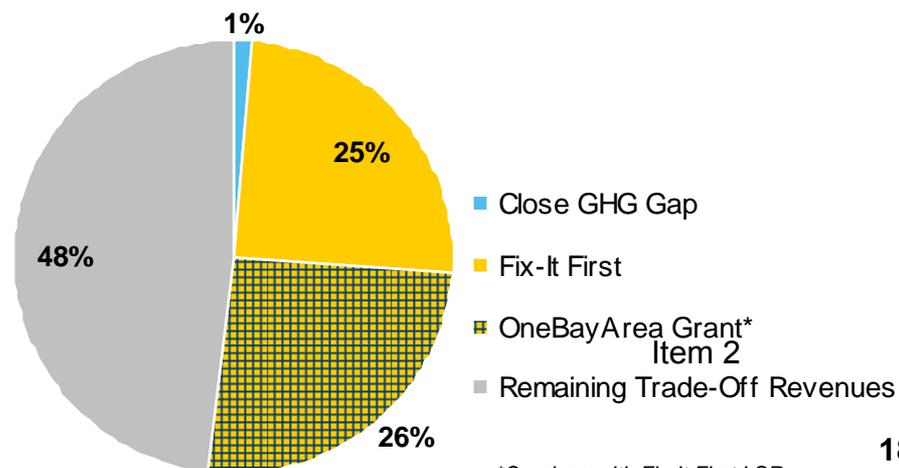
- Reward jurisdictions that produce housing near transit and create healthy communities
- Target investments in PDAs
- Support planning efforts for transit-oriented development in PDAs
- Support PCAs

Related Performance Targets

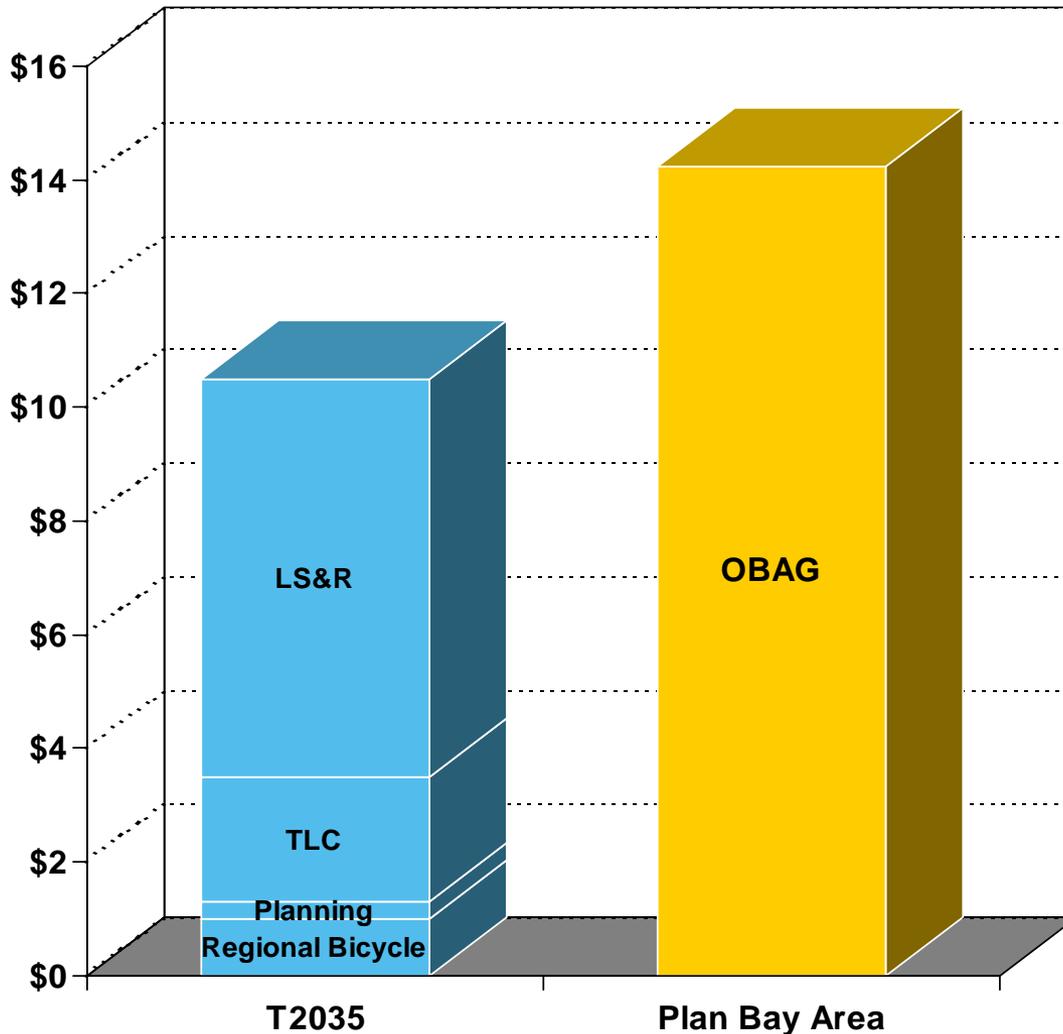
- House all of the region's projected housing growth
- Reduce VMT per capita
- Increase average daily time spent walking or biking
- Preserve open space
- Reduce per-capita GHG emissions
- Increase non-auto mode share

Trade-Off Investment Proposal

\$14 Billion



OneBayArea Grant Framework



Initiatives Include:

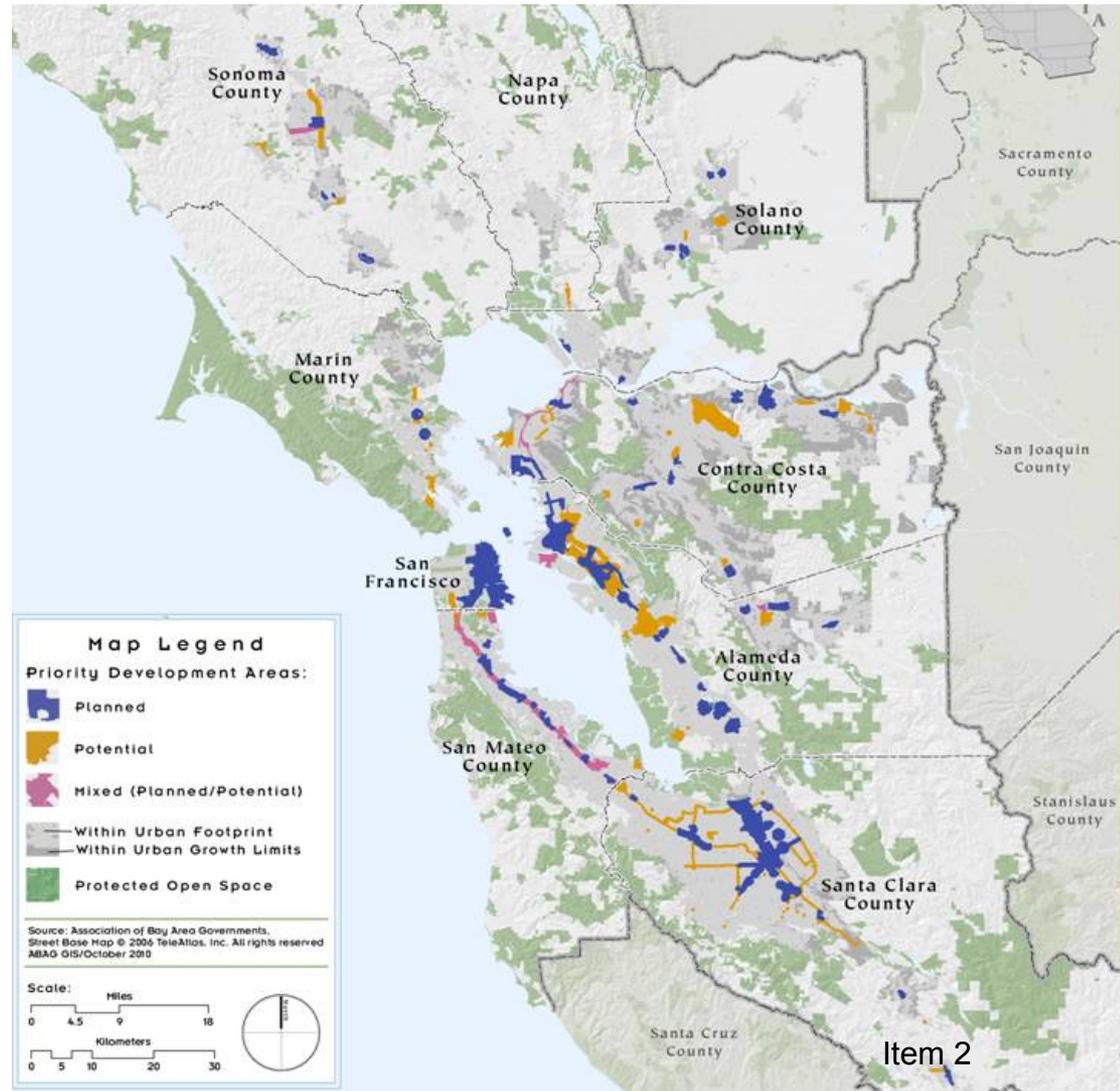
- Regional Bicycle Program
- Regional Planning
- Transportation for Livable Communities (TLC)
- Local Streets and Roads (LS&R) Operations and Maintenance
- OneBayArea Grant (OBAG)

Item 2

Investment Strategy #3:

Focus Growth Around Transit

- SCS Forecast Bay Area growth in Priority Development Areas:
 - 75% new housing
 - 64% new jobs
- More intense development near high quality transit
- A well maintained multi-modal transportation system is fundamental to the success of the Sustainable Communities Strategy



Item 2

Investment Strategy #4:

Fund High-Performers

Proposed Approach

- Develop regional funding strategy to implement high-performing projects that received performance score of:
 - Benefit / Cost ≥ 10 and Targets Score ≥ 2 or
 - Benefit / Cost ≥ 5 and Targets Score ≥ 6
- Set the stage for next generation of capital transit investments and identify New Starts / Small Starts candidates
- Early High Speed Rail investment strategy on Peninsula Corridor

