



Metropolitan Transportation Commission

Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105

Meeting Agenda

Policy Advisory Council

Randi Kinman, Chair
Cynthia L. Murray, Vice Chair

Wednesday, April 14, 2021

1:35 PM

Board Room - 1st Floor (REMOTE)

In light of Governor Newsom's State of Emergency declaration regarding the COVID-19 outbreak and in accordance with Executive Order N-29-20 issued by Governor Newsom on March 17, 2020 and the Guidance for Gatherings issued by the California Department of Public Health, the meeting will be conducted via webcast, teleconference, and Zoom for Policy Advisory Council members who will participate in the meeting from individual remote locations. A Zoom panelist link for meeting participants will be sent separately to Policy Advisory Council members.

The meeting webcast will be available at <http://mtc.ca.gov/whats-happening/meetings>. Members of the public are encouraged to participate remotely via Zoom at the following link or phone number. Council Members and members of the public participating by Zoom wishing to speak should use the "raise hand" feature or dial *9. In order to get the full Zoom experience, please make sure your application is up to date.

Attendee Link: <https://bayareametro.zoom.us/j/85990762815>

iPhone One-Tap: US: +16699006833,,85990762815# or +14086380968,,85990762815#

Join by Telephone Dial (for higher quality, dial a number based on your current location) US: +1 669 900 6833 or +1 408 638 0968 or +1 346 248 7799 or +1 253 215 8782 or +1 646 876 9923 or +1 301 715 8592 or +1 312 626 6799 or 888 788 0099 (Toll Free) or 877 853 5247 (Toll Free)

Webinar ID: 859 9076 2815

International numbers available: <https://bayareametro.zoom.us/j/85990762815>

Detailed instructions on participating via Zoom are available at:

<https://mtc.ca.gov/how-provide-public-comment-board-meeting-zoom>

Members of the public may participate by phone or Zoom or may submit comments by email at info@bayareametro.gov by 5:00 p.m. the day before the scheduled meeting date. Please include the committee or board meeting name and agenda item number in the subject line. Due to the current circumstances there may be limited opportunity to address comments during the meeting. All comments received will be submitted into the record.

The Policy Advisory Council advises the Metropolitan Transportation Commission on transportation policies in the San Francisco Bay Area, incorporating diverse perspectives relating to the environment, the economy, and social equity.

1. Welcome

Randi Kinman, Council Chair

2. Roll Call / Confirm Quorum

Quorum: A quorum of this council shall be a majority of its regular voting members (13).

3. [21-0498](#)

Chair's Report
(7 minutes)

Action: Information

Presenter: Randi Kinman, Council Chair

4. [21-0499](#)

Approval of the March 10, 2021 Meeting Minutes
(5 minutes)

Action: Approval

Attachments: [04 Council Minutes Mar 10 2021.pdf](#)

5. Public Comments / Other Business

6. [21-0500](#)

Subcommittee Reports
(15 minutes)

Action: Information

Presenter: Veda Florez, Policy Advisory Council Equity & Access Subcommittee
Chair and
Adina Levin, Policy Advisory Council Fare Coordination and Integration
Subcommittee Chair

7. [21-0501](#)

Blue Ribbon Transit Recovery Task Force Update
(20 minutes)

Update on the Blue Ribbon Transit Recovery Task Force.

Action: Information

Presenter: Theresa Romell

Attachments: [07 Blue Ribbon.pdf](#)

8. [21-0497](#) Legislative Update
(60 minutes)
- i. Assembly Bill 629 (Chiu): Seamless and Resilient Transit Act
 - ii. Federal Update: Infrastructure Plan, Transportation Bill, and Priority Projects
 - iii. Overview of the American Rescue Plan and its impact on the region
- Action:** Information
- Presenter:** Georgia Gann Dohrmann and Rebecca Long
- Attachments:** [08_Legislative_Update_CoverSS_and_AB_629.pdf](#)
[08i_1_Correspondence_LEGIS-3e_AB_629_Chui_Redacted.pdf](#)
[08_LEGIS-4ai_Federal_Update_and_Handout.pdf](#)
[08_COVID_Relief_Package_Update.pdf](#)
9. [21-0502](#) Staff Liaison Report
(3 minutes)
- Relevant MTC policy decisions and other activities.
- Action:** Information
- Presenter:** Marti Paschal, Staff Liaison
- Attachments:** [09_Staff_Liaison_Report_April_2021.pdf](#)
10. [21-0503](#) Council Member Reports
(5 minutes)
- Members of the Council may report on locally relevant issues or events.
- Action:** Information
- Presenter:** Randi Kinman, Council Chair
11. [21-0504](#) New Business
(5 minutes)
- Members of the Council may bring up new business for discussion or addition to a future agenda.
- Action:** Discussion
- Presenter:** Randi Kinman, Council Chair

12. Adjournment / Next Meeting

The next meeting of the Policy Advisory Council will be held Wednesday, May 12, 2021, at 1:35 p.m. at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA or remotely and by webcast as appropriate depending on the status of any shelter in place orders. Any changes to the schedule will be duly noticed to the public.

Public Comment: The public is encouraged to comment on agenda items at Committee meetings by completing a request-to-speak card (available from staff) and passing it to the Committee secretary. Public comment may be limited by any of the procedures set forth in Section 3.09 of MTC's Procedures Manual (Resolution No. 1058, Revised) if, in the chair's judgment, it is necessary to maintain the orderly flow of business.

Meeting Conduct: If this meeting is willfully interrupted or disrupted by one or more persons rendering orderly conduct of the meeting unfeasible, the Chair may order the removal of individuals who are willfully disrupting the meeting. Such individuals may be arrested. If order cannot be restored by such removal, the members of the Committee may direct that the meeting room be cleared (except for representatives of the press or other news media not participating in the disturbance), and the session may continue.

Record of Meeting: Committee meetings are recorded. Copies of recordings are available at a nominal charge, or recordings may be listened to at MTC offices by appointment. Audiocasts are maintained on MTC's Web site (mtc.ca.gov) for public review for at least one year.

Accessibility and Title VI: MTC provides services/accommodations upon request to persons with disabilities and individuals who are limited-English proficient who wish to address Commission matters. For accommodations or translations assistance, please call 415.778.6757 or 415.778.6769 for TDD/TTY. We require three working days' notice to accommodate your request.

可及性和法令第六章: MTC 根據要求向希望來委員會討論有關事宜的殘疾人士及英語有限者提供服務/方便。需要便利設施或翻譯協助者，請致電 415.778.6757 或 415.778.6769 TDD / TTY。我們要求您在三個工作日前告知，以滿足您的要求。

Acceso y el Titulo VI: La MTC puede proveer asistencia/facilitar la comunicación a las personas discapacitadas y los individuos con conocimiento limitado del inglés quienes quieran dirigirse a la Comisión. Para solicitar asistencia, por favor llame al número 415.778.6757 o al 415.778.6769 para TDD/TTY. Requerimos que solicite asistencia con tres días hábiles de anticipación para poderle proveer asistencia.

Attachments are sent to Committee members, key staff and others as appropriate. Copies will be available at the meeting.

All items on the agenda are subject to action and/or change by the Committee. Actions recommended by staff are subject to change by the Committee.

MTC's Chair and Vice-Chair are ex-officio voting members of all standing Committees.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 21-0498 **Version:** 1 **Name:**
Type: Report **Status:** Informational
File created: 3/11/2021 **In control:** Policy Advisory Council
On agenda: 4/14/2021 **Final action:**
Title: Chair's Report
(7 minutes)
Sponsors:
Indexes:
Code sections:
Attachments:

Date	Ver.	Action By	Action	Result
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Subject:
Chair's Report
(7 minutes)

Presenter:
Randi Kinman, Council Chair

Recommended Action:
Information

Attachments:



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 21-0499 **Version:** 1 **Name:**
Type: Minutes **Status:** Committee Approval
File created: 3/11/2021 **In control:** Policy Advisory Council
On agenda: 4/14/2021 **Final action:**
Title: Approval of the March 10, 2021 Meeting Minutes
(5 minutes)
Sponsors:
Indexes:
Code sections:
Attachments: [04 Council Minutes Mar 10 2021.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
Approval of the March 10, 2021 Meeting Minutes
(5 minutes)

Recommended Action:
Approval

Attachments:



Metropolitan Transportation Commission

Meeting Minutes - Draft

Policy Advisory Council

Agenda Item 4

Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105

Randi Kinman, Chair

Cynthia L. Murray, Vice Chair

Wednesday, March 10, 2021

1:30 PM Zoom Link <https://bayareametro.zoom.us/j/86022911383>

Toll Free 877 853 5247

Webinar ID: 860 2291 1383

See agenda for instructions.

1. Welcome

2. Roll Call / Confirm Quorum

Present: 22 - Burnett, Castellanos, Coates, Cochran, Eldred, Florez, Hedges, Hernandez, Kallins, Kinman, Lee, Gotuaco, Wilson, Baldini, Levin, Lopez, Madden, Mendoza, Momoh, Murray, Scott and Glover

Absent: 1 - Schweng

3. [21-0306](#) Chair's Report (7 minutes)

Action: Information

Presenter: Randi Kinman, Council Chair

4. [21-0307](#) Approval of the February 10, 2021 Meeting Minutes (5 minutes)

Action: Approval

Attachments: [04 Council Minutes Feb 10 2021.pdf](#)

Upon the motion by Murray and second by Hernandez, the February 10, 2021 Meeting Minutes were unanimously approved. The motion carried by the following vote:

Aye: 22 - Burnett, Castellanos, Coates, Cochran, Eldred, Florez, Hedges, Hernandez, Kallins, Kinman, Lee, Gotuaco, Wilson, Baldini, Levin, Lopez, Madden, Mendoza, Momoh, Murray, Scott and Glover

Absent: 1 - Schweng

5. Public Comments / Other Business

6. [21-0308](#) Subcommittee Reports
(15 minutes)

Action: Information

Presenter: Veda Florez, Policy Advisory Council Equity & Access Subcommittee
Chair and
Adina Levin, Policy Advisory Council Fare Coordination and Integration
Subcommittee Chair

7. [21-0309](#) Blue Ribbon Transit Recovery Task Force Update
(20 minutes)

Update on the Blue Ribbon Transit Recovery Task Force.

