

Members
Susan A. Bonilla
Rob Bonta
David Chiu
Kansen Chu
Bill Dodd
Marc Levine
Evan Low
Kevin Mullin
Bill Quirk
Tony Thurmond

California State Assembly
SELECT COMMITTEE ON IMPROVING BAY AREA
TRANSPORTATION SYSTEMS

State Capitol, Room 3091
Sacramento, CA 95814
(916) 319-2093
FAX: (916) 319-2193



JIM FRAZIER
CHAIR

INFORMATIONAL HEARING

Friday, August 21, 2015
2:00 p.m. – 4:00 p.m.

Metropolitan Transportation Commission
Auditorium
101 Eighth Street
Oakland, CA 94607

The purpose of this select committee hearing will be to identify challenges facing the greater Bay Area transportation system as well as highlighting system achievements. The select committee will not only hear from stakeholders to isolate deficiencies and possible solutions to the system as a whole, but also identify successes and how to expand on those accomplishments to improve quality of life for Bay Area residents and commuters.

- I. Welcome and Introduction
 - Jake Mackenzie, Vice Chair
Metropolitan Transportation Commission

- II. Opening Remarks
 - Jim Frazier, Chair
 - Committee Members

- III. Stakeholders
 - Steve Heminger, Executive Director
Metropolitan Transportation Commission
 - Egon Terplan, Regional Planning Director
San Francisco Planning & Urban Research
 - Michael Cunningham, Senior Vice President, Public Policy
Bay Area Council
 - Josh Huber, Policy Director
East Bay Leadership Council

- IV. Public Comment

- V. Closing Remarks



Bay Area Transportation: employer view

Michael Cunningham
Senior Vice President, Public Policy

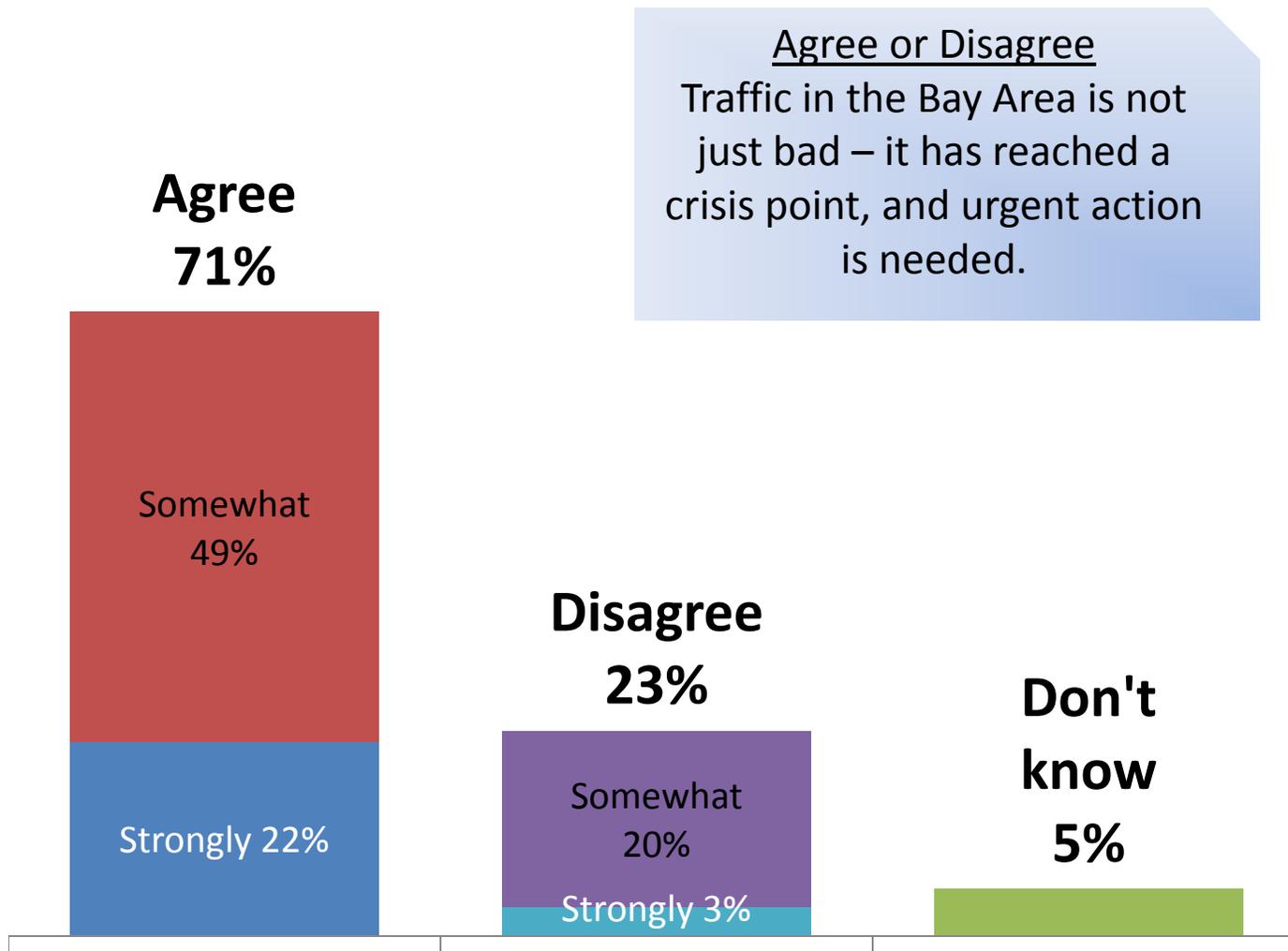
August 21, 2015

Assembly Select Committee Improving Bay Area Transportation

Hon. Jim Frazier, Chairman

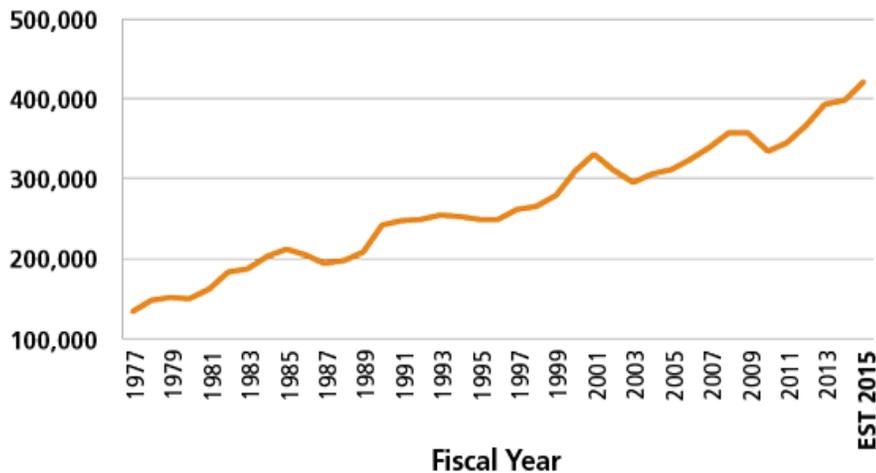


2014 Bay Area Council Poll



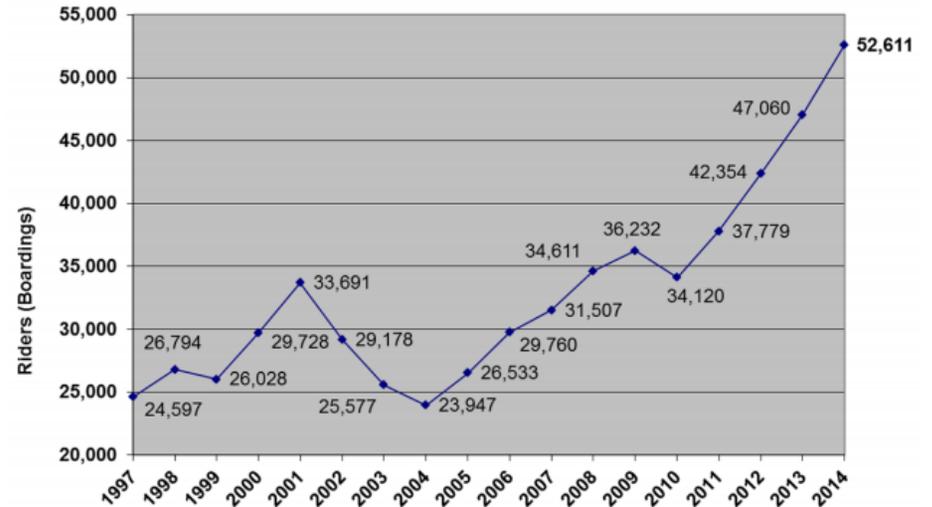
Trends Worsening

BART Average Weekday Ridership



Source: BART 2015 Ridership data. bart.gov

Caltrain Average Weekday Ridership Trend





Transit Underperforming

Transit share of **commute** trips 1990 - 2010



Transit share of **all** trips, 2010-40

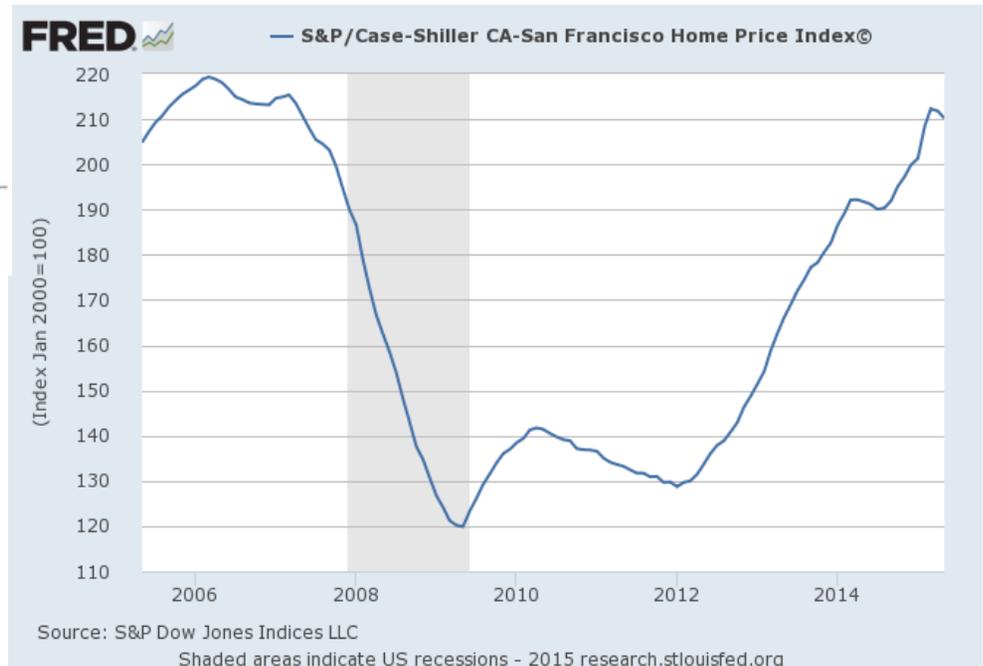
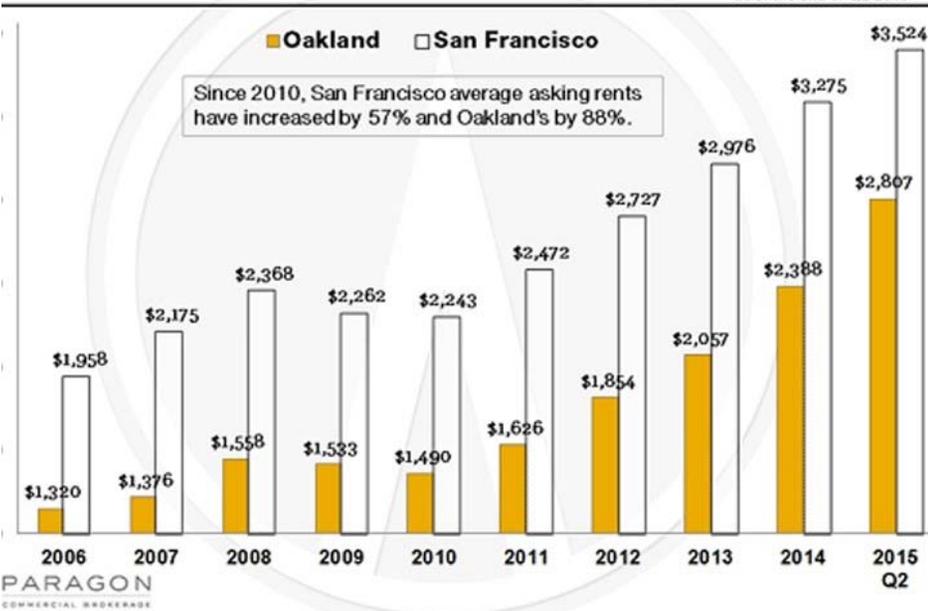




