



Metropolitan Transportation Commission

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

Meeting Agenda

Policy Advisory Council

Wednesday, September 13, 2017

1:30 PM

Board Room - 1st Floor

1. [17-2784](#) Welcome

Action: Information
Presenter: Randi Kinman, Council Chair

2. Roll Call / Confirm Quorum

Quorum: A quorum of this council shall be a majority of its regular voting members (14).

3. [17-2785](#) Approval of July 12, 2017 Meeting Minutes
(5 minutes)

Action: Approval
Presenter: Randi Kinman, Council Chair

Attachments: [03_Minutes_July 2017.pdf](#)

4. [17-2786](#) Subcommittee Reports
(5 minutes)

The subcommittee may refer an item from its agenda to the full Council for action at its next meeting if needed.

Action: Information
Presenter: Jim Blacksten, Subcommittee Chair

5. [17-2787](#) Vital Signs Update - Summer 2017
(30 minutes)

Update on the transportation and environment indicators.

Action: Information
Presenter: David Vautin and Stephanie Mak, MTC Staff

Attachments: [05_Vital Signs-Summer 2017 Update.pdf](#)

6. [17-2796](#) Senate Bill 595 (Beall) - Regional Measure 3
(30 minutes)
- Update on a proposed ballot measure under which voters could consider a bridge toll increase to fund congestion-relief projects and improve mobility in the bridge corridors.
- Action:** Information
- Presenter:** Rebecca Long, MTC Staff
- Attachments:** [06 Senate Bill 595 \(Beall\) – Regional Measure 3.pdf](#)
7. [17-2832](#) Update on Next-Generation Clipper® (C2) Public Engagement
(20 minutes)
- Update on C2 Public Engagement.
- Action:** Information
- Presenter:** Lysa Hale, MTC Staff
- Attachments:** [07 Next Generation Clipper Public Engagement.pdf](#)
8. [17-2788](#) Staff Liaison Report
(5 minutes)
- Relevant MTC policy decisions and other activities.
- Action:** Information
- Presenter:** Ursula Vogler, MTC Acting Staff Liaison
- Attachments:** [08 Staff Liaison Report.pdf](#)
9. [17-2789](#) Council Member Reports
(5 minutes)
- Members of the Council may report on locally relevant issues or events.
- Action:** Information
- Presenter:** Randi Kinman, Council Chair
10. [17-2790](#) 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

11. Public Comments / Other Business

12. Adjournment / Next Meeting

The next meeting of the Policy Advisory Council will be held Wednesday, October 11, 2017 at 1:30 p.m. at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA.

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 #: 17-2784 **Version:** 1 **Name:**
Type: Report **Status:** Informational
File created: 8/2/2017 **In control:** Policy Advisory Council
On agenda: 9/13/2017 **Final action:**
Title: Welcome
Sponsors:
Indexes:
Code sections:
Attachments:

Date	Ver.	Action By	Action	Result
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Subject:
Welcome

Presenter:
Randi Kinman, Council Chair

Recommended Action:
Information



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 17-2785 **Version:** 1 **Name:**
Type: Minutes **Status:** Committee Approval
File created: 8/2/2017 **In control:** Policy Advisory Council
On agenda: 9/13/2017 **Final action:**
Title: Approval of July 12, 2017 Meeting Minutes
(5 minutes)
Sponsors:
Indexes:
Code sections:
Attachments: [03_Minutes_July 2017.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
Approval of July 12, 2017 Meeting Minutes
(5 minutes)

Presenter:
Randi Kinman, Council Chair

Recommended Action:
Approval

Attachments



Metropolitan Transportation Commission

Meeting Minutes - Draft

Policy Advisory Council

Agenda Item 3

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

Wednesday, July 12, 2017

1:30 PM

Board Room - 1st Floor

1. [17-2684](#) Welcome

Action: Information

Presenter: Randi Kinman, Council Chair

2. Roll Call / Confirm Quorum

Present: 20 - Chair Kinman, Vice Chair Castellanos, Baker, Blacksten, Burnett, Din, Fearn, Florez, Chaudhary, Glover, Hedges, Kaufman, Lane, Lee, Levine, Malekafzali, Murray, Pechner, Schweng and Talansky

Excused: 2 - Armenta and Wolf

Absent: 4 - Clary, Fang, Hernandez and Nicholson

3. [17-2685](#) Approval of June 14, 2017 Meeting Minutes
(5 minutes)

Action: Approval

Presenter: Randi Kinman, Council Chair

Upon motion by Murray and second by Hedges, the minutes of the June 14, 2017 meeting were approved. The motion carried by the following vote:

Aye: 18 - Chair Kinman, Vice Chair Castellanos, Baker, Blacksten, Burnett, Fearn, Florez, Chaudhary, Glover, Hedges, Kaufman, Lane, Lee, Levine, Malekafzali, Murray, Schweng and Talansky

Absent: 8 - Armenta, Clary, Din, Fang, Hernandez, Nicholson, Pechner and Wolf

Wilbert Din and Mike Pechner arrived after the approval of the June 14, 2017 meeting minutes.

4. [17-2686](#) Subcommittee Reports
(5 minutes)

The subcommittee may refer an item from its agenda to the full Council for action at its next meeting if needed.

Action: Information

Presenter: Jim Blacksten, Subcommittee Chair

5. [17-2687](#) Disadvantaged Business Enterprise (DBE), Small Business Enterprise (SBE) and Title VI Report
(20 minutes)

Update on MTC's most recent and ongoing DBE/SBE and Title VI activities.

Action: Information

Presenter: Denise Rodrigues, MTC Staff

6. [17-2688](#) MTC Resolution No. 4300 and ABAG Resolution No. 10-17 - Final Plan
Bay Area 2040
(45 minutes)

Presentation of revisions to the Draft Plan.

Action: Information

Presenter: Ken Kirkey

David Pilpel was called to speak.

Jerry Grace was called to speak.

7. [17-2689](#) Staff Liaison Report - July 2017
(5 minutes)

Relevant MTC policy decisions and other activities.

Action: Information

Presenter: Ursula Vogler, Acting MTC Staff Liaison

8. [17-2690](#) Council Member Reports
(5 minutes)

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

Action: Information

Presenter: Randi Kinman, Council Chair

9. [17-2691](#) 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

10. Public Comments / Other Business

David Pilpel was called to speak.

Jerry Grace was called to speak.

11. Adjournment / Next Meeting

The next meeting of the Policy Advisory Council will be held Wednesday, September 13, 2017 at 1:30 p.m. at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #:	17-2786	Version:	1	Name:	
Type:	Report	Status:		Informational	
File created:	8/2/2017	In control:		Policy Advisory Council	
On agenda:	9/13/2017	Final action:			
Title:	Subcommittee Reports (5 minutes)				

The subcommittee may refer an item from its agenda to the full Council for action at its next meeting if needed.

Sponsors:

Indexes:

Code sections:

Attachments:

Date	Ver.	Action By	Action	Result
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Subject:

Subcommittee Reports
(5 minutes)

The subcommittee may refer an item from its agenda to the full Council for action at its next meeting if needed.

Presenter:

Jim Blacksten, Subcommittee Chair

Recommended Action:

Information

Attachments



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 17-2787 **Version:** 1 **Name:**
Type: Report **Status:** Informational
File created: 8/2/2017 **In control:** Policy Advisory Council
On agenda: 9/13/2017 **Final action:**
Title: Vital Signs Update - Summer 2017
(30 minutes)

Update on the transportation and environment indicators.

Sponsors:

Indexes:

Code sections:

Attachments: [05_Vital Signs-Summer 2017 Update.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Vital Signs Update - Summer 2017
(30 minutes)

Update on the transportation and environment indicators.

Presenter:

David Vautin and Stephanie Mak, MTC Staff

Recommended Action:

Information

Attachments



**METROPOLITAN
TRANSPORTATION
COMMISSION**

Agenda Item 5

Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105
415.778.6700
www.mtc.ca.gov

TO: Policy Advisory Council

DATE: September 6, 2017

FR: David Vautin and Stephanie Mak, MTC

RE: Vital Signs: Summer 2017 Update

Policy Advisory Council Agenda Item 5 on Vital Signs Update - Summer 2017 is attached as presented to this month's Planning Committee, which met on September 8, 2017.

MTC staff will be at your September 13 meeting to discuss the Vital Signs Update - Summer 2017.

Attachment

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METROPOLITAN
TRANSPORTATION
COMMISSION

Agenda Item 5a

Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105
TEL 415.778.6700
WEB www.mtc.ca.gov

Memorandum

TO: Planning Committee

DATE: September 1, 2017

FR: Deputy Executive Director, Policy

RE: Vital Signs Update – Summer 2017

The Vital Signs performance monitoring initiative was a key implementation action of the original Plan Bay Area in 2013, allowing residents to track trends for 40 indicators related to transportation, land & people, the economy, and the environment. To date, over 74,000 Bay Area residents – ranging from elected officials and public agency staff to members of the public and policy advocates – have used Vital Signs to learn more about their communities and their region (<http://www.vitalsigns.mtc.ca.gov/>). Managed by Bay Area Metro (MTC and ABAG), Vital Signs involves close cooperation with other project partners including the Bay Area Air Quality Management District (BAAQMD), the Bay Conservation and Development Commission (BCDC), and the Bay Area Regional Collaborative (BARC).

Over the course of this fiscal year, staff has been managing a comprehensive update of all existing indicators with the latest available data. At your February committee meeting, staff provided an overview of new and updated Land and People, Economy, and Equity indicators. Since this spring, the following indicators have been updated:

- **Transportation:** Commute Mode Choice, Commute Time, Traffic Volumes at Regional Gateways, Time Spent in Congestion, Miles Traveled in Congestion, Travel Time Reliability, Transit Ridership, Transit System Efficiency, Daily Miles Traveled, Street Pavement Condition, Highway Pavement Condition, Bridge Condition
- **Environment:** Particulate Concentrations, Ozone Concentrations, Greenhouse Gas Emissions, Bay Restoration, Vulnerability to Sea Level Rise

Combined, these data releases provide a snapshot of the Bay Area today in relation to key transportation and environmental trends. As always, much more detail can be found on the Vital Signs website, especially for localized performance trends on the county, city, neighborhood, and corridor levels.

Key Findings

- 1. Traffic congestion is at record high levels, and jobs-housing imbalances are playing a role in rising commute times.**

As many Bay Area drivers might have expected, per-commuter delay on Bay Area freeways increased yet again in 2016. One notable shift was that the growth rate for delay slowed compared to 2015 even as regional jobs growth remained strong. Commute times also ticked upwards to record highs of 31 minutes for all travelers and 51 minutes for transit riders. While rising congestion on regional freeways is playing a key role in driving travel times up, that alone does not explain the growth in commute times. Rather, the increasing distance between high-paying job centers and affordable housing is equally to blame for rising travel times.

2. Unlike prior decades where a shift towards telecommuting powered the decline in auto mode share, public transit has made significant gains since 2010.

Since 2010, the share of Bay Area residents choosing to drive to work has declined by nearly 3 percentage points. In contrast to prior decades where telecommuting grew rapidly, the vast majority of this shift is a result of more residents choosing to take public transit – boosting transit mode share to its highest level since the 1970s.

3. The region has made significant progress in terms of state of good repair, especially for bridges but also for local streets and roads.

For the first time in seven years, the pavement condition index (PCI) for local streets in the Bay Area increased by one point to 67, reflecting the benefits of local investments. Even more striking was the region's progress on bridge condition in recent years. Replacement of the east span of the San Francisco-Oakland Bay Bridge led to a notable reduction in the share of structurally-deficient bridge deck area. Once an outlier among major metro areas for having the worst conditions by far, today the region is on par with its peers, a result of performance gains from seismic retrofits and replacements of bridges and overpasses.

4. The end of the years-long drought has resulted in improved air quality for both particulate matter and ozone.

Improved meteorological conditions played a key role in driving down levels of harmful fine particulate matter and ozone in 2016. This trend continues a longstanding downward trajectory for both pollutants, reflecting the impacts of air quality regulations on the state and regional levels. On a more localized level, the worst air quality conditions in 2016 were in Napa (for particulate matter on a peak 24-hour basis) and in Livermore & San Martin (for ozone).

5. Per-capita greenhouse gas emissions are declining even as the Bay Area economy booms.

Thanks primarily to reduced consumption of electricity and natural gas, combined with a much cleaner power mix from major utilities, the Bay Area's greenhouse gas footprint has decreased by six percentage points on a per-capita basis since 2010 – a notable achievement. While greenhouse gas emissions from transportation have been slower to decline, the fact that the region is experiencing an economic boom without significantly increasing its greenhouse gas emissions demonstrates the value of an economy powered by knowledge sector jobs.

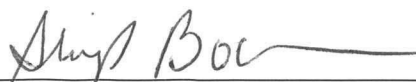
6. Based on new sea level rise forecasts, at least 200,000 Bay Area residents will be at risk of sea level rise impacts by 2050, with Marin and Solano residents particularly at risk.

New sea level rise forecasts from BCDC, combined with historical population data for the region, highlight the risks of sea level rise in the decades ahead. Even with a one-foot sea level rise scenario – a middle-of-the-road forecast for 2050 – roughly 200,000 Bay Area residents would be living in communities impacted annually by flooding from rising tides.

Next Steps

Given the completion of this update cycle, the top priorities for Vital Signs in the coming year are as follows:

- Incorporation of short-range transportation performance targets under MAP-21/FAST Act
- Integration of Vital Signs into the next long-range plan to better align performance monitoring with target-setting and scenario analyses


Alex A. Bockelman

Attachment:

- PowerPoint Presentation

AAB:dv

VITAL SIGNS

SUMMER 2017 UPDATE:
TRANSPORTATION + ENVIRONMENT



SEPTEMBER 8, 2017

PRESENTATION TO MTC PLANNING/ABAG ADMINISTRATIVE COMMITTEES

David Vautin, MTC/ABAG Principal Planner

Henry Hilken, BAAQMD Planning Director

Lindy Lowe, BCDC Planning Director

MTC

ABAG

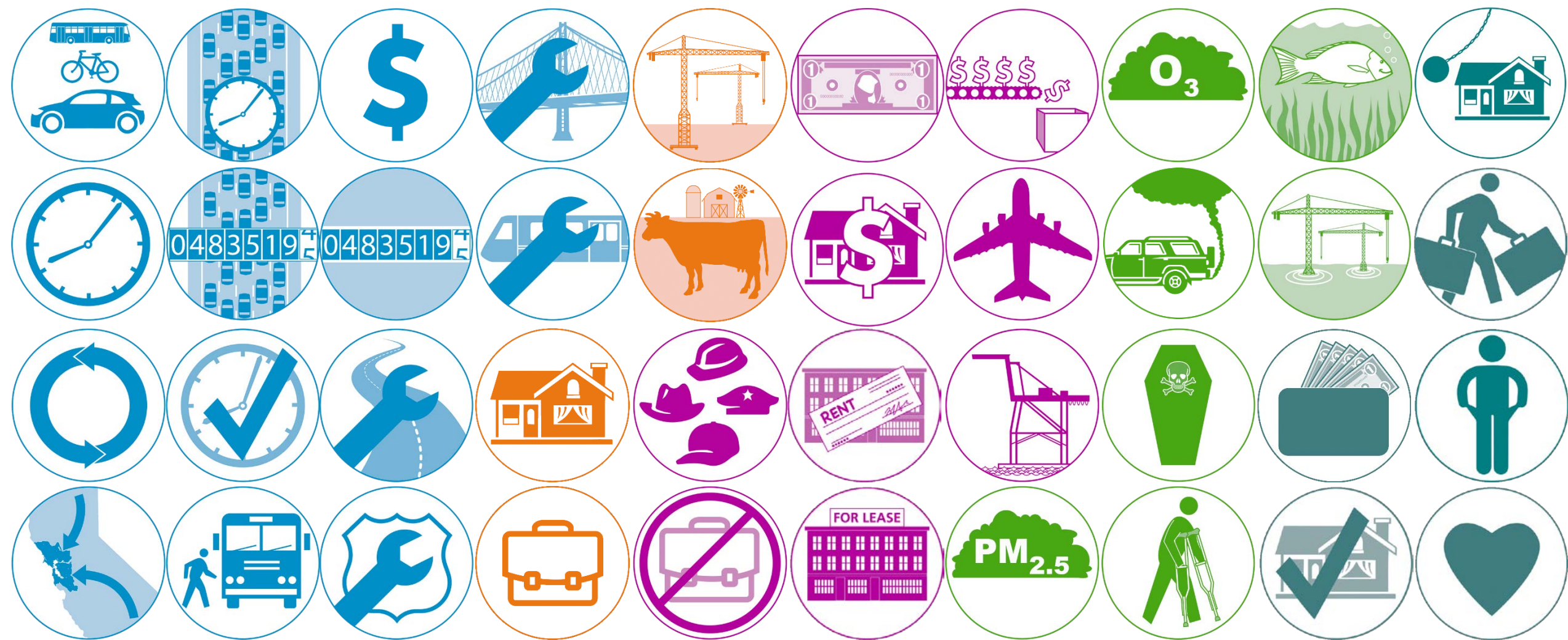
BAAQMD

BCDC

BARC



Vital Signs tracks 40 performance indicators to understand if the Bay Area is (or is not) making progress towards key regional goals.



