**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

SH:MM
J:\COMMITTE\Planning Committee\2016\11_PLNG_Nov 2016\5a_PBA 2040 Preferred Scenario memo_v2.docx

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.

Plan BayArea 2040

**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.

Plan BayArea 2040

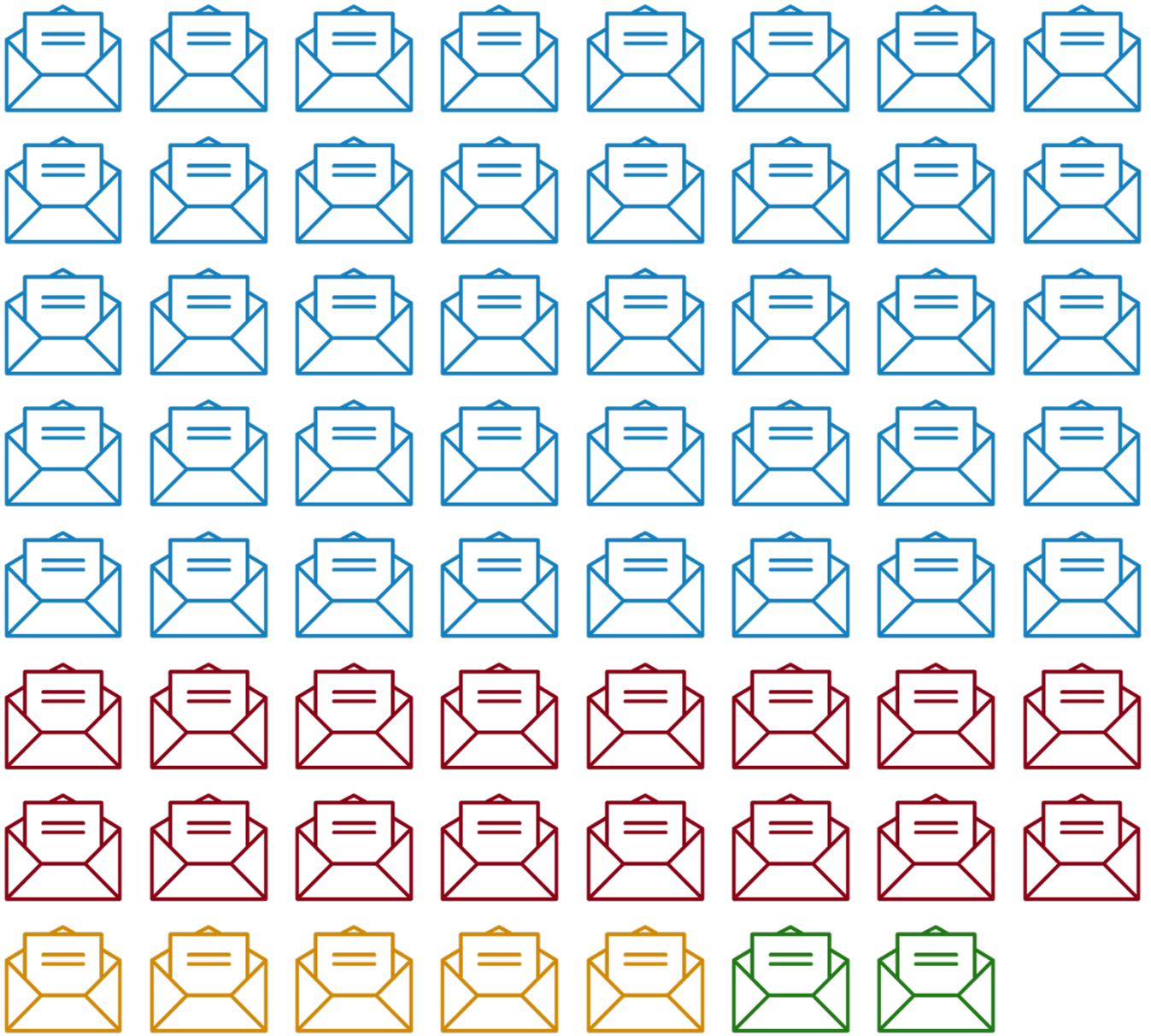


Image Source: The Noun Project

**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.

Plan BayArea 2040

## 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

Plan BayArea 2040

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

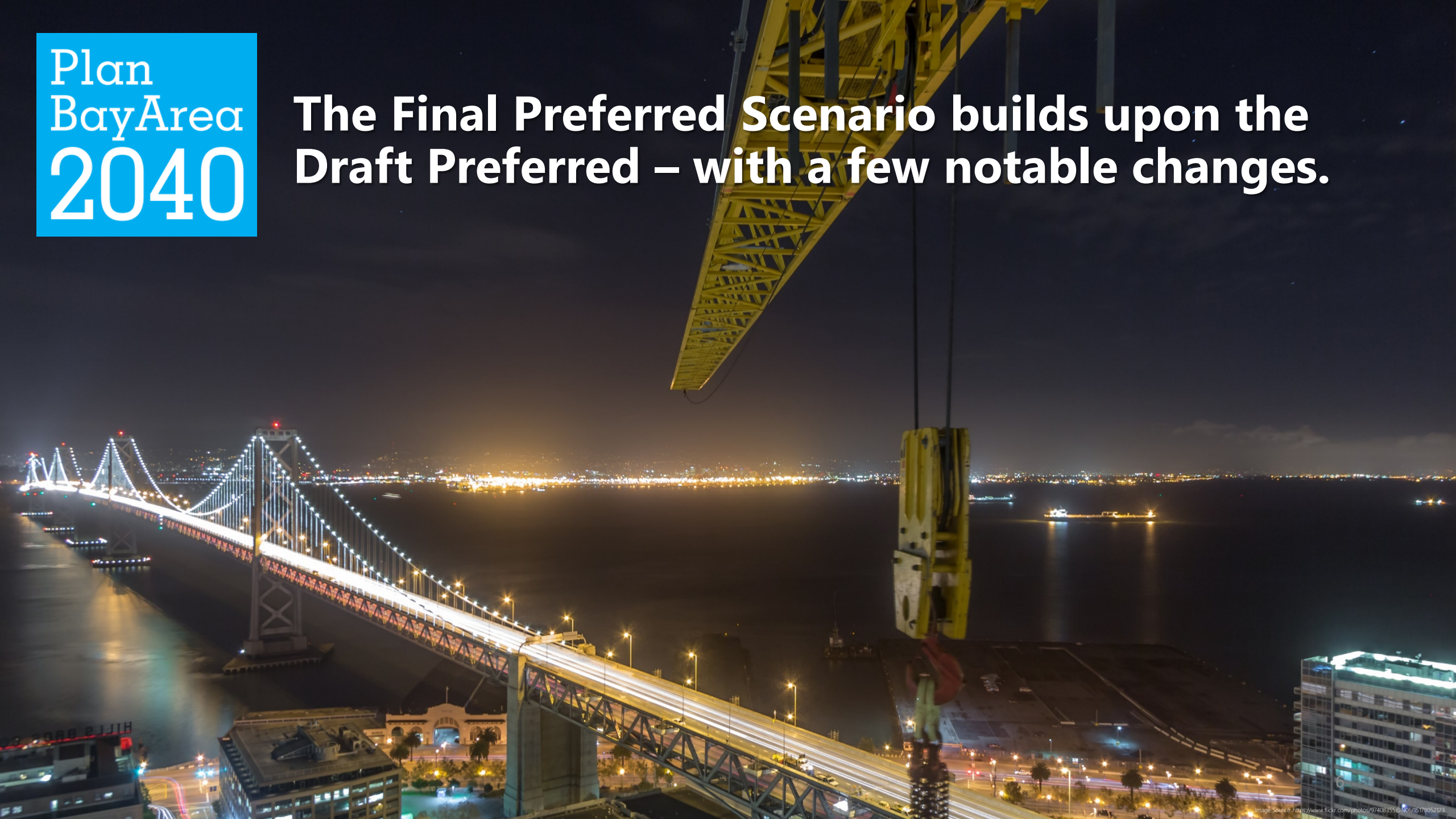


Image Source: https://www.flickr.com/photos/97408355@N06/15178052123

