

1976

Annual Report 1975-76

Metropolitan Transportation Commission

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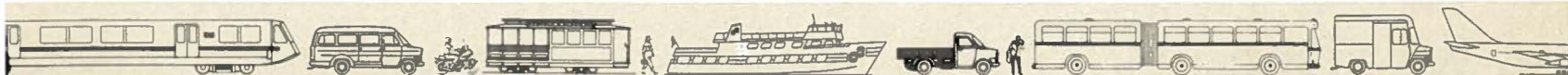
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Prepared by
Metropolitan Transportation Commission
Hotel Claremont
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9/24/76



Commission Roster

John C. Beckett* Chairman	Santa Clara County
Louise P. Giersch Vice Chairman	Association of Bay Area Governments
Joseph P. Bort*	Alameda County
John D. Crowley	Mayor of San Francisco
John F. Cunningham	Solano County
John E. Dearman*	City and County of San Francisco
Donald F. Dillon*	Alameda County - Cities
Lawrence H. Dunn	United States Department of Transportation
Greta Ericson	Napa County
A.W. Gatov*	Marin County
Joseph C. Houghteling	San Francisco Bay Conservation and Development Commission
Richard LaPointe	Contra Costa County - Cities
William R. Lawson*	San Mateo County - Cities
William R. Lucius*	Sonoma County
James E. Moriarty	Contra Costa County
William H. Royer	San Mateo County
James Self	Santa Clara County - Cities
Thomas R. Lammers	State Business and Transportation Agency

Paul C. Watt, Executive Director

*Original appointments - 1971



A Message from the Chairman

To the Residents of the Nine-County Bay Area:

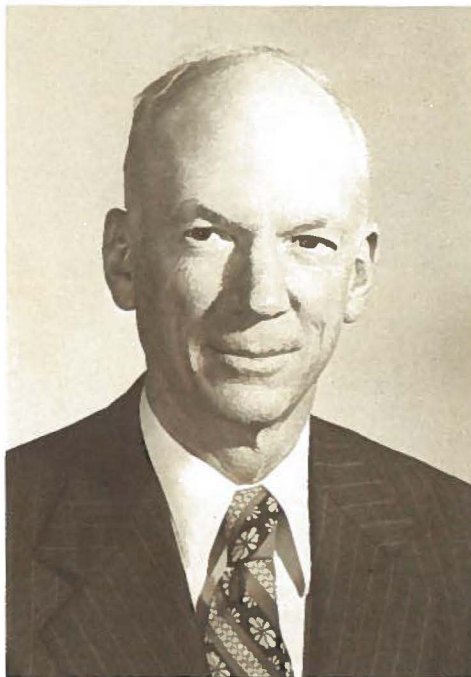
On behalf of the members of the Metropolitan Transportation Commission and the staff, I have the pleasure of submitting this Annual Report for the year 1975-76. In this report, we have attempted to assemble and cogently present to you an analysis of where we have been and where we are heading in transportation planning for the entire Bay Area.

As with the quality of the air we breathe and the water we drink, so too does the quality of our transportation system affect the life of every Bay Area resident every single day. Ours is a highly mobile society, dependent for its livelihood and recreation to a great degree on the ability to move people and goods efficiently and effectively and at a reasonable cost.

This is a formidable task, and grows ever more complex as our population increases, as communities develop miles away from major metropolitan centers, and as energy and construction costs continue to clumb. Even now, as we contemplate the Bay Area's transportation needs of five or more years, the question of whether we will be able to finance what must be done is a stark one.

In its vision and wisdom, the State Legislature created MTC six years ago and gave it the authority to formulate, develop, coordinate, and oversee the planning of the multifaceted regional transportation system for our nine-county Bay Area. Much has already been accomplished; much remains to be

done. MTC has accepted its responsibilities in a spirit of full cooperation with all the various agencies concerned with transportation planning and service, for what we do, or fail to do, has an impact on everyone in the Bay Area. The



John C. Beckett has served as Chairman of the Metropolitan Transportation Commission since September 1973, having been unanimously re-elected to another full term on July 23, 1975. His many years of experience and keen interest in transportation planning are widely recognized.

members of the Commission, I know, join with me in expressing appreciation to all those from the public and private sectors who have so willingly assisted us in our endeavors.

In the 12 months covered by this report, the Commission carefully reviewed and approved public transportation projects throughout the nine counties of the MTC region. These projects which required only Federal funds totalled \$101,514,700. The Commission also approved the allocation of \$85,679,118 for transportation assistance programs in the Bay Area which were financed with both State and Federal funds. You will find a description of these allocations, as well as other actions taken by MTC, in our report. I believe the Commission has made wise and effective use of its authority in allocating funds and approving public transportation projects.

It is my sincere hope that those reading this report will obtain a clearer understanding of the functions of MTC, and an appreciation of the magnitude of its financial responsibilities.

Many individuals, organizations and associations contributed in a cooperative manner to the accomplishments of MTC. To these people I wish to express my thanks with the hope that they will continue with their support.

A handwritten signature in black ink that reads "John C. Beckett". The signature is fluid and cursive, with a long, sweeping underline.

John C. Beckett
Chairman

Background and Major Functions

As the decade of the Sixties was drawing to a close, the Legislature of the State of California took a long, hard look at the burgeoning San Francisco Bay Area and realized that a well-coordinated regional transportation plan was sorely needed. In the past, transportation planning had often been done on a piecemeal basis, covering only a portion of the Bay Area or concerning itself only with a single transportation mode. Consequently, there was a multiplicity of plans with inherent gaps, overlaps, and outright conflicts. Here was an area of 7500 square miles with some five million inhabitants residing in nine counties and 92 cities — each city and county having its own say in transportation affairs. The region's transportation requirements were served by several major transit operators, a number of seaports and airports, and some 1,500 miles of the State Highway System.

A Bay Area Transportation Study Commission plan which finally emerged did include the entire region and covered all modes of travel. But it was designed only as a plan — an end product — with no agency to implement it, and no provision for change as conditions warranted over a period of time.

In 1970 the State Legislature took decisive action. Assembly Bill 363, introduced by Assemblyman John Foran, was enacted and signed by the Governor. This legislation created the Metropolitan Transportation Commission (MTC) and charged it with two chief responsibilities:

- To prepare and implement a Reg-

ional Transportation Plan (RTP) for the nine-county San Francisco Bay Area.

- To serve as the review board for all Bay Area jurisdictions requesting state and/or federal transportation grants.

The following year, Senate Bill 325, the Mills-Alquist-Deddah Act, or Transportation Development Act (TDA), gave MTC the authority to review claims from local jurisdictions and allocate funds made available from a portion of sales tax revenues.

In 1972 the Legislature passed Assembly Bill 69, introduced by Assemblyman Wadie P. Deddah, which required the preparation of a California Transportation Plan (CTP). The RTP will become an integral part of the CTP. Late in 1975 Assembly Bill 664, introduced by Assemblyman John Foran, was passed. This measure authorized MTC to adopt rate schedules for state-owned toll bridges located within the San Francisco Bay Area to relieve traffic congestion. The statute directs the Commission to use net revenues for the development of transportation projects in the vicinity of the toll bridges or for ferry systems.

MTC's major functional responsibilities fall into five distinct categories, each of which is legally defined by California statutes and Federal regulations. It is worthwhile to look at the major elements making up the whole structure of these responsibilities.

In its **Transportation Planning Overview** MTC is charged with:

- 1) Adopting a Regional Transportation Plan (RTP).
- 2) Continuously updating and revising the RTP.
- 3) Planning for all modes of transportation in the RTP.
- 4) Coordinating transportation planning with comprehensive land use, environmental, social, and economic planning by all agencies.

In the area of **Financial Planning and Programming**, MTC must:

- 1) Estimate and define transportation funding needs based on the RTP.
- 2) Estimate revenues available for meeting those needs.
- 3) Propose legislation to rectify any imbalance between needs and revenues.

Implementation Through Allocation of Funds requires MTC to:

- 1) Administer State Transportation Development Act (TDA) funds.
- 2) Program Federal and State capital and operating funds for all modes of transportation.
- 3) Review and approve only those projects which conform to the RTP, if Federal or State funds are used.
- 4) Employ funding review and allocation procedures to bring about improved coordination, efficiency, and cost-effectiveness in transportation operations.

With respect to **Regulatory and Pricing Policies for State Owned Toll Bridges**, the Commission is empowered to:



1) Set bridge toll schedules to relieve traffic congestion.

2) Administer net revenues for capital purposes in transit development.

And, lastly, in order to **Maintain Federal Certification**, i.e., eligibility for Federal funds, MTC is required to:

1) Have a transportation decision-making process that is formalized in current working agreements with the State of California Department of Transportation, the Association of Bay Area Governments, and the various transit operators, specifying cooperative procedures for fulfilling transportation planning objectives and programming.

2) Coordinate development of a work program for all transportation planning activities by all agencies in the region annually.