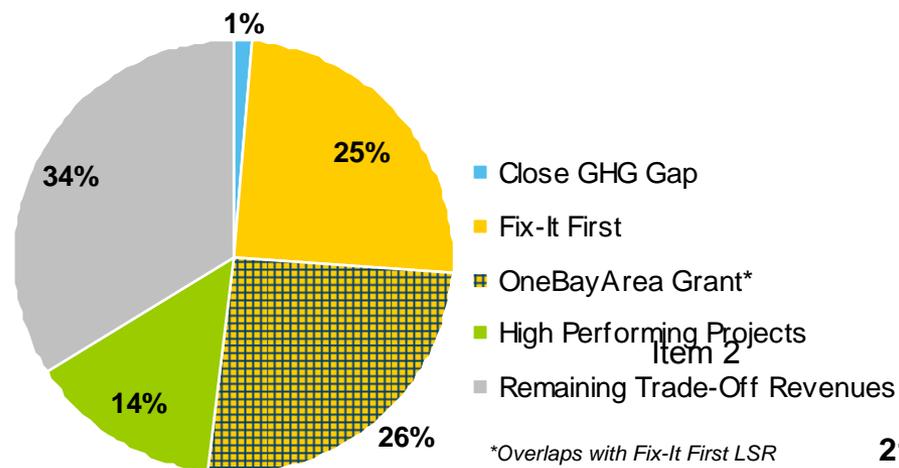


Related Performance Targets

- Increase Gross Regional Product
- Reduce per-capita greenhouse gas emissions from cars and light-duty trucks
- Reduce VMT per capita

Trade-Off Investment Proposal

\$8 Billion



Investment Strategy #4:

Resolution 3434 Project Status: Roughly Half of Projects Open or in Construction

Project	Project Cost (YOE \$)	Status
Caltrain Express: Baby Bullet	128	<i>Open</i>
Regional Express Bus	102	<i>Open</i>
BART to Warm Springs	890	<i>Construction</i>
East Contra Costa BART Extension (eBART)	462	<i>Construction</i>
Transbay Transit Center: Phase 1	1,589	<i>Construction</i>
BART/Oakland Airport Connector	484	<i>Construction</i>
Sonoma-Marin Rail IOS	360	<i>Construction</i>
Expanded Ferry Service to South San Francisco (Berkeley, Alameda/Oakland/Harbor Bay, Hercules, and Richmond; and other improvements)	180	<i>Construction</i>
MUNI Third Street Light Rail Transit Project - Central Subway	1,578	<i>Construction</i>
BART: Warm Springs to Berryessa	2,330	<i>Construction</i>
Downtown to East Valley: Light Rail & Bus Rapid Transit Phases 1 & 2	559	<i>Approved Env</i>
Caltrain Electrification	785	<i>Approved Env</i>
BART: Berryessa to San Jose/Santa Clara	3,962	<i>Approved Env</i>
Transbay Transit Center/Caltrain Downtown Extension: Phase 2	2,596	<i>Approved Env</i>
AC Transit Berkeley/Oakland/San Leandro Bus Rapid Transit	205	<i>Env</i>
Van Ness Avenue Bus Rapid Transit	125	<i>Env</i>
Tri-Valley Transit Access Improvements to/from BART	168	<i>Env</i>
AC Transit Enhanced Bus: Grand-MacArthur corridor	41	<i>Env</i>
Caltrain Express: Phase 2	427	<i>Env</i>
Dumbarton Rail	701	<i>Env</i>
Capitol Corridor: Phase 2 Enhancements	254	<i>Env</i>
ACE ROW Acquisition for Service Expansion	150	<i>TBD</i>
TOTAL	\$ 18,076	

Item 2

Transit Expansion Priority New Starts / Small Starts Status Report



- The Bay Area is poised to begin construction on a number of major transit expansion projects and has secured commitments for over \$1 billion in federal funding:

Project Funding Plans (Dollars in Millions)				Total	Federal Share
	Local	State	Federal		
BART to Silicon Valley	\$1,179	\$251	\$900	\$2,330	39%
San Francisco Central Subway	\$488	\$632	\$1,107	\$2,227	50%
Van Ness Bus Rapid Transit (BRT)	\$30	\$2	\$93	\$126	74%
East Bay BRT	\$78	\$50	\$77	\$205	38%

Note: Totals may not sum due to rounding.

- On March 12, VTA executed its full funding grant agreement (FFGA) for the \$900 million federal share
 - SFMTA expects to receive its FFGA for \$942 million by summer 2012
- Roughly \$2.5 billion in New Starts / Small Starts is estimated over the 28-year Plan Bay Area, after accounting for the two New Starts projects above

Item 2

New Starts / Small Starts: Region's Next Generation

- Evaluated existing Resolution 3434 projects and high performers against the following criteria:

- Benefit / Cost Analysis
- Plan Bay Area Targets
- Readiness
- Local Match
- TOD Potential
- Equity Targets
- Regional Connectivity

- Two “Big” Starts and Three “Small” Starts emerged highest in ranking

Project	Cost (YOE\$, Millions)	Project Assessment		Readiness	Local Match	TOD Potential (Jobs + Housing within 1/2 mile of station/ stop)	Meeting Equity Targets	Regional Connectivity	Overall (H/M/L)
		Benefit/Cost	Plan Bay Area Targets						
BART to San Jose/Santa Clara (Phase 2: Berryessa to Santa Clara)	3,962	5	7.0	65% Design	34%	34,071	H	H	H
Transbay Transit Center - Phase 2B (Caltrain Downtown Extension)	2,596	4	7.5	30% Design	10%	122,498	H	H	H
AC Transit Grand-MacArthur BRT	37	18	5.5	No Env	15%	89,986	H	H	H
Van Ness BRT	126	6	6.5	Env Expected 2012	21%	185,054	H	M	H
AC Transit East Bay BRT	205	5	5.5	Env Expected 2012	8%	365,075	H	M	H

Item 2

Investment Strategy #4:

New Starts / Small Starts: Region's Next Generation

- Proposed Plan Bay Area funding plan for 5 projects, including New Starts / Small Starts recommendation totaling ~\$1.8 billion:

"Big" Starts	Cost (YOES, Millions)	Committed Funding	Proposed Funding Strategy					
			New Starts	New Bridge Tolls	HSR	Sales Tax Extensions/ Other Local	Express Lanes	Joint Development
Project								
BART to San Jose/Santa Clara (Phase 2: Berryessa to Santa Clara)	3,962	1,504	1,100		378	298	682	0
Transbay Transit Center - Phase 2B (Caltrain Downtown Extension)	2,596	639	650	300	557	350		100
TOTAL	6,558	2,143	1,750	300	935	648	682	100

"Small" Starts	Cost (YOES, Millions)	Committed Funding	Proposed Funding Strategy	
			Small Starts	New/ Augmented Sales Tax
Project				
AC Transit Grand-MacArthur BRT	37	0	30	7
Van Ness BRT	126	67	30	29
AC Transit East Bay BRT	205	115	28	63
TOTAL	368	181	88	99

- Proposal retains ~\$660 million reserve for projects in planning stages for future consideration and discussion

Item 2

Investment Strategy #4:

Transit Expansion: California High-Speed Rail Peninsula Corridor Early Investment Strategy

- On March 28, 2012, MTC approved an MOU and \$1.5 billion funding strategy for an early investment strategy for the Peninsula corridor

Program Costs (in \$ millions, year of expenditure)

Advance Signal System / Positive Train Control (PTC)	\$ 231
Electrification and Electric Multiple Units (EMUs)	\$ 1,225
Total	\$ 1,456

- The funding strategy leverages \$600 million in Proposition 1A funding through commitments of regional, local, and federal formula funding
- Establishes full funding plan for Electrification, a Resolution 3434 project and high performer in the Plan Bay Area evaluation



“The Governor has told us he wants a plan that will get high-speed rail trains on the track sooner and in a less costly manner than previous plans called for. If that can be accomplished by electrifying Caltrain’s lines and using that right-of-way, then it’s certainly something we want to consider.”

— Dan Richard
Board Chair, California High-Speed Rail Authority

Item 2

Investment Strategy #5:

Squeeze More Efficiency Out of Our Existing System

- Regional Express Lanes Network
- San Francisco Pricing Program
- Freeway Performance Initiative

Proposed Approach

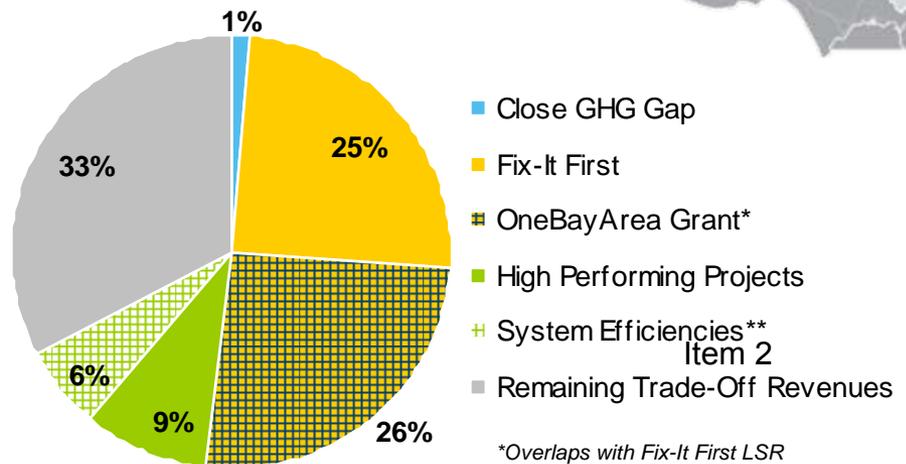
- Improve reliability and reduce delay in congested corridors
- Charge drivers a fee to drive in a specific, congested areas and use revenue to fund transportation improvements
- Maximize efficiency and management of existing freeway, highway and arterial infrastructure, while limiting expansion to only most essential locations
- Benefits exceed costs by a factor of 5:1

Related Performance Targets

- Increase gross regional product
- Reduce per-capita GHG emissions
- Reduce VMT per capita
- Increase non-auto mode share