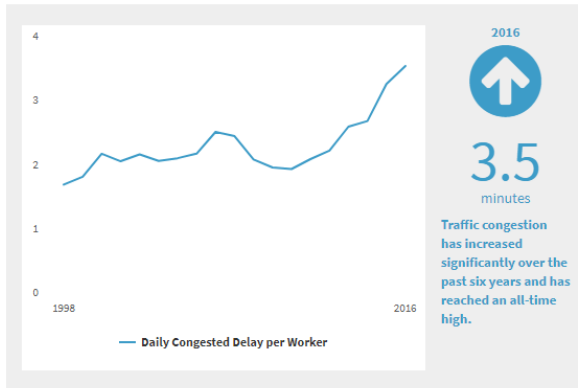
This summer, 17 indicators – ranging from traffic congestion and transit ridership to air quality and bay restoration – were updated.



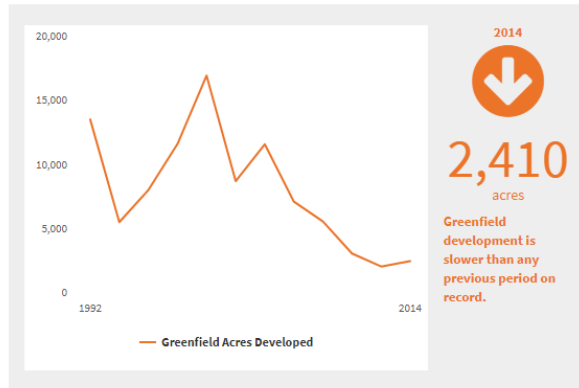
The interactive Vital Signs website allows residents to explore trends on the regional, county, city, and even neighborhood levels.

What's the latest pulse of the Bay Area?

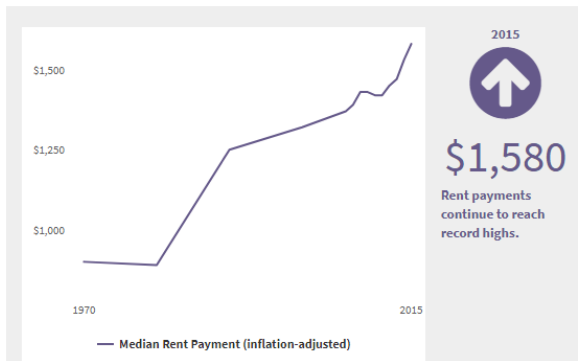
Transportation Time Spent in Congestion >



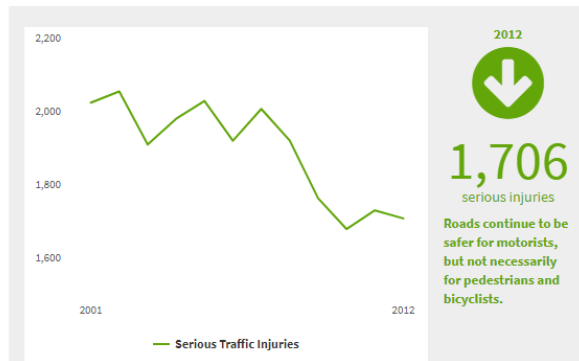
Land & People Greenfield Development >



Economy Rent Payments >



Environment Injuries from Crashes >



MIGRATION Regional Performance Local Focus National Context

✓ UPDATED APRIL 2017 ShareThis

Metro Comparison for 2014 Net Migration

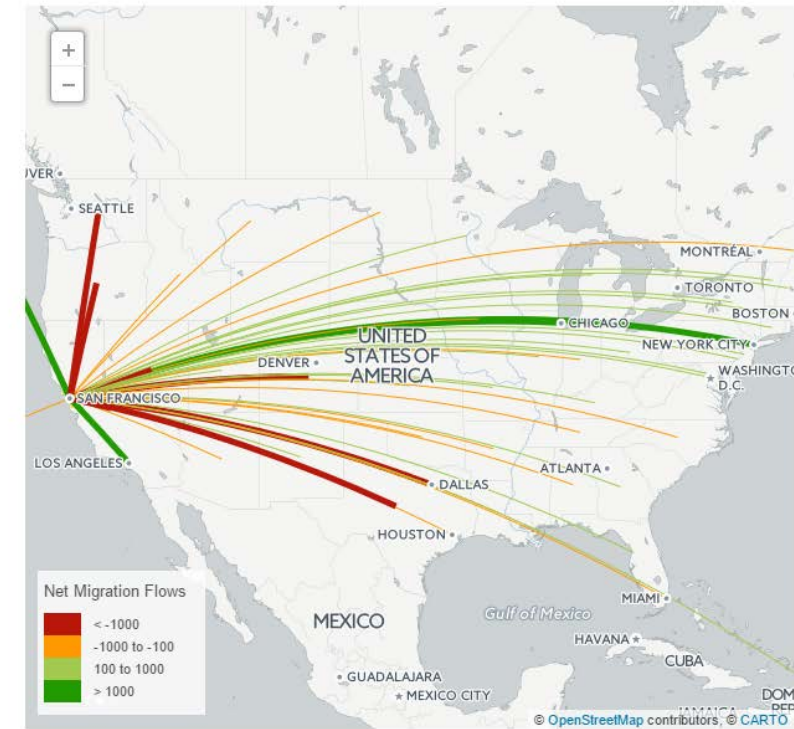
Select a metro area to see migration in and out of that metro area.

Bay Area

Net Migration



In 2014, 20,873 people moved from the Bay Area metro area to the Los Angeles metro area, with 24,805 people making the opposite move. This resulted in a net domestic migration of 3,932 people from the Los Angeles metro area to the Bay Area metro area.



vitalsigns.mtc.ca.gov

1

Traffic congestion is at record high levels, but jobs-housing imbalances are also playing a role in rising commute times.

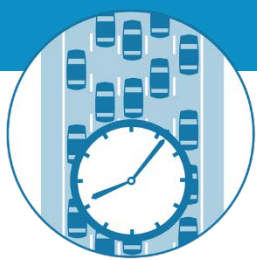
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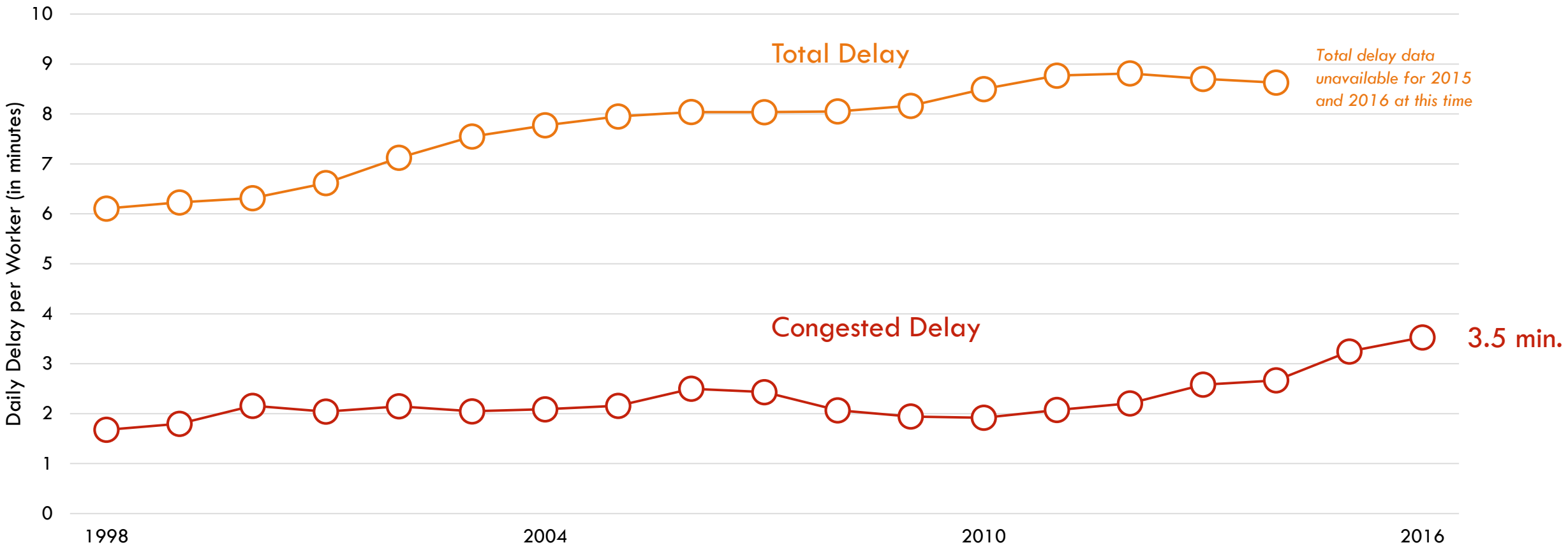
6



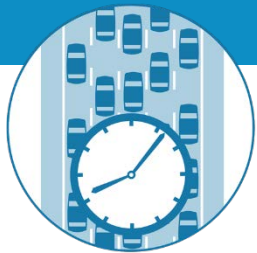
REGIONAL PERFORMANCE

2016 is the fourth year in a row in which congestion hit a record high; still, it only accounts for 3.5 minutes per day.

REGIONAL TIME SPENT IN CONGESTION PER COMMUTER



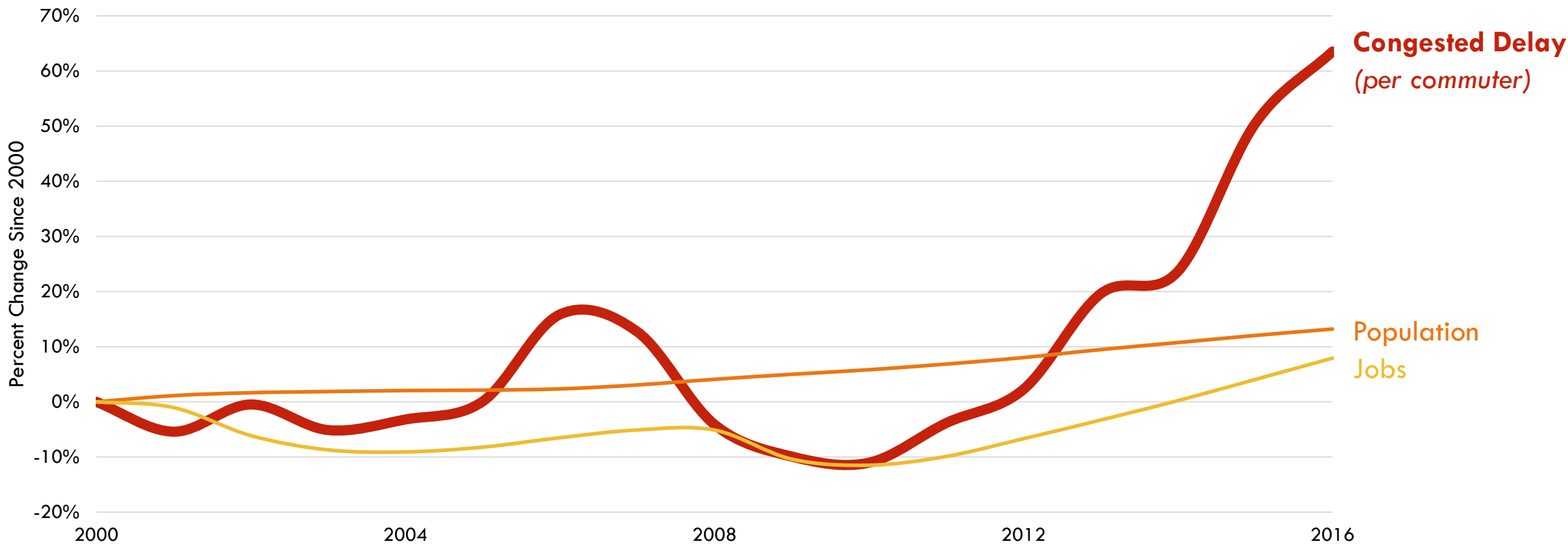
Source: INRIX/MTC Analysis; note: total delay data unavailable for 2015 and 2016 at this time

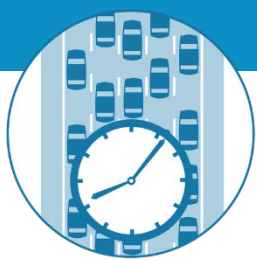


REGIONAL PERFORMANCE

The growth in per-commuter congested delay slowed in 2016 even as job & population growth continued at a steady pace.

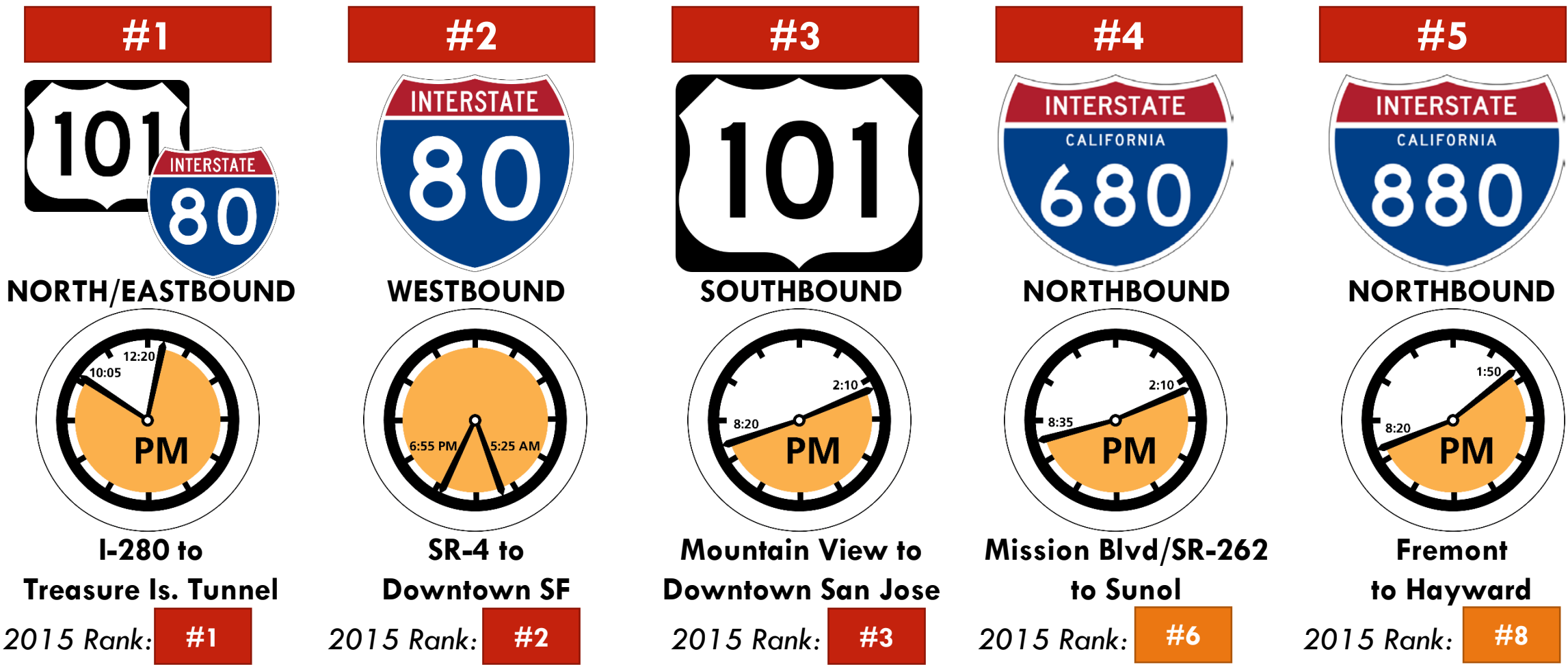
CHANGE SINCE 2000 – POPULATION, JOBS AND TIME SPENT IN CONGESTION



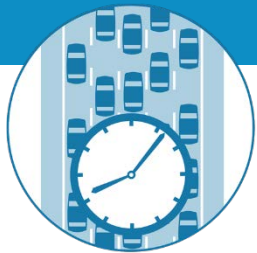


LOCAL FOCUS

Freeway segments in the Bay Bridge corridor remain in the top slots for congestion for yet another year.

