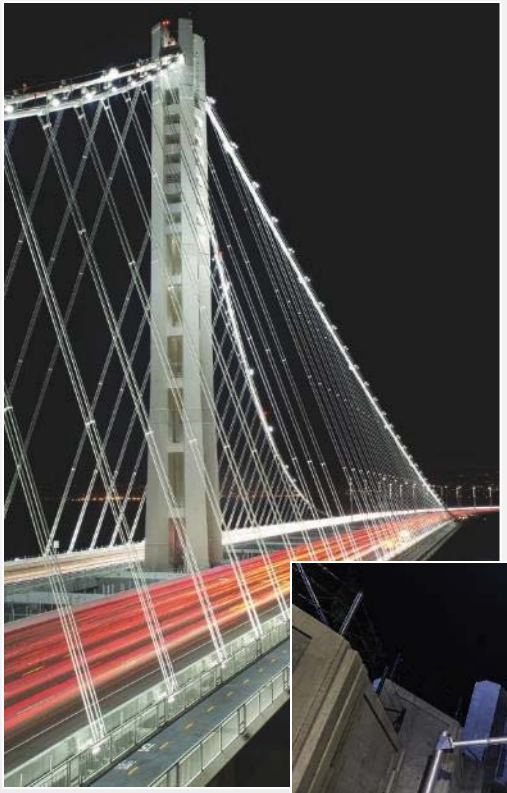
Bay Area Transportation:
Where We've Been, Where We're Going

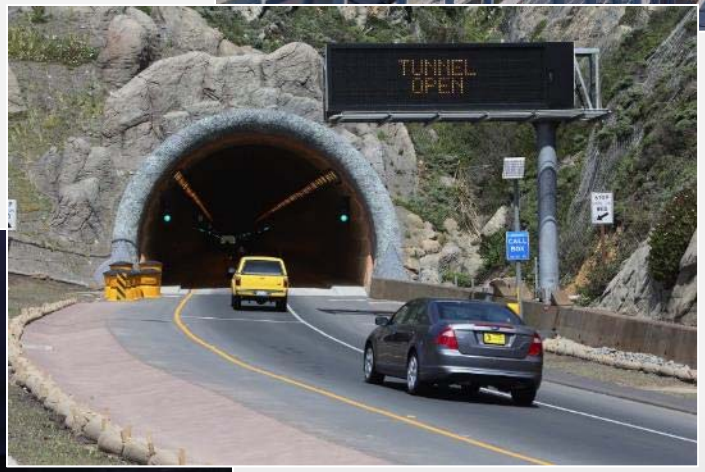
Assembly Select Committee

Steve Heminger
Executive Director
Metropolitan Transportation Commission

August 21, 2015

An Historic Chapter…

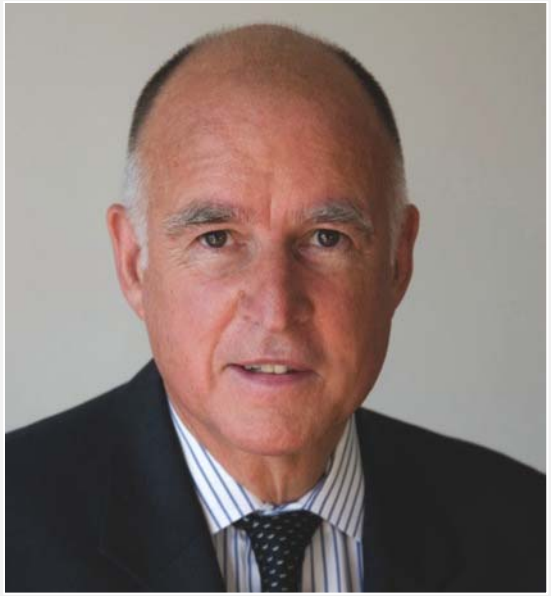




...Is Coming to a Close

So, What Shall We Do for an Encore?

Governor Brown's Call to Action – Eat Your Peas!



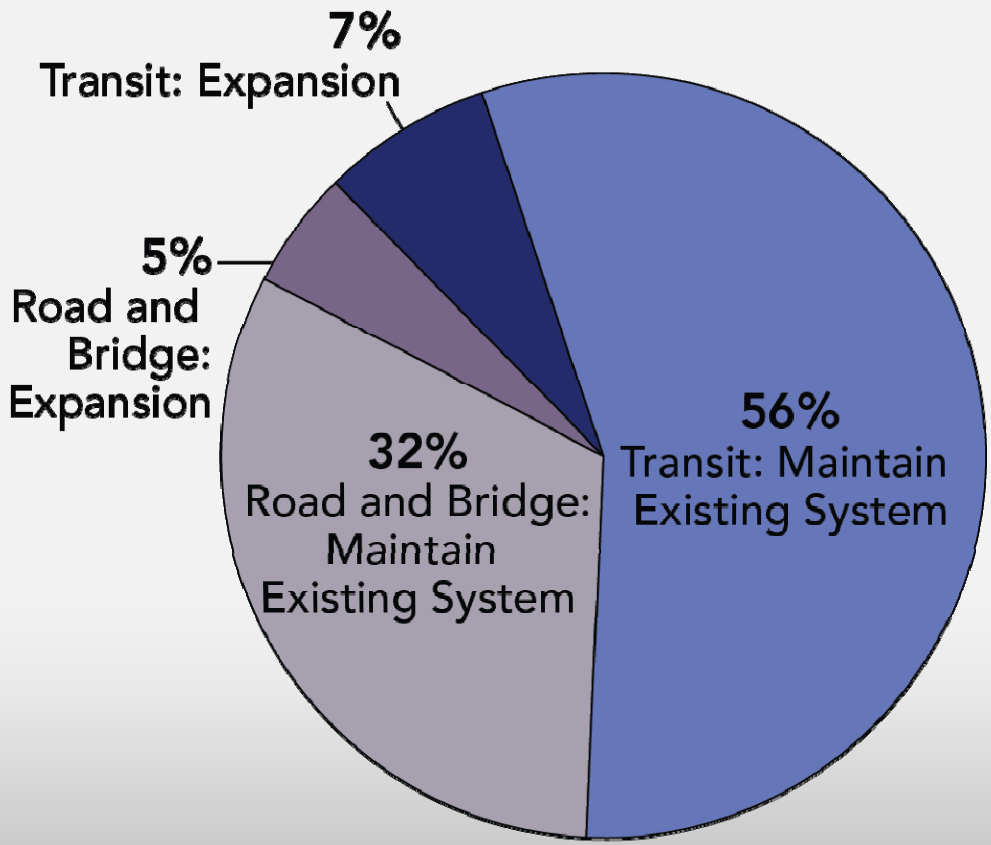
"We must also deal with longstanding infrastructure challenges. We are finally grappling with the long-term sustainability of our water supply… equally important is having the roads, highways and bridges in good enough shape to get people and commerce to where they need to go. It is estimated that our state has accumulated $59 billion in needed upkeep and maintenance. Each year, we fall further and further behind and we must do something about it."