Trade-Off Investment Proposal

\$3 Billion



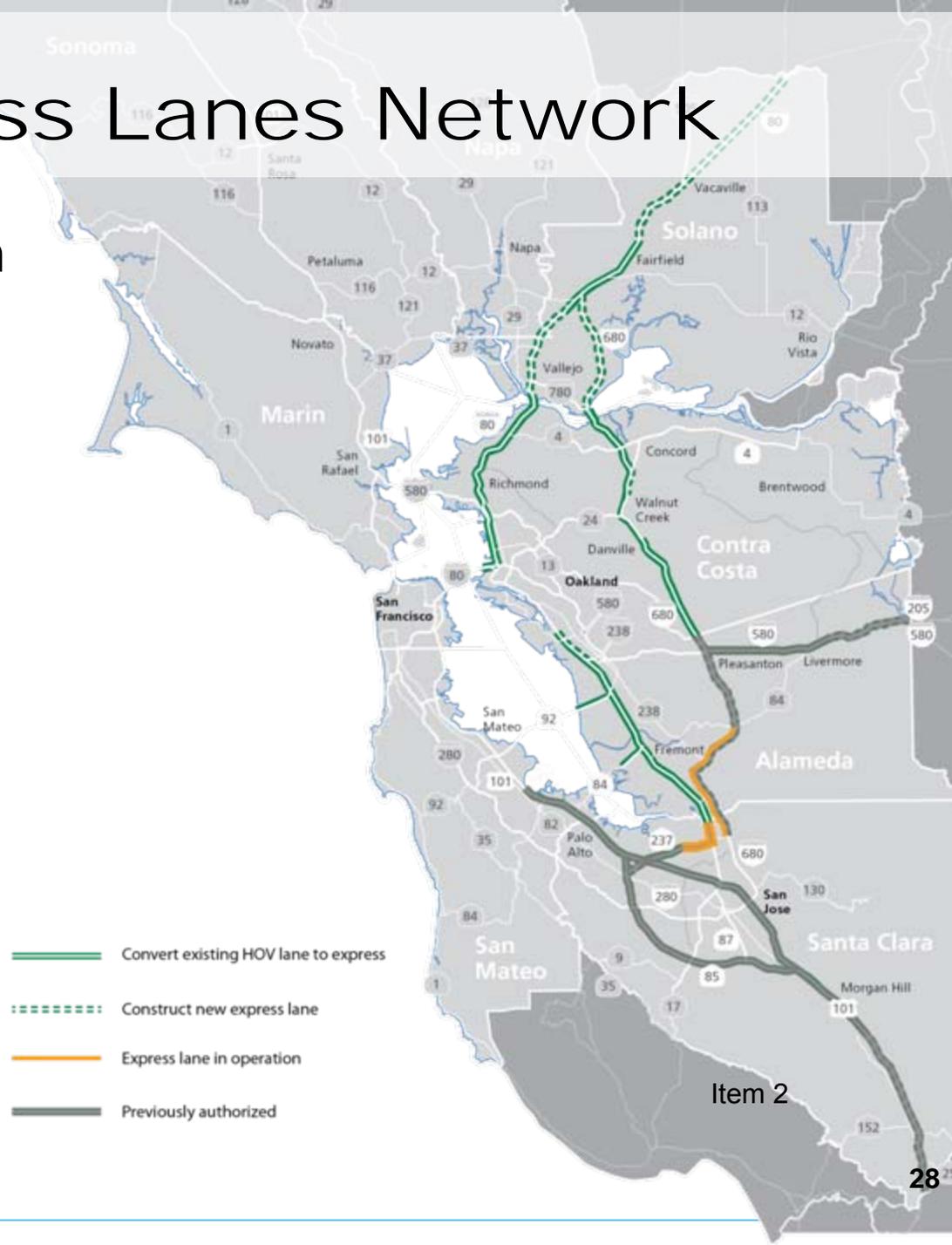
*Overlaps with Fix-It First LSR

**Overlaps with High Performing Projects

Investment Strategy #5:

Regional Express Lanes Network

- Total Cost: \$3.6 Billion
- Total Miles: 290
 - Conversion Miles: 150
 - New Lane Miles: 120
 - Operational Gap Closure Miles: 20



Make the Transit System Sustainable

Objectives:

- **Improve financial position:**
Contain costs, cover a greater percentage of operating and capital costs with a growing share of passenger fare revenues; secure reliable streams of public funding.
- **Improve service for the customer:**
Strengthen the system so that it functions as an accessible, user-friendly and coordinated network for transit riders, regardless of mode, location or jurisdiction.
- **Attract new riders to the system:**
Strengthen the system so that it can attract and accommodate new riders in an era of emission-reduction goals, and is supported through companion land use and pricing policies.

Recommendations:

- **Performance measures and targets to guide financial and service improvements**
- **Investment and incentive:**
Transit Performance Initiative
- **Targeted institutional changes**
 - Functional consolidation
 - Strengthened coordination
 - Completion of in-progress institutional consolidations
- **Scheduled for Commission adoption in April 2012**

Item 2

Transit Sustainability Framework

Transit Sustainability Project Goal	Performance Measure / Program	Target
Improve Financial Condition	Cost Per Hour or Cost Per Passenger or Cost Per Passenger Mile	5% real reduction in metric over 5 year period and no growth beyond CPI thereafter
Improve Service for Customer	Transit Performance Initiative: Investment and Incentive Programs and Regional Customer Satisfaction Survey	Continuous Improvement
Attract New Riders to the System	Transit Performance Initiative: Investment and Incentive Programs and Regional Customer Satisfaction Survey	Increase ridership levels at or above the rate of population growth in the counties / corridors in which service operates

Item 2

Investment Strategy #6:

Transit Performance Initiative

Proposed Approach

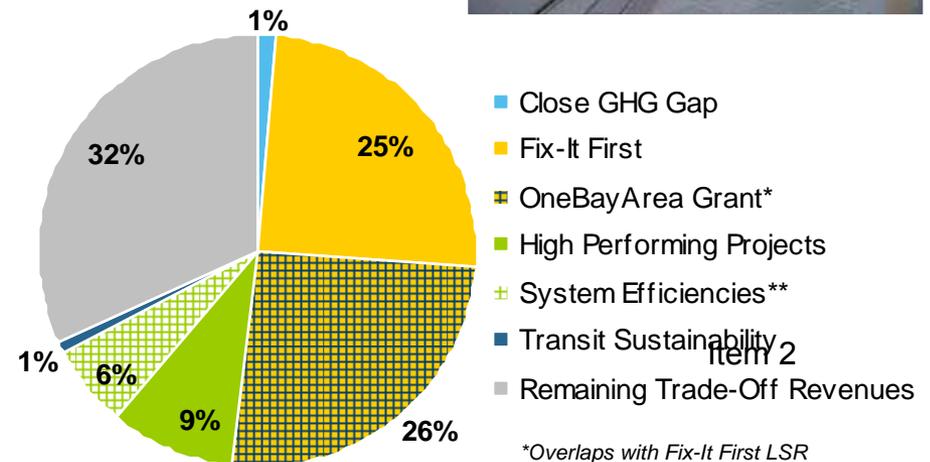
- Make regional investment in supportive infrastructure to achieve performance improvements in major transit corridors
- Reward agencies that achieve improvements in ridership and service productivity

Related Performance Targets

- Reduce per-capita GHG emissions
- Reduce VMT per capita
- Increase non-auto mode share

Trade-Off Investment Proposal

\$0.5 Billion

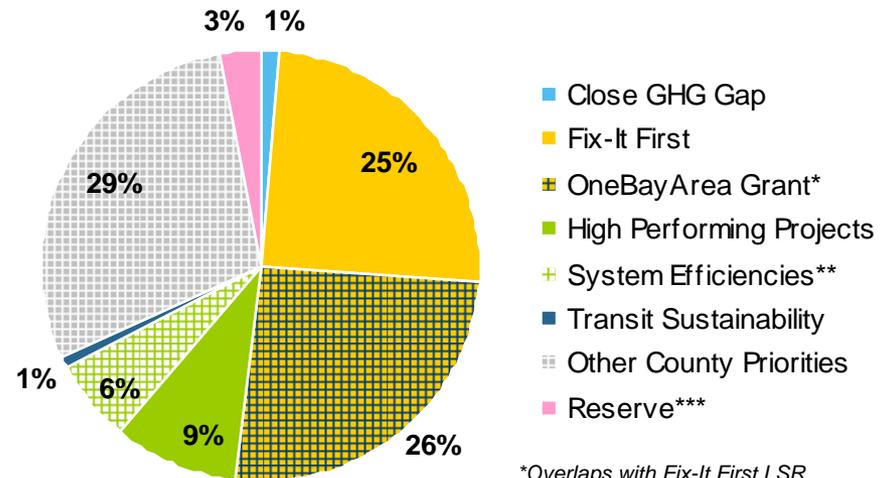


County Priorities Reinforce Investment Strategies

- **Discretionary revenue requests submitted by counties -- \$29 Billion**
 - County requests overlap with OneBayArea Grant and High Performing Project investment proposals

- **County Discretionary Revenue Proposal**

- Fix-It First = 52%
 - Transit, 27%
 - Roads and Bridges O&M, 25%
- Expansion = 34%
 - Transit, 17%
 - Roads and Bridges O&M, 17%
- Bicycle, Pedestrian, and Other* = 14%



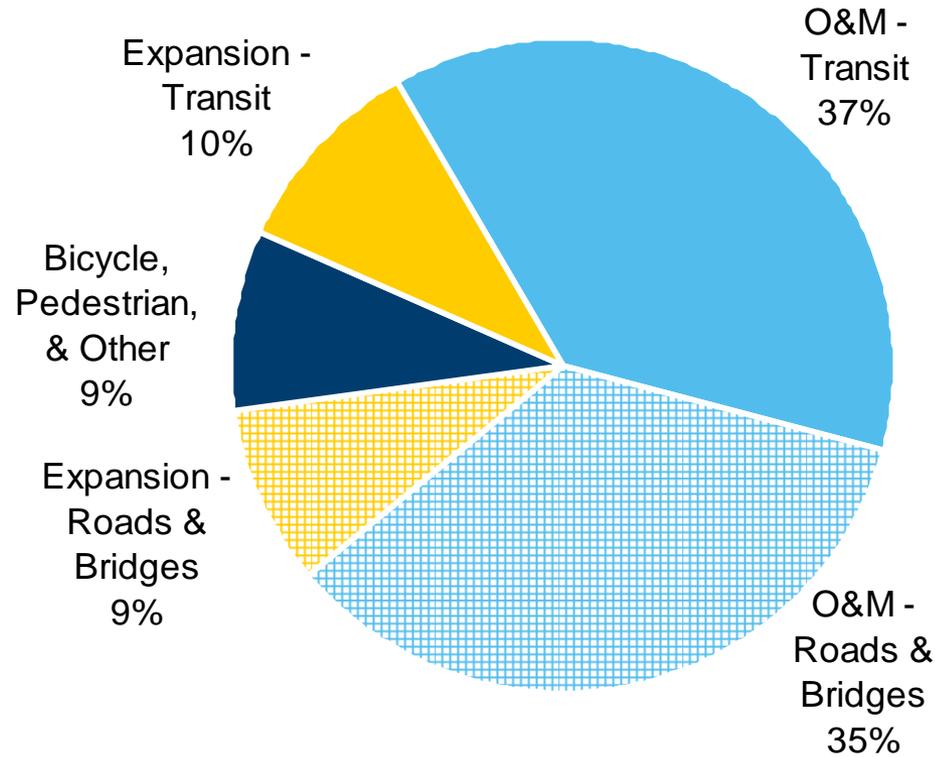
*Overlaps with Fix-It First LSR
 **Overlaps with High Performing Projects
 ***For future New Starts / Small Starts and High Speed Rail Projects

