

# Meeting Agenda

## Bay Area Partnership Board

*Rick Ramacier, Chair*

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Friday, July 19, 2019

1:00 PM

Yerba Buena - 1st Floor

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**This meeting is scheduled to be webcast live on the Metropolitan Transportation Commission's Website: <http://mtc.ca.gov/whats-happening/meetings> and will take place at 1:00 p.m.**

1. [19-0786](#) Call to Order / Introductions  
  
**Presenter:** Chair Rick Ramacier
2. [19-0787](#) Approval of the Bay Area Partnership Board Minutes of the September 28, 2018 Meeting  
  
**Action:** Board Approval  
  
**Attachments:** [02\\_09-28-2018\\_Partnership\\_Meeting\\_Draft\\_Minutes.pdf](#)
3. [19-0781](#) Election of Bay Area Partnership Board Vice Chair  
  
Election of a vice chair for the Bay Area Partnership Board is now open and will remain open until the election, scheduled for the July 19, 2019 meeting.  
  
**Action:** Board Approval  
  
**Presenter:** Chair Rick Ramacier  
  
**Attachments:** [03\\_Election\\_of\\_Vice\\_Chair.pdf](#)
4. [19-0842](#) Welcome from New MTC Executive Director - Therese W. McMillan  
  
**Attachments:** [04\\_Letter\\_from\\_Therese\\_W.\\_McMillan.pdf](#)

5. [19-0782](#) Discussion of Strategic Direction for Bay Area Partnership Board  
(2 hour)

Board members will discuss the strategic direction of the Partnership Board including identifying top policy priorities; establishing regular and consistent meeting dates; and relationship and coordination with other partner/stakeholder groups.

**Action:** Discussion

**Presenter:** Chair Rick Ramacier and Partnership Board Members

**Attachments:** [05 Seamless Mobility: Partnership Food for Thought?.pdf](#)

## 6. Various Information Updates

*A series of updates on topics of interest to Partnership Board Members. Some of the items may assist in setting the stage for priority partnership collaboration in the coming year.*

- 6a. [19-0838](#) Transit Fare Integration Update

Update on recent MTC staff and transit operator work on transit fare integration in the Bay Area.

**Action:** Information

**Attachments:** [06a\\_Transit Fare Integration Update.pdf](#)

- 6b. [19-0839](#) Regional Approach to Senate Bill 1 (SB1) Competitive Programs

Discussion on a comprehensive regional approach for the upcoming SB1 competitive programs, including Solutions for Congested Corridors, Trade Corridor Enhancement, Local Partnership, and Transit and Intercity Rail Capital Programs.

**Action:** Information

**Attachments:** [06b\\_SB1 Programming Update.pdf](#)

- 6c. [19-0841](#) Regional Measure 3 Update

Update on Regional Measure 3 (RM3) implementation.

**Action:** Information

**Attachments:** [06c\\_RM3 Update.pdf](#)

7. [19-0843](#) Board Member Wrap-Up / Next Steps

An opportunity for Board Members to provide additional input / direction to staff on priorities and future meeting topics. A suggested calendar of future meetings is provided.

Attachments: [07\\_FY2019-20 Partnership Board Calendar.pdf](#)

**8. Public Comments / Other Business**

**9. Adjournment / Next Meeting**

The next meeting of the Bay Area Partnership Board will be duly noticed and based on direction in Agenda Item 5 on today's agenda.

**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 #:** 19-0786      **Version:** 1      **Name:**

**Type:** Report      **Status:** Informational

**File created:** 6/13/2019      **In control:** Bay Area Partnership Board

**On agenda:** 7/19/2019      **Final action:**

**Title:** Call to Order / Introductions

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:**

Date	Ver.	Action By	Action	Result
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**Subject:**  
Call to Order / Introductions

**Presenter:**  
Chair Rick Ramacier

# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 19-0787      **Version:** 1      **Name:**  
**Type:** Minutes      **Status:** Committee Approval  
**File created:** 6/13/2019      **In control:** Bay Area Partnership Board  
**On agenda:** 7/19/2019      **Final action:**  
**Title:** Approval of the Bay Area Partnership Board Minutes of the September 28, 2018 Meeting  
**Sponsors:**  
**Indexes:**  
**Code sections:**  
**Attachments:**

Date	Ver.	Action By	Action	Result
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**Subject:**  
Approval of the Bay Area Partnership Board Minutes of the September 28, 2018 Meeting

**Recommended Action:**  
Board Approval

**Attachments:**

## **Meeting Minutes - Draft**

### **Bay Area Partnership Board**

*Rick Ramacier, Chair*

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Friday, September 28, 2018

1:00 PM

Board Room – 1st Floor

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1. [18-0799](#) Call to Order / Introductions

**Presenter:** Daryl Halls

**Present:** 14 - Chang, Dao, Crunican, Rannells, Krieg, Mulligan, Whelan, Reiskin, Kranda, Mansourian, Wong, Augenstein, Halls, and Smith

**Absent:** 32 - Hursh, Ramacier, Atherstone, Tree, Hartnett, Fernandez, Ede, Albee, Zabaneh, Anderson, Iwasaki, Steinhauser, Miller, Ortbal, Hoevertsz, Woldesenbet, Underwood, Adams, Andrichak, Broadbent, Goldzband, Heminger, Lytle, Decoteau, Corey, Sanchez, Bransen, Berman, Tavares, Stoker, Mammano, and Carranza

2. [18-0791](#) Approval of the Bay Area Partnership Board Minutes of the February 23, 2018 Meeting

