



METROPOLITAN
TRANSPORTATION
COMMISSION

DRIVING CHANGE

Annual Report to the California State Legislature

April 2014



San Francisco-Oakland Bay Bridge Trail bike path opening, September 3, 2013

Photo: Karl Neilsen

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M T METROPOLITAN TRANSPORTATION COMMISSION

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Public Affairs Section

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San Francisco Bay Area: Transportation and Land Uses

- Urbanized Area
- Publicly Owned Parks and Open Space
- Priority Development Area (PDA) — **Planned**
- Priority Development Area (PDA) — **Potential**
- Priority Conservation Area (PCA)

ROADS

- Freeway
- Major Road

RAIL SYSTEM

- Altamont Corridor Express
- Amtrak
- BART
- Caltrain
- Light Rail (Muni & VTA)
- Cable Car (Muni)

Oakland

2010 POPULATION

- > 350,000
- 50,000–350,000
- <50,000

Novato
Pacifica

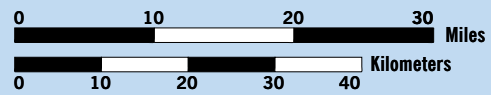


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A Blockbuster Year for Transportation

2013 was an extraordinary year for Bay Area transportation, with the opening of three huge projects that each have been under development for over a decade.



New East Span Opens

The \$9 billion state Toll Bridge Seismic Retrofit Program reached completion in September 2013 when the \$6.4 billion replacement for the East Span of the San Francisco-Oakland Bay Bridge opened to traffic on Labor Day.



San Jose Mercury News

SATURDAY, JANUARY 4, 2014

2013 was a banner year for Bay Area transportation improvements

by Gary Richards

Despite worsening traffic delays across the Bay Area, 2013 was a banner year in which huge transportation projects were completed — a first in many decades.

There's more, although some improvements are not as visible to motorists. The Valley

Some motorists remain disgruntled by the removal of all toll takers on the Golden Gate. But an increasing number are asking when toll booths will be gone from other bridges.

CONTRA COSTA TIMES

SEPTEMBER 3, 2013

Bay Bridge: Drivers, cyclists take to 'awesome' new span

By Mike Rosenberg, David DeBolt and Doug Oakley, Staff Writers

OAKLAND — After a 24-year wait for a new eastern span of the Bay Bridge, the first commute day on the Bay Area's newest landmark was rather anticlimactic.

Sure, there were the expected traffic backups Tuesday — exacerbated by thousands of bridge-gazers who just couldn't wait to cruise under the big white cables — but nothing too crazy.

stopping in gridlock for several minutes at the toll plaza and metering lights was now worthy of being uploaded to YouTube. Most commuters slowed down around the new tower to take in the landmark in all its 525-foot-high glory.

"It was awesome," said Twitter employee Dan Sullivan, a 36-year-old Montclair resident who drove

first arrest: A woman going east was pulled over near the toll plaza and booked on suspicion of DUI at 2:15 a.m., just four hours after traffic began flowing on the bridge. And the first crash: A three-car collision at 11 a.m. sent one person to the hospital with minor injuries.

The Examiner

EXAMINER.COM

SEPTEMBER 3, 2013

Spirit of victory prevails at opening of new Bay Bridge

Bay Area got its bridge.

span of the Bay Bridge, to complete and features anchored suspension span and pedestrian path, officially on Monday night at 10:18 p.m.

Lt. Gov. Gavin Newsom's beautiful display of a reinvestment in state

"Bridges are monuments stand here between Mission and land masses," he said chain with a blow to

San Francisco

Tunnel tam

Almost from the time in 1937 when Highway 1 was placed precariously on promontory on the San Mateo Coast, high above the Pacific, man has been trying to tame Devil's Slide - with little success.

Caldecott Tunnel Gets New Fourth Bore

In November, Caltrans opened the new fourth bore of the world-class Caldecott Tunnel on State Route 24, providing two dedicated tunnels in each direction to aid more than 160,000 commuters daily and end the 50-year-old process of manually reversing the flow of traffic twice per day along the middle bore. At a final cost of \$417 million, the fourth bore has been designated as a regional lifeline structure and is designed to reopen to emergency traffic within 72 hours of a major earthquake.



Devil's Slide Tunnels Restore Predictable Access to Highway 1

In March, Caltrans opened the first new highway tunnels in California in nearly 50 years when it cut the ribbon on the Tom Lantos Tunnels, popularly known as the Devil's Slide Project. The tunnels provide guaranteed access for this portion of Highway 1, which had a history of closure due to rockslides and land slippage. One of the longest road closures happened in 1995, lasting 158 days. At 4,200-feet, the twin tunnels are now the longest in California. The \$439 million project features 32 jet-powered fans for ventilation and 10 fireproof shelters between the tunnels.