**Complete Streets & System Efficiency elements are also included in the expansion and Fix-It First categories*

Item 2

Trade-Off Summary

Proposed Trade-Off Expenditure by Function

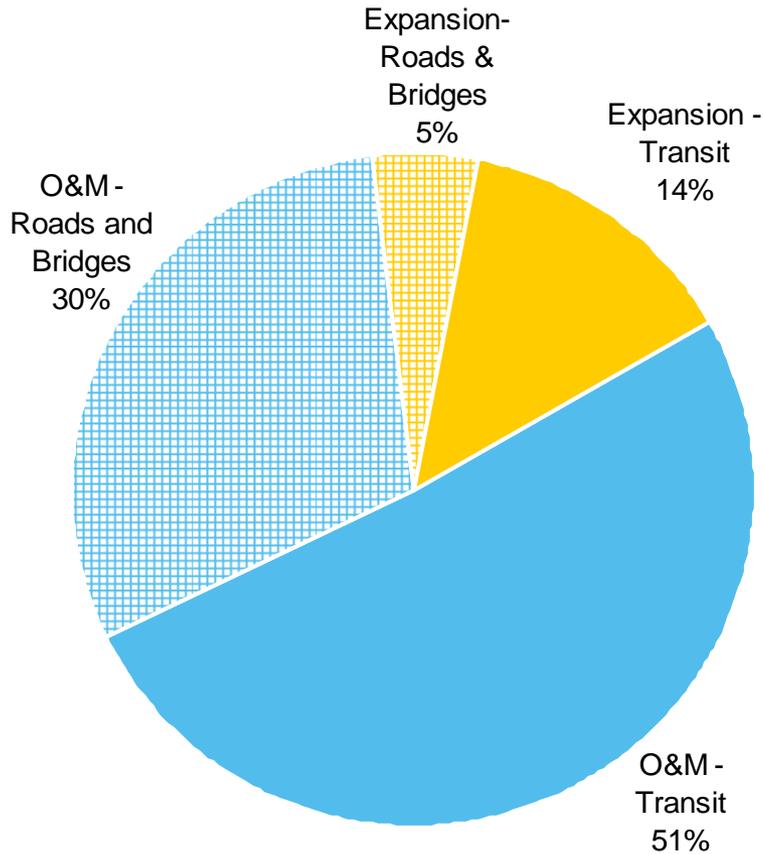


- Proposed Trade-Off Expenditures: \$56 B
 - 72% directed to Maintenance & Operations
 - 47% directed to Public Transit

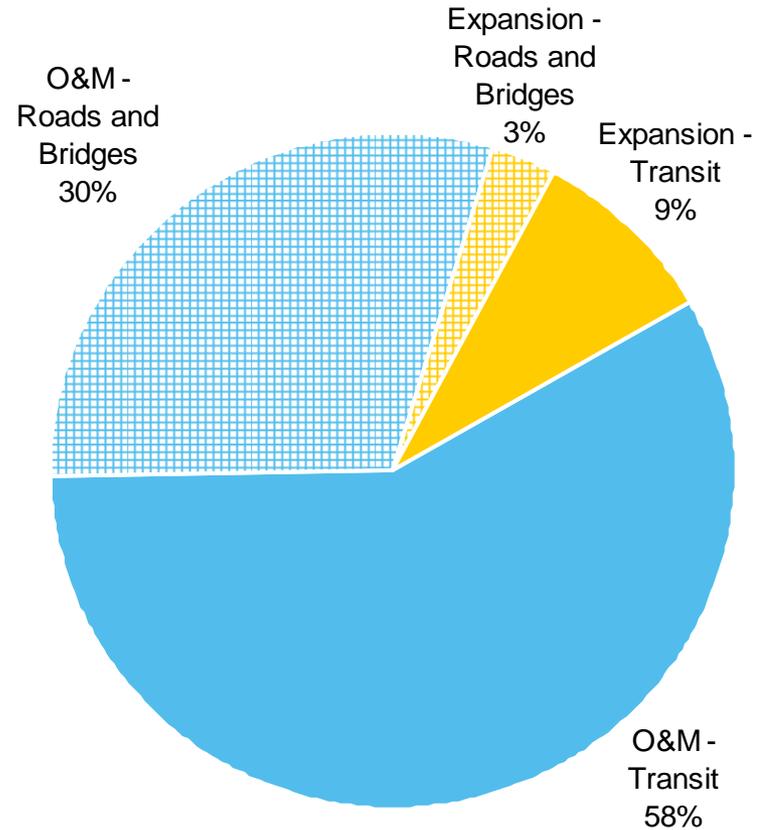
Item 2

Plan Bay Area Summary

T2035 by Function - \$218 B



Plan Bay Area by Function - \$277 B



■ See detail in Appendices 1-3

Item 2

Next Steps

- Seek ABAG / MTC approval on preferred land use / transportation strategy on May 17
- Present alternatives to be evaluated in Plan Bay Area EIR on June 8
- Release draft Plan Bay Area and EIR in December 2012
- Adopt final Plan Bay Area and certify final EIR in April 2013

Item 2

Appendix 1: Plan Bay Area 28-Year Investment Summary

Proposed Trade-Off Investment	\$ Billions (YOE)	% of Total
Fix-It-First*	13.8	25%
Transit	12.9	23%
Highways and Bridges	0.9	2%
High Performing Projects	8.0	14%
Regional Programs	16.2	29%
OneBayArea Grant	14.1	25%
Climate Policy Initiatives	0.7	1%
Express Lanes	0.6	1%
Transit Performance Initiative	0.5	1%
Priority Conservation Areas + PDA and other Planning Activities	0.3	1%
County Priorities	16.1	29%
Reserve for Future New Starts / Small Starts and High Speed Rail Projects	1.7	3%
Grand Total	55.8	

* Funding for Fix-It First for Local Streets and Roads included in OneBayArea Grant.

Appendix 2: Plan Bay Area Investment Detail

\$ Millions (YOE)

Proposed Trade-Off Investment	RTIP	ITIP	STIP-TE	STP & CMAQ	Gas Tax	Anticipated	New Starts / Small Starts	New Bridge Tolls	STA & JARC	TFCA & AB434	High Speed Rail	Sales Tax Reauthorizations	Total (\$M YOE)
Fix-It-First*	-	-	-	2,300	2,500	4,747	-	1,937	767	-	-	1,589	13,840
Transit	-	-	-	2,300	2,500	4,747	-	1,037	767	-	-	1,589	12,940
Highways & Bridges	-	-	-	-	-	-	-	900	-	-	-	-	900
High Performing Projects	-	435	-	400	-	2,271	1,838	390	-	-	1,493	1,138	7,965
Regional Programs	-	300	1,096	4,707	2,592	6,982	-	400	-	90	-	-	16,167
OneBayArea Grant	-	-	1,096	3,897	2,592	6,482	-	-	-	-	-	-	14,067
Climate Policy Initiatives	-	-	-	410	-	-	-	200	-	90	-	-	700
Express Lanes	-	300	-	-	-	300	-	-	-	-	-	-	600
Transit Performance Initiative	-	-	-	100	-	200	-	200	-	-	-	-	500
Priority Conservation Areas & PDA and other Planning Activities	-	-	-	300	-	-	-	-	-	-	-	-	300
County Priorities	6,019	727	-	-	-	-	-	-	-	-	-	9,386	16,132
Reserve for New/Small Starts and High Speed Rail Projects	-	-	-	-	-	-	662	-	-	-	1,007	-	1,669
Grand Total	6,019	1,462	1,096	7,407	5,092	14,000	2,500	2,727	767	90	2,500	12,113	55,773

* Funding for Fix-It First for Local Streets and Roads included in OneBayArea Grant.

Appendix 3: Plan Bay Area High Performing Projects Funding Strategy

\$ Millions (YOE)

High Performing Project	ITIP	STP & CMAQ	Anticipated	New Starts / Small Starts	New Bridge Tolls	High Speed Rail	Sales Tax Reauthorizations	Total
BART Metro: Phase 1 – Bay Fair*	-	-	-	-	50	-	100	150
Treasure Island Congestion Pricing	-	-	8	-	-	-	-	8
S.F. Congestion Pricing	-	-	54	-	-	-	50	104
Grand-MacArthur BRT	-	-	-	30	-	-	7	37
Irvington BART Station	-	-	-	-	-	-	127	127
SFMTA Transit Effectiveness	-	-	-	-	40	-	114	154
Caltrain Service Frequency & Electrification	-	-	59	-	-	558	-	617
BART to San Jose: Phase 2 – Berryessa to Santa Clara)	-	-	-	1,100	-	378	298	1,776
Van Ness BRT	-	-	-	30	-	-	29	59
Better Market Street	-	-	256	-	-	-	-	256
Freeway Performance Initiative**	435	400	1,894	-	-	-	-	2,729
Other Transit Expansion Projects	-	-	-	678	300	557	413	1,948
Total	435	400	2,271	1,838	390	1,493	1,138	7,965

*The total BART Metro Project is close to \$1B in total cost. Current funding proposal is for Phase 1.

**Includes San Mateo and Santa Clara ITS projects.

Plan BayArea

To: MTC Planning Committee, ABAG Administrative Committee

Date: April 6, 2012

Fr: Executive Director, MTC

Re: Compelling Cases for Low-Performing Projects

Staff recommends that the MTC Planning Committee approve the compelling cases for nine projects and include these projects in the Plan Bay Area transportation investment strategy. Furthermore, staff seeks the committee's direction on whether or not to include one additional project in Plan Bay Area, which does not meet the criteria approved by the Commission on February 22, 2012.

Background

Per MTC Resolution No. 4006, adopted April 2011, "committed" projects are those projects submitted for Plan Bay Area that have received environmental clearance and have full funding plans, or are 100% locally funded. All other projects are "uncommitted" and were subject to a Project Performance Assessment to determine the degree to which they:

- (1) advance the ten performance targets adopted by MTC and ABAG in January 2011 (MTC Resolution No. 3987); and
- (2) are cost-effective, based on best practices for benefit-cost analysis which quantify and monetize as many reasonably related benefits as possible.

On February 22, 2012, the Commission approved a set of criteria to identify low-performing projects based on the results of the Project Performance Assessment. Low-performing projects were defined as either having a low benefit-cost ratio (less than 1) or a low targets scores (less than -1). Of the approximately 180 major projects analyzed, 32 projects were deemed low-performers based on this definition. Projects identified as low-performing are required to make a compelling case for inclusion in Plan Bay Area.

The Commission also approved a set of criteria under which a compelling case can be made to be included in Plan Bay Area, as shown in **Attachment A**. A low-performing project may only be included in the Plan Bay Area transportation investment strategy if the project is financially feasible (i.e. having a full funding plan) **and** if it meets at least one of the compelling case criteria.