— Governor Edmund G. Brown Jr.
2015 State of the State Address

Fix It First

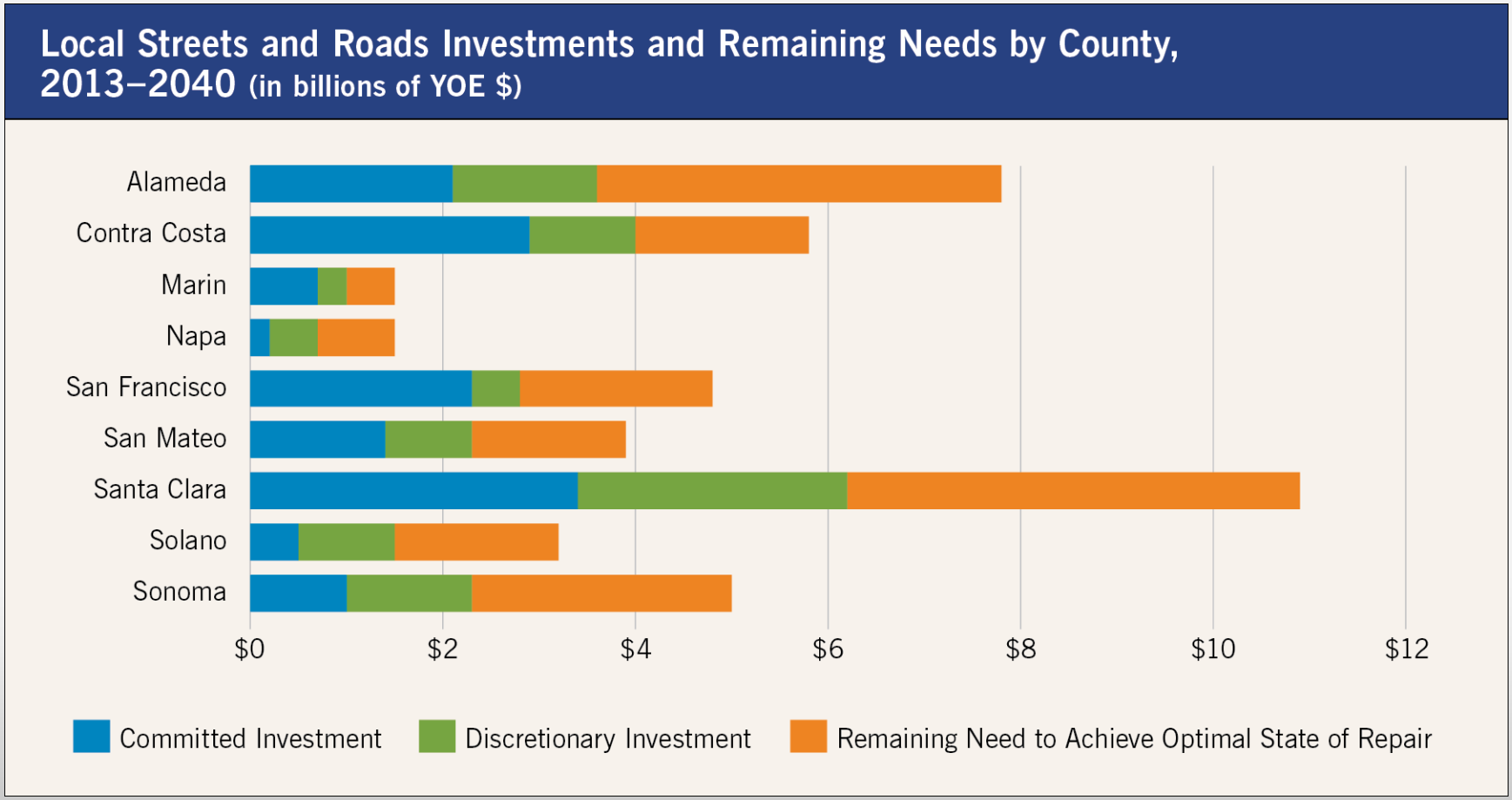
Plan Bay Area Investments by Function

292 Billion*



* Dollars in year of expenditure

$20 Billion in Potholes



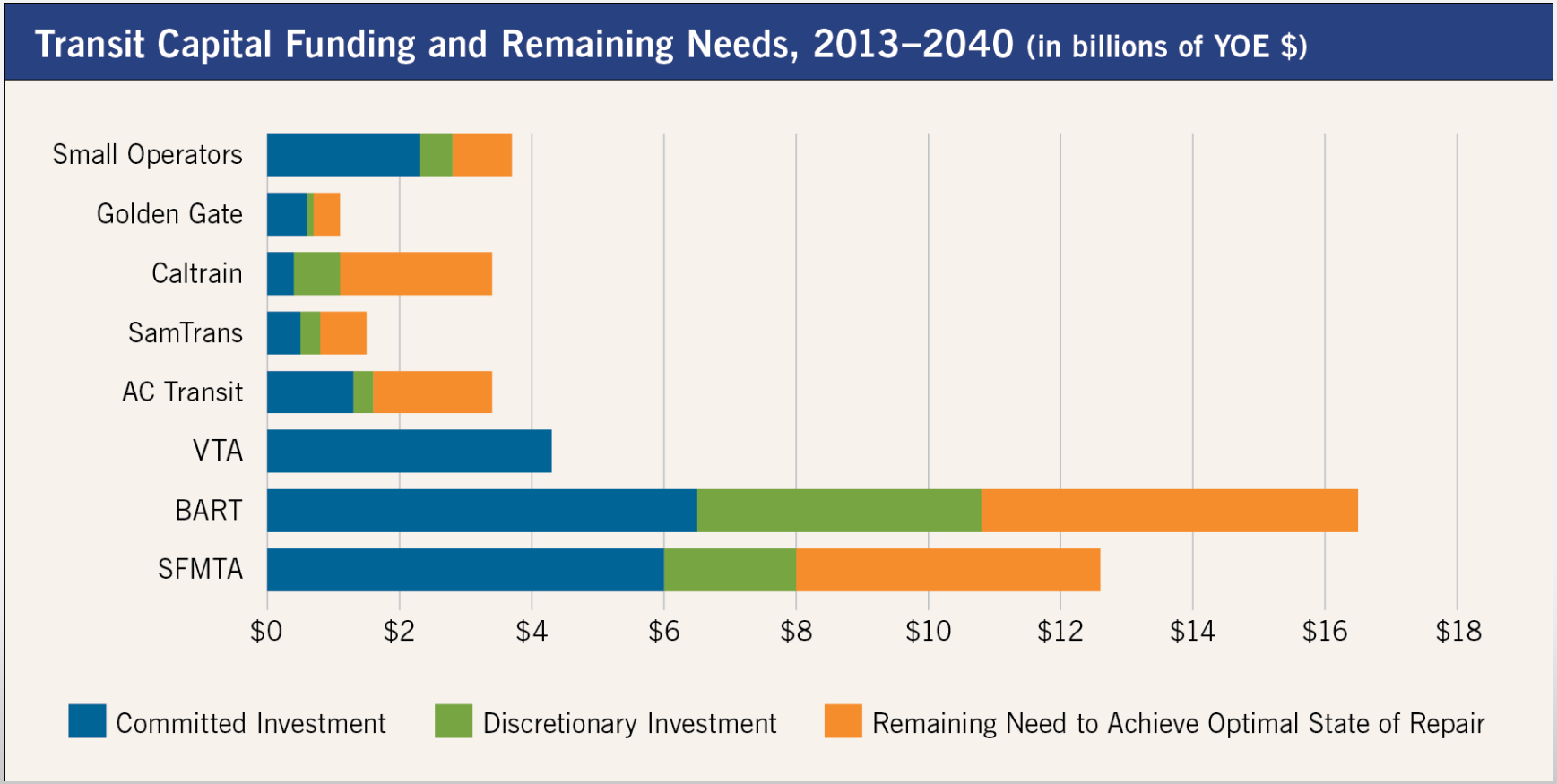
Pennies for Potholes?

Would You Support or Oppose a 10-Cent Per-Gallon Increase in the State Gas Tax With Money Used to Improve Roads and Highways?

	L.A. County	San Diego/ Orange	Other Southern CA	Central Valley	SF Bay Area	Other Northern CA	TOTAL
Support	52%	39%	40%	41%	**68%**	45%	**49%**
Oppose	44%	56%	60%	59%	**29%**	55%	**48%**
Don't Know	4%	5%	0%	0%	**3%**	0%	**3%**

