



375 Beale Street  
Suite 700  
San Francisco, California  
94105

## Meeting Agenda - Final

### ABAG Administrative Committee

*Chair, Belia Ramos, Supervisor, County of Napa*  
*Vice Chair, Jesse Arreguin, Mayor, City of Berkeley*

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Friday, April 12, 2024

9:40 AM

Board Room - 1st Floor

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#### Joint meeting with the MTC Planning Committee

The ABAG Administrative Committee is scheduled to meet at 9:40 a.m. or immediately following the 9:35 Bay Area Infrastructure Financing Authority Network and Operations Committee meeting, whichever occurs later.

This meeting shall consist of a simultaneous teleconference call at the following location(s):  
2255 Contra Costa Blvd., Suite 202, Pleasant Hill CA 94523  
City of Novato, Margaret Todd Senior Center, Meeting Room 1, 1560 Hill Rd,  
Novato, CA 94947

Meeting attendees may opt to attend in person for public comment and observation at 375 Beale Street, Board Room (1st Floor). In-person attendees must adhere to posted public health protocols while in the building. The meeting webcast will be available at <https://abag.ca.gov/meetings-events/live-webcasts>. Members of the public are encouraged to participate remotely via Zoom at the following link or phone number. Members of the public participating by Zoom wishing to speak should use the “raise hand” feature or dial \*9. When called upon, unmute yourself or dial \*6. In order to get the full Zoom experience, please make sure your application is up to date.

Attendee Link: <https://bayareametro.zoom.us/j/89868247833>

iPhone One-Tap: US: +16694449171,,89868247833

Join by Telephone (for higher quality, dial a number based on your current location) US:

888 788 0099 (Toll Free) or 877 853 5247 (Toll Free)

Webinar ID: 898 6824 7833

Detailed instructions on participating via Zoom are available at:

<https://bayareametro.zoom.us/j/kdR1hznEgA>

<https://abag.ca.gov/meetings-events/meetings/how-provide-public-comment-board-meeting>

Members of the public may participate by phone or Zoom or may submit comments by email at [info@bayareametro.gov](mailto: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.

**Roster**

Jesse Arreguin, Pat Eklund, Otto Lee, David Rabbitt, Belia Ramos,  
Carlos Romero, Cindy Silva

**1. Call to Order****2. MTC Planning Committee Roll Call/ Confirm Quorum**

*Quorum: A quorum of this committee shall be a majority of its regular non-ex-officio voting members (5).*

**3. MTC Planning Committee Consent Calendar**

- 3a. [24-0324](#) Approval of MTC Planning Committee Minutes of the March 8, 2024 Meeting

**Action:** MTC Planning Committee Approval

**Attachments:** [3a 24-0324 2024-03-08 MTC Planning Committee Meeting Minutes Draft.p](#)

**4. ABAG Administrative Committee Roll Call / Confirm Quorum**

*Quorum: A quorum of this committee shall be a majority of its regular non-ex-officio voting members (4).*

**5. ABAG Compensation Announcement – Clerk of the Board****6. ABAG Administrative Committee Consent Calendar**

- 6a. [24-0526](#) Approval of ABAG Administrative Committee Summary Minutes of the March 8, 2024 Meeting

**Action:** ABAG Administrative Committee Approval

**Attachments:** [6a 2024-03-08 ABAG Administrative Committee Meeting Minutes Draft.pdf](#)

**7. Approval**

- 7a. [24-0357](#) Transportation Electrification Initiatives: 2024 Local Public Fleet Electrification Planning Technical Assistance Recommendations

Approval of technical assistance for Bay Area public agencies to develop fleet electrification plans as part of MTC's Climate Program transportation electrification investments. This assistance will help local public agencies prepare to meet California clean fleet mandates and improve their ability to pursue capital funding for vehicle replacements and charging infrastructure.

**Action:** MTC Planning Committee Approval

**Presenter:** James Choe

**Attachments:** [7ai 24-0357 Summary Sheet Public-Fleet-Elec-Planning.pdf](#)

[7aii 24-0357 PowerPoint Public-Fleet-Elec-Planning.pdf](#)

## 8. Information

### 8a. [24-0332](#) Exploring the Past, Present, and Future of Highways

Presentation highlighting relevant findings from various MTC initiatives related to future highway investments, including key policy tradeoffs related to reliability, mobility, climate, transit, and affordability.

**Action:** Information

**Presenter:** Dave Vautin

**Attachments:** [8ai Summary Sheet Exploring the Past Present and Future of Highways.r](#)  
[8aii PowerPoint Exploring the Past Present and Future of Highways.pdf](#)

## 9. Public Comment / Other Business

*Members of the public participating by Zoom wishing to speak should use the “raise hand” feature or dial \*9. When called upon, unmute yourself or dial \*6.*

## 10. Adjournment / Next Meeting

**The next meeting of the ABAG Administrative Committee will be held on Friday, May 10, 2024 at 9:40 a.m. at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA. 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](http://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.

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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.



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 24-0324      **Version:** 1      **Name:**

**Type:** Minutes      **Status:** Consent

**File created:** 2/22/2024      **In control:** Planning Committee

**On agenda:** 4/12/2024      **Final action:**

**Title:** Approval of MTC Planning Committee Minutes of the March 8, 2024 Meeting

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [3a 24-0324 2024-03-08 MTC Planning Committee Meeting Minutes Draft.pdf](#)

Date	Ver.	Action By	Action	Result
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**Subject:**  
Approval of MTC Planning Committee Minutes of the March 8, 2024 Meeting

**Recommended Action:**  
MTC Planning Committee Approval

**Attachments:**



# Metropolitan Transportation Commission

## Meeting Minutes - Draft

### Planning Committee

*James P. Spering, Chair    Eddie Ahn, Vice Chair*

#### Agenda Item 3a

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

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Friday, March 8, 2024

9:40 AM

Board Room - 1st Floor

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#### Roster

**Eddie Ahn (Vice Chair), David Canepa, Carol Dutra-Vernaci, Dorene M. Giacomini\*, Matt Mahan,  
Stephanie Moulton-Peters, Sue Noack, David Rabbitt, and James P. Spering (Chair)**  
**\*Non-Voting Member**

Ex Officio Voting Members Present: Commission Chair Pedroza and  
Commission Vice Chair Josefowitz

Ad Hoc Non-Voting Member Present: Commissioner Papan.

ABAG Administrative Committee Members Present: Arreguin, Eklund, Lee, Rabbitt, Ramos, Romero,  
and Silva.