Action: Information

Presenter: Theresa Romell

Attachments: [07 Blue Ribbon.pdf](#)

8. [20-1681](#) Fare Integration Task Force update
(10 minutes)

Update on the Fare Integration Task Force.

Action: Information

Presenter: William Bacon and Theresa Romell

Attachments: [08 Fare Integration Update.pdf](#)

9. [21-0313](#) Plan Bay Area 2050: Implementation Plan Update
(30 minutes)

Initial list of potential implementation actions to support the 35 strategies
included in the adopted Plan Bay Area 2050 Final Blueprint.

Action: Information

Presenter: Chirag Rabari

Attachments: [09i PLNG-5ai PBA50 Implementatio Plan Update-Summary Sheets, Attachments B and C.pdf](#)
[09ii PLNG-5aii PBA50 Implementation Plan update Attachment A-PowerPoint.pdf](#)
[09iii PLNG-5aiii Correspondence Received-PBA50 Implementation Plan update.pdf](#)

Written correspondence was received from:
6 Wins for Social Equity Network

10. [21-0310](#) Staff Liaison Report
(3 minutes)

Relevant MTC policy decisions and other activities.

Action: Information

Presenter: Marti Paschal, Staff Liaison

Attachments: [10_Staff_Liaison_Report_March_2021.pdf](#)

11. [21-0311](#) Council Member Reports
(5 minutes)

Members of the Council may report on locally relevant issues or events.

Action: Information

Presenter: Randi Kinman, Council Chair

12. [21-0312](#) New Business
(5 minutes)

Members of the Council may bring up new business for discussion or addition to a future agenda.

Action: Discussion

Presenter: Randi Kinman, Council Chair

13. Adjournment / Next Meeting

The next meeting of the Policy Advisory Council will be held Wednesday, April 14, 2021, at 1:35 p.m. at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA or remotely and by webcast as appropriate depending on the status of any shelter in place orders. Any changes to the schedule will be duly noticed to the public.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 21-0500 **Version:** 1 **Name:**
Type: Report **Status:** Informational
File created: 3/11/2021 **In control:** Policy Advisory Council
On agenda: 4/14/2021 **Final action:**
Title: Subcommittee Reports
(15 minutes)

Sponsors:

Indexes:

Code sections:

Attachments:

Date	Ver.	Action By	Action	Result
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Subject:

Subcommittee Reports
(15 minutes)

Presenter:

Veda Florez, Policy Advisory Council Equity & Access Subcommittee Chair and
Adina Levin, Policy Advisory Council Fare Coordination and Integration Subcommittee Chair

Recommended Action:

Information

Attachments:



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 21-0501 **Version:** 1 **Name:**
Type: Report **Status:** Informational
File created: 3/11/2021 **In control:** Policy Advisory Council
On agenda: 4/14/2021 **Final action:**
Title: Blue Ribbon Transit Recovery Task Force Update
(20 minutes)

Update on the Blue Ribbon Transit Recovery Task Force.

Sponsors:

Indexes:

Code sections:

Attachments: [07_Blue Ribbon.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Blue Ribbon Transit Recovery Task Force Update
(20 minutes)

Update on the Blue Ribbon Transit Recovery Task Force.

Presenter:

Theresa Romell

Recommended Action:

Information

Attachments:

**Metropolitan Transportation Commission
Policy Advisory Council**

April 14, 2021

Agenda Item 7

Blue Ribbon Transit Recovery Task Force Update

Subject: Update on the Blue Ribbon Transit Recovery Task Force.

Background: Staff will be at your April 14 meeting to discuss the update. Below are the links to the landing page of the previous and upcoming meetings:

March 22, 2021

<https://mtc.legistar.com/MeetingDetail.aspx?ID=844508&GUID=32D88EAB-CE28-4119-A423-2A33EA7D6280&Options=info|&Search=>

April 26, 2021

<https://mtc.ca.gov/whats-happening/meetings/meetings-archive/blue-ribbon-transit-recovery-task-force-2021-apr-26>

Attachments: None.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 21-0497 **Version:** 1 **Name:**
Type: Report **Status:** Informational
File created: 3/11/2021 **In control:** Policy Advisory Council
On agenda: 4/14/2021 **Final action:**
Title: Legislative Update
(60 minutes)
i. Assembly Bill 629 (Chiu): Seamless and Resilient Transit Act
ii. Federal Update: Infrastructure Plan, Transportation Bill, and Priority Projects
iii. Overview of the American Rescue Plan and its impact on the region

Sponsors:

Indexes:

Code sections:

Attachments: [08 Legislative Update_CoverSS and AB 629.pdf](#)
[08i 1 Correspondence LEGIS-3e AB 629 Chiu Redacted.pdf](#)
[08 LEGIS-4ai Federal Update and Handout.pdf](#)
[08 COVID Relief Package Update.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Legislative Update
(60 minutes)

- i. Assembly Bill 629 (Chiu): Seamless and Resilient Transit Act
- ii. Federal Update: Infrastructure Plan, Transportation Bill, and Priority Projects
- iii. Overview of the American Rescue Plan and its impact on the region

Presenter:

Georgia Gann Dohrmann and Rebecca Long

Recommended Action:

Information

Attachments:

**Metropolitan Transportation Commission
Policy Advisory Council**

April 14, 2021

Agenda Item 8

Legislative Update

- Subject:** i. Assembly Bill 629 (Chiu): Seamless and Resilient Transit Act
ii. Federal Update: Infrastructure Plan, Transportation Bill, and Priority Projects
iii. Overview of the American Rescue Plan and its impact on the region
- Background:** Policy Advisory Council Agenda Item 8, Legislative Update, is attached. Assembly Bill 629 (Chiu): Seamless and Resilient Transit Act and the Federal Update: Infrastructure Plan, Transportation Bill, and Priority Projects will be presented to the Joint MTC ABAG Legislation Committee on April 9, 2021.
- Staff will be at your April 14 meeting to provide the Legislative update.
- Attachments:** Attachment A: Agenda Item 3e from the April 9, 2021 Joint MTC ABAG Legislation Committee meeting
Attachment B: Agenda Item 4a from the April 9, 2021 Joint MTC ABAG Legislation Committee meeting
Attachment C: Overview of the American Rescue Plan and its impact on the region

Metropolitan Transportation Commission and Association of Bay Area Governments Joint MTC ABAG Legislation Committee

April 9, 2021

Agenda Item 3e

Assembly Bill 629 (Chiu): Seamless and Resilient Transit Act

Subject: Requires MTC to designate transit priority corridors to support fast and reliable transit service and to create a pilot of a multi-operator transit fare pass. MTC develop a regional transit mapping and wayfinding system and operators comply with it by a specified date. Sets new rules for transit operators with respect to real time transit information.

Overview: AB 629 is Assembly Member Chiu’s legislation aimed at making the Bay Area’s transit system a more seamless, easy-to-use network that attracts riders. The bill will be amended over the next few months to incorporate feedback from key stakeholders as it moves through the legislative process. AB 629 takes immediate, short-term steps towards a more coordinated Bay Area transit system by requiring MTC to work with agencies to design a single regional transit map, standardize wayfinding mechanisms, and report real time transit data across the region.

Big Picture Stuff

The bill includes several sections that are not substantive in the sense of requiring any specified actions but are nonetheless noteworthy for the policy statement they make. For instance, the bill includes a specific reference to the vision adopted by the Blue Ribbon Transit Recovery Task Force (Task Force) of a network that is “inclusive, appropriately frequent, accessible, reliable, and integrated with unified service, fares, schedules, customer information and identity, serving all bay area populations, resulting in increased transit ridership and reduced growth in vehicle miles traveled.” The bill also includes provisions declaring that it is the state’s policy that *all transportation agencies* in the Bay Area work towards common goals, including integrating all transit in the region to operate as “one seamless easy-to-use, multimodal transit system from the perspective of the user.” Other goals identified are to 1) equitably expand and improve access to reliable and affordable public transportation and 2) prioritize institutional reforms that support creation of a more seamless and resilient transit network.

Priority Transit Network

The bill requires MTC, in consultation with transit agencies, county transportation agencies, and the public, to identify a transit priority network of corridors that will most benefit from interventions to support fast and reliable transit service. The bill specifies items that should be considered in development of the network. It requires inclusion of any transit corridor funded through the Solutions for Congested Corridors Program and requires the Commission consider for inclusion any high-quality bus corridor, defined as a corridor with service intervals no longer than 15 minutes during peak commute hours.

Managed Lanes Review and Report

The bill requires MTC, on or before January 1, 2024, to submit a report to the Legislature recommending changes to state and federal law that would support a more efficient and sustainable managed lanes network and regional high-capacity transit. The bill also requires that MTC, in partnership with the Department of Transportation (Caltrans) and the operators of managed lanes, develop goals, performance measures and targets to guide decision-making for the buildout and

operation of the regional managed lanes network. The bill also requires that MTC initiate a process with Caltrans and the Department of the California Highway Patrol (CHP) to establish options for delivering the managed lanes while minimizing roadway capacity expansion.

Accumulator Pass Pilot Project

The bill requires MTC to create a pilot program by July 1, 2023 to implement a transit pass among multiple operators providing service in at least three adjacent counties whereby the rider pays a standard fare for individual trips, up to a specified amount, at which “accumulated” point the fares are capped. This pass is known as an “accumulator pass” and the time period could be daily, weekly, or monthly. The bill requires MTC to submit a copy of the Fare Coordination and Integration Study and Business Case to the Legislature on or before February 1, 2022 as well as a progress report on steps taken to implement the study’s recommendations by January 1, 2023.