Housing Costs Skyrocketing

SAN FRANCISCO & OAKLAND RENTAL TRENDS Average Asking Rents, 2006 - 2015 Q2

Data per RealFacts, LLC,
as of the end of Q2 2015



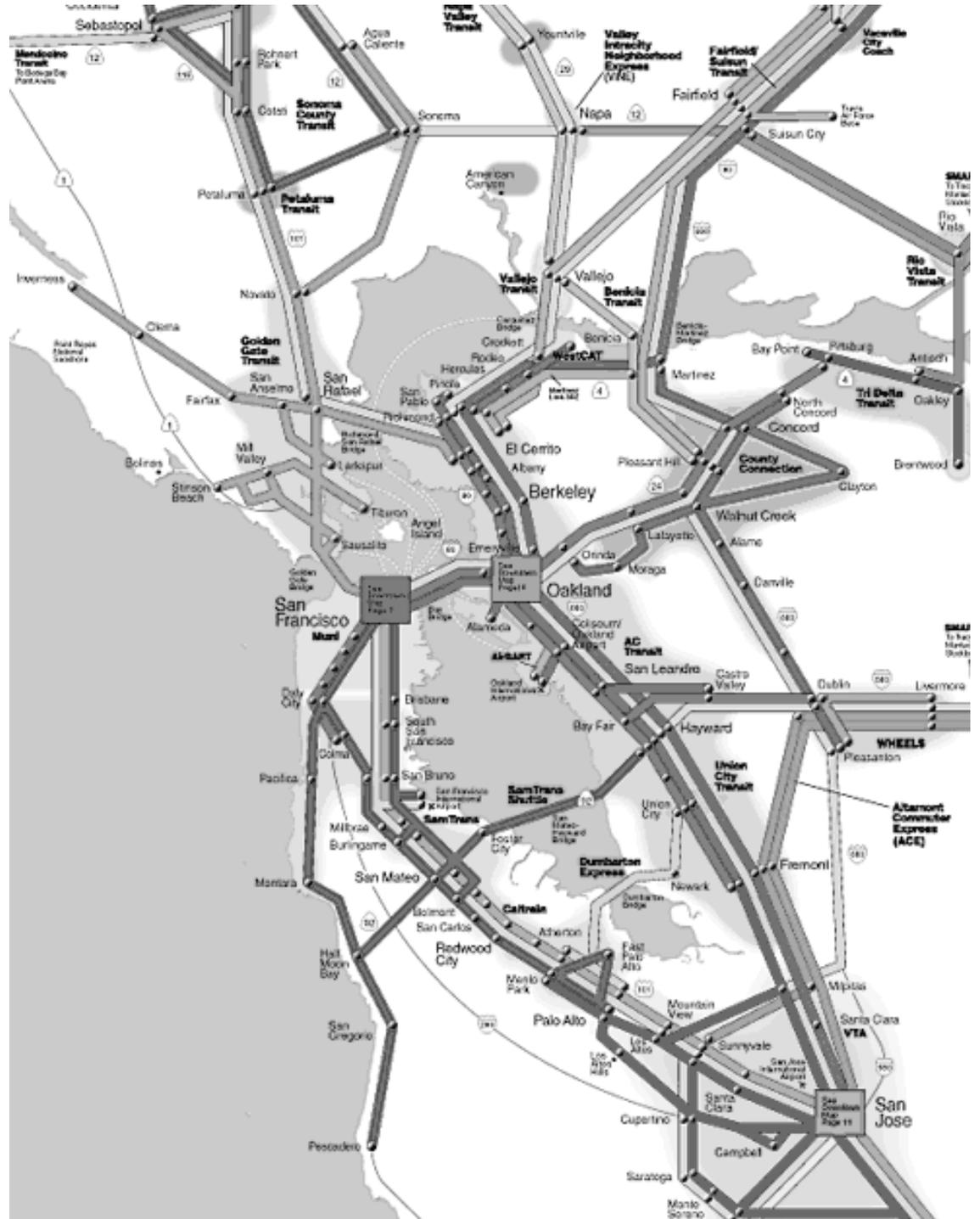


Self-Help 2.0





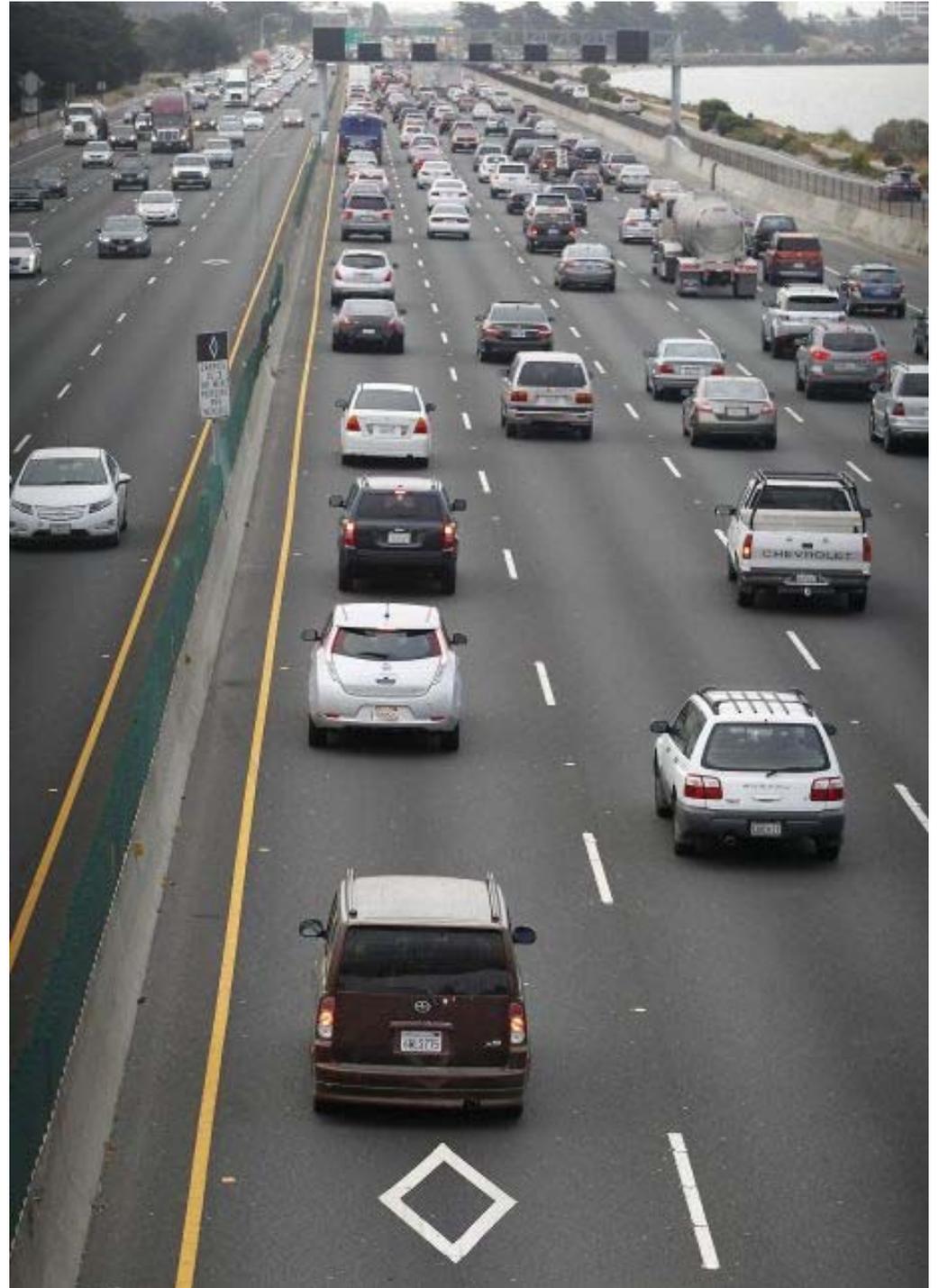
Optimize Regional Transit





Get Serious About HOV

- Close gaps
- Enforcement
- Occupancy
- Hybrids
- HOT
- Park and ride
- Apps





Technology and Operations



**MOVE
FAST AND
BREAK
THINGS**



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

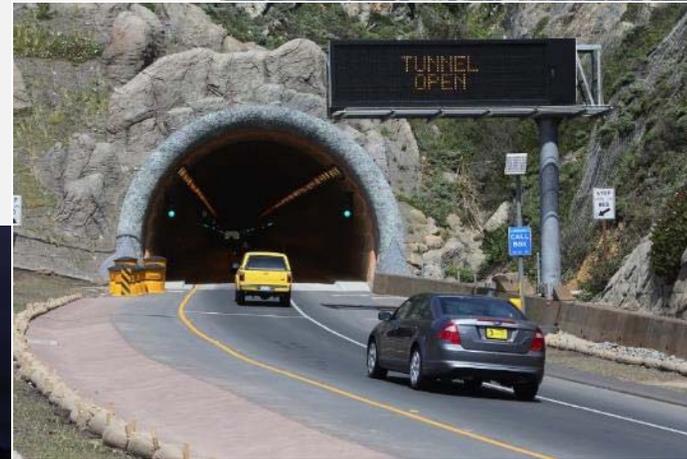


Assembly Select Committee

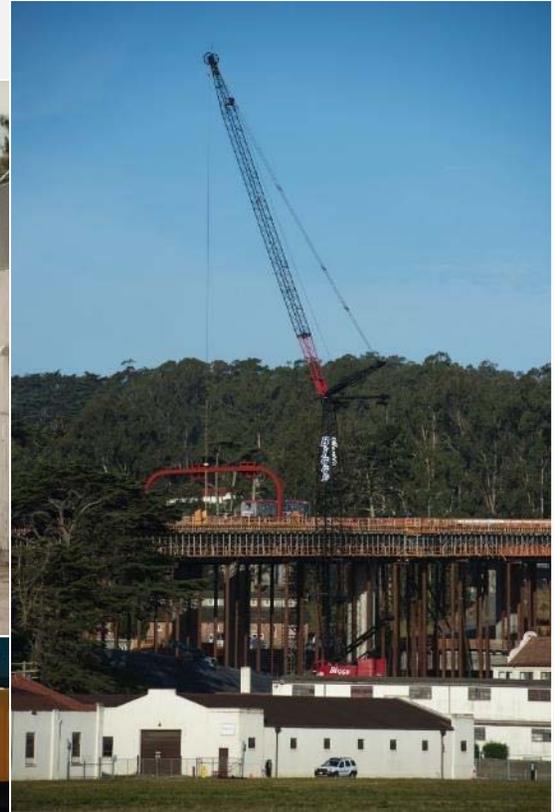
Steve Heminger
Executive Director
Metropolitan Transportation Commission

August 21, 2015

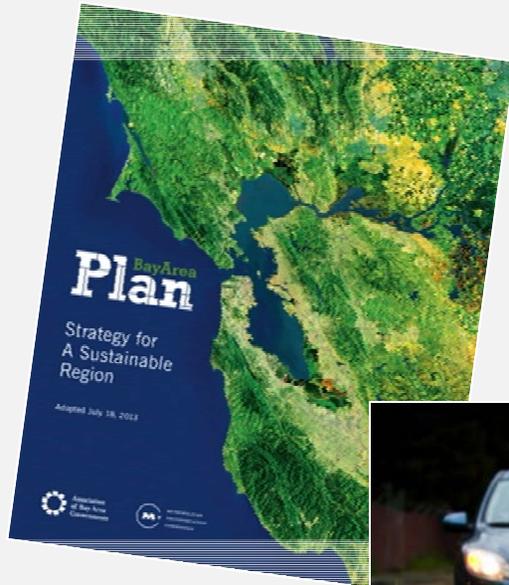
An Historic Chapter...