**Action:** Board Approval

**Attachments:** [02 Partnership Meeting Minutes.pdf](#)

**Upon the motion by Dao and second by Chang, the minutes of the February 23, 2018 meeting were approved. The motion carried by the following vote:**

**Aye:** 12 - Chang, Dao, Rannells, Krieg, Mulligan, Whelan, Kranda, Mansourian, Wong, Augenstein, Halls and Smith

**Absent:** 34 - Hursh, Ramacier, Crunican, Atherstone, Tree, Reiskin, Hartnett, Fernandez, Ede, Albee, Zabaneh, Anderson, Iwasaki, Steinhauser, Miller, Ortbal, Hoevertsz, Woldesenbet, Underwood, Adams, Andrichak, Broadbent, Goldzband, Heminger, Lytle, Decoteau, Corey, Sanchez, Bransen, Berman, Tavares, Stoker, Mammano and Carranza

Board Members Crunican and Reiskin arrived after the approval of the February 23, 2018 Meeting Minutes.

3. [18-0792](#) Partnership Technical Advisory Committee Update

**Action:** Information

**Presenter:** Anne Richman

**Discussion**4. [18-0793](#) Horizon: Fall 2018 Update

Update on the Horizon long-range planning process, including the three futures (“what if...” scenarios), the project performance assessment framework, and the two perspective papers released to date.

**Action:** Discussion

**Presenter:** Dave Vautin

**Attachments:** [04\\_Horizon\\_Fall 2018 Update.pdf](#)

5. [18-0794](#) Mobility as a Service

Information and overview of Mobility as a Service (MaaS), an app-based platform that would enable travelers to plan a trip via multiple service providers and pay for that trip using a single travel account, and initiatives in the Bay Area related to MaaS.

**Action:** Discussion

**Presenter:** Andrew Fremier, MTC; Carol Kuester, MTC; Timothy Haile, CCTA; and Ravindra Misra, BART

**Attachments:** [05\\_MaaS.pdf](#)

[Handout Presentation](#)

Adina Levin of Seamless Bay Area was called to speak.

**Information**6. [18-0796](#) Regional Measure 3 Implementation Update

Update on Regional Measure 3 approved by voters on June 5, 2018, with an overall 55% yes vote among the nine Bay Area counties.

**Action:** Information

**Presenter:** Craig Bosman

**Attachments:** [06\\_RM3 Update.pdf](#)



**7.     [18-0797](#)     Proposition 6: Overview, Bay Area Impacts and Public Information Plan**

Update on the Senate Bill 1 Repeal Initiative.

**Action:** Information

**Presenter:** Rebecca Long

**Attachments:** [07\\_Prop 6.pdf](#)

**8.     [18-0798](#)     Bay Area Transit Ridership Trend Study**

MTC has partnered with the UCLA Luskin School of Public Affairs to develop a Bay Area transit ridership trend study, similar to the recent study released by the Southern California Association of Governments examining these trends in Southern California.

**Action:** Information

**Presenter:** Anne Richman and Kenneth Folan

**Attachments:** [08\\_Transit Ridership Trend Study.pdf](#)

**9. Public Comments / Other Business****10. Adjournment / Next Meeting**

**The next meeting of the Bay Area Partnership Board will be duly noticed.**

# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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<b>File #:</b>	19-0781	<b>Version:</b>	1	<b>Name:</b>	
<b>Type:</b>	Report	<b>Status:</b>		Committee Approval	
<b>File created:</b>	6/13/2019	<b>In control:</b>		Bay Area Partnership Board	
<b>On agenda:</b>	7/19/2019	<b>Final action:</b>			
<b>Title:</b>	Election of Bay Area Partnership Board Vice Chair				

Election of a vice chair for the Bay Area Partnership Board is now open and will remain open until the election, scheduled for the July 19, 2019 meeting.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:**

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

Election of Bay Area Partnership Board Vice Chair

Election of a vice chair for the Bay Area Partnership Board is now open and will remain open until the election, scheduled for the July 19, 2019 meeting.

**Presenter:**

Chair Rick Ramacier

**Recommended Action:**

Board Approval

**Attachments:**

## Bay Area Partnership Board

July 19, 2019

Agenda Item 3

### Election of Bay Area Partnership Board Vice Chair

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**Subject:** Election of a vice chair for the Bay Area Partnership Board is now open and will remain open until the election, scheduled for the July 19, 2019 meeting.

**Background:** The current vice chair, Dianne Steinhauser, is retiring from the Transportation Authority of Marin. That will leave a vacancy for the position of vice chair. The role of chair and vice chair typically rotates between transit and county transportation agency (CTA) representatives. The CTAs would like to nominate Kate Miller, Executive Director, Napa Valley Transportation Authority, for the position of vice chair.

If you would like to make a nomination, you may make it in person at next week's meeting, or you may submit it to staff any time before the election on July 19, 2019. Potential candidates are allowed to nominate themselves.

**Issues:** None

**Recommendation:** Board Approval



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Therese W. McMillan

# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 19-0842      **Version:** 1      **Name:**  
**Type:** Report      **Status:** Informational  
**File created:** 7/14/2019      **In control:** Bay Area Partnership Board  
**On agenda:** 7/19/2019      **Final action:**  
**Title:** Welcome from New MTC Executive Director - Therese W. McMillan  
**Sponsors:**  
**Indexes:**  
**Code sections:**  
**Attachments:**

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

Welcome from New MTC Executive Director - Therese W. McMillan

### Attachments:

Dear Partnership Board members,

It is great to be back in the Bay Area after nearly a decade and especially good to have an opportunity to continue the important work of the Partnership. I was asked by the Chair and Vice Chair to share my reflections on how that might look (coming back to the Bay as it were!) and I respectfully do so below.