Source: Field Poll February 2015

$20 Billion in Transit Repairs

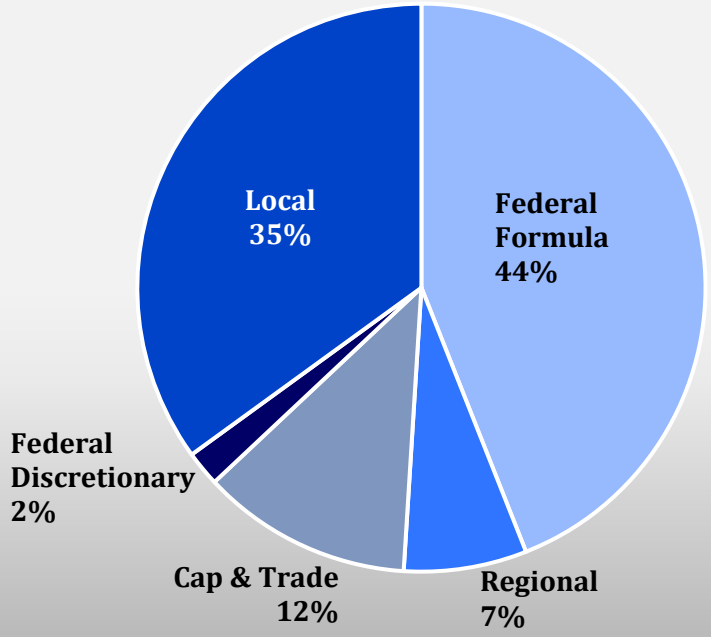


Transit Core Capacity

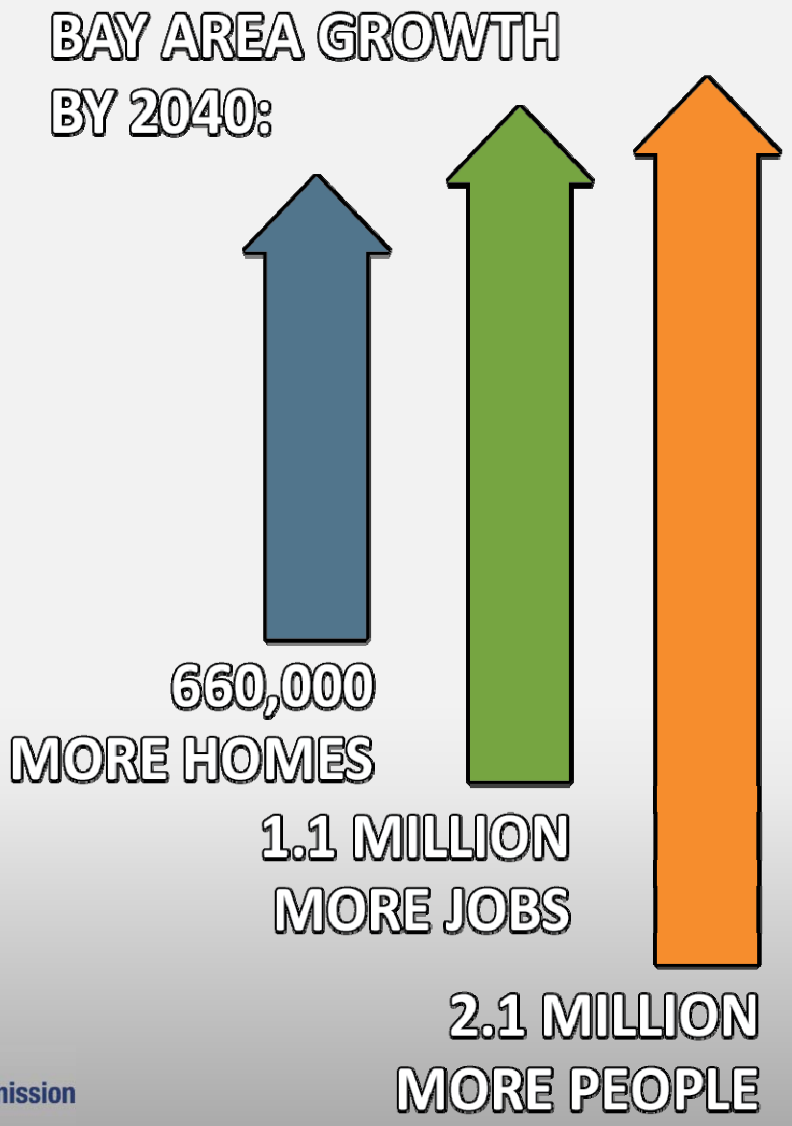
$7.5 billion Transit Core Capacity Challenge Grant Program

- Focused on modernizing SFMTA, BART, AC Transit fleets
- Over 80 percent of all Bay Area riders, over 75 percent of minority and low-income riders
- Leverage federal funds with state, regional and local money
- Requires transit agencies to meet performance objectives, improve cost-effectiveness

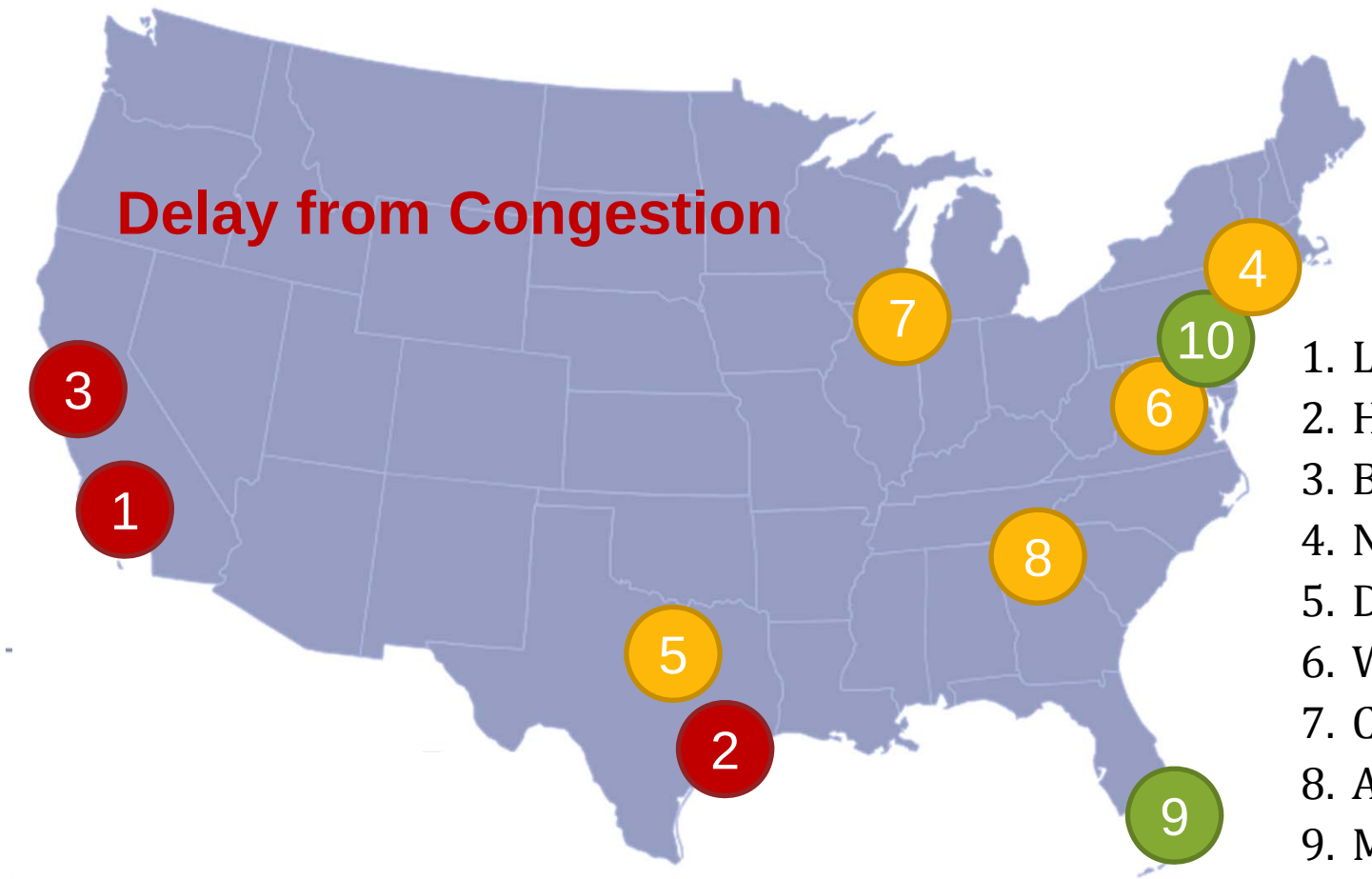
Transit Core Capacity Challenge Grant Funding Plan



Growing Pains, Too

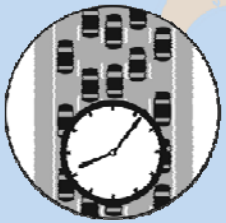


Bay Area Ranks #3 for Congested Delay



1. Los Angeles
2. Houston
3. Bay Area
4. New York
5. Dallas
6. Washington DC
7. Chicago
8. Atlanta
9. Miami
10. Philadelphia