CONTRA COSTA TIMES

WEDNESDAY, NOVEMBER 16, 2013

Caldecott's new bore more than a tunnel

San Francisco Chronicle

THURSDAY, MARCH 21, 2013

Perilous Devil's Slide at last

Michael Cabanatuan

its completion as an emergency project. Despite continuing local opposition to the bypass, county supervisors declined to ask Caltrans to build a tunnel. So activists did. Taking it to the street

CONTRA COSTA TIMES

WEDNESDAY, MARCH 24, 2013

Devil's Slide tunnels open at last

By Aaron Kinney, Bay Area News Group

MONTARA — Call it an exorcism.

Seventy-six years after building an extension of Highway 1 at Devil's Slide, Caltrans is ready to shut down the landslide-prone coastal road forever and open a pair

The tunnels promise real improvement in the lives of people who reside and work on the coast. The landslides that plagued the road since it opened, including closures for several months in 1995 and 2006, need their commuters into night

tain. The road was tied to a bold idea for development on the sparsely populated coast.

"They saw another couple hundred thousand people living out there," said Mitch

Oakland Tribune

NOVEMBER 14, 2013

Editorial: New fourth bore opening of the Caldecott Tunnel is cause worth celebrating

Cap and Trade Funding: A Unique Opportunity to Implement AB 32 and SB 375

How Cap and Trade Funding Can Support a Better Bay Area

Ensure a Vibrant and Healthy Region for Our Children and Grandchildren

Cleaner air, fewer greenhouse gas emissions, more housing options, improved infrastructure, better access to jobs, and access to open space and recreation – these are the building blocks of a better future.

Make Bay Area Businesses More Competitive

A well-constructed, sustainable regional plan can help us attract private sector investment and compete for federal and state funding.

Provide a Range of Housing and Transportation Choices

A greater variety of multifamily and single-family housing will be available in places with better transit access, and improved walking conditions and local services.

Invest Smartly to Make the Most of Existing Infrastructure

Using a performance-based approach to transportation investments and coordinating the location of future housing and jobs with major transportation investments, we can get more bang for our buck in public expenditures.

Preserve Open Spaces, Natural Resources, Agriculture and Farmland

By developing in existing downtowns, main streets and neighborhoods, we don't need to develop in open spaces or in places that over-utilize our water supply, energy resources and road capacity.

Both Governor Brown and the Senate President Pro Tempore Darrell Steinberg have proposed directing significant amounts of Cap and Trade funds to projects that reduce greenhouse gas emissions from the transportation sector. MTC supports using Cap and Trade funds to help implement Plan Bay Area, the San Francisco Bay Area's long range plan that implements SB 375. In 2014, we urge the Legislature to enact legislation that provides long-term Cap and Trade funding to implement Sustainable Communities Strategies across the state.

MTC Policy Recommendations for Cap and Trade Funding

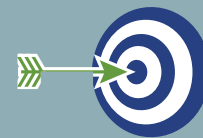
- Create a permanent long-term funding and policy structure that specifies the share of revenue for specific funding categories in fiscal year 2014-15 and into the future.
- Establish a program of funding distributed directly to metropolitan planning organizations (MPOs) to support implementation of Sustainable Communities Strategies.
- Establish a dedicated, predictable, multi-year funding source for transit operations and capital improvements developed through the framework of the State Transit Assistance (STA) program.
- Create a permanent and substantial funding source to implement California's High Speed Rail plan.
- Establish a substantial funding commitment to affordable housing in order to support statewide requirements to implement SB 375.

Plan Bay Area's Funding Framework for Cap and Trade Funds

To ensure the Bay Area has a clear plan for how we will invest such funds, MTC recently adopted a Cap and Trade Funding Framework for \$3.1 billion in Cap and Trade funds that the plan forecast could come to the region over the next 26 years. The framework assigns the funds to five broad program categories as shown below.

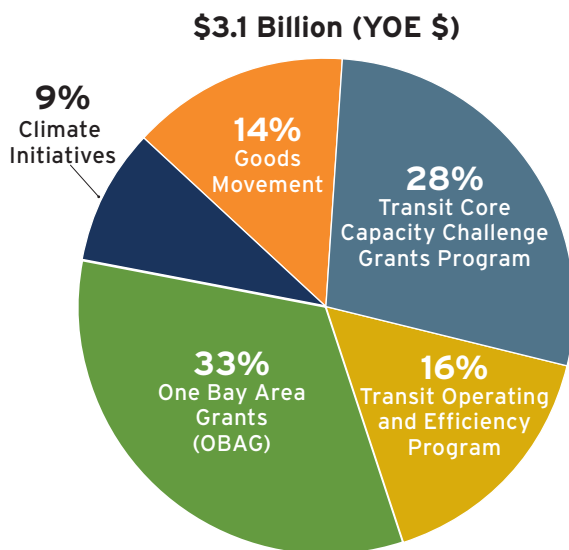
A comprehensive and competitive project selection process will be developed to support this effort. This will enable the Bay Area to hit the ground running once the Legislature appropriates the Cap and Trade funds to MPOs.