For those of you that don't know, I helped to launch the Partnership Board in the 1990s as a formal advisory group to the MTC, designed to ensure dialogue, collaboration and problem-solving among top managers of public agencies responsible for moving people and goods in the Bay Area, as well as for protecting the region's environmental quality. Over the last three decades, the field of transportation has necessarily become much more inter-disciplinary – resulting in environment, equity and economy becoming integral parts of Partnership discussions. Transportation challenges and solutions have also become much more interwoven with land use and housing with the passage of SB 375 as well as the current housing crisis confronting our region. Over the years, there have been revisions to the scope and membership of the Partnership Board and a strategic review meant to keep up with the dynamic state of the industry.

What we have not been able to do in the last several years, however, is maintain the momentum and engagement of Partnership Board meetings and collaboration.

I have heard from many of you that you support reinvigorating and modernizing the Partnership Board. In particular, I have heard that you want focused and meaningful problem-solving, and to be owners of the work plan and priorities. My own view is that we have many successful venues for addressing detailed program development and procedures—instead, this is an opportunity among the *executive* leaders to take on core policy issues, challenges and opportunities.

Importantly, we can't have 15 “number one” priorities to collaborate around and expect to be effective. To that end, I have been thinking about some of the core dimensions for topics we should consider tackling together:

- regionally significant in scope or impact;
- multi-sector and/or multi-modal in reach or influence;
- responsive to multi-system customer needs;
- positioned to address an urgent need or opportunity.

I offer these as a starting point for discussion, and have attached to Agenda Item 5 an illustrative example of the type of “big picture” issue that reflects the criteria suggested above. However, I am eager to hear your perspectives on an overall direction to refresh the Partnership. I want to spend the bulk of our meeting on July 19th discussing how we can best make use of our time together and get to the work of serving the region and improving the mobility and quality of life for our Bay Area residents. As reference only, we have also included some status report items based on prior requests-- but we really hope to hear how you want to shape the work plan going forward. Together, I believe we can strategically combine our talents and resources to make strides in areas that matter to our shared constituents.

Sincerely,



Therese W. McMillan

# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 19-0782      **Version:** 1      **Name:**  
**Type:** Report      **Status:** Informational  
**File created:** 6/13/2019      **In control:** Bay Area Partnership Board  
**On agenda:** 7/19/2019      **Final action:**  
**Title:** Discussion of Strategic Direction for Bay Area Partnership Board  
(2 hour)

Board members will discuss the strategic direction of the Partnership Board including identifying top policy priorities; establishing regular and consistent meeting dates; and relationship and coordination with other partner/stakeholder groups.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:**

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

Discussion of Strategic Direction for Bay Area Partnership Board  
(2 hour)

Board members will discuss the strategic direction of the Partnership Board including identifying top policy priorities; establishing regular and consistent meeting dates; and relationship and coordination with other partner/stakeholder groups.

**Presenter:**

Chair Rick Ramacier and Partnership Board Members

**Recommended Action:**

Discussion

**Attachments:**

# Bay Area Partnership Board

July 19, 2019

Agenda Item 5

## Seamless Mobility: Partnership Food for Thought?

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**Subject:**

The Seamless Mobility effort seeks to better integrate existing and new mobility options to create an interconnected, multimodal transportation system to reduce vehicle miles traveled, increase transit ridership and achieve Plan Bay Area goals. As we kickstart discussions on a revitalized Partnership Board, Seamless Mobility suggests an opportunity for Partnership Board collaboration and problem solving, as the policies & roles and responsibilities need to be developed together –ideally on a regional stage- if the effort is to be successful.

**Background:**

In the Bay Area, a number of mobility programs are aimed at reducing vehicle miles traveled and increasing transit use. However, vehicle travel is still rising, and the projections in Plan Bay Area 2040 do not show significant vehicle miles of travel reduction by 2040. The Bay Area’s infrastructure, now and in the future, does not have the capacity to support a further increase in the number of vehicles, even with connected and autonomous technology. Increased coordination on mobility policy and programs could help to achieve a seamless transportation system that relies on a transit backbone and leverages technology while supporting local and regional goals to:

- Provide Bay Area residents and visitors a consistent experience (e.g. buying tickets) when crossing jurisdictional boundaries
- Address rapid changes in new mobility options, providers, services and data tools
- Create policy to mitigate risks to public transit, equity, climate and congestion management
- Respond to stakeholders (local agencies, CBOs, advocates) calling for leadership in shared mobility

Increased coordination was also discussed during the Mobility as a Service (MaaS) Update provided to the Partnership Board on September 21, 2018. In particular, the discussion raised the need for transportation to be redefined as mobility and seamless journeys, breaking from the practice of focusing on individual modes (e.g., transit, walking, biking), and of separating them by public or private providers. Further, innovative work led by BART and the Contra Costa Transportation Authority (CCTA) was showcased to demonstrate that collaboration and partnership will be important as we enter the new mobility space.