Projects Exempted or Not Pursued by Project Sponsors

Of the 32 low-performing projects, the CMAs and project sponsors identified 22 projects (as shown in **Attachment B**) that could be re-scoped or funded locally, as well as projects that would be not pursued for inclusion in the Plan. Projects that were re-scoped to include only environmental studies or right-of-way acquisition, and projects that could be fully locally funded with sales tax or toll revenues (thus meeting the committed policy), are exempt from the

compelling case process. The remaining 10 projects are subject to consideration through the compelling case process.

A summary list of correspondence received in support of the projects is provided in **Attachment C**. Based on these letters from project sponsors, MTC staff reviewed each case against the approved criteria to determine whether or not each project had a strong case for inclusion in the Plan.

Staff Recommendations

MTC staff recommends approval of 9 compelling cases, with the remaining project subject to further action by the Planning Committee. **Attachment D** provides details on the objectives of the projects, the specific cases made by project sponsors, and the reasoning behind the staff recommendations.

Next Steps

For low-performing projects with approved compelling cases, MTC staff will incorporate these investments into the Plan Bay Area preferred scenario slated for approval in May. Inclusion in the Plan remains contingent on local and regional agreement on a full funding plan for each project.

However, for those low-performing projects with cases not approved by the MTC Planning Committee, the relevant CMA and project sponsor must work together to pursue an alternative strategy, such as:

1. **The project can be dropped and the CMA can re-allocate funds to other local or regional priorities.** Given that many worthy projects were not able to be funded within the funding constraint of Plan Bay Area, there are higher-performing projects that CMAs could choose to fund instead.
2. **The project sponsor may request to include an environmental study phase for the project.** As indicated for the five projects listed on the previous page, environmental studies are exempt from the compelling case process.
3. **The CMA or project sponsor may elect to fully fund the project with local sources (such as local sales tax revenues), subject to project sponsor Board approval.** This would meet the committed policy for Plan Bay Area. The relevant board would be required to approve this funding policy decision, as it would indicate that local funding would be the planned sole funding source for that project moving forward.


Steve Heminger

Attachments

Attachment A: Compelling Case Criteria

Attachment B: Projects Exempted or Not Pursued in Advance of Compelling Case Process

Attachment C: List of Letters Received

Attachment D: Summary of Compelling Cases and Justification of Staff Recommendations

SH:DV

J:\COMMITTEE\Planning Committee\2012\April\4b_Compelling Cases_FINAL.docx

Attachment A: Compelling Case Criteria

CATEGORY 1: Benefits Not Captured by the Travel Model	CATEGORY 2: Federal Requirements
<ul style="list-style-type: none">a. Serves an interregional or recreational corridorb. Provides access to international airportsc. Project benefits accrue from reductions in weaving, transit vehicle crowding or other travel behaviors not well represented in the travel modeld. Enhances system performance based on complementary new funded investments	<ul style="list-style-type: none">a. Cost-effective means of reducing CO₂, PM, or ozone precursor emission (on cost per ton basis)b. Improves transportation mobility/reduces air toxics and PM emissions in communities of concern

Attachment B: Projects Exempted or Dropped in Advance of Compelling Case Process

NOT SUBJECT TO COMPELLING CASE DUE TO REVISION BY PROJECT SPONSOR Re-Scoped to Include Only Environmental Phase* or Right-of-Way Acquisition
ACE Service Expansion
Dumbarton Rail
SMART (Phase 3: Extension from Windsor to Cloverdale)
Capitol Corridor Service Frequency Improvements (Oakland to San Jose)
Petaluma Cross-Town Connector/Interchange
SR-239 Expressway Construction(Brentwood to Tracy)
Whipple Road Widening(Mission Boulevard to I-880)

NOT SUBJECT TO COMPELLING CASE DUE TO REVISION BY PROJECT SPONSOR Shifted to Fully Funded with Local Sales Tax or Toll Revenues – Meets Committed Policy
Pacheco Boulevard Widening (in Martinez)
Vasona Light Rail Extension (Phase 2)
New SR-152 Alignment**

NOT PURSUED BY PROJECT SPONSORS
EV Solar Installation [BAAQMD program]
Golden Gate Bus Service Frequency Improvements
Monterey Highway BRT
BART to Livermore (Phase 2)
DowntownEastValley (Phase 2: LRT)
Sunnyvale-Cupertino BRT
Capitol Expressway Light Rail Extension (Phase 3: to Nieman)
SR-116 Widening & Rehabilitation (Elphick Road to Redwood Drive)
SR-4 Widening (Marsh Creek Road to San JoaquinCounty line)
SR-4 Bypass Completion (SR-160 to Walnut Avenue)
SR-12 Widening (SR-29 to SacramentoCounty line)
SR-4 Upgrade to Full Freeway (Phase 2: Cummings Skyway to I-80)

* = An environmental phase is defined as work on environmental studies or preliminary design engineering.
 ** = Committed status for this project is contingent on funding availability for environmental phase.

Attachment C: List of Letters Received

All letters received are available on MTC's website: http://www.mtc.ca.gov/pdf/Compelling_Case_Letters.pdf

Staff Recommendation: Approve Compelling Cases

1. LIFELINE TRANSPORTATION PROGRAM		\$809 million
a. Compelling Case Letter	Doug Kimsey, MTC	
2. CAPITOL EXPRESSWAY LIGHT RAIL EXTENSION (PHASE 2: TO EASTRIDGE TRANSIT CENTER)		\$294 million
a. Compelling Case Letter	Michael T. Burns, VTA	
3. SR-84/I-680 INTERCHANGE IMPROVEMENTS + SR-84 WIDENING		\$277 million
a. Compelling Case Letter	Nelson Fialho, City of Pleasanton Arthur L. Dao, ACTC	
b. Letter of Support	Joni Pattillo, City of Dublin	
c. Letter of Support	John Marchand, City of Livermore	
4. UNION CITY COMMUTER RAIL STATION + DUMBARTON RAIL SEGMENT G IMPROVEMENTS		\$231 million
a. Compelling Case Letter	Larry Cheeves, City of Union City Arthur Dao, ACTC	
b. Letter of Support	Jim Mercurio, San Francisco 49ers	
c. Letter of Support	Brian Schmidt, San Joaquin Regional Rail Commission	
d. Letter of Support	David Kutrosky, Capitol Corridor JPA	
5. SMART (PHASE 2: EXTENSIONS TO LARKSPUR & WINDSOR + PATHWAY)		\$100 million
a. Compelling Case Letter	Farhad Mansourian, SMART	
b. Letter of Support	Dianne Steinhauser, TAM	
c. Letter of Support	Gary Helfrich, Sonoma County Bicycle Coalition	
6. SONOMA COUNTYWIDE BUS SERVICE FREQUENCY IMPROVEMENTS		\$81 million
a. Compelling Case Letter	Suzanne Smith, SCTA	
7. MARIN COUNTYWIDE BUS SERVICE FREQUENCY IMPROVEMENTS		\$75 million
a. Compelling Case Letter	David Rzepinski, Marin Transit	
8. HISTORIC STREETCAR EXPANSION PROGRAM		\$69 million
a. Compelling Case Letter	José Luis Moscovich, SFCTA Edward D. Reiskin, SFMTA	
9. FARMERS LANE EXTENSION		\$56 million
a. Compelling Case Letter	Kathy Millison, City of Santa Rosa	

Staff Recommendation: Do Not Approve Compelling Cases

10. US-101 WIDENING (MONTEREY STREET TO SR-129)		\$254 million
a. Compelling Case Letter	Michael T. Burns, VTA	

Not Subject to Compelling Case Process: Project Re-scoped to Include Only Environmental Studies or Right-of-Way Acquisition

11. DUMBARTON RAIL		
a. Clarifying Letter	Aidan Hughes, SMCTA Richard Napier, C/CAG Arthur Dao, ACTC	
12. SMART (PHASE 3: EXTENSION FROM WINDSOR TO CLOVERDALE)		
a. Clarifying Letter	FarhadMansourian, SMART	
b. Letter of Support	Congresswoman Lynn Woolsey	
c. Letter of Support	State Senator Noreen Evans	
d. Letter of Support	State Assemblyman Wesley Chesbro	
e. Letter of Support	John McCowen, Mendocino Board of Supervisors	
f. Letter of Support	Phillip J. Dow, Mendocino COG	
g. Letter of Support	Bruce Richard, Mendocino Transit Authority	
h. Letter of Support	Mitch Stogner, North Coast Railroad Authority	
i. Letter of Support	Jeff Hobson, TransForm	
13. PETALUMA CROSS-TOWN CONNECTOR/INTERCHANGE		
a. Clarifying Letter	Dan St. John, City of Petaluma	
14. SR-239 EXPRESSWAY CONSTRUCTION (BRENTWOOD TO TRACY)		
a. Clarifying Letter	Randell H. Iwasaki, CCTA	

Not Subject to Compelling Case Process: Funding Adjusted to be Fully Funded with Local Sales Taxes or Toll Revenues – Meets Committed Policy

15. PACHECO BOULEVARD WIDENING		
a. Clarifying Letter	Randell H. Iwasaki, CCTA	
16. VASONA LIGHT RAIL EXTENSION (PHASE 2)		
a. Clarifying Letter	Michael T. Burns, VTA	
17. NEW SR-152 ALIGNMENT		
a. Compelling Case Letter	Michael T. Burns, VTA	

Attachment D: Summary of Compelling Cases and Justification of Staff Recommendations

1. LIFELINE TRANSPORTATION PROGRAM \$809 million Staff Recommendation: Include in PlanBay Area in JARC/STA funds	
<i>Project Purpose: funds programs and services that address transportation gaps specific to low-income communities across the Bay Area.</i>	
STRONG COMPELLING CASES	COMPELLING CASE ARGUMENTS NOT APPROVED
<u>2B – SERVES COMMUNITIES OF CONCERN</u> All Lifeline funding is directed towards improving mobility in Communities of Concern. This includes enhancements to fixed-route transit operations in low-income communities, as well as community-supported improvements for flexible transit service, bicycle facilities, and pedestrian amenities.	none

2. CAPITOL EXPRESSWAY LIGHT RAIL EXTENSION (PHASE 2: TO EASTRIDGE TRANSIT CENTER) \$294 million Staff Recommendation: Include in PlanBay Area full funding plan	
<i>Project Purpose: extends VTA light rail in East San Jose from Alum Rock to Eastridge Transit Center.</i>	
STRONG COMPELLING CASES	COMPELLING CASE ARGUMENTS NOT APPROVED
<u>2B – SERVES COMMUNITIES OF CONCERN</u> Two-thirds of potential ridership would come from nearby communities of concern in East San Jose. The light rail extension would allow these communities to access the future BART extension, as well as provide improved mobility along the Capitol Expressway corridor.	none
Other considerations noted by project sponsor: partially funded with Measure A sales tax; Resolution 3434 project.	