The following individuals participated from noticed remote locations: ABAG Member, Eklund, ABAG  
Member Lee, and ABAG Member Silva.

#### 1. Call to Order

#### 2. MTC Planning Committee Roll Call / Confirm Quorum

**Present:** 7 - Chair Spering, Vice Chair Ahn, Commissioner Canepa, Commissioner  
Dutra-Vernaci, Commissioner Moulton-Peters, Commissioner Noack and  
Commissioner Rabbitt

**Absent:** 1 - Commissioner Mahan

### 3. MTC Planning Committee Consent Calendar

Upon the motion by Commissioner Noack and second by Commissioner Dutra-Vernaci, the MTC Planning Committee Consent Calendar was unanimously approved. The motion carried by the following vote:

**Aye:** 7 - Chair Spering, Vice Chair Ahn, Commissioner Canepa, Commissioner Dutra-Vernaci, Commissioner Moulton-Peters, Commissioner Noack and Commissioner Rabbitt

**Absent:** 1 - Commissioner Mahan

- 3a. [24-0184](#) Approval of MTC Planning Committee Minutes of the February 9, 2024 Meeting

**Action:** MTC Planning Committee Approval

**Attachments:** [3a 24-0184 2024-02-09 MTC Planning Committee Meeting Minutes Draft.pdf](#)

- 3b. [24-0260](#) Federal Performance Target-Setting Update - March 2024

**Action:** Information

**Presenter:** Elliot Huang

**Attachments:** [3b 24-0260 Federal-Performance-Target-Setting.pdf](#)

### 4. ABAG Administrative Committee Roll Call / Confirm Quorum

### 5. ABAG Compensation Announcement – Clerk of the Board

### 6. ABAG Administrative Committee Consent Calendar

ABAG took action on this item.

- 6a. [24-0185](#) Approval of ABAG Administrative Committee Summary Minutes of the February 9, 2024 Meeting

**Action:** ABAG Administrative Committee Approval

**Attachments:** [6a 24-0185 2024-02-09 ABAG Administrative Committee Meeting Minutes Draft.pdf](#)

## 7. ABAG Approval

### 7a. [24-0274](#) Priority Conservation Area Framework Refresh

Update on the recommended path forward for the Priority Conservation Area (PCA) Framework, informed by a yearlong PCA Refresh effort, prior to consideration by the ABAG Executive Board in May 2024.

**Action:** ABAG Administrative Committee Approval / Release Report for Public Comment

**Presenter:** Michael Germeraad

**Attachments:** [7ai 24-0274 Summary Sheet Priority Conservation Areas Refresh.pdf](#)  
[7aii 24-0274 PowerPoint Priority Conservation Areas Refresh.pdf](#)

ABAG took action on this item.

## 8. Public Comment / Other Business

## 9. Adjournment / Next Meeting

The next meeting of the MTC Planning Committee will be held on Friday, April 12, 2024 at 9:40 a.m. at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA. Any changes to the schedule will be duly noticed to the public.

This meeting of the MTC Planning Committee was adjourned in honor of former MTC Deputy Executive Director Ann Flemer.





# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 24-0526      **Version:** 1      **Name:**

**Type:** Minutes      **Status:** Committee Approval

**File created:** 4/2/2024      **In control:** ABAG Administrative Committee

**On agenda:** 4/12/2024      **Final action:**

**Title:** Approval of ABAG Administrative Committee Summary Minutes of the March 8, 2024 Meeting

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [6a\\_2024-03-08\\_ABAG\\_Administrative\\_Committee\\_Meeting\\_Minutes\\_Draft.pdf](#)

Date	Ver.	Action By	Action	Result
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**Subject:**  
Approval of ABAG Administrative Committee Summary Minutes of the March 8, 2024 Meeting

**Recommended Action:**  
ABAG Administrative Committee Approval

**Attachments:**



## **Meeting Minutes - Draft**

### **ABAG Administrative Committee**

*Chair, Belia Ramos, Supervisor, County of Napa*  
*Vice Chair, Jesse Arreguin, Mayor, City of Berkeley*

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Friday, March 8, 2024

9:40 AM

Board Room - 1st Floor

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#### **Roster**

Jesse Arreguin, Pat Eklund, Otto Lee, David Rabbitt, Belia Ramos,  
Carlos Romero, Cindy Silva

#### **1. Call to Order**

**Present:** 7 - Arreguin, Eklund, Lee, Rabbitt, Ramos, Romero, and Silva

#### **2. MTC Planning Committee Roll Call / Confirm Quorum**

#### **3. MTC Planning Committee Consent Calendar**

The MTC Planning Committee took action on this item.

3a. [24-0184](#) Approval of MTC Planning Committee Minutes of the February 9, 2024 Meeting

3b. [24-0260](#) Federal Performance Target-Setting Update - March 2024

#### **4. ABAG Administrative Committee Roll Call / Confirm Quorum**

Quorum was present.

#### **5. ABAG Compensation Announcement - ABAG Clerk of the Board**

#### **6. ABAG Administrative Committee Consent Calendar**

Upon the motion by Arreguin and second by Rabbitt, the ABAG Administrative Committee approved the Consent Calendar. The motion passed unanimously by the following vote:

**Aye:** 6 - Arreguin, Eklund, Lee, Rabbitt, Ramos, and Silva

**Excused:** 1 - Romero

6a. [24-0340](#) Approval of ABAG Administrative Committee Summary Minutes of the February 9, 2024 Meeting

## 7. ABAG Approval

### 7a. [24-0339](#) Priority Conservation Area Framework Refresh

Update on the recommended path forward for the Priority Conservation Area (PCA) Framework, informed by a yearlong PCA Refresh effort, prior to consideration by the ABAG Executive Board in May 2024.

Upon the motion by Lee and a second by Romero, the ABAG Administrative Committee approved the update on the recommended path forward for the Priority Conservation Area (PCA) Framework, informed by a yearlong PCA Refresh effort, prior to consideration by the ABAG Executive Board in May 2024. The motion passed unanimously by the following vote:

**Aye:** 7 - Arreguin, Eklund, Lee, Rabbitt, Ramos, Romero, and Silva

## 8. Public Comment / Other Business

## 9. Adjournment / Next Meeting

The next meeting of the ABAG Administrative Committee will be held on Friday, April 12, 2024 at 9:40 a.m. at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA. 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 #:** 24-0357 **Version:** 1 **Name:**  
**Type:** Report **Status:** Committee Approval  
**File created:** 2/28/2024 **In control:** Planning Committee  
**On agenda:** 4/12/2024 **Final action:**  
**Title:** Transportation Electrification Initiatives: 2024 Local Public Fleet Electrification Planning Technical Assistance Recommendations

Approval of technical assistance for Bay Area public agencies to develop fleet electrification plans as part of MTC's Climate Program transportation electrification investments. This assistance will help local public agencies prepare to meet California clean fleet mandates and improve their ability to pursue capital funding for vehicle replacements and charging infrastructure.