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

Plan BayArea 2040

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

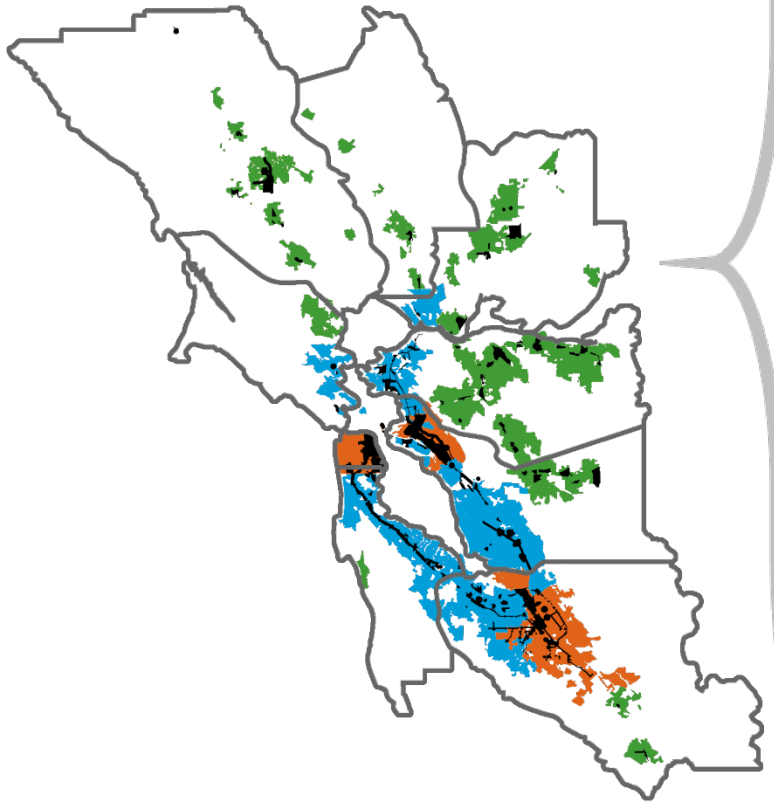
- Assign **higher densities** than currently allowed by cities to select PDAs.
- Keep **current urban growth boundaries** in place.
- Preserve and incorporate **office space caps** in job-rich cities.
- Assume for-profit housing developments make **10 percent of units deed-restricted** in perpetuity.
- 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.

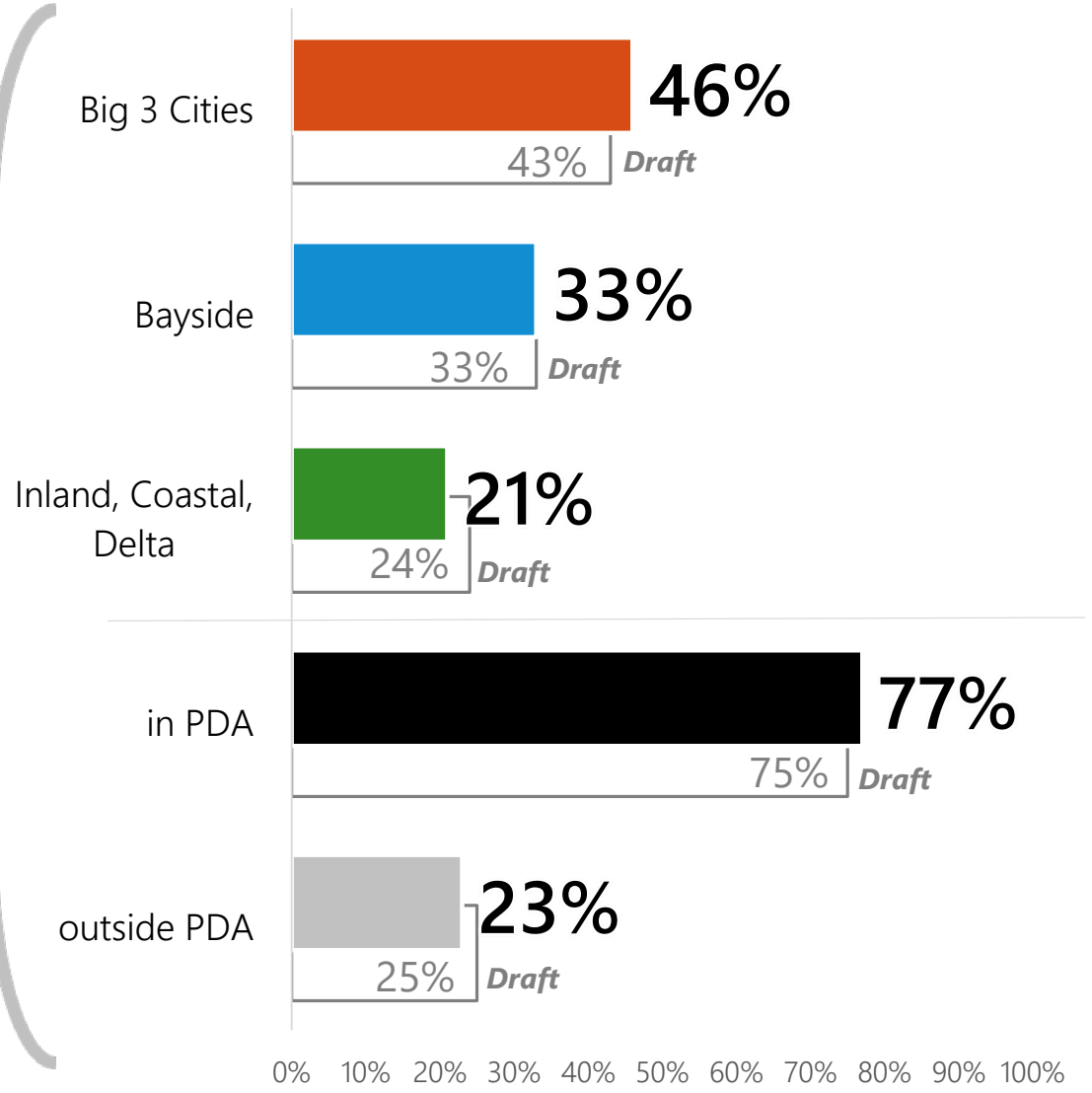
Source: https://www.flickr.com/photos/neighborhoods/4283507357; Icon Sources: The Noun Project (Mint Shirt, Creative Stall, Avery, Boatman, Gomez)