Source: Texas Transportation Institute, 2011; MTC Vital Signs, 2015

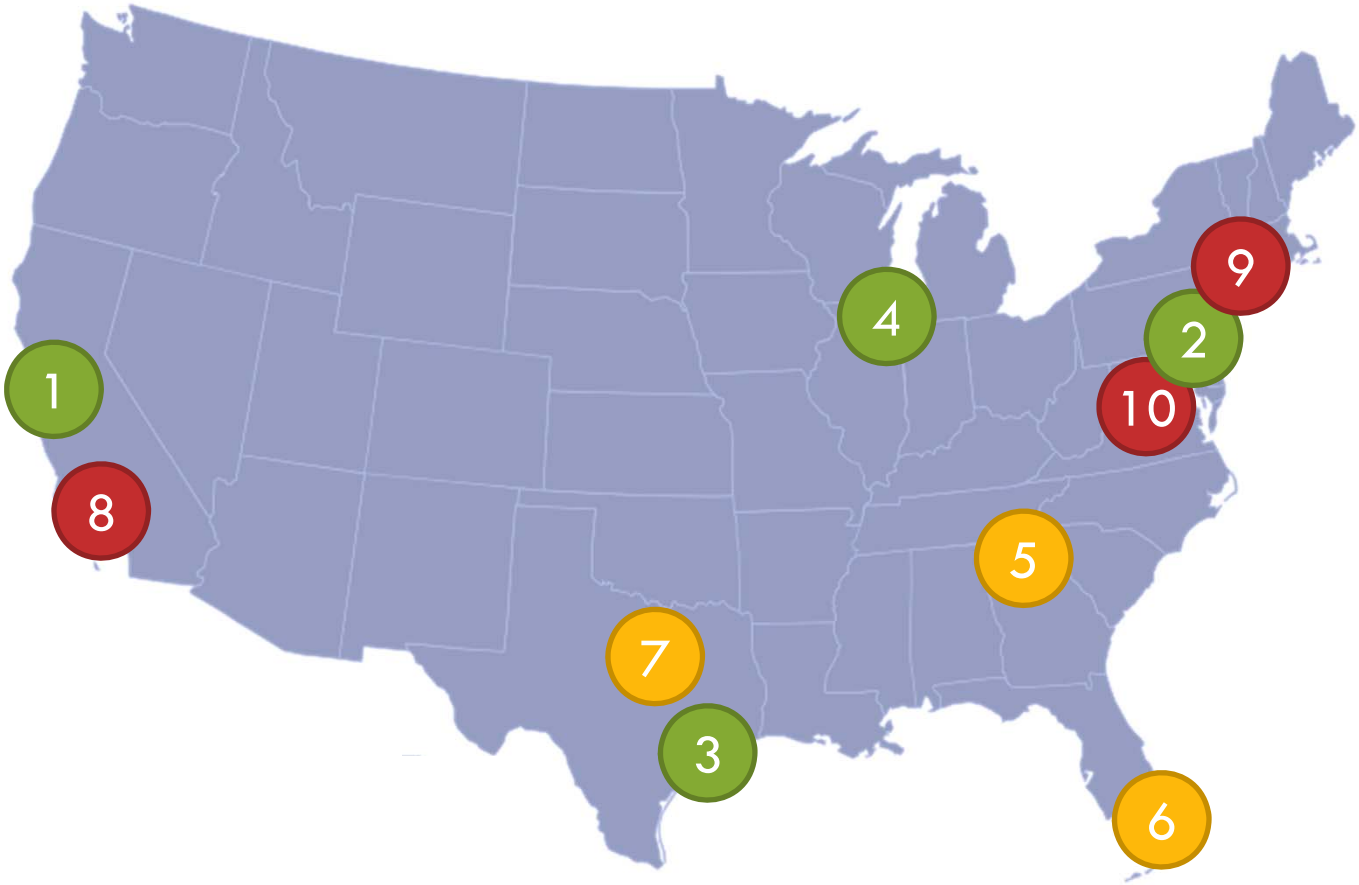


Top Ten Congestion Locations

1. **I-80 EB** US-101 to Hillcrest Road (east of Treasure Island Tunnel)
2. **I-880 SB** I-238 to Dixon Landing Road
3. **US 101 SB** Fair Oaks Avenue to Oakland Road
4. **I-80 WB** West of CA-4 to Powell Street
5. **I-680 NB** Bollinger Canyon Road to Treat Boulevard
6. **I-580 WB** San Joaquin County line to Fallon Road
7. **I-680 NB** CA-262/Mission Boulevard to CA-84
8. **I-80 EB** W Grand Avenue to Gilman Street
9. **CA-24 EB** 27th Street to Wilder Road
10. **US-101 NB** Woodside Road to Hillsdale Boulevard

Source: INRIX/Iteris/MTC, 2013

But #1 in Travel Time Reliability:

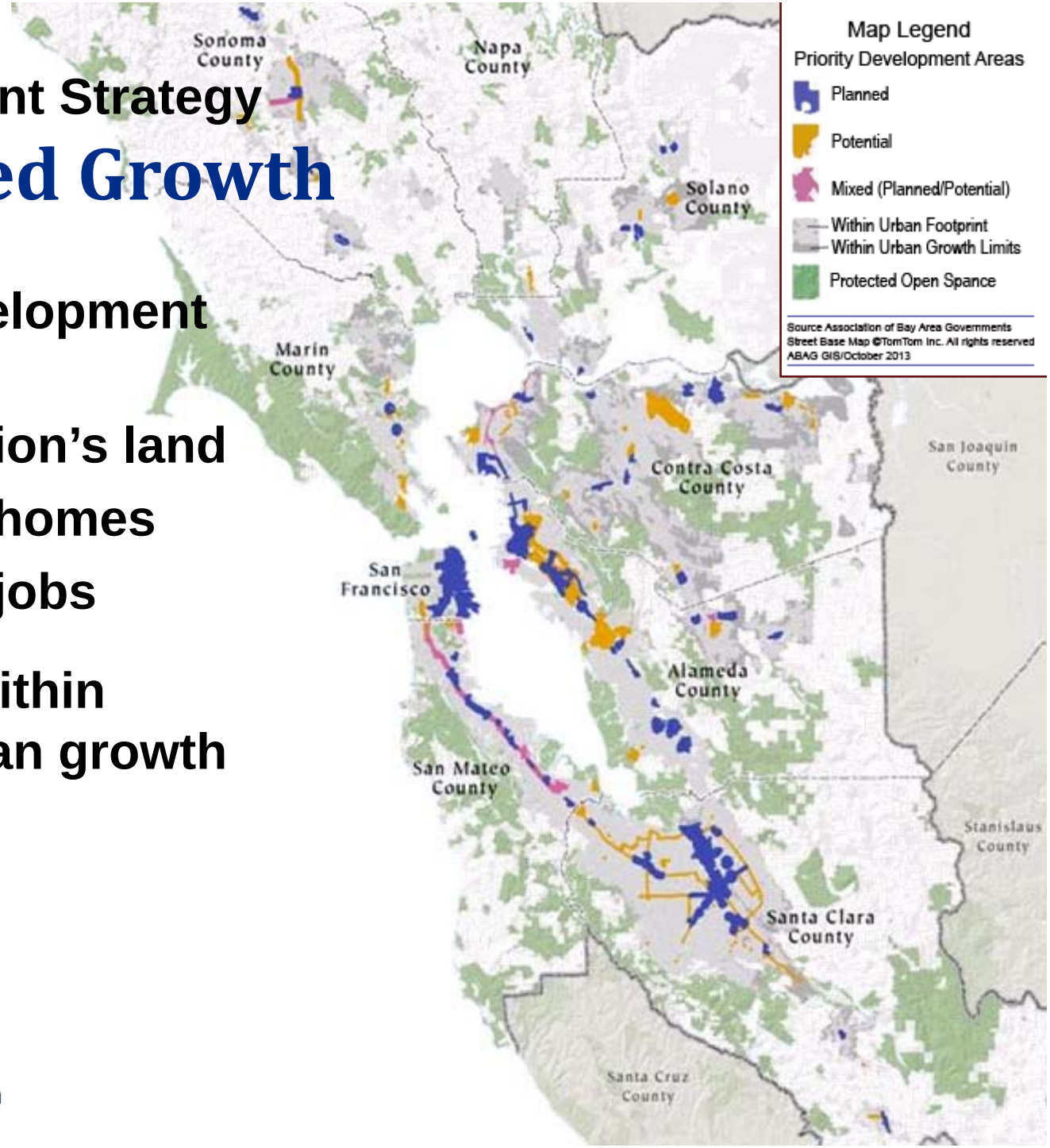


Source: Texas Transportation Institute, 2011

Plan BayArea 2040

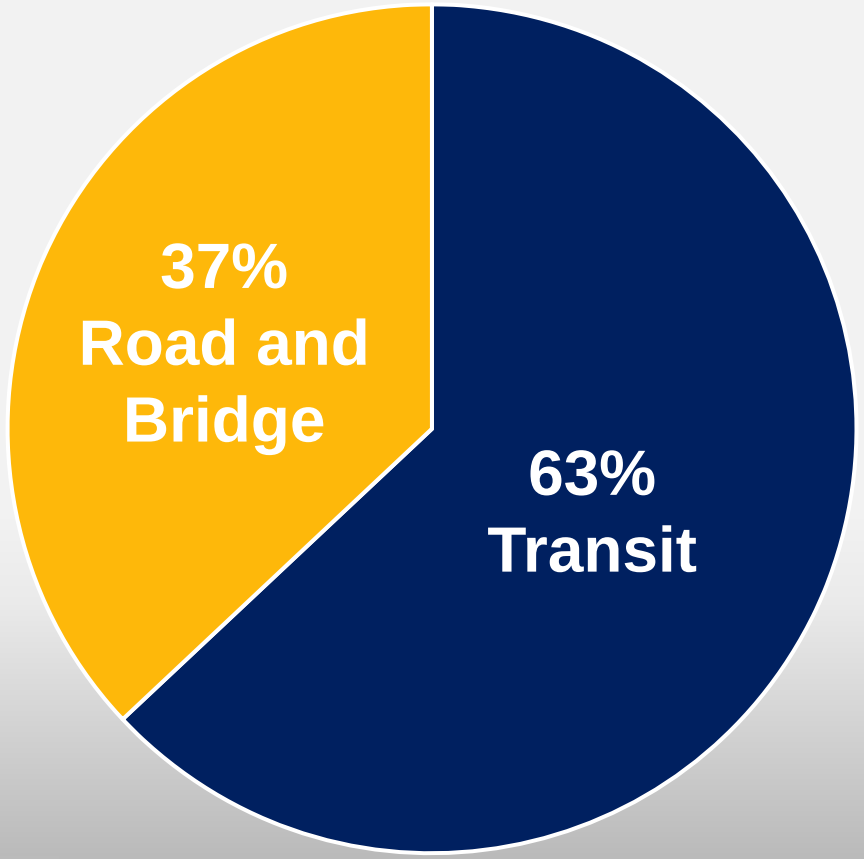
Investment Strategy
Focused Growth

- **Priority Development Areas:**
  - **3% of region's land**
  - **77% new homes**
  - **63% new jobs**
- **All growth within existing urban growth boundaries/ limit lines**