### Sponsors:

### Indexes:

### Code sections:

**Attachments:** [7ai 24-0357 Summary Sheet Public-Fleet-Elec-Planning.pdf](#)  
[7aii 24-0357 PowerPoint Public-Fleet-Elec-Planning.pdf](#)

Date	Ver.	Action By	Action	Result
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### Subject:

Transportation Electrification Initiatives: 2024 Local Public Fleet Electrification Planning Technical Assistance Recommendations

Approval of technical assistance for Bay Area public agencies to develop fleet electrification plans as part of MTC's Climate Program transportation electrification investments. This assistance will help local public agencies prepare to meet California clean fleet mandates and improve their ability to pursue capital funding for vehicle replacements and charging infrastructure.

### Presenter:

James Choe

### Recommended Action:

MTC Planning Committee Approval

### Attachments:

**Metropolitan Transportation Commission**  
**MTC Planning Committee**

**April 12, 2024**

**Agenda Item 7a**

**Transportation Electrification Initiatives: 2024 Local Public Fleet Electrification Planning  
Technical Assistance Recommendations**

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**Subject:**

Approval of technical assistance for Bay Area public agencies to develop fleet electrification plans as part of MTC's Climate Program transportation electrification investments. This assistance will help local public agencies prepare to meet California clean fleet mandates and improve their ability to pursue capital funding for vehicle replacements and charging infrastructure.

**Background:**

On April 14, 2023, the Joint MTC Planning Committee with the ABAG Administrative Committee approved a set of Transportation Electrification (TE) initiatives and investment amounts to support the implementation of Plan Bay Area 2050 Environment Strategy 8 (expand clean vehicle initiatives) and help the region meet its greenhouse gas reduction target. The approved set of implementation initiatives included \$10 million for a Local Public Fleet Electrification Planning Assistance Program (TE Initiative 3a) to provide Bay Area public agencies with technical assistance to plan for the electrification of their fleets.

Under the California Air Resources Board's Advanced Clean Fleets rule, state and local agencies must begin transitioning their fleets to zero-emission vehicles this year. MTC's technical assistance program will help the Bay Area public agencies develop plans to meet these requirements and to better position them to access federal, state, and local capital funding opportunities for converting their fleets and installing charging infrastructure.

**Application Process**

A call for applications was released on January 11, 2024 for all Bay Area local public agencies that own and operate at least five vehicles. The program announcement was distributed widely by email to local staff, including all planning directors, public works directors, county transportation agency planning and programming staff, and multiple working groups. MTC staff hosted an online information session on January 17, 2024 to provide an overview of the program,

walk through the application, and answer questions from participants. A recording of this session was also made available online. The application was a simple Excel-based form requesting fleet manager information, fleet size, and need for assistance and was due by February 20, 2024.

### **Application Summary**

A total of 32 applications were received from local governments across eight counties and the San Francisco Bay Area Rapid Transit District (BART). While no applications were received from agencies in Santa Clara County, five cities have initiated or completed fleet planning with support from Silicon Valley Clean Energy and the City of San Jose is currently developing a fleet electrification plan.

The agencies requesting assistance represent fleets ranging in size from 15 to 6,900 vehicles for a total of over 12,500 fleet vehicles housed at over 450 locations. These fleets serve a wide range of functions and departments, including public works, parks and recreation, waste management, police, fire, health and human services, and libraries.

### **Technical Assistance Recommendations**

After reviewing the applications, staff recommends all 32 agencies for fleet planning assistance. If approved, the work will be completed by consultants on a newly-seated MTC Transportation Electrification Planning and Technical Assistance Bench, pending approval at the April 10, 2024 MTC Administration Committee. The consultants on the bench are pre-qualified to provide services in four categories – local transportation electrification planning, fleet electrification planning, charging infrastructure project planning and program development and implementation. MTC will contract with consultants to work with local staff to deliver a standard scope of work, with similar projects grouped together to achieve economies of scale in delivering the work. The standard scope will include: assessing the existing fleet and fueling infrastructure; evaluating the vehicle replacement options and charging needs; and developing a transition plan that will include planning for procurement, infrastructure development, operations and maintenance, costs and financing options, and implementation steps. Based on the applications received, some agencies have already completed some of these planning components, and work scopes for those agencies will be adjusted accordingly.

The following table provides a summary of estimated budgets for planning assistance based on fleet size, number of fleet domicile locations, and level of assistance requested:

Estimated budget per agency	Fleet size	Number of fleet locations	Planning assistance level
Up to \$100k	Up to 100 vehicles	Up to 10 sites	Partial-Full standard scope
\$100k-\$200k	101-500 vehicles	Up to 25 sites	Full standard scope
\$200k-\$400k	500+ vehicles	25+ sites	Full standard scope

Staff anticipate that all technical assistance requested can be delivered with up to \$6 million, and that the remaining balance can be used for another cycle of fleet planning assistance.

**Next Steps:**

Staff will work with the public agencies to confirm fleet information, scope of assistance needed, and schedules. Staff will also contract with consultants to provide technical assistance to the public agencies listed in Attachment A.

**Issues:**

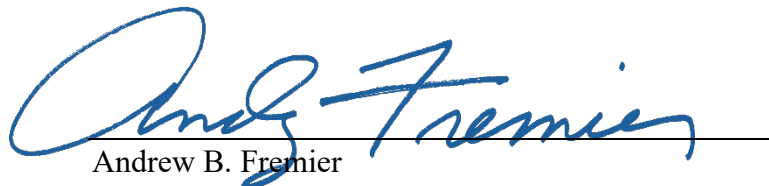
None identified.

**Recommendations:**

Approve staff to move forward with developing fleet electrification planning technical assistance work scopes up to \$6 million for the public agencies listed in Attachment A. Associated programming revisions to MTC Resolution No. 4505, Revised, will be included in the May 8, 2024, Programming and Allocations Committee packet.