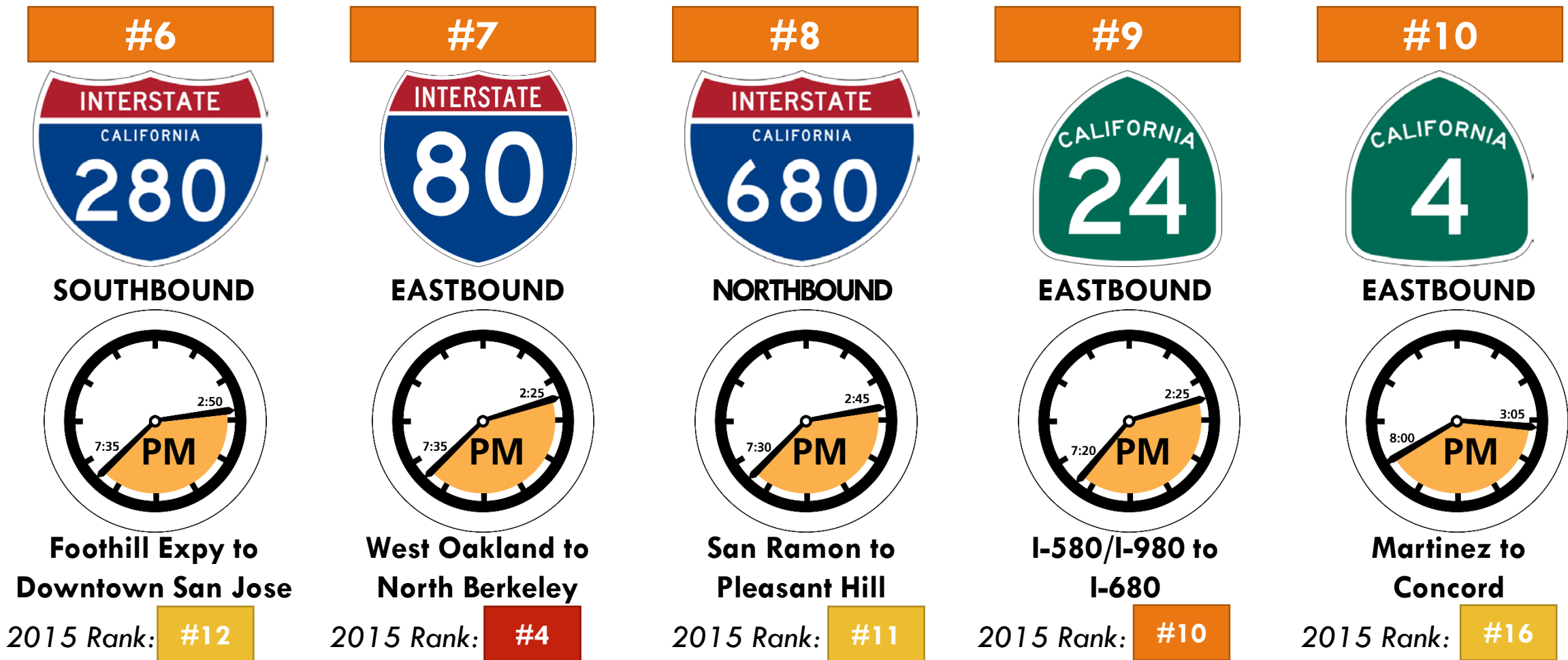


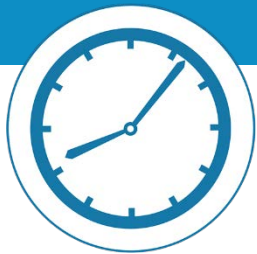
Source: INRIX/MTC Analysis; Note: 2015 congested segments data were corrected after being published in Fall 2016; the 2015 rankings are updated to incorporate the corrected figures



LOCAL FOCUS

For the first time on record, every segment in the top 10 occurs during the PM peak.

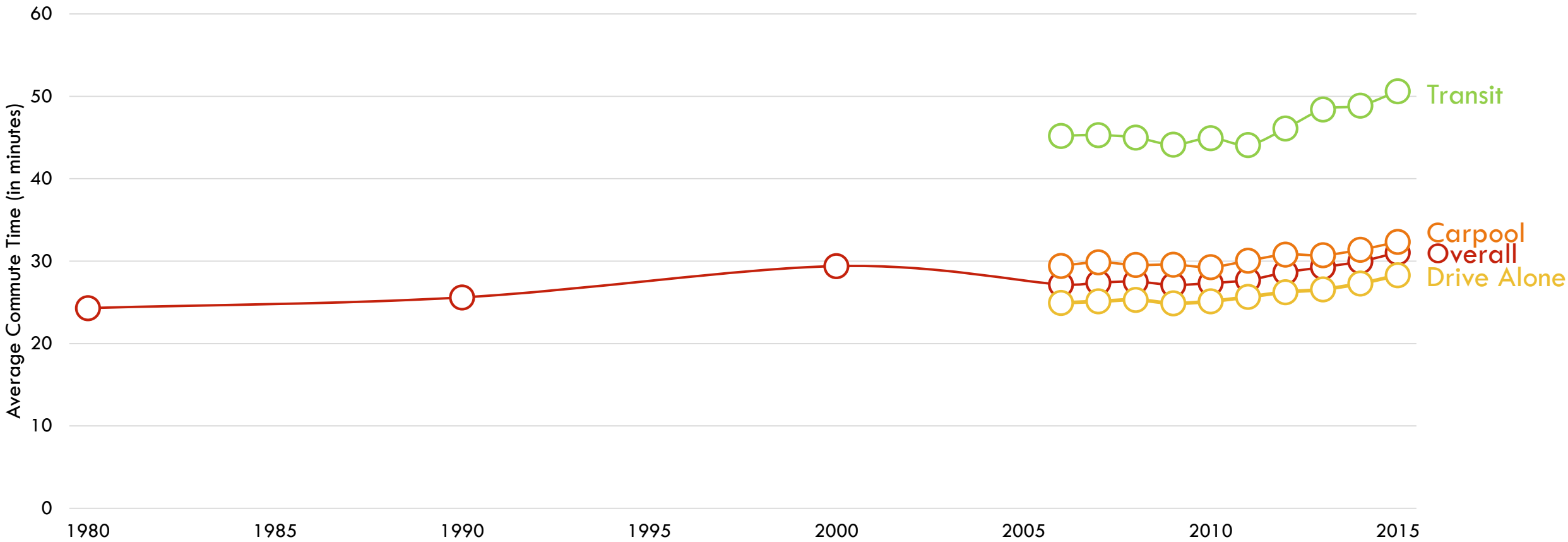




REGIONAL PERFORMANCE

At 31 minutes, average commute time in the Bay Area hit a record high for the second straight year.

AVERAGE COMMUTE TIME FOR BAY AREA RESIDENTS BY MODE

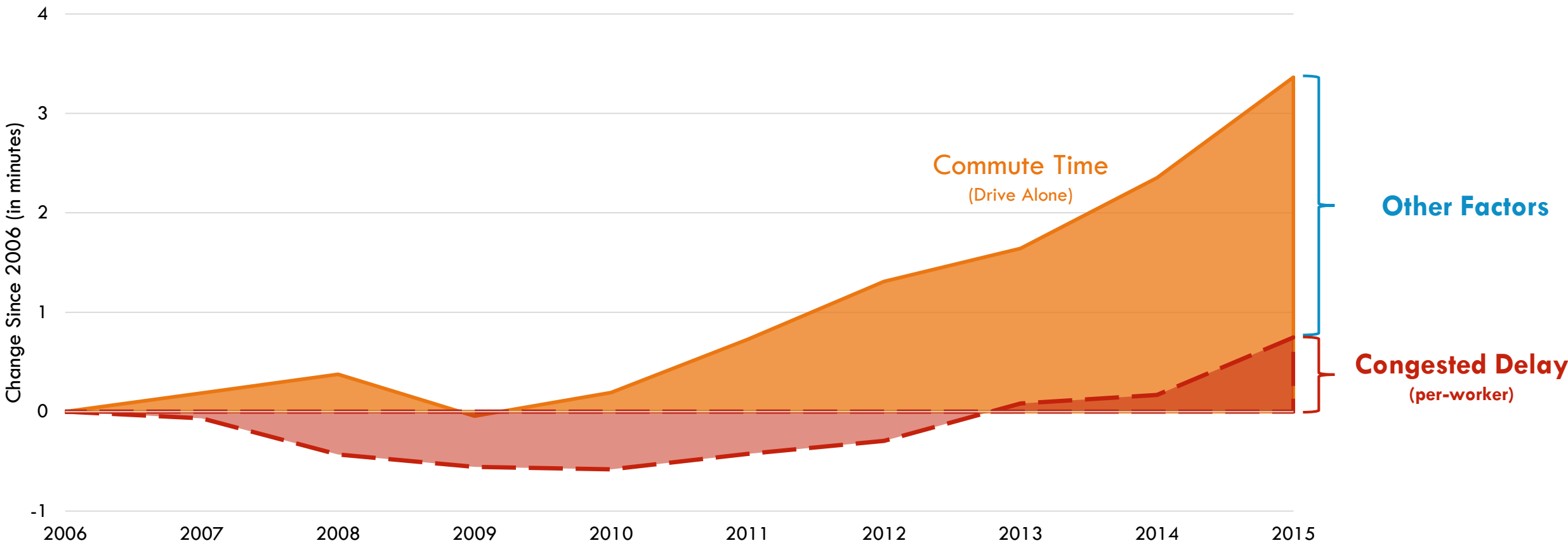




REGIONAL PERFORMANCE

Growing commute time is only partly explained by increased congestion – other factors include longer commute distances.

CHANGE SINCE 2006 FOR COMMUTE TIME VS. CONGESTED DELAY

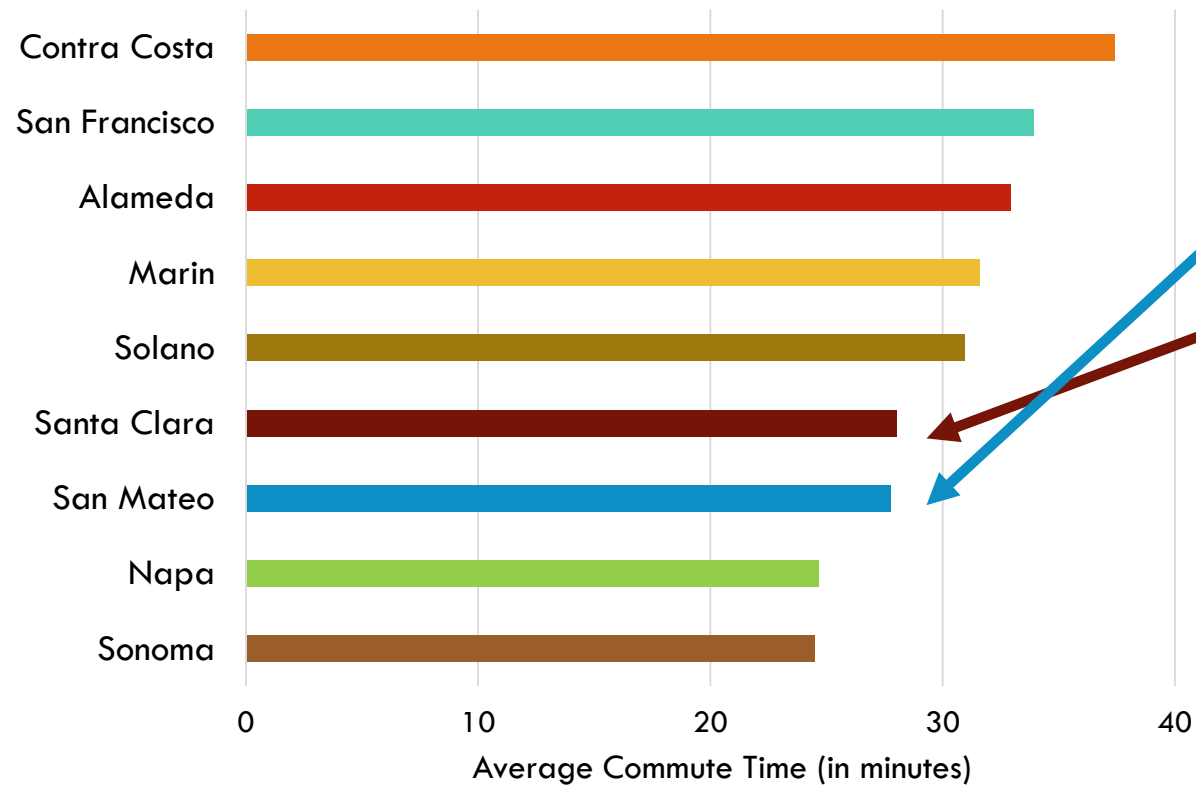




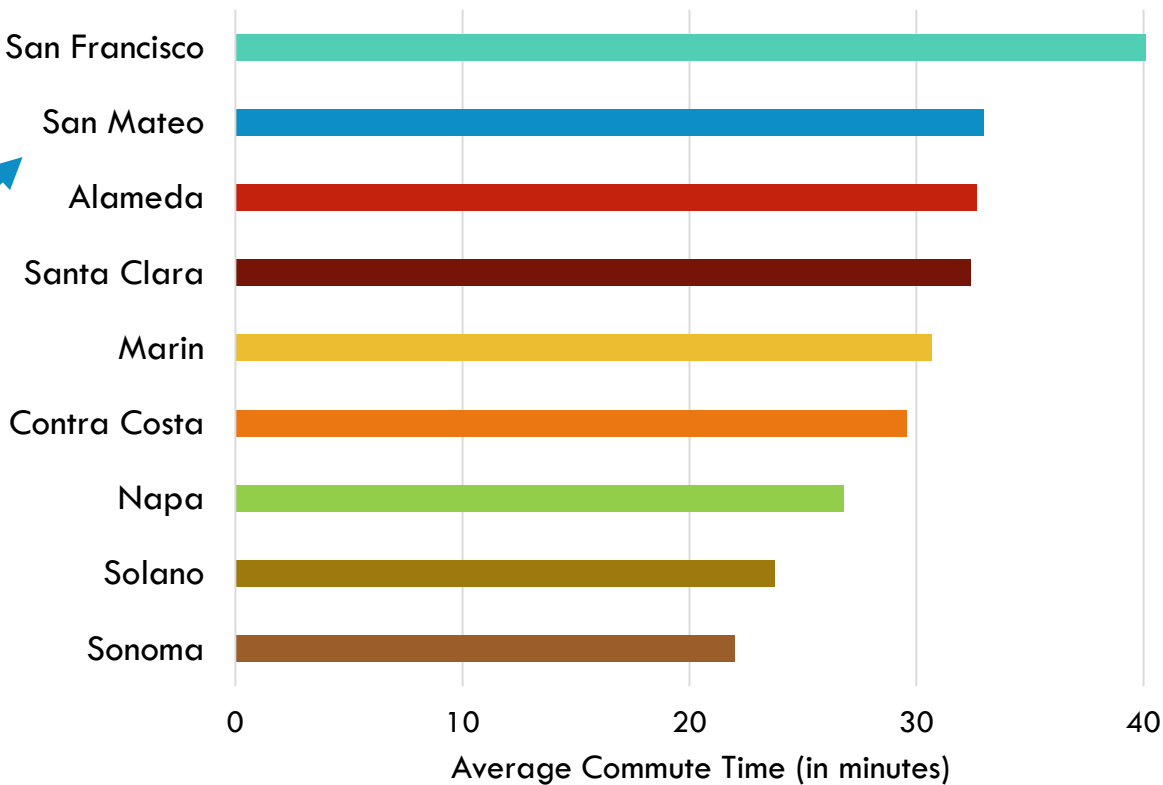
LOCAL FOCUS

Many Silicon Valley workers commute from distant cities on congested highways, resulting in relatively long travel times.

AVERAGE COMMUTE TIME
BY COUNTY OF RESIDENCE



AVERAGE COMMUTE TIME
BY COUNTY OF EMPLOYMENT



1

Traffic congestion is at record high levels, but jobs-housing imbalances are also playing a role in rising commute times.

2

Unlike prior decades where a shift to telecommuting powered the decline in auto mode share, public transit has made significant gains since 2010.

3

4

5

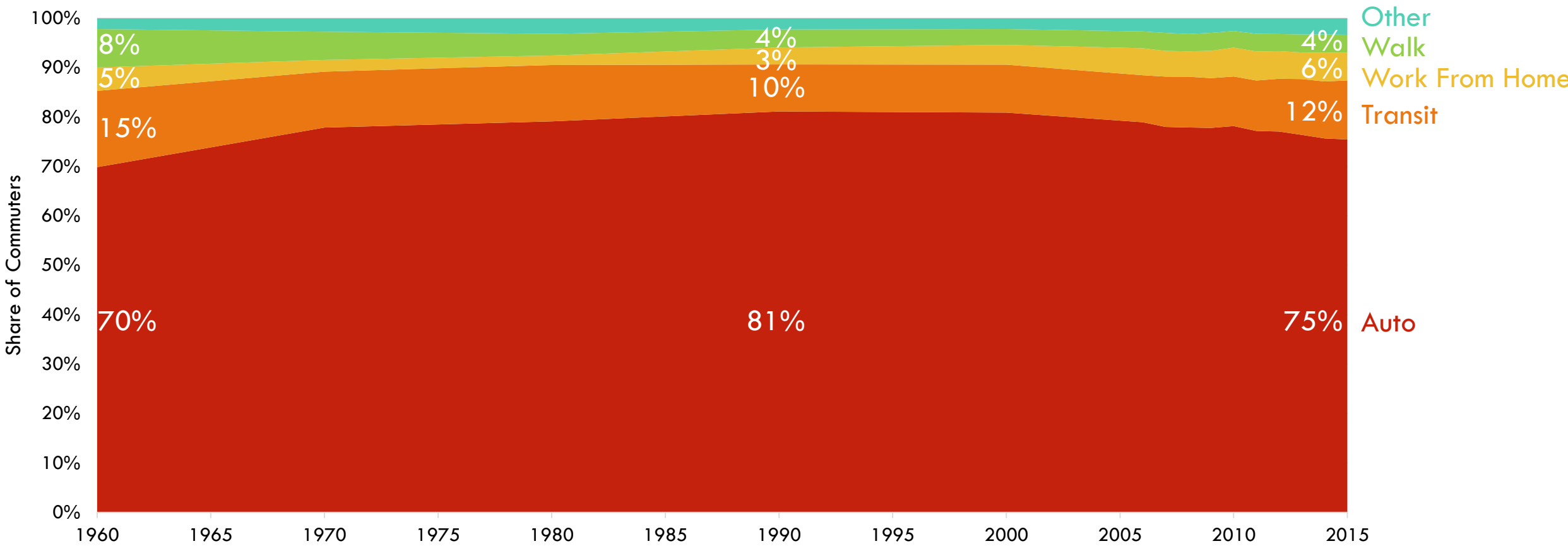
6



REGIONAL PERFORMANCE

While six percentage points lower than 1990 levels, 75 percent of Bay Area residents still drive to work.