To address the opportunities and challenges, and continue the conversation initiated by the MaaS Update, MTC staff retained Timothy Papandreou of Emerging Transport Advisors to kickstart some internal thinking about what it would take to develop a seamless mobility framework, as many

regions have done. Staff developed a preliminary definition of seamless mobility as:

*Improving the traveler experience through an interconnected, multimodal transportation system to reduce vehicle miles traveled, increase transit ridership and achieve Plan Bay Area goals.*

Following the definition, staff developed a draft set of values to start building a framework for this effort:

1. Think Regionally, Act Locally
2. Provide Great Travel Choices
3. Put the Customer First
4. Be Equitable and Inclusive
5. Be Sustainable

In line with the framework, staff found that a regional MaaS strategy is one component of a seamless mobility system. The other components needed to create a comprehensive and coordinated system include:

- Seamless Technology Platforms (includes MaaS)
- Expand the Reach of Public Transit
- Unified Travel Demand Management Strategy
- Regional New Mobility Guidance and Data Standards

These components were also identified based on preliminary feedback from local agencies. More outreach to local agency staff (cities, CTAs, transit operators), community-based organizations, advocates, researchers and the private sector to get input on the definition, values, goals and focus areas for a Regional Seamless Mobility framework would be a critical next step.

With this framework being in the preliminary stages, questions of the Partnership Board are:

- Would the Partnership Board like to take a leadership role in this process going forward?
- What would success look like?
- From which individuals or organizations should we solicit input for a regional seamless mobility strategy?
- Are there near-term investments that should be considered?

**Issues:** None

**Recommendation:** Discussion item.

**Attachments:** Attachment A: Why Regionally Collaborate in Support of Mobility?

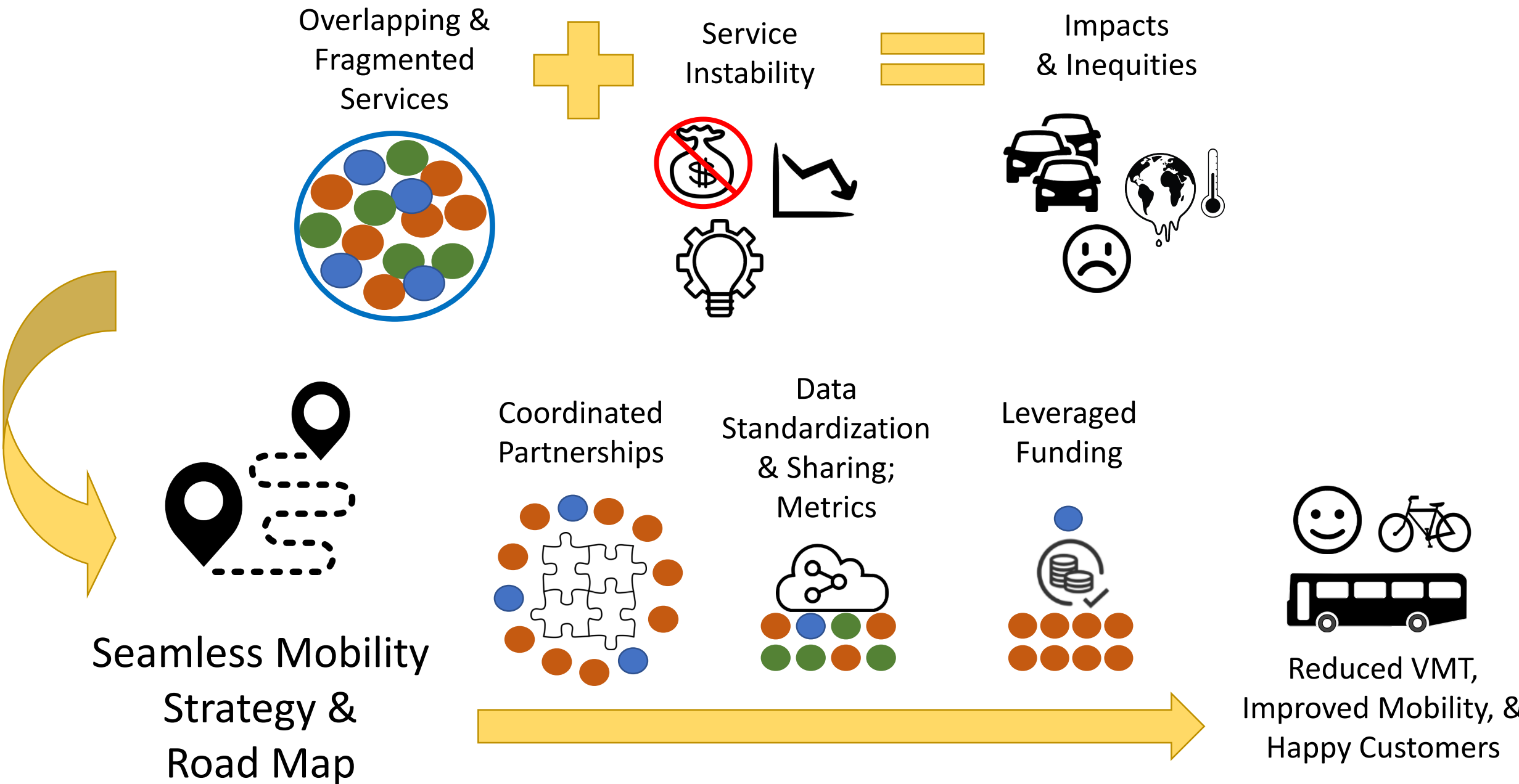


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Therese W. McMillan



# Why Regionally Collaborate in Support of Mobility?



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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<b>File #:</b>	19-0838	<b>Version:</b>	1	<b>Name:</b>	
<b>Type:</b>	Report	<b>Status:</b>		Informational	
<b>File created:</b>	7/2/2019	<b>In control:</b>		Bay Area Partnership Board	
<b>On agenda:</b>	7/19/2019	<b>Final action:</b>			
<b>Title:</b>	Transit Fare Integration Update				

Update on recent MTC staff and transit operator work on transit fare integration in the Bay Area.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:**

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

Transit Fare Integration Update

Update on recent MTC staff and transit operator work on transit fare integration in the Bay Area.