**Attachments:**

- Attachment A: Public Agency Technical Assistance Recipient List
- Attachment B: PowerPoint



Andrew B. Fremier

**Attachment A: Public Agency Technical Assistance (TA) Recipient List**

County	Local Public Agency	# of facilities	# of vehicles (approx.)	Maximum (up to) anticipated TA budget*
Regional	San Francisco Bay Area Rapid Transit District (BART)**	10	570	\$400,000
Alameda	City of Alameda	13	316	\$200,000
Alameda	City of Berkeley**	25	517	\$400,000
Alameda	City of Dublin	4	83	\$100,000
Alameda	City of Oakland	5	100	\$200,000
Alameda	City of San Leandro**	7	104	\$200,000
Contra Costa	City of Concord	6	255	\$200,000
Contra Costa	City of El Cerrito	7	103	\$200,000
Marin	Town of Corte Madera	3	28	\$100,000
Marin	Town of Fairfax	3	21	\$100,000
Marin	County of Marin	25	534	\$400,000
Marin	City of Mill Valley	5	69	\$100,000
Marin	City of Novato	5	118	\$200,000
Marin	Town of San Anselmo	3	19	\$100,000
Marin	City of San Rafael	6	161	\$200,000
Marin	City of Sausalito	3	35	\$100,000
Marin	Town of Tiburon	3	28	\$100,000
Napa	City of Calistoga	6	38	\$100,000
Napa	City of Napa	11	212	\$200,000
Napa	County of Napa	14	249	\$200,000
Napa	City of St. Helena	5	42	\$100,000
Napa	Town of Yountville	3	15	\$100,000



County	Local Public Agency	# of facilities	# of vehicles (approx.)	Maximum (up to) anticipated TA budget*
San Francisco	City/County of San Francisco	162	6871	\$400,000
San Mateo	City of Belmont	2	69	\$100,000
San Mateo	City of Half Moon Bay	3	12	\$100,000
San Mateo	Town of Hillsborough	3	38	\$100,000
San Mateo	City of San Mateo**	7	175	\$200,000
San Mateo	City of South San Francisco	6	175	\$200,000
Solano	City of Benicia	9	132	\$200,000
Solano	City of Dixon	5	69	\$100,000
Solano	City of Vacaville	10	485	\$200,000
Sonoma	County of Sonoma	72	938	\$400,000
<b>Total</b>	<b>32 agencies</b>	<b>451 facilities</b>	<b>12,581 vehicles</b>	<b>\$6,000,000</b>

\* Individual project amounts may change subject to final work scope development.

\*\* Agencies that requested only partial scope of planning assistance

# **Local Public Fleet Electrification Planning Technical Assistance Program**



**2024 Technical Assistance Recipient Recommendations**

**MTC Planning Committee  
(Joint meeting with the ABAG Administrative Committee)**

**April 12, 2024**



# MTC Transportation Electrification Initiatives

Initiatives	Investment
TE1. Charging Infrastructure a. Regional Transportation Electrification Assistance Program (\$20M) b. Transit Station Public Charging Program (\$10M)	\$30M
TE2. Electric Bikeshare a. Bay Wheels Bikeshare E-bike Expansion (\$16M) b. Additional Bikeshare Investments (\$4M)	\$20M
TE3. Local Public Fleet Electrification a. Public Fleet Electrification Planning Assistance (\$10M)	\$10M
TE4. Transportation Electrification Planning and Program Strategy a. Local Transportation Electrification Action Planning (\$4.5M) b. Regional Program Strategy (\$0.5M)	\$5M
<b>Total</b>	<b>\$65M</b>

# Program Overview and Purpose

*Program provides assistance to local public agencies for public fleet electrification planning*

## Program Purpose

- Implement Plan Bay Area 2050 clean vehicle strategies to help achieve regional goals (e.g., LDV GHG, equity)
- Reduce greenhouse gas emissions from transportation
- Help agencies meet federal, state, and local policy requirements (e.g., CARB Advanced Clean Fleets regulation for State and Local Governments)
- Improve agency's ability to secure implementation and capital funding (e.g., CEC Charging Infrastructure for Government Fleets grants)



# Eligible Applicants and Application Process

- **Eligible Applicants**

- Bay Area local public agencies that own and operate at least 5 vehicles or mobility devices

- **Call for Applications Outreach**

- Announced by email to all planning directors, public works directors, county transportation agency staff, and other local staff and regional working groups
- Hosted online informational webinar

- **Application**

- Simple Excel-based application form requesting fleet manager information, fleet size, and need for assistance



# Summary of Applications Received

- 32 public agencies (cities, counties, and BART) applied
- Fleets ranging from 15 to 6,900 vehicles
- Include public works, parks & rec, waste management, police, fire, and other department fleets
- In total, over 12,500 fleet vehicles at over 450 locations
- **All applicants are recommended to receive fleet planning technical assistance, up to an estimated \$6 million in assistance, for all planning work requested.**

County	# Agencies Applied	# Fleet Vehicles*
Alameda	5	1,120
Contra Costa	2	358
Marin	9	1,013
Napa	5	556
San Francisco	1	6,871
San Mateo	5	469
Solano	3	686
Sonoma	1	938
Regional	1	570
<b>TOTAL</b>	<b>32</b>	<b>12,581</b>

\*Approximate numbers of fleet vehicles

# Technical Assistance Scope of Work

## A standard scope of work will be delivered to recipients

- Fleet Baseline Conditions
  - Review existing fleet plans and applicable policies, assess current fleet, engage with fleet operators and stakeholders
- Fleet Electrification Assessment
  - Evaluate vehicle and equipment replacement options, evaluate fleet charging needs and locations
- Fleet Transition Plan
  - Develop plans for vehicle replacement, procurement, infrastructure development, utility coordination, operations and maintenance, costs and financing options

The cost to complete the planning work is estimated to range up to \$100,000-\$400,000 per agency depending on fleet size, number of fleet locations, and level of assistance requested, up to a total of \$6 million.



## Next Steps

- Staff will work with the public agencies to confirm fleet information, scope of assistance needed, and schedules
- Staff will contract with consultants from MTC's new Transportation Electrification Planning and Technical Assistance Bench (pending bench approval at the April 10, 2024, Administration Committee meeting) to provide technical assistance to the public agencies

## Recommendation

- Approve staff to move forward with developing fleet electrification planning technical assistance work scopes up to \$6 million for the public agencies listed in Attachment A. Associated programming revisions to MTC Resolution No. 4505, Revised, will be included in the May 8, 2024, Programming and Allocations Committee packet.