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

Plan BayArea 2040

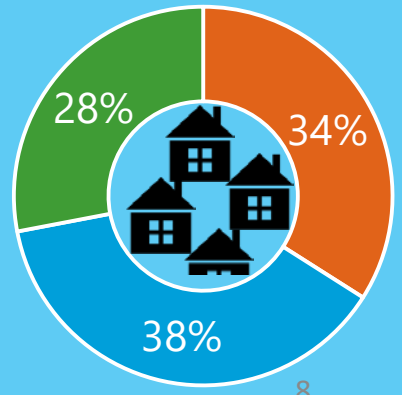
Where will the region plan for the **820,000** new households?






2010: **2.6 million** households

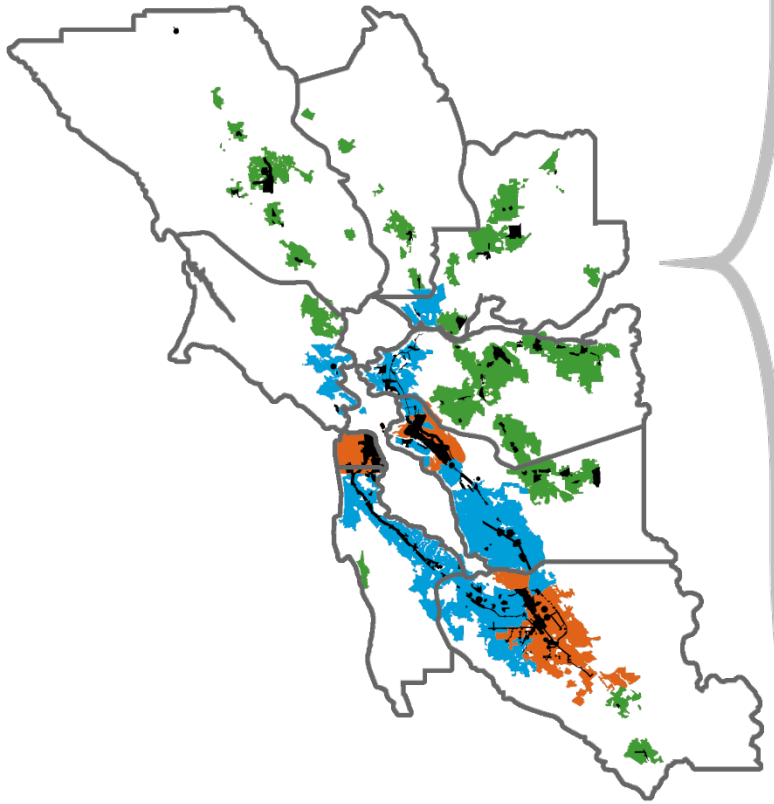
2040: **3.4 million** households

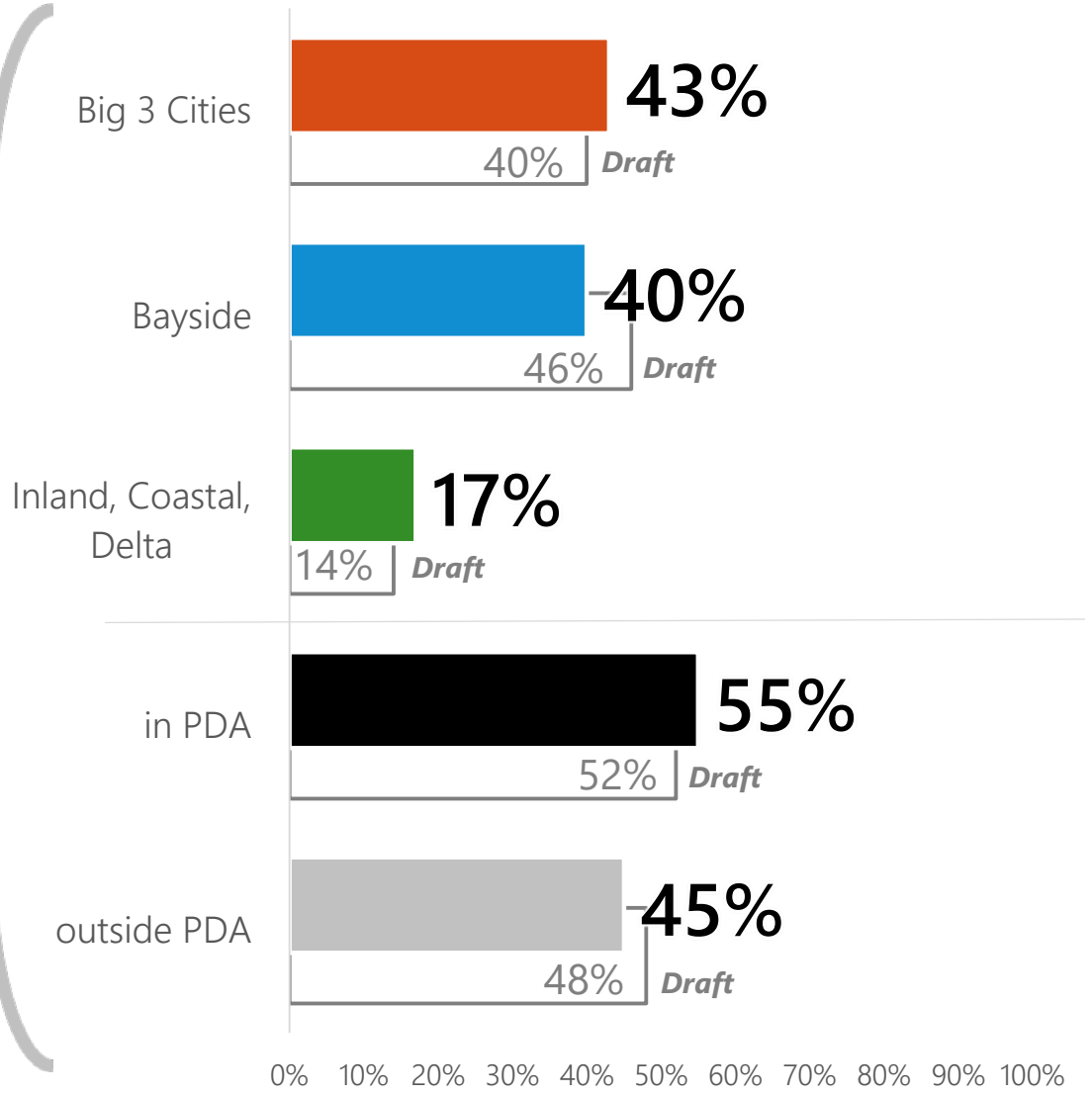


# New strategies included in the Final Preferred Scenario shifted some job growth away from Bayside communities.

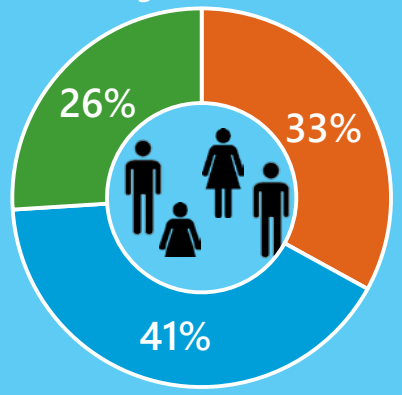