Mapping/Wayfinding

The bill requires MTC, on or before July 1, 2024, to 1) develop a comprehensive, standardized regional transit mapping and wayfinding system, including common branding for regional transit service and a shared digital mapping platform; and 2) develop an implementation and maintenance strategy and funding plan for deployment. Finally, the bill requires each transit agency to exclusively use that system by July 1, 2025, unless the commission adopts an alternate timeline.

Real-Time Transit Information

The bill includes legislative findings that transit riders across the region should have access to consistent and uniform real-time information across all transit services in the region. To that end, the bill requires all Bay Area operators to use open data standards to make key information available in the industry standard format, known as GTFS for General Transit Feed Specification. Operators are also required to make real-time transit vehicle data available in real-time format and track actual transmission of real-time information by transit vehicles. The bill assigns to MTC the role of coordinating this work and serving as the point of contact for data development and dissemination to third parties, consistent with our current role via 511. MTC is also tasked with developing an implementation and funding plan for deployment of real-time information.

Recommendation: Support and Seek Amendments

Discussion: The March 22, 2021, amendments to AB 629 incorporate a number of the near-term recommendations that were included in Assembly Member Chiu’s legislation from 2020, including provisions requiring the development and adoption of a regional transit mapping/wayfinding system; integrated fares; real-time transit information; and managed lanes. The bill is largely consistent with the advocacy principles staff presented and the Committee referred to the Commission last month, though some key items are missing. Staff recommends a “support and seek amendment” position on the bill to indicate our interest in provisions being incorporated to reflect Advocacy Principles #2-5 in Attachment A. In developing specific amendment suggestions, our advocacy will also be informed by the ongoing dialogue at the Blue Ribbon Transit Recovery Task Force.

Legislative Deadlines

Under the 2021 legislative calendar, the bill must be heard in the Assembly Transportation Committee by April 30th. The bill will then be referred to the Assembly Appropriations Committee which it must pass by May 21st. The bill must then pass the Assembly Floor by June 4. The process then repeats itself in the Senate with the deadline for policy committee being July 14, the deadline for the Senate Appropriations Committee being August 27 and the deadline for Senate Floor being September 10.

Conclusion

Assembly Member Chiu has indicated his interest in incorporating recommendations emerging from the Task Force. However, since the Task Force will not complete its work until after the final meeting on July 26th, it is vital that MTC engage in the legislative process on a parallel track, but in close and frequent coordination with the Task Force. As ideas of consensus emerge over the next few months, such ideas can be incorporated into the bill. Consistent with our 2021 Advocacy Program, staff recommends a “support and seek amendments” position on AB 629.

Bill Positions:

Support:


Seamless Bay Area

Oppose:

None on file

Attachment:

Attachment A: MTC Principles and Proposed Concepts for Seamless Transit Legislation


Therese W. McMillan

MTC Principles and Proposed Concepts for Seamless Transit Legislation
(As Approved by the Joint MTC/ABAG Legislation Committee, 3/12/21)

Background

The Blue-Ribbon Transit Recovery Task Force (Task Force) has a goal of creating a more connected, efficient, equitable, and affordable network that better serves Bay Area residents and our economy. COVID-19 has caused ridership to plummet, but transit ridership was falling even before the pandemic for a variety of reasons. Assemblymember David Chiu plans to introduce legislation in 2021 to transform the region's fragmented transit system into a more integrated one that will help achieve Plan Bay Area 2050's ambitious climate and equity goals, including at least 20 percent of workers commuting via public transit by 2050.

MTC, as the metropolitan planning organization, has a strong interest in this legislation. As a member and convener of the Task Force, we are committed to engaging in that process in good faith. However, we also believe it is critical to engage early in the legislative process. MTC's primary goal in this effort is to secure near-term, customer-facing improvements for Bay Area transit riders as they navigate across the nine counties and between over two dozen operators, while creating a framework for decision-making that will sustain enhanced, ongoing regional transit coordination and accountability for performance over time. Importantly, we believe this can be done by building on existing institutions, expertise, and authority but will require additional, stable resources to be fully implemented.

Proposed Principles

1. Provide Tangible, Near-Term Benefits for Riders

MTC is engaged in two major regional transit planning efforts with the potential to greatly simplify the experience of riding transit in the Bay Area, the Fare Coordination/Integration Study + Business Case (Fare Study) and the Regional Transit Mapping and Wayfinding Study. Given both of these projects are anticipated to be completed this summer, legislation should include provisions to help ensure these studies deliver tangible results. This could be done by requiring that recommendations from the studies are implemented by specific dates, with reasonable flexibility provided, and incorporating a process to facilitate implementation over the long-term. Two priority ideas for inclusion are below.

- a. ***Simplified and More Affordable Transit Fares.*** There appears to be growing consensus in support of fare policies that reward frequent transit riders. One example is a multi-operator pass that gives riders the option to pay per trip, but with the assurance that they won't pay above a certain limit per day, month, or another timeframe, depending on the pass. MTC would seek to include provisions in the legislation requiring that recommendations emerging from the study be implemented on or before a date that is ambitious but also feasible, with details of the fare policies to be determined outside the legislative process in consultation with transit operators.

- b. ***Regional Transit Mapping & Wayfinding.*** For the last two years, MTC has been engaged in an extensive study and business case with extensive consultation with transit operators regarding development of a comprehensive, regional transit mapping and wayfinding system. The legislation should require that MTC develop, in consultation with operators, a transit mapping and wayfinding system and an implementation and maintenance strategy for such system. The legislation should also specify a date certain for when it shall be adhered to by operators, with reasonable flexibility provided for any implementation schedule, conditioned upon the availability of technical and financial resources to effectively deliver the new system.
- c. ***Real-Time Transit Information.*** Support provisions to provide all Bay Area transit riders with consistent and reliable real-time travel information, including arrival and departure predictions, by requiring that every transit operator implements real-time transit information using consistent, open data standards, including routes, schedules, and fares, and makes real-time transit vehicle data available in the industry-standard format.

2. Increase the Priority of Service Coordination

For many transit trips, it is not efficient or effective to provide a one-seat ride and many multiple-seat rides include more than one transit operator. Since the beginning of the COVID-19 pandemic, transit operators have been engaging in enhanced schedule coordination to minimize disruption to riders from service changes when a trip involves multiple operators. Going forward, the region would benefit from clear guidance from the state to ensure that coordination among operators remains a top priority and is incorporated into long-term business practices. Accordingly, support provisions that emerge from the Task Force's network management analyses designed to help reduce trip length and wait times for Bay Area riders taking trips on multiple operators; examples may include:

- a. Require the elimination of transfers created solely by the inability of one operator to operate within the geographic service boundaries of another operator, whenever possible, and remove provisions in state law that may force these unnecessary transfers.
- b. Elevate the importance of service coordination by *requiring* that MTC make operator's compliance with coordination goals a condition for the receipt of STA and TDA funding.
- c. Require timed transfers for all connections between fixed route rail operators, wherever possible.
- d. For multi-operator trips, elevate the priority of timed transfers between major bus routes run by different operators, and between major bus routes and fixed route rail and ferry service run by different operators, with "major" definitions emerging from the network management analyses.
- e. Elevate the priority of routing transfers through regionally designated transit hubs.

3. Give Transit Greater Priority on Local Roads and Highways

Incorporate ideas to enhance transit priority such as those listed below and others that may emerge

from future Task Force discussions, such as:

- a. Include provisions ensuring that local jurisdictions take impact on bus speeds into account, consider transit priority improvements, and consult with relevant transit agencies when making changes to their right of way.
- b. Authorize MTC to designate regionally significant transit corridors on Caltrans right of way, in consultation with Caltrans, transit operators, county transportation authorities, stakeholders and the public. Authorize MTC to implement transit priority improvements, including, but not limited to transit bus priority lanes, part-time bus-only lanes, and general-purpose lane or shoulder conversions to bus priority lanes on such corridors.

4. Transit Network Management: Formalize Transit Coordination & Collaboration

- a. Approach the concept of transit network management as a *process* to be made by existing organizations (i.e., transit operators and MTC); oppose the establishment of a new transit network management agency, at this time.
- b. Instead, support establishment of a network management decision-making process that involves existing organizations and facilitates enhanced focus on improving the customer experience from the rider's perspective, with a focus on multi-operator trips.
- c. Structure a new network management decision-making process in a manner that includes transit operators, key stakeholders, and the public in the development of policy recommendations that are forwarded to MTC for action.
- d. Preserve and strengthen MTC's existing authority and responsibility for transit coordination while also avoiding unfunded mandates. While transit coordination is a core MTC function, our current resources cannot support a substantially greater role at this time. Ensure that any new requirements or responsibilities are either: 1) feasible within existing resources; 2) accompanied by additional funding; or 3) conditioned upon when new resources are available.

5. Improve Access to Transit Hubs

There are multiple examples in the region where connectivity between systems, particularly between bus and fixed-guideway (rail or ferry) systems has been designed in a way that forces riders to walk greater distances than necessary, had access between systems been prioritized in the original stations designs. Support provisions in the legislation that require operators to consult and collaborate with each other at transit hubs to minimize transfer distances between systems and prioritize rider access. Require that operators consult with the applicable local jurisdiction in the development of station access plans, particularly for end of line stations. Require that MTC monitor and hold operators accountable for such provisions.


6. Avoid Rushing Complex Items that Require More Evaluation

The Task Force has identified many transit-related items that may benefit from a more coordinated approach, but for which there is not sufficient time between now and June to fully analyze the details in order to develop sound recommendations. This includes items such as mega-project delivery, regional rail governance, joint procurement, and new mobility. For now, support limiting the scope of the legislation to the items mentioned in #1-4, while remaining open to others recommended by the Task Force in the Transformation Action Plan. Advocate that complex items that warrant further examination be deferred altogether or incorporated into the bill for further analysis, but only if sufficient funds are available to conduct such work.