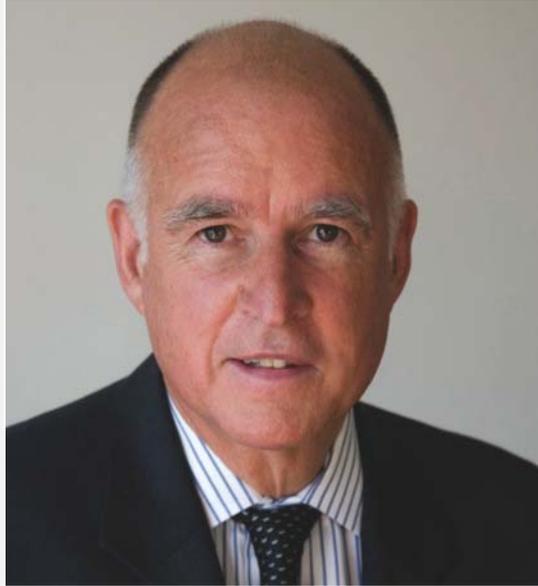
...Is Coming to a Close



So, What Shall We Do for an Encore?



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



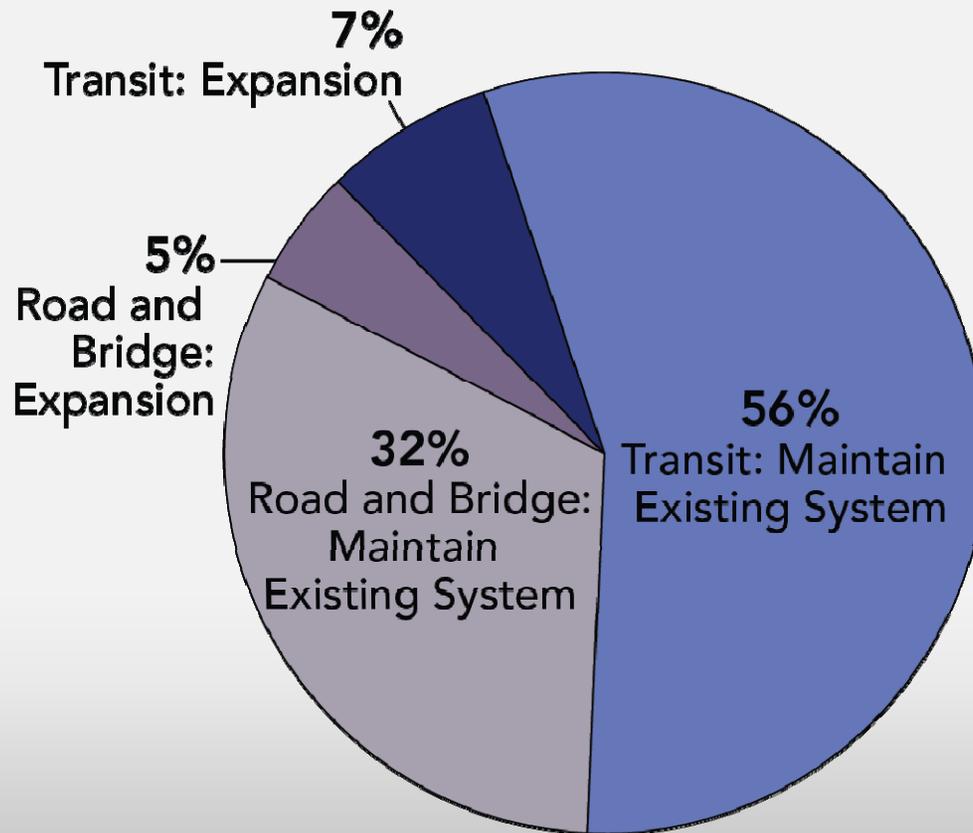
“We must also deal with longstanding infrastructure challenges. We are finally grappling with the long-term sustainability of our water supply... equally important is having the roads, highways and bridges in good enough shape to get people and commerce to where they need to go. It is estimated that 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

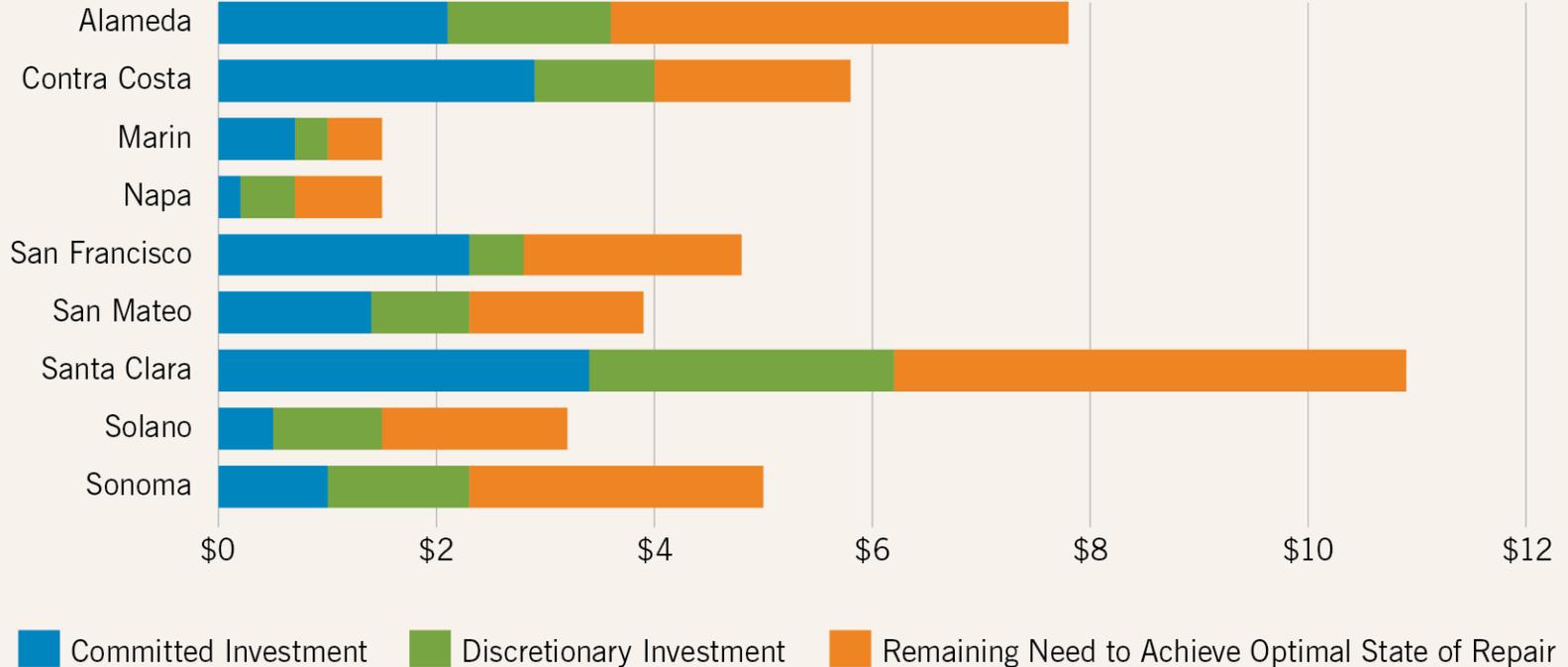
292 Billion*



* Dollars in year of expenditure

\$20 Billion in Potholes

Local Streets and Roads Investments and Remaining Needs by County, 2013–2040 (in billions of YOE \$)



Pennies for Potholes?