Plan Bay Area exceeds



the 15 percent per capita CO₂ emission reduction target set by the California Air Resources Board. By 2040, the typical Bay Area resident is expected to reduce his or her transportation CO₂ emissions by 18 percent compared to 2005.

MTC's Cap and Trade Funding Framework



YOE: Year of Expenditure



Adopted in July 2013, Plan Bay Area includes the region's Sustainable Communities Strategy.

Establishing a Temporary Vehicle License Plate Program: AB 2197 (Mullin)

Supported by three statewide police organizations, AB 2197 is an important improvement to public safety. Vehicles without plates allow motorists to avoid detection in criminal activity, traffic and toll violations.

To ensure fairness for the region's toll payers and curb toll cheating on the Bay Area's eight toll bridges by vehicles without plates, MTC and the Golden Gate Bridge, Highway and Transportation District are sponsoring AB 2197 to establish a temporary license plate program in California similar to that in effect in over two dozen states.

In fiscal year 2012-13, vehicles without plates drove toll-free across a Bay Area bridge 1.4 million times, costing the region roughly \$8 million in uncollected tolls. That same year, Southern California toll roads and express lanes lost \$4 million due to vehicles without plates. Given the increase in new express lanes statewide and the growth of all-electronic tolling, it is time for legislative action.

Toll Bridge & Toll Road Revenue Losses from Vehicles Without Plates

Agency	FY2013-12	FY 2012-11	FY 2011-10
Bay Area Toll Authority	\$6,785,212	\$4,872,419	\$4,340,486
Transportation Corridors Agency	\$2,786,048	\$2,269,365	\$2,071,006
Golden Gate Bridge	\$1,100,000	\$500,000	\$400,000
I-110 and I-10 Express Lanes ¹	\$900,000	–	–
Orange County Transportation Authority	\$580,025	\$467,955	\$387,147
South Bay Expressway	\$360,000	\$380,000	\$425,000
STATEWIDE IMPACT	\$12,511,285	\$8,489,739	\$7,623,639

Source: Email survey conducted by MTC in November 2013.

¹The 110/10 Express Lanes began operation in November 2012.

Current Practice

Current law requires vehicle owners to install permanent license plates upon receipt or within 90 days of purchase, whichever is sooner. Law enforcement cannot easily determine when a vehicle is past its 90 allowable days because there is no visible expiration date on the "report of sale" document taped in the front window of new cars. Many drivers take advantage of this loophole and drive without plates far past the allowable time period.

How Would The Temporary License Plate System Work?

AB 2197 builds on California's successful 11-year-old Business Partner Automation (BPA) Program, in which the DMV approves companies to work directly with motor vehicle dealers to process registration electronically.

The bill requires motor vehicle dealers to work with one of these pre-approved companies to process temporary license plates. Information about the owner and the vehicle would be entered into a "temp tag" database that would be accessible to law enforcement and toll agencies in real time, just like the permanent motor vehicle registration database.

AB 2197 has a growing list of supporters including:

- California Police Chiefs Association
- California State Sheriffs' Association
- Peace Officers Research Association of California
- Riverside County Transportation Commission
- Foothill/Eastern Transportation Corridor Agency
- San Joaquin Hills Transportation Corridor Agency

California is a national outlier with respect to how long we allow vehicles to be driven "anonymously," despite the risk it poses to public safety.



Assembly Bill 2197 would establish a mandatory "temp tag" system, requiring both new and used auto dealers to install temporary tags (Florida example pictured above) at the point of sale so vehicles are identifiable to law enforcement and toll operators. (Photos: Randy Rentschler)

Improving Mobility and Reducing Greenhouse Gas Emissions With Plan Bay Area



In July 2013, MTC and the Association of Bay Area Governments jointly adopted Plan Bay Area, an integrated transportation and land-use strategy through 2040. This is the region's first long-range plan to meet the requirements of California's landmark greenhouse gas reduction law – Senate Bill 375 (Steinberg, 2008) – which calls on each of the state's 18 metropolitan areas to develop a plan to reduce greenhouse gas emissions from cars and light trucks.

More than three years in the making, Plan Bay Area is the successor to Transportation 2035, the long-range plan adopted by MTC in 2009. Projecting a healthy regional economy, the Plan anticipates that the Bay Area's population will grow from about 7 million today to some 9 million by 2040. The plan sets forth an investment strategy for \$292 billion in funding

that the region anticipates through 2040.