REGIONAL COMMUTE MODE CHOICE





REGIONAL PERFORMANCE

Declining auto mode share since 2010 is a result of rising transit use, even as telecommuting growth has stalled.

CHANGE IN COMMUTE MODE SHARE

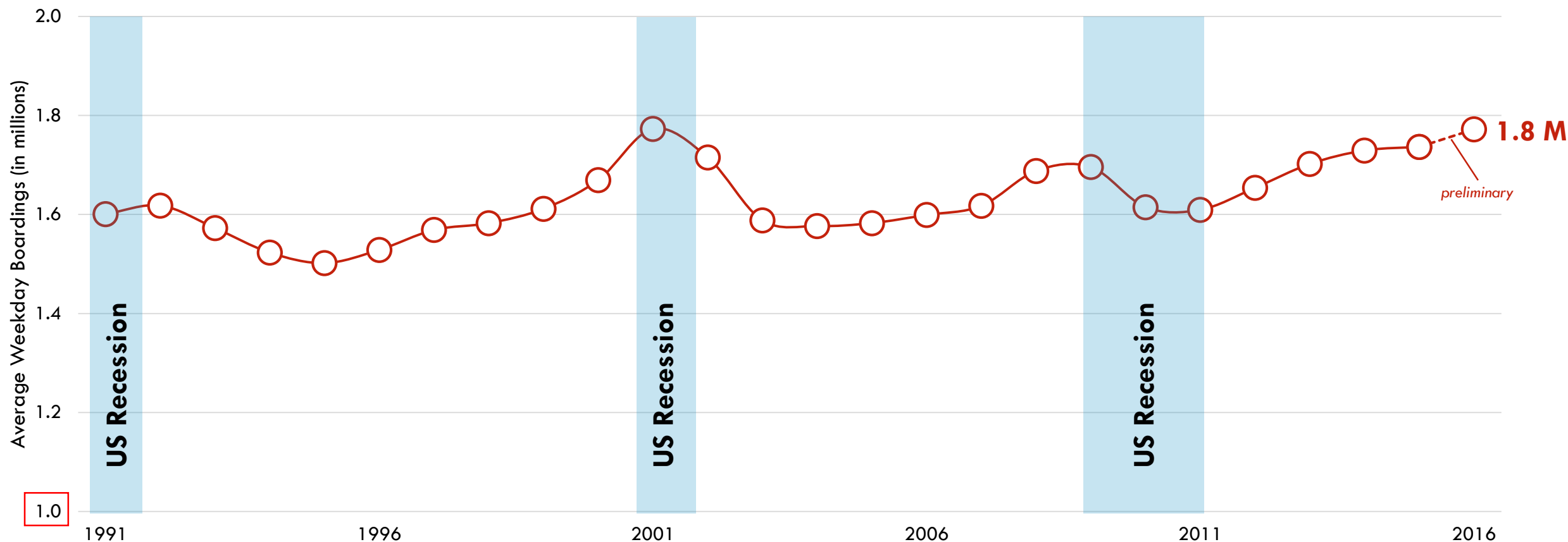
1960s 1970s 1980s 1990s 2000s 2010s



REGIONAL PERFORMANCE

Bay Area weekday transit boardings increased slightly in 2016, marking the fifth straight year of ridership growth.

REGIONAL AVERAGE WEEKDAY TRANSIT RIDERSHIP



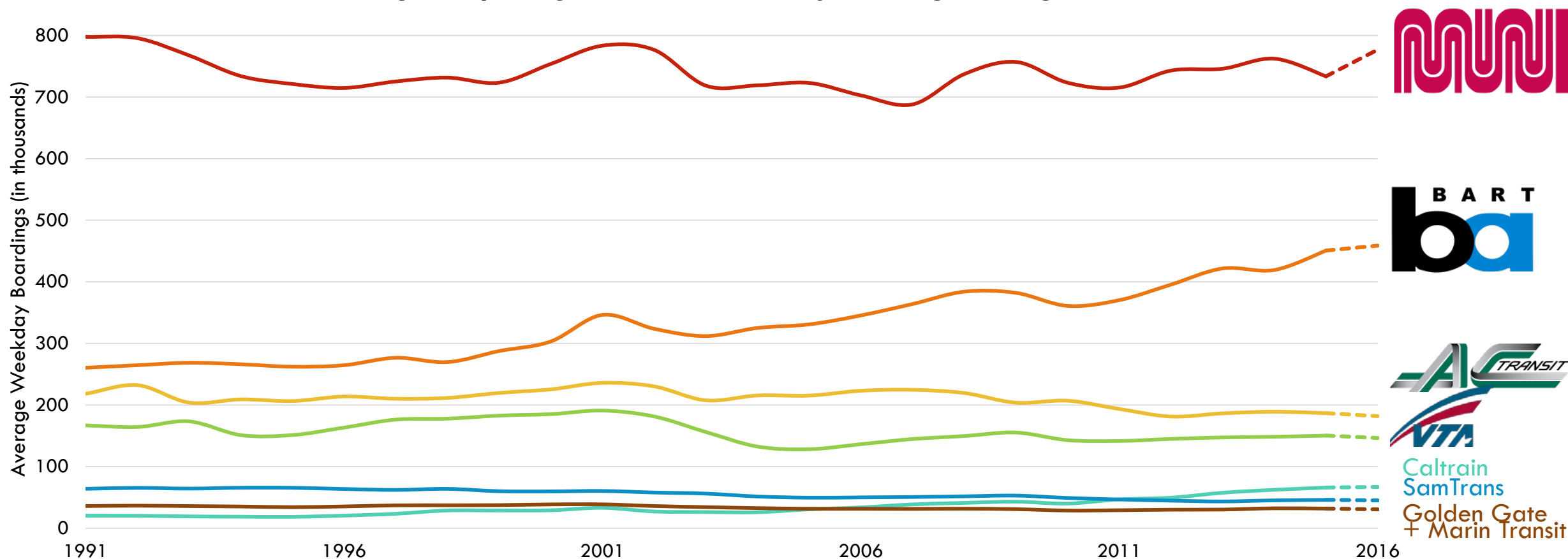
Note: Estimated average weekday boardings is annual boardings divided by 300 (standard MTC factor)

Source: FTA NTD Annual Database, 2015; FTA NTD Monthly Adjusted Data (preliminary), 2016

LOCAL FOCUS

Muni saw a notable uptick in ridership in 2016, in contrast to many other regional transit operators.

ANNUAL AVERAGE WEEKDAY RIDERSHIP BY OPERATOR



Note: Estimated average weekday boardings is annual boardings divided by 300 (standard MTC factor)

Source: FTA NTD Annual Database, 2015; FTA NTD Monthly Adjusted Data (preliminary), 2016

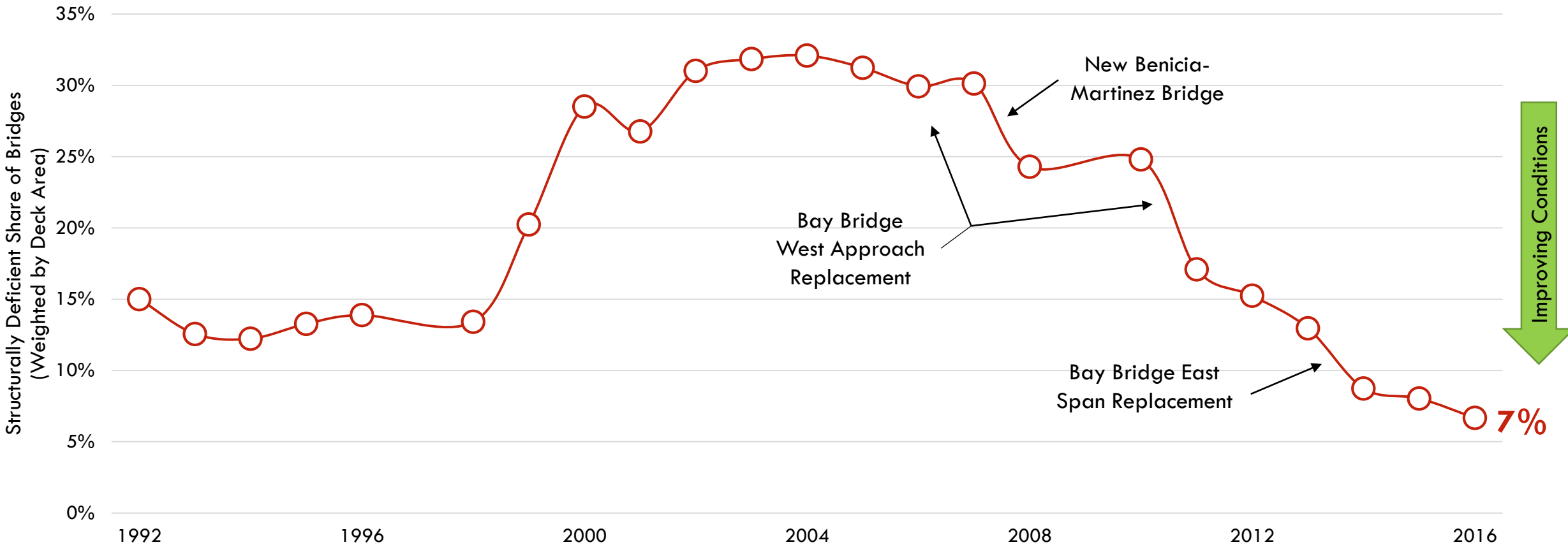
- 1 Traffic congestion is at record high levels, but jobs-housing imbalances are also playing a role in rising commute times.
- 2 Unlike prior decades where a shift to telecommuting powered the decline in auto mode share, public transit has made significant gains since 2010.
- 3 **The region has made significant progress in terms of state of good repair, especially for bridges but also for local streets and roads.**
- 4
- 5
- 6



REGIONAL PERFORMANCE

Investments in bridge replacement and rehabilitation are paying off – 2016 was the best year on record.

STRUCTURALLY DEFICIENT SHARE OF REGIONAL BRIDGES



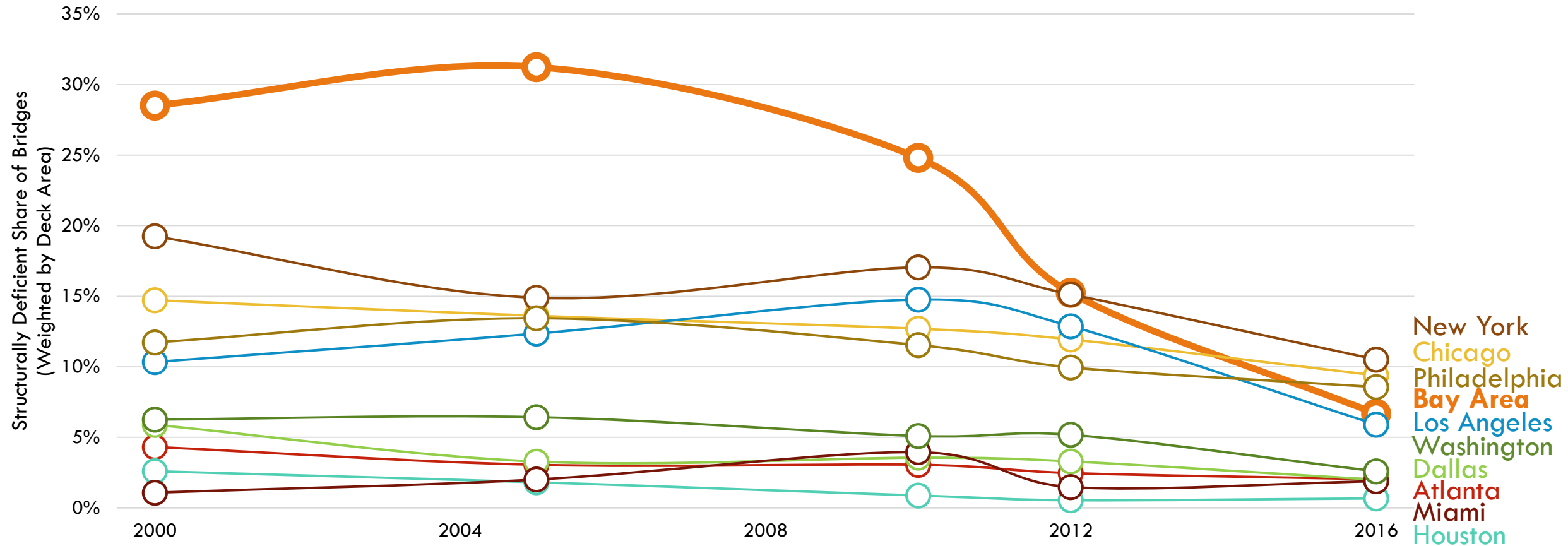
Source: FHWA National Bridge Inventory; Note: measure weighted by deck area



NATIONAL CONTEXT

The Bay Area has made the greatest progress in bridge maintenance of any major metro area.

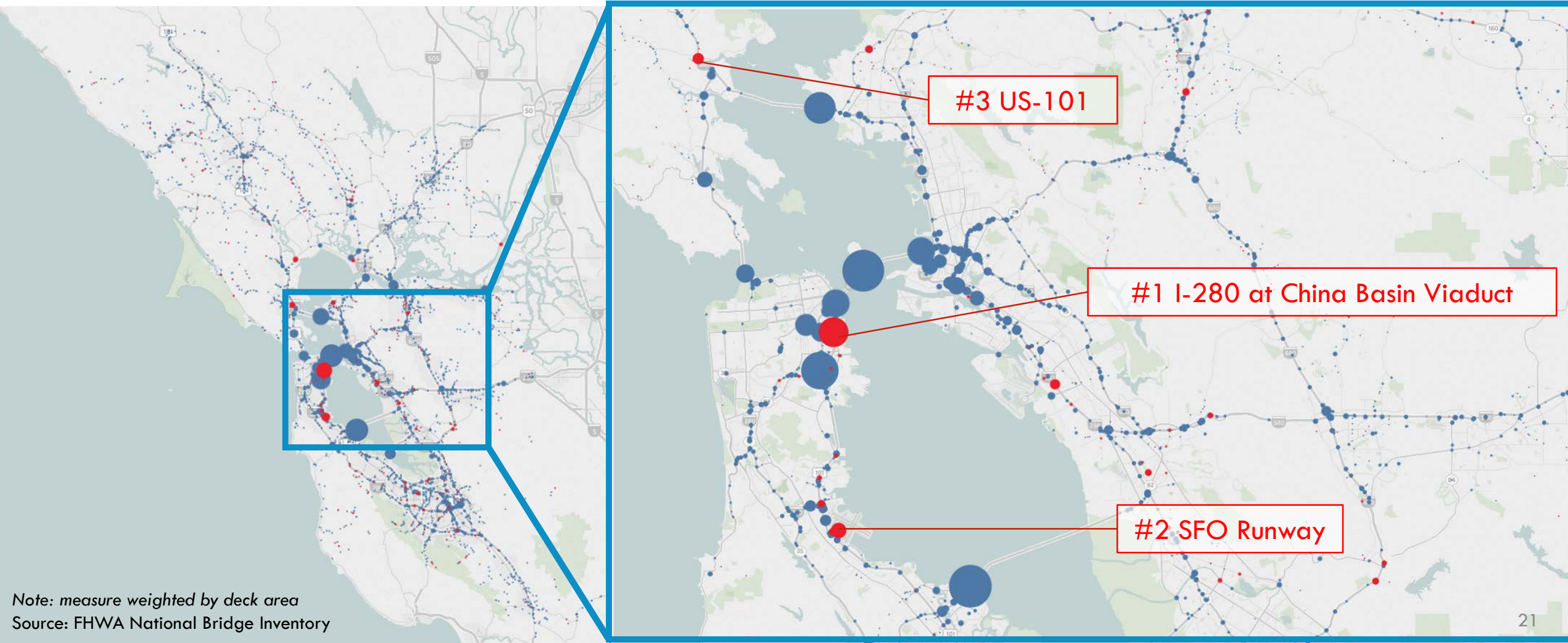
STRUCTURALLY DEFICIENT SHARE OF BRIDGES BY METRO AREA





LOCAL FOCUS

The largest structurally-deficient bridge remaining in the region is the China Basin Viaduct serving Interstate 280.