3) Adopt and annually revise a transportation plan that is consistent with the comprehensively planned development of the region.

4) Prepare a Transportation Systems Management element.

5) Develop a Transportation Improvement Program as a staged multi-year program of transportation improvement projects, with a schedule of projects proposed for implementation in the ensuing fiscal year.

6) Coordinate with air quality planning for the region, and work toward more efficient use of energy resources in transportation.

7) Plan for transportation services to the elderly and handicapped.

8) Insure involvement of the public in the planning process.

The RTP sets forth the Commission's principal objectives. In essence, these are formulating plans and programming funds in order to achieve safe, efficient, environmentally responsive transportation facilities and services for the movement of people and goods at reasonable cost. These goals are to be accomplished through a coordinated regional transportation system composed of transit, highways, airports, seaports, and railroads.

In the attainment of these goals, the Commission is dedicated to the following principles:

- Coordination with planned regional development.
- Preservation of the environment.
- Appreciation of both social and economic improvements.
- Effective transportation decision-making



Commission Structure

The Commission is comprised of sixteen voting and three non-voting members. The five most populous counties in the Bay Area — Alameda, Contra Costa, San Francisco, San Mateo, and Santa Clara — are each represented by two Commissioners. The counties of Marin, Napa, Solano, and Sonoma have one representative apiece.

Other voting members represent the Association of Bay Area Governments (ABAG) and Bay Conservation and Development Commission (BCDC). The three agencies represented by non-voting Commissioners are California Department of Transportation (CALTRANS), U.S. Department of Transportation (DOT), and U.S. Department of Housing and Urban Development (HUD).

The Commission, which is aided in its work by a staff of approximately 90 persons, operates through five standing committees. These committees are:

Executive. Advises the Commission on matters pertaining to general direction and policy. It is responsible for special projects, and appoints ad hoc committees required to conduct them.

Grant Review and Allocations. Makes recommendations having to do with allocations of available funds under State and Federal transportation assistance programs. It also conducts reviews of transportation and transport-related projects for conformance with the RTP.

Administration and Public Information. Deals with a variety of matters, among which are the agency's financial management, budget, capital expenditures, and cash flow. It also makes recommendations on personnel administration and oversees the public information and citizen participation programs.

Transportation Plan Development. Makes recommendations regarding the scope and direction of overall planning activity, as well as those plan amendments which concern the goals and objectives of the RTP.

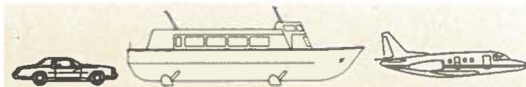
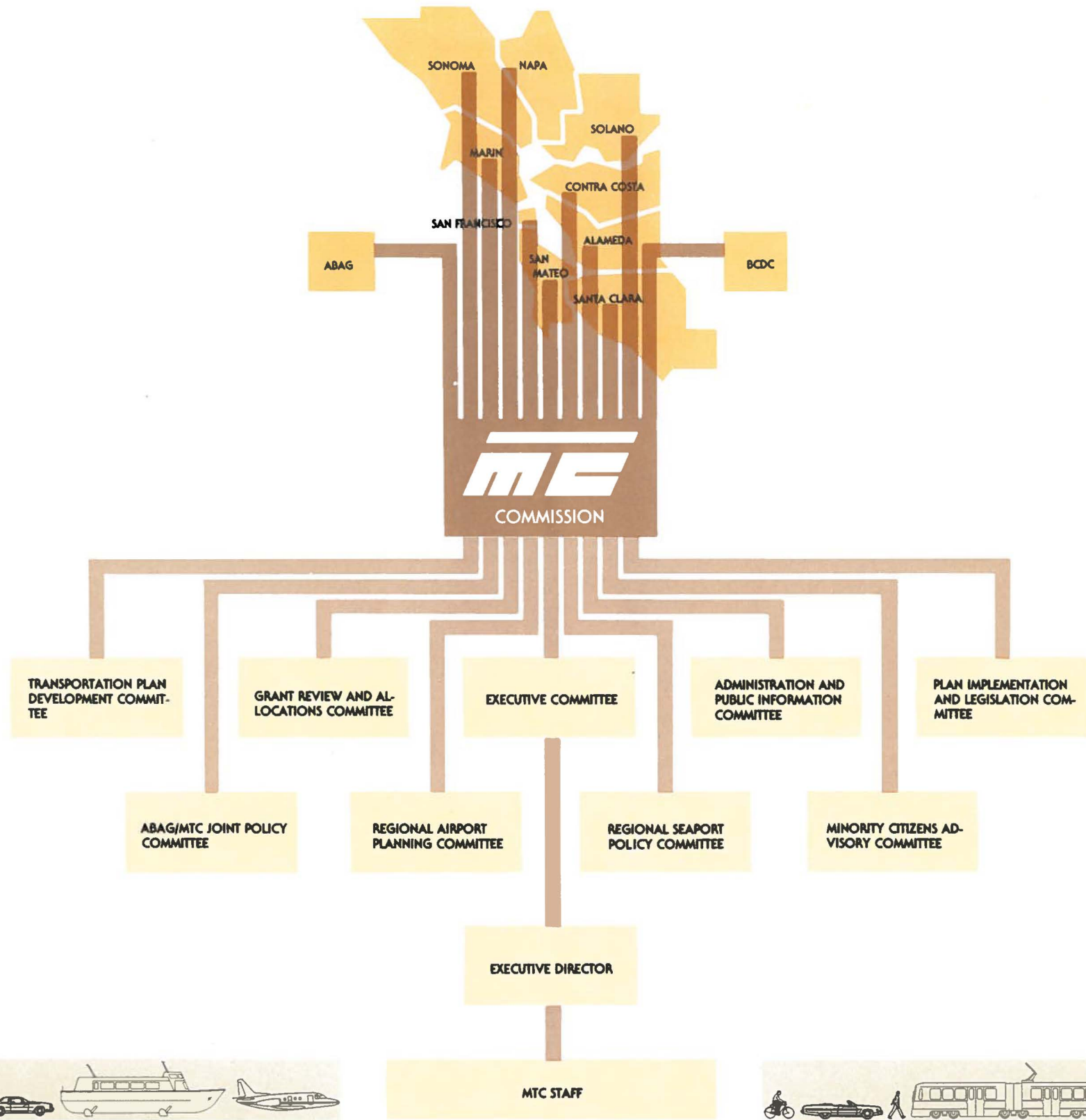
Plan Implementation and Legislation. Monitors state and federal legislation, and assumes the role of legislative advocate. The committee is also responsible for implementing the Transportation Development Program, the Financial Plan and Proposals for Action of the RTP.

Four advisory bodies serve the Commission:

- The ABAG/MTC Joint Policy Committee makes recommendations to the two organizations on matters of mutual interest and interaction.
- The Regional Airport Planning Committee (joint ABAG/MTC) updates and implements the Regional Airport Systems Plan, which is the aviation element of the RTP.

- The Regional Seaport Policy Committee is in charge of preparing a maritime element for the RTP. The Committee's long range goal is to prepare a Port Plan to guide development of such facilities in the region.
- The Minority Citizens Advisory Committee (MCAC) was appointed to advise and inform MTC on special needs of ethnic minority groups and to disseminate information to these groups about Commission activities.





Regional Transportation Plan

The Metropolitan Transportation Commission's Regional Transportation Plan (RTP) sets out the parameters of the Bay Area's transportation needs for the coming decade. Adopted in 1973 after intensive study, research, hearings and review, it was purposely designed to be flexible in order to reflect the economic, environmental and social changes of the region and to express new concerns and interests of Bay Area residents. As a result, the RTP has undergone partial revision in the ensuing years. The Commission's objective in developing the RTP was to emphasize, simultaneously, the need for continuing change and the need for continuity of programs.

People generate travel needs, motivating the creation of systems to serve those needs. Development of those systems, in turn, affects homes, jobs and lives.

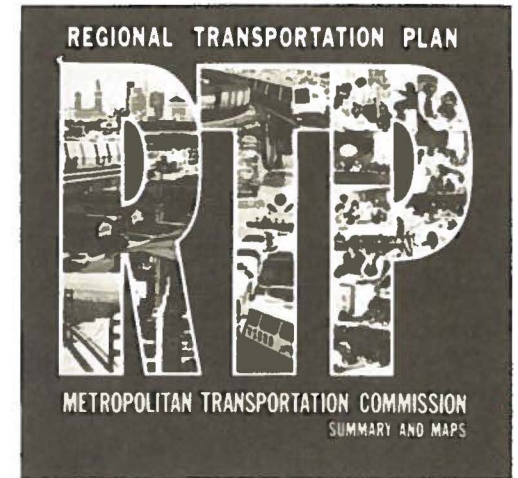
The RTP contains six sections:

Section I broadly spells out the Commission's goals of coordinated planning of land use and transportation; preservation of environmental quality; improvement of economic opportunity for all social groups and; development of a safe, efficient, and balanced transportation network.