3. SR-84/I-680 INTERCHANGE IMPROVEMENTS + SR-84 WIDENING \$277 million Staff Recommendation: Include in PlanBay Area full funding plan	
<i>Project Purpose: builds auxiliary lanes on I-680 near the SR-84 interchange and widens SR-84 from the I-680 interchange to Livermore.</i>	
STRONG COMPELLING CASES	COMPELLING CASE ARGUMENTS NOT APPROVED
<u>2A – COST-EFFECTIVE AIR QUALITY IMPROVEMENT</u> Based on the results of the MTC Project Performance Assessment, this project falls in the top quartile of cost-effectiveness for carbon dioxide emissions reduction. The roadway capacity increase associated with the project improves traffic flow on the I-680 and SR-84 corridors, therefore reducing emissions associated with congestion.	<u>1D – COMPLEMENTARY NEW FUNDED INVESTMENTS</u> As the project has a medium benefit-cost ratio, it does not need to justify its cost-effectiveness; rather, it needs to explain its adverse impacts on key performance targets. Furthermore, all of the transportation improvements cited by the project sponsor were already captured in the project assessment and therefore do not support a compelling case.
Other considerations noted by project sponsor: partially funded with Measure B sales tax and proposed 2012 TEP sales tax.	

4. UNIONCITY COMMUTER RAIL STATION + DUMBARTON RAIL SEGMENT G IMPROVEMENTS Staff Recommendation: Include in PlanBay Area		\$231 million full funding plan
<i>Project Purpose: constructs an infill commuter rail station in Union City to serve Capitol Corridor and future Dumbarton Rail, in addition to the first section of track for the Dumbarton Rail project.</i>		
STRONG COMPELLING CASES	COMPELLING CASE ARGUMENTS NOT APPROVED	
<p><u>2B – SERVES COMMUNITIES OF CONCERN</u> As part of the Union City Station project, access improvements will allow residents of the nearby Decoto Community of Concern to better access BART and commuter rail services by walking and biking to the intermodal station.</p>	<p><u>1A – INTERREGIONAL AND RECREATIONAL TRIPS</u> The MTC Project Assessment indicated that the ridership potential for a commuter rail station in Union City is low, given the existing and future BART service in the EastBay. Interregional ridership to Sacramento and Davis could double the benefits of the station– but since the benefit-cost ratio is 0.0, this would lead to a benefit-cost ratio of 0.1 at best.</p> <p>Several intermodal stations between BART and Capitol Corridor have already been constructed – Richmond (in 1973) and, more recently, Oakland Coliseum (in 2005). The Coliseum station, the closest existing transfer point, has an average daily ridership of 57 passengers, of which only a subset are transferring between BART and Capitol Corridor. Given the infrequency of commuter rail service in southern AlamedaCounty, there is not a strong demand for intermodal transfers between BART, Capitol Corridor, and ACE.</p> <p>With regards to recreational travel to the new 49ers stadium, the Coliseum Intermodal Station already serves the identified purpose of allowing transfers from BART (serving fans in San Francisco, Walnut Creek, etc. where there is no Capitol Corridor service) to commuter rail trains bound for Great America station. A number of other transit alternatives, including Caltrain and VTA, will allow for transit access to the future stadium.</p> <p><u>1D – COMPLEMENTARY NEW FUNDED INVESTMENTS</u> Frequency improvements to ACE have been dropped for Plan Bay Area; therefore they do not meet the “new funded investment” criterion. Similarly, Capitol Corridor frequency improvements and Dumbarton Rail are proposed for inclusion in Plan Bay Area for environmental analysis only. Housing investments in the station area are already captured in the benefit-cost analysis, reflected as part of the year 2035 Current Regional Plans land use scenario.</p>	
Other considerations:Resolution 3434 projects; Regional Measure 2 project; partially funded by proposed 2012 TEP sales tax.		

5. SMART (PHASE 2: EXTENSIONS TO LARKSPUR & WINDSOR + PATHWAY) Staff Recommendation: Include in Plan Bay Area		\$100 million full funding plan (relies on both local and regional commitments)
<i>Project Purpose: constructs one-station extensions both north and south of the SMART Initial Operating Segment (connecting San Rafael to Larkspur and North Santa Rosa to Windsor), as well as advancing construction for the pathway for the entire rail right-of-way in both Marin and Sonoma counties.</i>		
STRONG COMPELLING CASES	COMPELLING CASE ARGUMENTS NOT APPROVED	
<u>REDUCED COST ESTIMATES AND RE-SCOPED PROJECT LEAD TO BENEFIT-COST RATIO GREATER THAN 1</u> By combining newly revised cost estimates provided by SMART staff with a station-by-station benefit-cost review, the SMART (Phase 2) project was re-scoped in order to achieve a benefit-cost ratio greater than 1. As such, it would exceed the benefit-cost ratio threshold for low performance. Therefore, MTC recommends including this project in Plan Bay Area based on this compelling case of greater cost-effectiveness.	none	

6. SONOMA COUNTYWIDE BUS SERVICE FREQUENCY IMPROVEMENTS		\$81 million
Staff Recommendation: Include in PlanBay Area		full funding plan
<i>Project Purpose: increases bus service frequencies across SonomaCounty.</i>		
STRONG COMPELLING CASES	COMPELLING CASE ARGUMENTS NOT APPROVED	
<p><u>2B – SERVES COMMUNITIES OF CONCERN</u> SonomaCounty’s transit frequency improvement project would improve headways in many Santa Rosa neighborhoods designated as Communities of Concern, including Roseland, SouthPark, and the Springs. When compared to the rest of the Bay Area, transit services in SonomaCounty have the greatest proportion of riders who are low-income, indicating a need for lifeline transit services to these communities.</p>	<p><u>1A – INTERREGIONAL AND RECREATIONAL TRIPS</u> The project sponsor did not provide any evidence of significant interregional or recreational ridership on SonomaCounty transit services. Given that there is extremely limited bus service (just one Mendocino Transit bus per day, and two Amtrak intercity buses) between Sonoma and Mendocino counties, it is unlikely that significant benefits would accrue from interregional transit riders relying on local SonomaCounty bus services.</p> <p><u>1B – AIRPORT ACCESS</u> SonomaCounty transit agencies do not serve any major international airports in the Bay Area.</p> <p><u>1D – COMPLEMENTARY NEW FUNDED INVESTMENTS</u> The SMART Initial Operating Segment is already reflected in the benefit-cost assessment for the project – this project exhibits poor performance on benefit-cost even when this rail service improvement is included. While the proposed extension to Cloverdale may stimulate transit demand in northern SonomaCounty, it may in fact draw riders away from slower-speed SCTA buses. The project sponsor did not provide any quantitative evidence that the bus frequency improvements would lead to greater ridership when implemented in concert with a SMART extension to Cloverdale.</p> <p><u>2A – COST-EFFECTIVE AIR QUALITY IMPROVEMENT</u> While this service frequency improvement project does improve air quality, the MTC Project Assessment results indicate that it is not cost-effective. In fact, the vast majority of projects analyzed were more cost-effective at improving air quality than investments in SonomaCounty bus service.</p>	
Other considerations noted by project sponsor: partially funded with Measure M sales tax.		

7. MARIN COUNTYWIDE BUS SERVICE FREQUENCY IMPROVEMENTS Staff Recommendation: Include in PlanBay Area		\$75 million full funding plan
<i>Project Purpose: increases bus service frequencies on higher-demand routes in MarinCounty.</i>		
STRONG COMPELLING CASES	COMPELLING CASE ARGUMENTS NOT APPROVED	
<p><u>2B – SERVES COMMUNITIES OF CONCERN</u> MarinCounty’s transit frequency improvement project would improve peak period headways from 30 minutes to 15 minutes on Marin Transit Route 36. This route serves the Canal neighborhood of San Rafael, which MTC recognizes as a Community of Concern. Furthermore, Marin Transit ridership reflects a disproportionately low-income and minority segment of the population: over 60% of riders earn less than \$25,000 per year, and over half are Hispanic.</p>	none	
Other considerations noted by project sponsor: project scope has been scaled back to boost the project’s cost-effectiveness.		

8. HISTORIC STREETCAR EXPANSION PROGRAM Staff Recommendation: Include in PlanBay Area		\$69 million full funding plan
<i>Project Purpose: expands streetcar service with the new Muni E-line, connecting FortMason to Caltrain along the Embarcadero.</i>		
STRONG COMPELLING CASES	COMPELLING CASE ARGUMENTS NOT APPROVED	
<p><u>1A – RECREATIONAL TRIPS</u> Recreational and tourist trips comprise approximately one-quarter of the existing historic streetcar ridership, trips that are not fully captured in the regional travel model. Given the project’s 0.9 near-borderline benefit-cost ratio, incorporating the benefits from recreational and tourist trips would likely lead to a benefit-cost ratio greater than one.</p> <p><u>1C – TRANSIT VEHICLE CROWDING</u> Muni ridership counts indicate that the existing historic streetcar service experiences over-crowding during summer (i.e. peak tourist season) midday and PM peak periods. Additional service provided by the E-line would reduce this existing crowding issue onboard existing streetcars.</p>	none	
Other considerations noted by project sponsor: partially funded by Prop. K sales tax.		

9. FARMERS LANE EXTENSION Staff Recommendation: Include in PlanBay Area		\$56 million full funding plan
<i>Project Purpose: builds a new arterial roadway in southeastern Santa Rosa.</i>		
STRONG COMPELLING CASES		COMPELLING CASE ARGUMENTS NOT APPROVED
2B – SERVES COMMUNITIES OF CONCERN The project is in close proximity to the SouthPark neighborhood, an MTC-designated Community of Concern. By constructing the Farmers Lane Extension, cut-through traffic would be reduced on the local streets of SouthPark, improving mobility, safety, and air quality in the neighborhood.		none
Other considerations noted by project sponsor: partially funded by Measure M sales tax.		

10. US-101 WIDENING (MONTEREY STREET TO SR-129) Staff Recommendation: Do Not Include in PlanBay Area		\$254 million full funding plan
<i>Project Purpose: improves safety by converting US-101 south of Gilroy from expressway to freeway and widens roadway to 6 lanes.</i>		
CASES MADE BY PROJECT SPONSOR (NOT APPROVED)		STAFF RESPONSES
1A – INTERREGIONAL TRIPS The vast majority of travelers relying on this link of US-101 are traveling between Santa Clara and San Benito counties. These benefits to interregional travel are not fully accounted for in the travel model.		Because the project was not assessed in the model-based benefit-cost assessment, this compelling case is invalid. This project needed to make a compelling case to address its poor performance on the targets assessment under Category 2. The targets score already captures the interregional benefits of this project, as the travel model is not employed to analyze the level of targets support. Furthermore, since the project is unlikely to be a cost-effective air quality improvement and does not serve a community of concern, no valid compelling case is likely to exist for this highway widening project.
Other considerations noted by project sponsor: project serves a major freight and emergency evacuation corridor.		