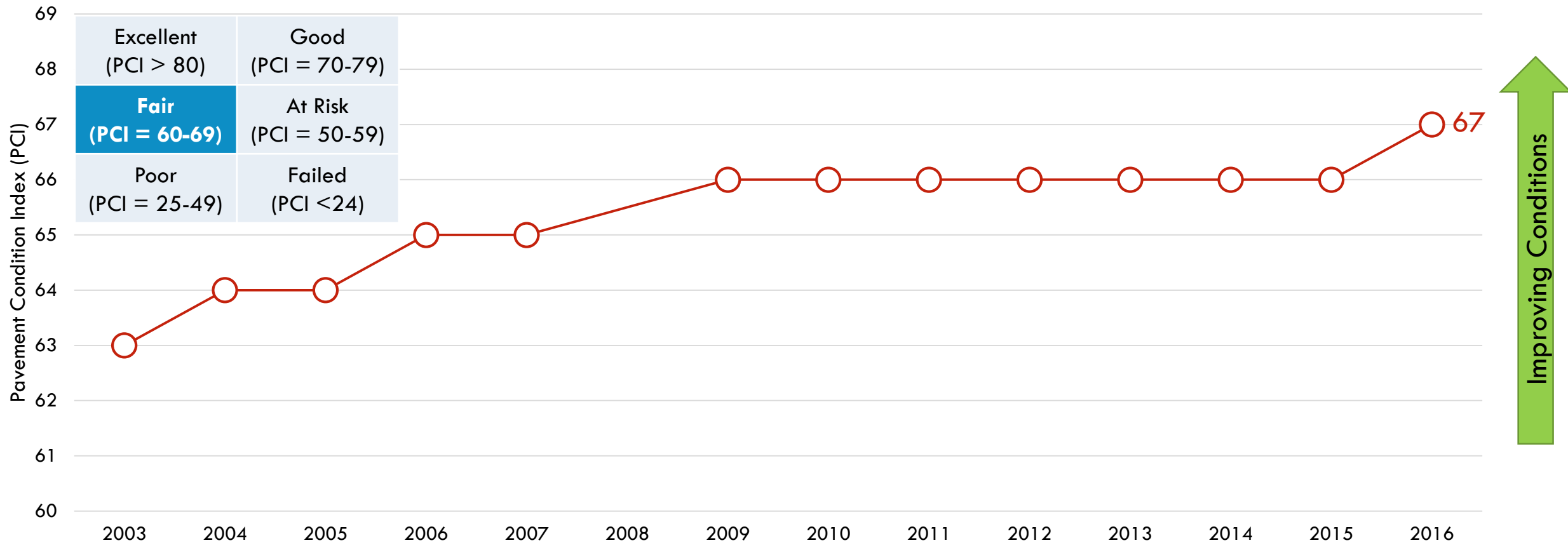
Note: measure weighted by deck area
Source: FHWA National Bridge Inventory



REGIONAL PERFORMANCE

The regional pavement condition index (PCI) ticked upward to 67 in 2016, after remaining flat at 66 for seven years.

REGIONAL PAVEMENT CONDITION INDEX



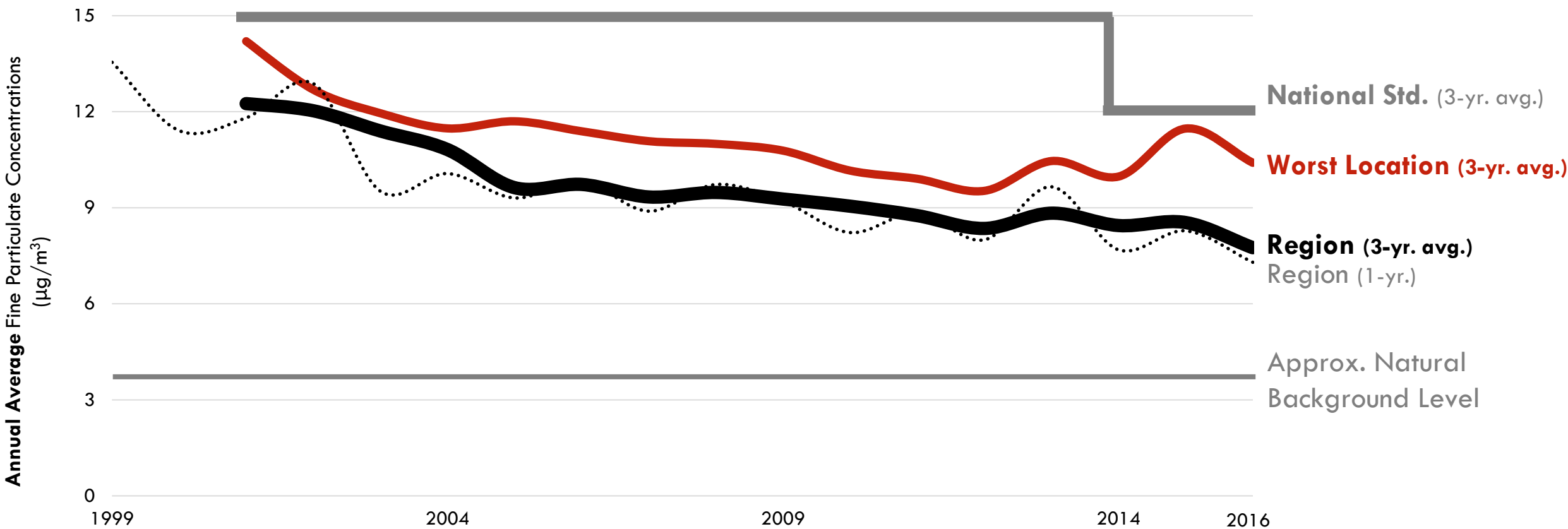
- 1 Traffic congestion is at record high levels, but jobs-housing imbalances are also playing a role in rising commute times.
- 2 Unlike prior decades where a shift to telecommuting powered the decline in auto mode share, public transit has made significant gains since 2010.
- 3 The region has made significant progress in terms of state of good repair, especially for bridges but also for local streets and roads.
- 4 The end of the years-long drought has resulted in improved air quality for both particulate matter and ozone.**
- 5
- 6



REGIONAL PERFORMANCE

Fine particulate levels in the Bay Area declined for both the entire region and at the worst sensor location in 2016.

REGIONAL PARTICULATE CONCENTRATIONS (ANNUAL AVERAGE)



Source: BAAQMD Air Quality Sensors, 2016

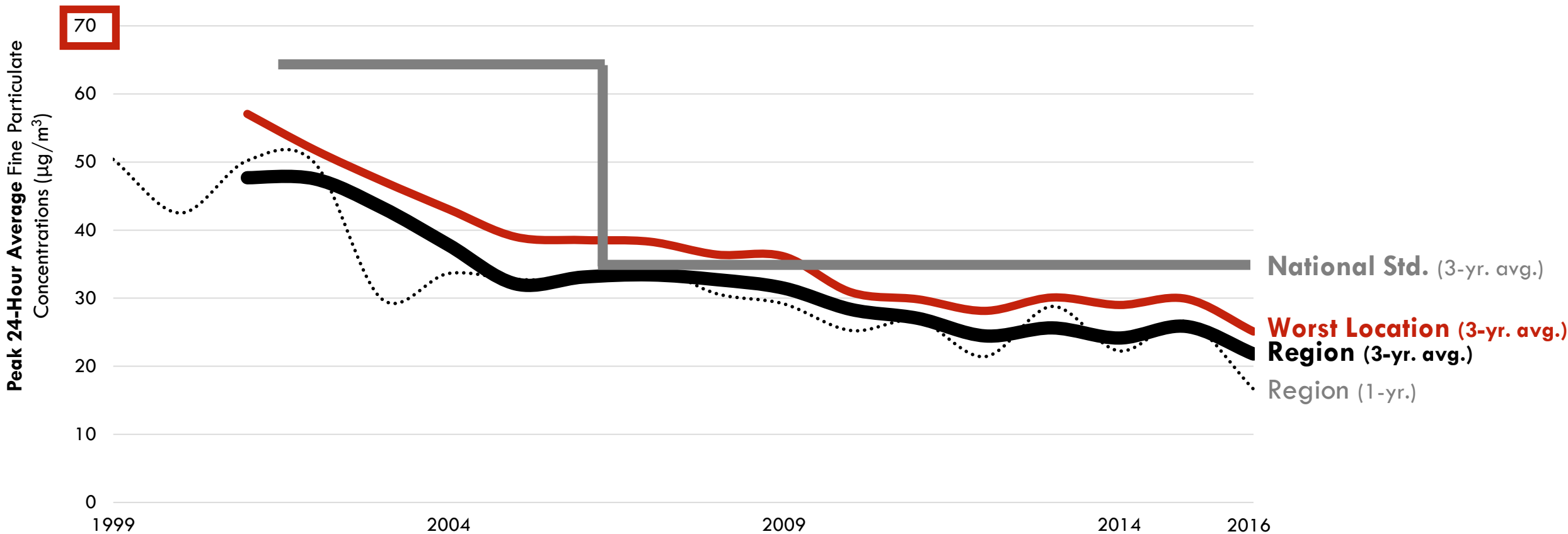
Note: regional data measures average concentration of 8 longstanding sensors with iterated 2-way ANOVA for interpolation



REGIONAL PERFORMANCE

Ever since 2010, the Bay Area no longer exceeds 98th percentile day particulate standards.

REGIONAL PARTICULATE CONCENTRATIONS (PEAK 24-HOUR AVERAGE)

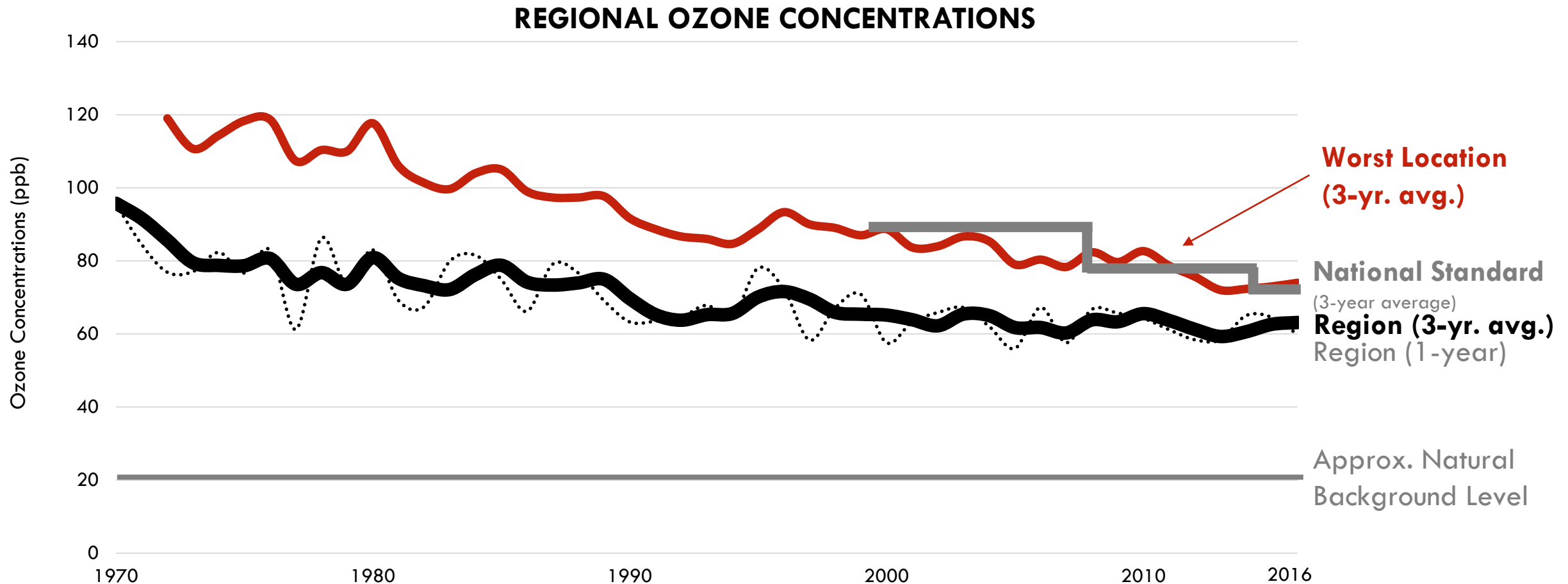


Source: BAAQMD Air Quality Sensors, 2016

Note: regional data measures average concentration of 8 longstanding sensors

REGIONAL PERFORMANCE

Ozone levels have declined significantly since the 1970s, but concentrations have increased between 2013 and 2016.



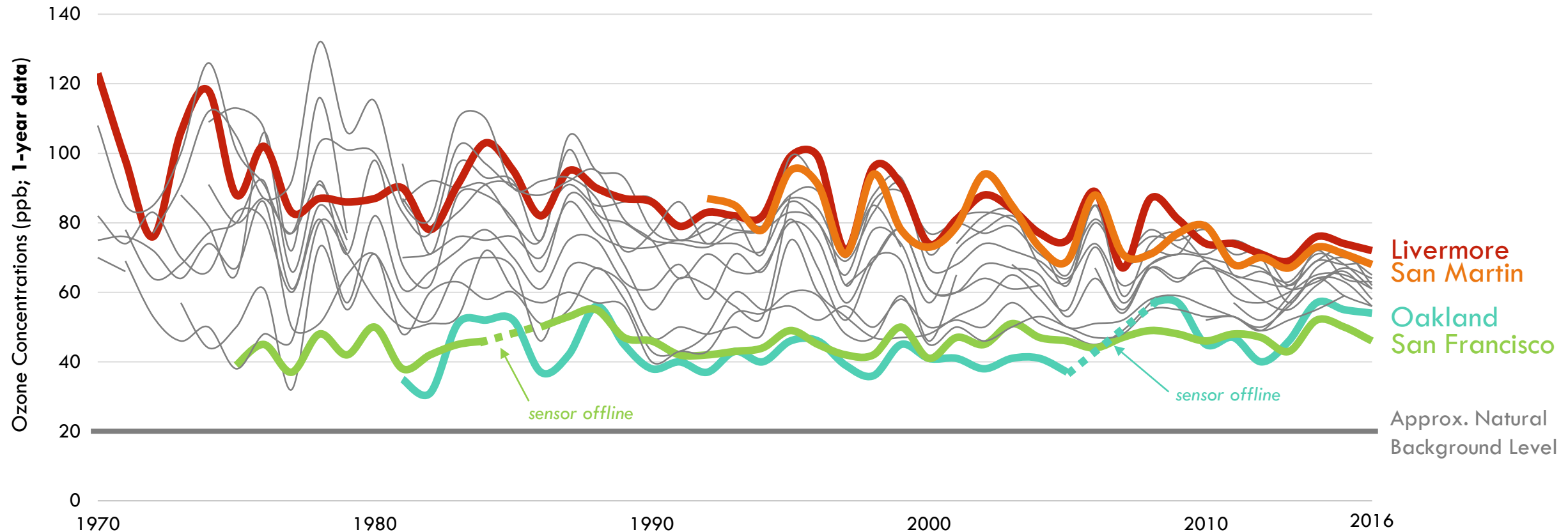
Source: BAAQMD Air Quality Sensors, 2016

Note: all measures reflect 8-hour peak concentration on 4th worst day of the year

LOCAL FOCUS

Oakland and San Francisco have consistently had below-average ozone levels since the 1970s.