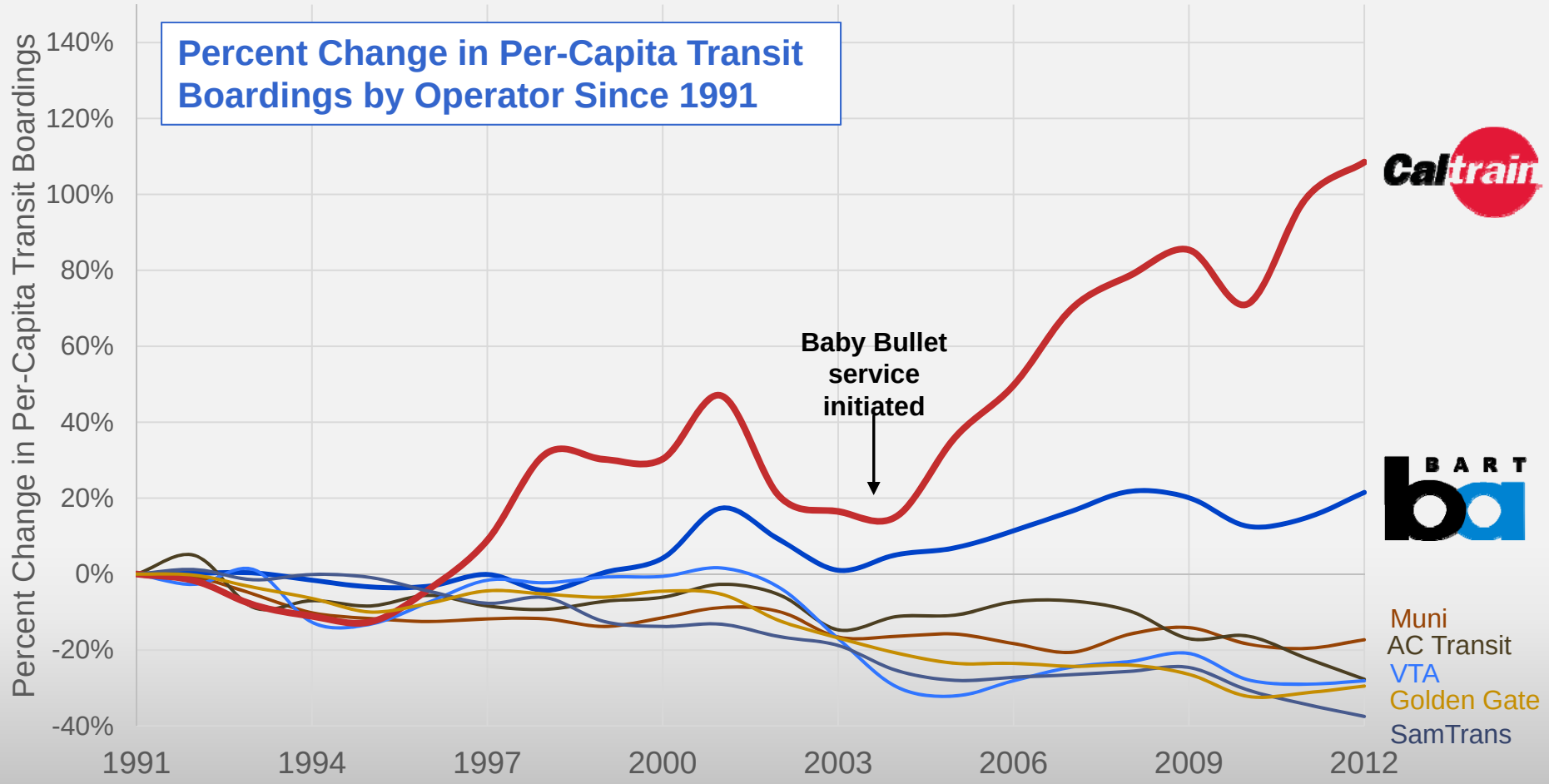


Betting on Transit

Plan Bay Area Investments by Mode
$292 Billion

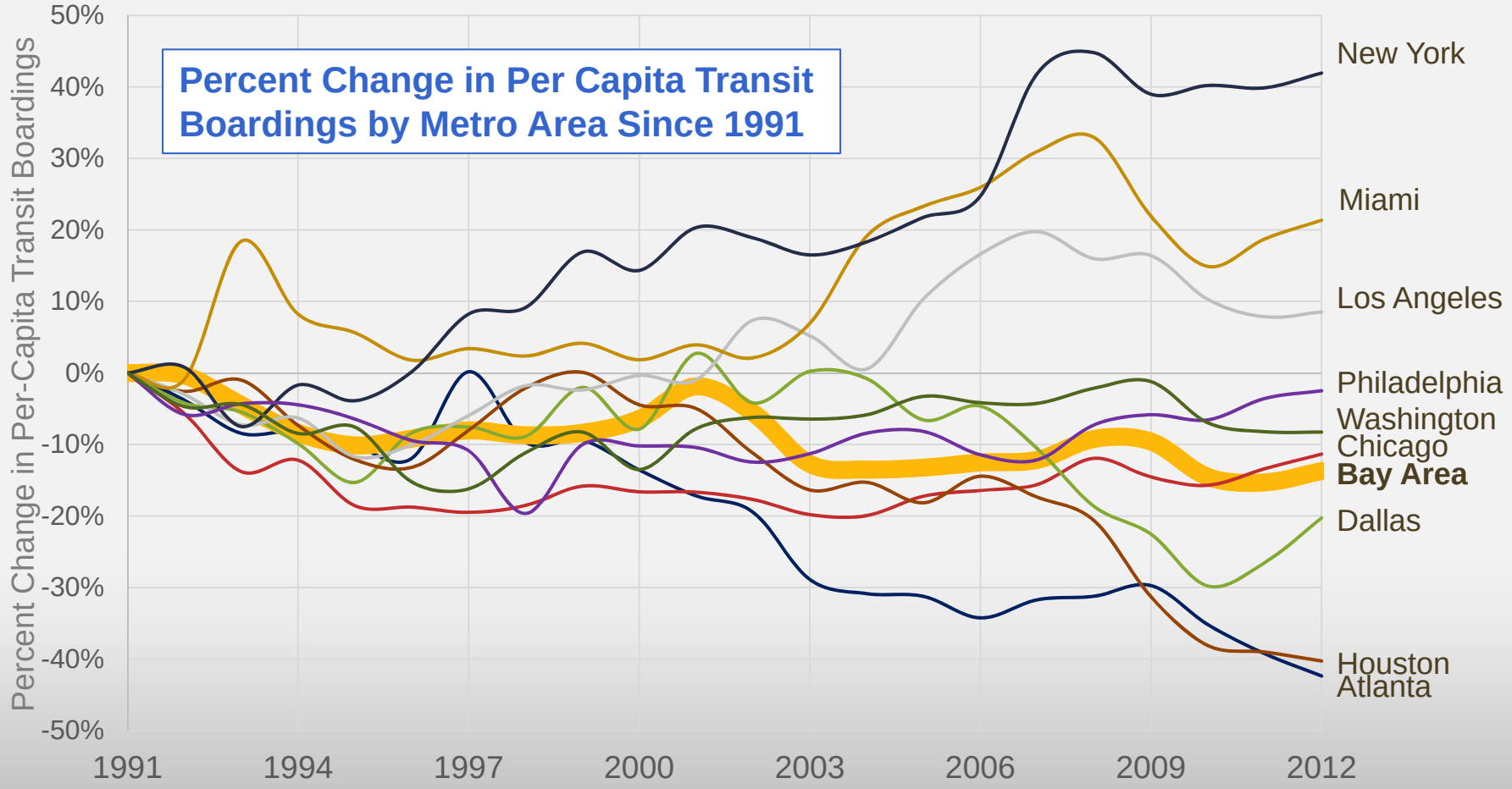


GOOD NEWS: We Know How to Grow Transit Ridership



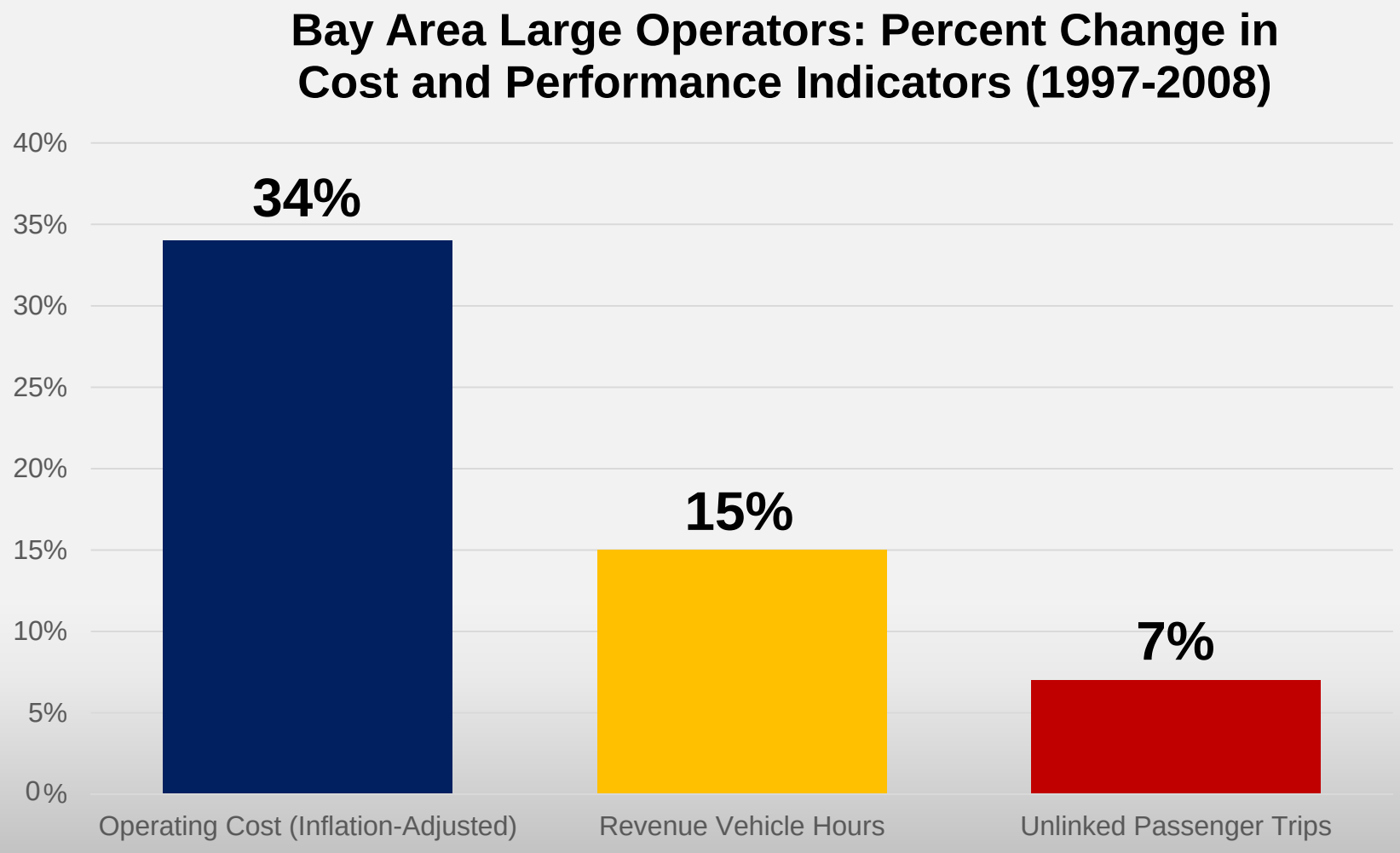
Source: FTA NTD, 2012

BAD NEWS: Bay Area Lagging Its Metro Peers



Source: FTA NTD, 2012

Getting a Handle on Cost



Source: National Transit Database, "Big 7" only, excludes ferry, cable car and paratransit

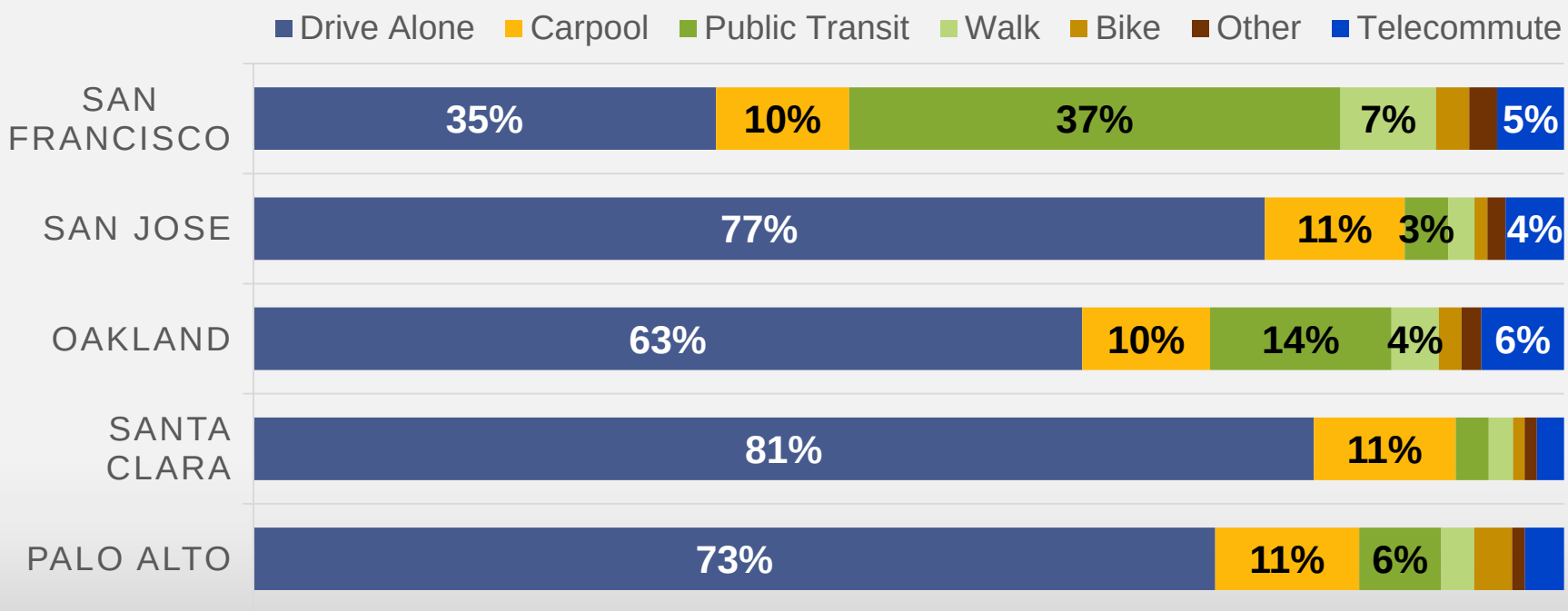
Performance Targets – Big 7 Operators

- Reduce “real” operating cost per service hour, cost per passenger or cost per passenger mile by 5% by 2017.
- Financial targets are set compared to the highest cost per hour experienced by each agency between 2008 and 2011.
- Based on evaluation and possible savings in areas including: fringe benefits, work rules and administrative costs.
- Existing and new operating and capital funds administered by MTC can be linked to progress towards target.