# Questions?



ASSOCIATION OF BAY AREA GOVERNMENTS  
METROPOLITAN TRANSPORTATION COMMISSION

**James Choe**

**Email: [jchoe@bayareametro.gov](mailto:jchoe@bayareametro.gov)**



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

**File #:** 24-0332      **Version:** 1      **Name:**  
**Type:** Report      **Status:** Informational  
**File created:** 2/22/2024      **In control:** Policy Advisory Council  
**On agenda:** 4/12/2024      **Final action:**  
**Title:** Exploring the Past, Present, and Future of Highways

Presentation highlighting relevant findings from various MTC initiatives related to future highway investments, including key policy tradeoffs related to reliability, mobility, climate, transit, and affordability.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [8ai Summary Sheet Exploring the Past Present and Future of Highways.pdf](#)  
[8aii PowerPoint Exploring the Past Present and Future of Highways.pdf](#)

Date	Ver.	Action By	Action	Result
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**Subject:**

Exploring the Past, Present, and Future of Highways

Presentation highlighting relevant findings from various MTC initiatives related to future highway investments, including key policy tradeoffs related to reliability, mobility, climate, transit, and affordability.

**Presenter:**

Dave Vautin

**Recommended Action:**

Information

**Attachments:**

# Metropolitan Transportation Commission

## Planning Committee

April 12, 2024

Agenda Item 8a

### Exploring the Past, Present, and Future of Highways

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#### **Subject:**

Presentation highlighting relevant findings from various MTC initiatives related to future highway investments, including key policy tradeoffs related to reliability, mobility, climate, transit, and affordability.

#### **Background:**

Bay Area highways serve as the backbone of our region's transportation system, allowing people and goods to move across our nine-county region and beyond. Given that the vast majority of Bay Area residents use these grade-separated highways (also commonly referred to as freeways) at least once per week, it is critical to explore how we can best invest in this system in a manner that aligns with the 21<sup>st</sup>-century regional vision of a Bay Area that is "affordable, connected, diverse, healthy and vibrant for all." After all, while the original construction of the region's freeway network and continued highway widening projects enabled residents to travel in a personal automobile at faster speeds than had been previously imaginable, these freeways came at a cost. They did significant damage to existing communities, particularly communities of color, by dividing neighborhoods and disproportionately burdening them with severe traffic and air quality impacts. Highway construction facilitated urban sprawl and auto-dependent development patterns that impede today's efforts to improve air quality and reduce greenhouse gas emissions by encouraging alternatives to driving. As we look to the future and consider how we ought to prioritize the Bay Area's limited transportation funding, thoughtfully balancing highway investments – between maintenance, modernization, and expansion – is essential for the region to move forward equitably and sustainably.

Multiple MTC initiatives have explored aspects of this question in recent years. The Express Lanes Strategic Plan (adopted in 2021) explored policy questions that had emerged since the network's approval in 2011, including the need for greater climate and equity mitigations. Plan Bay Area 2050 (adopted in 2021 and approved by CARB in 2022) initially struggled with an even more ambitious climate target than prior cycles; it actively worked to maximize funding for

transit and active transportation modes, while adding in robust pricing strategies like all-lane tolling for the first time. This sparked the ongoing Next-Generation Bay Area Freeways Study, which has been analyzing a suite of pricing strategies and engaging the public over the past two years (slated to conclude in late 2024). In the months ahead, highway policy questions are likely to continue through the development of SB 1031, the enabling legislation for a future regional transportation revenue measure (now referred to as Connect Bay Area). Furthermore, Plan Bay Area 2050+ will be making recommendations about transportation priorities in a new era of fiscal constraint – including what highway projects to prioritize – and the Next-Generation Freeways Study will debut a ten-year implementation roadmap identifying intermediate milestones toward expanded pricing through 2035.

### **Highway Investments Today and in the Decades Ahead:**

While general-purpose highway widening has become relatively rare in the Bay Area in recent years, the region still has critical needs when it comes to highways, including but not limited to pavement & bridge rehabilitation, interchange modernizations, traffic safety upgrades, goods movement facilities, express lanes, and climate resilience investments. Unlike decades past, our region's current long-range plan, Plan Bay Area 2050, only allocates three percent of future transportation revenues towards road expansion, with more than three-quarters of all funding proposed to flow toward transit, active transportation, and climate projects. While Plan Bay Area 2050 would allow for a two percent increase in road capacity through mid-century, a significant share of new lane-miles would be priced, including express lanes and State Route 37.

Despite that, the details matter regarding the path forward toward pricing. Expanding a facility to construct a new priced lane has strengths and weaknesses compared to converting an existing general-purpose lane to a tolled facility; it provides motorists with the same number of toll-free lanes and more capacity for person-throughput but poses a greater risk of increasing vehicle miles traveled. Similarly, moving toward all-lane tolling may yield much more substantial progress toward climate goals by encouraging some motorists to reduce how much they drive and generating monies to reinvest in transit options– but all-lane tolling also can create greater affordability and equity challenges without thoughtful mitigation.

### Exploring Tradeoffs:

**Attachment A** describes findings from this recent set of different planning initiatives to help illuminate tradeoffs between general-purpose widenings, express lane widenings, express lane conversions, and all-lane tolling – a core suite of common highway project types. While not intended to be exhaustive, the presentation looks at five key policy areas:

- **Reliability:** *Does the project provide reliable travel times when travelers need it most?*
- **Mobility:** *Does the project maximize the number of people who can get to their destination?*
- **Climate:** *Does the project align with state climate goals that require reductions in miles driven?*
- **Transit:** *Does the project integrate transit services that can grow ridership and advance equity?*
- **Affordability:** *Does the project ensure that all travelers can get where they need to go affordably?*

Last month, the MTC Policy Advisory Council provided feedback on this highways-focused exploration of policy tradeoffs. Members underscored the importance of considering equity as a key lens in the months ahead, as well as the need to use existing infrastructure more efficiently and the value of clearly conveying potential travel time savings from pricing to the public.

Members also underscored the wide range of land use contexts throughout the Bay Area, meaning that a “one size fits all” approach to transit reinvestments would not be appropriate.

Looking ahead, several key analyses are slated to be released later this year that will add further context to this policy discussion, including at the highway corridor level. The Plan Bay Area 2050+/Transit 2050+ Project Performance Assessment will include evaluations of major highway projects, including their cost-effectiveness and equity performance relative to major transit projects. Perhaps most notably, the Next-Generation Bay Area Freeways Study will release final findings to pursue an equitable and politically acceptable path forward for expanded pricing to help achieve climate goals, such as all-lane tolling.