OZONE CONCENTRATIONS AT SENSOR LOCATIONS (1-YEAR AVERAGE)



Source: BAAQMD Air Quality Sensors, 2016

Notes: all sensors reflect 8-hour peak concentration on 4th worst day of the year; minor sensor relocations are considered successors to the same sensor in graph above

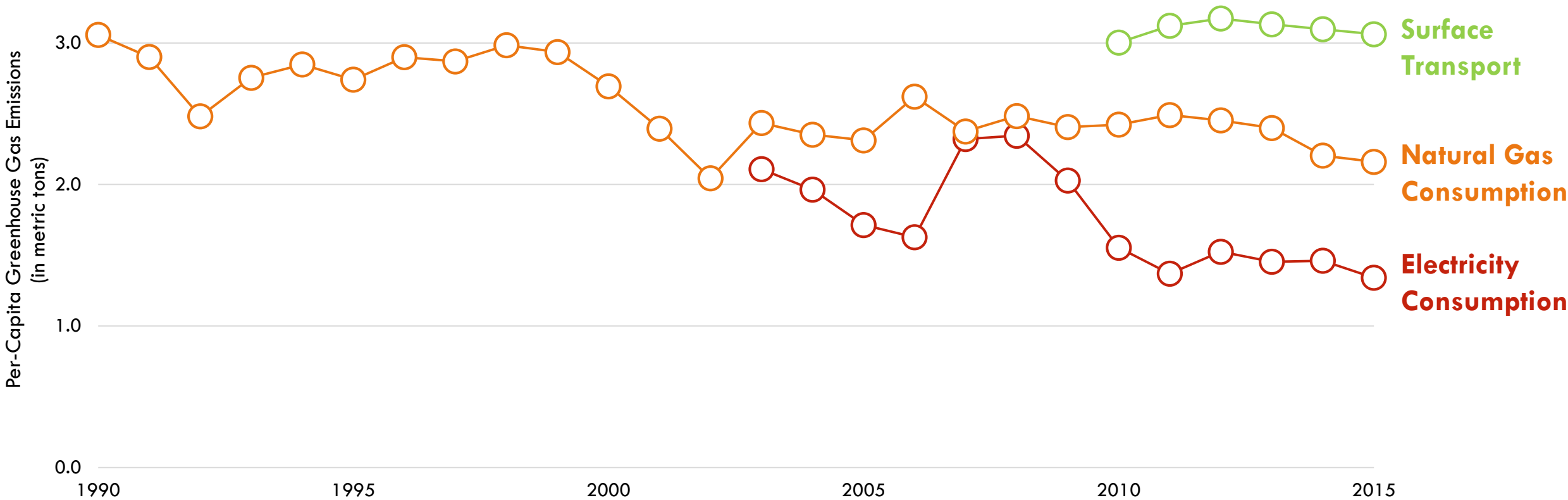
- 1 Traffic congestion is at record high levels, but jobs-housing imbalances are also playing a role in rising commute times.
- 2 Unlike prior decades where a shift to telecommuting powered the decline in auto mode share, public transit has made significant gains since 2010.
- 3 The region has made significant progress in terms of state of good repair, especially for bridges but also for local streets and roads.
- 4 The end of the years-long drought has resulted in improved air quality for both particulate matter and ozone.
- 5 **Per-capita greenhouse gas emissions are declining even as the Bay Area economy booms.**
- 6



REGIONAL PERFORMANCE

On a per-capita basis, all three primary sources of greenhouse gas emissions have declined in recent years.

REGIONAL PER-CAPITA GREENHOUSE GAS EMISSIONS FROM PRIMARY SOURCES



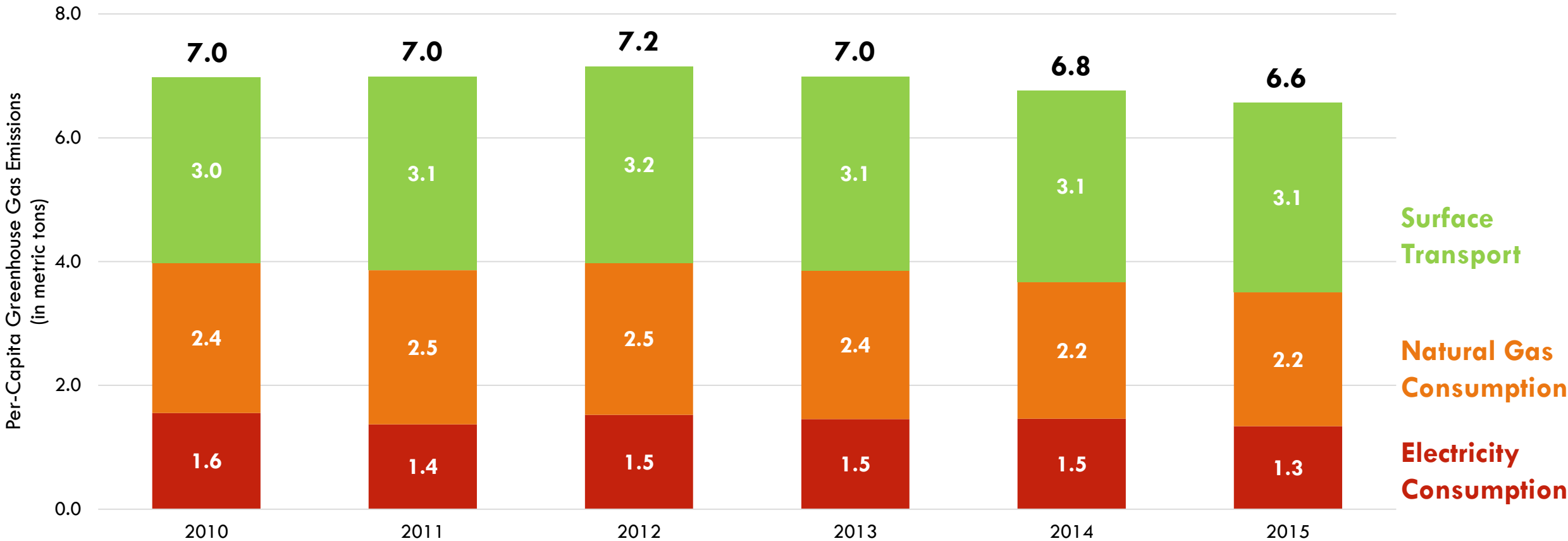
Source: California Energy Commission, 2015; Energy Information Administration, 2015; Pacific Gas & Electric, 2015; note: CCA emissions, if any, are not captured in this analysis



REGIONAL PERFORMANCE

Surface transportation remains the primary source of GHG emissions, declining at a slower rate than other sectors.

REGIONAL PER-CAPITA GREENHOUSE GAS EMISSIONS FROM PRIMARY SOURCES



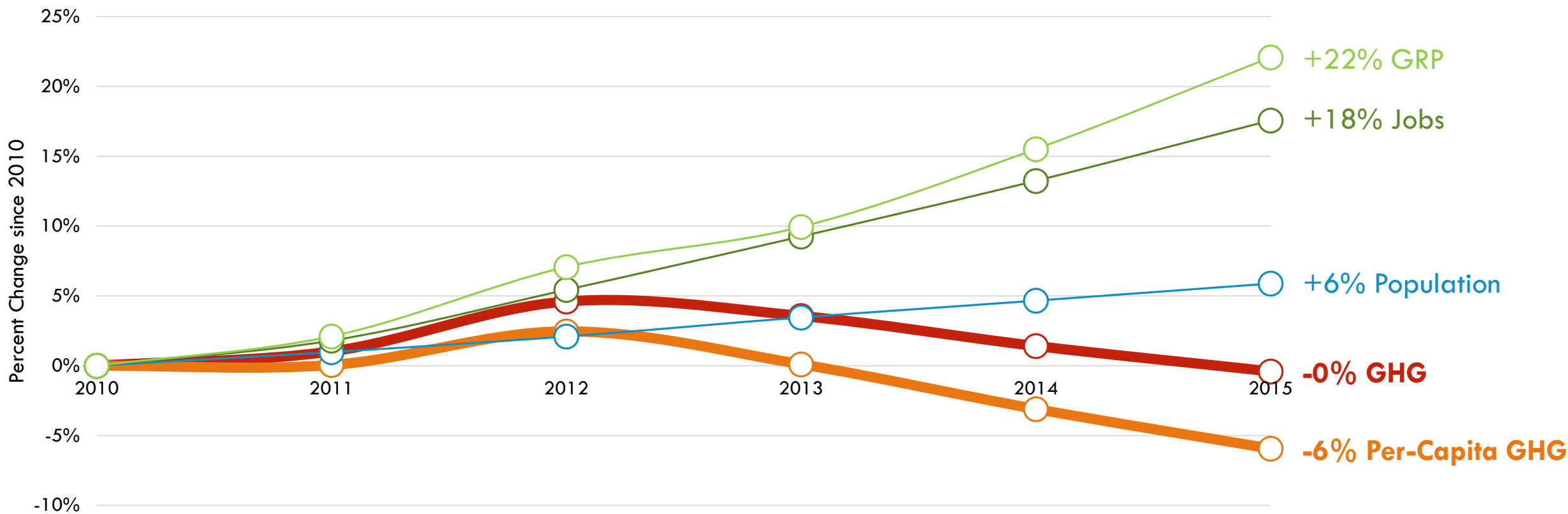
Source: California Energy Commission, 2015; Energy Information Administration, 2015; Pacific Gas & Electric, 2015; note: CCA emissions, if any, are not captured in this analysis



REGIONAL PERFORMANCE

Since 2012, the Bay Area has seen significant economic growth even as emissions have declined.

CHANGE SINCE 2010 – GREENHOUSE GAS EMISSIONS FROM PRIMARY SOURCES, POPULATION, JOBS AND GROSS REGIONAL PRODUCT

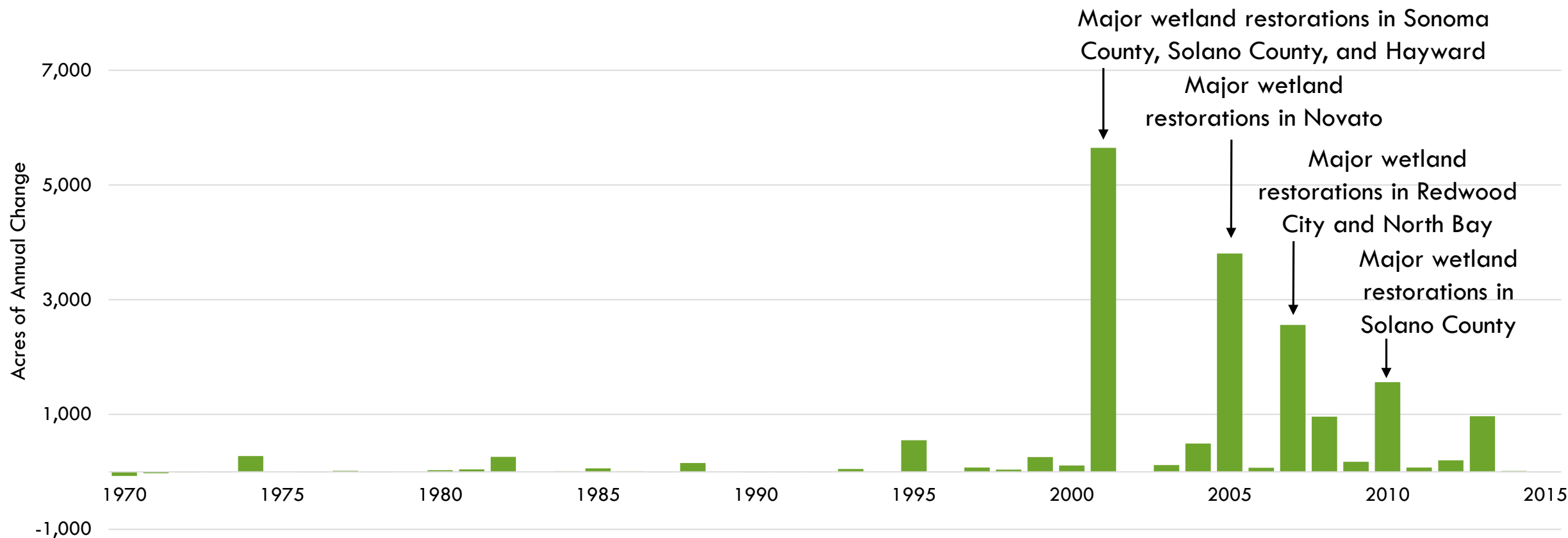


- 1 Traffic congestion is at record high levels, but jobs-housing imbalances are also playing a role in rising commute times.
- 2 Unlike prior decades where a shift to telecommuting powered the decline in auto mode share, public transit has made significant gains since 2010.
- 3 The region has made significant progress in terms of state of good repair, especially for bridges but also for local streets and roads.
- 4 The end of the years-long drought has resulted in improved air quality for both particulate matter and ozone.
- 5 Per-capita greenhouse gas emissions are declining even as the Bay Area economy booms.
- 6 **Based on new sea level rise forecasts, at least 200,000 Bay Area residents will be at risk of impacts by 2050, especially in Marin and Solano counties.**

REGIONAL PERFORMANCE

18,500 acres have been added to the Bay since 1969, in part due to major wetland restoration projects since 2000.

ANNUAL CHANGE IN SAN FRANCISCO BAY SURFACE AREA

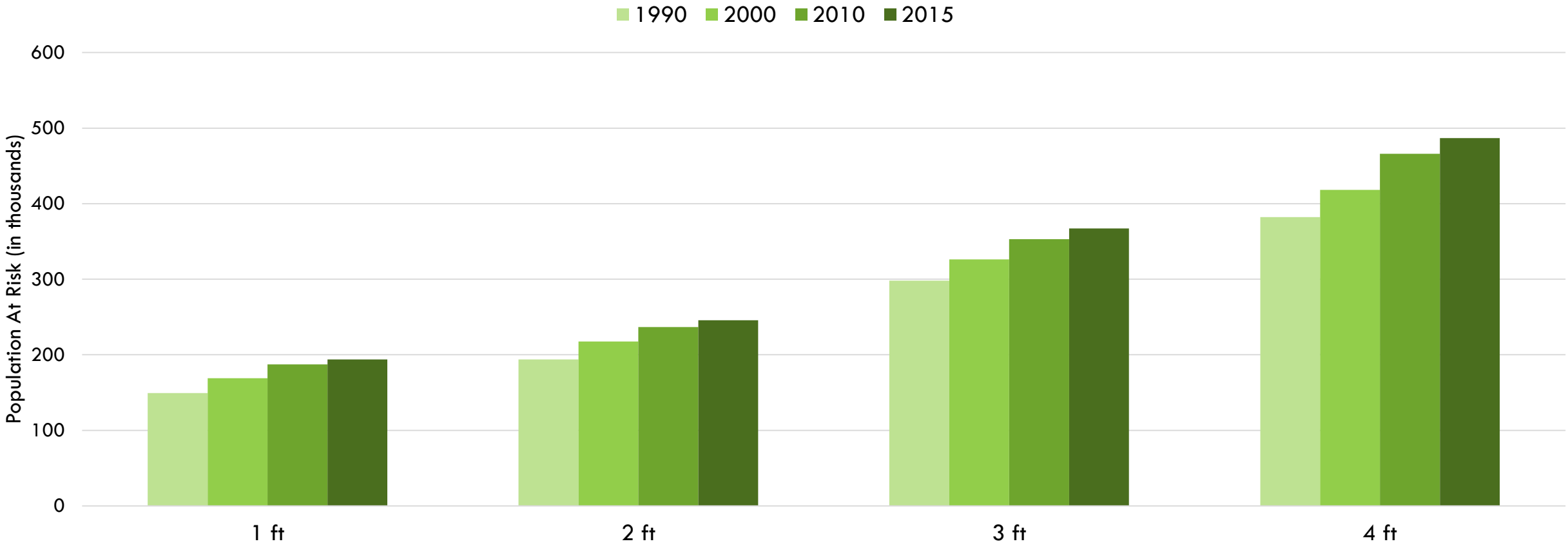




REGIONAL PERFORMANCE

The number of people living in areas at risk from sea level rise in the Bay Area has grown over time.

REGIONAL POPULATION VULNERABLE TO SEA LEVEL RISE BY SCENARIO

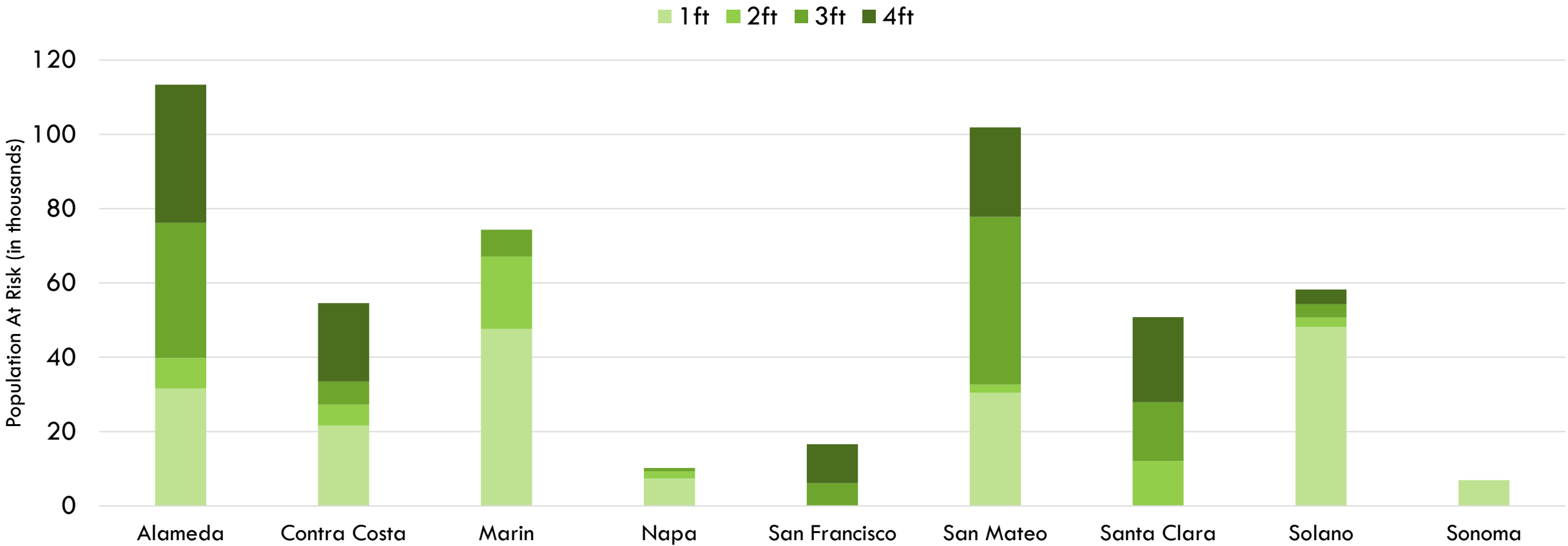




LOCAL FOCUS

Counties face varying levels of threat from sea level rise depending on the proximity of neighborhoods to the Bay.