A Focused-Growth Approach

The Plan coordinates future land uses with long-term transportation investments—without compromising local control of land-use decisions.

City and county governments have identified Priority Development Areas (PDAs) and Priority Conservation Areas (PCAs) for the land-use portion of Plan Bay Area.

The Plan lays out a strategy for meeting 80 percent of the

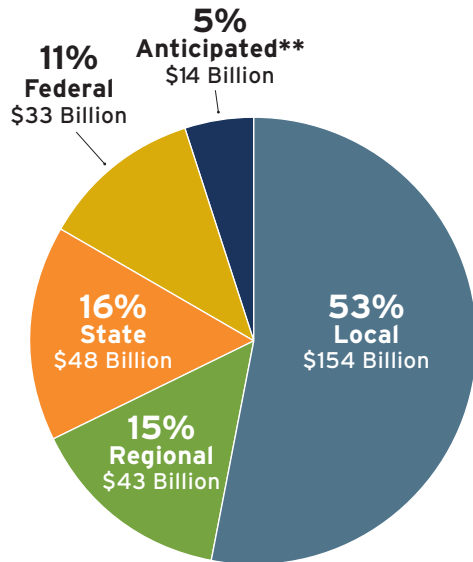
“Top 10” Largest Plan Bay Area Investments

Rank	Project	Investment (YOE* millions \$)
1	BART to Warm Springs, San Jose and Santa Clara	\$8,341
2	Bay Area Regional Express Lane Network	\$6,057
3	Transbay Transit Center Caltrain/High Speed Rail Downtown Extension (Phases 1 and 2)	\$4,185
4	Integrated Freeway Performance Initiative (FPI)	\$2,729
5	Presidio Parkway/Doyle Drive US 101 seismic replacement	\$2,053
6	Caltrain Electrification and Operational/Service Frequency Improvements	\$1,843
7	SFMTA Central Subway: King Street to Chinatown	\$1,578
8	Valley Transportation Authority (VTA) Express Lane Network	\$1,458
9	San Jose International Airport Connector	\$753
10	Hunters Point and Candlestick Point: New Local Roads	\$722

* YOE = year of expenditure

Plan Bay Area Revenue Forecast (FY2014-2040)

\$292 Billion (YOE* \$)



* YOE = year of expenditure

** Based on historic trend for state and federal funds



Priority Conservation Areas comprise over 100 regionally significant open spaces facing near-term development pressure.

(Photo: Courtesy of the Ridge Trail)

region's future housing needs in PDAs.

Originally established to address housing needs in infill communities, PDAs have been broadened to advance job growth as well.

By 2040 the San Francisco Bay Area is projected to add 2.1 million people.

PCAs, by contrast, are regionally significant open spaces for which there exists broad consensus for long-term protection. PDAs and PCAs complement one another because promoting development within PDAs takes development pressure off the region's open space and agricultural lands.

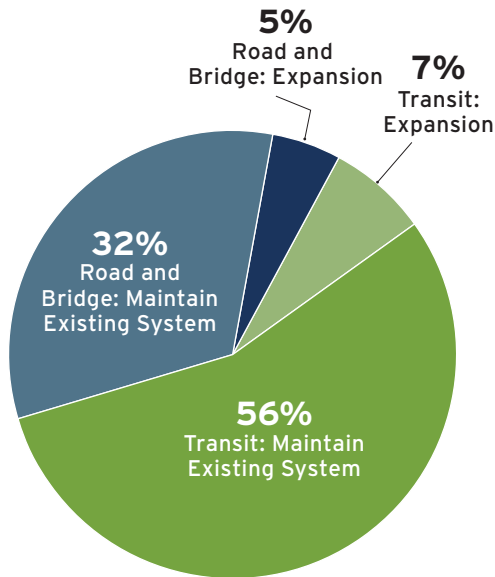


Projected growth shows that the Bay Area will continue to be California's second-largest population and economic center. (Photo: Noah Berger)

Achieving a State of Good Repair Is Priority #1 in Plan Bay Area

Total Investments by Function

\$292 Billion (YOE \$)