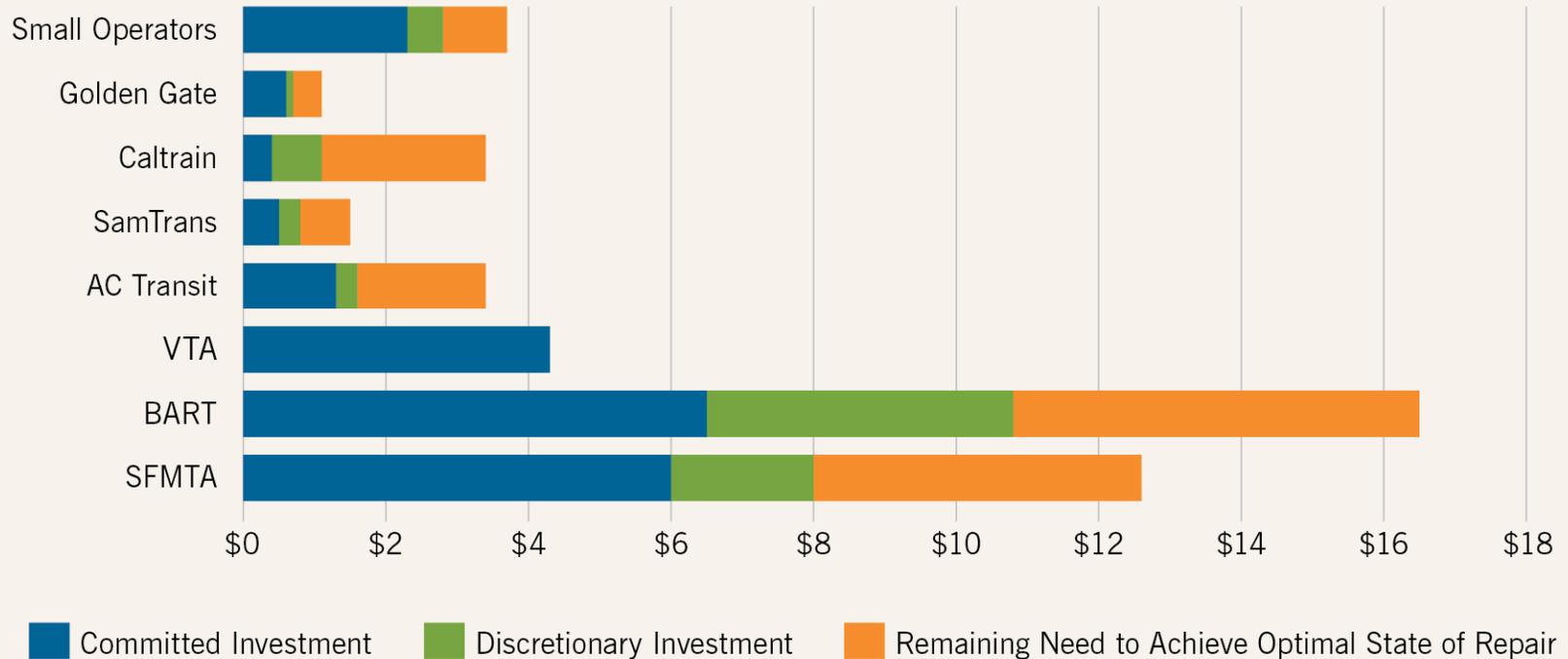
Would You Support or Oppose a 10-Cent Per-Gallon Increase in the State Gas Tax With Money Used to Improve Roads and Highways?

| | 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 Capital Funding and Remaining Needs, 2013–2040 (in billions of YOE \$)



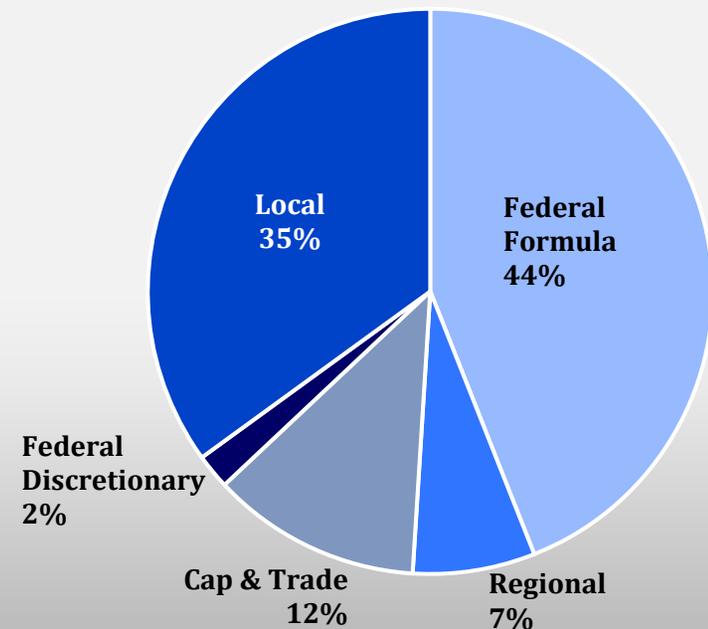
Transit Core Capacity

\$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

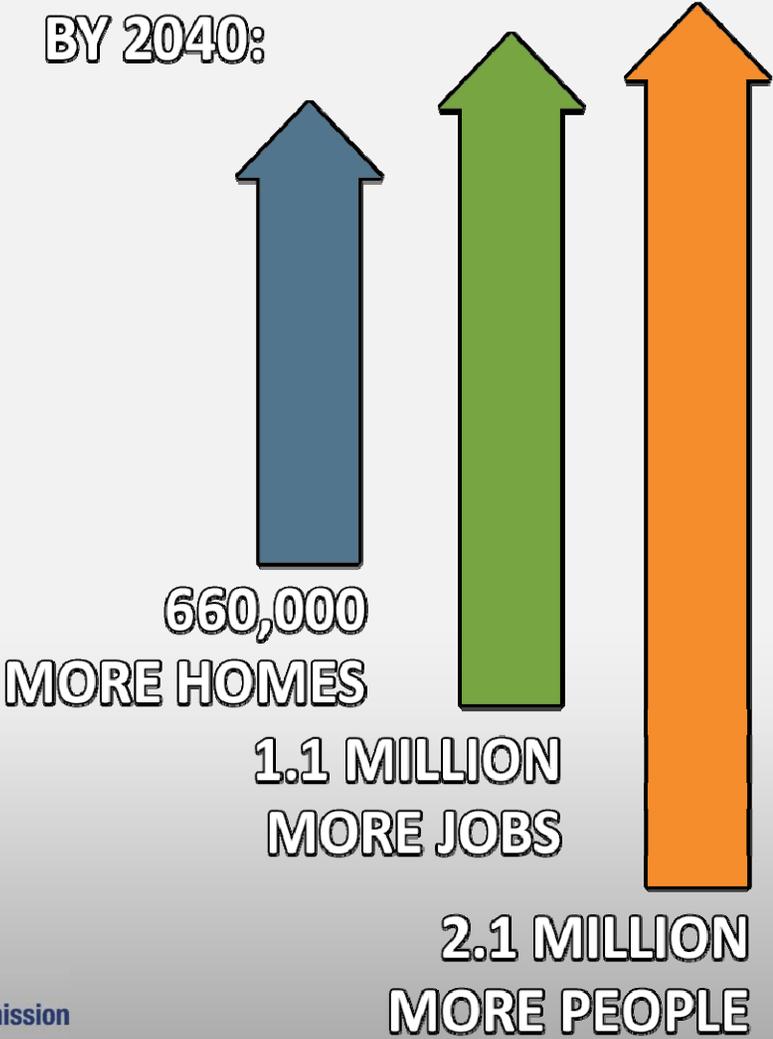


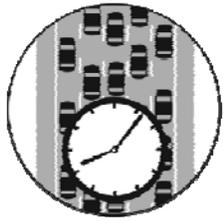
Transit Core Capacity Challenge Grant Funding Plan



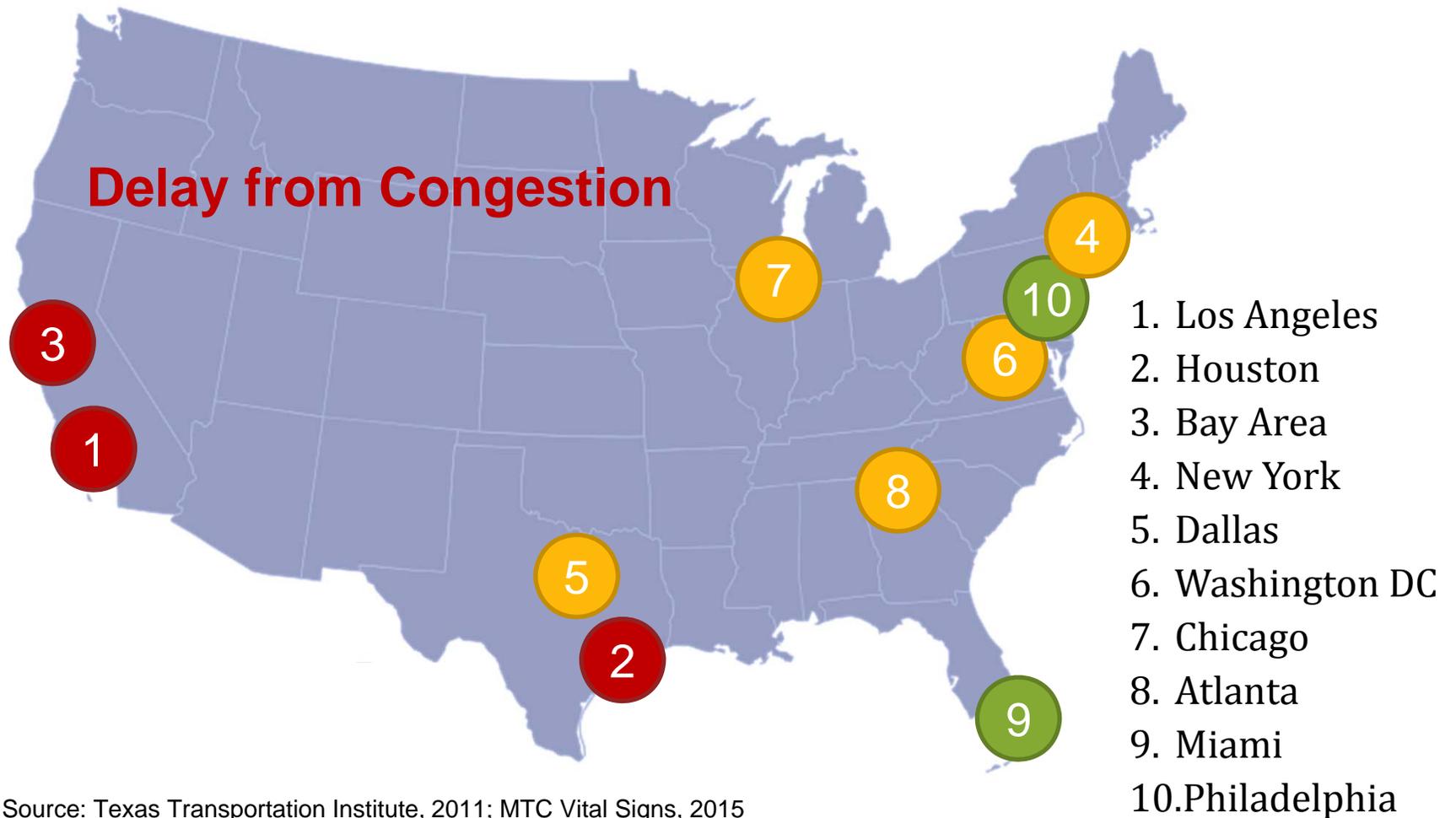
Growing Pains, Too

BAY AREA GROWTH
BY 2040:

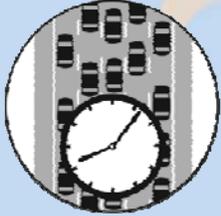




Bay Area Ranks #3 for Congested Delay



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



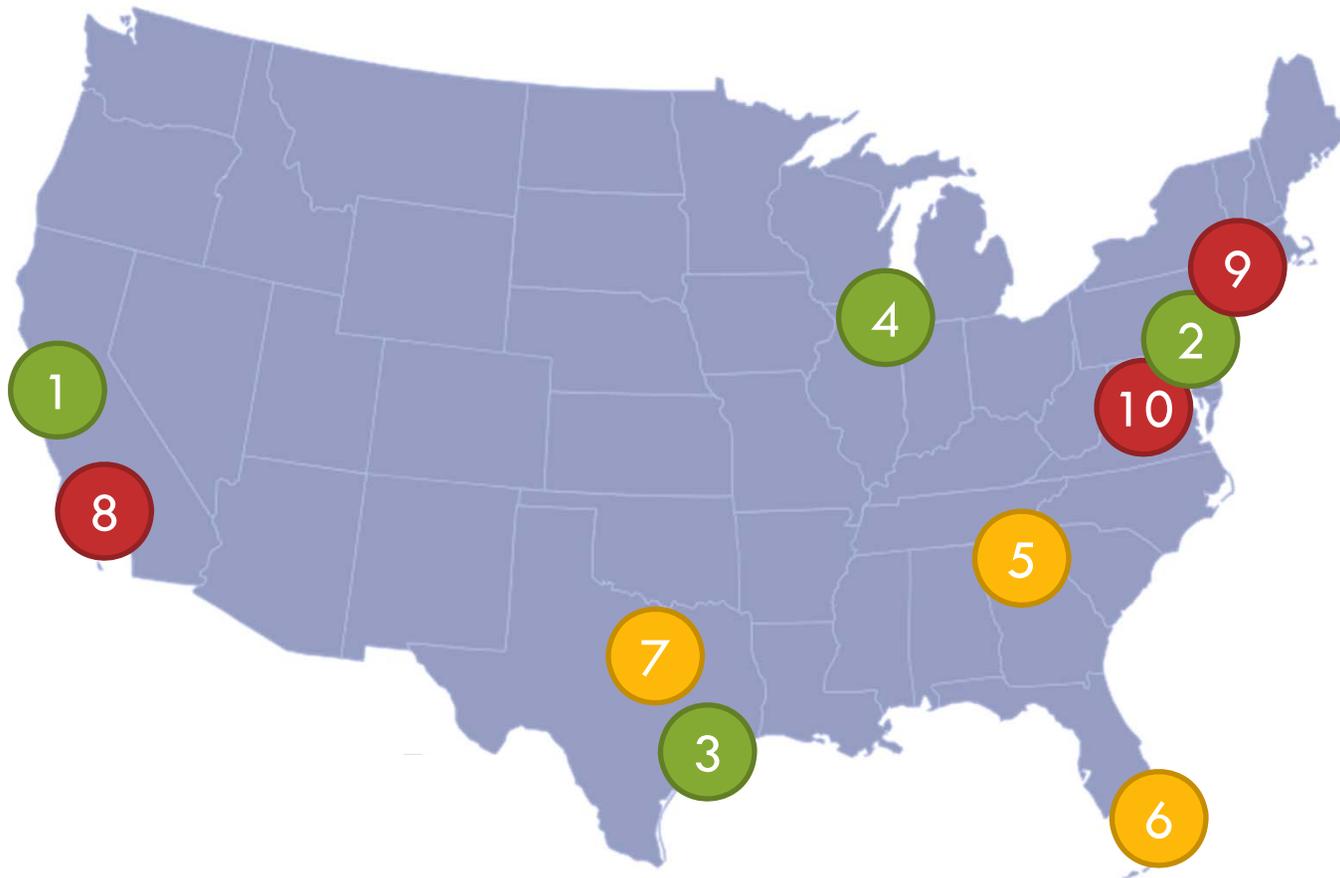
Top Ten Congestion Locations

- 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





But #1 in Travel Time Reliability:



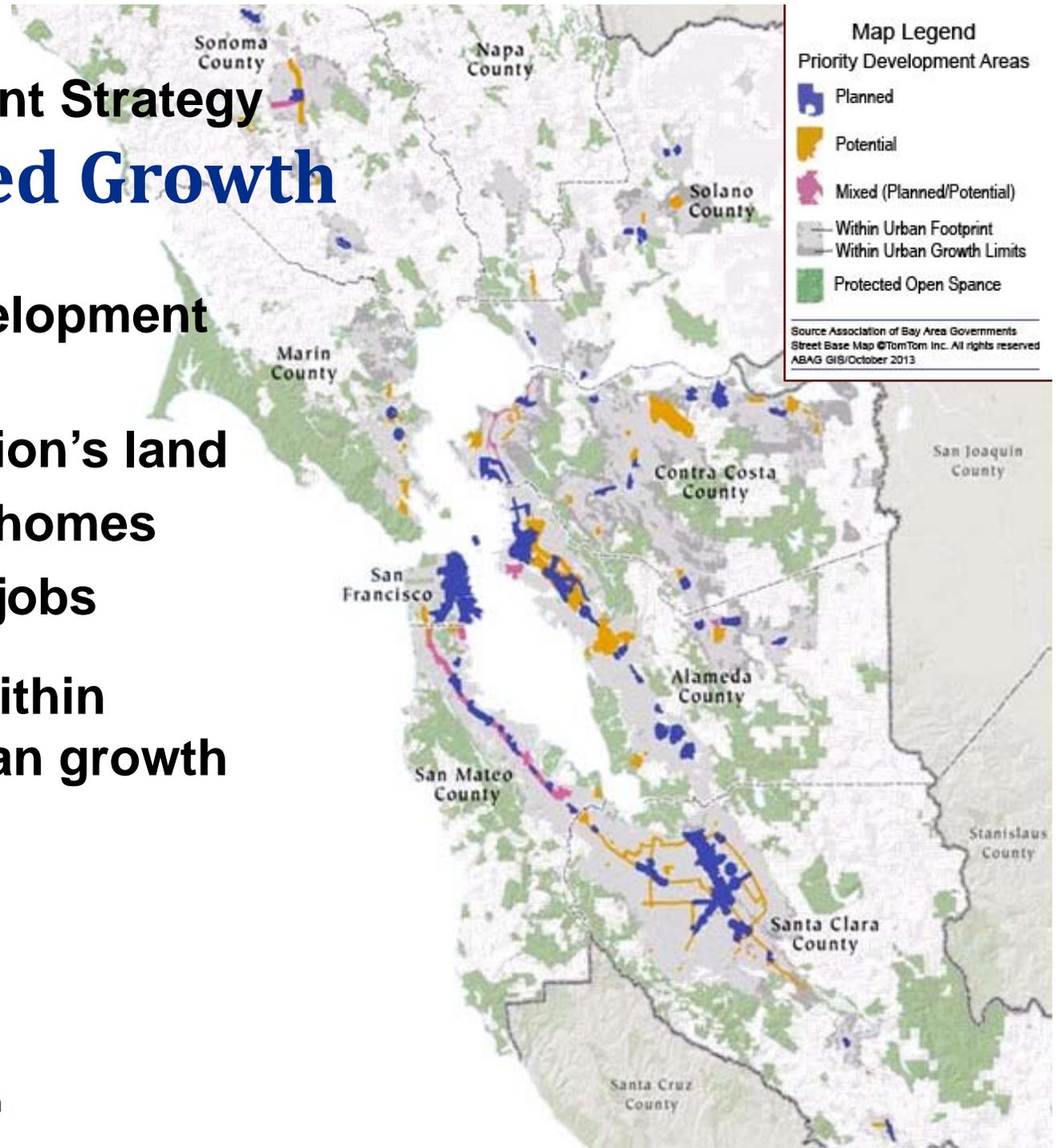
Source: Texas Transportation Institute, 2011