From: [Rick Coates](#)
To: [Therese W. McMillan](#); [Randi Kinman](#)
Cc: [Martha Silver](#); [Marti Paschal](#)
Subject: Assembly Bill 629
Date: Sunday, April 11, 2021 1:14:17 PM

External Email

I have a suggestion MTC lobby for an amendment of Assembly Bill 629. An enforcement mechanism needs to be added. I deal with several state and local agencies that routinely ignore the provisions of any law that they disagree with. Sometimes they do so even after successfully sued! The Regional Water Quality Control Board in Santa Rosa has been under a court order to complete a Total Maximum Daily Load requirement under the Clean Water Act for 30 years without compliance! I foresee a great deal of resistance from local transit agencies.

Rick Coates
Member
Policy Advisory Council, MTC


Metropolitan Transportation Commission and Association of Bay Area Governments Joint MTC ABAG Legislation Committee

April 9, 2021

Agenda Item 4a

Federal Update: Infrastructure Plan, Transportation Bill, and Priority Projects

Subject: Update on the Biden Administration’s infrastructure proposal and other federal funding opportunities.

Overview: With the third, and likely final COVID relief bill enacted, national leaders are turning to a post-COVID agenda. Economic recovery is high on the list, and big infrastructure investment is both a Biden Administration and Congressional priority. At the same time, Congress is developing a surface transportation reauthorization proposal and getting very serious about bringing back earmarks.

Recommendation: Information

Discussion: **Biden Administration’s Infrastructure Bill**

The Biden Administration on March 31 unveiled a \$2 trillion infrastructure proposal, which is expected to be part one of a two-part comprehensive infrastructure and jobs package (rumored to have a \$3 trillion price tag) that could deliver President Biden’s campaign promise to tackle the climate crisis and narrow economic inequality while stimulating the economy. Large-scale investments in transportation and resilience (\$621 billion), housing (\$213 billion), clean energy (\$100 billion), and broadband (\$100 billion) are included in the infrastructure portion of the package, among other categories. The White House Fact Sheet on the proposal is available at <https://www.whitehouse.gov/briefing-room/statements-releases/2021/03/31/fact-sheet-the-american-jobs-plan/>. As more details of the proposal are released, staff will analyze them and share an update at your committee meeting.

Transportation and Infrastructure on Capitol Hill

Congressional leaders are working closely with the Biden Administration on crafting an infrastructure bill that reflects the Administration’s agenda. In addition, Congress is facing a September deadline to pass a new federal transportation policy and funding bill before the current transportation law (the FAST Act) expires. The committees responsible for drafting the transportation bill are working on it now and we have supplied them with our top policy requests. The House Transportation & Infrastructure Committee is also requesting earmarks—coined “community based projects”—for the bill, due April 23. With regards to earmark size and scope, we expect that most Member requests will fall in the range of \$100,000 to single-digit millions. There is also a chance that Congress may reintroduce larger programmatic earmarks for transportation mega-projects, but it is more likely that Congress targets funds for mega-project priorities through revising (or creating new) discretionary grant programs in a manner that clearly makes them eligible.

Given this dynamic environment, the Congressional and Administration staff are taking an “all of the above” approach and are drafting all of the following so as to be prepared for whichever legislative vehicle gains traction:

- Stand-alone infrastructure package, which would include housing, transportation, and other broad infrastructure investment
- Stand-alone transportation reauthorization proposal, which would include transportation-related climate initiatives and earmarks

- Infrastructure package that includes a multi-year transportation bill as the main transportation portion of the infrastructure bill.

Federal Fiscal Year 2022 Appropriations and Earmarks

Congress is also preparing the fiscal year 2022 federal spending bill (FY 2022 appropriations) and has also opened the door again to earmarks. This is another avenue for Congress to deliver resources to address local needs, including in the transportation and housing realm. Members of Congress are capped at 10 earmark requests each in the House FY 2022 spending bill. The deadline for House members to submit their housing and transportation project requests is April 30.

MTC's Role in Bay Area Priority Transportation Projects

In early March, MTC shared with our partners some principles included in Attachment A to guide their transportation earmark requests. Upon request, we have also reviewed whether proposed transportation projects are included within the Transportation Investment Plan (TIP) or otherwise consistent with Plan Bay Area in order to provide a letter indicating this to accompany earmark requests.


With regard to regional priorities, staff is proposing three earmark requests to our Congressional delegation that fall into the category of both “regional” and “small” and are consistent with the attached principles and Plan Bay Area priorities. These three projects are candidates for inclusion in either the appropriations bill or House T&I’s reauthorization proposal:

- **Bay Bridge Forward:** \$5 million for I-80/Powell Street transit access and I-80 westbound bus lane extension.
- **Regional Advance Mitigation Program:** \$5 million fund the implementation of an advance environmental mitigation program for transportation projects in the San Francisco Bay Area
- **Bay Trail Connectivity:** \$1.8 million to fund the Vista Point Bay Trail

As for potential mega-projects, staff is aiming to build consensus within the region, and potentially the mega-region, around mega-project priorities that could be highlighted to help send a clear message about the types of eligible expenditures and project priorities our Congressional delegation should include in the creation of any large new discretionary funding programs.

Attachments

Attachment A: Proposed Bay Area Principles to Guide “Community-Based Project” Requests


Therese W. McMillan

Proposed Bay Area Principles to Guide “Community-Based Project” Requests

March 9, 2021

The following principles should guide the prioritization of Bay Area community-based project funding requests.

Deliver Mobility Benefits: Ensure the funding amounts provided to projects can deliver actual projects within a reasonable timeframe. To the extent practicable, congressionally directed funds should be the “last dollars in” to pull a project over the goal line, with significant local and state dollars behind it. Prioritize funding requests for Regional Measure 3 projects that were promised to voters but are being delayed due to the litigation.

Performance Matters: Financial resources are limited and therefore must be directed to projects that provide the best bang for the buck in terms of cost/benefit analysis and toward meeting other important regional goals. To the extent practicable, utilize the rigorous Plan Bay Area 2050 project performance assessments to identify high-performing projects.

Support Job Creation: Capital project funding should be directed to projects that are able to begin construction or other critical phases within two years.

Strong Equity Focus: Prioritize projects and programs that improve outcomes for the most vulnerable populations and communities in the Bay Area. If a project presented equity challenges in the Plan Bay Area 2050 project performance analysis, commit to a mitigation strategy.

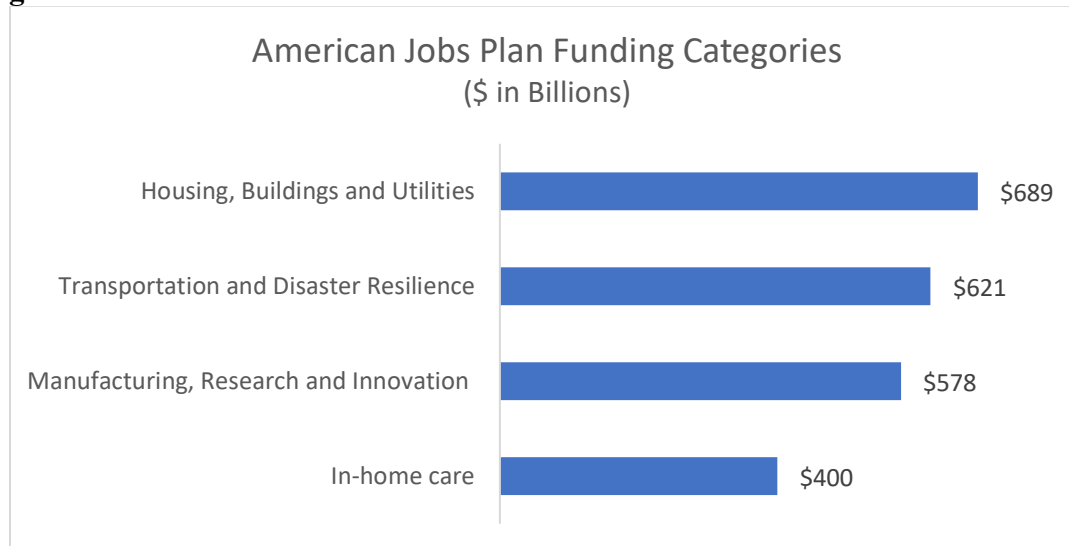
Climate and Resilience: Projects should reflect the Bay Area’s commitment to a cleaner, greener and healthier region. Prioritize projects that reduce greenhouse gas emissions, improve air quality and/or mitigate the impacts of climate change on our communities.

Projects with Community Support: To the extent practicable, projects that provide regional benefits should be prioritized. Consider projects that have submitted strong applications for state and federal competitive grant programs - those projects have already built support through the rigorous application process.

MTC/ABAG Overview of President Biden’s American Jobs Plan

The Biden Administration on March 31, 2021 released a preview of the \$2.3 trillion American Jobs Plan, which is expected to be part one of a two-part comprehensive infrastructure and jobs proposal intended to deliver on President Biden’s campaign promise to tackle the climate crisis and narrow economic inequality while stimulating the economy. The White House Fact Sheet on the American Jobs Plan—the only documentation that has been formally released thus far—can be found at the following link <https://www.whitehouse.gov/briefing-room/statements-releases/2021/03/31/fact-sheet-the-american-jobs-plan/#content>. The American Jobs Plan would fund a broad range of large-scale investments to be made over eight years that would be paid for over 15 years by changes to corporate tax rates. The Plan is focused on capital investments in infrastructure, but also includes some non-traditional components for an infrastructure proposal, such as support for in-home care, as shown below. President Biden is expected to unveil the second part of his infrastructure agenda focused on “people-focused” infrastructure, including health and family care, in the coming months.