Section II specifies MTC objectives and policies which the Commission employs as guidelines in carrying out its assigned functions.

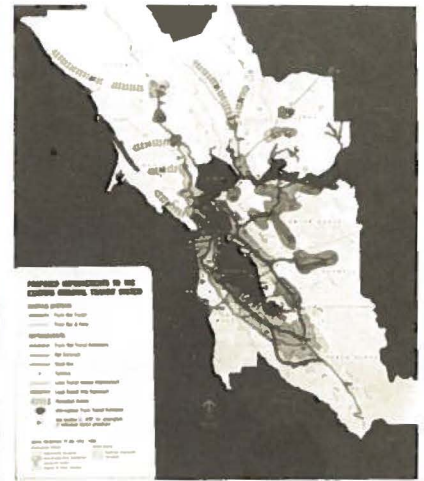
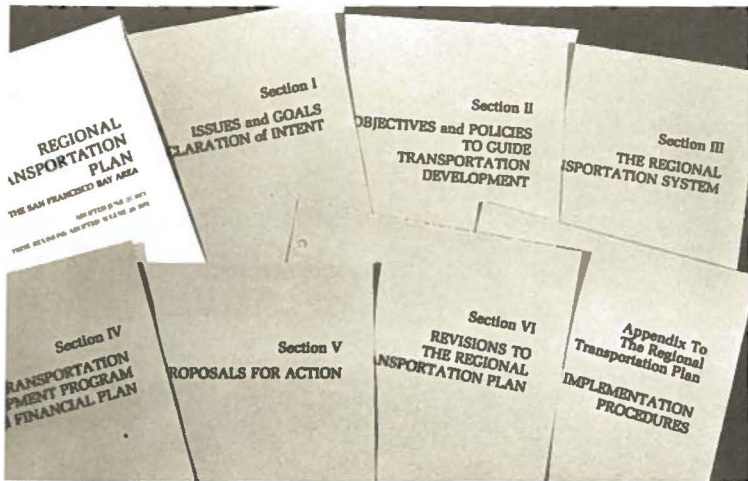
Section III describes the elements of the regional transportation system within the major transportation corridors. The RTP suggests alternatives to be considered in those areas where there is a need for new facilities, as well as proposals to improve transit and reduce congestion without new construction or huge investments.

Section IV includes the Transportation Development Program (TDP) and Financial Plan. The TDP specifies the spending priorities for transportation improvements over the next ten years. The Financial Plan indicates possible sources of revenue to finance these improvements.



Section V sets near term priorities for securing additional revenues needed to implement the RTP. Since the initial adoption of the plan, this section has also contained recommendations which promote greater efficiency in the operation of the region's transportation system. In that sense, they have served as a forerunner to recent federal regulations which require a Transportation System Management (TSM) element for any approved Transportation Improvement Program (TIP).





Section VI deals with the procedures for plan revision. This year MTC held four RTP revision public hearings — one each in San Rafael, San Francisco, Concord and San Jose. At these hearings the public was encouraged to offer feedback on the proposed revisions. The RTP revision is an ongoing process and suggestions from the concerned public are welcomed at any time. On March 24, MTC adopted its 1976 revisions. The most significant revisions concerning the San Mateo Coast Corridor are:

- No major capacity expansion of the coastal highways before 1990.
- Safety and operational improvements to coastal highways authorized.

- Improved trunk, local, and recreational transit to meet basic levels of service were approved, with two modifications stipulated.

The following policies adopted by the Commission concern transportation terminals:

- The descriptions of several air terminal improvement proposals were modified to indicate that future air carrier needs in the North Bay will be determined by a special study.
- The need was stressed for operational and safety improvements at general aviation airports.
- Preparation of a Seaport Plan was identified as a major objective.
- The Transportation Plan Development Committee was given the responsibility of preparing revisions to Section VI of the RTP.



PROPOSED IMPROVEMENTS TO THE REGIONAL TRANSPORTATION SYSTEM

EXISTING SYSTEM

PROPOSED SYSTEM

PROPOSED SYSTEM WITH IMPROVEMENTS

LEGEND

1. EXISTING SYSTEM

2. PROPOSED SYSTEM

3. PROPOSED SYSTEM WITH IMPROVEMENTS

4. EXISTING SYSTEM WITH IMPROVEMENTS

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PROPOSED IMPROVEMENTS TO THE REGIONAL TRANSPORTATION SYSTEM

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PROPOSED SYSTEM

PROPOSED SYSTEM WITH IMPROVEMENTS

LEGEND

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2. PROPOSED SYSTEM

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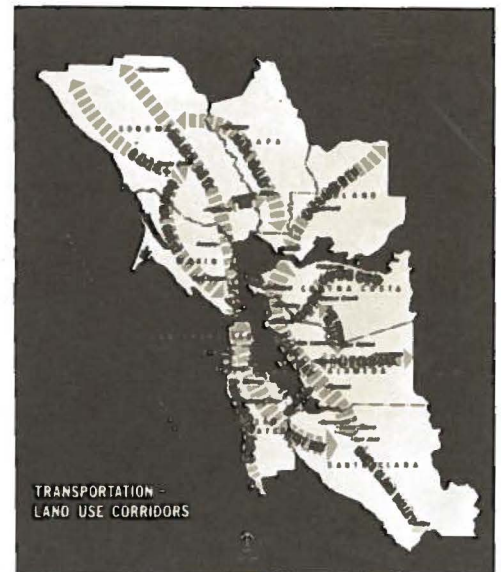
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20. EXISTING SYSTEM WITH IMPROVEMENTS



The Year in Review

The Metropolitan Transportation Commission conducts its regular business meetings on the fourth Wednesday of

every month. During the past year, four special business meetings were held to enable the Commission to deal with

additional work. The more significant actions taken by the MTC are highlighted in the following calendar.

JULY 9, 1975

A special meeting of the Commission was called by the Executive Committee to review "The Golden Gate Long Range Transportation Program", a report prepared by the Golden Gate Bridge, Highway and Transportation District (GGBHTD). A final report from GGBHTD was to be presented to the Legislature on September 1, 1975.

JULY 23, 1975

The Commission accepted unanimously the Nominating Committee's recommendations that the terms of Chairman John C. Beckett and Vice-Chairman Louise P. Giersch be extended one year to September 1, 1976.

The Commission approved the GGBHTD Long Range Transportation Report as being consistent with the RTP.

CALTRANS presented a bleak report on the shrinking fund for State highways and the resultant serious impact on California's ability to match available federal funding. It was noted that the state highway account, momentarily subject to a drastic cash flow bind, continues to receive only half of the 7 cent/gallon State gasoline tax, a figure unchanged since 1957.

AUGUST 27, 1975

The Commission heard a progress report on restructuring standing committees and reorganizing internal staff to increase efficiency of operations.

In view of the acute financial needs of Santa Clara County, the Commission ratified an Executive Committee decision not to seek reconsideration of a \$3.6 million loan previously approved in the county's Transportation Development Act (TDA) applications for fiscal 1975-76.

MTC's Community Liaison Officer briefed the Commissioners on the goals of the MCAC.

SEPTEMBER 24, 1975

The Bay Area Council presented a report developed with assistance from MTC staff. The report, "Financing Bay Area Transit — Policy

Study and Recommendations," showed a widening gap between Bay Area transit financial needs and projected revenues.

Appointments to the Peninsula Transit Alternatives (PENTAP) Board of Control were confirmed. The Board was made up of MTC Commissioners from the counties of San Francisco, San Mateo and Santa Clara and a representative of the Bay Conservation and Development Commission (BCDC).

The Commission endorsed a study design for the Solano County Transportation Study. The study's goal is implementation of multi-modal transportation facilities and services for the county through a 20-year program.

OCTOBER 22, 1975

Approval was given to an Urban Mass Transportation Administration (UMTA) Section 5 grant application from the Bay Area Rapid Transit District (BARTD) in the amount of \$1.6 million. The original request for \$2 million was trimmed after considerable discussion and review by MTC's GRAC. Most of the funds were intended to finance a third track for the BART system in downtown Oakland. The balance was to be used for modifications and improvements to other parts of the system.

The Commission approved revisions to an Alameda-Contra Costa Transit District (AC Transit) claim for fiscal 1975-76 Transportation Development Act (TDA) funds, allocating \$305,000 previously reserved for local and feeder bus service in the City of Pleasant Hill.

MTC's new standing committee structure was detailed and appointments to each were announced by the Commission chairman.

A \$45 million CALTRANS project to replace the existing Antioch Bridge was approved by the Commission, which found the replacement compatible with the RTP.

NOVEMBER 26, 1975

The Commission unanimously endorsed that portion of the Federal Aid to Highways Act of 1975 which provides that one cent of Federal gasoline taxes be returned to the state of origin.