Metropolitan Transportation Commission

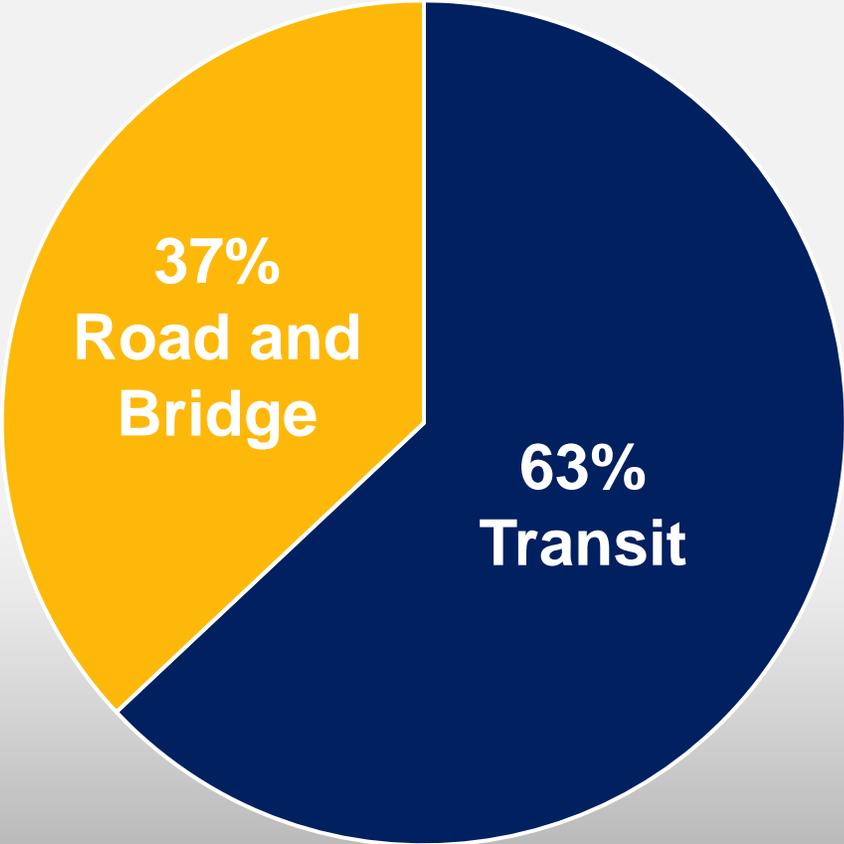
Investment Strategy Focused Growth

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

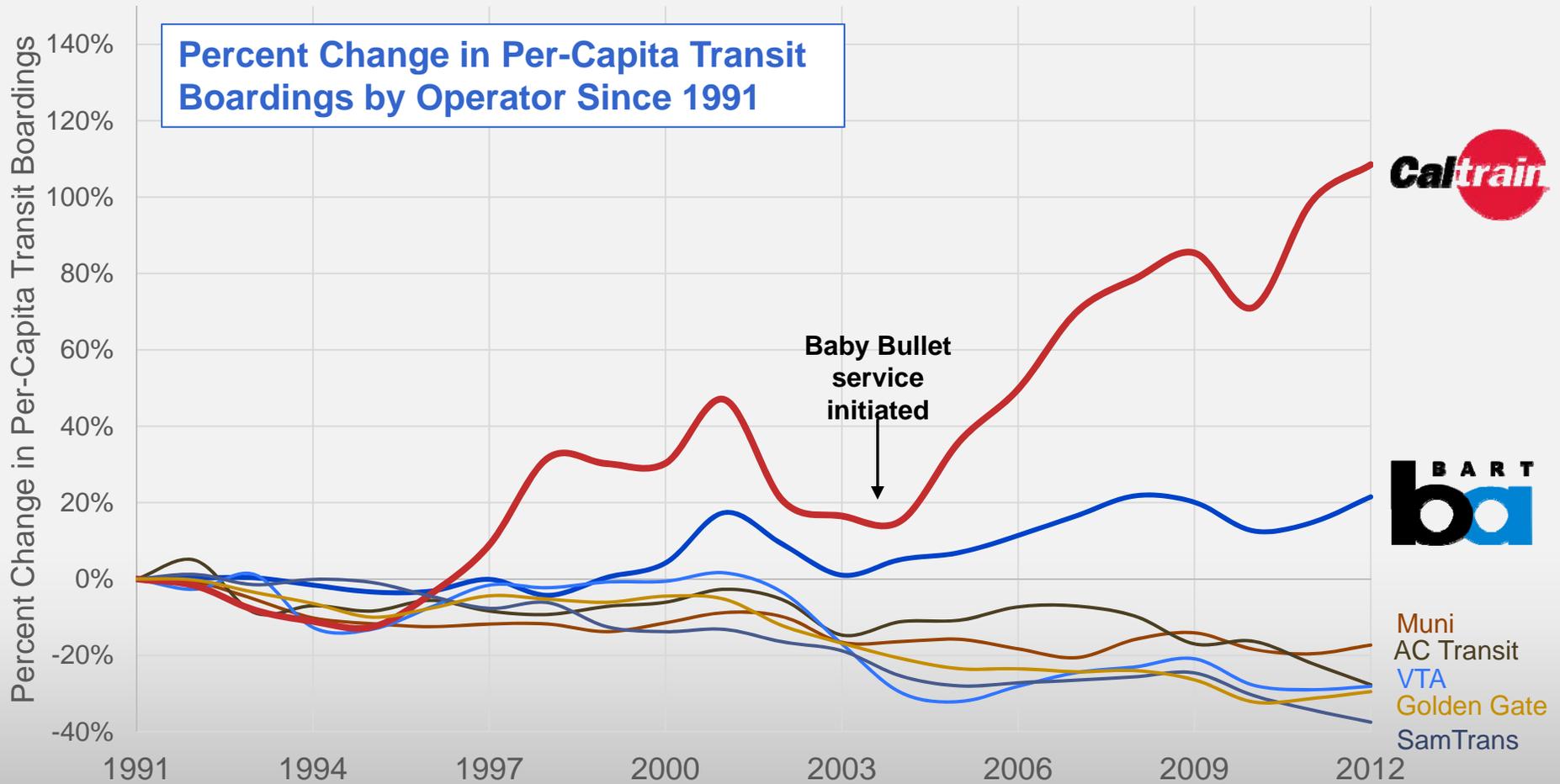


Betting on Transit

Plan Bay Area Investments by Mode
\$292 Billion

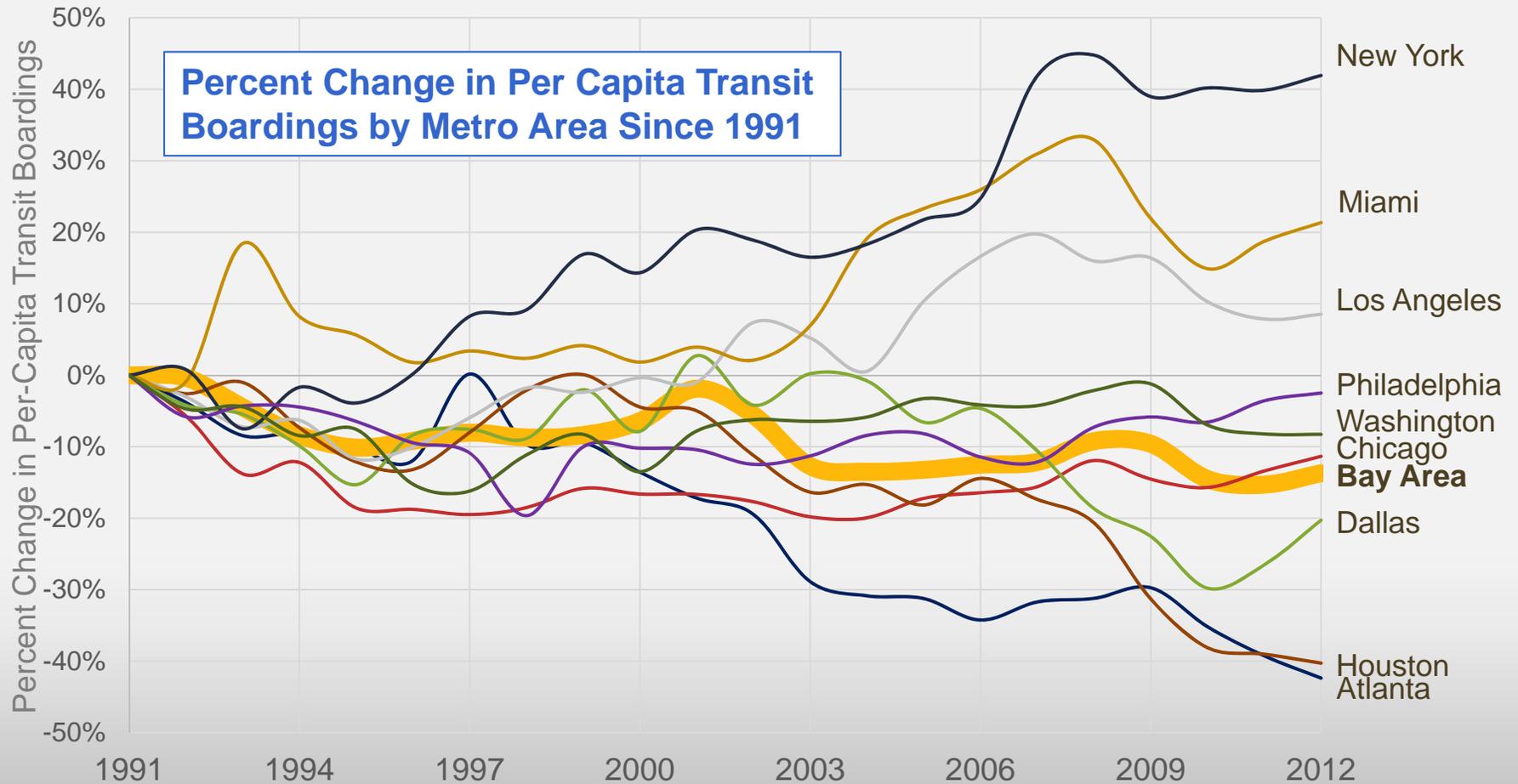


GOOD NEWS: We Know How to Grow Transit Ridership



Source: FTA NTD, 2012

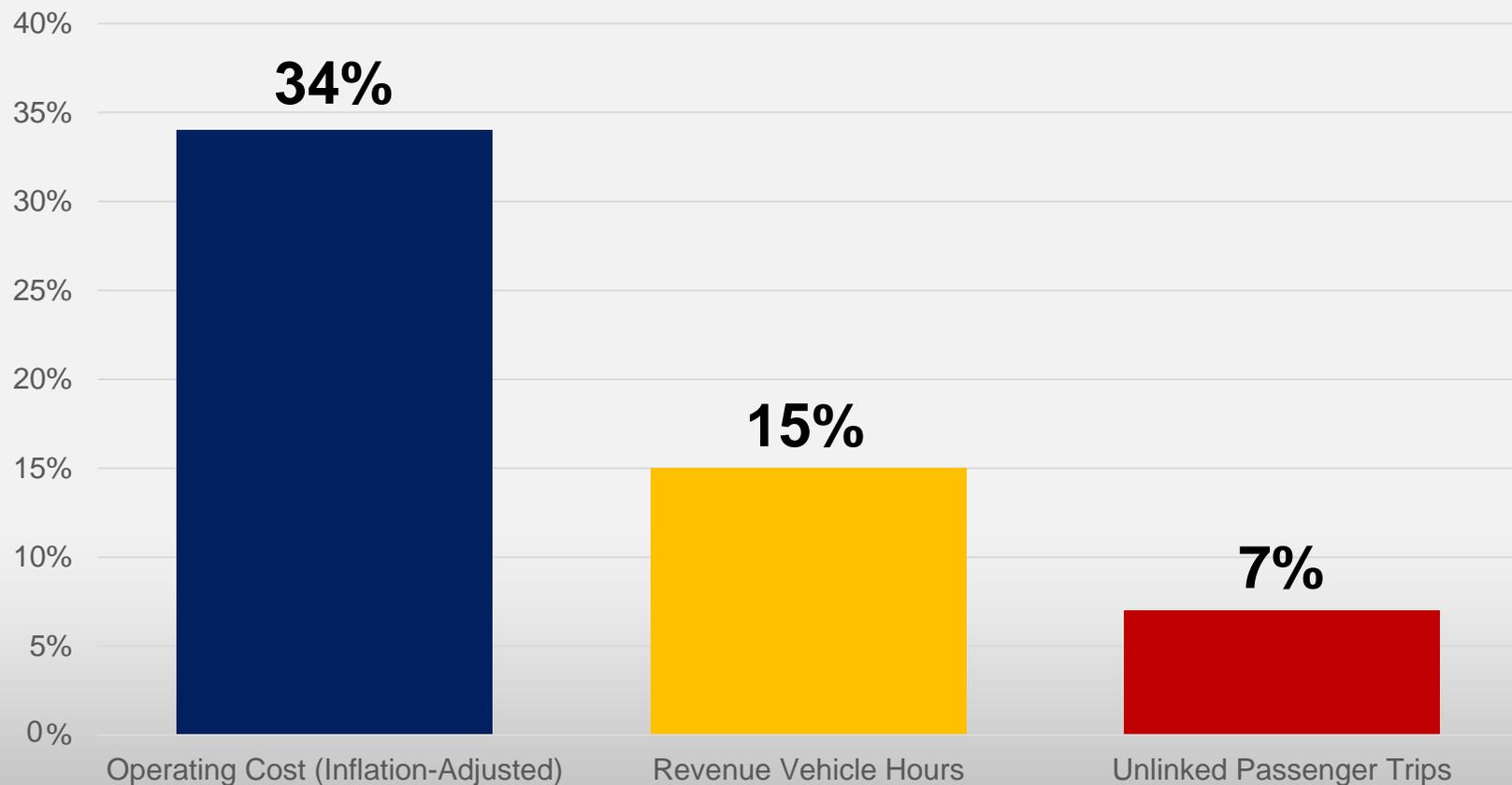
BAD NEWS: Bay Area Lagging Its Metro Peers



Source: FTA NTD, 2012

Getting a Handle on Cost

Bay Area Large Operators: Percent Change in Cost and Performance Indicators (1997-2008)



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.