**Recommended Action:**

Information

**Attachments:**

# Bay Area Partnership Board

July 19, 2019

Agenda Item 6a

## Transit Fare Integration Update

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**Subject:** Update on recent MTC staff and transit operator work on transit fare integration in the Bay Area.

**Background:** On February 8, 2019, MTC hosted a Fare Integration Seminar for transit agency board members and staff at the San Francisco Ferry Building. The goal of the seminar was to create a forum for board members and staff to learn about fare integration models from other regions, to consider possible benefits and obstacles to more fare integration in the Bay Area, and to provide direction to staff on possible next steps.

At the seminar, a general consensus emerged to move forward in exploring the value of integrating the region's complicated transit fare structure in order to make it more rational, affordable, and attractive to existing and potential passengers. Attendees also supported taking action now as a way to possibly reduce the complexity of the Next Generation Clipper system. Taking a cue from work done in Toronto, as discussed by the guest speaker at the seminar, Martin Powell (who led Toronto's regional fare integration program), attendees at the seminar expressed support for utilizing a "business case" model to analyze how an integrated or more harmonized transit fare system could work. Based on the feedback from the seminar and from various stakeholders, including MTC's Policy Advisory Council and MTC Commissioners, MTC is proposing to work in partnership with the region's transit operators to undertake the development of a business case for near-term fare integration in the Bay Area.

At its June meeting, the Clipper Executive Board considered a request to support the use of approximately \$600,000 in residual funds available from the Regional Measure 2 (RM2) Integrated Fare Structure Program, to support developing a business case for transit fare integration. The Clipper Executive Board voted to defer action on the request to support the use of RM 2 funds to a future meeting, no later than October 2019 as more time was requested to develop the scope of work and ensure all transit operators were aware of the proposed effort. The Partnership Board meeting provides one opportunity to raise awareness and seek input on this effort and to see how it may relate to other efforts of interest to the Board members. Concurrently, MTC staff and transit operator staff are working to develop a scope of work for the business case for presentation to the Clipper Executive Board later this summer or early fall.

**Draft Fare Integration Principles**

To help inform the early conceptual discussions about what a more integrated transit fare system would mean for the public, MTC staff have developed the following draft principles for an integrated fare system based on feedback from the February seminar. These draft principles are for stakeholders to consider, build upon, and discuss:

- Treat the Bay Area transit network as one system;
- Fares should be predictable to users;
- There should be no penalty for transferring;
- Discounts based on age or status should apply uniformly;
- Trips of a similar distance should cost similar amounts;
- Transit should be affordable for all;
- Passes, if offered, should encourage transit use, not operator loyalty.

**Issues:**

Developing a more integrated fare system for Bay Area travelers is a challenging undertaking, but unlike many of the other challenges transit faces in today's world, it is a challenge that is under our control as public agencies. In the short-term, to move towards an integrated system and a vision of a seamless user experience, transit operators and MTC will need to work together as partners to show we can deliver for our customers. To be successful, work on fare integration will likely require:

- Active, front-facing support from General Managers of transit agencies;
- Early conceptual support from transit agency board members;
- A process that incorporates prior work on fare integration and builds to targeted short-term outcomes; and
- Opportunities for stakeholders to interface and provide input at appropriate milestones.

**Recommendation:** Information. We seek feedback from the Partnership Board on this effort.

**Attachments:** None

  
Therese W. McMillan



METROPOLITAN  
TRANSPORTATION  
COMMISSION

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WEB [www.mtc.ca.gov](http://www.mtc.ca.gov)

## *Memorandum*

TO: MTC Commission  
FR: MTC Policy Advisory Council  
RE: Transit Fare Integration

DATE: July 11, 2019  
W.I. 1114

At its Wednesday, July 10, 2019 meeting, the Policy Advisory Council received an update on recent MTC staff work on transit fare integration in the Bay Area. The presentation was provided at the request of Policy Advisory Council members.

After the presentation, Council members spoke to the critical need for a data study. The equity subcommittees of the Policy Advisory Council have been advocating for an integrated fare systems for nearly a decade because of the inequities and barriers created by the lack of fare integration in the Bay Area's transportation networks. Without data, it is impossible to fully address the creation of an integrated fare system that is more equitable for riders of different financial means and circumstances.

The Policy Advisory Council voted unanimously to urge MTC and the Clipper<sup>®</sup> Executive Board to move forward with a business case study of integrated fares to document the changes necessary to create a financially sustainable and more equitable integrated fare system that encourages transit ridership.

CC: Bay Area Partnership Board  
Clipper Executive Board

# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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<b>File #:</b>	19-0839	<b>Version:</b>	1	<b>Name:</b>	
<b>Type:</b>	Report	<b>Status:</b>		Informational	
<b>File created:</b>	7/2/2019	<b>In control:</b>		Bay Area Partnership Board	
<b>On agenda:</b>	7/19/2019	<b>Final action:</b>			
<b>Title:</b>	Regional Approach to Senate Bill 1 (SB1) Competitive Programs				

Discussion on a comprehensive regional approach for the upcoming SB1 competitive programs, including Solutions for Congested Corridors, Trade Corridor Enhancement, Local Partnership, and Transit and Intercity Rail Capital Programs.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:**

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

Regional Approach to Senate Bill 1 (SB1) Competitive Programs

Discussion on a comprehensive regional approach for the upcoming SB1 competitive programs, including Solutions for Congested Corridors, Trade Corridor Enhancement, Local Partnership, and Transit and Intercity Rail Capital Programs.