PI BayArea Plan

Compelling Cases for Low-Performing Projects

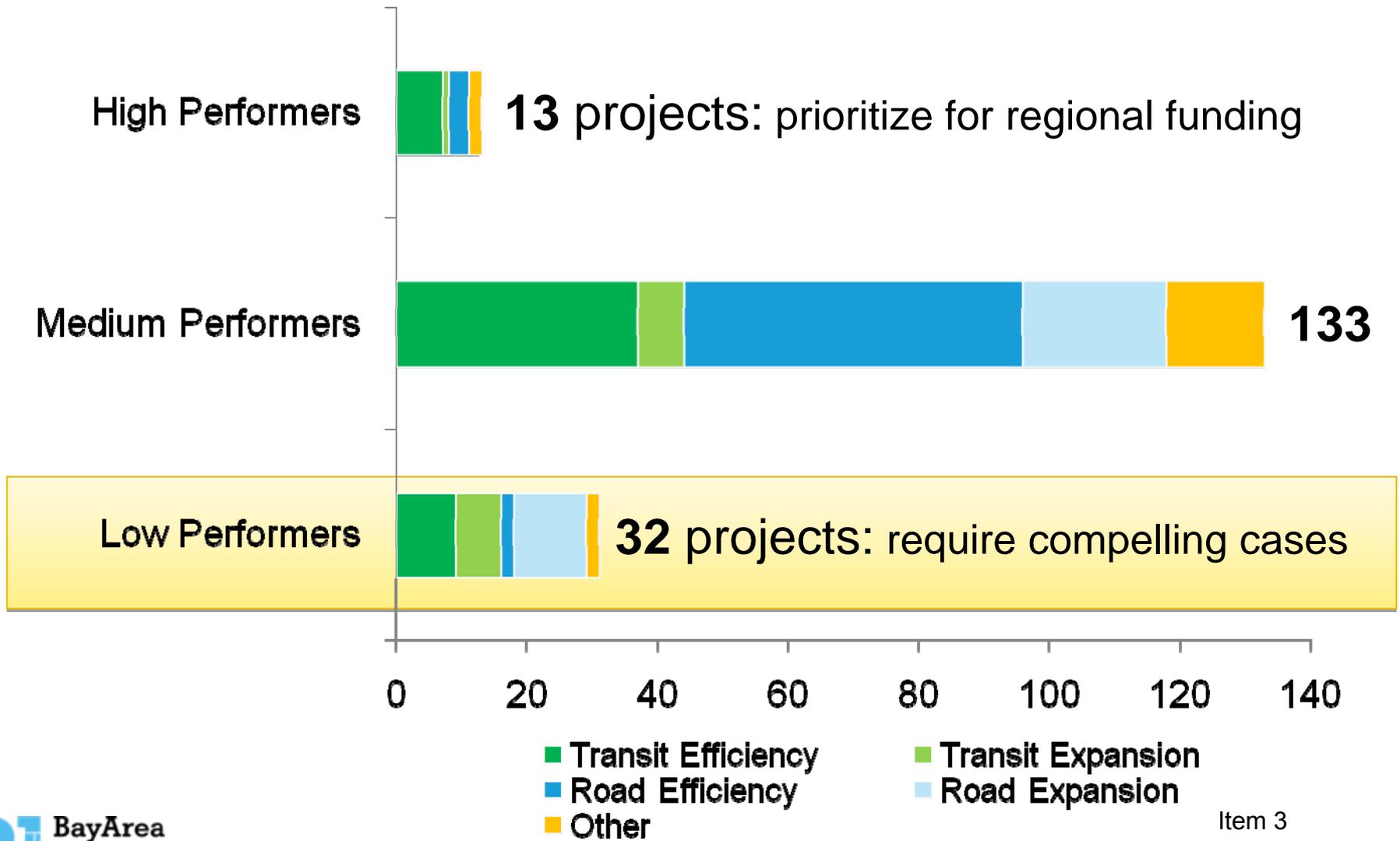
MTC Planning Committee & ABAG Administrative Committee

April 13, 2012

Connecting Project Performance to the Transportation Investment Strategy

- All uncommitted projects were evaluated in the Plan Bay Area Project Performance Assessment.
- Projects were evaluated on a level playing field, allowing for identification of outlier projects (high/low performers).
- The Commission approved the criteria for identifying high-performers and low-performers, as well as the criteria for a compelling case, in February.
- **Low-performing projects must make a compelling case and have a full funding plan to be included in Plan Bay Area.**

Project Performance – Identifying Outliers



Adopted Compelling Case Criteria

A compelling case may be made for a project if it supports one or more of the criteria listed below:

CATEGORY 1	CATEGORY 2
Benefits Not Captured by the Travel Model	Federal Requirements
<ul style="list-style-type: none">a) interregional or recreational corridorb) provides access to international airportsc) project benefits accrue from reductions in weaving, transit vehicle crowding, or other travel behaviors not well represented in the travel modeld) enhances system performance based on complementary new funded investments	<ul style="list-style-type: none">a) cost-effective means of reducing CO₂, PM, or ozone precursor emissionsb) improves transportation mobility/reduces air toxics and PM emissions in communities of concern

Not Subject to Compelling Case Process

7 Projects Re-scoped to Include Only Environmental Phase* or Right-of-Way Acquisition

Low-Performing Project	Phase Included in Plan Bay Area
ACE Service Expansion	Right-of-Way ONLY
Dumbarton Rail	Environmental ONLY
SMART (Phase 3: Extension from Windsor to Cloverdale)	Environmental ONLY
Capitol Corridor Service Frequency Improvements (Oakland to San Jose)	Environmental ONLY
Petaluma Cross-Town Connector/Interchange	Environmental ONLY
SR-239 Expressway Construction (Brentwood to Tracy)	Environmental ONLY
Whipple Road Widening (Mission Boulevard to I-880)	Environmental ONLY

Item 3

* = defined as work on environmental studies and preliminary engineering

Not Subject to Compelling Case Process

3 Projects Shifted to be Fully Funded with Local Sales Taxes or Toll Revenue → Meets Committed Policy

Subject to Policy Board Approval

Low-Performing Project	Funding Plan
Pacheco Boulevard Widening (in Martinez)	100% LOCAL SALES TAX FUNDED
Vasona Light Rail Extension (Phase 2)	100% LOCAL SALES TAX FUNDED
New SR-152 Alignment	100% TOLL REVENUE FUNDED*

12 Projects Not Pursued by Sponsors

Low-Performing Project

EV Solar Installation [BAAQMD program]

Golden Gate Bus Service Frequency Improvements

Monterey Highway BRT

BART to Livermore (Phase 2)

Downtown East Valley (Phase 2: LRT)

Sunnyvale-Cupertino BRT

Capitol Expressway Light Rail Extension (Phase 3: to Nieman)

SR-116 Widening & Rehabilitation (Elphick Road to Redwood Drive)

SR-4 Widening (Marsh Creek Road to San Joaquin County line)

SR-4 Bypass Completion (SR-160 to Walnut Avenue)

SR-12 Widening (SR-29 to Sacramento County line)

SR-4 Upgrade to Full Freeway (Phase 2: Cummings Skyway to I-80)

Staff Recommendation: Include in Plan Bay Area

Low-Performing Project	Project Cost*	Compelling Case?	Full Funding Plan?
Lifeline Transportation Program	\$809 million	Serves communities of concern (2B)	Yes
Capitol Expressway Light Rail Extension (Phase 2: to Eastridge Transit Center)	\$294 million	Serves communities of concern (2B)	Yes
SR-84/I-680 Interchange Improvements + SR-84 Widening	\$277 million	Cost-effective CO ₂ reduction (2A)	Yes
Union City Commuter Rail Station + Dumbarton Rail Segment G Improvements	\$231 million	Serves communities of concern (2B)	Yes
SMART (Phase 2: Extensions to Larkspur & Windsor + Pathway)	\$100 million	Revised scope and reduced costs lead to B/C ratio > 1	Yes
Sonoma Countywide Bus Service Frequency Improvements	\$81 million	Serves communities of concern (2B)	Yes
Marin Countywide Bus Service Frequency Improvements	\$75 million	Serves communities of concern (2B)	Yes
Historic Streetcar Expansion Program (in San Francisco)	\$69 million	Recreational trips (1A) & transit vehicle crowding (1C)	Yes
Farmers Lane Extension (in Santa Rosa)	\$56 million	Serves communities of concern (2B)	Yes

TOTAL OF 9 PROJECTS

\$2.0 billion

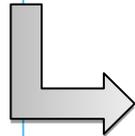
Item 3

* = in YOE dollars

Staff Recommendation: Do Not Meet Compelling Case Criteria

Low-Performing Project	Project Cost*	Compelling Case?	Full Funding Plan?
US-101 Widening (Gilroy to San Benito County line)	\$254 million	No	Yes

* = in YOE dollars



Project Sponsor Letter Topics	MTC Staff Response
INTERREGIONAL ACCESS	<ul style="list-style-type: none">• Project widens US-101 south of Gilroy from 4 to 6 lanes• Must make a case under Category 2, as poor performance is due to targets score• Targets score already captures interregional benefits



Item 3

Next Steps

- **For low-performing projects approved for inclusion in Plan Bay Area:**
 - MTC staff will incorporate these projects into the preferred scenario, assuming local/regional agreement for a full funding plan for each project.
- **For low-performing projects not approved for inclusion in Plan Bay Area:**
 - The relevant CMA can drop the project and determine how to re-allocate funds to other local or regional priorities.
 - The project sponsor may request to include an environmental study phase for the project.
 - The project sponsor/CMA can elect to fully fund the project with local sources, subject to Board approval.



MEMO

Submitted by: Galli Basson, Water Trail Planner

Subject: Authorization to enter into a contract with Studio L'Image in an amount not to exceed \$80,000 to develop regional identity materials for the San Francisco Bay Area Water Trail.

Date: April 6, 2012

Executive Summary

The San Francisco Bay Area Water Trail (Water Trail) is a planned regional network of landing and launching sites for non-motorized small boats (refer to Attachment 1). In March 2011 the Coastal Conservancy awarded a \$1,000,000 block grant to ABAG to begin implementation of the Water Trail, including development of the Water Trail logo, signs, website, and brochure.