2015 POPULATION VULNERABLE TO SEA LEVEL RISE BY COUNTY

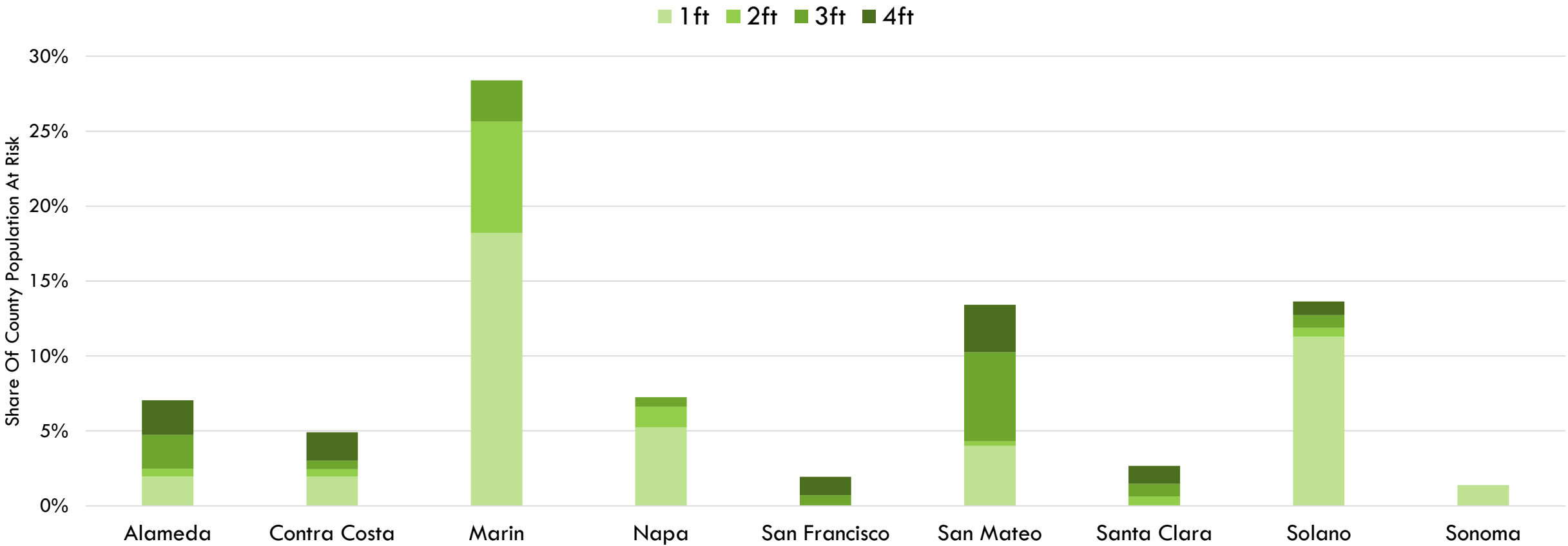




LOCAL FOCUS

Marin County faces the most disproportionate amount of risk due to its large share of neighborhoods close to the Bay.

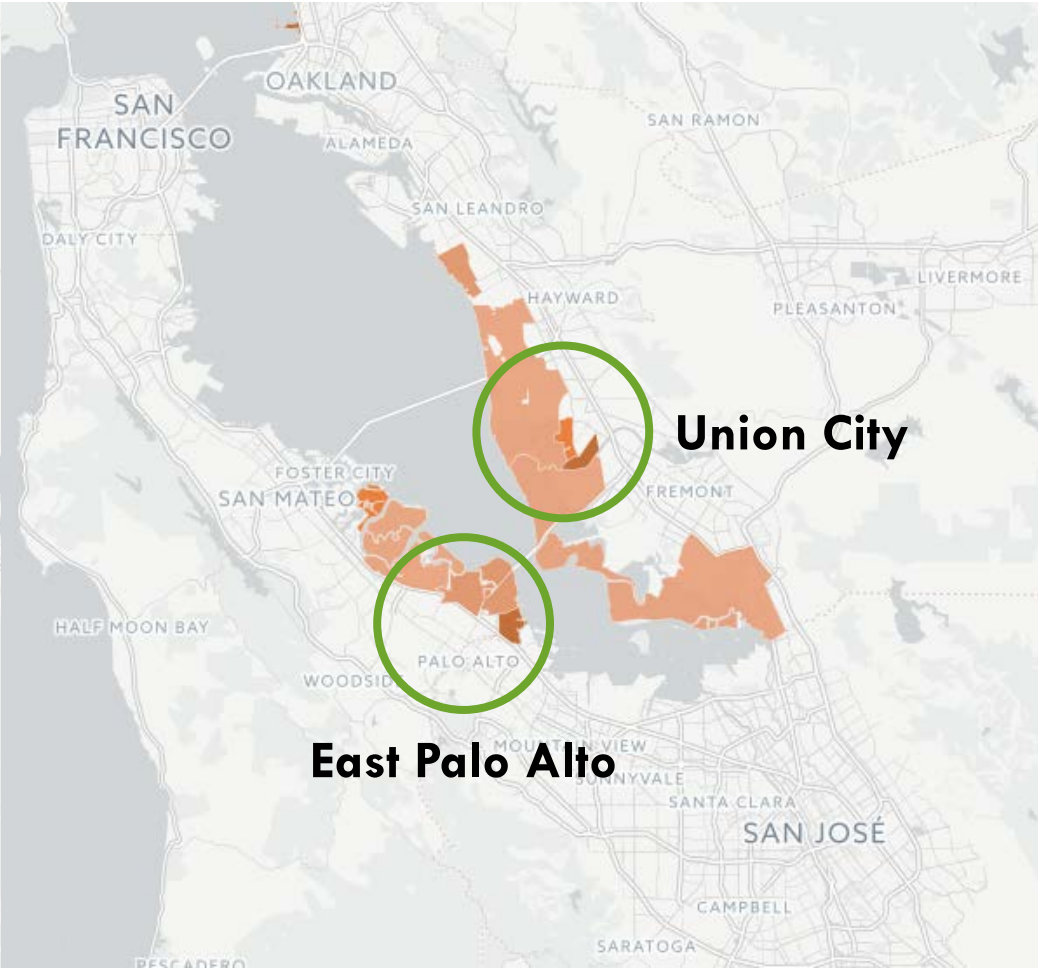
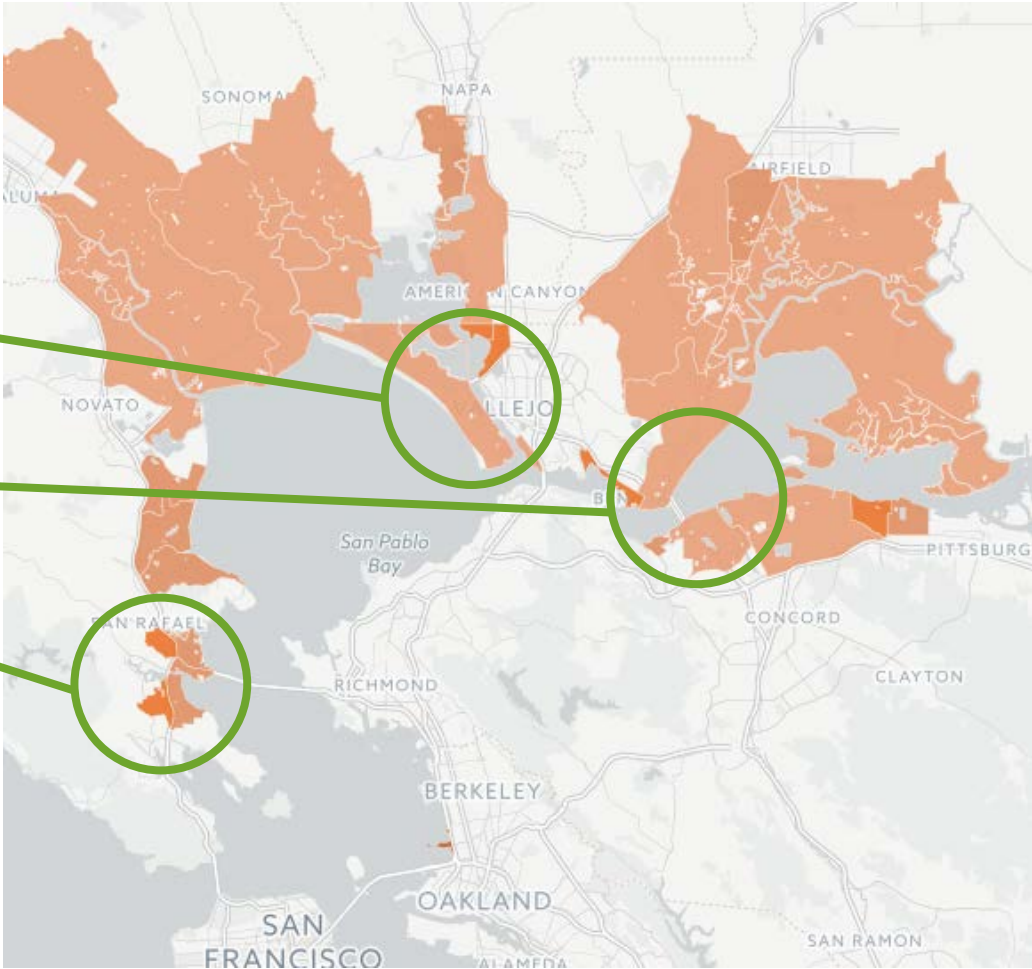
SHARE OF 2015 POPULATION VULNERABLE TO SEA LEVEL RISE BY COUNTY





LOCAL FOCUS

Even under a one-foot sea level rise scenario, several communities would experience significant adverse impacts.



Vallejo

Benicia & Martinez

San Rafael

**At Risk
with 1-Foot
SLR**

Union City

East Palo Alto

VITAL SIGNS

WHAT'S NEXT?



LATE SUMMER 2017 – TRANSPORTATION/ENVIRONMENT RELEASES
2018 AND BEYOND – INCORPORATE FEDERAL TARGETS
INTEGRATE WITH 2021 PLAN FRAMEWORK

David Vautin, MTC/ABAG – dvautin@mtc.ca.gov
Henry Hilken, BAAQMD – hhilken@baaqmd.gov
Lindy Lowe, BCDC – llowe@bcdc.ca.gov

MTC

ABAG

BAAQMD

BCDC

BARC





Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #:	17-2796	Version:	1	Name:	
Type:	Report	Status:		Informational	
File created:	8/8/2017	In control:		Policy Advisory Council	
On agenda:	9/13/2017	Final action:			
Title:	Senate Bill 595 (Beall) - Regional Measure 3 (30 minutes)				

Update on a proposed ballot measure under which voters could consider a bridge toll increase to fund congestion-relief projects and improve mobility in the bridge corridors.

Sponsors:

Indexes:

Code sections:

Attachments: [06 Senate Bill 595 \(Beall\) – Regional Measure 3.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Senate Bill 595 (Beall) - Regional Measure 3
(30 minutes)

Update on a proposed ballot measure under which voters could consider a bridge toll increase to fund congestion-relief projects and improve mobility in the bridge corridors.

Presenter:

Rebecca Long, MTC Staff

Recommended Action:

Information

Attachments



METROPOLITAN
TRANSPORTATION
COMMISSION

Agenda Item 6
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

DATE: September 6, 2017

FR: Rebecca Long, MTC

RE: Senate Bill 595 (Beall) – Regional Measure 3

Background

As you know, Senate Bill 595 (Beall) – which authorizes the Bay Area Toll Authority (BATA) to place on the ballot a toll increase of up to \$3 on the region's seven state-owned toll bridges (commonly referred to as Regional Measure (RM) 3 – is in the final stages of the legislative process. At the time this memo was finalized, the bill was awaiting action on the Assembly Floor. The bill was amended on September 5, 2017 after approval by the Assembly Appropriations Committee to address a number of concerns, including the following changes sought by MTC, including:

1. Authorize a FasTrak® discount to incentivize greater use of the region's electronic toll payment system;
2. Allow that any funds available from the toll increase that are not needed for the RM 3 expenditure plan set forth in the bill may be used for bridge rehabilitation and maintenance;
3. Provide flexibility as to when the election is held, but limit it to a primary or general election;
4. Allow for a "back-up" plan to avoid leaving funds unallocated if a project has savings or encounters insurmountable obstacles; allow toll revenue assigned to a specific project to be reduced or reassigned within the same bridge corridor, similar to RM 2;
5. Allow BATA to adjust the amount of funding assigned to projects on a pro-rata basis in the event that the toll increase is less than \$3 since the dollar amounts identified in the bill are based on the assumed funding availability from a \$3 increase; and.
6. Add funding for Clipper® 2.0 (\$50 million) from an additional \$200 million in capital funds that BATA identified as available.

The Commission also directed staff to seek greater geographic balance in the expenditure plan to increase funding in areas where the proposed investment levels are lower on a per toll payer basis. Further amendments are expected that would assign an additional \$150 million available and adjust the level of funding assigned to some projects so as to make additional funds available for projects benefiting Alameda and Contra Costa counties. Those changes are expected to be incorporated into the bill by Friday, September 8.

The attached PowerPoint provides additional details on the bill in print as of September 5, 2017.

Attachment:

- Attachment A: PowerPoint



Regional Measure 3 Update

Policy Advisory Council

September 13, 2017



RM3 Status Update

- Senate Bill 595 (Beall) would authorize the Bay Area Toll Authority to place on the ballot a toll increase up to \$3.
- Amendments were planned to be made on September 8, 2017.
- Those amendments include detailed project descriptions, some additional projects and adjustments to the funding levels provided in the July 19 version for a \$4.4 billion expenditure plan.
- In addition, a number of amendments were made to incorporate policy changes sought by MTC.