**Recommended Action:**

Information

**Attachments:**

# Bay Area Partnership Board

July 19, 2019

Agenda Item 6b

## Regional Approach to Senate Bill 1 (SB1) Competitive Programs

**Subject:** Discussion on a comprehensive regional approach for the upcoming SB1 competitive programs, including Solutions for Congested Corridors, Trade Corridor Enhancement, Local Partnership, and Transit and Intercity Rail Capital Programs.

**Background:** The Road Repair and Accountability Act of 2017, commonly known as Senate Bill 1 (SB1, Beall), provides over \$5 billion in new transportation revenues annually to both new and existing funding programs. The California Transportation Commission (CTC) and the California State Transportation Agency (CalSTA) are preparing for the next round of grants, with applications due in winter 2020.

Below is a summary of upcoming programs and their application due dates.

Program	MTC Role	Funding Amount	Due Date
Regional Transportation Improvement Program (RTIP)	Approve regional guidelines and program	~\$50 M Bay Area Over 2 Years	11/1/2019 (BACTAs to MTC)
Transit and Intercity Rail Capital Program (TIRCP)	Support approved framework (MTC Res. 4130)	~\$1.2 B Statewide Over 2 Years (Partially committed)	12/20/2019 (to CalSTA)
Local Partnership Competitive Program (LPP-C)	Regional Support	\$100 M Statewide (Annually) Years TBD	Late 1/2020 (to CTC)
Solutions for Congested Corridors (SCCP)	Nominate	\$500 M Statewide Over 2 Years	3/2020 (to CTC)
Trade Corridor Enhancement Program (TCEP)	Compile Nominations	\$300 M Statewide (Annually) Years TBD	3/2020 (to CTC)

To maximize the region's grant performance, MTC staff proposes a regional approach to prioritize grant applications based on principles that closely align with the state's project selection criteria and regional goals. The approach includes prioritization principles that align with the state's evaluation criteria, and with regional plans, policies, and priorities. Common prioritization principles include deliverability, closing funding gaps, improving mobility, and demonstrated partnership. MTC staff is proposing adoption of the principles in the fall, which will inform the region's programming of formula funds, competitive program nominations, and endorsements in December.

MTC staff envisions a comprehensive look at all the various programs and efforts over the next few months to ensure better coordination and consistency. This includes the SB1 competitive programs discussed above, the Express Lanes Strategic Plan, and a forthcoming Interregional Funding Policy. The Express Lane Strategic Plan is a 10-year look at express lane corridors and investment / funding needs. The Interregional Funding Policy was requested by the Commission to address projects that serve the region and adjacent counties outside the 9-county area. MTC staff is soliciting feedback on these policies and plan linkages before presenting the principles to the MTC Commission in the fall, with the programming or endorsement actions planned in December 2019. Below is a draft consolidated timeline of these efforts.

Date	Milestone
July-August 2019	<ul style="list-style-type: none"><li>▪ MTC develops regional principles, conducts outreach with partners, solicit project information</li></ul>
September 2019	<ul style="list-style-type: none"><li>▪ MTC Commission considers Regional Approach and Prioritization Principles; and 2020 RTIP Guidelines</li><li>▪ CalSTA releases TIRCP Guidelines</li></ul>
October-November 2019	<ul style="list-style-type: none"><li>▪ BACTAs submit 2020 RTIP projects to MTC</li><li>▪ CTC adopts guidelines for LPP</li><li>▪ MTC Commission considers Express Lanes Strategic Plan</li></ul>
December 2019	<ul style="list-style-type: none"><li>▪ CTC adopts guidelines for SCCP and TCEP</li><li>▪ MTC Commission considers following programs: 2020 RTIP, SCCP, TCEP, and TIRCP</li><li>▪ Applications due for TIRCP (12/20/19)</li></ul>
January-March 2020	<ul style="list-style-type: none"><li>▪ Applications due for LPP Competitive (January); and SCCP and TCEP (March)</li></ul>
April-June 2020	<ul style="list-style-type: none"><li>▪ CalSTA and CTC release recommended awards for TIRCP, SCCP, TCEP, and LPP-C</li></ul>

**Issues:**

MTC, as the Bay Area's Regional Transportation Planning Agency, develops the policies and procedures for the RTIP. MTC staff is considering three changes from previous RTIP policies:

*Housing Linkage*

- MTC staff is not recommending linking RTIP programming to housing production. However, MTC is still seeking feedback on whether jurisdictions receiving RTIP funds should be required to comply with state housing laws – similar to the housing element requirement in the One Bay Area Grant program.

*Senate Bill 1 Match*

- Sponsors may match SB1 competitive program nominations with STIP funds. However, if a SB1 project is not selected for funding, CTC will delete the STIP funding for that project unless the sponsor can identify substitute funding to fully-fund the project.
- MTC will strongly encourage sponsors to use RTIP funds to match SB1 competitive program applications, and will require match come from RTIP before committing other regional discretionary funding.

*Regional Communications Infrastructure*

- Expanding on MTC's Traffic Operations System Policy (MTC Resolution No. 4104), MTC staff is contemplating encouraging (but not requiring) sponsors to consider installation of regional communication infrastructure as part of the project scoping.