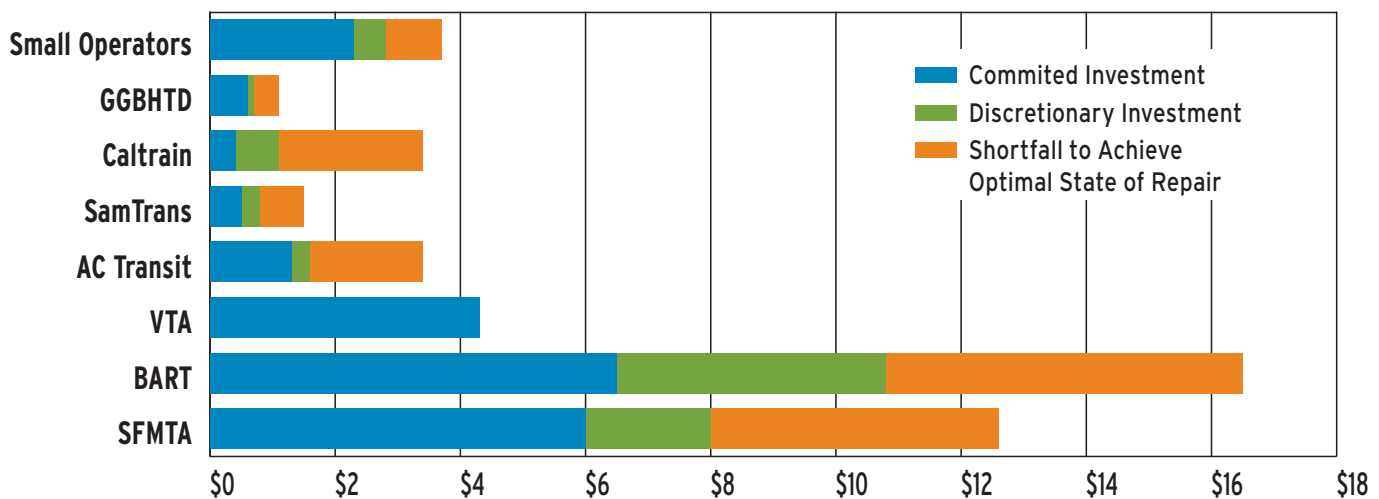
A well maintained multimodal transportation system is fundamental to the compact land use pattern proposed in Plan Bay Area. To that end, the plan directs 88 percent of available funds to keeping the current transportation system in working order, with 56 percent dedicated to maintaining and operating our transit systems and 32 percent dedicated to maintaining our roadway and bridge network.

While the plan fully funds current transit service levels over the 28-year period, there remains a \$17 billion shortfall to achieve an optimal state of good repair for our transit systems, as shown below.

Transit Core Capacity Challenge Grant Program

In response to this transit capital funding shortfall, in December 2013 the Commission established a \$7.5 billion Transit Core Capacity Challenge Grant Program focused on the capital needs of the region's three largest transit operators – AC Transit, BART and San Francisco MTA, which carry over 80 percent of

Transit Capital Funding and Remaining Needs, 2013-2040 (In billions of YOE \$)

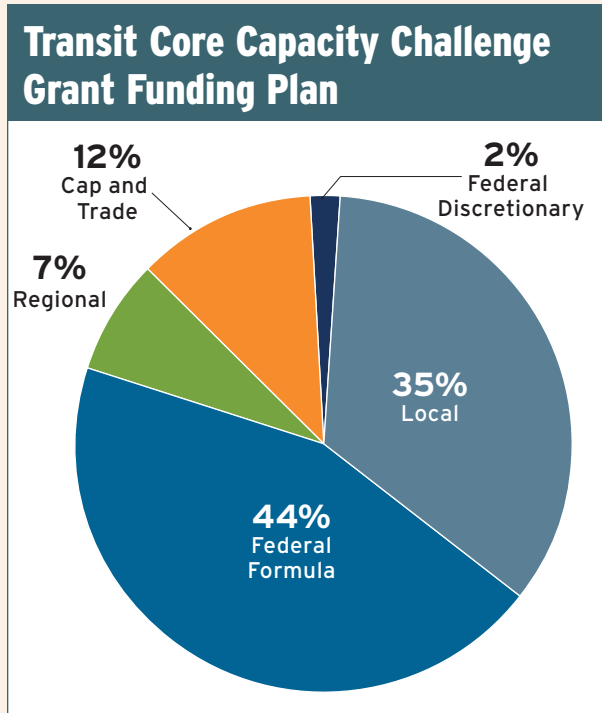


the region's passengers as well as more than three-quarters of the minority and low-income passengers. The plan dedicates \$4.9 billion towards fleet replacement, helping to ensure the reliability of transit service into the future. This program:

- Leverages federal formula funds with regional and local contributions, including future state Cap and Trade revenue from California's nascent carbon trading program.