### Next Steps:

Staff will return to this committee later this spring and summer with further updates on Plan Bay Area 2050+ and the Next-Generation Bay Area Freeways Study, including the aforementioned analyses, to inform critical policy decisions.

**Issues:**

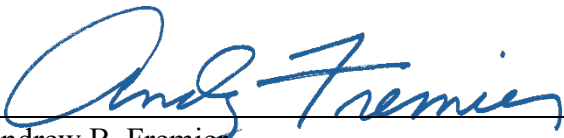
None identified.

**Recommendation:**

Information.

**Attachments:**

- Attachment A: PowerPoint



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Andrew B. Fremier



# EXPLORING THE PAST, PRESENT, AND FUTURE OF HIGHWAYS

**Planning Committee**  
April 12, 2024



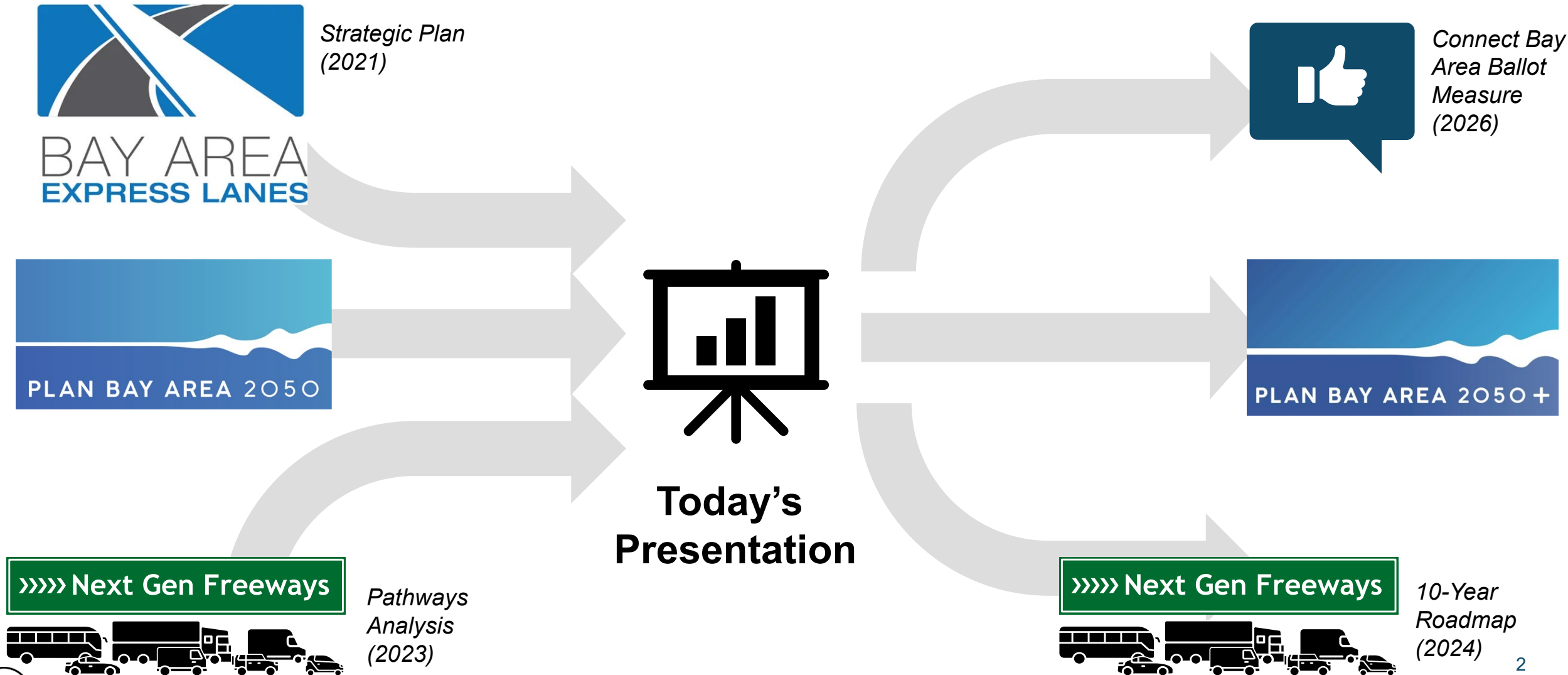
**METROPOLITAN  
TRANSPORTATION  
COMMISSION**

**Image:** Interstate 280/Santa Clara County  
**Credits:** Caltrans; MTC/Karl Nielsen





# Key decisions about how to improve our region's heavily-utilized highway network span across multiple initiatives.





# While highways enhanced regional mobility, their construction and expansion contributed to social inequities, dividing communities.