Plan BayArea 2040

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

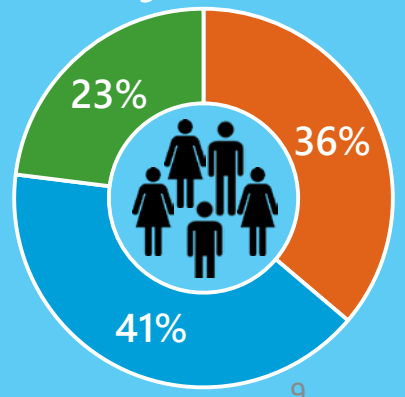





2010: **3.4 million** jobs



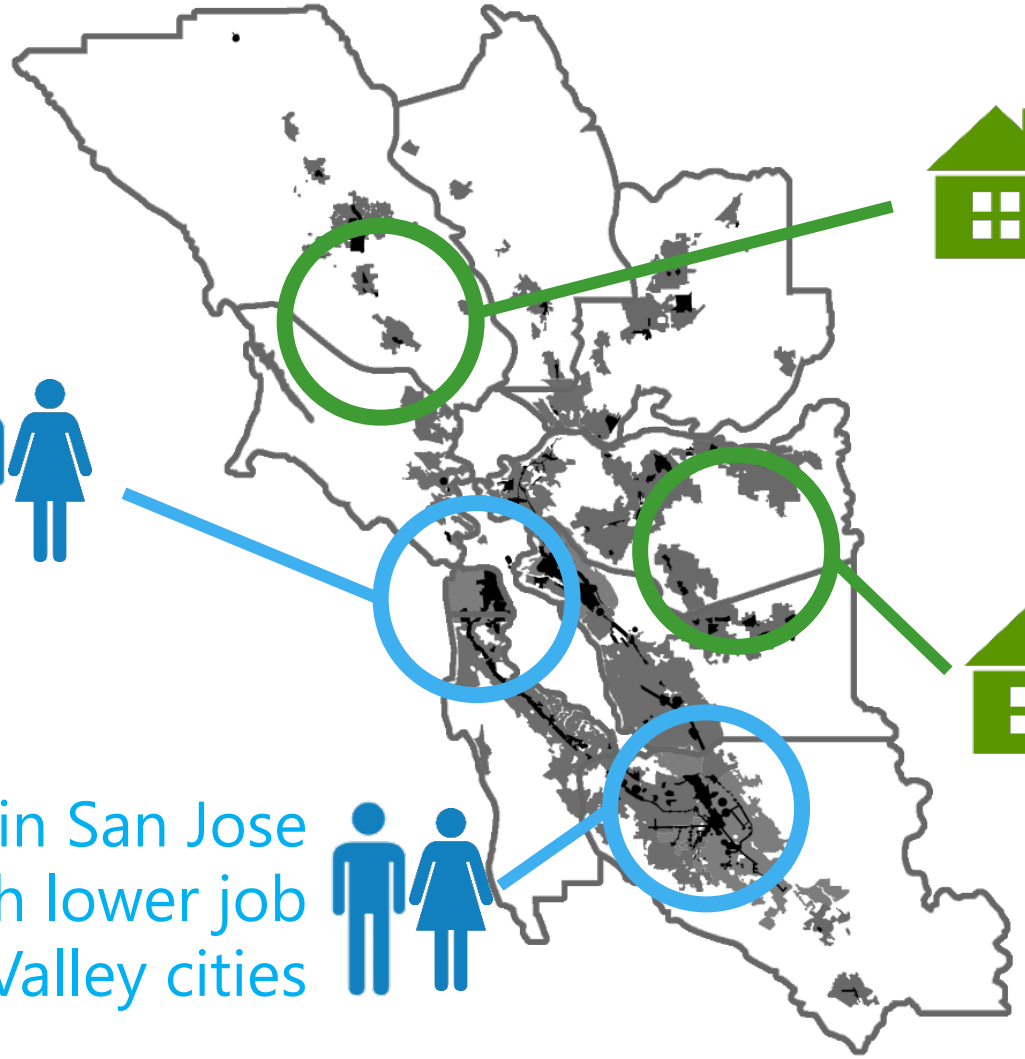

2040: **4.7 million** jobs



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

Plan BayArea 2040

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

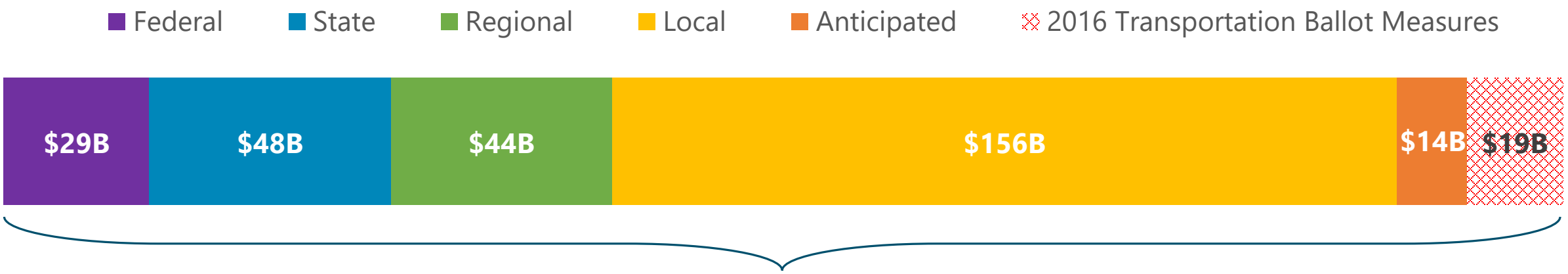
**Shifted housing growth** from Contra Costa to other high-population, job-rich counties