Figure 1



Source: New York Times American Jobs Act analysis: link following <https://www.nytimes.com/interactive/2021/03/31/upshot/whats-in-bidens-infrastructure-plan.html?referringSource=articleShare>

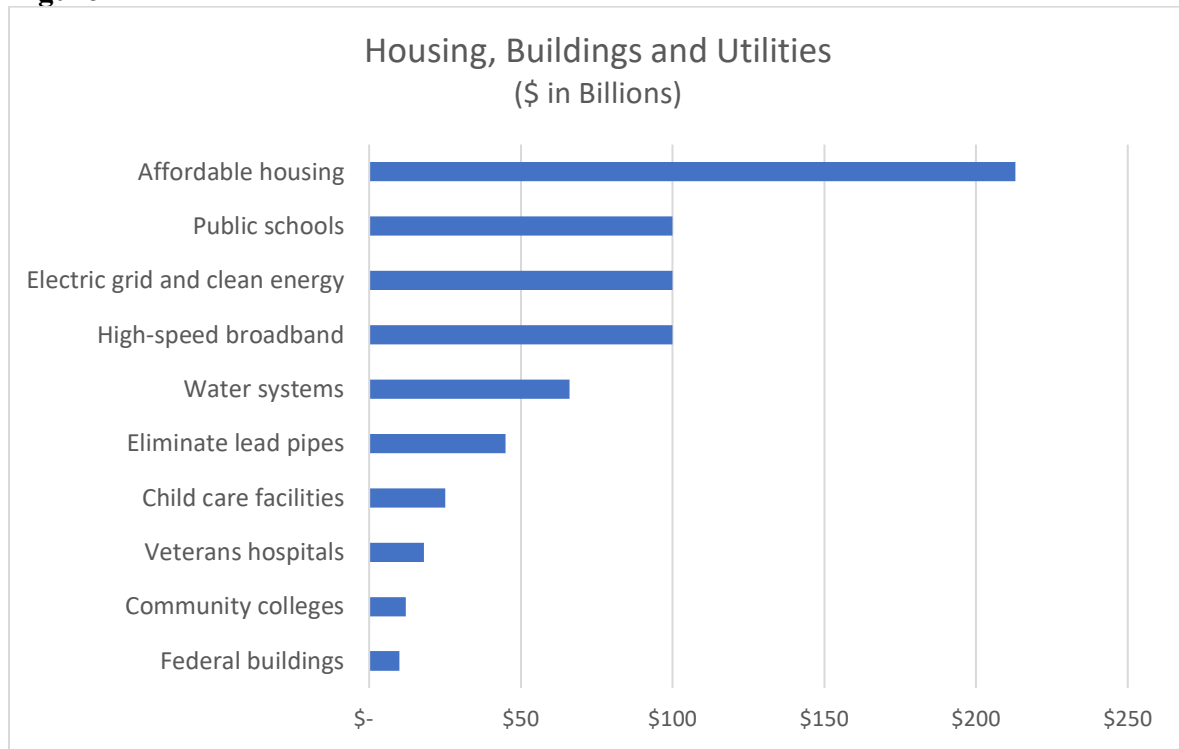
Congressional leaders are working closely with the Administration on crafting an infrastructure bill that reflects the Administration’s American Jobs Plan agenda. Even with Democrats controlling the White House and Congress, the path forward for the ambitious proposal is far from certain. It’s widely expected that in order to secure enough votes to pass the U.S. Senate even on a majority vote basis, changes would need to be made both to the funding categories and the “pay-fors” outlined in the Administration’s proposal. President Biden has indicated that he is open to alternative mechanisms to cover the cost of the proposal in the hopes of passing the measure on a bipartisan basis, so the tax changes can be viewed as an opening gambit in the negotiations.

An overview of the American Jobs Plan follows along with summaries of the components that align with Plan Bay Area 2050, namely the housing, utilities, transportation, and disaster resilience elements of the proposal.

Housing, Buildings and Utilities

Nearly one-third of the American Jobs Plan agenda (\$689 billion) is aimed at affordable housing, expanding access to broadband, upgrading water infrastructure, modernizing the electric grid; and upgrading schools, childcare facilities, and federal facilities. See Figure 2 below for a funding breakdown of these categories.

Figure 2



Source: New York Times American Jobs Act analysis: link following

<https://www.nytimes.com/interactive/2021/03/31/upshot/whats-in-bidens-infrastructure-plan.html?referringSource=articleShare>

Housing

With regard to housing, the Plan would invest \$213 billion—more than four times the entire annual Department of Housing and Urban Development (HUD) budget—to create, preserve and retrofit affordable rental housing. It also supports an investment of \$20 billion to expand homeownership opportunities for low- and middle-class families by creating a new tax credit to finance owner-occupied single-family housing rehabilitation and construction by endorsing the Neighborhood Homes Investment Act, S. 98 (link following <https://www.congress.gov/bill/117th-congress/senate-bill/98/text>). The American Jobs Plan also calls on Congress to “eliminate exclusionary zoning and harmful land use policies” by establishing a new competitive grant program to award funding to jurisdictions that “take concrete steps to eliminate such needless barriers to producing affordable housing.” This program could build on the work already underway in California by the State Housing and Community Development Department to identify criteria that would classify a jurisdiction as “pro housing.” Lastly, the American Jobs Plan would invest in programs to fund home, commercial building, school, and childcare facility energy efficiency upgrades though the exact amount is not specified.

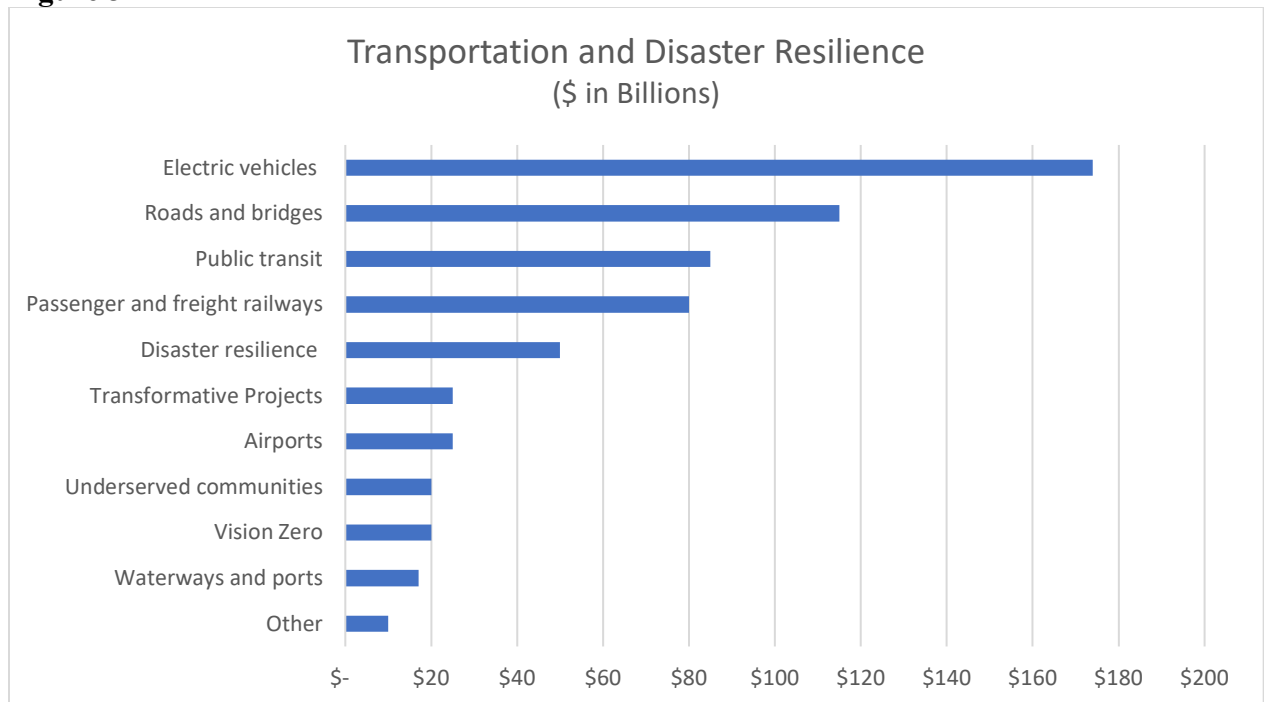
Utilities: Broadband, Electric Grid and Water

The American Jobs Plan directs \$100 billion to build out broadband infrastructure in unserved and underserved communities to reach 100 percent high-speed internet coverage, a proposal that would deliver on Plan Bay Area 2050's economic mobility goal of expanding access to high-speed internet to underserved low-income communities. The Plan highlights the cost of high-speed internet as a barrier for many households, noting that subsidies may be needed in the near term, but bigger reforms are needed to bring down the cost. Water infrastructure is funded at \$111 billion in the Plan, which would be targeted toward upgrading and modernizing drinking water, wastewater and stormwater systems and replacing 100 percent of the nation's lead pipes and service lines. Another \$100 billion would fund clean energy tax credits targeted at building out the grid and supporting clean energy.

Transportation and Disaster Resilience

The American Jobs Plan proposes \$621 billion for transportation and disaster resilience, detailed in the chart below. Importantly, the Administration is identifying that reducing the transportation sector's contribution to the climate crisis and mitigating historic inequalities are goals that are driving their investment framework. The vast majority of this funding—\$571 billion—is reserved for transportation-specific investments, while the remaining \$50 billion is more flexible and aimed at generally improving disaster resilience for communities and their infrastructure.