Pre-World War II



**Case Study: West Oakland**  
Post-World War II



21<sup>st</sup> Century

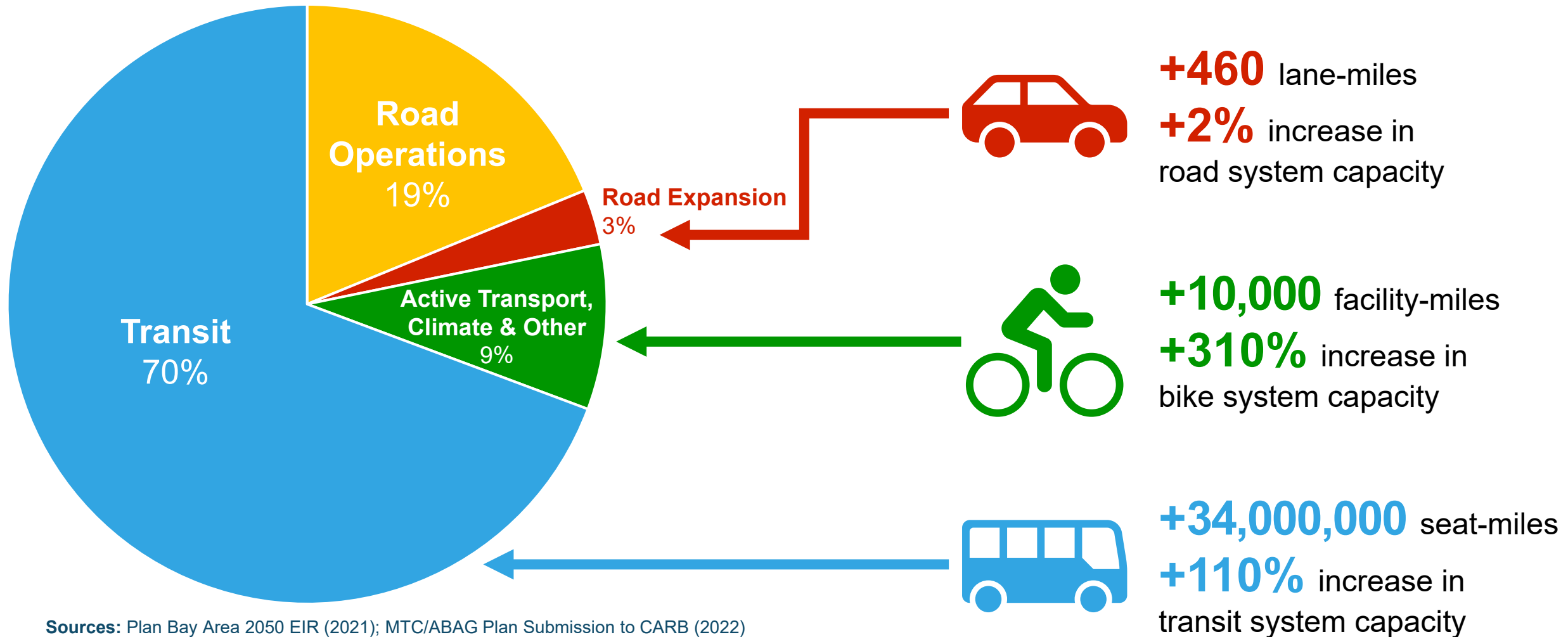


**Image:** 7th St/West Oakland  
**Credit:** OaklandWiki

**Image:** I-880/West Oakland  
**Credit:** Caltrans

**Image:** 7th St/West Oakland and BART Tracks  
**Credit:** Flickr/Creative Commons (Thomas Hawk, 2022)

# Compared to decades past, road expansion projects represent a small share of forecasted transportation spending through 2050.



Sources: Plan Bay Area 2050 EIR (2021); MTC/ABAG Plan Submission to CARB (2022)

Note: reflects Transportation Element, plus Environment Element strategies funded with transportation monies



# Public agencies across the Bay Area have been seeking to balance longstanding voter commitments with emerging priorities.



**Pavement & Bridge Rehabilitation**



**Traffic Safety**



**Express Lanes**



**Interchange Modernizations**



**Goods Movement**



**Climate Resilience**



# Looking into the decades ahead, MTC and Caltrans have been exploring how expanded pricing can accelerate progress.

Inclusion of equitable pricing strategies in Plan Bay Area 2050, such as all-lane tolling, was critical in meeting regional climate targets set by the State – and it preserved our region’s eligibility for key Senate Bill 1 funding programs.

**Late 2022:** Round 1 Engagement

»»»» Next Gen Freeways



**Mid-2023:** Round 1 Analysis

**Late 2023:** Round 2 Engagement

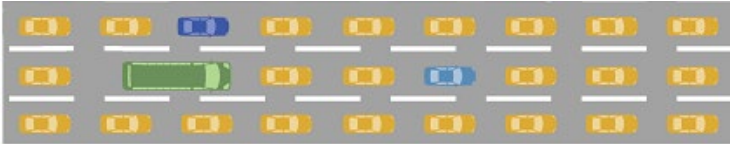
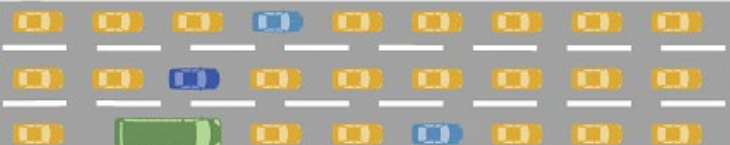



**Early 2024:** Round 2 Analysis

**Late 2024:** Implementation Roadmap



**Image:** Orange County All-Lane Tolling  
**Credit:** The Toll Roads

# How do different types of highway improvements compare in terms of key planning concepts?

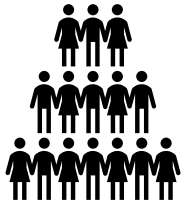
Project Type	Definition	Initial Capital Cost		
General Lane: New Capacity	Building an additional highway lane for all travelers with no price applied to it.	\$ \$ \$		25 mph 25 mph 25 mph
Express Lane: New Capacity	Building an additional highway lane available to carpools and transit for free, as well as toll-paying single-occupant vehicles.	\$ \$ \$ \$		30 mph 30 mph 30 mph 30 mph
Express Lane: Conversion	Pricing an existing highway lane, while making it available to carpools and transit for free.	\$		45 mph 30 mph 30 mph 30 mph
All-Lane Tolling	Pricing all existing highway lanes, while retaining one lane for transit with discounts for carpools.	\$		45 mph 25 mph 25 mph
				50 mph 50 mph 50 mph

# How do different types of highway improvements compare in terms of key planning concepts?



## **Reliability**

*Does the project provide reliable travel times when travelers need it most?*



## **Mobility**

*Does the project maximize the number of people who can get to their destination?*



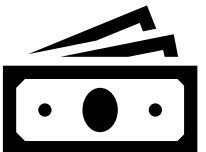
## **Climate**

*Does the project align with state climate goals that require reductions in miles driven?*



## **Transit**

*Does the project integrate transit services that can grow ridership and advance equity?*



## **Affordability**

*Does the project ensure that all travelers can get where they need to go affordably?*



# Pricing one or more highway lanes can provide a reliable option for travelers.

Widening highways to add general-purpose lanes may improve travel time and reliability in the short term, but experience in our region has shown that over time, congestion (and unreliability) inevitably return.

Express lanes have largely succeeded at providing reliable travel times to travelers when they need it most, but all-lane tolling presents opportunities to expand that benefit to all users.