**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.

Plan BayArea 2040

## Revenue Envelope for Plan Bay Area 2040




**$310 billion**

Year of Expenditure $

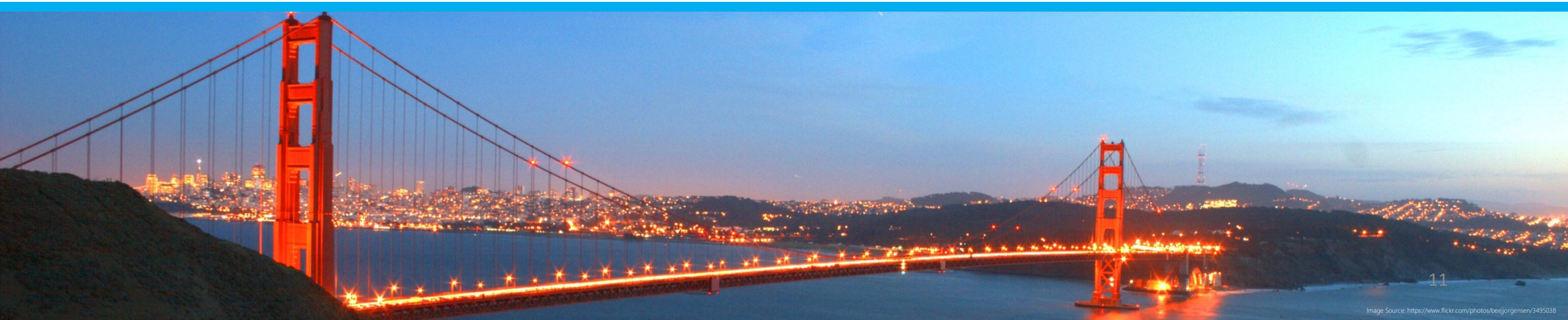




Image Source: https://www.flickr.com/photos/beejorgensen/3495038

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

Plan BayArea 2040

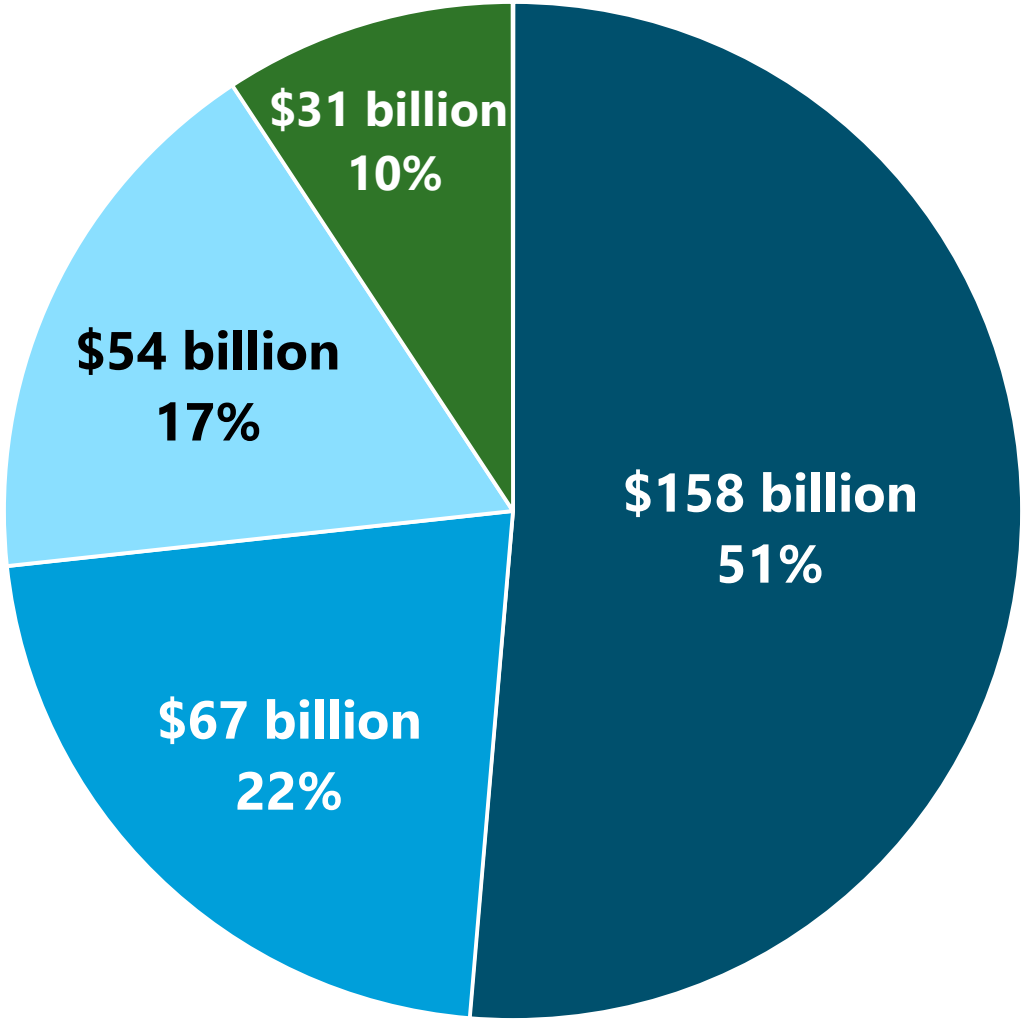