High Speed Rail

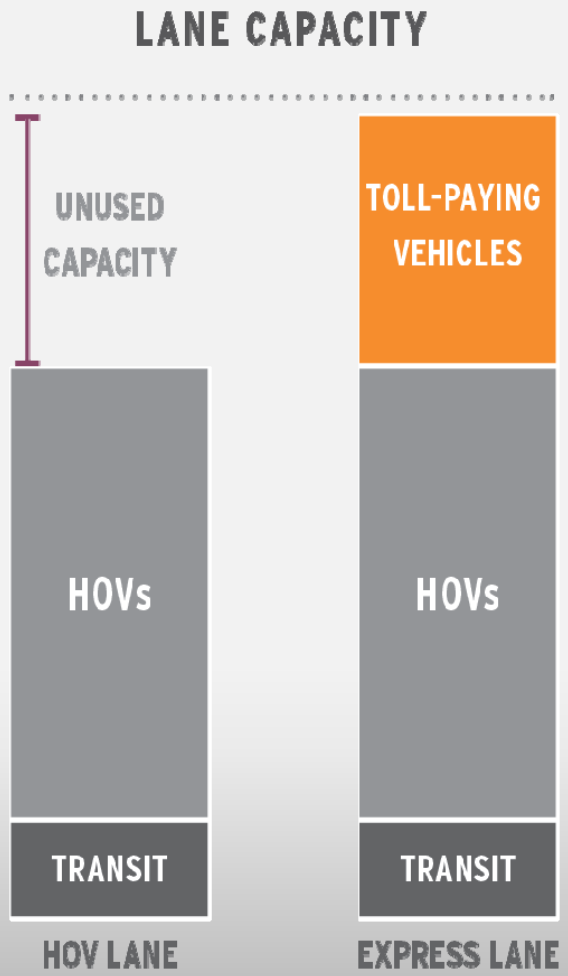
- Statewide Cap & Trade program includes $250 million in 2014-15 and a 25% share of future funding
- Region has committed to funding the $1.8 billion Caltrain Electrification program which includes funding from state High Speed Rail bonds
- Two Grand Centrals: Transbay and Diridon.

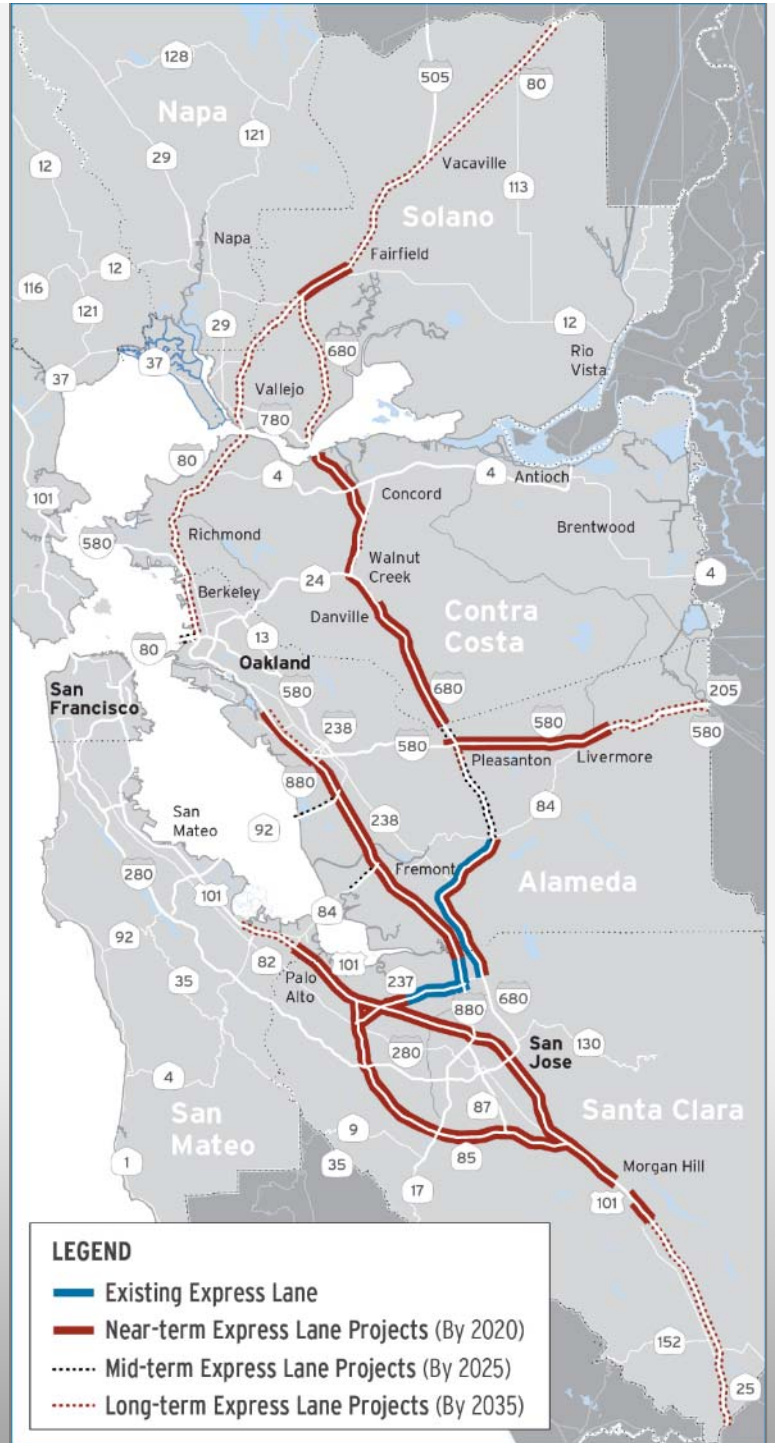
Commute Mode Choice: Local variation by employment center



Source: American Community Survey, 2013s

Express Lanes – Revenue is Reform

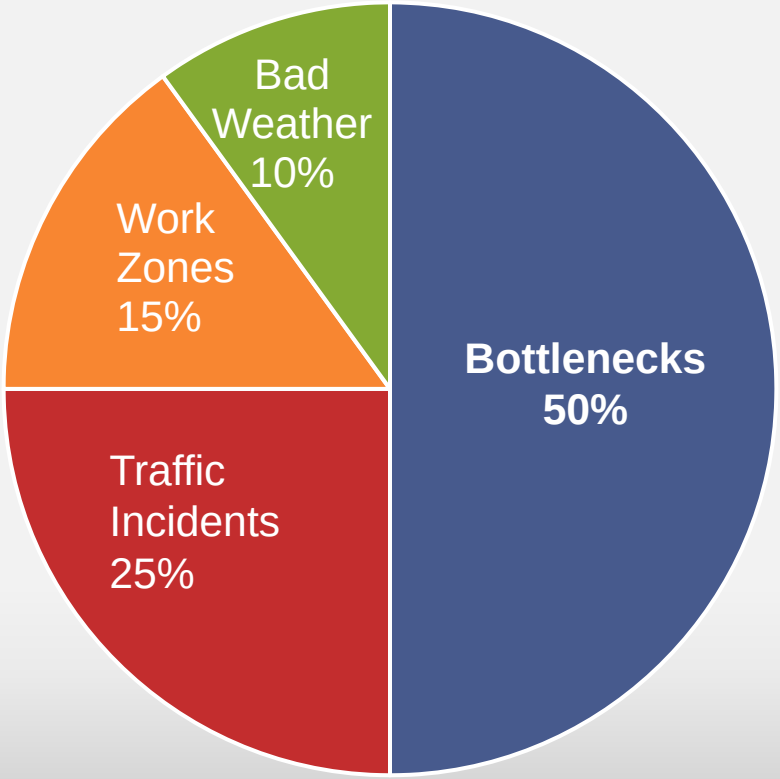




Metropolitan Transportation Commission

Managing Congestion

Causes of Congestion



Congestion Mitigation: Active Operational Management and Traveler Information

- Columbus Day Initiative
- Next Gen 511
- Transportation Management System
- Next Gen Rideshare

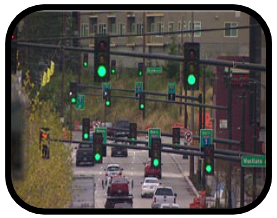
Managing Congestion

Pursue Additional Operational Strategies
"Columbus Day Initiative"

Adaptive Ramp Metering

Queue Warning

Hard Shoulder Running


Adaptive Traffic Signals w/Transit Signal Priority

Connected Vehicles/Corridors

Maintain and Operate Exiting Investments
"Transportation Management Systems"