MTC's first Annual Report was presented to the Commissioners. The report reviewed the

Commission's accomplishments for the years 1970-75.

The Commission acknowledged the receipt of the State Legislative Analyst's report FINANCING PUBLIC TRANSPORTATION IN THE THREE COUNTIES OF THE BARTD.

DECEMBER 17, 1975

Staff presented its initial review of the State Legislative Analyst's report. An appropriate Commission response was to be prepared for recommendation at the January 1976 Commission meeting.

Southern Pacific Company's Vice-President of Operations presented a proposal to sell a portion of SP's Peninsula commute facilities and related properties to an appropriate transit district.

A resolution was approved acknowledging MTC concurrence with the plan to reconstruct the Capital Expressway Interchange with the Bayshore Freeway in San Jose. The project was estimated to cost \$1.5 million.

JANUARY 28, 1976

The Commission reaffirmed Executive Committee action supporting a staff recommendation to inform BARTD that MTC considers the BART bus extension service "an inherent part of the overall BART regional system".

The Commission unanimously supported a "Yes" vote on the half-cent sales tax ballot measure to be brought before Santa Clara voters in March. Passage of the measure was necessary if the county was to have any public transit after June.

Commission policy was adopted pertaining to planning, development, and implementation of programs to make transportation services reasonably accessible to handicapped persons. Commencing with fiscal 1977-78, MTC approval of funds to transit operators will be contingent on these provisions.

A Bay Area Transportation Improvement Program (TIP) was approved for the eighteen month period between January 1976 and June 1977. The full five-year TIP, in the preparation stage by staff, would require Commission endorsement by July 1.

FEBRUARY 11, 1976

This meeting was held in San Jose where the Commission conducted a public hearing on proposed RTP revisions.

FEBRUARY 25, 1976

The Commission considered changing the structure of the PENTAP Board of Control to include representatives of the California Department of Transportation and MTC's MCAC as non-voting members.

The Commission, on recommendation of the Executive Committee, approved eight points to be used as the basis for draft legislation on transit financing. Following review by transit operators and MTC's legislative staff, MTC was to prepare a first-cut draft of the legislation.

MARCH 10, 1976

The title of the PENTAP governing body was changed to the Peninsula Transit Alternatives Project Committee of MTC, this in order to more accurately reflect the group's responsibilities. The 12 voting members would be the MTC Commissioners representing the three counties covered by the study, BCDC, CALTRANS, and new members representing MCAC and the study project's Citizen Advisory Committee.

The Commission endorsed proposed legislation for transit management improvement in the Bay Area. In brief, the proposed legislation would extend authority to BARTD to levy the half-cent sales tax surcharge in the three BARTD counties through June 30, 1979, with MTC assuming the authority thereafter. Also, the counties of Marin, Napa, Solano, and Sonoma would be permitted to adopt a sales tax ordinance for transit purposes, when authorized by vote.

The Commission reviewed some of the early findings of the BART Impact Program's studies of environment and travel behavior. Two interim reports were to be ready for distribution in May 1976.

MARCH 24, 1976

The Commission sent a letter to the California Public Utilities Commission expressing MTC's

opposition to the Southern Pacific Railroad's application for a one hundred eleven percent increase in the San Francisco Peninsula commute fare.

All proposed revisions to the RTP were approved, as amended.

In its first annual report, MCAC stated that it will modify its committee structure in order to more directly relate to the structure of the Commission. Frequent reports will be made to the full Commission in order to improve communication.

APRIL 28, 1976

Four vacancies on the MCAC were filled by Commission appointment.

The Commission decided not to expand membership on the Peninsula Transit Alternatives Project Committee (PENTAP).

A special meeting was called for May 4, at which MTC could consider its position with respect to obtaining operating funds for BART, in light of pending legislation to be heard by the Assembly Transportation Committee on May 5, 1976.

MAY 4, 1976

The Commission reviewed the testimony to be given the following day by the Chairman before the Assembly Transportation Commission, expressing MTC's support of a three year extension of the 1/2 cent BARTD county sales tax. It also emphasized MTC's legislative responsibility to carry out regional transportation planning and programming in the nine counties of the San Francisco Bay Area.

The Commission expressed unanimous opposition to Assembly Bill 3219 (Knox), which would fund an initial project on the Hoffman Freeway alignment of Route 17 between the Eastshore (Route 80) Freeway in Albany and the Richmond-San Rafael Bridge. Among the reasons cited was the Commissioners' feeling that the measure would circumvent the legislative authority of MTC by permitting financing of transportation improvements on a project-by-project basis without regard for regional planning based on a comprehensive fiscal program.

MAY 26, 1976

Resolutions were approved authorizing annual TDA allocations to Contra Costa County, GGBHTD, Napa County, Santa Clara County Transit District, Solano County and Sonoma County.

The Commission approved annual revisions to the Federal Aid to Urban (FAU) Areas programs in the counties of Alameda, Contra Costa, Marin, Napa and Sonoma.

A special working meeting of the Commission was called for June 9, 1976 in order to review the agency work program and operating budget for the Fiscal Year 1975-76.

JUNE 9, 1976

This working session was devoted primarily to a review of the Overall Work Program (OWP) and the agency's operating budget. The full Commission's budget recommendations were referred to the Administration and Public Information Committee for review, with final recommendations to be presented at the June 23 Commission meeting.

Although the Commission had taken a position opposing Bill 3219 on May 4, 1976, a motion was now passed unanimously to refer the matter to the Plan Implementation and Legislation Committee for further review following an appearance before the Commission by the legislation's author, Assemblyman John Knox.

JUNE 23, 1976

This meeting was held in the State Office Building in Oakland. The Commission reviewed and approved the OWP, a document used by the Commissioners to monitor the work of the staff. Also approved was an operating budget of \$4.8 million for the Fiscal Year 1976-77.

A resolution was approved authorizing each Commissioner to appoint one handicapped citizen and one senior citizen advisor, to serve at the pleasure of the appointing MTC member.

Ten more resolutions were adopted authorizing TDA funds for fiscal 1976-77. Recipients included San Francisco Muni, AC Transit District, BART District, Alameda County and San Mateo County Transit District.

Transportation Assistance Programs - Highlights

All non-discretionary funding programs reviewed by MTC as the region's administrator of these funds fall under the heading of Transportation Assistance and derive principally from the Transportation Development Act of 1971. During the past year, the Commission made these allocations:

\$265,000 to the County of Solano for its Fairfield Dial-A-Ride (DART) public transportation system, which operates a five vehicle fleet to serve an area of seven square miles, seven days a week. Each van seats thirteen passengers in perimeter fashion, and one of the vehicles is equipped with an electric wheelchair lift. The Commission also allocated funds for this type of special service in Benecia and Dixon.



\$300,000 to the County of Napa for the continuation of its Dial-A-Ride system, operating Monday through Friday in St. Helena, Calistoga and Napa. Utilizing a 10-passenger van, the system is designed to provide local service in these communities for residents with special transportation needs.



\$469,173 to the County of Sonoma for a new fixed-route service in the city of Petaluma. The funding provided for the purchase of five diesel powered Mercedes Benz buses for use on four intracity routes on a Monday through Friday schedule. The Commission also allocated funds for continuation of local services in the cities of Healdsburg and Sebastopol.



\$1.6 million to BART to help cover increased operating costs during 1975-76, which were incurred by extending hours of operation of rail and bus service and limited service on weekends.



\$2.2 million for San Mateo County municipal transit operators' capital and operating requirements, and an additional \$1.4 million to the newly-formed County Transit District (SamTrans), for administration, staffing costs and local matching funds needed for SamTrans' first two capital grants to purchase vehicles, bus stop signs, benches and shelters.



Funds to AC Transit to initiate new service in cities within Central Contra Costa County, previously without local service. Concord service was allocated \$917,915; Pleasant Hill, \$305,067; and Moraga, \$142,420.



\$15 million from TDA funds to assist the financial requirements of the Santa Clara County Transit District.



Project Review - Highlights

All transportation projects which MTC reviews under California Government Code's Sections 66518 and 66520 must be comparable with the RTP in order to be approved by the Commission. These are classified under Project Review and are submitted to the staff for comments and recommendations. Projects approved by the Commission included:



Reconstruction of the interchanges on Route 101 in northwestern Santa Rosa at Russell and Mendocino Avenues.



Construction of a 0.9 mile grade separation and expressway along the east side of existing Route 29 between Napa Junction Road and Green Island Road, Napa County. This project is intended to improve safety conditions at dangerous railroad crossings.



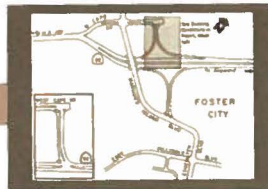
The replacement of the existing Antioch bridge with a high level 2-lane span of 8,900 feet in length, and the construction of 1.7 miles of two-lane approaches to the new bridge.