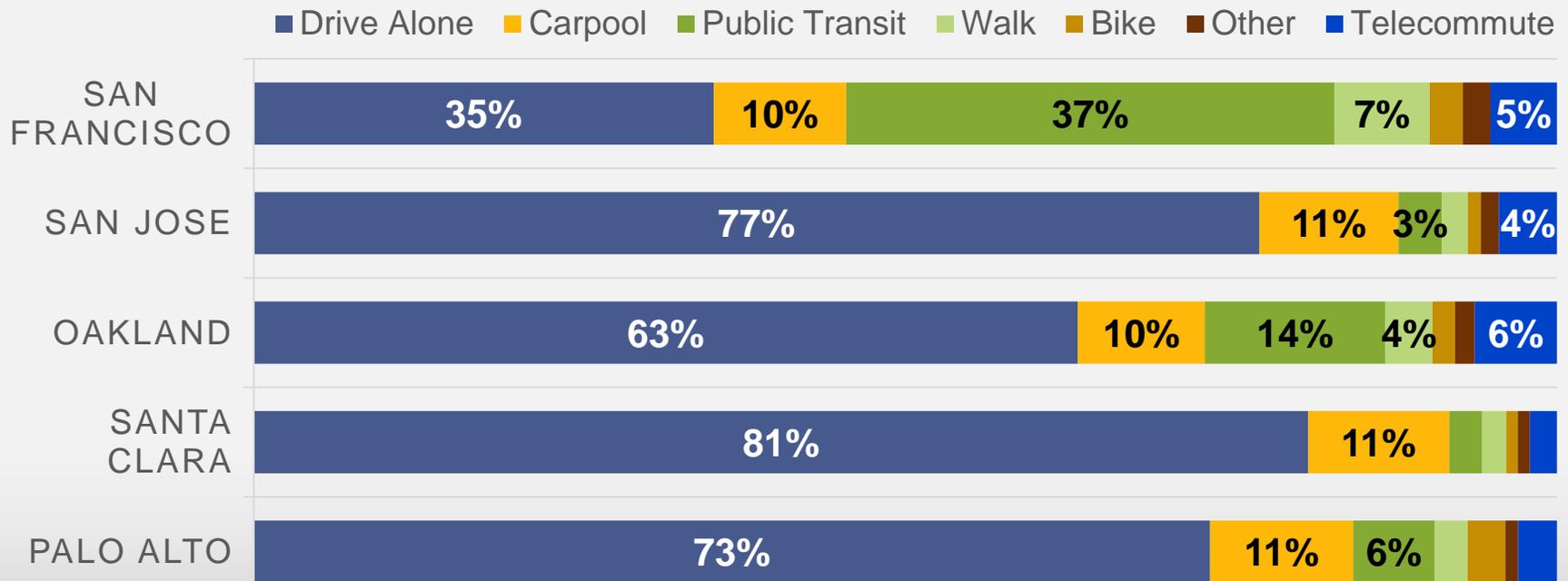
High Speed Rail

- 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.





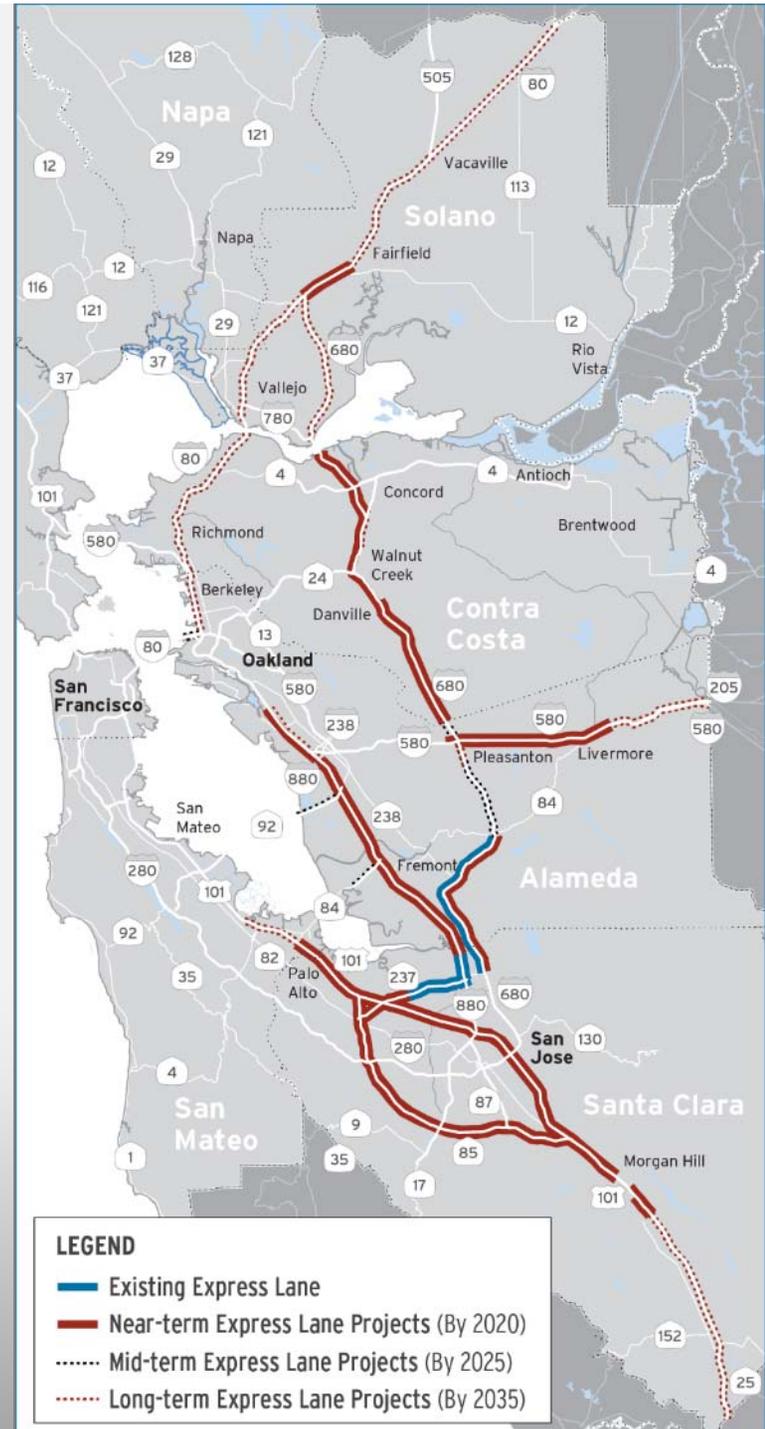
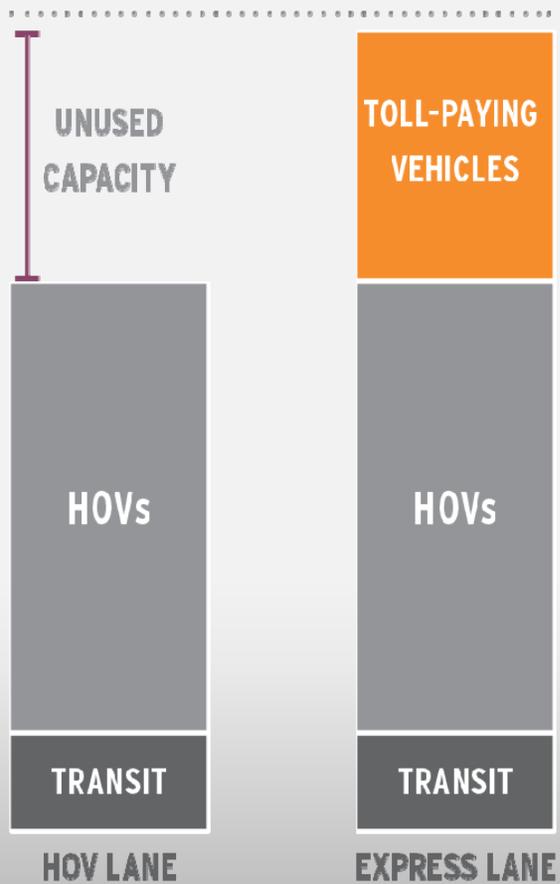
Commute Mode Choice: Local variation by employment center



Source: American Community Survey, 2013s

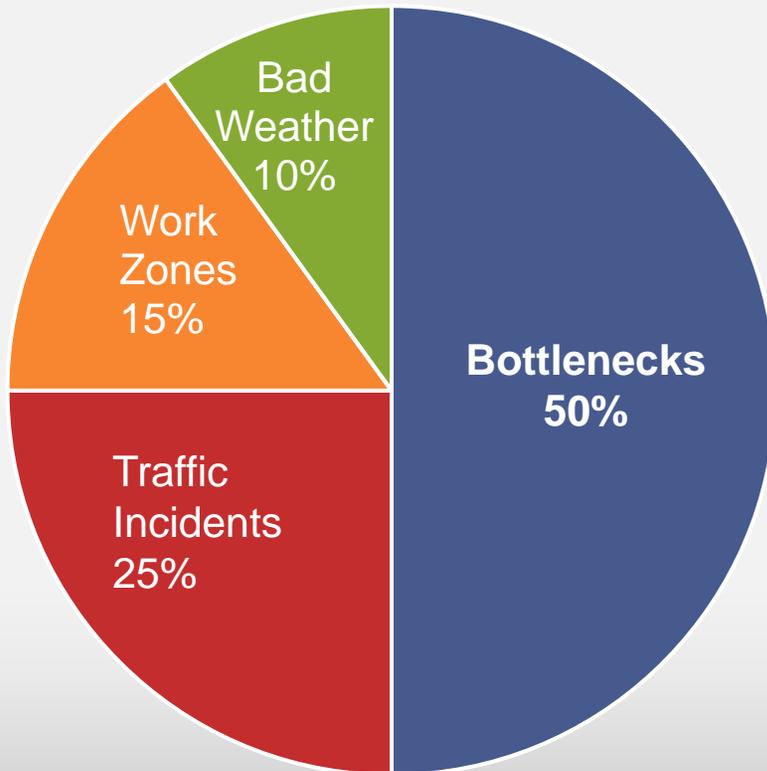
Express Lanes – Revenue is Reform

LANE CAPACITY



Managing Congestion

Causes of Congestion



Congestion Mitigation: Active Operational Management and Traveler Information



Managing Congestion

Pursue Additional Operational Strategies “Columbus Day Initiative”