**14 out of 16**

express lane toll zones were fully reliable (>45 mph)

**10%**

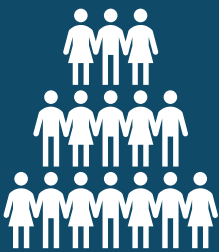
reduction in highway travel times under all-lane tolling

Source: BAIFA Express Lanes, 2023

Source: MTC/NextGen Freeways Round 1, 2023

Project Type	<u>Reliability</u> Impacts
General Lane: New Capacity	<i>Negligible</i>
Express Lane: New Capacity	++
Express Lane: Conversion	++
All-Lane Tolling	+++





# Paired with robust enforcement, pricing can encourage mode shift, increasing **mobility** (person-throughput).

Source: MTC Conceptual Analysis, 2024; assumes occupancy of 1.1, 1.3, 1.4, and 1.5 for four respective project types shown on right

~4,000

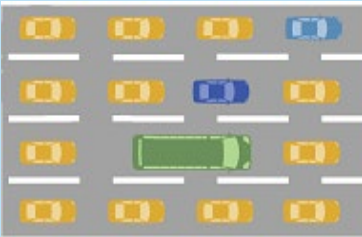
person-throughput  
per hour



Existing Conceptual  
Corridor

~6,000

person-throughput  
per hour



General Lane:  
New Capacity

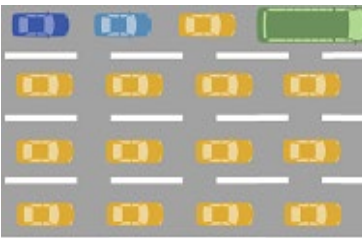
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Express Lane:  
Conversion

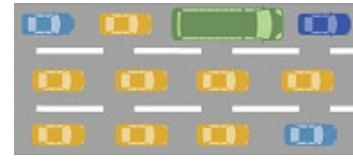
~8,000

person-throughput  
per hour



Express Lane:  
New Capacity

=



All-Lane Tolling

Project Type	Mobility Impacts
General Lane: New Capacity	+
Express Lane: New Capacity	++
Express Lane: Conversion	+
All-Lane Tolling	++





# Roadway capacity expansions can increase vehicle miles traveled, negating climate benefits of major transit projects.



### Rail Megaprojects:

-1.2 million daily VMT

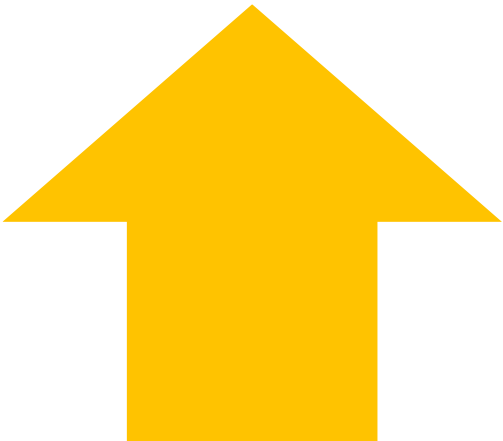
- BART Core Capacity
- BART to Silicon Valley Phase 2
- Caltrain Portal
- Valley Link
- Dumbarton Rail



### Express Lanes:

+1.2 million daily VMT

- Bay Area Express Lanes Network (*full buildout across all operators; mix of new lanes & conversions*)



Project Type	<u>Climate Impacts</u>
General Lane: New Capacity	— — —
Express Lane: New Capacity	— —
Express Lane: Conversion	—
All-Lane Tolling	+ + +

Source: Plan Bay Area 2050 Project Performance, 2020; RTFF Future  
Note: VMT increase from Express Lanes is likely underestimated due to induced land use; VMT reduction from rail projects are likely overestimated due to post-pandemic effects



# Adding more highway transit service may only partially mitigate the environmental impacts of new capacity.



**Los Angeles: J Line (Silver)**  
~14,000 weekday riders (2023)



**Connectivity** with the region's densest urban center



**Direct access ramps** to enable easy access to express lanes



**Minimal direct competition** from parallel rail services



**Bay Area: Express Lane Corridors**  
*Limited express bus utilization*



**Limited connectivity** to the region's densest urban centers

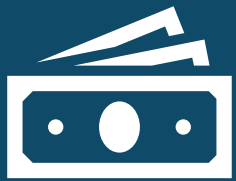


**No direct access ramps** to enable easy access to express lanes



**Direct competition** (in many corridors) from parallel rail services, including BART and Caltrain

Project Type	<u>Transit</u> Impacts
General Lane: New Capacity	— —
Express Lane: New Capacity	—
Express Lane: Conversion	+
All-Lane Tolling	++



# Without meaningful equity strategies, affordability concerns remain a real roadblock.

The Bay Area faces many challenges today – but issues of crime, homelessness, and affordability have eclipsed pre-pandemic frustrations with traffic congestion.

Using pricing to manage congestion does not address residents' top issues and arguably risks being perceived as a burden, rather than a benefit, by the public.

**28%**

of Bay Area residents identified affordable housing or cost of living as top issue

**6%**


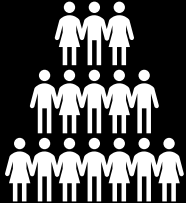


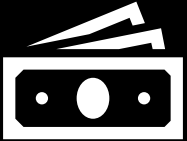
of very-low income households would pay >\$300 per year in all-lane tolls

Source: 2026 Transportation Rev. Measure Poll, 2023

Source: MTC/NextGen Freeways Round 1, 2023

Project Type	<u>Affordability</u> Impacts
General Lane: New Capacity	<i>Negligible</i>
Express Lane: New Capacity	■
Express Lane: Conversion	■
All-Lane Tolling	■ ■

# All highway project types involve tradeoffs and prioritization between key policy goals.

Project Type	Initial Capital Cost	 Reliability	 Mobility	 Climate	 Transit	 Affordability
General Lane: New Capacity	\$ \$ \$	<i>Negligible</i>	+	- - -	- -	<i>Negligible</i>
Express Lane: New Capacity	\$ \$ \$ \$	+ +	+ +	- -	-	-
Express Lane: Conversion	\$	+ +	+	-	+	-
All-Lane Tolling	\$	+ + +	+ +	+ + +	+ +	- -

**Note that equity intersects with all of these policy lenses;** upcoming analyses for the Next Generation Freeways Study and Plan Bay Area 2050+ will further quantify impacts for equity priority populations, including lower-income households.

# What are some key observations that can inform policy decisions in the the year ahead?

1

The State is pushing regions to grapple with highway investment tradeoffs – simply mitigating adverse impacts isn't so simple given financial constraints.

2

Investing in transit along highway corridors does not guarantee mode shift, but expanded pricing options present more opportunities for reinvestment.

3

Optimizing our existing infrastructure – rather than building new capacity – can advance near-term goals and remain relevant in a future with expanded pricing.

4

Reduced transportation revenue forecasts in Plan Bay Area 2050+ will require more challenging tradeoffs than past cycles, including for highway projects.

## Notable Upcoming Analyses to Inform Policy Dialogue:

- **Spring 2024:** Plan Bay Area 2050+/Transit 2050+ Project Performance Findings
- **Summer 2024:** Next Generation Freeways Study Round 2 Findings