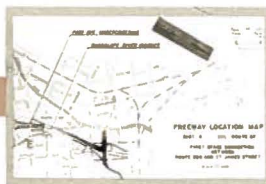
The construction of an AMTRAK/BART/AC Transit cross-platform terminal link in the City of Richmond, adjacent to the BART station.



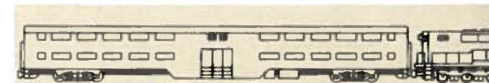
Construction on Interstate 80 in Richmond from south of Curring Blvd. in El Cerrito to south of San Pablo Avenue to alleviate traffic congestion on the freeway and eliminate traffic flow conflicts. Work on adjacent streets in El Cerrito will improve traffic operations from the freeway to the BART station.



Construction of the Mariner's Island Blvd. Interchange on Route 92 in the City of San Mateo.



Extension and modification of Route 87 (Guadalupe Freeway) from the Route 280/87 Interchange to St. James Street in San Jose.



Transportation Assistance Programs FY 1975-1976⁽¹⁾

COUNTIES	TRANSPORTATION DEVELOPMENT ACT (2)				FEDERAL AID URBAN SYSTEM (3)		UMTA SECTION 5 (6)		PROPOSITION 5 (7)	TOTAL
	TRANSIT OPERATION	TRANSIT CAPITAL	STREETS/ROADS	BICYCLES/PED. FACILITIES	TRANSIT CAPITAL (4)	HIGHWAY/STREETS CAPITAL (5)	TRANSIT OPERATION	TRANSIT CAPITAL	TRANSIT CAPITAL	
ALAMEDA	\$ 4,577,542	\$ 4,132,573	- 0 -	\$ 171,360	\$ 582,596	\$ 4,837,404	\$ 3,864,511	\$ 244,624	- 0 -	\$ 18,410,610
CONTRA COSTA	1,626,665	2,559,335	- 0 -	90,240	163,333	2,468,667	670,034	485,165	- 0 -	8,063,439
MARIN	1,437,540	- 0 -	- 0 -	29,338	55,333	916,667	534,411	- 0 -	- 0 -	2,973,289
NAPA	133,000	103,000	245,473	212,327	- 0 -	203,000	- 0 -	- 0 -	- 0 -	896,800
SAN FRANCISCO	4,083,560	3,866,400	- 0 -	- 0 -	1,417,500	2,182,500	6,598,440	196,849	148,444	18,493,733
SAN MATEO	2,952,647	1,196,071	- 0 -	- 0 -	- 0 - (8)	2,769,000	- 0 -	1,310,913	- 0 -	8,228,631
SANTA CLARA	14,921,200	- 0 -	- 0 -	- 0 -	1,059,600	4,238,400	4,053,738	- 0 -	- 0 -	24,272,938
SOLANO	387,326	149,300	445,208	22,264	- 0 -	752,000	- 0 -	- 0 -	- 0 -	1,756,098
SONOMA	1,039,483	149,235	611,282	36,735	- 0 -	536,000	149,245	61,600	- 0 -	2,583,580
REGIONAL TOTAL	31,158,963	12,155,954	1,301,963	562,264	3,278,362	18,903,638	15,870,379	2,299,151	148,444	85,679,118

(1) MTC implements the RTP goals and objectives through a set of transportation assistance programs. Included here are the non-discretionary funding programs such as the Transportation Development Act of 1971, UMTA Section 5 and Federal Aid Urban Systems, and Proposition 5.

(2) TDA - The Transportation Development Act, also known as the Mills-Alquist-Deddeh Act, was passed in 1971 by the California Legislature. It designates MTC as the administrator of these funds in the Bay Area. The funds are derived from 1/4 of 1% on taxable sales occurring in the Region. It provides the funds be spent for better coordinated transportation services throughout the region.

(3) FAU - Federal Aid Urban Systems monies were made available by the Federal Highway Act of 1973 which provided for the first time that highway funds might be spent for capital improvements in transit. A substantial increase in the funds available was made possible by this Act.

Shown here are the actual federal apportionments by county for FY 1975-76. FAU funds that were not spent and hence carried over from FY 1973-74 and FY 1974-75 are not included.

(4) Shown here are the projected average annual capital expenditures for transit projects based on the county-adopted three-year FAU programs.

(5) Shown here are the projected federal apportionments by county for FY 1975-76 minus the projected average annual transit capital expenditures.

(6) UMTA - Section 5 - The Urban Mass Transportation Act of 1964 was amended by the National Mass Transportation Assistance Act of 1974 to provide over a six year period federal assistance for operating deficits and capital improvement requirements incurred by the transit operators.

(7) Proposition 5 was approved by California voters in June 1974. It makes funds in the California Highway Users Tax Account available for exclusive public mass transit guideway research and planning, and for other such guideway purposes and payments on voter-approved bonds issued under specified conditions, as well as for highway purposes.

(8) There were no transit projects in the San Mateo FAU program because the then newly formed San Mateo County Transit District had not determined its needs for FAU funds. Several transit projects were included when the revised FAU program was adopted by the County Board of Supervisors on January 27, 1976.



MTC Project Review FY 1975-76 (1)

COUNTIES	TRANSIT CAPITAL (2)	STREETS/HIGHWAYS	TOTAL
ALAMEDA	\$ 6,573,000	\$ 1,319,000	\$ 7,892,000
CONTRA COSTA (3)	7,489,000	49,678,000	57,167,000
MARIN	- 0 -	1,410,000	1,410,000
NAPA	- 0 -	5,080,000	5,080,000
SAN FRANCISCO	7,042,300	2,200,900	9,243,200
SAN MATEO	2,672,500	3,715,000	6,387,500
SANTA CLARA	- 0 -	6,880,000	6,880,000
SOLANO	- 0 -	1,500,000	1,500,000
SONOMA	- 0 -	5,955,000	5,995,000
REGIONAL TOTAL	\$ 23,776,800	\$ 77,737,900	\$ 101,514,700

The dollar amounts shown in the table reflect the estimated costs shown on the respective grant applications submitted to MTC for review. The actual amounts ultimately expended can vary significantly from these figures.

(1) The Metropolitan Transportation Commission Act requires that any application containing a transportation element eligible for federal or state aid funding by any city, county or transportation district be submitted to MTC for review as to its comparability with the RTP.

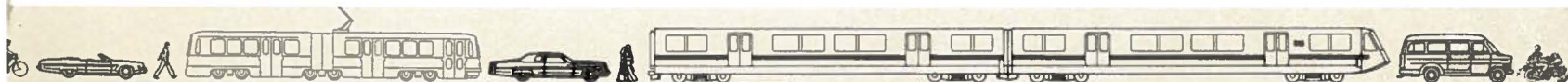
(2) It should be noted that only transit capital projects funded with UMTA Section 3 and FAU monies are included here. Prop. 5, TDA and UMTA Section 5 for transit capital and operations are not included.

In the case of A-C or BART projects, equal shares are assigned to each county served.

Section 66518 of the California Government Code states that when allocating funds the California Highway Commission shall conform to the RTP.

Included here are all highway/street projects funded with federal monies, including FAU funds.

(3) Included here is the Antioch Bridge Replacement project which costs \$45,000,000 and is actually in Contra Costa and Sacramento counties.



Products, Programs and Projects

Throughout the year 1975-76, MTC's planning staff worked closely with the Commission's standing and advisory committees to produce a variety of technical studies relating to transportation. While space limitations preclude a description of each study, a representative sample, not necessarily in order of priority, is presented below.

BART Extended Service

On October 22, MTC granted approval of a \$1.6 million expenditure (from an original request of \$2 million) to enable BART to extend its hours of operation on weekdays, commencing November 28. Funds included both Federal and State resources, and were expected to cover the balance of fiscal 1975-76. This allowed BART to provide extension of service over the Concord-Daly City and Fremont-Richmond lines, as well as Christmas shopper service and accommodation for sports fans traveling to the Oakland Coliseum.

In granting its approval, MTC first evaluated the financial plans and requirements of all public transit operators in the Bay Area. Of particular concern was the possibility of any adverse impact on public transportation operations as a whole, should some of the Federal funds previously assigned to other operators be reapportioned to BART. This was found not to be the case, but MTC noted the special BART appropriation would not set a precedent in future considerations.

MTC's approval of funds for extended weekday service required BART to employ 139 additional people. The Commission stipulated that BART give highest priority to rehiring those employees furloughed earlier in the year on a "first furloughed, first hired"

basis. It was requested that the transit district report back on the costs and effectiveness of the extended service.

Air Passenger Survey

In August MTC conducted a week-long survey of commercial passengers departing from San Francisco, Oakland, and San Jose, in order to have a sound basis for planning and programming future highway and transit improvements to better serve Bay Area airports. The principal purposes of this survey were to determine air travelers' points of origin and methods of transportation used to reach the airport.