Staff released a Request for Proposals (RFP) to develop regional identity materials for the Water Trail, including a logo, website, sign program, brochure, and print media templates. The RFP was open for three weeks and nine (9) proposals were received. Studio L'Image was determined to be the most qualified firm and that costs were reasonable in light of the other 8 proposals. Funding for the contract comes from the Coastal Conservancy block grant awarded to ABAG in 2011. No local match is required. The project is expected to take six months.

Recommended Action

Administrative Committee authorization to enter into a contract with Studio L'Image in an amount not to exceed \$80,000 to develop regional identity materials for the San Francisco Bay Area Water Trail.

Next Steps

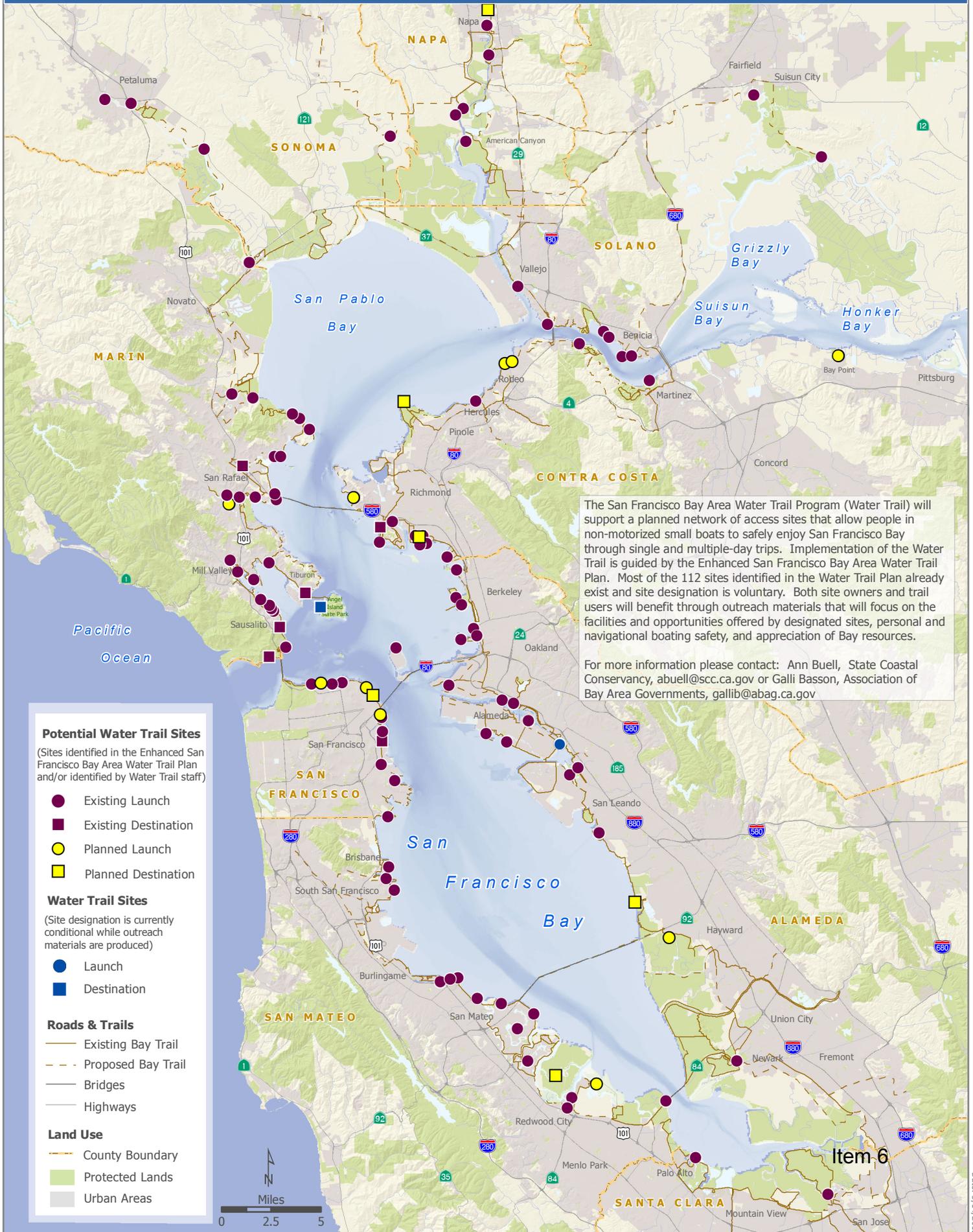
Enter into contract with Studio L'Image; develop regional identity materials.

Attachments

- 1) Water Trail Map

San Francisco Bay Area Water Trail

A network of access sites for non-motorized small boats around San Francisco Bay



The San Francisco Bay Area Water Trail Program (Water Trail) will support a planned network of access sites that allow people in non-motorized small boats to safely enjoy San Francisco Bay through single and multiple-day trips. Implementation of the Water Trail is guided by the Enhanced San Francisco Bay Area Water Trail Plan. Most of the 112 sites identified in the Water Trail Plan already exist and site designation is voluntary. Both site owners and trail users will benefit through outreach materials that will focus on the facilities and opportunities offered by designated sites, personal and navigational boating safety, and appreciation of Bay resources.

For more information please contact: Ann Buell, State Coastal Conservancy, abuell@scc.ca.gov or Galli Basson, Association of Bay Area Governments, gallib@abag.ca.gov

Potential Water Trail Sites

(Sites identified in the Enhanced San Francisco Bay Area Water Trail Plan and/or identified by Water Trail staff)

- Existing Launch
- Existing Destination
- Planned Launch
- Planned Destination

Water Trail Sites

(Site designation is currently conditional while outreach materials are produced)

- Launch
- Destination

Roads & Trails

- Existing Bay Trail
- - - Proposed Bay Trail
- Bridges
- Highways

Land Use

- County Boundary
- Protected Lands
- Urban Areas



Item 6



MEMO

Submitted by: Judy Kelly
Director, San Francisco Estuary Partnership

Subject: Authorization to for the Executive Director or Designee to Submit an Application and Execute and Agreement with the California Dept of Boating & Waterways for Work on the California Coastal Regional Sediment Management Plan Development, San Francisco Littoral Cell

Date: April 12, 2012

Executive Summary

The Coastal Sediment Working Group (CSMW) is funding the development of Coastal Regional Sediment Management Plans (CRSMPs) for the San Francisco Littoral Cell (the open coastline from the Golden Gate to Pedro Point, Pacifica) (“Region”). The CRSMP will be developed under the oversight of CSMW with assistance from the Association of Bay Area governments (ABAG). The CRSMP is intended to formulate consensus-driven regional sediment management guidance and policy throughout the littoral cell, in order to: encourage beneficial reuse of available, non-polluted sediment resources; restore and maintain coastal beaches and other critical areas of sediment deficit; reduce shoreline erosion and coastal storm damages; reduce the proliferation of protective shoreline structures; sustain recreation and tourism; enhance public safety and access; and, restore coastal sandy habitats.

To accomplish these goals, project partner (“Regional Partner”) ABAG will confer with local governments and coordinate with consultants (Halcrow and sub-consultants ESA PWA) retained by CSMW. The consultant team will identify, assess, and characterize potential sediment sources and other issues related to Plan development within the region, in order to prepare a CRSMP under the oversight of CSMW and with input from ABAG.

ABAG’s role in the San Francisco Littoral Cell CRSMP effort will be to develop and propose a governance structure for Plan implementation; convene local governments and other identified stakeholders; conduct a public outreach program; draft a section of the RSM plan on potential funding sources; propose adoption of the RSM plan by the appropriate entities (including ABAG) once it has been completed; and pursue any additional means available (such as incorporation into LCP updates) to ensure the Plan’s use during future sediment management activities throughout the San Francisco Littoral Cell.

Recommended Action

The Executive Director or Designee be authorized to accept grant funds, conduct all negotiations, and execute and submit all documents including, but not limited to applications, agreements, amendments, payment requests, and so on, which may be necessary for the completion of the aforementioned project. The Executive Board approves the related Resolution so authorizing.

**ASSOCIATION OF BAY AREA GOVERNMENTS
ADMINISTRATIVE COMMITTEE**

RESOLUTION NO. 06-12

**AUTHORIZING THE EXECUTIVE DIRECTOR, OR DESIGNEE, TO SUBMIT AN
APPLICATION AND EXECUTE AN AGREEMENT WITH THE STATE OF
CALIFORNIA DEPARTMENT OF BOATING AND WATERWAYS FOR THE
COASTAL REGIONAL SEDIMENT MANAGEMENT PLAN DEVELOPMENT, SAN
FRANCISCO LITTORAL CELL CRSMP**

WHEREAS, the California Coastal Sediment Working Group (CSMW) is a collaborative effort between federal, state, and local agencies and non-governmental organizations to evaluate California's coastal sediment management needs on a regional, system-wide basis; and

WHEREAS, whereas the California Department of Boating and Waterways is funding the next phase of the Sediment Master Plan project under the direction of the Coastal Sediment Management Workgroup (CSMW); and

WHEREAS, the CRSMP is intended to formulate consensus-driven regional sediment management guidance and policy throughout the littoral cell, in order to: encourage beneficial reuse of available, non-polluted sediment resources; restore and maintain coastal beaches and other critical areas of sediment deficit; reduce shoreline erosion and coastal storm damages; reduce the proliferation of protective shoreline structures; sustain recreation and tourism; enhance public safety and access; and, restore coastal sandy habitats; and

WHEREAS, ABAG will confer with local governments and coordinate with consultants (Halcrow and sub-consultants ESA PWA) retained by CSMW to develop and propose a governance structure for Plan implementation; convene local governments and other identified stakeholders; conduct a public outreach program; draft a section of the RSM plan on potential funding sources; propose adoption of the RSM plan by the appropriate entities (including ABAG) once it has been completed; and pursue any additional means available (such as incorporation into LCP updates) to ensure the Plan's use during future sediment management activities throughout the San Francisco Littoral Cell.

**ASSOCIATION OF BAY AREA GOVERNMENTS
RESOLUTION NO. 06-12**

NOW, THEREFORE, BE IT RESOLVED, by the Administrative Committee of the Association of Bay Area Governments that the Executive Director or Designee be authorized to accept grant funds, conduct all negotiations, and execute and submit all documents including, but not limited to applications, agreements, amendments, payment requests, and so on, which may be necessary for the completion of the aforementioned project.

The foregoing adopted by the Administrative Committee this 13th day of April, 2012.

Mark Luce
President

Certification of Executive Board Approval

I, the undersigned, the appointed and qualified Secretary-Treasurer of the Association of Bay Area Governments (Association), do hereby certify that the foregoing resolution was adopted by the Administrative Committee of the Association at a duly called meeting held on the 13th day of April, 2012.

Ezra Rapport
Secretary-Treasurer

Approved as To Legal Form

Kenneth K. Moy
Legal Counsel