Figure 3



Source: New York Times American Jobs Act analysis: link following

<https://www.nytimes.com/interactive/2021/03/31/upshot/whats-in-bidens-infrastructure-plan.html?referringSource=articleShare>

Surface Transportation

Surface transportation (roads, bridges, transit, intercity rail, etc.) is proposed to receive \$345 billion from the American Jobs Plan. In comparison, the entire budget for the current five-year federal transportation bill (the FAST Act) is \$305 billion. The bulk of the surface transportation funds would be directed to traditional highway, transit, and rail investments, but a number of new programs are proposed, including a new \$25 billion program to fund transformative projects that are too large or complex for existing funding programs, a new “Safe Streets for All” program to fund state and local vision zero plans, a new program aimed at helping communities tear down urban highways and rebuild the surrounding community. Additionally, the proposal would invest \$174 billion to incentivize the purchase of electric vehicles (EV) and invest in EV charging infrastructure, fund electric bus purchases, and electrify the federal fleet. Of concern, the proposal specifies diesel bus replacements as a priority. California is primed to transition to zero emission bus fleets, however the need for diesel bus replacements is disproportionately low—approximately 60 percent of California’s 12,000 buses are already running on compressed natural gas compared with 17 percent nationwide. This is an item that MTC would want to partner with our transit agencies and the California Transit Association on to ensure our agencies aren’t at a competitive disadvantage in any final program design.

Disaster Resilience

As noted, the Plan dedicates \$50 billion to general disaster resiliency. The scale of this resiliency investment is less ambitious than some of the other plan components that aim to fill national-scale infrastructure funding gaps. For instance, the Plan Bay Area 2050 Final Blueprint estimates a \$19 billion cost to adapt the Bay Area’s infrastructure and its communities for two feet of sea level rise, just one of the climate-fueled hazards facing the region. However, \$50 billion amounts to a roughly tenfold increase in the federal resources that are currently dedicated to proactively protecting our communities and infrastructure from the myriad climate-induced hazards facing our nation. This is a significant and encouraging starting point.

Manufacturing, Research and Innovation

Approximately 25 percent of the \$2.3 trillion American Jobs Plan would fund investments to revitalize manufacturing, secure U.S. supply chains, invest in research and innovation—including in clean energy technology—and workforce training. This investment would support Plan Bay Area 2050’s goal of improving economic mobility, specifically to expand job training and incubator programs. The Plan references targeting workforce development opportunities in underserved communities and those hit hard by a transforming economy. It also proposes sector-based training programs focused on growing, high demand sectors such as clean energy, manufacturing, and caregiving, helping workers of all kinds to find good-quality jobs. Of note, \$10 billion is proposed to specifically invest in workforce training related to land and water conservation, bolstering community resilience, and advancing environmental justice through a new Civilian Climate Corps.

In-Home Care

The American Jobs Plan would invest \$400 billion toward expanding access to long-term care services under Medicaid, with the joint goals of expanding quality, affordable home- or community-based care for seniors and people with disabilities and improving wages and quality of life for in-home care givers.

**Metropolitan Transportation Commission
Policy Advisory Council**

April 14, 2021

Agenda Item 8

COVID Relief Package—American Rescue Plan

- Subject:** Overview of the American Rescue Plan and its impact on the region.
- Background:** On March 11, 2021 President Biden signed into law the American Rescue Plan Act of 2021, a wide-ranging \$1.9 trillion coronavirus relief package that includes a new infusion of state and local aid, another round of much-needed transit emergency relief, and additional housing assistance. The transportation, housing and local assistance provisions of the package are described in the attachments to this memo.
- Staff will provide an overview of the relief package at your April 14, 2021 meeting, with a focus on Bay Area impacts.
- Attachments:** Attachment A: Coronavirus Relief Package as of March 1, 2021
Attachment B: American Rescue Plan Act of 2021 - MTC Staff Summary of Transit Provisions

**Coronavirus Relief Package
American Rescue Plan Act Summary
As of March 1, 2021**

Yesterday Congress approved the American Rescue Plan Act of 2021, a wide-ranging \$1.9 trillion coronavirus relief package that includes a new infusion of state and local aid, another round of much-needed transit emergency relief, and additional housing assistance. President Biden signed the bill into law today, March 11.

The transportation, housing and local assistance provisions of the package are described below.

State and Local Assistance

The American Rescue Plan Act of 2021 includes \$350 billion in direct state and local aid, of which California's share is an estimated \$42 billion (\$26 billion in state aid and \$15 billion for local governments). As shown in the chart below, Bay Area cities and counties would receive an estimated \$3.3 billion in local assistance, which would be distributed via population to counties and to cities and towns via a modified Community Development Block Grant formula. Of note, the House proposal would address the concerns raised by smaller local governments following the 2020 CARES Act – every local government, regardless of size, would receive local assistance via formula; and fund eligibility would be very broad, including uses to replace revenue lost, delayed or decreased as a result of the pandemic. Additionally, the bill provides states \$10 billion to cover COVID-related capital expenses to enable work, education and health monitoring.

Individual Bay Area city and county aid estimates are listed in Attachment A.

Bay Area Local Assistance	
Estimated Aid from 2021 House Coronavirus Relief Package	
(\$ in millions)	
Counties	\$ 1,501
Cities over 50,000 in Population	\$ 1,477
Cities and Towns Under 50,000 in Population	\$ 293
Total*	\$ 3,272

Source: MTC analysis of House Oversight and Reform Committee allocation estimates

*Totals may not add up due to rounding.

Transit Emergency Relief

Another influx of transit relief — \$30.5 billion — is included in the American Rescue Plan of 2021, which would bring the federal transit COVID relief total to \$69.5 billion, nearly 15 percent more than the entire transit budget from the 5-year FAST Act. This indicates just how devastating the pandemic has been to transit operators' budgets and the importance Congress is placing on preserving transit service through the rest of the pandemic and into the economic recovery. We estimate that the proposal would provide the Bay Area with approximately \$1.7 billion in formula funding, a portion of which is expected to flow to every urbanized area in the region. In addition, the package would provide an estimated \$162 million for Caltrain Electrification (\$52 million), BART Transbay Core Capacity (\$87 million), and the Central Subway (\$23 million), and would include the opportunity to apply for \$2.2 billion in other emergency relief funds.¹

¹ Project-specific funding amounts are unofficial estimates from Eno Transportation Weekly's Week of March 1, 2021 publication. Official Federal Transit Administration runs are pending.

Formula Funds

We estimate that each Bay Area urbanized area would receive funds under the large formula pot, which comprises \$26 billion of the total amount. As a reminder, the last coronavirus relief bill capped COVID relief funding to urbanized areas at the equivalent of 75 percent of their 2018 operating expenses, which limited the Bay Area's qualifying urbanized areas to San Francisco-Oakland, San Jose and Santa Rosa. This bill would raise that cap from 75 percent of 2018 operating costs to 132 percent, which would be a substantial boost for most of the region's urbanized areas. Even urbanized areas that already exceed the cap (Vacaville, Gilroy-Morgan Hill and Livermore), would receive a boost equal to 25 percent of 2018 operating costs.

Bay Area Transit Emergency Relief Estimated Aid from 2021 House Coronavirus Relief Package (\$ in millions)	
Urbanized Area	New Funds
San Francisco-Oakland, CA	\$1,250
San Jose, CA	\$259
Concord, CA	\$96
Santa Rosa, CA	\$28
Antioch, CA	\$26
Vallejo, CA	\$7
Napa, CA	\$4
Fairfield, CA	\$3
Petaluma, CA	\$2
Vacaville, CA	\$0.8
Gilroy-Morgan Hill, CA	\$0.7
Livermore, CA	\$0.5
Total*	\$1,677

*Totals may not add up due to rounding

Housing and Homelessness

With regard to housing, the coronavirus aid package includes \$40 billion in relief for renters, people who are experiencing homelessness, and homeowners. These funds would be distributed as follows:

- \$27.4 billion to provide emergency rental and utility assistance. The vast majority of this funding (\$21.6 billion) would be allocated by the Department of Treasury to states and local governments to help stabilize renters during the pandemic and to help rental property owners of all sizes continue covering their costs.
- \$5 billion in homelessness assistance to be distributed to state and local governments through the HOME program formula.
- \$10 billion in homeowner assistance funding for states, territories and tribes to provide direct assistance with mortgage payments, property taxes and insurance, utilities and other housing-related costs.

American Rescue Plan Act of 2021 - MTC Staff Summary of Transit Provisions
American Rescue Plan Act Summary
March 16, 2021

On March 11th President Biden signed into law the American Rescue Plan Act of 2021 (ARP), a wide-ranging \$1.9 trillion coronavirus relief package that includes a new infusion of state and local aid, another round of much-needed transit emergency relief, and additional housing assistance, among other provisions. The transit components of the package are described below.

Transit Emergency Relief

Another influx of transit relief — \$30.5 billion — is included in the American Rescue Plan of 2021, which would bring the federal transit COVID relief total to \$69.5 billion, nearly 15 percent more than the entire transit budget from the 5-year FAST Act. This indicates just how devastating the pandemic has been to transit operators' budgets and the importance Congress is placing on preserving transit service through the rest of the pandemic and into the economic recovery. As shown in the chart below, the package provides the Bay Area with approximately \$1.7 billion in formula funding, a portion of which is expected to flow to every urbanized area (UZA) in the region. In addition, the package provides \$162 million for Caltrain Electrification (\$52 million), BART Transbay Core Capacity (\$87 million), and the Central Subway (\$23 million), and includes the opportunity to apply for \$2.2 billion in other emergency relief funds.¹ Additional details are provided on the following page.

Bay Area's Share of ARP Transit Funds (\$ in millions)			
Funding Category	National	Bay Area	Notes
Urban Formula Funds (5307)	\$26,087	\$1,677	See page 2 for details.
Capital Investment Grants New Starts/Core Capacity	\$1,425	\$162	See above for project list.
Capital Investment Grants Small Starts	\$250	\$ -	No Bay Area projects qualify
Rural Formula Funds (5311)	\$317	\$1.5 (estimated)	Estimate assumes Bay Area would receive 5.4% of the state's \$27 million share, consistent with previous year's 5311 allocations
Enhanced Mobility of Seniors & Individuals with Disabilities (5310)	\$50	\$1 (estimated)	Large UZAs to receive about \$1 million, small UZAs and non-UZAs will receive portion of state's \$1.4 million.
Operating Assistance Grants	\$2,207	TBD	Funds awarded based on level of additional financial need.
Other (private bus, planning)	\$125	TBD	\$25 million reserved for service restoration planning
Total	\$30,461	\$1,842	

Source: MTC staff analysis of [Federal Transit Administration American Rescue Plan Act of 2021 Apportionments and Allocations](#)

¹ Project-specific funding amounts are unofficial estimates from Eno Transportation Weekly's Week of March 1, 2021 publication. Official Federal Transit Administration runs are pending.