The survey found that more than 59 per cent of the departing passengers from these Bay Area airports were visitors, while only slightly more than 36 per cent were residents. (About 35 per cent of all air travel from the Bay Area is to other California cities.) Under five per cent either lived in or were visiting adjacent counties outside the nine-county San Francisco Bay Area.

On a regionwide basis, according to the survey, 83 per cent of the trips to airports were made by auto (hotel/motel courtesy cars and mini-buses included), 14.6 per cent were made by bus transit, and 1.4 per cent by air taxi and helicopter. At San Jose Airport nearly all departing air passengers came by auto, with less than one per cent using available surface transit. Oakland International Airport registered 93 per cent arriving by car, while the auto was used by approximately 80 per cent of the passengers departing from San Francisco International.

In a 1974 study, the Commission had found the air passenger accounted for only 25-30 per cent of the total



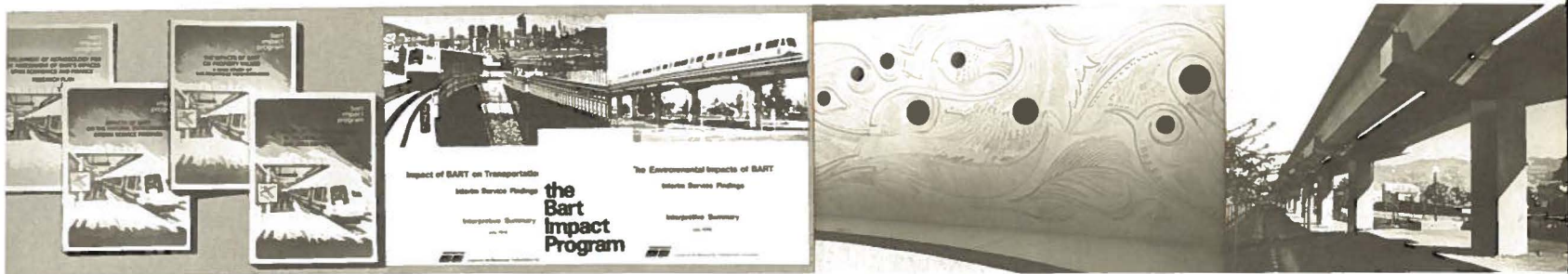
number of daily person-trips to airports. The rest were made by airport employees, persons accompanying the passenger to the airport, and casual visitors.

As is frequently the case with its published reports, MTC supplied copies of the "Air Passenger Survey - August 1975" to all major public libraries in the Bay Area, and offered them to the public.

As the regional transportation planning agency, MTC has the responsibility of developing a regional airport plan to meet projected increases in airline service. This plan is being updated by MTC with assistance from ABAG, through the Regional Airport Planning Committee. The staff is examining aviation forecasts, airport access, airspace and airport capacity, environmental impacts, and economic and land use impacts.

The first phase of the Regional Airport Plan Update Program was released in a summary report in May 1976. Preparation of the document was financed in part through a planning grant from the Federal Aviation and Airway Development Act of 1970.





BART Impact Program

The decision in 1962 to construct the Bay Area Rapid Transit System, popularly known as BART, was a unique event in U.S. Transportation history — one that has since drawn world-wide attention and interest.

BART was the first new regional rapid transit system to be built in the U.S. in over fifty years. It represents an unusual source of information about the contemporary financing, construction, and operation for the planning of similar enterprises.

The BART Impact Program was initiated in 1972. Its purpose is to gather and evaluate information regarding BART's impact on the San Francisco Bay Area in order to establish guidelines for future transportation and urban development decisions. It will continue through 1977. The U.S. Department of Transportation (DOT) and the U.S. Department of Housing and Urban Development (HUD) finance BIP; MTC administers it and the research is being conducted by competitively selected consultants. When completed, BIP's total cost is expected to be \$8 million, including \$325,000 provided by the State at the outset of the study. The BIP is organized into six major projects, and augmented by a number of special activities. Following is a look at these six projects and their research findings to date:

Environment

This is a detailed analysis of BART's direct and indirect effects on air quality, noise levels, visual harmony, and other factors that influence the quality of life. The first phase, completed in July 1975, came to a number of conclusions, among which were:

- BART has provided a small reduction in the emission of air pollutants from automobiles, and has given new visual emphasis to existing centers and regional transportation corridors.
- BART has had no significant effect on the natural environment.

It is of interest to note a 1972 public attitude survey which showed that many residents in the three BART counties felt that the system would result in a substantial reduction in auto travel and a correspondingly substantial improvement in air quality. Evidently neither has taken place.

The second half of this project, to be finished in July 1977, will assess the response of Bay Area residents to BART's direct effects on the environment.

Public Policy

This BIP Project is designed to survey and evaluate the answers to these vital questions:

- What has been the influence of BART on the policies of governmental entities in the Bay Area?

- What is it likely to be in the future?

Government policies most likely to be affected are those related to transportation development, land use and zoning, government services and finance.

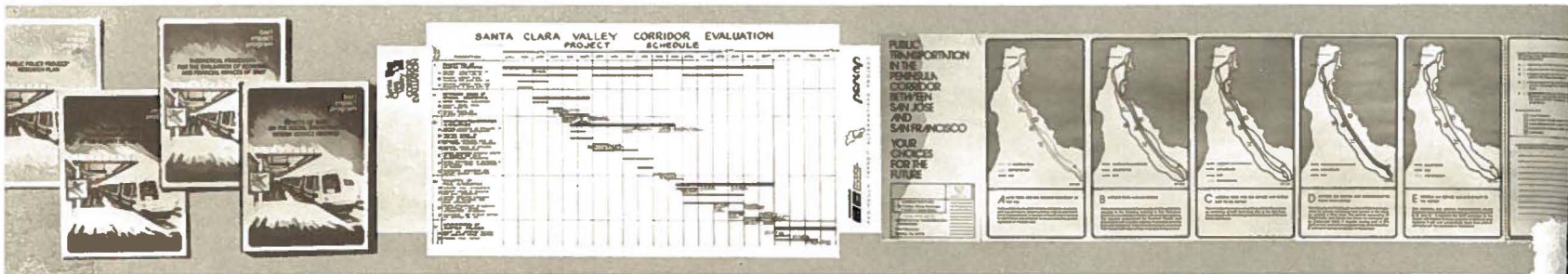
The project will examine available BIP data and consider potential policies that local governments might devise in order to amplify or mitigate the various effects of BART. These effects may be due to the cost of the system, as well as transportation changes affecting accessibility, development pressure and land values.

This project will begin late in 1976 and will be completed early in 1978.

Economics and Finance

This project is a study of how transportation improvements resulting from BART influence the level, nature, and distribution of regional economic activity and employment. It includes analyses of the effects of BART's financing on public finance policies in the region and of BART's influence on the Bay Area's economic attractiveness to development of business and commerce. The project is underway and will be completed in mid-1977.





Transportation System/Travel Behavior

The characteristics and performance of the Bay Area ground transportation system (buses, streetcars, autos and BART) are being examined along with travelers' responses to and use of the system. The project measures BART's impact on the cost of travel, highway congestion, travel behavior of various population groups, and public attitudes toward travel and transportation.

The study is now assessing the effects of current BART service and will be completed in December 1977.

Land Use/Urban Development

BART influence on the distribution of human activity throughout the metropolitan area is the focus of this BIP project. The research is concentrated on changes in land use, urban development patterns, population distribution, land values and other aspects of urban activity that might be affected by improvements in transportation. Findings of this project will suggest how the positive effects of systems such as BART can be best promoted. The project will begin late this fall and continue through 1978.

Institutions/Life Styles

The sixth major BIP project is intended to scrutinize the effects BART has had

on the social organization, activity patterns, and life styles of residents of the Bay Area. Included in the survey are any indirect effects stemming from BART-induced changes in land use, public policy, and local economics. Because these indirect effects could have more than usual significance, there is considerable interchange of information between this project and all the others.

Findings of the Institutions/Life Styles project will be available early in 1977.

MTC will integrate findings from the six major projects and generate conclusions as well as nuances which might not be available from any single study. These will appear in BIP's final report summarizing BART's effects on the Bay Area.

Santa Clara Valley Corridor

The Santa Clara Valley Corridor Evaluation Study is the second of thirteen studies to be undertaken by the Joint Policy Committee (JPC) of MTC and the Association of Bay Area Governments (ABAG). Selection of Santa Clara County was based on an awareness of the large number of key public investment decisions which will affect the county in the next few years.

These decisions will concern the provision for mass transit service, the extension or widening of several freeways

and expressways, the population growth impacts of water importation projects, improvements to the sewage treatment system and allocation of federal housing subsidies.

The study is designed to provide policy makers at all levels of government with regional guidelines on major capital investments. A large portion of the work will be devoted to an analysis of transit alternatives. Such analysis is required by the Urban Mass Transportation Administration (UMTA) as a prerequisite for federal funding eligibility. The Santa Clara Valley Corridor Study is scheduled for completion in October 1977.