**90%**

**Operate, Maintain, and Modernize**

**10%**

**Expand Existing System**

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



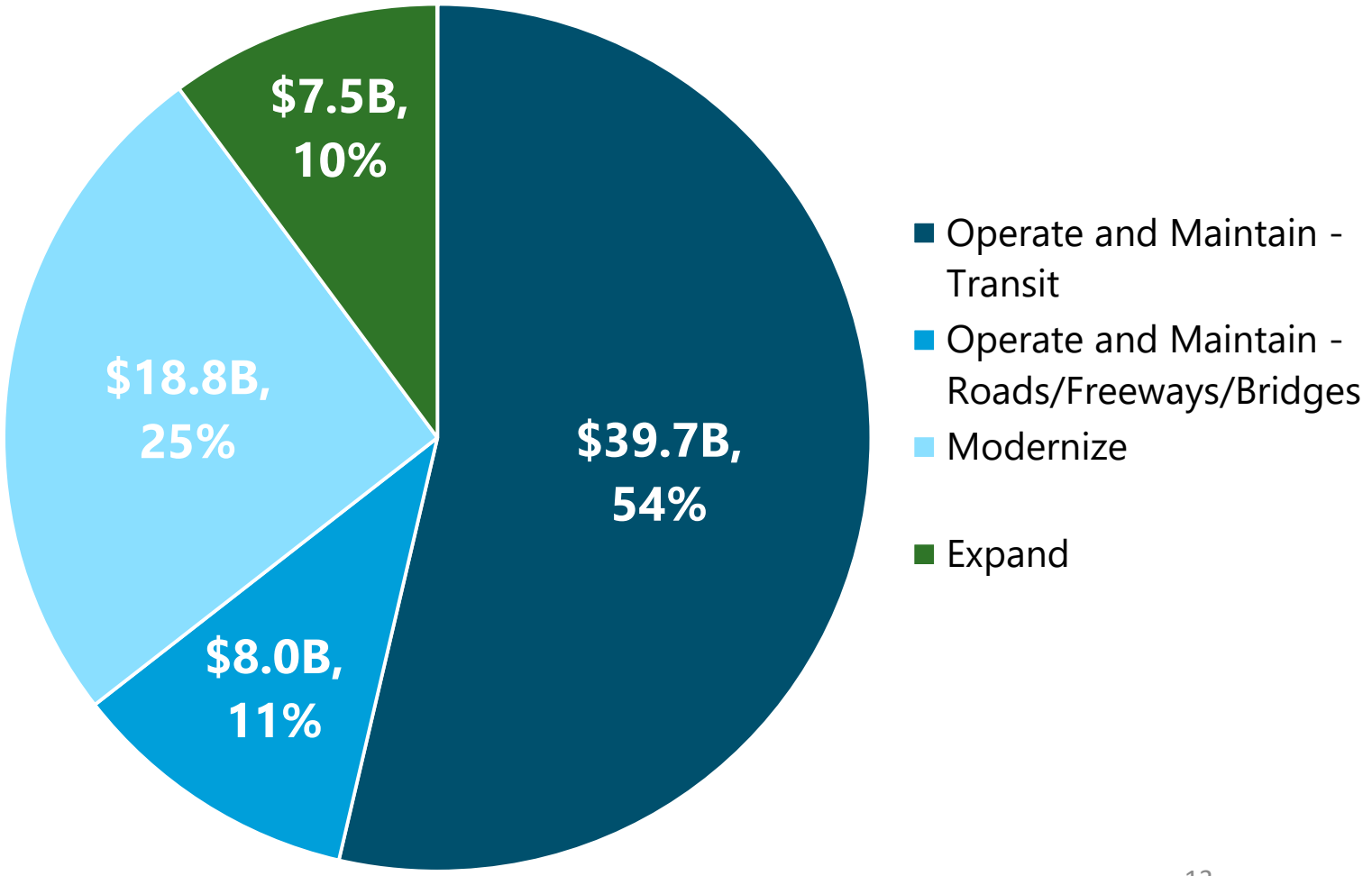

- Operate and Maintain - Transit
- Operate and Maintain - Roads/Freeways/Bridges
- Modernize
- Expand

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

Plan BayArea 2040

| 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.