**Recommendation:** Information

**Attachments:** Attachment A: List of Bay Area SB1 Cycle 1 Awards



Therese W. McMillan



**SB 1 Competitive Programs - Bay Area Projects (FY2018-2021)***State Award Recommendations (\$millions)*

<b>Solutions for Congested Corridors (SCC)</b>			\$1,000 available
<b>Project Titles</b>	<b>County</b>	<b>Sponsor</b>	<b>SCC Award</b>
San Mateo US-101 Express Lanes / Santa Clara US-101 Express Lanes Phase 3	San Mateo/Santa Clara	Caltrans / VTA	\$233
Sonoma US-101 Marin-Sonoma Narrows, Segment C2	Sonoma	Caltrans	\$85
<b>Total</b>			<b>\$318</b>

<b>Trade Corridor Enhancement Program (TCEP)</b>			\$1,342 available
<b>Project Titles</b>	<b>County</b>	<b>Sponsor</b>	<b>TCEP Award</b>
Port of Oakland 7th Street Grade Separation (East)	Alameda	ACTC/ Port/Oak.	\$175
Port of Oakland ITS Elements (Go Port)	Alameda	ACTC/ Port/Oak.	\$12
At-Grade Rail Crossing Improvements (Emeryville)	Alameda	Emeryville	\$4
Solano I-80/I-680/SR-12 Interchange (phase 2a)	Solano	Caltrans/ STA	\$53
US 101 / SR 25 Interchange (design)	Santa Clara	VTA	\$4
<b>Total</b>			<b>\$249</b>

<b>Local Partnership Program (LPP) Competitive Program</b>			\$300 available
<b>Project Titles</b>	<b>Applicant</b>	<b>Implementor</b>	<b>LPP Award</b>
Purchase Hybrid Buses	AC Transit	AC Transit	\$15
I-680/SR4 Interchange Improvements – Phase 3	CCTA	CCTA	\$34
Rumrill Blvd. Complete Streets	San Pablo	San Pablo	\$3
Jefferson Street Improvements Phase II	SFCTA	SF DPW	\$7
San Mateo US-101 Express Lanes	C/CAG, SMCTA	C/CAG, SMCTA	\$20
Mathilda Avenue Improvements at SR 237 and US 101	VTA	VTA	\$17
<b>Total</b>			<b>\$96</b>

(Continued)

## Attachment A

Transit and Intercity Rail Capital Program		\$2,650 available	\$1,675 available	\$4,325 available
Project Titles	Applicant	TIRCP Awards FY18/19- FY22/23	Multi-Year Funding Agreement (FY23/24- FY27/28)	Total
Transbay Core Capacity Project	BART	\$144	\$174	\$319
SFMTA Transit Capacity Expansion Program	SFMTA	\$27		\$27
Zero Emission High Capacity Buses to Support Transbay Tomorrow & Clean Corridors Plan	AC Transit	\$14		\$14
BART Silicon Valley Extension Phase 2	VTA	\$238	\$492	\$730
Caltrain Electrification - Full Fleet Conversion and Expansion	Caltrain	\$123	\$41	\$165
SamTrans US 101 Express Bus Pilot Project	SamTrans	\$15		\$15
Northern California Corridor Enhancement Program (Oakland-San Jose Phase 2A)	Capitol Corridor	\$80		\$80
SMART Larkspur to Windsor Corridor Project	SMART	\$21		\$21
Solano Regional Transit Improvements	STA et. al	\$11		\$11
Dublin/Pleasanton Capacity Improvement and Congestion Reduction Program	LAVTA / Alameda Co.	\$21		\$21
<b>Total</b>		<b>\$695</b>	<b>\$707</b>	<b>\$1,402</b>

	SB 1 Award Recs	Future Year	Total
<b>Bay Area Totals:</b>	<b>\$1,357</b>	<b>\$707</b>	<b>\$2,064</b>

# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 19-0841      **Version:** 1      **Name:**  
**Type:** Report      **Status:** Informational  
**File created:** 7/2/2019      **In control:** Bay Area Partnership Board  
**On agenda:** 7/19/2019      **Final action:**  
**Title:** Regional Measure 3 Update

Update on Regional Measure 3 (RM3) implementation.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:**

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

Regional Measure 3 Update

Update on Regional Measure 3 (RM3) implementation.

**Recommended Action:**

Information

**Attachments:**

# Bay Area Partnership Board

July 19, 2019

Agenda Item 6c

## Regional Measure 3 Update

**Subject:** Update on Regional Measure 3 (RM3) implementation.

**Background:** RM3 was approved by voters on June 5, 2018, and on December 19, 2018, the Bay Area Toll Authority (BATA) adopted a toll schedule phasing in the resulting toll increase. The first dollar of the toll increase was implemented on January 1, 2019.

### Pending Lawsuits

Two lawsuits challenging Senate Bill 595 and RM3 were filed, *Howard Jarvis Taxpayers Assn., Et al. v. The Bay Area Toll Authority, Et al.*, and *Randall Whitney v. Metropolitan Transportation Commission*. Both lawsuits against RM3 had recent favorable Superior Court rulings upholding the measure. However, the appeals period is still open for both lawsuits. The timeline for final resolution of these cases is not yet known.

### Policies and Procedures

While awaiting legal resolution, MTC staff are discussing potential RM3 Policies and Procedures, which are expected to largely follow those of Regional Measure 2. A potential timeline for development and adoption is shown in the table below, although this will depend on legal resolution.

#	Milestone	Potential Timeline
1	Initial outreach to project sponsors via Partnership	August 2019
2	Workshop with RM3 project sponsors	September 2019
3	Release draft Policies and Procedures for comment	September 2019
4	Commission consideration of RM3 Policies and Procedures	Expected November 2019 or later

### Independent Oversight Committee

Senate Bill 595 required BATA to establish a Regional Measure 3 Independent Oversight Committee within six months of the effective date of the toll increase. At its June meeting, BATA established the committee. Each county will appoint two members to the committee; in early May, letters were sent to county boards of supervisors requesting appointees. The committee roster will be kept in BATA Resolution No. 131, Revised, Attachment A; names of appointees received to date will be added at the July BATA meeting and subsequent meetings as necessary. The committee is not expected to meet prior to the resolution of lawsuits.