Peninsula Transit Alternatives Project

Well underway is a special committee's work on MTC's Peninsula Transit Alternatives Project (PENTAP) which will designate a transit mode to serve the West Bay corridor between the Cities of San Francisco and San Jose. This corridor extends from the City and County of San Francisco along the Bay through San Mateo County and northwestern Santa Clara County. At present, transit service is provided mainly by Southern Pacific commute trains and Greyhound Bus Lines. When studies of rapid transit extension in San Mateo County and





Peninsula rail service upgrading in the corridor were completed in 1974, PEN-TAP evolved as the logical next step.

Final recommendations from the PEN-TAP Study will have a significant impact on the lives of some 2,000,000 people in the corridor and the future of the three counties in general. The current study seeks to answer the following questions:

- What functions should the corridor transit system fulfill?
- What are the impacts of the system on urban activities, the environment, and the transit dependents?
- What kind of service should the system offer — commuter, oriented mainly to the home/work traffic during peak hours, or rapid transit for many kinds of passengers throughout the day, seven days a week?
- What kind of vehicles should be operated — buses, with priority lanes on freeways? Rail diesel equipment on the SP right-of-way? BART trains in subways, at surface level, or elevated?
- Finally, what kind of system can the area concerned afford, and who will pay for it?

A ten-member Peninsula Transit Alternatives Project Committee is directing the study to find the answers. The project committee is supported by a Technical Advisory Committee and a Citizens Advisory Committee. MTC is required to

report the findings of the study to the State Legislature in January 1977. PEN-TAP is funded jointly by the State and MTC.

Transportation Improvement Program

On June 23, the Commission approved a staged five-year Transportation Improvement Program (TIP) for the nine-county San Francisco Bay Area. Its Annual Element (for Fiscal Year 1976-77) contains all projects to be advanced to the Federal Highway Administration and UMTA for funding. The TIP was drawn from the region's Transportation Development Program. Included in the TIP are low-capital projects designed to improve the efficiency of existing systems, as well as projects, primarily of a capital improvement nature, which will result in the expansion of a single transportation system mode.

The TIP is divided into the following sections:

- **Revenue Estimates** — A five-year estimate of anticipated revenues available for transportation for the entire region from various funding sources, including transit aid programs, highway aid programs, bridge tolls, and special funding programs.
- **Program Summaries** — This provides aggregated data for program expenditures at the regional and sub-

regional levels (i.e., BART, North Bay and South Bay Counties) for both the transit and highway modes.

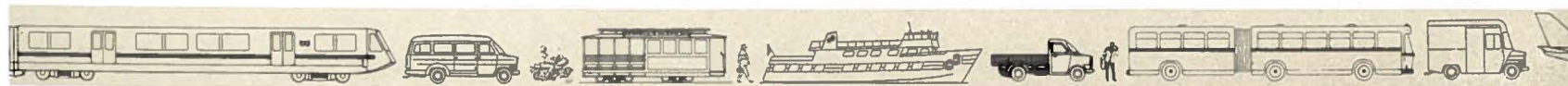
- **Transit Programs and Highway Programs** — Found in sections 4 and 5, this information is a detailed project-by-project listing.

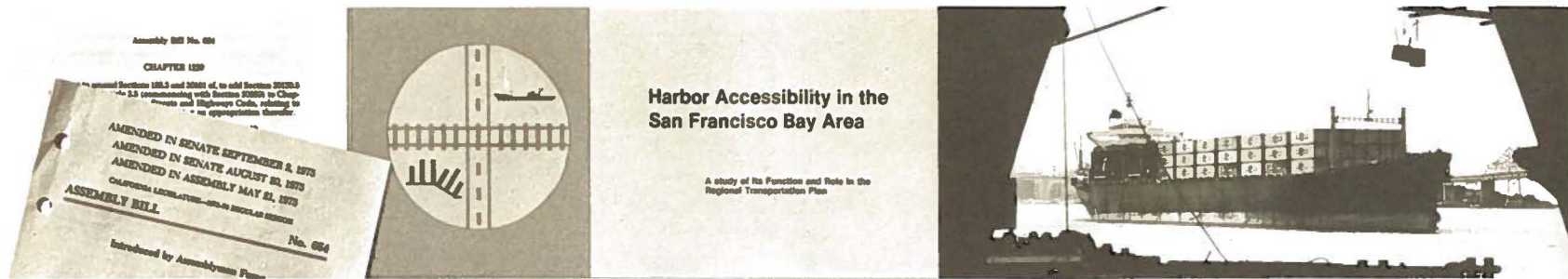
- **Non-Motorized Element** — Included in this section are both the anticipated revenues over the five program years and summaries of estimated program expenditures by county. It is of interest to note that a non-motorized element is not specifically required for inclusion in the TIP by federal regulations. Rather, it was developed and included to emphasize the importance of non-motorized transportation to the region.

The TIP was developed by MTC in cooperation with the State Department of Transportation, operators of publicly-owned mass transportation services, and appropriate local governmental jurisdictions.

Assembly Bill 664

During the course of the year a number of important pieces of transit legislation were enacted by the California Legislature and signed into law by the Governor. Among these was AB 664, an MTC-supported measure. The act, authored by Assemblyman John Foran of San Francisco, gave





the Commission responsibility for establishing toll rates on all state-owned crossings of San Francisco Bay and the authority to apply the net revenues for transit development purposes in the proximity of these toll bridges. The sole exception is the Golden Gate Bridge, which is not state-owned. However, the GGBHTD already uses surplus toll revenues to support its own transit operations.

The statute directs MTC to work with the California Toll Bridge Authority to assure that funds are provided for operational and maintenance expenses of the bridges, and to meet payments on any outstanding bonded indebtedness. The potential uses for the surplus toll funds include transbay transit service, feeder services to transbay transit, traffic control devices for exclusive transit lanes, transbay terminal facilities, and vehicle routings which affect bridge traffic. Such uses could assist in alleviating auto congestion and air pollution in the Bay Area.

MTC must now examine the potential uses for excess toll revenues and evaluate the impact of toll adjustments upon future bridge revenues and transbay auto commuter traffic. The extent to which bridge tolls might be increased to fulfill the intent of the legis-

lation is uncertain at this time. Each year before the allocation of net revenues MTC must submit a report to the Legislature covering the capital improvement projects and ferry system objectives to be achieved.

Port Planning

Two years ago MTC created the Regional Seaport Policy Committee, which is advisory to the Commission on seaport matters. Among the representation on the committee are the six major San Francisco Bay commercial ports — Encinal Terminals, Benicia, Oakland, Redwood City, Richmond, and San Francisco.

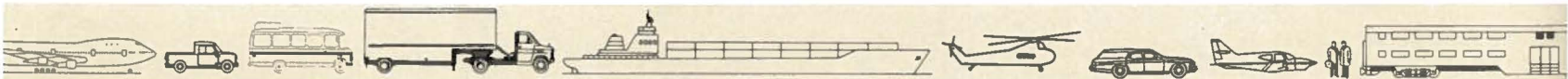
The advisory group has entered into a three-phase regional port planning program, the first phase of which is jointly funded by MTC and the Bay Conservation and Development Commission (BCDC). When completed, the program will produce a regional port plan for the San Francisco Bay Area. The program also will develop a seaport policy for the RTP, criteria to be used in evaluating proposed San Francisco Bay marine terminal development, and recommendations for implementing the regional port plan.

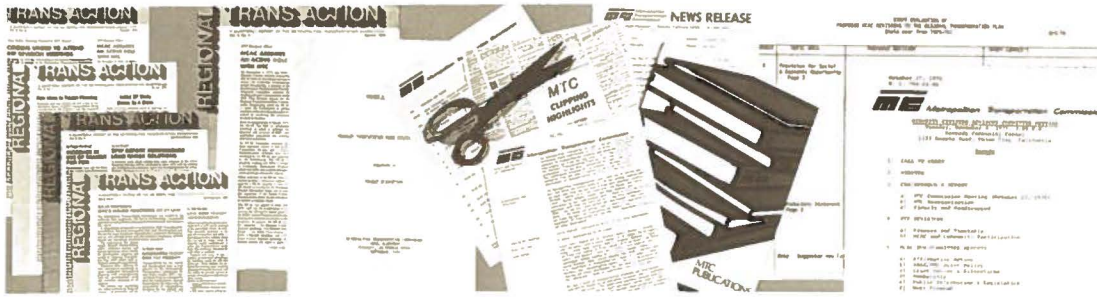
At present BCDC has a San Francisco Bay Plan which has the status of law,

and is being used by BCDC as an interim guide. It is considered likely that BCDC will use information produced as part of the port planning program to revise its plan.

Initially, the Regional Seaport Policy Committee will be compiling an information base for publicly-utilized Bay marine terminals for ten- and twenty-year time frames. San Francisco Bay shoreline sites will be inventoried as to their potential for future marine terminal development or redevelopment. Waterborne commerce forecasts are to be included.