Adaptive Ramp Metering



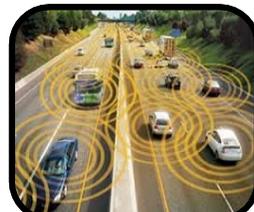
Queue Warning



Hard Shoulder Running



Adaptive Traffic Signals w/Transit Signal Priority



Connected Vehicles/Corridors

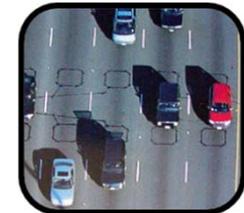
Maintain and Operate Existing Investments “Transportation Management Systems”



Highway Signage



Transportation Management Center



Detection/Metering Systems



Highway Cameras



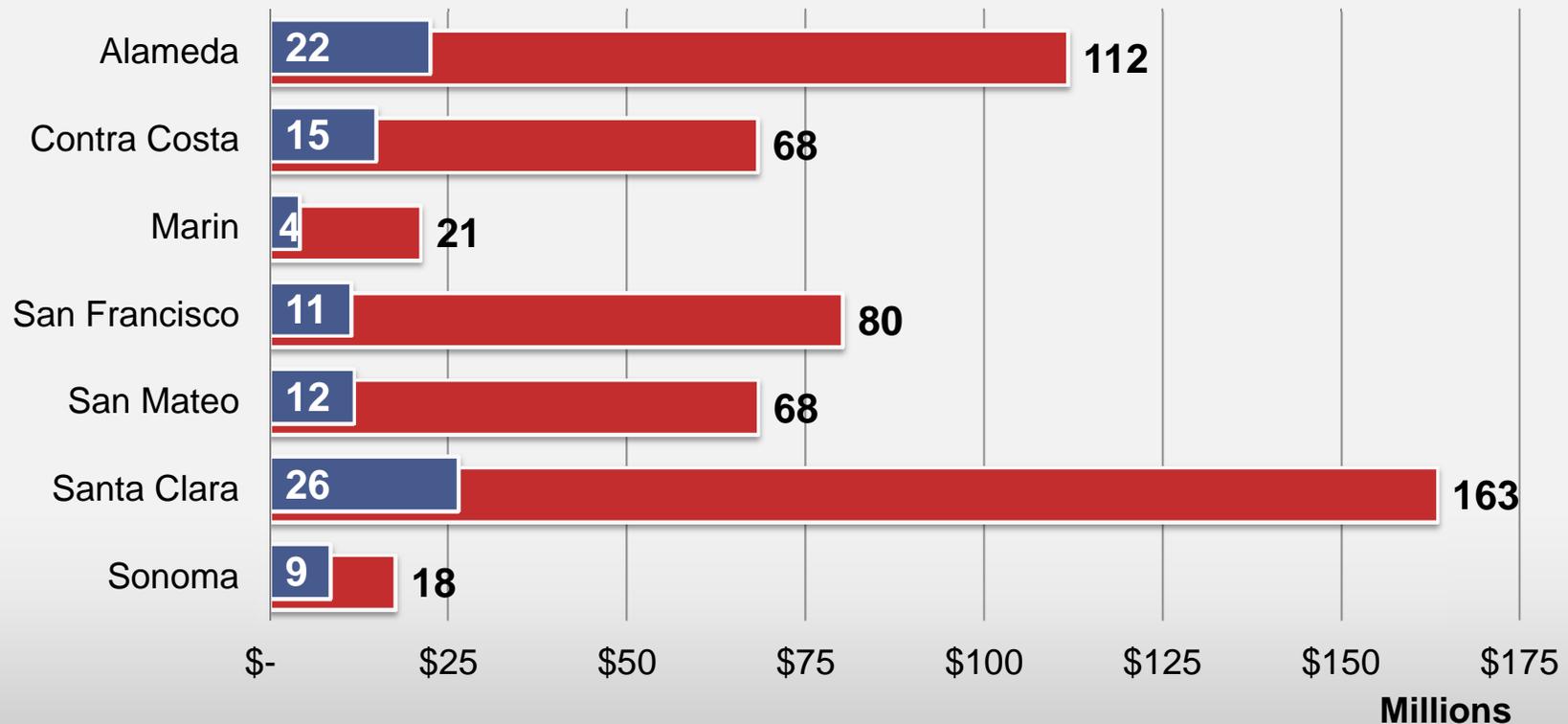
Communication Infrastructure



Incident Management

Annual County STIP Revenues Dwarfed by Sales Tax Revenues

County STIP Revenues vs. Sales Tax Revenues



- Six-year average annual county share of the State Transportation Improvement Program (STIP)
- FY12 local transportation sales tax revenues

The Bay Area's Seven-Bridge System

Carquinez Bridge
 Opened 1927,
 1958 and 2003

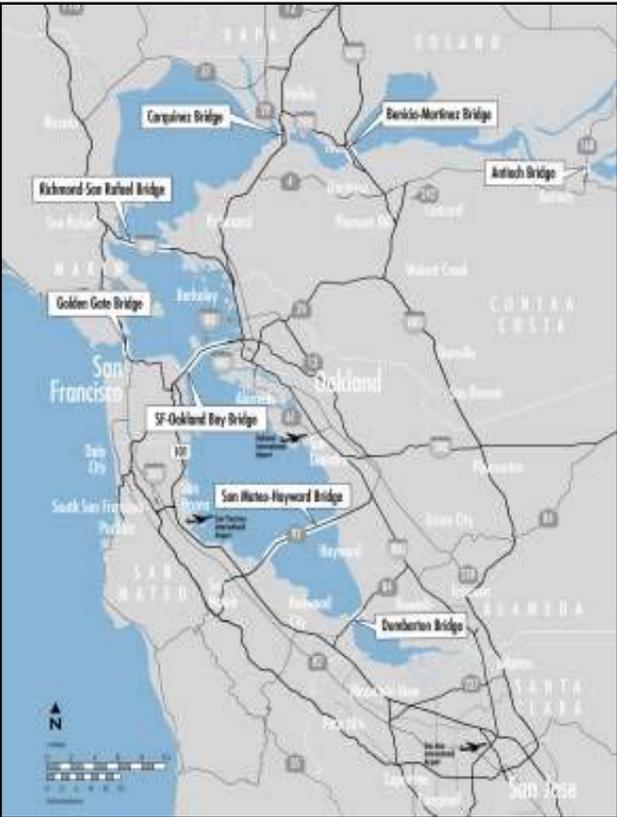


Benicia-Martinez Bridge
 Opened 1962
 Widened 1991
 Second span
 opened in 2007



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

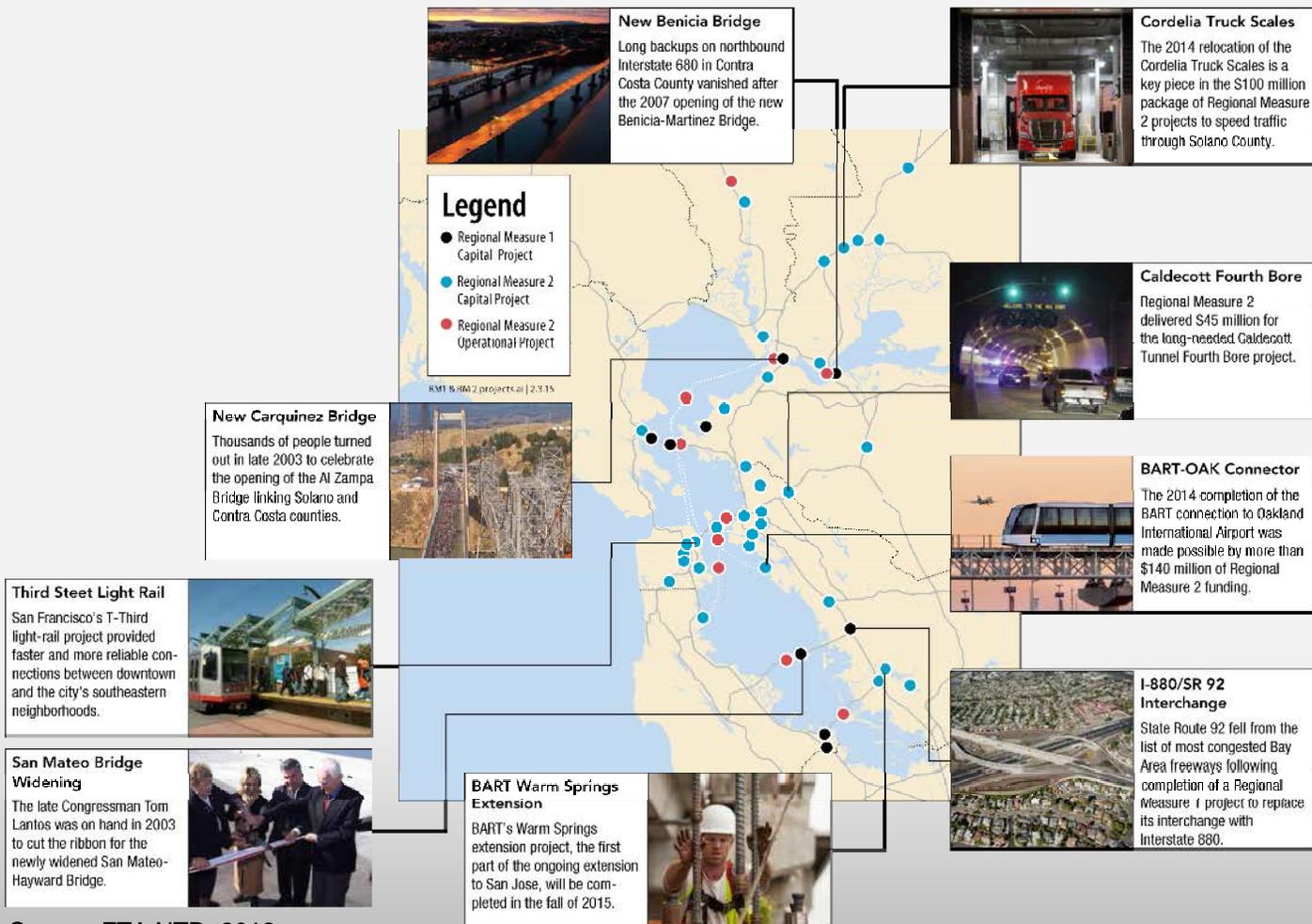


Dumbarton Bridge
 Opened 1927
 Replaced 1984

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



| 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?