SB 595 Expenditure Plan Summary

PROGRAM CATEGORY	\$3 Toll Funding (in millions)	Percent of Capital Funding
Operating Program	\$60/year	--
Regional Capital Program	\$1,965	44%
Corridor-Based Capital Program	\$2,485	56%
Grand Total Capital Program	\$4,450	100%



Annual Operating Funding

OPERATING PROGRAM	Annual Amount \$60 million
ALL CORRIDORS	
Transbay Terminal	\$5
• Ferries (ramps up over five years)	\$35
Regional Express Bus	\$20



RM3 Capital Program

REGIONAL	\$3 Toll Project Amount (\$ millions)
BART Expansion Cars	500
Bay Area Corridor Express Lanes	300
Goods Movement and Mitigation	160
San Francisco Bay Trail / Safe Routes to Transit	150
Ferry Enhancement Program	300
BART to Silicon Valley, Phase 2	375
Sonoma-Marín Area Rail Transit (Extension to Windsor & Healdsburg)	40
Capitol Corridor	90
<i>Clipper (new)</i>	<i>50</i>
Subtotal	1,965



RM3 Capital Program

CENTRAL CORRIDOR (SF-Oakland Bay Bridge)		\$3 Toll Project Amount (\$ millions)
Caltrain Downtown Extension		325
Muni Fleet Expansion and Facilities		140
Core Capacity Transit Improvements		140
AC Transit - Rapid Bus Corridor Improvements		100
Transbay Rail Crossing		50
<i>Interstate 80 Transit Improvements</i>		25
Subtotal		780



RM3 Capital Program

SOUTH CORRIDOR (San Mateo-Hayward, Dumbarton)		\$3 Toll Project Amount (\$ millions)
Tri-Valley Transit Access Improvements		100
Eastridge to BART Regional Connector		130
San Jose Diridon Station		100
Dumbarton Corridor Improvements		130
Highway 101/State Route 92 Interchange		50
<i>Interstate 680/State Route 84 Interchange</i>		85
<i>Interstate 680/Route 262 Freeway Connector</i>		15
Subtotal		610



RM3 Capital Program

\$3 Toll Project Amount (\$ millions)	
NORTH CORRIDOR (Richmond-San Rafael, Benicia-Martinez, Carquinez, Antioch)	
Contra Costa Interstate 680/State Route 4 Interchange Improvements	210
Highway 101-Marin/Sonoma Narrows	120
Solano I-80/680/SR 12 Interchange Improvements	150
Interstate 80 Westbound Truck Scales	105
State Route 37 Improvements	100
San Rafael Transit Center	30
Richmond-San Rafael Bridge Access Improvements	210
North Bay Transit Improvements	100
SR 29 (South Napa County)	20
<i>Continued...</i>	



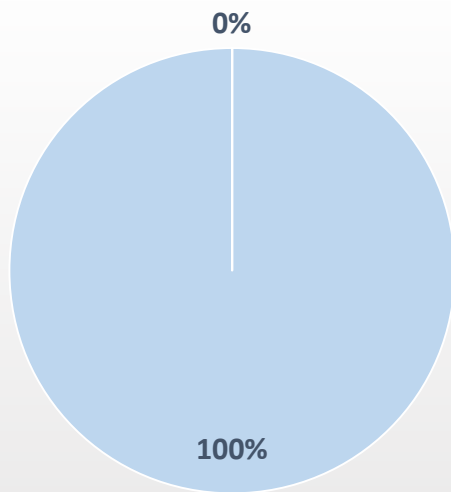
RM3 Capital Program

NORTH CORRIDOR (Cont'd)		\$3 Toll Project Amount (\$ millions)
East Contra Costa County Transit Intermodal Station		15
Byron Highway Vasco Road Airport Connector		10
Vasco Road Safety Improvements		15
I-680 Transit Improvements		10
Subtotal		1,095
Total all corridor-based programs		2,485
Grand total capital program		4,450



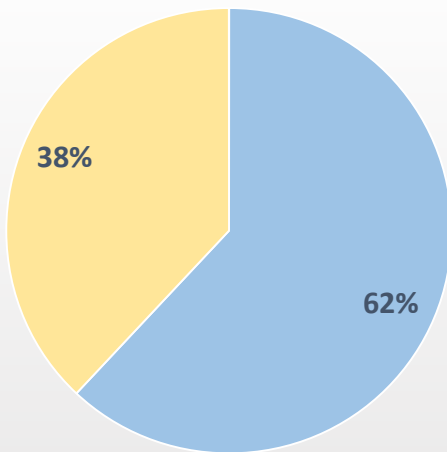
Voter Approved Bridge Toll Investments: Operating vs Capital

RM1
Capital vs. Operating



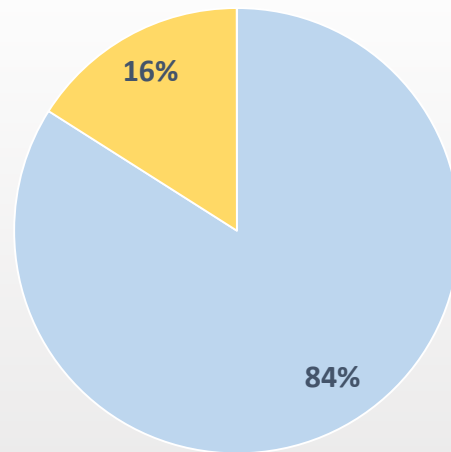
■ Capital ■ Operating

RM2
Capital vs. Operating



■ Capital ■ Operating

RM3
Capital vs. Operating



■ Capital ■ Operating



Latest Amendments to SB 595

- **FasTrak® Discount.** Authorize a financial incentive for more people to pay tolls via FasTrak to reduce delay at toll plazas and toll collection administrative costs.
- **Use of Toll Revenue from Indexing.** Specifies that any funds generated from an indexing of the tolls could be spent on bridge rehabilitation/maintenance as well as supplemental funds for RM 3 projects.
- **Election Date.** Deletes reference to November 2018 to provide flexibility on when vote is held.
- **Back-up Plan.** To avoid leaving funds unallocated if a project has savings or encounters insurmountable obstacles, allows toll revenue assigned to a specific project to be reduced or reassigned within the same bridge corridor, similar to RM 2.

Latest Amendments to SB 595 (cont'd)

- **Clipper 2.0 Funding.** Provides \$50 million to fund Clipper 2.0, the next generation of the region's transit fare collection system.
- **Pro Rata Expenditure Plan Adjustment.** In the event that a \$3 toll increase is determined to be infeasible at the ballot, the bill allows for a pro rata adjustment to the expenditure plan to account for a lower toll increase.
- **BART Inspector General.** The bill establishes a new office at BART to report to their board and oversee use of bridge tolls and other funds within BART, to be nominated by the board and appointed by the Governor for a four-year, renewable term.
- **Two-bridge Discount.** The bill requires a 50% discount (on RM 3 toll increment) for toll payment on second bridge.

Next Steps

- The bill is expected to be voted on by the Assembly and Senate the last week of session, which concludes on September 15.
- The Governor has 12 days to sign or veto the bill if it is transmitted before the final day of session, or until October 15 if it is received after September 15 (most likely). If he does not sign or veto the bill within this timeframe, it will become law without his signature.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 17-2832 **Version:** 1 **Name:**
Type: Report **Status:** Informational
File created: 8/29/2017 **In control:** Policy Advisory Council
On agenda: 9/13/2017 **Final action:**
Title: Update on Next-Generation Clipper® (C2) Public Engagement
(20 minutes)

Update on C2 Public Engagement.

Sponsors:

Indexes:

Code sections:

Attachments: [07_Next_Generation_Clipper_Public_Engagement.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Update on Next-Generation Clipper® (C2) Public Engagement
(20 minutes)

Update on C2 Public Engagement.

Presenter:

Lysa Hale, MTC Staff

Recommended Action:

Information

Attachments



METROPOLITAN
TRANSPORTATION
COMMISSION

Agenda Item 7
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

DATE: September 6, 2017

FR: Lysa Hale, MTC

RE: Update on Next-Generation Clipper® (C2) Public Engagement

Background

Phase 1 of the C2 public engagement effort was completed in 2014-15 and included an online opt-in survey, stakeholder interviews, presentations at advisory group meetings, and opportunities for email and phone comments. It included creation of the futureofclipper.com website in four languages as the resource for public engagement opportunities for Clipper®. The goal of C2 public engagement activities is to solicit input from a wide variety of audiences regarding what they would like in the next generation of Clipper®.

Phase 2 Spring 2017 Activities

In spring 2017, MTC began a new cycle of C2 public engagement, providing multiple opportunities for members of the public to provide feedback. They included:

- **Public Comment on Draft Request for Proposal (RFP):** MTC released a draft RFP for the vendor that will serve as system integrator, responsible for coordinating all vendors delivering the new system. MTC invited the payments industry to comment on the draft before releasing the final version and opened the comment opportunity to members of the public from February 27 to April 3, 2017. MTC prepared a summary of characteristics of the draft RFP in English, Spanish, Chinese, and Vietnamese. More than 100 people submitted comments; the most commented-on topics addressed fare policy or program features such as real-time add-value transactions, integration with other programs (such as tolls or bikeshare), other fare media (like mobile phones), and contracting procedures. Those related to program features are generally addressed in the RFP.
- **Online Opt-In Survey:** MTC's online survey for customers to provide input on the next generation of Clipper® opened on April 17 and closed on June 1, 2017. MTC received more than 8,735 responses to the online opt-in survey regarding the public's preferences about the future of Clipper®. Following are highlights of the most frequent answers:

Awareness and Use of Clipper®

Awareness	
Very aware	78%
Somewhat aware	11%
Usage	
Use Clipper® frequently	73%
Use Clipper® occasionally	12%

Reasons for not using Clipper® (multiple answers allowed, asked of those who never used or don't use)	
Not sure where or how to get account or card	26%
Do not use transit frequently enough	22%
Cannot afford to prepay fares	13%
Preferred ways to add value (two answers allowed)	
Ticket machine	45%
Online	29%
Autoload	28%
Preferred ways to resolve customer service issues	
Research on company's website	35%
Call to talk to a person	26%
Email customer service	14%

In addition, respondents were asked to choose between pairs of features to determine relative importance:

Option 1 Self-serve kiosks where you can get information, purchase cards and add value were more appealing	58%
Option 2 Staffed in-person customer service center where you can get the same services plus account assistance	18%
No preference	18%
Option 1 A SINGLE Clipper®-only payment method like a Clipper® card or a Clipper® mobile app to pay for MANY transportation services (transit, bikeshare, parking, tolls, etc.)	53%
Option 2 A CHOICE of methods – a Clipper® card or mobile app, but also digital wallets and credit cards that you use for other purchases– to pay for ONE OR TWO transportation services	27%
No preference	13%
Option 1 Use Clipper® for many transportation services (transit, parking, bikeshare, tolls, etc.)	54%
Option 2 Earn rewards by using Clipper®	29%
No preference	10%
Option 1 Pay with mobile app with faster boarding	35%
Option 2 Pay by with Apple Pay, Google Wallet, or similar digital wallet	24%
No preference	33%
Option 1 See how much I am being charged for a transportation service each time I tag	45%
Option 2 Have quick access to my current account balance via an app	33%
No preference	15%

Phase 2 Summer and Fall 2017 Activities

Current and upcoming activities in the C2 public engagement process include stakeholder outreach (see Attachment A for more detail on topics to be explored through stakeholder outreach) and a survey of non-Clipper® customers to better understand who is still paying with other methods and why.

Attachment:

- Attachment A: C2 Stakeholder Interview/Meeting Topics

C2 Stakeholder Interview/Meeting Topics

- Transit benefits (from employer perspective)
 - What is the current employer experience?
 - What are the biggest pain points for employers?
 - What improvements would they like to see?
 - How important is the ability to customize cards?
 - How does managing transit benefits compare to managing other employer benefits like health savings accounts? What works well and what doesn't work well?
 - How would they like to be able to manage their transit benefit program for their employees?
- Community-based organizations and social service agencies and serving low-income individuals
 - How do their clients use and pay for transit?
 - Do they provide subsidized transit rides/passes? If so, how do they do this?
 - What are challenges with the current available services?
 - Do they need anything special with regard to cards?
 - How do the needs and challenges vary for various clients (e.g., youth, seniors, disabled, low-income, limited English-proficient, etc.)?
 - What would they like to see? How would they like to be able to manage this type of program for their clients?
 - Do they manage other programs for their clients online? If so, how well do those programs work? What works well and what doesn't work well?
- Accessibility issues
 - How do clients of accessibility service and advocacy organizations use transit?
 - How do their clients pay for transit?
 - What are the primary challenges their clients face with transit fare payment?
 - How do these challenges vary by type of disability?
 - Do they provide subsidized transit value/passes? If so, how do they do this?
 - What would they like to see?
 - How would they like to be able to manage this type of program for their clients?
 - Do they manage other programs for their clients online? If so, how well do those programs work? What works well and what doesn't work well?
 - Are there certain improvements to Clipper® that would benefit most customers with disabilities?
 - How could the RTC and Clipper® programs work better together, especially in consideration of privacy issues?
 - What issues do customers currently have paying for paratransit?
 - What are pitfalls that Clipper® needs to be sure to avoid?



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #:	17-2788	Version:	1	Name:	
Type:	Report	Status:		Informational	
File created:	8/2/2017	In control:		Policy Advisory Council	
On agenda:	9/13/2017	Final action:			
Title:	Staff Liaison Report (5 minutes)				

Relevant MTC policy decisions and other activities.

Sponsors:

Indexes:

Code sections:

Attachments: [08_Staff_Liaison_Report.pdf](#)

Date	Ver.	Action By	Action	Result
------	------	-----------	--------	--------

Subject:

Staff Liaison Report
(5 minutes)

Relevant MTC policy decisions and other activities.

Presenter:

Ursula Vogler, MTC Acting Staff Liaison

Recommended Action:

Information

Attachments



METROPOLITAN
TRANSPORTATION
COMMISSION

Agenda Item 8

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: Ursula Vogler, Acting Staff Liaison
RE: Staff Liaison Report – September 2017

DATE: September 6, 2017

W.I. 1114

Policy Advisory Council Applications Received

The advisor selection process is underway, and staff anticipates the Commission will appoint the 2017-2021 Policy Advisory Council at its October Legislation Committee and Commission meetings. The new Policy Advisory Council members will be announced prior to the November 8th Council meeting.

Shuttle Canceled

The shuttle from BART to the Bay Area Metro Center has been cancelled. For information on transit options to the Bay Area Metro Center go to, <http://mtc.ca.gov/about-mtc/contact-us/directions>.

Plan Bay Area 2040 Adopted

The Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) adopted Plan Bay Area 2040 on July 26, 2017. This culminates a three-year process of plan development and intensive public outreach. The second such regional housing and transportation plan adopted by MTC and ABAG, Plan Bay Area 2040 is a long-range blueprint to guide transportation investments and land-use decisions through 2040, while meeting the requirements of California's landmark 2008 Senate Bill 375, which calls on each of the state's 18 metropolitan areas to develop a Sustainable Communities Strategy to accommodate future population growth and reduce greenhouse gas emissions from cars and light trucks.

The Action Plan portion of Plan Bay Area 2040 also focuses on economic development, particularly improving transportation access to jobs, increasing middle-wage job creation and maintaining the region's infrastructure. Another focus of the Action element is resilience in terms of enhancing climate protection and adaptation efforts, strengthening open space protections, creating healthy and safe communities, and protecting communities against natural hazards.

The draft Plan and approved revisions can be viewed at <http://2040.planbayarea.org/reports>. The final report integrating the comments will be available in the coming weeks at the same location.

To read the full story go to: <http://www.planbayarea.org/>.

– more –

CASA – The Committee to House the Bay Area

CASA brings together 46 leaders from every conceivable sector across the Bay Area to build an actionable political consensus around increasing housing production at all levels of affordability, preserving existing affordable housing, and protecting vulnerable populations from housing instability and displacement.

CASA will be co-chaired by Fred Blackwell, CEO of the San Francisco Foundation, whose community foundation gives millions of dollars a year to improve life in the Bay Area; Leslye Corsiglia, executive director of [SV@Home](#), the voice of affordable housing in Silicon Valley; and Michael Covarrubias, chairman and CEO of TMG Partners, a developer focused on urban infill projects in the Bay Area. Key advisors to CASA include Estolano LeSar Perez Advisors, as well as the University of California, Berkeley. The effort will also be supported by staff at MTC/ABAG, who will be serving as CASA's hosts and conveners. The steering committee for CASA – which includes Commissioners Cortese, Liccardo, Mackenzie, Pierce and Schaaf – will meet for the first time directly after the Commission meeting on September 27th.

Over the next 16 months, CASA will work to develop a Regional Housing Implementation Plan for the nine Bay Area counties. The plan is expected to include innovative financing strategies, state and local legislation, and recommendations to address the current regulatory environment, with a final report slated for release in October 2018.

To read the full story go to:

<http://mtc.ca.gov/our-work/plans-projects/casa-committee-house-bay-area>.

Bay Area's Popular 511 Phone Service Now Available in Spanish

MTC announced the addition of a fully-interactive Spanish language voice recognition and response system to the Bay Area's 511 phone system. This latest expansion of the toll-free 511 traveler information service allows Spanish-speaking drivers, carpoolers and transit riders to access all the options that have been used more than 80 million times by English-speaking callers. Spanish-speaking callers who are planning a trip or already on the go can now simply dial 511 and then press *3 to enter into Spanish mode, and then navigate through a state-of-the-art speech recognition system to access all of 511's interactive tools, including real-time transit departure times, traffic conditions, current driving times, and real-time parking availability. As with English, the Spanish service also provides callers with important traveler information and free transfers to 511 Freeway Assist, Clipper®, FasTrak®, public transit and paratransit agency call centers, and more.

To read the full story go to:

<http://mtc.ca.gov/whats-happening/news/bay-areas-popular-511-phone-service-now-available-spanish>.

MTC and ABAG

There is a new web portable for access to both the MTC and ABAG website:

www.bayareametro.gov. In addition, the staff e-mail addresses now have the same domain name, as in: uvogler@bayareametro.gov. However, the previous e-mail addresses work as well. Stay tuned for more changes in the months ahead.

Executive Director's Report

The following items are excerpts from the July 2017 Executive Director's Report to the Commission. Read the report in its entirety at:

<http://www.mtc.ca.gov/whats-happening/news/executive-directors-report>.

- **Cap & Trade Agreement – July 17, Sacramento**

The Legislature has passed a 10-year extension of the state's cap & trade program through 2030 by the requisite two-thirds vote margin. In testimony before a state senate committee, Governor Brown called the measure "the most important vote of your life".

- **ABAG Executive Board Meeting – July 20, San Francisco**

I thought the Commission would be interested to know that I attended my first set of ABAG committee and board meetings last week since the staff consolidation on July 1st. Commissioner Pierce presided over the board meeting, where the major item of business was the process underway to stand up a new conduit financing enterprise to serve local governments in the Bay Area. Starting in September, I intend to transition this Executive Director's report into a document that would inform both the MTC and ABAG boards of recent executive staff activity.



Metropolitan Transportation Commission

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

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Subject:

Council Member Reports
(5 minutes)

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Presenter:

Randi Kinman, Council Chair

Recommended Action:

Information

Attachments



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Presenter:

Randi Kinman, Council Chair

Recommended Action:

Discussion

Attachments