Aware of the importance of San Francisco Bay port operations to the regional economy, MTC is seeking to develop plans and policy to ensure the continuation of the port system as a major world port and contributor to the economic vitality of the Bay region. It is estimated that two to three years will be required to complete the regional port planning program.





Air Quality Maintenance

The problems of maintaining the Bay Area's air quality are well documented. They are generally recognized by the populace, as well as those local, regional, state and federal agencies which have responsibilities in air quality matters. While important progress has been made in the control of sources of air pollutant emissions, ambient air quality frequently falls below the established standards and is expected to continue in this fashion into the foreseeable future.

In mid-1975, the California Air Resources Board established the Bay Area Air Quality Maintenance Plan-Policy Task Force (AQMP-PTF). It is comprised of thirty-five members representing local and regional governments, conservation, business, industry and development.

A preliminary air quality maintenance plan work schedule was developed jointly by ABAG and the Bay Area Air Pollution Control District, with close coordination and review provided by MTC, the Air Resources Board, and the U.S. Environmental Protection Agency. Its initial intent is to identify the problems associated with air quality maintenance. The ensuing effort will be designed to develop a strategy for achieving and maintaining clean air in the Bay Area.

Travel Model Development Project

Consultants engaged by MTC to recommend a Travel Model System submitted a detailed proposal for the remainder of the work in the project. Based on MTC's present planning framework and priorities, and on emerging analysis needs being established by federal and state requirements, a recommended model framework and system for MTC have been developed. Methods of making a travel demand system operational in order to study a range of transportation options were defined, along with a number of alternative approaches. During the spring, work on the Travel Model System continued and it is expected to be ready for use in late 1976.

Integrated Data Management System

In March the Data Management Section of MTC announced completion of the two-year Report Generator Development Project. The entire computerized system is operational and available for use at the Lawrence Berkeley Laboratory Computer Center.

The need for an integrated data management system was recognized in

1972 as part of the BART Impact Program. Subsequently, the task of developing a Report Generator was described and a \$94,500 contract let to Consolidated Analysis Centers, Inc., in November, 1974. Although funded under the BART Impact Program, the new system is quite general and well adapted for use with geographic-based data and time series data, both of which are characteristic of MTC's current data base. In the past, access to data required the programming staff to write computer programs to generate desired information. The Report Generator enables individuals who are not necessarily computer programmers to have ready access to data because of the simplicity of the user language.

Citizen Participation/Public Information

Ethnic participation in the transportation planning process was assured with MTC's development of a 23-member Minority Citizens Advisory Committee, which has representatives from the three largest non-white populations in the region, Black, Asian and Spanish-surnamed.

Highlights during the year included:

- MCAC publicized and held special meetings in minority communities to hear comments on revisions to the RTP.





- An MCAC member and a representative of the PENTAP Citizens Advisory Committee were appointed to sit as voting members of the PENTAP Project Committee.
- MTC co-sponsored a Transit Finance Symposium in cooperation with the Bay Area Council in San Francisco, attended by nearly 500 members of the business community.
- MTC continued publication of its MTC quarterly newsletter, "Regional Trans Actions" which was received by 5000 Bay Area residents in the furtherance of the Commission's public information goals.
- Press briefings were conducted on special issues of public interest, such as transit finance and legislation.
- For the four public hearings on RTP revisions, tri-lingual publicity was disseminated to Bay Area news media.

Special Needs Program

People who have special transportation needs were given particular attention by MTC during the past year. The Commission has set forth basic policies on the topic, and urged transit operators to employ "good faith" in their efforts to improve transit accessibility for the aged and handicapped.

MTC staff conducted a series of meetings with representatives of the operators, in order to explain the program's intention and to assist the

operators in preparing for its implementation. The operators and MTC also cooperated to initiate a Bay Region Transit Discount Card for handicapped riders.

The Commission provided for the appointment of one handicapped citizen and one senior citizen to serve each Commissioner in an advisory capacity. Enactment occurred on June 23, 1976, and this advisory program will be assessed one year hence.

Golden Gate Recreational Travel Study

Federal legislation enacted in 1972 established the Golden Gate National Recreation Area (GGNRA) and commenced planning for the development of park facilities. Also authorized was a cooperative transportation study to devise means of transporting visitors to and within GGNRA and related recreation areas.

With MTC's active participation, the Golden Gate Recreational Travel Study was initiated. The project was to study the type of access to the Golden Gate National Recreation Area which would be consistent with the level of activity planned and desired at any particular site; provide for the recreational travel needs of the widest possible variety of social and economic population groups; de-emphasize use of private automobiles; and provide a balance be-

tween the transportation system bringing people to the park areas and the circulation system desired within the parks.

The two-year project will shape recommendations for alternative transportation systems that will aid Bay Area residents and visitors in the use and enjoyment of this unique and varied recreation resource. With the cooperation of a Citizens Advisory Committee, which is open to all members of the community, staff and consultants have made significant progress on this study. It is expected that the study will be completed by the end of the 1976 calendar year.



Agency Revenue Statements — Fiscal Year 1975-76

To finance MTC's general planning and administrative activities, as well as a number of technical studies and special projects, the Agency receives funds from several different sources — Federal, State and local. Other transportation agencies in the region sponsor and conduct technical

studies and special projects, the funding for which is "passed through" MTC directly to the responsible source. With the exception of TDA funds, all of MTC's revenues are cost reimbursable. Funds used by MTC for its own operations and those funds which are passed through are indicated separately in the

tabulations below. The breakdown of MTC's revenues and expenditures for the Fiscal Year 1975-76 shown in the tabulations are currently being audited. The results of this annual audit may require minor adjustments to the amounts shown.

1975-76 Revenues and Expenditures

FUNDING SOURCE	REVENUES	MTC OPERATING EXPENSE			"PASS THROUGH" FUNDING			
		GENERAL PLANNING AND SPECIAL STUDIES	ADMINISTRATION OF TRANSPORTATION DEVELOPMENT ACT (TDA)	MANAGEMENT OF BART IMPACT PROGRAM & SPECIAL PROJECTS	BART IMPACT STUDY CONTRACTS	ABAG/MTC JOINT PROGRAM	TECHNICAL STUDY GRANTS SPECIAL PROJECTS	AIRPORT MASTER PLAN STUDIES
URBAN MASS TRANSPORTATION ADMINISTRATION (UMTA)	\$1,970,381	\$ 725,163		\$ 113,339	\$ 293,134	\$ 164,689	\$ 674,056	
CALIFORNIA DEPARTMENT OF TRANSPORTATION (CAL TRANS) ¹	960,568	705,634				247,631		7,303
TRANSPORTATION DEVELOPMENT ACT (TDA) (SB 325)	1,576,452	1,064,437	291,435			93,680	124,013	2,887
SECRETARY OF TRANSPORTATION (U.S. DOT)	750,110			390,051	360,059			
FEDERAL AVIATION AGENCY (FAA)	26,546							26,546
NATIONAL TRANSPORTATION STUDY	1,859	1,859						
STATE TRANSPORTATION BOARD	83,604	83,604						
TOTAL	5,369,520	2,580,697	291,435	503,390	653,193	506,000	798,069	36,736

¹Includes Federal Highways funds distributed by CalTrans



The Year Ahead



Louise P. Giersch, former Mayor of Antioch and ADAG representative on the Commission, will be the MTC Chairman for 1976-77. Her observations on key issues facing the Commission in the year ahead are contained in the following statement:

The Metropolitan Transportation Commission, under the dedicated and informed leadership of outgoing Chairman Jack Beckett, can look back with a feeling of pride on an eventful year of solid accomplishments. In my opinion, MTC has made a major advance in fulfilling its role as the regional transportation planning and programming agency for the Bay Area.

Certainly one of the most important matters awaiting our action in the 1976-77 term concerns financing public transit within the nine counties under the Commission's jurisdiction. In conjunction with transit operators in the region, MTC will submit to the State Legislature a report on near and long term financing requirements. This report, which goes to the Legislature in early December, will include our recommendations on resource allocation, criteria and procedures, as well as suggested new sources of revenues. The drastic discrepancies between projected needs and new sources of revenues make this task especially difficult. We have our work cut out for ourselves.

Even while a special committee labors on this funding report, MTC will be involved in numerous other important areas, among which are:

- Completing most of the major work in the BART Impact Program
- Relating the RTP with the California Transportation Plan
- Examining and defining priorities for the transportation system development
- Updating the Regional Airport System Plan
- Developing the Regional Seaport Plan
- Making major revisions to the RTP

In addition, MTC will initiate a community assessments program to study transportation needs of specific non-white population groups, and a transportation education program to acquaint senior and other citizen groups with public transit.

It will be a busy year. With the able assistance of my fellow Commissioners and the staff, and the support of the public at large, I am sure it will be a productive one as well.



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