Highway Signage

Transportation Management Center

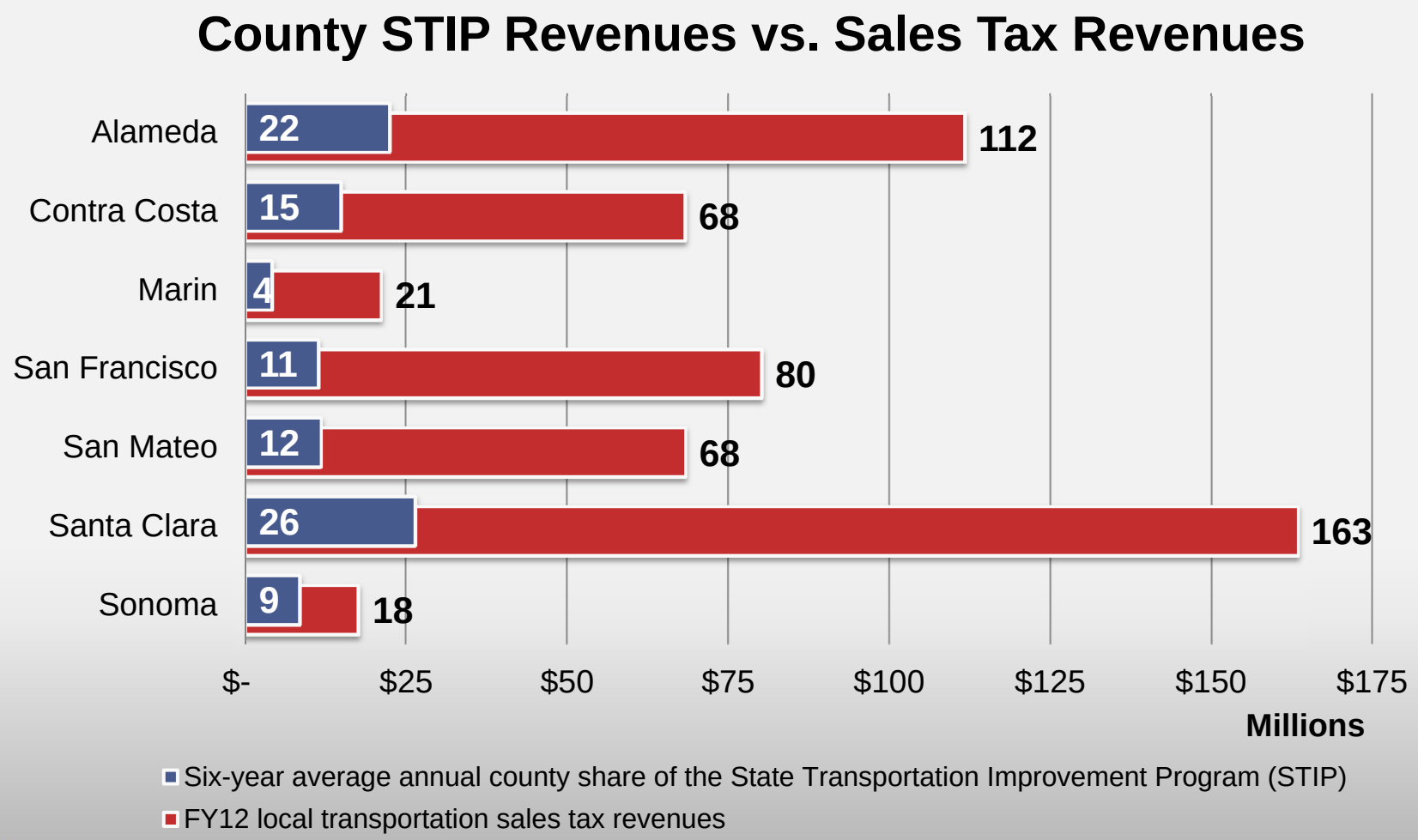
Detection/ Metering Systems

Highway Cameras

Communication Infrastructure

Incident Management

Annual County STIP Revenues Dwarfed by Sales Tax Revenues



The Bay Area's Seven-Bridge System

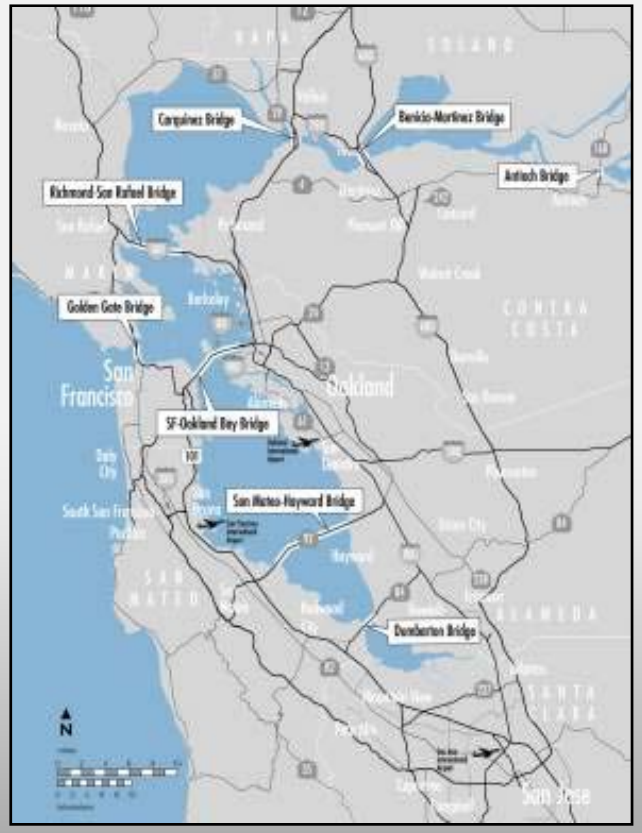
Carquinez Bridge
Opened 1927, 1958 and 2003

Benicia-Martinez Bridge
Opened 1962
Widened 1991
Second span opened in 2007

Antioch Bridge
Opened 1926
Replaced 1978

Richmond-San Rafael Bridge

Opened 1956



San Mateo-Hayward Bridge
Opened 1929
Replaced 1967
Widened 2003

San Francisco-Oakland Bay Bridge

Opened 1936

New East Span opened September 2013

Dumbarton Bridge

Opened 1927
Replaced 1984

Election Results: Regional Measures 1 and 2

	Regional Measure 1 (1988)		Regional Measure 2 (2004)	
	Yes	**No**	**Yes**	**No**
Alameda	71%	29%	56%	44%
Contra Costa	68%	32%	51%	49%
Marin	76%	24%	64%	36%
San Francisco	69%	31%	69%	31%
San Mateo	74%	26%	55%	45%
Santa Clara	71%	29%	60%	40%
Solano	58%	42%	41%	59%
TOTAL	**70%**	**30%**	**57%**	**43%**

Toll Bridge Measures Deliver Big Returns

New Benicia Bridge

Long backups on northbound Interstate 680 in Contra Costa County vanished after the 2007 opening of the new Benicia-Martinez Bridge.

Cordelia Truck Scales

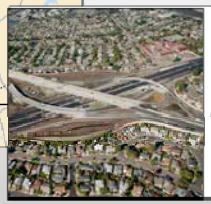
The 2014 relocation of the Cordelia Truck Scales is a key piece in the $100 million package of Regional Measure 2 projects to speed traffic through Solano County.

Caldecott Fourth Bore

Regional Measure 2 delivered $45 million for the long-needed Caldecott Tunnel Fourth Bore project.

BART-OAK Connector

The 2014 completion of the BART connection to Oakland International Airport was made possible by more than $140 million of Regional Measure 2 funding.



I-880/SR 92 Interchange

State Route 92 fell from the list of most congested Bay Area freeways following completion of a Regional Measure 1 project to replace its interchange with Interstate 880.

New Carquinez Bridge

Thousands of people turned out in late 2003 to celebrate the opening of the Al Zampa Bridge linking Solano and Contra Costa counties.

Third Steet Light Rail

San Francisco's T-Third light-rail project provided faster and more reliable connections between downtown and the city's southeastern neighborhoods.

San Mateo Bridge Widening

The late Congressman Tom Lantos was on hand in 2003 to cut the ribbon for the newly widened San Mateo-Hayward Bridge.

BART Warm Springs Extension

BART's Warm Springs extension project, the first part of the ongoing extension to San Jose, will be completed in the fall of 2015.

REGIONAL MEASURE 1	Amount ($ millions)
New Benicia-Martinez Bridge	$1,200
Carquinez Bridge Replacement	$518
Richmond-San Rafael Bridge Rehabilitation	$117
San Mateo-Hayward Bridge Widening	$210
I-880/SR 92 Interchange Replacement	$235
REGIONAL MEASURE 2	
Transbay Transit Center*	$350
e-BART/Hwy 4 Widening*	$269
BART to Warm Springs*	$304
BART Oakland Airport Connector	$146
Solano Co. I-80 HOV Lanes and Truck Scales	$100
AC Transit Bus Rapid Transit*	$78
SMART Rail*	$67
Transit Center Upgrades and New Buses (Regionwide)	$65
I-580 HOV Lanes*	$53
Caldecott Tunnel Fourth Bore	$45
Transit Technology (Clipper, 511, Signals)	$42
Contra Costa I-80 HOV Lanes	$37
BART Tube Seismic Retrofit*	$34
Transit Operations Support (Annual)	$41

** Under construction*

Source: FTA NTD, 2012

Anyone for Regional Measure 3?