Plan BayArea 2040

## Overview of Regional Transit Operations: Service & Funding

**Service Levels**

**+7.5%**

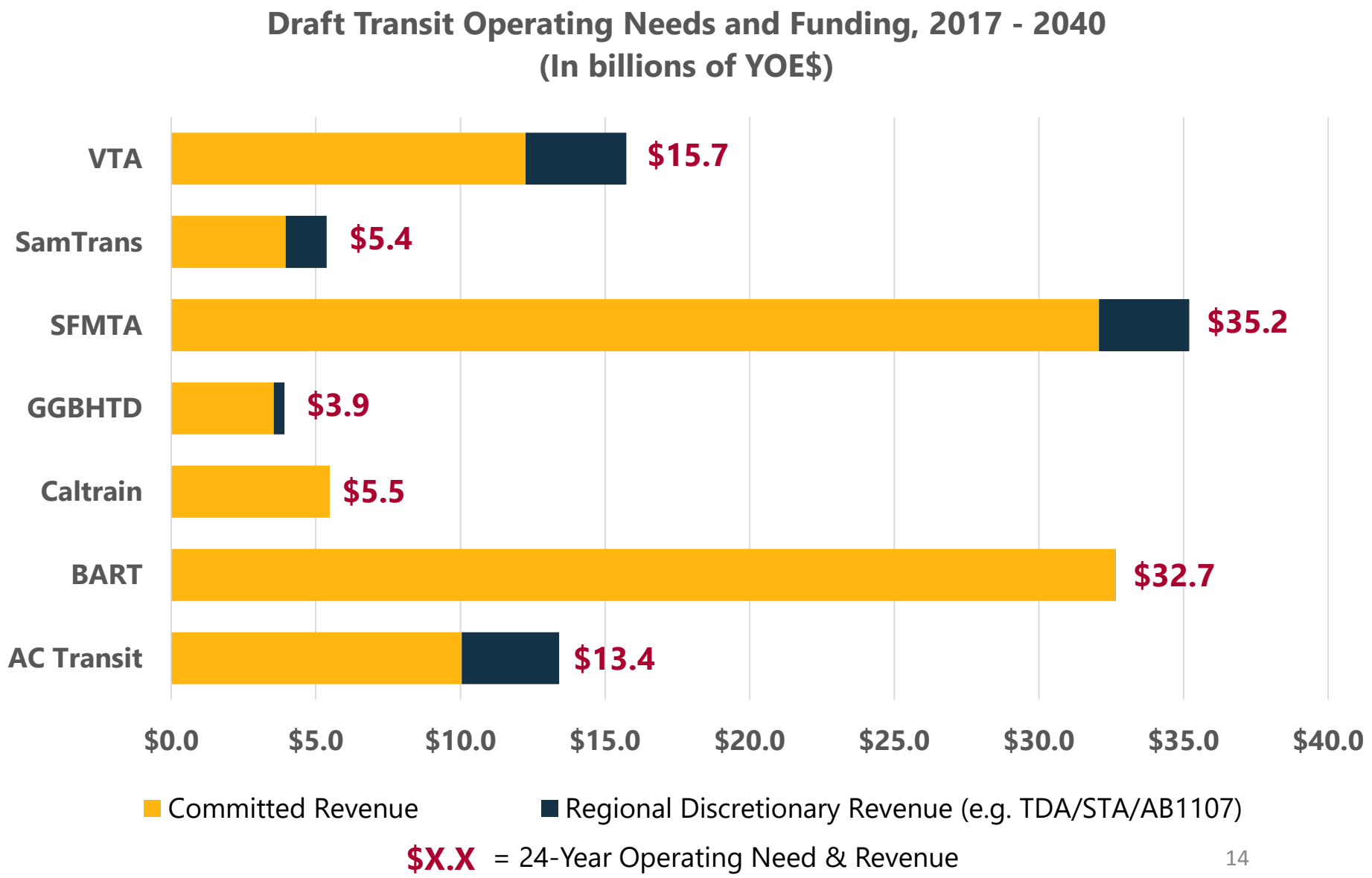
greater than the original Plan Bay Area

**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.*

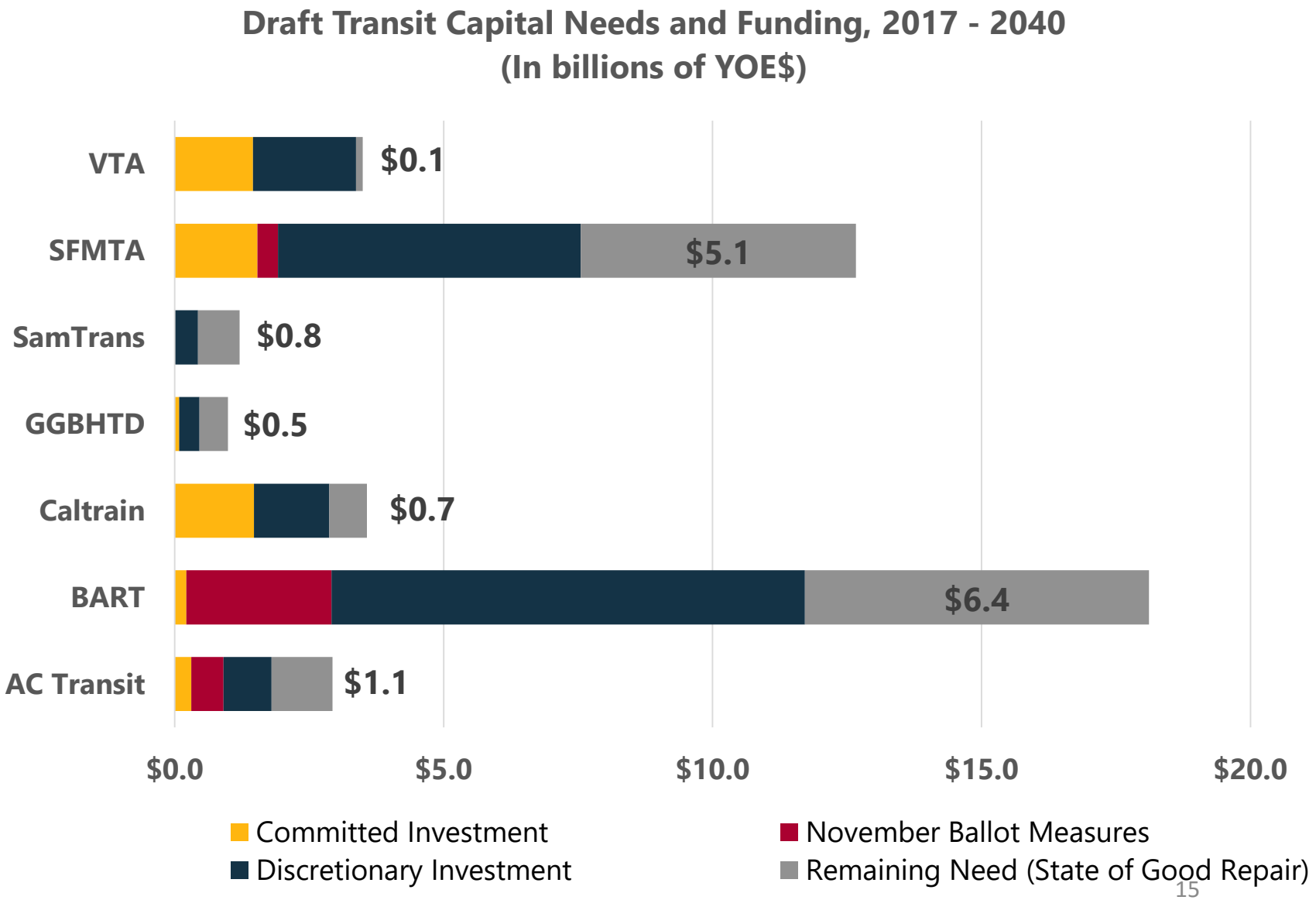





Icon Sources: The Noun Project (Clarke; Aarthus)

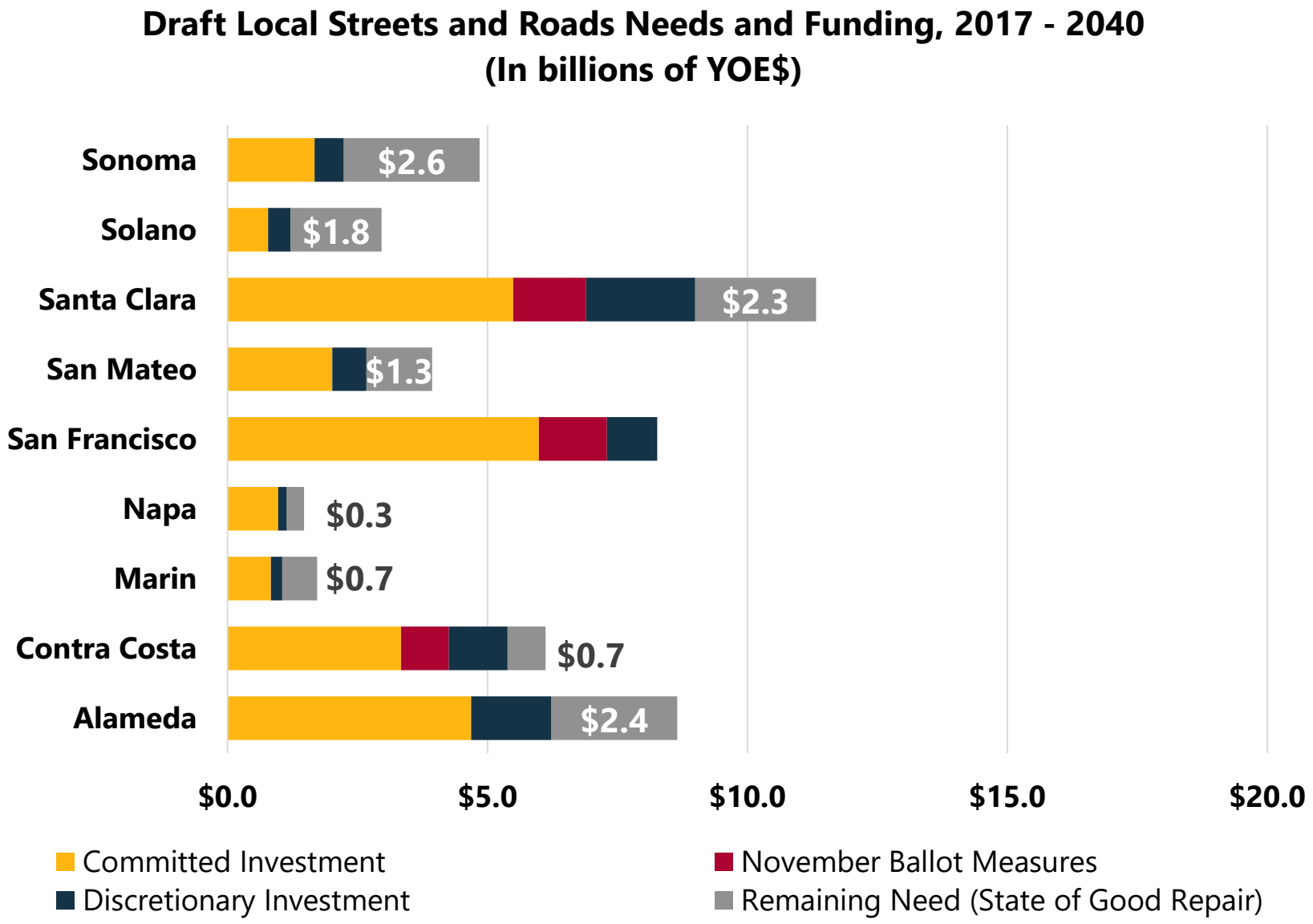
# Maintenance funding is directed to highest asset need, but does not fully achieve a state of good repair for transit capital.

Plan BayArea 2040



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

Plan BayArea 2040



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

Plan BayArea 2040

**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.

Plan BayArea 2040

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.

Plan BayArea 2040

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 incorporate successful housing bonds and 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

# 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

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

## 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** |

Plan BayArea 2040

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

**Attachment A**

## 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.<br>• Assumes California Environmental Quality Act (CEQA) Tiering or Streamlining will increase development profitability by 1% in Transit Priority Areas (TPAs).<br>• 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.

Attachment C.5

## 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**<br>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**<br>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**<br>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**<br>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**<br>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**<br>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**<br>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**<br>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**<br>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**<br>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)

Plan Bay Area 2040
Transportation Project List
values in millions of YOE $



| 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 | | |

Plan Bay Area 2040
Transportation Project List
values in millions of YOE $



| 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 |

Plan Bay Area 2040
Transportation Project List
values in millions of YOE $



| 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 | | |

Plan Bay Area 2040
Transportation Project List
values in millions of YOE $



| 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 |

Plan Bay Area 2040
Transportation Project List
values in millions of YOE $



| 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 |

Plan Bay Area 2040
Transportation Project List
values in millions of YOE $



| 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 | | |

Plan Bay Area 2040
Transportation Project List
values in millions of YOE $



| 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 | | |

Attachment D.1

# 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

Attachment D.2

# 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