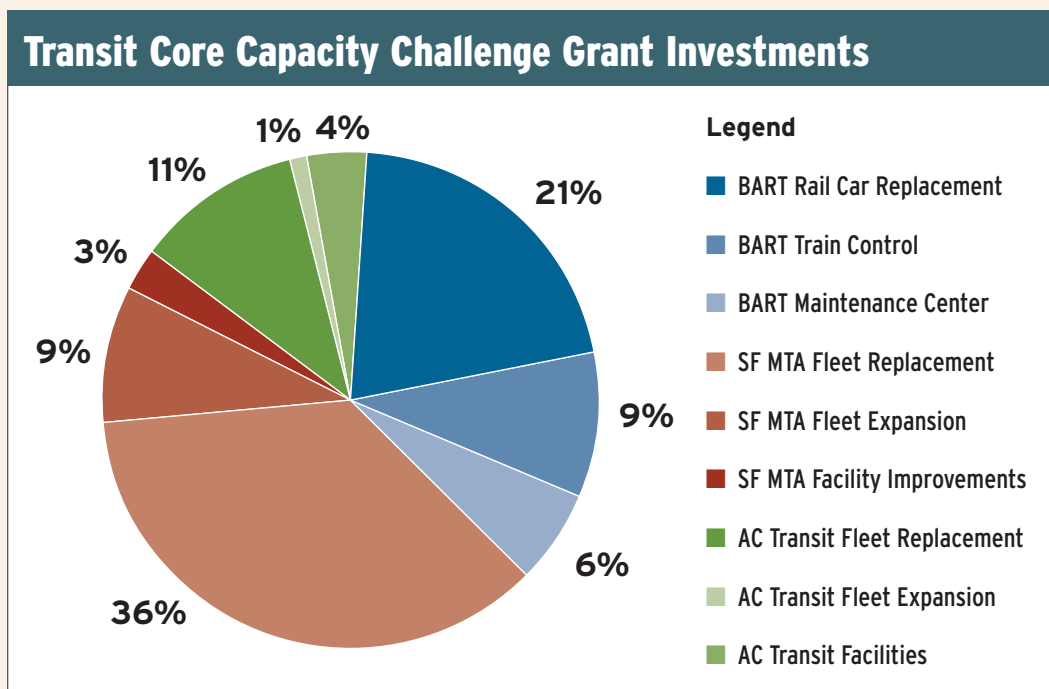


BART's cars have been in service for over 40 years and are nearing the end of their useful lives. (Photo: Stanley Fong)



- Accelerates and solidifies funding for fleet replacement projects and identifies new funding for key enhancement projects.
- Requires that participating operators meet performance objectives related to improving the efficiency of their operations.

Plan Bay Area's infill and transit-oriented growth strategy depends on a well-maintained and robust transit system.



Bay Area Innovation: Climate Initiatives Program



Bay Area BikeShare received its initial funding from the Climate Initiatives Program. (Photo: Noah Berger)

Thanks to a legacy of leaders with the vision to look generations into the future, California has been at the forefront of efforts to address climate change. MTC's Climate Initiatives Program joins the focused land-use strategy of Plan Bay Area as a cornerstone of the Commission's efforts to meet the aggressive greenhouse gas emissions targets set by the state with the passage of Senate Bill 375 in 2008.

At the cutting edge of the four-year-old Climate Initiatives effort is an Innovative Grants program to seed breakthrough approaches for reducing emissions. The \$33 million first round of commitments funded a number of different efforts, including the following:

- Pilot programs for the Bay Area Bike Share service in San Francisco, San Mateo and Santa Clara counties
- Dynamic ridesharing in Sonoma, Marin and Contra Costa counties
- A dynamic pricing program for parking in Berkeley
- A shore power initiative at the Port of Oakland that allows ocean-going ships to turn off their diesel engines while loading or unloading cargo

Summary of Climate Initiatives Program (FY2014-2040)

Policy Initiative (from most to least cost-effective)	Cost (in millions of YOE \$)	Per Capita CO ₂ Emissions Reductions in 2035
Commuter Benefit Ordinance	\$0	-0.3%
Car Sharing	\$13	-2.6%
Vanpool Incentives	\$6	-0.4%
Clean Vehicles Feebate Program	\$25	-0.7%
Smart Driving Strategy	\$160	-1.5%
Vehicle Buy-Back & Plug-in or Electric Vehicle Purchase Incentive	\$120	-0.5%
Regional Electric Vehicle Charger Network	\$80	-0.3%
Climate Initiatives Innovative Grants	\$226	TBD
TOTAL	\$630	-6.3%

- Electric vehicle pilot programs for government, car share, and taxi fleets throughout the region
- Demonstrating "cold-in-place recycling" technology – which eliminates the need to transport hot asphalt for pavement rehabilitation projects – in Napa and Sonoma counties

Plan Bay Area sets aside \$226 million over 28 years to expand the most successful strategies identified in the Innovative Grants program.

Other elements of Plan Bay Area's Climate Initiatives Program include investments to:

- Expand car-sharing services
- Reduce costs for vanpool participants
- Promote the sale of more electric vehicles, plug-in hybrids and other fuel-efficient vehicles
- Retire older gas guzzlers from the regional fleet
- Invest in a regional charger network for electric vehicles
- Team with the Bay Area Air Quality Management District to adopt a regional commuter benefit ordinance as authorized by state law

Climate Adaptation

In addition to funding programs that reduce greenhouse gas emissions, MTC is also turning its attention to rising sea levels and potential threats to the Bay Area's transportation network. Teaming with the Bay Conservation and Development Commission, as well as the California Department of Transportation and other transportation agencies, MTC is exploring the best ways to adapt to our changing climate.