Formula Funds

We estimate that each Bay Area urbanized area would receive funds under the large urbanized area formula pot, which comprises \$26 billion of the total amount. As a reminder, the last coronavirus relief bill capped COVID relief funding to urbanized areas at the equivalent of 75 percent of their 2018 operating expenses, which limited the Bay Area's qualifying urbanized areas to San Francisco-Oakland, San Jose and Santa Rosa. This bill would raise that cap from 75 percent of 2018 operating costs to 132 percent, which would be a substantial boost for most of the region's urbanized areas. Even urbanized areas that already exceed the cap (Vacaville, Gilroy-Morgan Hill and Livermore), would receive a boost equal to 25 percent of 2018 operating costs.

Bay Area Urbanized Area Formula Aid (\$ in millions)	
Urbanized Area	ARP Funds
San Francisco-Oakland, CA	\$1,250
San Jose, CA	\$259
Concord, CA	\$96
Santa Rosa, CA	\$27
Antioch, CA	\$26
Vallejo, CA	\$7
Napa, CA	\$4
Fairfield, CA	\$3
Petaluma, CA	\$2
Vacaville, CA	\$0.8
Gilroy-Morgan Hill, CA	\$0.7
Livermore, CA	\$0.5
Total*	\$1,677

*Totals may not add due to rounding

The bill provides \$317 million nationwide for rural area formula grants and \$50 million in Enhanced Mobility for Seniors and Individuals with Disabilities (Section 5310) formula grants; we estimate Bay Area transit operators' shares will be approximately \$1.5 million and \$1 million, respectively.

Discretionary Operating Assistance Grants

The Federal Transit Administration (FTA) is authorized to award an additional \$2.21 billion in operating assistance grants to transit operators who, because of COVID-19, require additional assistance for costs related to operations, personnel, cleaning, sanitization, and debt service payments incurred to maintain operations and avoid layoffs and furloughs. Applicants must provide:

- 1) Estimates of financial need;
- 2) Data on reductions in farebox or other local revenue;
- 3) A spending plan for such funds; and
- 4) Demonstration of expenditure of more than 90 percent of COVID-19 funds available to the applicant in fiscal year 2020 (i.e., the CARES Act).

FTA must evaluate grant requests based on the level of demonstrated financial need, including future financial need to maintain service as a percentage of 2018 operating costs that has not been replaced by the emergency COVID aid operators received via formula (ARP, CARES Act and CRRSAA). The bill requires FTA to issue a Notice of Funding Opportunity for these operating assistance grants by mid-September, 2021 (within 180 days of the date of enactment of the bill, which was March 11th) and issue awards no later than January 2022.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 21-0502 **Version:** 1 **Name:**
Type: Report **Status:** Informational
File created: 3/11/2021 **In control:** Policy Advisory Council
On agenda: 4/14/2021 **Final action:**
Title: Staff Liaison Report
(3 minutes)

Relevant MTC policy decisions and other activities.

Sponsors:

Indexes:

Code sections:

Attachments: [09_Staff_Liaison_Report_April_2021.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Staff Liaison Report
(3 minutes)

Relevant MTC policy decisions and other activities.

Presenter:

Marti Paschal, Staff Liaison

Recommended Action:

Information

Attachments:

**Metropolitan Transportation Commission
Policy Advisory Council**

April 14, 2021

Agenda Item 9

Staff Liaison Report – March 2021

Subject: Relevant MTC policy decisions and other activities.

Recommendation: Information

Attachments: Attachment A: Staff Liaison Report – April 2021



METROPOLITAN
TRANSPORTATION
COMMISSION

**Agenda Item 9
Attachment A**
Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105
TEL 415.778.6700
WEB www.mtc.ca.gov

Memorandum

TO: Policy Advisory Council
FR: Marti Paschal, Staff Liaison
RE: Staff Liaison Report – April 2021

DATE: April 14, 2021

W.I. 1114

Buttigieg announces \$30.5 billion to assist nation's public transportation systems

On March 29, the U.S. Department of Transportation's Federal Transit Administration announced \$30.5 billion in federal funding is now available to support the nation's public transportation systems as they continue to respond to COVID-19.

"Transportation workers are serving on the front lines of this pandemic: delivering the vaccine, getting people to essential jobs, and providing goods and services to people who need them," said U.S. Transportation Secretary Pete Buttigieg. "The critical American Rescue Plan funding we are announcing today will help prevent service cuts, protect employees from layoffs, keep riders and workers safe, and strengthen our economy."

The American Rescue Plan Act includes \$30.5 billion for public transportation, including \$26.6 billion to be allocated by statutory formulas to urban and rural areas, tribal governments, and for the enhanced mobility of seniors and individuals with disabilities, and \$2.2 billion to FTA grant recipients in communities that demonstrate additional pandemic-associated needs.

Funds will be made available at 100% federal share and primarily directed to operations and payroll. An additional \$1.7 billion is provided for projects in the Capital Investment Grants Program and another \$25 million for competitive planning grants.

Much of MTC's COVID-era work has focused on preserving — and ultimately improving — the Bay Area's transit network. This work began last year. In May 2020, MTC created the 32-member Blue Ribbon Transit Recovery Task Force to guide the future of the Bay Area's public transportation network.

MTC Approves Second Award of Federal Relief Funds

On March 24, MTC approved the allocation of \$802 million to Bay Area transit operators as part of a second round of federal Coronavirus Response and Relief Appropriations Act (CRRSAA) funding to help transit agencies battered from revenue losses due to the COVID-19 pandemic.

Under the action taken, MTC made these allocations:

- AC Transit \$55,542,954
- BART \$274,420,539
- Caltrain \$39,755,402
- Golden Gate Bridge Highway & Transportation District \$39,429,475
- SFMTA (MUNI) \$297,168,390

- SamTrans \$16,037,830
- VTA \$39,355,158
- Altamont Commuter Express (ACE) \$1,541,963
- Contra Costa Transportation Authority \$3,688,131
- City of Dixon \$69,918
- East Contra Costa Transportation Authority \$2,456,412
- City of Fairfield \$1,049,102
- Livermore Amador Valley Transit Authority \$1,636,697
- Marin Transit \$3,654,814
- Napa Valley Transportation Authority \$1,539,743
- City of Petaluma \$351,690
- City of Rio Vista \$28,192
- SMART \$1,789,716
- City of Santa Rosa \$1,931,323
- Solano County Transit \$1,692,275
- Sonoma County Transit \$1,438,846
- Transbay Joint Powers Authority \$3,287,474
- Union City Transit \$514,277
- City of Vacaville \$462,867
- West Contra Costa County Transportation Advisory Committee \$1,263,299
- Water Emergency Transportation Agency (WETA) \$13,475,795

Total: \$802,669,615

When approving the final distribution of CARES (Coronavirus Aid, Relief, and Economic Security) Act funding in July 2020, the Commission directed staff to apply a “true-up” of funding to any future allocation of federal dollars for pandemic relief, compensating operators that received less CARES Act funding than they should have due to inaccurate revenue loss forecasts.

Additional money for transit came in the form of a combined \$2.3 trillion federal COVID relief package and fiscal year 2021 Appropriations bill approved in December 2020. It provides \$14 billion in supplemental funding to public transit due to pandemic losses. This provided a total of about \$982 million to the Bay Area to assist the region’s transit operators.

A first round of CRRSA funding was made in late January 2021 for \$179,601,678. These initial awards included:

- BART \$103,717,002
- Caltrain \$6,936,627
- Golden Gate Bridge Highway & Transportation District \$20,319,959
- San Francisco Municipal Transportation Agency (MUNI) \$43,750,147
- Water Emergency Transportation Agency (WETA) \$4,877,943

Santa Rosa Vice Mayor Victoria Fleming Named to Commission

The Sonoma County Board of Supervisors appointed Santa Rosa Vice Mayor Victoria Fleming to represent Sonoma County and its nine cities on MTC. Commissioner Fleming, whose term of service runs until February 2023, replaces former Rohnert Park City Councilmember Jake Mackenzie as MTC's Sonoma County representative. Mackenzie left the Commission in February 2021 after 12 years of service, including a term as Vice Chair from 2015 to 2017 and as MTC Chair from 2017 to 2019.

Before Commissioner Fleming's 2018 election to the Santa Rosa City Council seat representing District 4, she served on the Sonoma County Commission on the Status of Women, the Sonoma County League of Women Voters' Santa Rosa Community Advisory Board, and the Sonoma County Democratic Central Committee. Commissioner Fleming was profiled in May 2020 by the North Bay Business Journal as one of the paper's 40 Under 40 award winners.

Commissioner Fleming holds a B.A. degree in Women's Studies from San Francisco State University and an M.S.W. degree from the U.C. Berkeley School of Social Welfare.

MTC Mourns Passing of Long-serving Commissioner Anne Halsted

Former commissioner Anne W. Halsted, a community leader who was reluctant to be known by that title but who nonetheless served from 2005 until last May as the San Francisco Bay Conservation and Development Commission's representative on MTC passed away on March 13.

Halsted's commitment to public service was highlighted by her numerous public and civic appointments and leadership positions. In an oral history interview conducted by UC Berkeley in 2018, Halsted said that in her civic role she pursued issues that brought people together in the public interest, maximized diversity in work and in problem-solving, and built alliances within community.

“Overall, I know myself more as a facilitator and a connector of people than as a leader,” she said.