### Preliminary Project Information

Senate Bill 595 also required project sponsors to submit Initial Project Reports within six months of the RM3 election. Initial staff analysis of these reports found that:

- A majority of projects have a gap in planned or committed funding.
- Several projects have full funding plans, but still require substantial funding commitments.

- Eleven projects, representing approximately 42% of the RM3 capital program, have committed or planned funding for 100% of the project cost.

There are several “umbrella” programs, with individual projects and total costs still to be determined. For programs such as these, including Express Lanes, Goods Movement, Bay Trail/Safe Routes to Transit, North Bay Transit Improvements, etc., staff will engage the partnership/eligible project sponsors, as applicable, in the development of specific program design and guidelines.

Delivering the mobility benefits of projects and programs in RM3 could be a significant work plan focus for the Partnership Board. Many projects span multiple counties and / or are part of a regional or interregional transit corridor. Many projects will be strong candidates for future competitive federal and state funding. Attachment A is a list of the projects and funding amounts included in RM3.

**Issues:** None

**Recommendation:** Information

**Attachment:** Attachment A: RM3 Expenditure Plan



Therese W. McMillan

REGIONAL MEASURE 3 EXPENDITURE PLAN ( <i>\$ in millions</i> )	
OPERATING PROGRAM	
All- Corridor Annual Operating Program	
All Corridors	
Transbay Terminal	5
Ferries (Funding ramps up to \$35 million over five years)	35
Regional Express Bus	20
Annual Operating Program Total	\$ 60
CAPITAL PROJECTS	
Regional Programs	
BART Expansion Cars	500
Bay Area Corridor Express Lanes	300
Ferry Enhancement Program	300
Goods Movement and Mitigation	160
San Francisco Bay Trail / Safe Routes to Transit	150
Capitol Corridor	90
Next Generation Clipper Transit Fare Payment System	50
Regional Programs Subtotal (35%)	\$ 1,550
Corridor-Specific Capital Projects	
Central (San Francisco-Oakland Bay Bridge)	
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
Interstate 80 Transit Improvements	25
Central Subtotal (27%)	\$ 780
South (San Mateo-Hayward, Dumbarton)	
BART to San Jose Phase 2	375
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
Interstate 680/SR 84 Interchange Reconstruction	85
Interstate 680/Interstate-880/Route 262 Freeway Connector	15
South Subtotal (34%)	\$ 985
North (Richmond-San Rafael, Benicia-Martinez, Carquinez, Antioch)	
Contra Costa 680/State Route 4 Interchange Improvements	210
U.S. 101 Marin-Sonoma Narrows	120
Solano County Interstate 80/Interstate 680/State Route 12 Interchange Project	150
Interstate 80/Westbound Truck Scales	105
State Route 37 Improvements	100
Sonoma-Marin Area Rail Transit District (SMART) Extension to Windsor & Healdsburg	40
San Rafael Transit Center	30
Richmond-San Rafael Bridge Access Improvements	210
North Bay Transit Access Improvements	100
SR 29 Improvements	20
East Contra Costa County Transit Intermodal Station	15
Byron Highway-Vasco Road Airport Connector	10
Vasco Road Safety Improvements	15
Interstate 680 Transit Improvements	10
North Subtotal (39%)	\$ 1,135
Corridor-Specific Capital Projects Subtotal (65%)	2,900
Capital Projects Grand Total	
4,450	

# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
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## Legislation Details (With Text)

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<b>File #:</b>	19-0843	<b>Version:</b>	1	<b>Name:</b>	
<b>Type:</b>	Report	<b>Status:</b>		Informational	
<b>File created:</b>	7/14/2019	<b>In control:</b>		Bay Area Partnership Board	
<b>On agenda:</b>	7/19/2019	<b>Final action:</b>			
<b>Title:</b>	Board Member Wrap-Up / Next Steps				

An opportunity for Board Members to provide additional input / direction to staff on priorities and future meeting topics. A suggested calendar of future meetings is provided.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:**

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

Board Member Wrap-Up / Next Steps

An opportunity for Board Members to provide additional input / direction to staff on priorities and future meeting topics. A suggested calendar of future meetings is provided.

**Attachments:**

**For Discussion**  
**FY2019-20 Partnership Board Calendar**

	<b>Date</b>	<b>Time</b>	<b>Location</b>	<b><i>Affiliated Meeting</i></b>
<b>Option 1a: Quarterly starting with BACTA</b>	Friday, October 25, 2019	10 am - 12 pm	San Francisco	<i>BACTA</i>
	Monday, January 27, 2020 - Tentatively	11 am-1 pm	TBD	<i>CEB</i>
	Friday, April 24, 2020	10 am - 12 pm	Oakland	<i>BACTA</i>

	<b>Date</b>	<b>Time</b>	<b>Location</b>	<b><i>Affiliated Meeting</i></b>
<b>Option 1b: Quarterly starting with CEB</b>	Monday, October 21, 2019	11 am-1 pm	Oakland	<i>CEB</i>
	Friday, January 24, 2020	10 am - 12 pm	San Francisco	<i>BACTA</i>
	Monday, April 20, 2020 - Tentatively	11 am-1 pm	TBD	<i>CEB</i>