Thanks to several grants from the Federal Highway Administration totaling \$600,000, MTC and its partners are preparing a report for release later this year that will focus on the impacts of sea-level rise on several areas in Alameda County: the Emeryville/Bay Bridge Touchdown, the Coliseum BART station corridor and the City of Hayward. These areas were selected for their diversity of shoreline development and transportation assets, including residential areas, industrial facilities, railroads, highways, bridges, BART stations, the Oakland and Hayward airports, the Port of Oakland, parks and ecologically sensitive areas.



The Climate Initiatives Program has funded a regional electric vehicle charger network.
(Photo: Noah Berger)

Technology Boosts Freeway Efficiency



The Freeway Service Patrol responds to unplanned freeway incidents.
(Photo: Noah Berger)

Freeway Performance Initiative Creates a Wired Roadway Network

With today's mature system of roadways and constrained funding, it is no longer possible to build our way out of congestion. In the San Francisco Bay Area, we are responding to traffic congestion by deploying technology to squeeze the maximum performance out of our limited roadways.

Plan Bay Area invests \$2.7 billion in the Freeway Performance Initiative (FPI), which consists of cost-effective technology upgrades that dramatically improve the speed and reliability of roadways through various methods of detecting and, more importantly, responding to roadway conditions in real time.

One of the most effective aspects of the FPI is the Freeway Service Patrol, a system that covers 552 miles of Bay Area freeways with 78 tow trucks that respond to an average of 130,000 incidents per year. Ramp meters and changeable message signs are also a key element. Over the last year, MTC has led an effort to repair much of this intelligent transportation system equipment that had fallen into disrepair or had never been fully installed by the California Department of Transportation in the first place.

Freeway Performance Initiative

Program Elements	Description & Benefits
Ramp Metering	Activate 300 additional ramp-metering locations on freeways
Intelligent Transportation Systems Infrastructure	Install and maintain traffic cameras, changeable message signs, speed sensors and related infrastructure to improve travel-time reliability
Arterial Operations Management	Implement traffic signal coordination, transit-priority timing and incident/emergency clearance plans on regionally significant routes
Incident and Emergency Management	Maintain the Freeway Service Patrol and Call Box programs, and enhance transportation agencies' and first responders' capabilities to clear traffic incidents and respond to major emergencies through integrated corridor management
Traveler Information/511	Collect, consolidate and distribute accurate regional traffic, transit and parking data for trip-planning and real-time traveler information
Operations & Maintenance	Maintain existing and future arterial and freeway technology improvements

Regional Express Lane Network Under Development

Plan Bay Area envisions that by 2040, the region's freeways will include approximately 550 miles of express lanes that will offer a congestion-free commute.

MTC, along with our partner agencies in Santa Clara and Alameda counties, is developing an extensive express lane network in Alameda, Contra Costa, Santa Clara and Solano counties. MTC is responsible for developing and operating 270 miles of this network, while local agencies are developing the remaining 280 miles. Drivers will have a seamless experience with the same signage and technology throughout the system. As shown below,

much of the system will be built by converting existing HOV lanes into express lanes, where carpools will continue to ride for free.

The goals of the Regional Express Lane system are:

Connectivity – Use express lane toll revenue to close gaps within the HOV lane system and to increase travel-time savings for carpools and buses.

Efficiency – Optimize throughput on freeway corridors to better meet current and future traffic demands, using excess capacity in the existing HOV system to reduce travel time for all travelers.

Reliability – Provide a reliable, congestion-free transportation option.

Conversions of existing HOV lanes will be built first. Revenues from those early express lanes will be used first to bond-finance the gap closures and, eventually, the extensions.



For paying customers, overhead electronic pricing signs will display current toll rates. (Photo: Noah Berger)



Road pricing improvements described in Plan Bay Area will expand the region's express lane network greatly by 2040.

MTC Operations Programs Keep Bay Area on the Move



33,481,112

Amount in dollars of Clipper-generated fare revenue collected in December 2013



17,058,699

Clipper boardings on Bay Area transit systems in December 2013



506

Number of retail locations selling Clipper cards, including MTC's transit-information kiosk at the Embarcadero BART/Muni station in downtown San Francisco (Photo: Peter Beeler, MTC)

Clipper® Means Smooth Sailing for Transit Riders

Clipper®, the all-in-one regional transit fare payment card launched by MTC in 2010, maintained its steady growth in 2013 as more and more riders embrace the convenience and security of the card. By February of this year, Bay Area residents and visitors alike were using Clipper to pay some 720,000 transit fares each weekday on San Francisco MTA, BART, AC Transit, VTA, Caltrain, SamTrans, Golden Gate Transit, and the Golden Gate Ferry and San Francisco Bay Ferry systems.

Named for the sleek clipper ships that provided the fastest trips to Gold Rush-era San Francisco, the Clipper card streamlines Bay Area transit by simplifying fare transactions. Commuters no longer need to carry correct change or buy multiple tickets for different transit systems. Passengers can obtain Clipper cards online or at more than 500 retail locations, add value to their cards automatically from a bank account or credit card, and access automated online service 24/7.

Clipper Expansion Planned for 2014

Today, Clipper serves nine transit operators which collectively carry 95 percent of the Bay Area's transit riders. In 2014, MTC is turning our attention to serving more of the smaller operators and anticipates expanding to the following operators before the end of the year: Napa VINE, Solano County Transit (SolTrans), Fairfield and Suisun Transit (FAST), Vacaville City Coach, Rio Vista Delta Breeze and Marin Transit.

Between 2012 and 2013, the number of Bay Area transit riders paying their fare using Clipper grew 17%.

511: The Go-To Source for Getting There

MTC's award-winning traveler information system racked up new usage records in 2013 as Bay Area residents increasingly turned to 511 for help navigating a tumultuous year that included two four-day BART strikes, a five-day closure of the Bay Bridge, and weeks of America's Cup racing that attracted thousands of visitors from throughout the world to the San Francisco waterfront. The 511 phone system registered its busiest month ever in October 2013, during the second of the year's BART strikes, when more than 773,000 customers called for help. Usage of the 511.org Web service during the BART strikes neared record levels as well, with the number of unique visitors surpassed only by those at the time of an emergency Bay Bridge closure in October 2009.



(Photo: Noah Berger)

More Bay Area Drivers Get on FasTrak®

Driven in part by the Golden Gate Bridge's March 2013 transition to all-electronic tolling, the number of customers enrolled in MTC's FasTrak electronic toll collection program shot up from just under 1.2 million in January 2013 to nearly 1.4 million at year-end.

More than 70 percent of all motorists crossing state-owned toll bridges during peak hours now pay their tolls with FasTrak. FasTrak can be used to pay tolls in every lane of the region's toll bridges, as well as in the Express Lanes on southbound Interstate 680 in Alameda and Santa Clara counties, and on the Interstate 880/State Route 237 Express Lane in Santa Clara County.

FasTrak® Share on State-Owned Bridges

Bridge	Percent Share
Antioch	56%
Benicia-Martinez	67%
Carquinez	62%
Dumbarton	69%
Richmond-San Rafael	72%
San Francisco-Oakland Bay Bridge	74%
San Mateo-Hayward	71%

New East Span Marks Completion of Toll Bridge Seismic Retrofit Program

The \$9 billion state Toll Bridge Seismic Retrofit Program (TBSRP) – which included all seven of the Bay Area’s state-owned toll bridges along with the San Diego-Coronado Bridge and the Vincent Thomas Bridge in Los Angeles – at long last achieved seismic safety in September 2013 when the \$6.4 billion replacement for the East Span of the San Francisco-Oakland Bay Bridge opened to traffic on Labor Day.



The New East Span of the San Francisco-Oakland Bay Bridge opened on Labor Day 2013.
(Photo: Noah Berger)

The opening of the new East Span truly was a landmark event, marking the culmination of a decades-long effort to deliver seismic safety on nine of the state’s most vital crossings, and demonstrating the benefits of a project oversight structure.

Oversight Committee Kept Project on Track

While the East Span was burdened with delay and cost overruns for years, once the Toll Bridge Program Oversight Committee (TBPOC) was established in 2005, that committee managed to keep the project on schedule and budget. The TBPOC is composed of the leadership of the Bay Area Toll Authority, the California Transportation Commission and the California Department of Transportation (Caltrans).

AB 144 (Hancock), which established the TBPOC, set an \$8.7 billion budget for the overall TBSRP. In 2010, the Antioch and Dumbarton bridges were added to the program through passage of AB 1175 (Torlakson), authorizing an additional \$1 toll increase. The \$74 million Antioch Bridge retrofit was completed in April 2012, while the \$114 million Dumbarton project concluded in February 2013, both ahead of schedule and under budget.



The TBSRP included both the new Bay Bridge East Span and a retrofit of the West Span.
(Photo: ©Barrie Rokeach 2014, www.rokeachphoto.com)

Bay Area Partnership

The Bay Area Partnership is a coalition of the top staff of various regional transportation agencies and environmental protection agencies. The Partnership provides a forum for discussion of key transportation issues facing the region in order to improve the overall efficiency and operation of the Bay Area's transportation network.

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