Halsted was born in West Virginia, was raised in Cleveland and Milwaukee, and attended Duke University, where she earned a Bachelor of Arts degree in political science. She moved to San Francisco in 1964, where she began a career in human resources. From 1969 to 1990, she served as vice president of Human Resources, for U.S. Leasing International, Inc. While her working career was in human resources, her calling was building community, improving the environment, and advancing opportunities for women and minorities.

“For many of us, Anne was more than an extraordinary Board member of immense integrity, thoughtfulness and empathy,” said Therese W. McMillan, MTC’s Executive Director. “She was a dear friend, and for me, a mentor and champion during many a tough go. And there was no one more unequivocal in her support and appreciation of staff. Her dedication to MTC and BCDC, as well as many other Bay Area causes, was felt by those who knew her personally, and all those benefiting from her decades of service to this region,”

In 2018, BCDC chair Zachary Wasserman didn’t hesitate recommending Halsted be reappointed to MTC as her term was expiring. “Anne's depth and breadth of experience in Bay Area planning in general, and with special attention to transportation planning, continues to make her an outstanding choice,” he wrote.

Halsted served as the vice chair of BCDC for many years and as chair of the Northeast Waterfront Advisory Group and the Ferry Building Advisory Group. She was president of the Port of San Francisco and co-chair of the San Francisco Open Space Advisory Committee and was also a commissioner at the Treasure Island Development Authority and the San Francisco Redevelopment Agency Commission.

Her civic involvement included the City Club of San Francisco, where she served twice as chair; the San Francisco Planning and Urban Research Association (SPUR), where she was president from 1993 to 1997 and served as chair; and the Telegraph Hill Dwellers, for which she served one term as president. She also was a board member of San Francisco Tomorrow and San Francisco Friends of the Urban Forest.

Transportation, Housing News Right to Your Inbox

MTC offers a convenient Daily News Headlines (<https://mtc.ca.gov/whats-happening/news/news-headlines>) subscription, delivering a curated list of stories about transportation, housing, development, the environment and more directly to your email inbox. The headlines are sent each weekday, arriving just in time to enjoy with your morning coffee.

The Bay Link blog (<https://blog.bayareametro.gov/>) offers a more in-depth look at these topics, often in the context of the work that the Association of Bay Area Governments (ABAG) and MTC are doing, along with other stories of interest to Bay Area residents and professionals. The Bay Link Blog E-Newsletter, with the top Bay Link features of the week, is distributed every Tuesday.

Sign up for each of these newsletters (<https://service.govdelivery.com/accounts/CAMTC/subscriber/new>) , along with others from the MTC-ABAG family, including the Plan Bay Area 2050 E-Newsletter and updates about MTC Express Lanes.

Have a Question? Ask a Librarian

If you need assistance locating information or are having difficulty navigating the MTC-ABAG websites, please feel free to contact the MTC-ABAG head librarian, Julie Tunnell. Reference assistance is available by telephone (415-778-5236), or email library@bayareametro.gov. Information can also be found on the MTC-ABAG library webpage: <https://mtc.ca.gov/tools-resources/mtc-abag-library-information-asking>

Executive Director's Report

The following items are excerpts from the March 2021 Executive Director's Report to the Commission. To read the report in its entirety go to: <http://www.mtc.ca.gov/whats-happening/news/executive-directors-report>.

Key Updates

COVID-Related Activities

A reminder that all Covid-19 related reporting items can be found on our MTC webpage. We provide monthly updates on all related activities, and statistics that are affecting the region. The website address is below:

<https://www.mtc.ca.gov/covid>

SR-37 Town Hall

Senators McGuire and Dodd will be hosting an April 15 Town Hall for the SR-37 project, which I will attend. We will report back to the senators on the flooding fixes that have been made on the corridor, our congestion relief project, the multi-modal project, and CalTrans work. It's a nighttime event at 6:30 p.m.

Equity Bench

On March 10, MTC's Administration Committee approved the On-Call Equity Bench, a resource for MTC and ABAG staff and our regional partners to connect with equity-focused thought leaders to partner with in advancing equity outcomes in our regional workplan. Notably the bench uses "Cooperate Use" clauses, allowing for partner agencies including ABAG members to enlist the vetted equity consultants on the bench. Information on the bench and the qualified vendors can be obtained by contacting Nalungo Conley, Chief of Staff at nconley@bayareametro.gov.

Items of Note:

Speaking at Social Equity Forum

On March 17, my Chief of Staff spoke at a Social Equity Forum hosted by Metro Analytics and the National Cooperative Highway Research Program as part of their series "Metropolitan Planning Organizations: Strategies for Future Success." The project hopes to develop a comprehensive resource to inform and guide the evolving roles and functions of Metropolitan Planning Organizations (MPOs). This session focused on Regional Equity and the steps that agencies like MTC were taking to address long-standing issues of inequity in our region. It was well attended with over 400 participants live-streaming the event through YouTube.

Executive Director "Top Five" focus areas for 2021

The incoming Commission leadership and Committee assignments provides an opportunity for me as the Executive Director to look back over the last extraordinary year, and look forward with an eye to not only managing the sweeping— and often daunting— portfolio of the agency, but spotlighting a few key areas to rise to the top of that leadership agenda. In particular, this list (presented as an attachment to this report) reflects my charge to lead a combined staff serving both MTC and ABAG, and the commitment of its leadership to govern to the benefit of our shared constituents— the people of the Bay Area. I plan to return periodically to the Commission and Executive Board with reports of how these strategic challenges are being met in the next year. Thank you, as always, for your support of me and our exemplary staff.

MTC/ABAG Executive Director: Top five STRATEGIC focus areas for 2021

1) Lead Bay Area Transportation Pandemic Recovery

a) Fiscal ***Stabilization*** – “the Necessity”

There are two critical on-going efforts that will be reaching key milestones in 2021:

- Transit Agency Budgets- operations recovery focus/ Scenarios **for FY 20-21 and FY 21-22**
- BATA Bridge revenue recovery/impact assessment of core asset needs

b) System ***Rebuilding***- “the Opportunity”

The COVID crisis presents some “silver linings” that staff and the Commission are mobilizing to take advantage of:

- Blue Ribbon Task Force “Transformation Action Plan”
- Advocacy and Readiness for “stimulus” funding under the new Biden-Harris Administration (highway and transit- capital focus)
- Express lanes development and coordination- adoption of the strategic plan and new step implementation lays the foundation for critical road pricing discussions, among others
- Keep eye out: reset for next generation regional transportation revenue measure, as assessment of a healing regional economy manifest

2) Tackle Deepening Housing Challenge

a) Support urgent housing funding assistance: state and federal

- Monitor emergency relief/eviction moratoriums, and legislative efforts to address
- Determine regional “value add” outside of funding advocacy, such as technical assistance
- Work with State Delegation on next wave Legislation

b) Root the Regional Housing Portfolio

- ABAG’s leadership via Housing Committee/ \$18.5 M State Budget ask
- Establish BAHFA Oversight Committee and working Board level partner
- Implement Regional Portfolio as baseline for Housing Revenue “campaign”

c) Define clear role/agenda for homelessness

- Define BAHFA and ABAG presence on Regional Impact Council: regional leadership OR partnership role?

3) Wrap UP PBA 2050

a) Establish Executive/Commission priorities within “Implementation Phase” (i.e., 1-2 each with key themes)

- Support Commissioner/ABAG EB leadership (e.g., Board member “champions” for particular implementation plan actions)

b) Highlight and Address Multi-sectoral Policy Conflicts as basis for SB 375 Reform effort

4) Drill down on Mega Project Delivery Priority Program

a) Lead the “regionals”

- Clipper 2
- AET
- Bridge Rehab

- b) Redefine “Partnership” for locally sponsored projects
 - Facilitate a different regional paradigm for project delivery
 - Consider resource capacities and limitations of local (county/CTA) partners to effectively delivery projects of regional scale and impact
 - Examples of challenges now: DTX, Diridon station, Caltrain Electrification, Hwy 37)

**5) NEW JOINT MTC/ABAG Initiative:
“Regional Governmental Partnership for Local Economic Rebound”**

In addition to the established areas of focus highlighted above, the COVID impacts on the health and resilience of the Bay Area economy directly impacts on the sectoral health of transportation and housing—both of which exerted impacts on the region’s economic health **before** the pandemic. With the support of the MTC Chair and ABAG President, staff will explore in what roles— lead, partner, and/or support—MTC and ABAG can bring regional “value add” to a larger Economic Pandemic Recovery strategy? *Potential* avenues to explore include:

- Deploy existing transportation, land use and housing authorities to assist the current recovery in our areas of strength—infrastructure delivery as stimulus, both traditional and emerging.
- Assist leadership in a “listening tour” of local government and private sector partners to better understand the depth and nature of economic recovery among the broad and diverse spectrum of the region’s economic drivers— and what MTC and ABAG might contribute in response.
- Keep a clear and steady eye on the equity challenges and opportunities that present themselves to our most vulnerable communities and evaluate any potential economic recovery actions with better outcomes in mind for them.



Metropolitan Transportation Commission

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Legislation Details (With Text)

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File created:	3/11/2021	In control:		Policy Advisory Council	
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Title:	Council Member Reports (5 minutes)				

Members of the Council may report on locally relevant issues or events.

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Date	Ver.	Action By	Action	Result
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Subject:

Council Member Reports
(5 minutes)

Members of the Council may report on locally relevant issues or events.

Presenter:

Randi Kinman, Council Chair

Recommended Action:

Information

Attachments:



Metropolitan Transportation Commission

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Members of the Council may bring up new business for discussion or addition to a future agenda.

Sponsors:

Indexes:

Code sections:

Attachments:

Date	Ver.	Action By	Action	Result
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Subject:

New Business
(5 minutes)

Members of the Council may bring up new business for discussion or addition to a future agenda.

Presenter:

Randi Kinman, Council Chair

Recommended Action:

Discussion

Attachments: