



Metropolitan Transportation Commission

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

Meeting Agenda

Policy Advisory Council

Randi Kinman, Chair
Cynthia L. Murray, Vice Chair

Wednesday, January 8, 2020

1:30 PM

Board Room - 1st Floor

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 1:30 p.m.

1. Welcome

Randi Kinman, Council Chair

2. Roll Call / Confirm Quorum

Quorum: A quorum of this council shall be a majority of its regular voting members (12).

3. [19-1382](#)

Chair's Report
(5 minutes)

Action: Information

Presenter: Randi Kinman, Council Chair

4. [19-1383](#)

Approval of the December 11, 2019 Meeting Minutes
(5 minutes)

Action: Approval

Presenter: Randi Kinman, Council Chair

Attachments: [04 Council Minutes Dec 2019.pdf](#)

5. [19-1384](#)

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

6. [20-0084](#) Plan Bay Area 2050 Draft Blueprint: Proposed Strategies for the Environment Element
(45 minutes)

Overview of the environmental strategies under consideration for inclusion in the Plan Bay Area 2050 Draft Blueprint. Strategies focused on transportation, housing, and the economy will be discussed at the joint workshop of the Commission and the ABAG Executive Board later this month.

Action: Information

Presenter: Anup Tapase and Rachael Hartofelis

Attachments: [06 PBA 2050 Draft Blueprint Proposed Strategies for the Environment Element](#)

7. [20-0085](#) Plan Bay Area 2050: Transportation Element Next Steps
(45 minutes)

Information on the approach to move forward with the transportation investment strategy and complementary strategies for the Draft Blueprint.

Action: Information

Presenter: Adam Noelting and Anup Tapase

Attachments: [07_PBA_2050-Transportation Element Next Steps.pdf](#)
[07i_Correspondence_Seamless Bay Area.pdf](#)

8. [19-1387](#) Staff Liaison Report
(5 minutes)

Relevant MTC policy decisions and other activities.

Action: Information

Presenter: Marti Paschal, Staff Liaison

Attachments: [08_Staff_Liaison_Report_Jan_2020.pdf](#)

9. [19-1388](#) Council Member Reports
(10 minutes)

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

Action: Information

Presenter: Randi Kinman, Council Chair

10. [19-1389](#) 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, February 12, 2020 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 #: 19-1382 **Version:** 1 **Name:**
Type: Report **Status:** Informational
File created: 11/21/2019 **In control:** Policy Advisory Council
On agenda: 1/8/2020 **Final action:**
Title: Chair's Report
(5 minutes)

Sponsors:

Indexes:

Code sections:

Attachments:

Date	Ver.	Action By	Action	Result
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Subject:

Chair's Report
(5 minutes)

Presenter:

Randi Kinman, Council Chair

Recommended Action:

Information

Attachments:



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 19-1383 **Version:** 1 **Name:**
Type: Minutes **Status:** Committee Approval
File created: 11/21/2019 **In control:** Policy Advisory Council
On agenda: 1/8/2020 **Final action:**
Title: Approval of the December 11, 2019 Meeting Minutes
(5 minutes)
Sponsors:
Indexes:
Code sections:
Attachments: [04 Council Minutes Dec 2019.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
Approval of the December 11, 2019 Meeting Minutes
(5 minutes)

Presenter:
Randi Kinman, Council Chair

Recommended Action:
Approval

Attachments:



Metropolitan Transportation Commission

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

Meeting Minutes - Draft

Policy Advisory Council

Randi Kinman, Chair
Cynthia L. Murray, Vice Chair

Wednesday, December 11, 2019

1:30 PM

Board Room - 1st Floor

1. Welcome

2. Roll Call / Confirm Quorum

Present: 13 - Blacksten, Burnett, Coates, Cochran, Hedges, Chair Kinman, Levin, Lopez, Madden, Mendoza, Vice Chair Murray, Schweng and Ozim

Excused: 7 - Castellanos, Eldred, Hernandez, Kallins, Lee, Momoh and Williams

Absent: 1 - Florez

Councilmember Saver submitted his resignation, effective immediately.

3. [19-1362](#) Chair's Report (5 minutes)

Action: Information

Presenter: Randi Kinman, Council Chair

4. [19-1334](#) Approval of the November 13, 2019 Meeting Minutes (5 minutes)

Action: Approval

Presenter: Randi Kinman, Council Chair

Attachments: [04_Council Minutes_Nov 2019.pdf](#)

Upon the motion by Vice Chair Murray and second by Hedges, the November 13, 2019 Meeting Minutes were unanimously approved. The motion carried by the following vote:

Aye: 13 - Blacksten, Burnett, Coates, Cochran, Hedges, Chair Kinman, Levin, Lopez, Madden, Mendoza, Vice Chair Murray, Schweng and Ozim

Absent: 8 - Castellanos, Eldred, Florez, Hernandez, Kallins, Lee, Momoh and Williams

5. [19-1335](#) 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

6. [19-1195](#) Plan Bay Area 2050: Public Engagement Round 1 Results
(30 minutes)

Presentation on highlights from the first round of public engagement for Plan Bay Area 2050, which focused on prioritizing and refining key strategies identified in the Horizon planning process.

Action: Information

Presenter: Raquel Trinidad

Attachments: [06_PBA 2050-Fall 2019 Public Engagement Update.pdf](#)

7. [19-1336](#) Plan Bay Area 2050: Draft Needs and Revenue Assessments for Transportation, Affordable Housing and Resilience
(45 minutes)

Overview of the draft financial needs associated with transportation, affordable housing, and resilience for Plan Bay Area 2050, the next-generation regional plan.

Action: Information

Presenter: William Bacon, Dave Vautin, and Rachael Hartofelis

Attachments: [07_PBA 2050-Draft Needs & Revenues.pdf](#)

8. [19-1337](#) Staff Liaison Report
(5 minutes)

Relevant MTC policy decisions and other activities.

Action: Information

Presenter: Marti Paschal, Staff Liaison

Attachments: [08_Staff_Liaison_Report_Dec_2019.pdf](#)

9. [19-1338](#) Council Member Reports
(10 minutes)

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

Action: Information

Presenter: Randi Kinman, Council Chair

10. [19-1339](#) 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, January 8, 2020 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 #:	19-1384	Version:	1	Name:	
Type:	Report	Status:		Informational	
File created:	11/21/2019	In control:		Policy Advisory Council	
On agenda:	1/8/2020	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 #: 20-0084 **Version:** 1 **Name:**
Type: Report **Status:** Informational
File created: 12/27/2019 **In control:** Policy Advisory Council
On agenda: 1/8/2020 **Final action:**
Title: Plan Bay Area 2050 Draft Blueprint: Proposed Strategies for the Environment Element (45 minutes)

Overview of the environmental strategies under consideration for inclusion in the Plan Bay Area 2050 Draft Blueprint. Strategies focused on transportation, housing, and the economy will be discussed at the joint workshop of the Commission and the ABAG Executive Board later this month.

Sponsors:

Indexes:

Code sections:

Attachments: [06_PBA 2050 Draft Blueprint Proposed Strategies for the Environment Element.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Plan Bay Area 2050 Draft Blueprint: Proposed Strategies for the Environment Element (45 minutes)

Overview of the environmental strategies under consideration for inclusion in the Plan Bay Area 2050 Draft Blueprint. Strategies focused on transportation, housing, and the economy will be discussed at the joint workshop of the Commission and the ABAG Executive Board later this month.

Presenter:

Anup Tapase and Rachael Hartofelis

Recommended Action:

Information

Attachments:

**Metropolitan Transportation Commission
Policy Advisory Council**

January 8, 2020

Agenda Item 6

Plan Bay Area 2050 Draft Blueprint: Proposed Strategies for the Environment Element

Subject: Overview of the environmental strategies under consideration for inclusion in the Plan Bay Area 2050 Draft Blueprint. Strategies focused on transportation, housing, and the economy will be discussed at the joint workshop of the Commission and the ABAG Executive Board later this month.

Background: Policy Advisory Council Agenda Item 6, Plan Bay Area 2050 Draft Blueprint: Proposed Strategies for the Environment Element is attached. This report will be presented to the Joint MTC Planning Committee with the ABAG Administrative Committee on January 10, 2020.

Staff will be at your January 8 meeting to discuss this report. The Council's input is requested.

Attachments: Agenda Item 5a from the January 10, 2020 Joint MTC Planning Committee with the ABAG Administrative Committee

J:\COMMITTEE\Policy Advisory Council\Meeting Packets\2020\01_2020_Poli_Advi_Coun\06i_PBA 2050 Draft Blueprint Proposed Strategies for the Environment Element_Cover_Summary Sheet.docx

**Metropolitan Transportation Commission and the Association of Bay Area Governments
MTC Planning Committee with the ABAG Administrative Committee**

January 10, 2020

Agenda Item 5a

Plan Bay Area 2050 Draft Blueprint: Proposed Strategies for the Environment Element

- Subject:** Overview of the environmental strategies under consideration for inclusion in the Plan Bay Area 2050 Draft Blueprint. Strategies focused on transportation, housing, and the economy will be discussed at the joint workshop of the Commission and the ABAG Executive Board later this month.
- Background:** The Plan Bay Area 2050 Draft Blueprint will identify complementary strategies designed to advance the Guiding Principles adopted in September 2019. The Draft Blueprint strategies are organized into four interconnected topical areas: transportation, housing, the economy, and environment. The Draft Blueprint will study two different packages of strategies: “Blueprint Basic” that assumes no new revenues are raised, and “Blueprint Plus” that integrates new regional revenues to support a more expansive strategy package.
- The Environment Element of the Draft Blueprint will include strategies designed to reduce transportation-related greenhouse gas emissions, address impacts from climate change and natural hazards, and conserve agriculture, open space, and working lands. The strategies in this section are complementary to those in other elements of the Plan and should be thought of together, not in isolation. The proposed Draft Blueprint strategies build upon Plan Bay Area 2040, while integrating a new suite of resilient and equitable strategies studied in Horizon.
- Blueprint Strategies:** Building on Plan Bay Area 2040 and Horizon, staff are recommending the study of four environmental strategies in the Draft Blueprint:
- Reduce Transportation-Related Greenhouse Gas (GHG) Emissions***
1. **Expand the Climate Initiatives Program** captures additional GHG reductions from Plan Bay Area 2040 strategies that comprise MTC’s Climate Initiatives Program, as well as new strategies under consideration such as increased electrification requirements for transportation network companies.
- Note: additional GHG reductions will be achieved through a combination of transportation, housing, and economic strategies to be showcased later in January.*
- Conserve Agricultural Lands and Open Space***
2. **Keep Current Urban Growth Boundaries in Place** continues to be recommended in the Draft Blueprint; this strategy has been a part of both prior versions of Plan Bay Area.
- Address Climate and Hazard Impacts***
3. **Adapt to Sea Level Rise** to reduce regional climate impacts. Three Horizon sea level rise strategies will be merged into this single strategy for the Draft Blueprint, contingent on funding availability in Blueprint Basic.
 4. **Modernize Existing Buildings with Seismic, Wildfire, Drought, and Energy Retrofits** to preserve existing housing. The strategy aims to make existing homes healthier and safer while also reducing the carbon and water footprint of the Bay Area’s aging homes, contingent upon New Revenues available in Blueprint Plus.

Table 1 provides context for which strategies were included in Plan Bay Area 2040 and Horizon, and which strategies are recommended for study in the Draft Blueprint Basic and Draft Blueprint Plus.

Table 1. Environment Strategies in Plan Bay Area 2050 and Horizon and Recommended for the Draft Blueprint Basic and Blueprint Plus.

	Plan Bay Area 2040	Horizon	Draft Blueprint Basic	Draft Blueprint Plus
Expand the Climate Initiatives Program ¹	X ¹		X	X
Keep Current Urban Growth Boundaries in Place	X	X	X	X
Adapt to Sea Level Rise		X	X ²	X ³
Modernize Existing Buildings with Seismic, Wildfire, Drought and Energy Retrofits		X		X

¹ The MTC Climate Initiatives Program administers several key strategies that helped the region achieve the Plan Bay Area 2040 GHG target. Many of these strategies may be proposed for Plan Bay Area 2050, but new strategies may also be included. An additional package of strategies may be needed to reach the GHG reduction target.

² The Draft Blueprint Basic will only assume the partial Horizon sea level rise adaptation strategy.

³ The Draft Blueprint Plus strategy will assume all three Horizon sea level rise adaptation strategies, contingent upon equity mitigations being identified for SR-37.

Next Steps: Staff recommend the study of four environmental strategies in the Draft Blueprint. Staff will continue to explore how the strategies reduce greenfield development, address climate and hazard impacts, and reduce transportation-related emissions. Working with stakeholders, staff will also develop possible funding measures to support the more expansive and costly strategies included in the Draft Blueprint Plus. Staff welcomes feedback on how to refine and improve the environmental strategies over the remainder of January before the strategies are finalized and translated into model inputs in February.

Recommendation: Information

Attachments: Attachment A: Description of Environmental Strategies Proposed for Inclusion in the Draft Blueprint
Attachment B: Presentation


Therese W. McMillan

A T T A C H M E N T A

Agenda Item 5a

Description of Environmental Strategies Proposed for Inclusion in the Draft Blueprint

Summary

The Plan Bay Area 2050 Draft Blueprint includes four elements: Transportation, Housing, the Economy, and the Environment. For the Environment element of the Draft Blueprint, strategies will be integrated to address topic areas including greenhouse gas reduction, climate and natural hazard risks, and conservation. These issues and their associated strategies link to and are thought of as an integrated blueprint alongside complementary transportation, housing and economic strategies. This document introduces the three environmental topical areas and the Draft Blueprint strategy proposed to achieve improved regional outcomes. The proposed strategies each have a brief strategy description for both Blueprint Basic and Blueprint Plus, as well as findings from Horizon analysis, a discussion of complementary Draft Blueprint strategies, and a summary of feedback received on the strategies from November and December public engagement.

Reduce Transportation-Related Greenhouse Gas (GHG) Emissions

Transportation emissions represent the largest source of greenhouse gas emissions in California. There are over 170 million miles driven in the Bay Area each day, an average of nearly 25 vehicle miles traveled (VMT) per person. Most of these vehicles are conventional gasoline cars, emitting carbon dioxide and other air pollutants with each mile driven.

Through legislation and executive order, the State has established goals to reduce GHG emissions 40 percent below 1990 levels by 2030 and become carbon neutral by 2045. To support this goal, SB 375, the Sustainable Communities and Climate Protection Act of 2008, requires the State to establish GHG emission reduction goals for each metropolitan region in California. Under SB 375, MTC is charged with developing a plan to reduce per-capita GHG emissions from cars and light-duty trucks by 19 percent compared to 2005 levels by 2035. To achieve this goal, Plan Bay Area 2050 will have to prioritize strategies that accommodate growth while reducing dependence on automobiles.

While such strategies were not specifically studied in Horizon, many other complementary strategies for transportation, housing, and the economy were evaluated to understand how these could complement the Climate Initiatives Program (discussed on the following page). These included:

- Allowing diverse housing in Priority Development Areas
- Allowing diverse housing in Transit Rich Areas
- Streamlining development in all growth areas

- Expanding public transit networks
- Building a complete micromobility network
- Implementing Vision Zero speed reduction measures
- Applying tolls based on time-of-day and vehicle occupancy on all freeways

These strategies helped to support significant reductions in GHG emissions in Futures Round 2.

In Horizon, individual projects and policy strategies were not developed and analyzed solely for GHG emission reductions. Because reducing GHG emissions is a priority of the regional planning process, many strategies considered in Horizon - from transportation investments to land use policies - were considered for their impact on travel behavior and emissions. At the series of recent “pop-up” workshops, 90 percent of all comments were in support of the strategies. Future committee items will inform which strategies advance into the draft Blueprint for the transportation, housing and economy elements, which will ultimately complement the strategy listed below.

Strategy - Expand the Climate Initiatives Program

Staff expect that the GHG reduction achieved by strategies from the Transportation, Housing, and Economy elements alone will fall short of the 19 per-capita reduction target, even as new strategies continue to be integrated to make the Plan more sustainable than ever. Similar to past Plans, staff anticipate closing most or all of the remaining gap with an expanded Climate Initiatives Program.

A number of policies and investments that can reduce GHG emissions are currently not able to be analyzed in the regional land use and travel models because the models are not sensitive enough to capture every type of strategy. Instead, separate calculation methodologies are developed for these policies and programs. Because they are analyzed outside of the standard regional models, the strategies are referred to as “off-model” strategies. These off-model strategies make up the Climate Initiatives Program, the set of activities to help the region meet its SB 375 GHG reduction targets. The Plan Bay Area 2050 Climate Initiatives Program is expected to include most strategies from Plan Bay Area 2040, as well as several new strategies:

- Bikeshare
- Bike Infrastructure
- Carshare
- Commuter Benefits Ordinance
- Employer Shuttles
- Trip Caps
- Vanpool
- Regional EV Charger Network
- Feebate Program Implementation
- Vehicle Buyback Program
- Mobility-as-a-Service (*potential new strategy*)
- Electric TNC Requirement (*potential new strategy*)

The performance of these strategies, in combination with updated land use and transportation strategies, will be assessed as the Blueprint is developed for Plan Bay Area 2050 and compared to the GHG reduction targets. Depending on the assessment, additional policy commitments may be required to reach the 2035 target established by the State.

Conserve Agriculture and Open Space

The San Francisco Bay Area is exceptional in its natural beauty, biologically diverse landscapes and waters, bountiful farms and ranchlands, and world-class parks, trails and open spaces. Vibrant natural and working lands are essential to the high quality of life, health, and prosperity of the region. These natural and working landscapes and their rich biodiversity also form the region's life support system by purifying, storing, and conveying water, producing food, sequestering carbon, and much more.

Protection of natural and working lands has been a regional priority in recent decades, resulting in approximately 28 percent (1.3 million acres) of Bay Area lands under some form of land use protection. Despite these efforts, every year urban development continues to move outward, onto previously undeveloped lands. Pressures for greenfield development are already immense and with two million additional residents anticipated by 2040, conserving natural and working lands will only become more challenging. The healthier and more connected these natural and working lands remain, the better able they will be to provide benefits to people and wildlife while withstanding the effects of population increases and climate change in the coming decades. Meeting this challenge will require bold action.

Strategy - Keep Current Urban Growth Boundaries in Place

Maintaining urban growth boundaries (UGBs) was the core conservation strategy in Plan Bay Area 2040 and Horizon. Expanding urban development outward has negative environmental impacts and increases the amount of public infrastructure required to be built and maintained into the future. With the exception of San Francisco, all counties in the Bay Area protect open space and agricultural lands by county-wide land use measures, such as urban service areas, environmental corridors, slope/density restrictions, stream conservation areas, or riparian buffers. Additionally, some cities have UGBs to limit sprawl and protect agricultural land. Generally, this means that if a project falls outside a UGB, there are regulatory measures in place to aid local jurisdictions in land protection.

Blueprint Basic: Using urban growth boundaries, confine new development within areas of existing development or areas otherwise suitable for growth, as established by local jurisdictions. ***No funding required***

Blueprint Plus:
same as Blueprint Basic.

Horizon Analysis: With this strategy in place, the projected greenfield development from 2020 to 2050 would be 33 to 47 times less than the recent 2000 peak. The reason there is still some greenfield development is that counties and cities have identified limited greenfield areas

within the current set of UGBs that are built out during the planning timeframe. In Horizon and in Plan Bay Area 2040, MTC and ABAG use the regional land use model to assert that no growth occurs outside the UGBs. This assertion assumes that UGBs on their own are a strong enough strategy to prevent development beyond the boundary. However, the general growth measures that are in place vary in effectiveness and enforcement. Given the effectiveness of the UGBs in recent years at constraining greenfield development, no strengthened Blueprint Plus measure is currently recommended. ABAG and MTC staff will work with conservation stakeholders to continue to find ways to strengthen UGBs as a means to prevent sprawl onto important agricultural and habitat lands.

Complementary Strategies: By restricting growth outside of UGB, the region needs to ensure sufficient development capacity within UGBs, particularly in areas identified for future growth. By providing opportunities for new development inside UGBs - for example in transit-rich or high-resource areas, there will likely be less pressure to alter the existing boundaries.

Public Feedback: Maintaining existing UGBs to restrict urban development on greenfield lands has been an area of agreement among the ABAG and MTC governing boards in past Plan Bay Area cycles. In Horizon, staff opened the door to consider greenfield development as an option. However, staff heard clearly from the public, stakeholders, and elected officials that the Bay Area should remain committed to UGBs as a strategy to protect the environment and reduce urban sprawl, despite the need for new housing. Feedback from the community further supported the Horizon analysis. In Pop-Up Outreach, it received overwhelmingly positive feedback, with 93 percent of commenters approving. When using the digital engagement tool, *Mayor of Bayville*, users also preferred a strategy to expand parks, trails and greenways and preserve agricultural lands, with 55 percent of users funding the idea. Only 8 percent of users didn't adopt a strategy to expand parks and maintain urban growth boundaries.

Address Climate and Hazard Impacts

In recent years, shocks and stresses have impacted the daily lives of residents - wildfires have destroyed over 10,000 homes in the region, power shut offs have left communities in the dark, and transportation networks have struggled to deal with increasing floods. Many communities have already faced these hazards, raising funds for both mitigation and adaptation. Yet the future holds even more uncertainty - within the next 30 years, there's an estimated 72 percent chance of a 6.7 or greater earthquake hitting the area. Sea level rise is expected to impact the region on a timeline that keeps inching closer. Additionally, climate change has exacerbated the risk of wildfires, as well as other extreme weather impacts.

Without regional resilience efforts, hundreds of thousands of jobs and housing units could be displaced, and key infrastructure rendered unusable by delays or closures. Some hazards, such as earthquakes and wildfires, can be particularly troubling, as they quickly exacerbate the regions housing crisis. A resilient approach is critical to moving forward. The Bay Area has taken steps in a number of communities, but piecemeal efforts have left critical vulnerabilities within the region that the following Blueprint strategies seek to address. By focusing on both sea level rise adaptation and home retrofits, the region can look to 2050 with a foundation of resilient strategies on which to build.

Strategy - Adapt to Sea Level Rise

With no protective measures, even just 1 foot of additional sea level rise will flood key highways, homes and jobs, and many of the Bay Area's marsh ecosystems. The impacts grow larger with each additional foot of sea level rise.

Blueprint Basic: Using forecasted revenues from existing sources like the Army Corps of Engineers and FEMA, the region could protect portions of the Bay Area's shoreline. With limited existing funds the strategy would prioritize resources on areas of high benefits and low costs. Some areas would be assumed to flood as seas rise. **Funding: \$2 billion**

Blueprint Plus: With new revenues, the region could more fully adapt to sea level rise. Most Bay Area communities and transportation facilities could be protected; this may include protecting SR-37, provided equity mitigation strategies are identified. **Funding: \$20 billion**

Horizon Analysis: In Horizon, sea level rise adaptation was studied through three separate strategies: partial adaptation to sea level rise, full adaptation to sea level rise, and adaptation of the SR-37 corridor.

In partial adaptation, protective and adaptive approaches were focused in areas with the most significant impacts. These impacts included areas with existing communities, sensitive ecosystems, key transportation systems, or areas planned for future growth. Horizon analysis found that a partial, or more limited adaptation approach, could prevent flooding under a 3-foot scenario of up to 100,000 housing units, between 100,000-200,000 jobs, and many critical infrastructure assets, such as major highways. However, many communities were not fully protected under this strategy, and crucial connective infrastructure like SR 37 went unprotected. The Draft Blueprint Basic relies on only a portion of the "partial adaptation" Horizon strategy because existing forecasted revenues were less than anticipated. The adaptation for Blueprint Basic is therefore expected to protect fewer homes, jobs, marsh ecosystems and transportation assets than what was analyzed in the partial Horizon strategy.

Horizon also studied a strategy that more fully adapted the region to sea level rise, and a strategy that specifically adapted State Route 37 (SR-37) and the surrounding ecosystems. More fully adapting to sea level rise protected more communities, and expanded wetland restoration efforts. Adapting SR-37 to sea level rise would maintain a critical east-west highway corridor, preserving much faster travel times than any alternative, and opening up a regionally significant opportunity to restore over 15,000 acres of historic marsh. The Blueprint Plus could integrate all three Horizon sea level rise strategies, provided equity mitigation strategies are identified for SR-37. At the January 7th RAWG workshop, staff will continue to work with stakeholders to answer two key questions: How much adaptation should be funded?

Complementary Strategies: The sea level rise adaptation strategy needs to be closely integrated with the larger set of strategies that inform the future growth footprint as well as the full set of transportation investments. Alignment between these strategies is crucial toward growing in a resilient manner. To receive broad support for the sea level rise adaptation strategy, the types of investments must acknowledge integrated opportunities to blend flood protection, habitat restoration and public access, leveraging the large investment to advance environment, transportation, housing and economy goals.

Public Feedback: Public comments have shown broad support for strategic sea level rise adaptation. In a series of Pop-Up events, sea level rise adaptation strategies were lumped together, and shown with 13 other strategies from the Horizon effort. In this context, 90 percent of those surveyed supported adaptation. Most of the negative comments noted that they considered it to be less of a priority than other strategies, or not within the time horizon of the plan. For comments that supported adaptation, residents wanted to prioritize adaptation for areas with housing. Many also said that, while they supported the effort, it was only necessary for particular areas, emphasizing that this should be a strategic effort. In the digital engagement tool, Mayor of Bayville users preferred a strategy in which they partially adapted, again focusing on prioritization.

Strategy - Modernize Existing Buildings with Seismic, Wildfire, Drought and Energy Retrofits

Many older buildings built before modern codes are at a greater risk of damage in earthquakes and wildfires and do not meet current standards for energy and water efficiency. A significant earthquake or fire could create even greater pressure on the tight Bay Area housing market by reducing the available housing stock. New buildings are already required to use water and energy efficiently - improvements to existing buildings will further reduce the region's environmental footprint.

Blueprint Basic: Due to a lack of substantial existing funding, the strategy as included in the Blueprint would only entail a continuation of ad-hoc upgrades. The strategy would have a very limited effect on the quality of existing Bay Area homes.

Funding: <\$1 billion

Blueprint Plus: With new revenues, expand the local adoption of building ordinances and companion retrofit incentives to bring existing buildings up to higher standards. Align \$20 billion in new funding split evenly between seismic, wildfire, drought, and energy upgrades. Provide subsidies up to 50 percent to offset the burden of multifamily and single-family building retrofits.

Funding: \$20 billion

Horizon Analysis: The Bay Area has made efforts to retrofit the existing housing stock, but many of these efforts are geographically localized, or siloed within specific focuses. This Blueprint Plus strategy imagines a broad effort to modernize Bay Area housing, providing upgrades that work in tandem to make safer, more efficient homes. As studied in Horizon, the Blueprint Plus strategy would provide incentives for earthquake, wildfire, energy, and water retrofit upgrades for older homes constructed before modern codes. It accounts for a 50 percent subsidy to reduce the burden of retrofits on tenants and homeowners. This strategy is only recommended for inclusion in the Draft Blueprint Plus, with the addition of new revenues to support the measure.

Horizon analysis has shown that this strategy - when fully funded - could reduce residential earthquake risk for over 500,000 households -- in the modeled scenario with a magnitude 7.0 Hayward earthquake, the strategy saved 50,000 homes and sped up regional recovery. The strategy would support wildfire mitigation measures for over 275,000 at-risk homes in the region, focusing on proven measures like structure hardening and defensible space. The energy

and water efficiency measures would reduce carbon emission by roughly 2 million tons, and water use by 12 billion gallons annually.

The Horizon analysis highlighted the benefits of mitigation. Moving forward, it is important to consider the impact of up-front costs or variable subsidy rates, especially for lower income residents. Additionally, even when funded as a Blueprint Plus strategy, this is not a catch-all fix, as retrofits only reduce a home's risk. Insurance and land use policies are also key to mitigating risk for wildfires, earthquakes and flooding. Additionally, water and energy efficiency retrofits within this strategy tend to address low hanging fruit, and the next step for many communities may end up trickier.

Complementary Strategies: This strategy focuses narrowly on improving the health and safety of existing buildings. There are opportunities to link these investments with acquisition and rehab, affordable housing initiatives. As individual homeowners consider a suite of upgrades to their homes, this strategy should acknowledge the many synergies that exist not just in seismic, wildfire, drought, and energy upgrades, but also consider how accessory dwelling units, electric vehicle charging stations offer opportunities to create benefits that are greater than the sum of the parts. In addition, this strategy can work in a complementary manner with the urban growth boundaries strategy to reduce the risks from wildfires, protecting existing structures while ensuring that future growth is avoided at the urban-rural interface.

Public Feedback: The strategy was one of the most popular strategies with communities. In Pop-Up Outreach, it received the highest proportion of positive feedback out of all strategies, with 97 percent of commenters approving. Comments equally supported all four upgrades: water efficiency, energy efficiency, fire, and earthquake retrofits. There were also many thoughts about creative financing, with comments agreeing that the strategy should be offered as an incentive program or tax credit. When using the digital engagement tool, Mayor of Bayville, users had the choice to use disaster recovery financing, adopt the retrofit strategy, or to save their funds for another project. Users overwhelmingly chose this strategy, with 66 percent of the results. Out of 44 decisions that users could make, this strategy had the second highest level of support. At the December Policy Advisory Council meeting, one member recommended staff explore Berkeley's transfer tax incentive which is used to fund seismic retrofits at point of sale, which staff agrees is worth further considering as a revenue source.



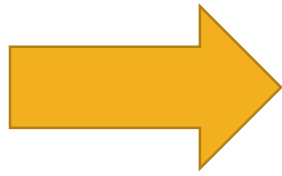
PLAN BAY AREA 2050

Draft Blueprint: Proposed Strategies for the Environment Element

Dave Vautin & Rachael Hartofelis

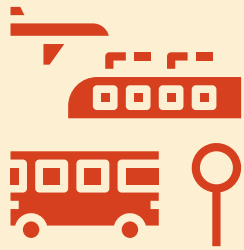
Joint MTC Planning & ABAG Administrative Committee

January 10, 2020



Similar to *Horizon*, *Plan Bay Area 2050* is integrating **four core topic areas**, as we work to create a long-range integrated regional vision for the next 30 years.

Cross-Cutting Issues



Transportation



Housing

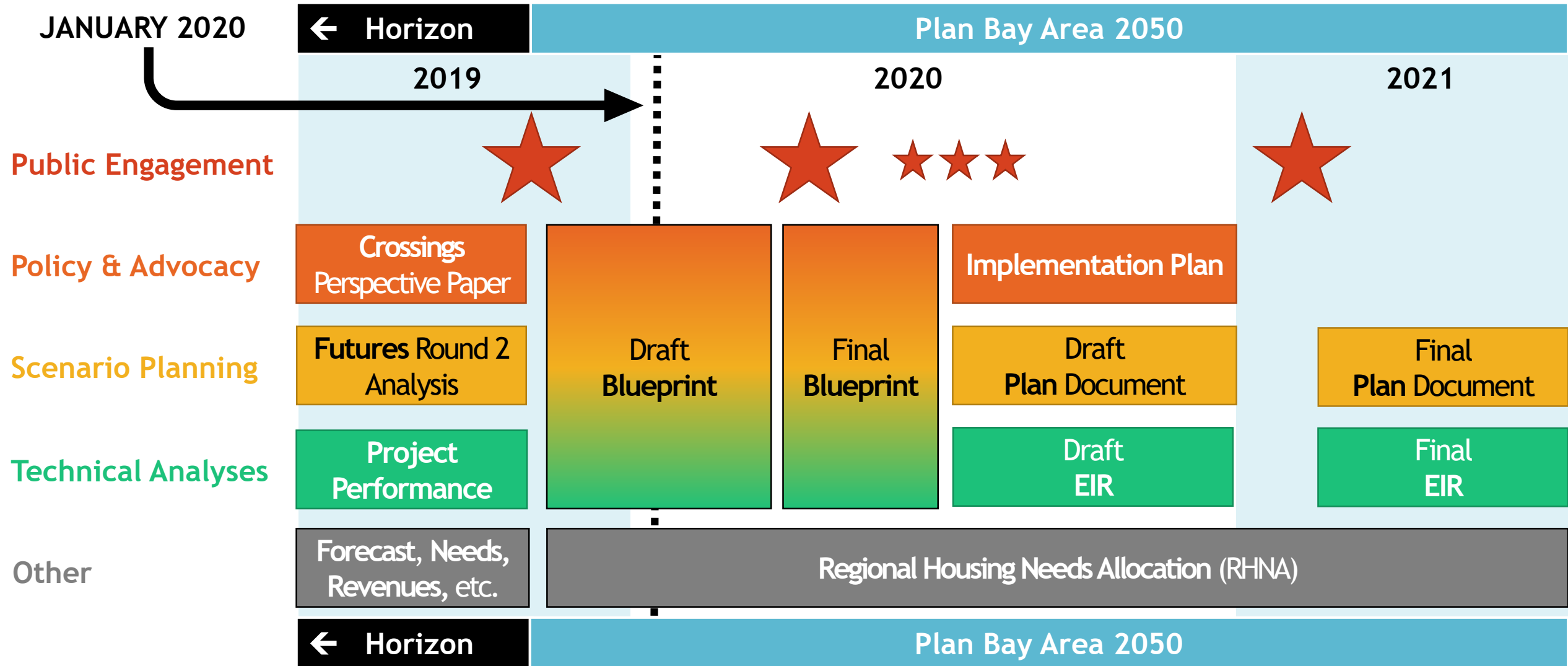


Environment



Economy

Plan Bay Area 2050 Schedule



Focusing growth in Priority Development Areas (PDAs) has been central to past iterations of Plan Bay Area - **helping to reduce per-capita greenhouse gas emissions and minimize development at the intersection of the urban-rural interface, where wildfire risk is highest.**

While environmental goals have been critical in past iterations of the Plan, new challenges like sea level rise have also emerged. **For this reason, we are integrating a new Environment element in the Plan for the first time.**

The Draft Blueprint will integrate complementary strategies to achieve improved regional outcomes.

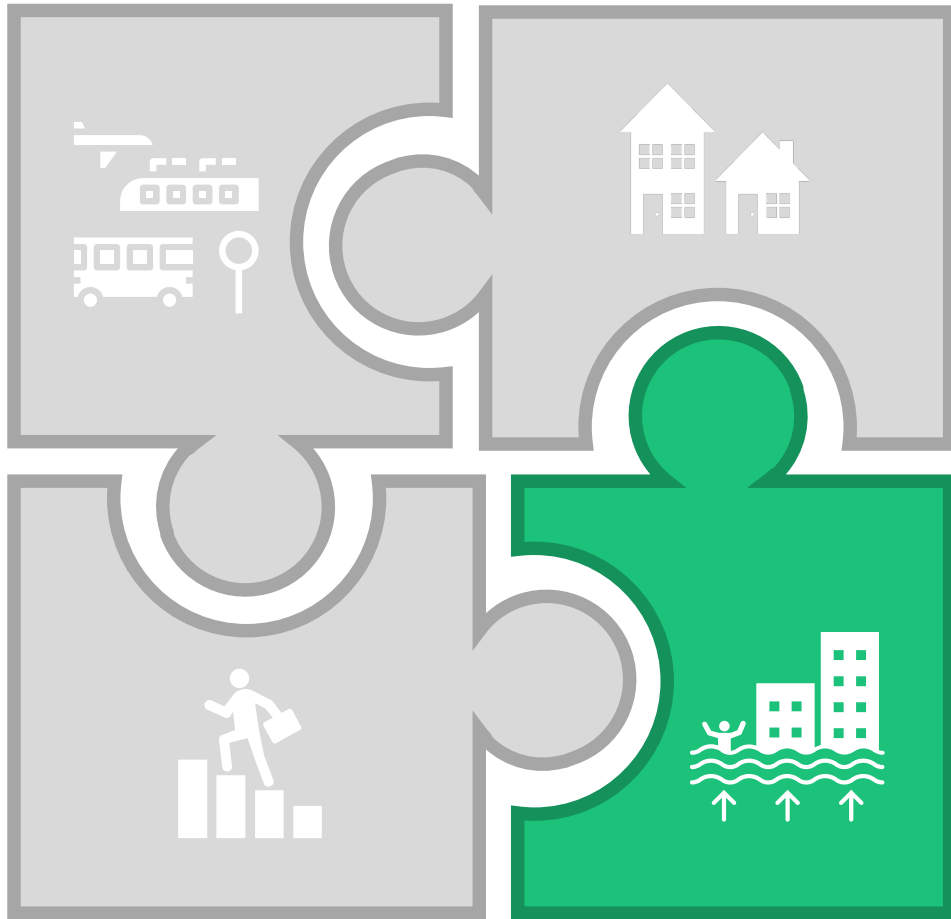


Plan Bay Area 2050 Blueprint

- **Transportation** Investments & Strategies
- **Housing** Geographies & Strategies
- **Economic** Geographies & Strategies
- **Environmental** Strategies

Plan Bay Area 2050 Blueprint: Environment Element

Today we will focus on the first critical component – the environment.



Reduce Transportation GHG Emissions

1. Expand the Climate Initiatives Program

Also: Achieve additional GHG reductions from Transportation, Housing, and Economy strategies

Conserve Agriculture Lands and Open Space

2. Keep Current Urban Growth Boundaries in Place

Address Climate and Hazard Impacts

3. Adapt to Sea Level Rise
4. Modernize Existing Buildings with Seismic, Wildfire, Drought and Energy Retrofits

The Role of “New Revenues”

Transportation



Housing



Economy



Environment



Plan Bay Area 2050 Blueprint Basic

Includes available revenues from Needs & Revenue assessments, but does not include New Revenues from future regional measures



Plan Bay Area 2050 Blueprint Plus

Includes available revenues from Needs & Revenue assessments + additional New Revenues distributed to one or more topic areas of the Plan

This approach will provide more flexibility over the next year, should the MTC/ABAG boards wish to integrate new revenues to create a more aspirational Plan.

Either could be adopted as the Preferred Alternative in 2020 or 2021.

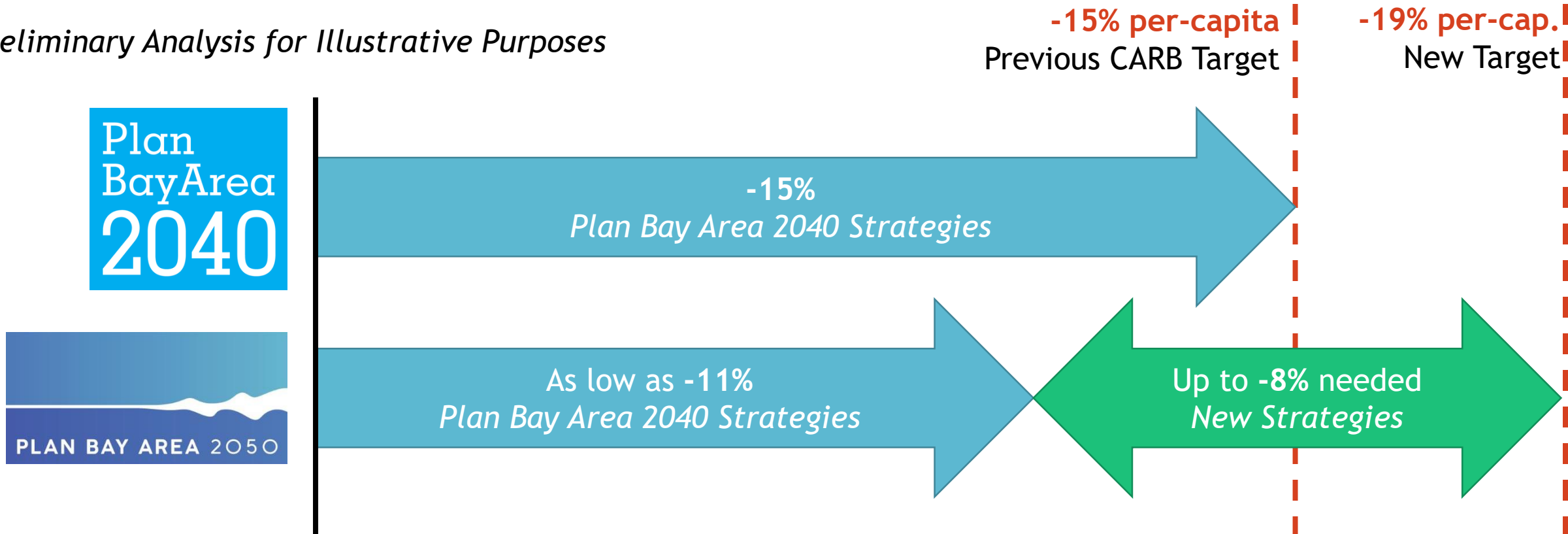
	Draft Blueprint <u>Basic</u>	Draft Blueprint <u>Plus</u>
	<i>Base set of strategies that can be funded with existing revenues.</i>	<i>Expanded set of strategies supported with the inclusion of new revenues.</i>
Expand the Climate Initiatives Program	<div>✓</div> <i>TBD based on GHG target gap¹</i>	<div>✓</div> <i>TBD based on GHG target gap¹</i>
Keep Current Urban Growth Boundaries in Place	<div>✓</div> <i>No cost</i>	<div>✓</div> <i>No cost</i>
Adapt to Sea Level Rise	<div>~</div> <i>\$2 billion²</i>	<div>✓</div> <i>\$20 billion²</i>
Modernize Existing Buildings with Seismic, Wildfire, Drought and Energy Retrofits	<div>~</div> <i><\$1 billion²</i>	<div>✓</div> <i>\$20 billion²</i>

¹ In Plan Bay Area 2040, the additional GHG reduction strategies needed to achieve the GHG target cost more than \$500 million.

² Based on draft Resilience Needs & Revenue Assessment released at the December Joint MTC Planning & ABAG Administrative Committee.

Horizon Finding - Meeting or exceeding the Plan Bay Area 2050 19 percent per-capita reduction target for transportation-related GHG emissions will require bolder strategies.

Preliminary Analysis for Illustrative Purposes



An Incremental Progress Assessment, a new CARB requirement, is currently underway; staff will provide further insight on the GHG gap challenge - anticipated in late January.

Expand the Climate Initiatives Program

Blueprint Basic:

In Plan Bay Area 2040, a package of strategies helped the region achieve the GHG reduction target. These strategies make up MTC's Climate Program, which includes investments in transportation demand management (TDM) strategies and electric vehicle and charging incentive programs.

\$TBD based on GHG gap

Blueprint Plus:

The Blueprint *Plus* will include many of the same strategies in the *Basic* version; however, if the additional strategies included in the Blueprint *Plus* reduce GHG emissions, this might be a rare example of where the *Plus* version is actually cheaper than the *Basic* version.

\$TBD based on GHG gap

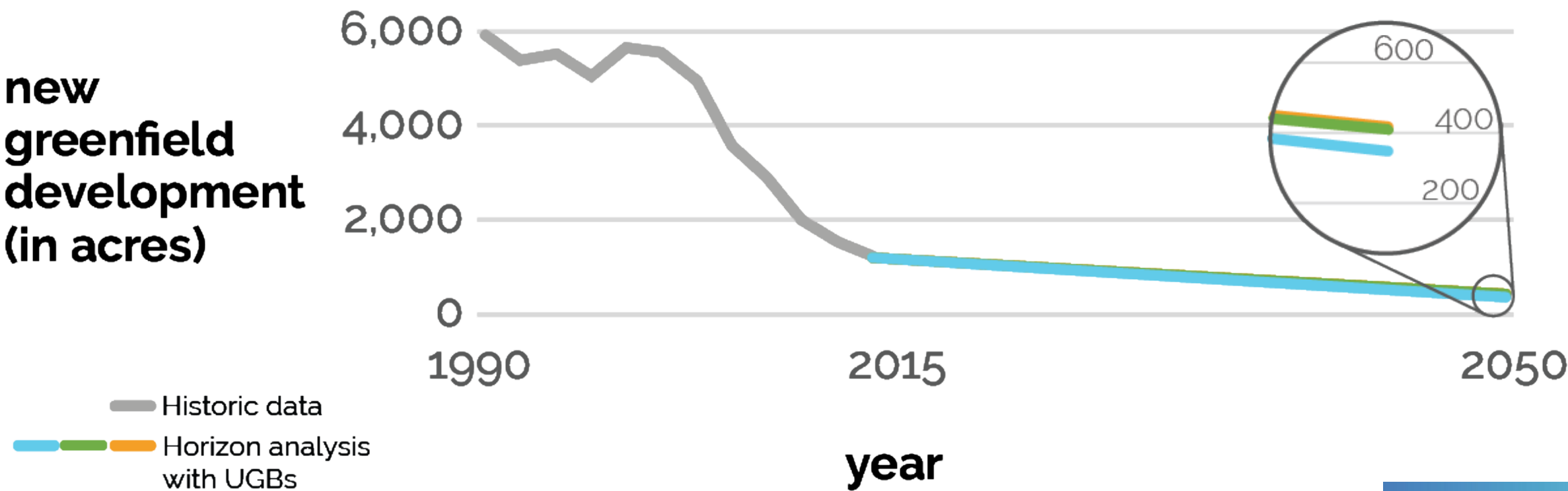
Integrated Strategies Part of MTC's Climate Program

- Bikeshare
- Bike Infrastructure
- Carshare
- Commuter Benefits Ordinance
- Employer Shuttles
- Trip Caps
- Vanpool
- Regional EV Charger Network
- Feebate Program Implementation
- Vehicle Buyback Program
- Mobility-as-a-Service (*potential new strategy*)
- Electric TNC Requirement (*potential new strategy*)

- *MTC's Climate Program targets strategies that reduce GHG emissions, such as supporting regional vanpool programs, bikeshare service, electric vehicle deployment, trips caps, and employer benefit programs.*

Horizon Finding - Past efforts to curb greenfield development from urbanization have been effective. Preserving existing urban growth boundaries should remain a key strategy.

Horizon Analysis - Acres of greenfield development annually - historic and projected



Keep Urban Growth Boundaries

Blueprint Basic:

Using urban growth boundaries, confine new development within areas of existing development or areas otherwise suitable for growth, as established by local jurisdictions.

No cost

Blueprint Plus:

Same as Blueprint Basic

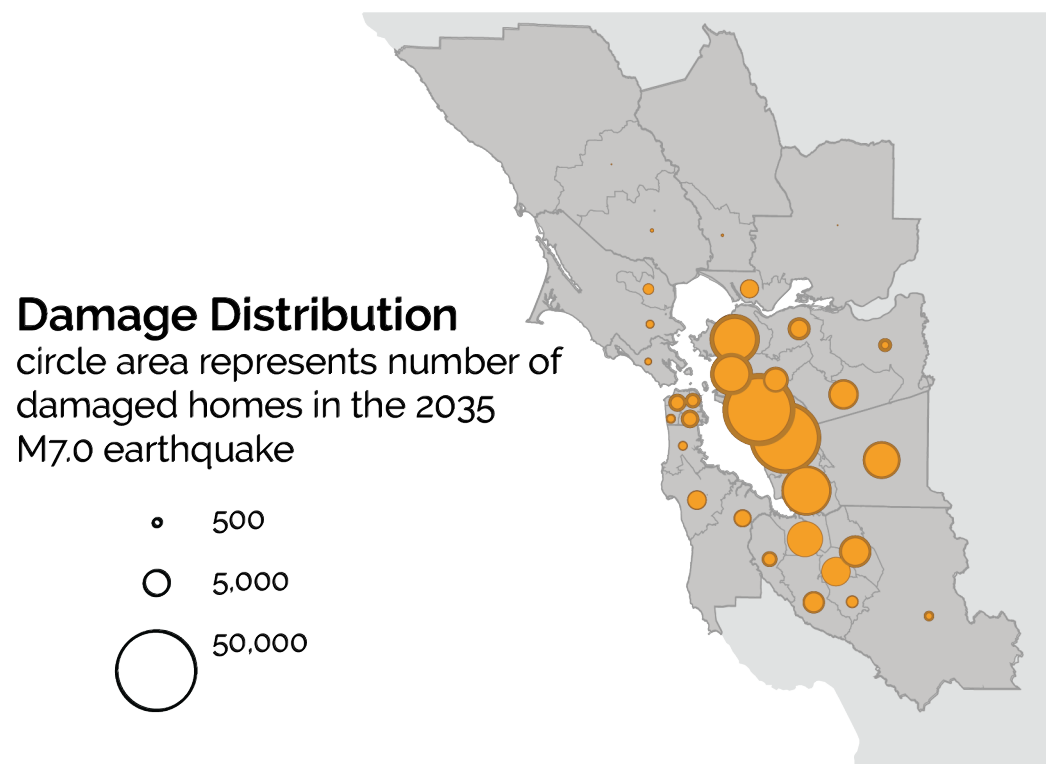
No cost

- *Over 93% of comments approved of restricting new development to within the urban growth boundary.*
- *"Maintaining urban growth boundaries is a bare minimum 'must have' and even this could be difficult." - Pop-up Comment*

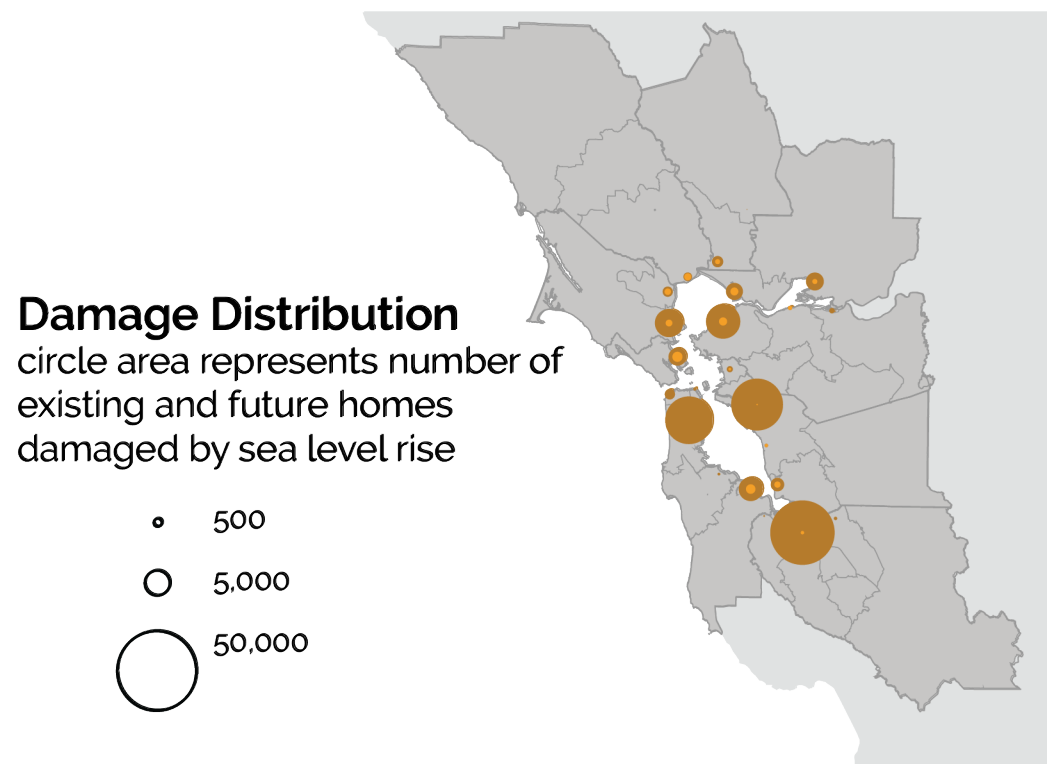


Horizon Finding - Unmitigated climate and hazard impacts would result in significant damage; adaptation and hazard mitigation measures reduce impacts.

Horizon Analysis - Earthquake Impacts



Horizon Analysis - Sea Level Rise Impacts



The results show findings from one Horizon Future, Back to the Future. The Futures Final Report has more information.

Adapt to Sea Level Rise

Blueprint Basic:

With forecasted revenues, the region could protect portions its most vulnerable shoreline. Strategies would prioritize on areas of low costs and high benefits, such as for key infrastructure or growth areas.

\$ 2 Billion

Blueprint Plus:

With new revenues, the region could more fully adapt to sea level rise. Most Bay Area communities and transportation facilities could be protected.

\$20 Billion

- *Over 90% of pop-up comments approved investing in sea level rise adaptation.*
- *“The best offense is a good defense. Investing in prevention is much better than retroactively trying to fix things.” - Mayor of Bayville Comment*

Retrofit Existing Buildings

Blueprint Basic:

Due to a lack of existing funding, the strategy would only entail a continuation of ad-hoc seismic, wildfire, water and energy upgrades. The strategy would have a very limited effect on the quality of existing Bay Area homes.

\$ <1 Billion

Blueprint Plus:

With new revenues, pair ordinance adoption and retrofit incentives to bring existing buildings up to higher seismic, wildfire, water and energy. Offer 50% subsidies to offset the cost of multi- and single-family home retrofits.

\$20 Billion

- *This was one of the most popular strategies in the Mayor of Bayville game, and it had the strongest pop-up support (97%).*
- *“Offer incentives to homeowners in the form of tax credits to encourage more retrofits.” - Pop-up Comment*



The Draft Blueprint aims to package complementary strategies; the Environment strategies will be made stronger when paired together with Transportation, Housing, and Economy strategies.



- **Transportation** investments need to align with the sea level rise adaptation strategy, given that not all assets may be able to be protected without New Revenues.
- **Housing** preservation policies targeting affordability should align with existing building upgrades for health and safety, in order to minimize displacement risk.
- **Economic** strategies should consider how employers can assist in addressing commute-related GHG reductions, in part by encouraging growth in lower-VMT locations.

What's Next?

January 2020

Answer key environmental questions in advance of the February committee meeting.

- Are these the right strategies to include in the Environment element of the Plan Blueprint?
- How might we weave equity more substantially into the strategies?
- How might we fund these efforts?

February 2020

Finalize the strategies to test in the Draft Blueprint.

- At the February committee meeting, staff will present the full package of strategies proposed for the Draft Blueprint *Basic* and Draft Blueprint *Plus*.

Spring 2020

Share feedback on the Draft Blueprint results.

- Staff will present on the regional outcomes resulting from the Draft Blueprint *Basic* and Draft Blueprint *Plus* at committees and public workshops in spring 2020.
- Further refinements to all strategies can be made at this time in advance of the Final Blueprint.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-0085 **Version:** 1 **Name:**
Type: Report **Status:** Informational
File created: 12/27/2019 **In control:** Policy Advisory Council
On agenda: 1/8/2020 **Final action:**
Title: Plan Bay Area 2050: Transportation Element Next Steps
(45 minutes)

Information on the approach to move forward with the transportation investment strategy and complementary strategies for the Draft Blueprint.

Sponsors:

Indexes:

Code sections:

Attachments: [07_PBA_2050-Transportation Element Next Steps.pdf](#)
[07i_Correspondence_Seamless Bay Area.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Plan Bay Area 2050: Transportation Element Next Steps
(45 minutes)

Information on the approach to move forward with the transportation investment strategy and complementary strategies for the Draft Blueprint.

Presenter:

Adam Noelting and Anup Tapase

Recommended Action:

Information

Attachments:

**Metropolitan Transportation Commission
Policy Advisory Council**

January 8, 2020

Agenda Item 7

Plan Bay Area 2050: Transportation Element Next Steps

Subject: Information on the approach to move forward with the transportation investment strategy and complementary strategies for the Draft Blueprint.

Background: Policy Advisory Council Agenda Item 7, Plan Bay Area 2050: Transportation Element Next Steps is attached. This report will be presented to the Bay Area Partnership Board on January 6, 2020.

Staff will be at your January 8 meeting to discuss this report. The Council's input is requested.

Attachments: Agenda Item 3a from the January 6, 2020 Bay Area Partnership Board

J:\COMMITTEE\Policy Advisory Council\Meeting Packets\2020\01_2020_Poli_Advi_Coun\07i_PBA 2050-Transportation Element Next Steps_Cover_Summary Sheet.docx

Bay Area Partnership Board

January 6, 2020

Agenda Item 3a

Plan Bay Area 2050: Transportation Element Next Steps

Subject: Information on the approach to move forward with the transportation investment strategy and complementary strategies for the Draft Blueprint.

Background: The Plan Bay Area 2050 Blueprint will be comprised of four elements; Transportation, Housing, Economy, and Environment. Comprehensively, actions related to these four elements will strive to move the Bay Area towards a more affordable, connected, diverse, healthy, and vibrant region. The Blueprint's transportation element will build upon Horizon's nearly two years of exploratory analyses to identify a fiscally constrained investment strategy.

It is not feasible to include all of the proposed transportation investments within the region's forecasted revenues, even if new revenues become available. As a result, the investment strategy will strive to balance the forecasted revenues across strategies to maintain our existing transportation system—*road and transit infrastructure and run transit service*—and strategies to implement and build the region's next-generation transportation projects/programs.

The Blueprint will be crafted in two phases: the **Draft Blueprint** (analyzed in February 2020), and the **Final Blueprint** (analyzed in summer 2020). The Draft Blueprint will emphasize investments in regional strategies evaluated in Horizon to achieve PBA 2050's vision and state-mandated GHG emissions reduction goals. The Draft Blueprint will leave fiscal capacity for additional investments in strategies and to include other county priorities. The Final Blueprint will continue to refine the strategies and incorporate a more comprehensive yet fiscally constrained list of transportation investments. Both the Draft Blueprint and Final Blueprint will leverage work from the Project Performance Assessment to understand which projects are most effective and most equitable, given the financial constraints.

Issues: New to PBA 2050 is a more stringent per-capita GHG emissions reduction target set by the California Air Resources Board. Initial analysis shows that the region will fall short of the new target if the strategies from prior iterations of Plan Bay Area are advanced into PBA 2050. A more cohesive and comprehensive approach will be needed to meet PBA 2050's more stringent target, including consideration of more aggressive strategies. If PBA 2050 were to fall short of the GHG target, the region would be at risk for not receiving future funding allocations from the Senate Bill 1 Solutions for Congested Corridors Program.

Also new to PBA 2050, the Blueprint will consider two revenue scenarios: a scenario with revenue in line with the traditional forecasting methodology, and a scenario with a sizeable influx of new revenues. These two scenarios, titled Blueprint *Basic* and Blueprint *Plus*, will prepare the region to meet its goals in two disparate funding scenarios. Blueprint *Plus* will result in additional fiscal capacity for increased levels of investment in regional strategies to create a more aspirational Plan.

From Compelling Case to Collaborative Space

In previous iterations of Plan Bay Area, the most cost-effective capital-intensive projects (“high-performers”) formed the backbone of the Plan’s investment strategy and low-performers were required to present a “compelling case” to the Commission prior to their inclusion into the Plan. Staff propose an alternative to the compelling case process that would rely on collaboration with CTAs, transit operators, or other project sponsors to identify mitigations to boost a project’s performance across one or more of the three assessment metrics—*B/C Ratio*, *Equity Score*, and *Guiding Principles Flags*—through project-level refinements or support of complementary strategies. Staff propose working collaboratively with CTAs to draw upon the Project Performance Assessment findings and identify avenues to improve the performance of projects, such as rescoping or adopting strategies to mitigate negative outcomes, as an alternative to the Compelling Case process of previous Plans. Staff proposes to set aside a share of the Plan’s revenues for the Final Blueprint, thereby leaving capacity to add projects that align with the Blueprint strategies and that mitigate performance concerns.

Outreach and Strategy Refinement

Between October and December 2019, MTC carried out three engagement campaigns to solicit feedback on proposed strategies in order to refine the strategies for inclusion in the Draft Blueprint. Two campaigns were aimed at members of the general public, one in person and one online, soliciting a combined 15,000 comments. In an effort to engage with expert stakeholders from around the region, a half-day workshop was held in mid-November to further refine the strategies and dive into the priorities for the investment strategy. **Attachment A** details the three efforts and their key takeaways.

Next Steps:

The ABAG Executive Board and MTC Commission will meet in January 2020 to discuss an initial set of regional strategies and investments to maintain our existing transportation system. In February 2020, MTC will prepare and present the Draft Blueprint’s investment framework, and in Spring 2020 MTC will present the Draft Blueprint’s preliminary analysis findings.

Attachments:

Attachment A: Presentation


Therese W. McMillan



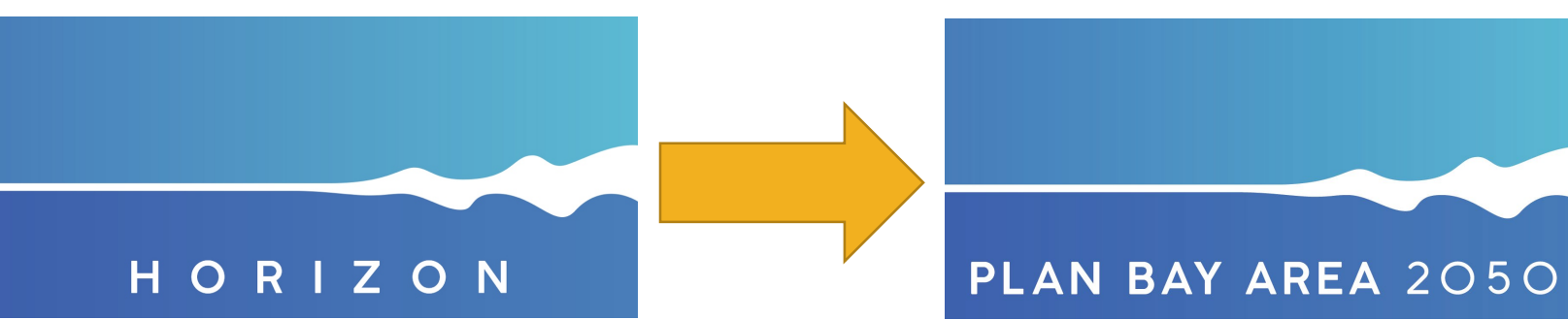
PLAN BAY AREA 2050

Plan Bay Area 2050 Draft Blueprint: Developing the Transportation Element

Bay Area Partnership Board

January 6, 2020

Adam Noelting and Raleigh McCoy



Similar to *Horizon*, ***Plan Bay Area 2050*** is integrating **four core topic areas**, as we work to create a long-range integrated regional vision for the next 30 years

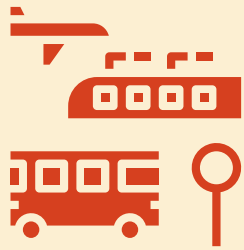
Cross-Cutting Issues



Equity



Resilience



Transportation



Housing

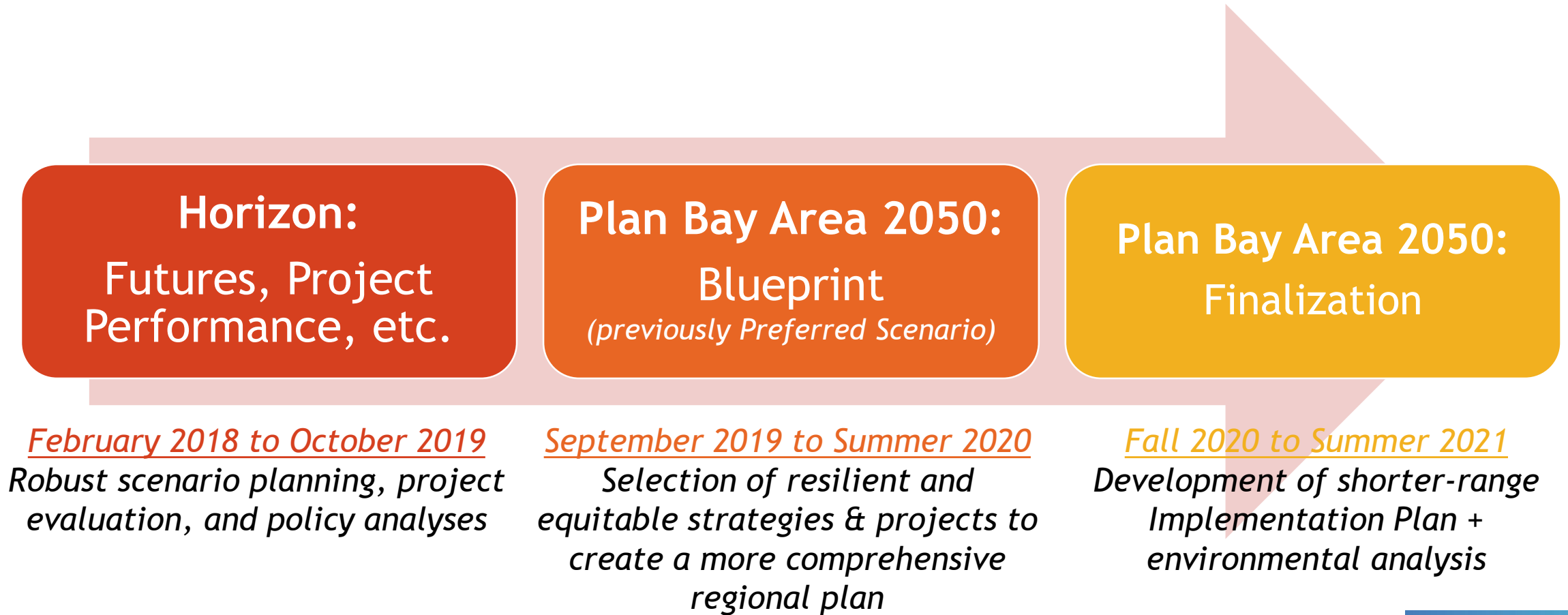


Environment

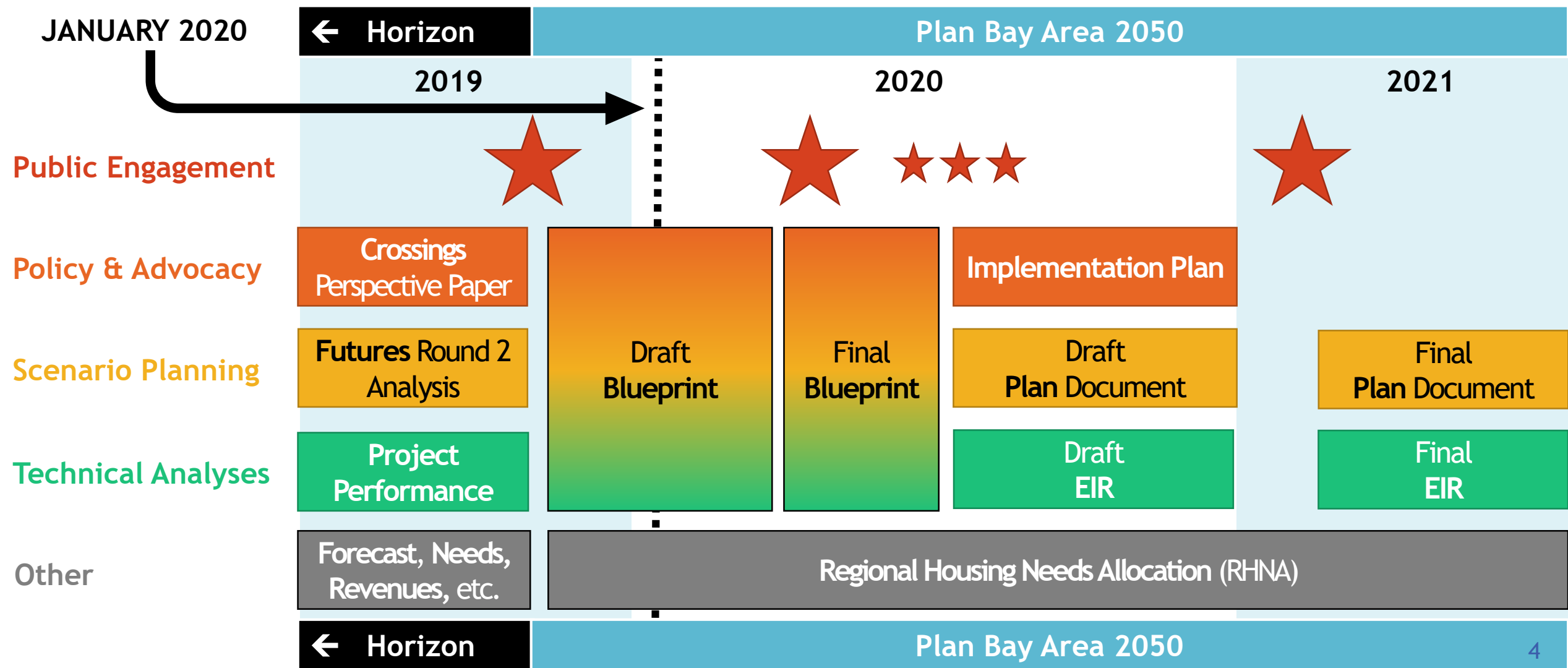


Economy

Plan Bay Area 2050 builds on Horizon



Plan Bay Area 2050 Schedule



The Draft Blueprint Will Integrate Complementary Strategies to Achieve Improved Regional Outcomes



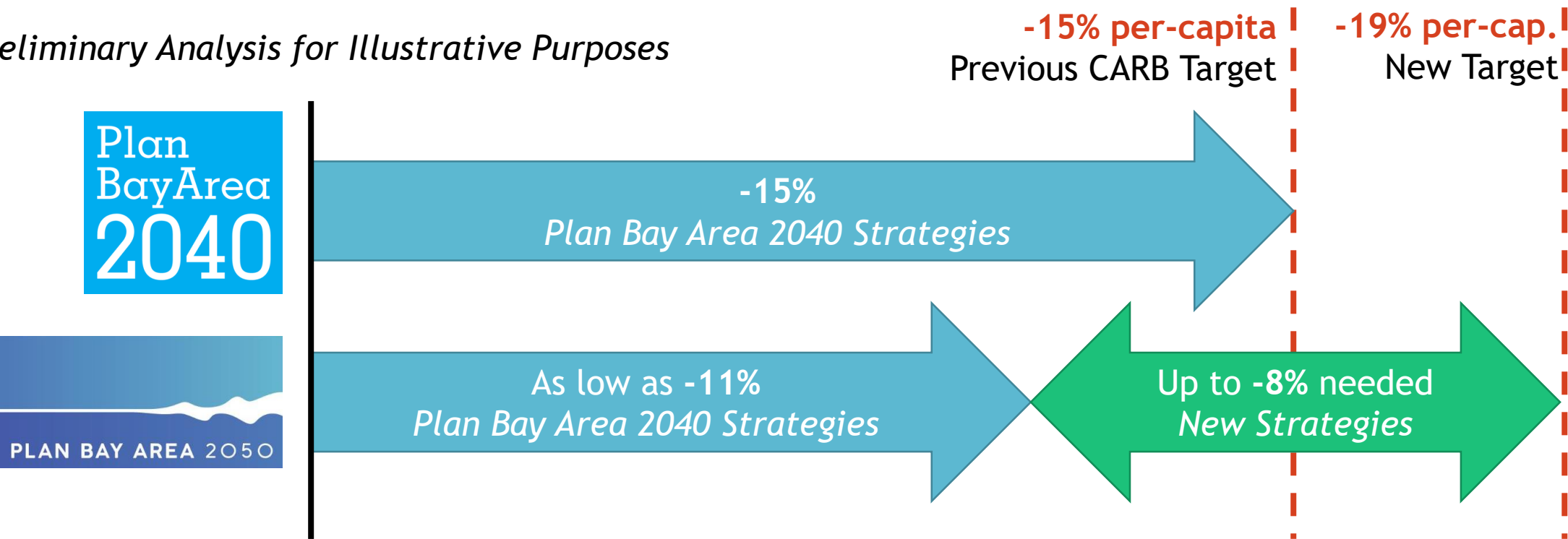
Plan Bay Area 2050 Blueprint

- **Transportation** Investments & Strategies
- **Housing** Geographies & Strategies
- **Economic** Geographies & Strategies
- **Environmental** Strategies

<p>Cross-Cutting Issues</p>	<div> <div>  <p>Equity</p> </div> <div>  <p>Resilience</p> </div> <div>  <p>Adopted by MTC and ABAG Boards September 2019</p> </div> </div>		
<p>Vision</p>	<p>To ensure by the year 2050 that the Bay Area is affordable, connected, diverse, healthy, and vibrant for all.</p>		
<p>Guiding Principles</p>	 <p>Affordable</p>	<p>All Bay Area residents and workers have sufficient housing options they can afford - households are economically secure.</p>	
	 <p>Connected</p>	<p>An expanded, well-functioning, safe and multimodal transportation system connects the Bay Area - fast, frequent and efficient intercity trips are complemented by a suite of local transportation options, connecting communities and creating a cohesive region.</p>	
	 <p>Diverse</p>	<p>The Bay Area is an inclusive region where people from all backgrounds, abilities, and ages can remain in place - with full access to the region's assets and resources.</p>	
	 <p>Healthy</p>	<p>The region's natural resources, open space, clean water and clean air are conserved - the region actively reduces its environmental footprint and protects residents from environmental impacts.</p>	
	 <p>Vibrant</p>	<p>The Bay Area region is an innovation leader, creating quality job opportunities for all and ample fiscal resources for communities.</p>	

Plan Bay Area 2050 Must Meet a More Ambitious Greenhouse Gas Reduction Target Under SB 375

Preliminary Analysis for Illustrative Purposes



A More Cohesive, Comprehensive Approach Will be Needed to Meet this GHG Target

- Horizon provided the means to test transformative transportation and land use strategies for resilience to future uncertainty
- While previous plans have relied upon “high performer” projects and a focused growth strategy, our preliminary analysis suggests that this will not be sufficient to meet GHG goals
- Plan Bay Area 2050 will require a comprehensive approach to create a well-connected network of transportation investments, focused on complementary transportation and land use strategies that magnify the positive impacts of projects and mitigate negative externalities

The Role of “New Revenues”

Transportation



Housing



Economy



Environment



Plan Bay Area 2050 Blueprint **Basic**
Includes available revenues from Needs & Revenue assessments, but does not include New Revenues from future regional measures



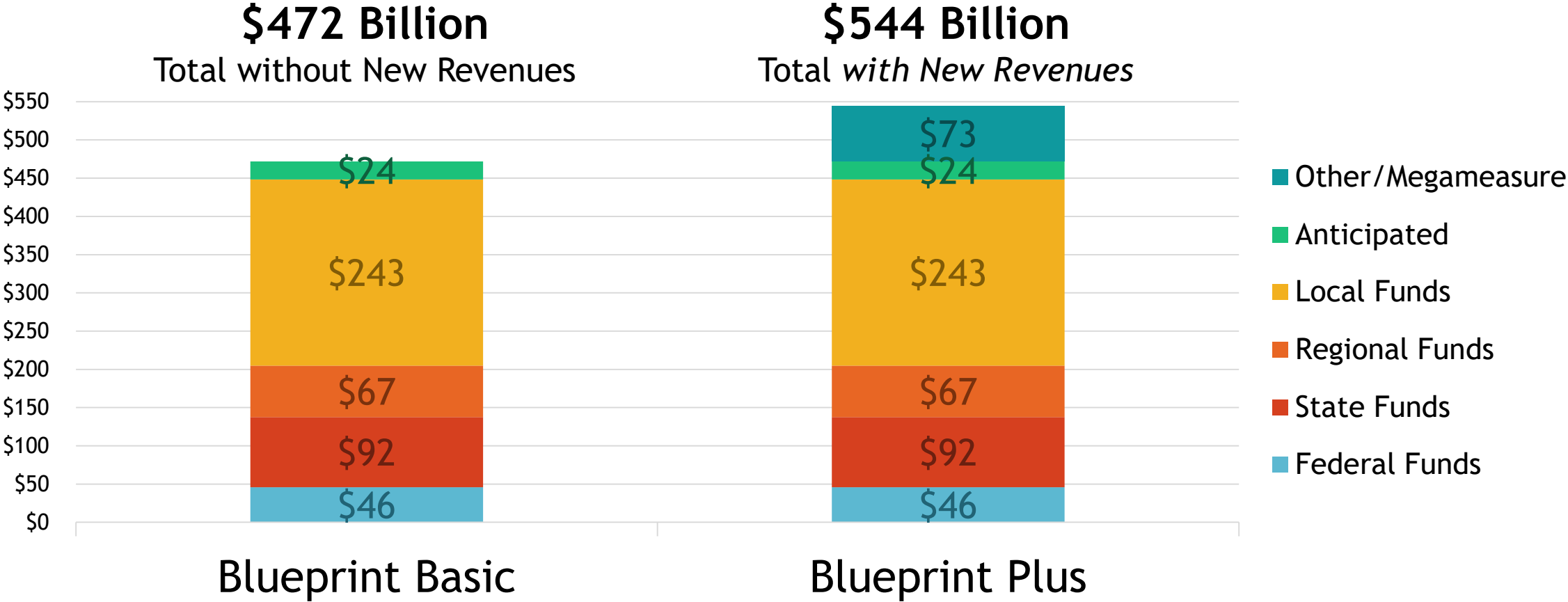
Plan Bay Area 2050 Blueprint **Plus**
Includes available revenues from Needs & Revenue assessments + additional New Revenues distributed to one or more topic areas of the Plan

This approach will provide more flexibility over the next year, should the MTC/ABAG boards wish to integrate new revenues to create a more aspirational Plan.

Either could be adopted as the Preferred Alternative in 2020 or 2021.

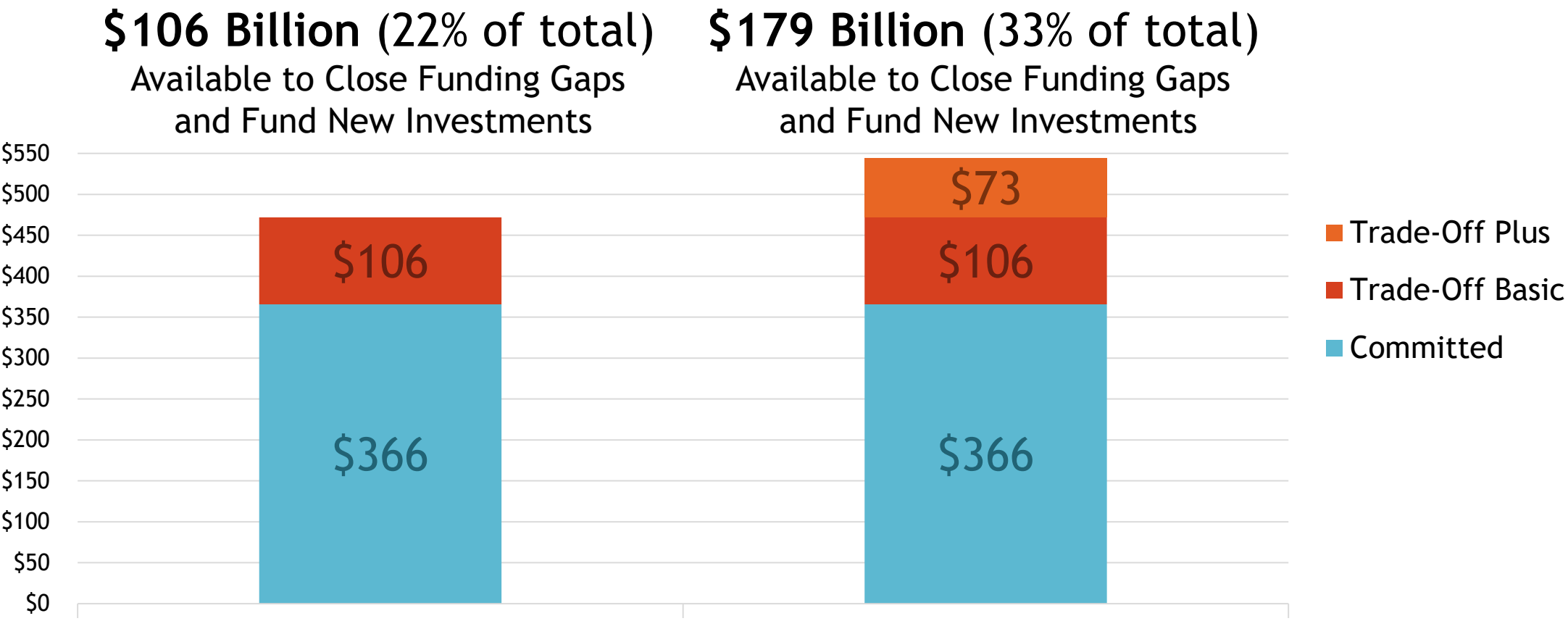
Sources of Transportation Revenues

30-Year (2021-2050) Revenue Forecast (in Billions of YOE\$)



30-Year (2021-2050) Revenue Forecast (in Billions of YOE\$)

Draft Transportation “Trade-Off” Revenues



\$106 Billion (22% of total)
Available to Close Funding Gaps
and Fund New Investments

\$179 Billion (33% of total)
Available to Close Funding Gaps
and Fund New Investments

Blueprint Basic, \$472B

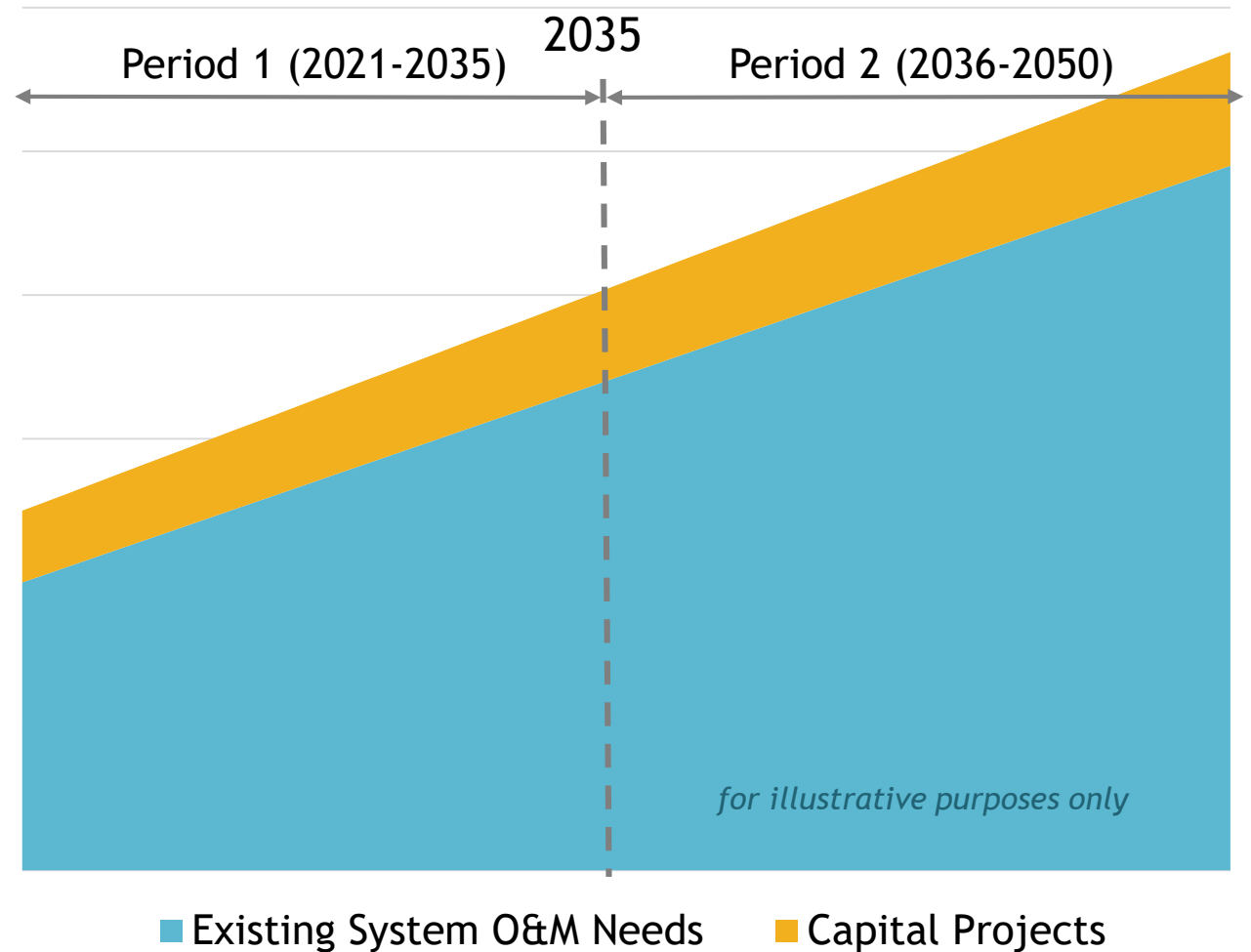
Blueprint Plus, \$544B

30-Year (2021-2050) Revenue Forecast (in Billions of YOE\$)

Transportation Revenues

PBA 2050's 30-year planning horizon will be divided into two 15-year periods.

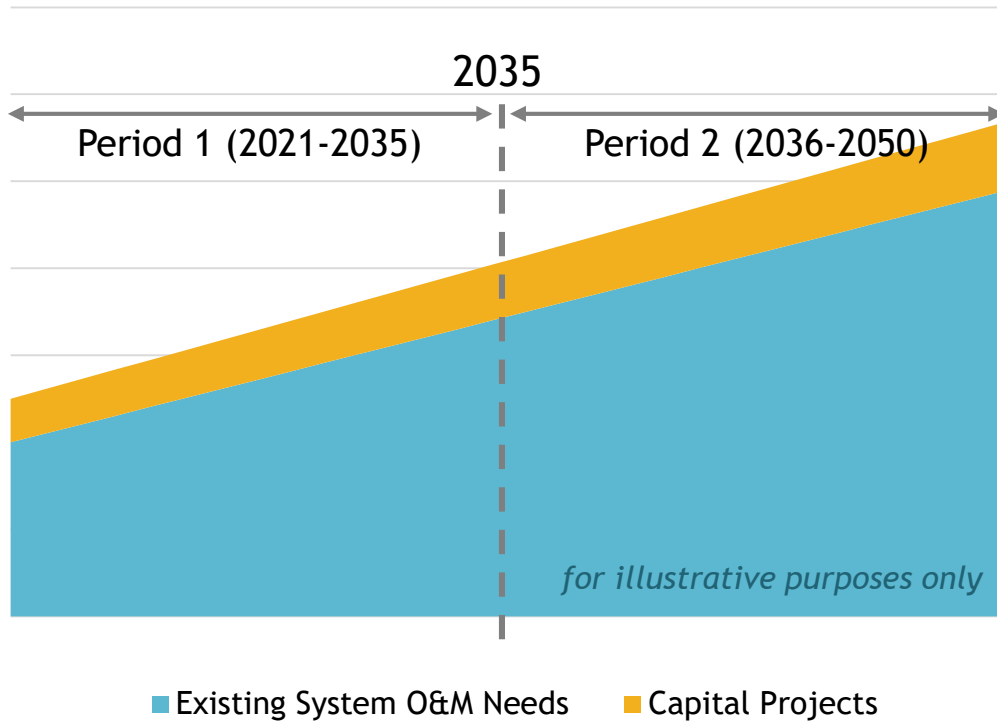
This will affect when we assume major capital projects will be delivered.



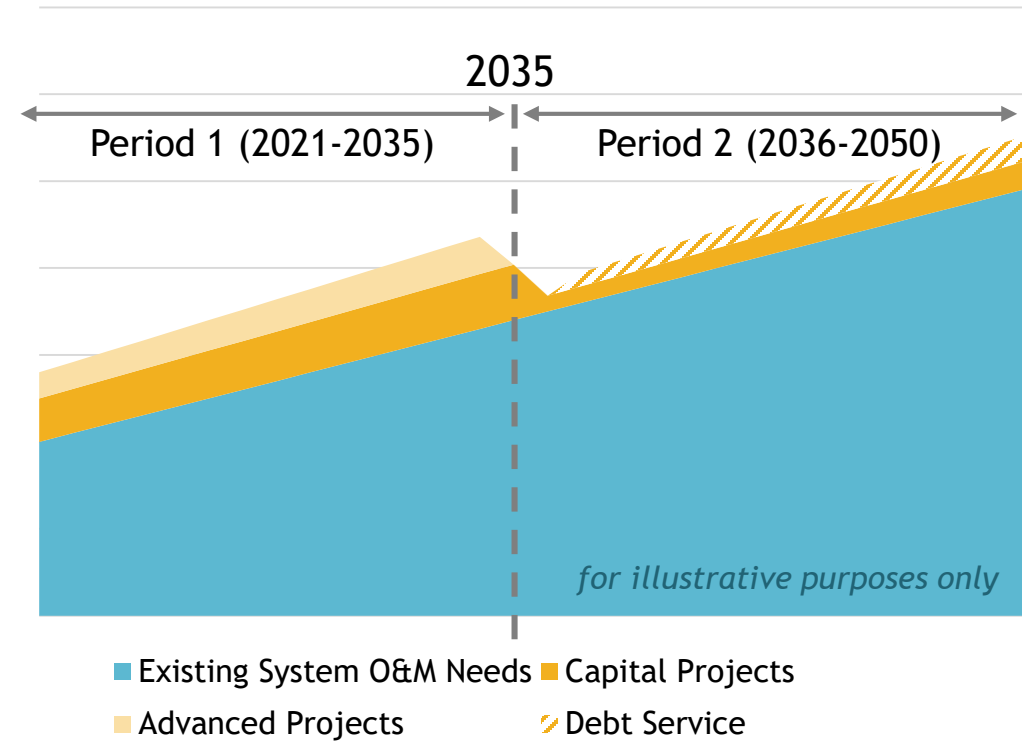
30-Year Revenue Forecast (in Billions of YOES\$)

Two Methods to Fiscally-Constrain Capital Projects in PBA 2050

Cashflow



Financing



Needs and Revenue Transportation Summary

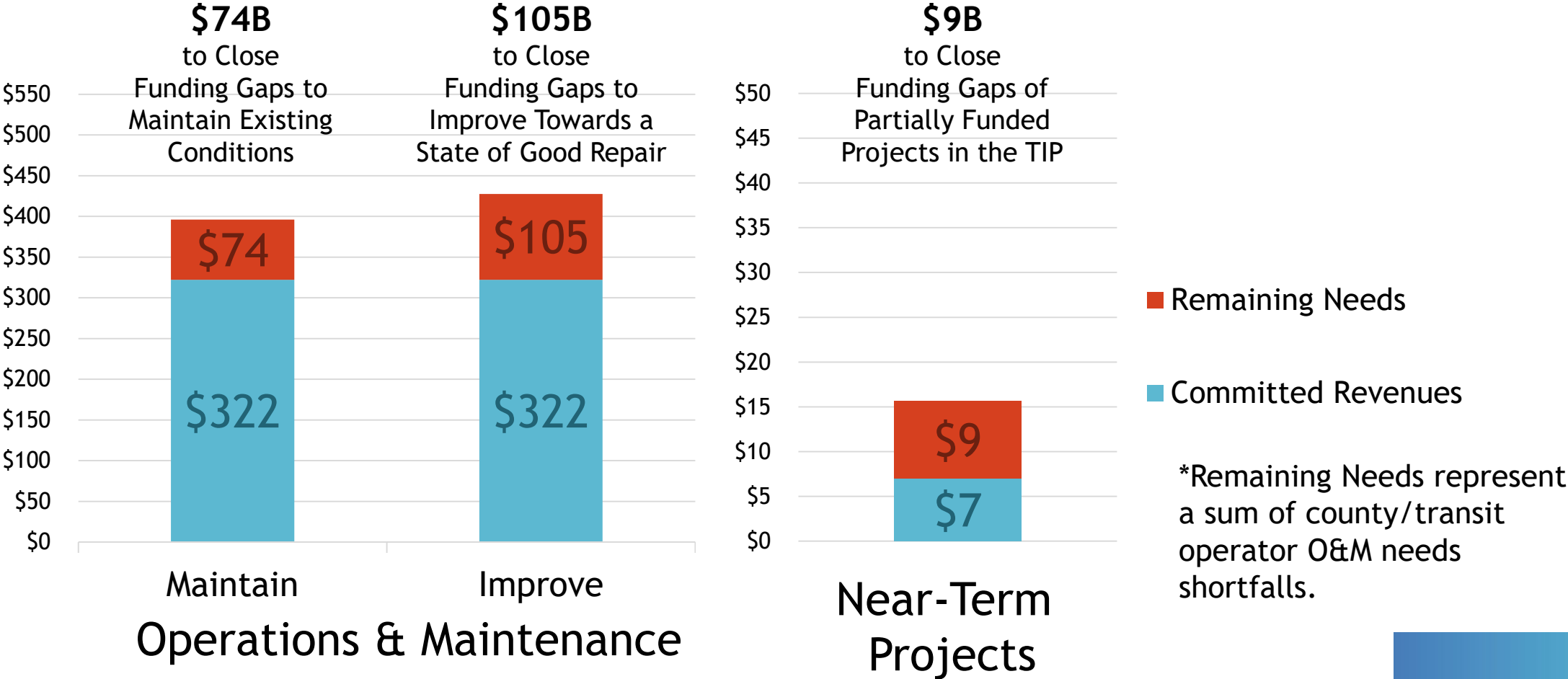
- \$423 billion to improve and maintain the system in a state of good repair
- \$392 billion to prevent further deterioration / maintain existing conditions

30-Year Transportation Operations and Capital Maintenance Needs (in Billions of YOES)

	Maintain Existing Conditions	State of Good Repair
Public Transit Operations	\$218 B	\$218 B
Public Transit State of Good Repair	\$63	\$88
Local Streets & Bridges State of Good Repair	\$64	\$71
Highways State of Good Repair	\$24	\$24
Bridges State of Good Repair	\$22	\$22
TOTAL	\$392 B	\$423 B

Note: Two condition scenarios could only be calculated for Local Streets, Roads, and Local Bridges, and Transit Capital

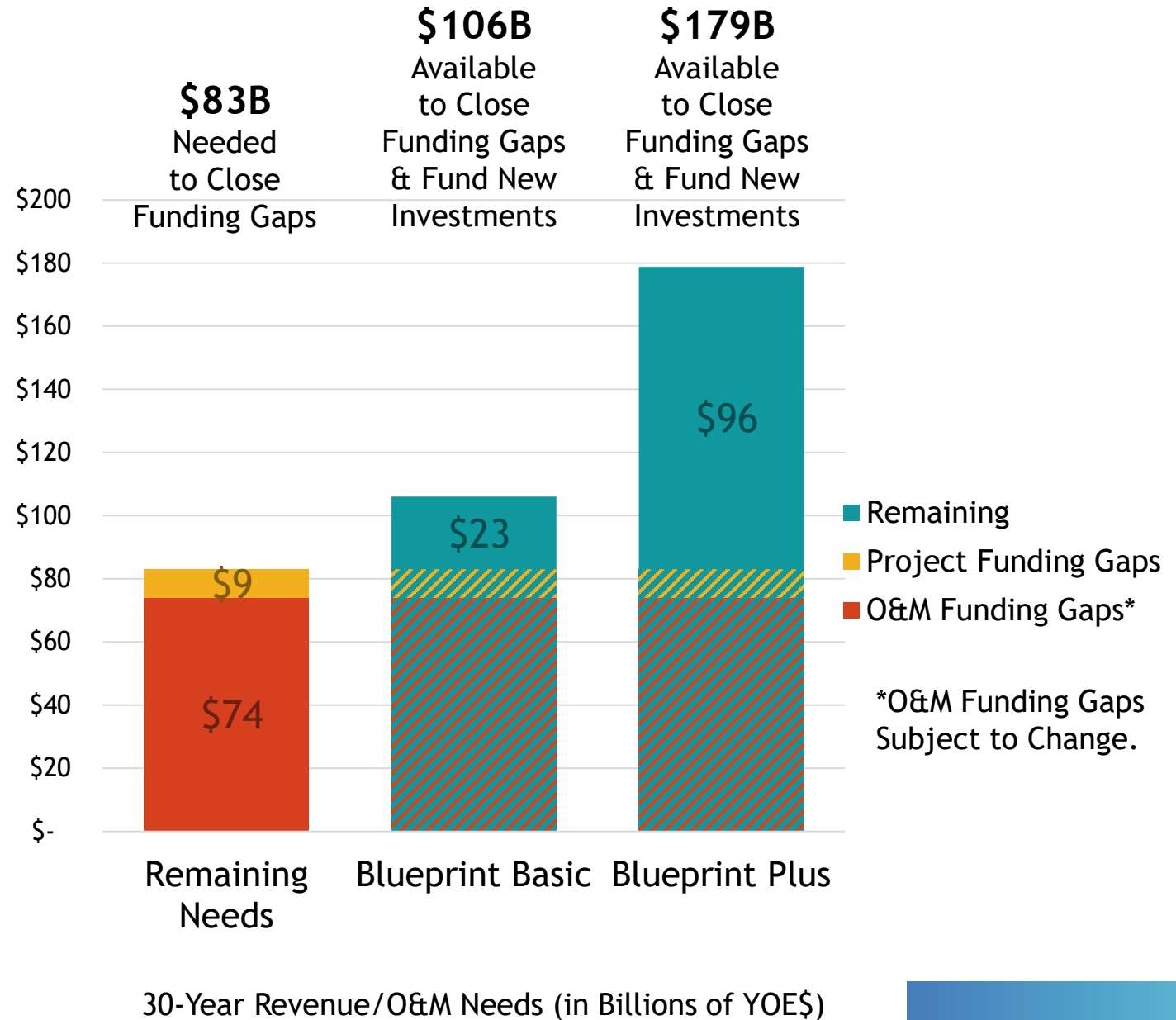
Unfunded Needs: Operations & Maintenance Needs and Near-Term Projects



30-Year Revenue/O&M Needs (in Billions of YOES)

Trade-off Revenues Available for Strategies

- The **Draft Blueprint** will assign Trade-Off revenues to transportation strategies, some of which will be comprised of a subset of major transportation projects that performed well in the Project Performance Assessment.
- A share of the Trade-Off revenues will be set aside for the **Final Blueprint** to fund local priorities and major projects that align with the strategies and commit to mitigations to boost performance.
- The additional Trade-Off revenues in **Blueprint Plus** allow for increased investment in strategies, resulting in more projects inclusion in the Plan.



Plan Bay Area 2050 Blueprint: Transportation Element



Emerging Strategy Themes:

- Operate and Maintain the Existing System
- Create Healthy Streets
- Enhance Regional Transit
- Manage Freeway Demand

Plan Bay Area 2050 Blueprint: Transportation Element

Emerging Themes:



Create Healthy Streets

Incorporate into Draft Blueprint

- ✓ **Build a Complete Micromobility Network:** build out nearly 10,000 miles of new bicycle infrastructure, including protected bike lanes and trails.
- ✓ **Lower Speed Limits on Highways & Local Streets:** reduce local street speed limits in growth areas to 25 mph and reduce highway speed limits to 55 mph.
- ✓ **Build & Operate Lower Cost Transit Projects,** including Bus, BRT, and Ferry Projects.

Incorporate into Final Blueprint

- ❑ Provide Free Shared Bike & Shuttle Service

Plan Bay Area 2050 Blueprint: Transportation Element

Emerging Themes:



Enhance Regional Transit

Incorporate into Draft Blueprint

- ✓ **Complete Set of Plan Bay Area 2040 Transit Expansion Projects:** Construct projects including BART to Silicon Valley Phase 2, SMART to Windsor, and key rapid bus lines.
- ✓ **Build a New Transbay Rail Crossing*:** Invest in a new transbay rail crossing, enabling significant frequency boosts on rail systems in the East Bay and West Bay. This strategy will only be assumed in the Blueprint Plus.
- ✓ **Integrate Transit Fares Across the Region's Operators**

Incorporate into Final Blueprint

- ☐ **Create a Next-Generation Rail Network**
- ☐ **Build and Operate a Regional Express Bus Network**
- ☐ **Provide Free Transit to Lower-Income Residents**

Plan Bay Area 2050 Blueprint: Transportation Element

Emerging Themes:



Manage Freeway Demand

Incorporate into Draft Blueprint

- ✓ **Develop a Single Platform to Access and Pay for All Mobility Options:** Enable integrated trip planning and fare payment for all travel modes via smartphone.
- ✓ **Apply Tolls Based on Time of Day and Vehicle Occupancy on All Freeways:** Reduce traffic congestion by implementing tolls ranging from 5 cents to 15 cents per mile.

Incorporate into Final Blueprint

- ❑ **Build Express Lanes and Address Interchange Bottlenecks:** Will incorporate recommendations from the Bay Area Express Lanes 10-Year Strategic Implementation Plan.

What We've Been Hearing

Stakeholder Engagement: RAWG workshop

- **Investment Strategy: Priorities**
 - Participants dedicated funding to optimizing existing transit, reforming fare policy, and investing in micromobility infrastructure
 - With additional revenues, participants funded a new Transbay rail crossing, Express Lanes, and state of good repair
- **Strategies: Example Revisions**
 - **Fare Policy:** reorient to focus on fare integration instead of free transit
 - **Per-Mile Freeway Tolls:** roll out pilot projects on congested corridors with transit alternatives already in operation
 - **Micromobility Network:** increase the emphasis on amenities for pedestrians

Public Outreach: pop-ups and Mayor of Bayville “digital engagement”

- **Most Popular Strategies**
 - Modernize existing bus/rail
 - Micromobility network
- **Least Popular Strategies**
 - Lower speed limits for safety
 - Free shared bike and scooter service



Project Performance Assessment Results Will be Leveraged for Project Next Steps

Draft Blueprint

Will include:

- All committed transportation projects
- A fiscally-constrained subset of the Project Performance Assessment projects that:
 - Align with the Blueprint strategies
 - Performed well in the performance assessment
 - Are network improvements, advance equity, or reduce VMT (GHGs)

Final Blueprint

A share of Trade-off revenues will be set aside for the Final Blueprint.

Will incorporate:

- Projects that align with the Blueprint strategies and that commit to performance mitigations, and are network improvements, advance equity, or reduce VMT (GHGs)
- All other CTA priorities

From Compelling Case to Collaborative Space

What issues are causing projects to underperform:

- **Inequities** - project benefits skew through higher-income demographics
- **Increased GHG** - project leads to greater GHG and/or VMT
- **High costs** - project's costs are well in excess of project's benefits
- **Safety** - project leads to greater fatalities or injuries than baseline
- **Displacement** - project may displace homes or businesses

What mitigation actions can address these performance shortcomings:

- Through a revision of project scope, or...
- Through a new project- or local-level mitigation, or...
- Through support for a new regional mitigation strategy

What's Next?

January 2020

Answer key transportation questions in advance of the February committee meeting.

- Are these the right strategies to include in the Transportation element of the Plan Blueprint?
- How might we weave equity more substantially into the strategies?
- How might we fund these efforts?

February 2020

Finalize the strategies to test in the Draft Blueprint.

- At the February committee meeting, staff will present the full package of strategies proposed for the Draft Blueprint *Basic* and Draft Blueprint *Plus*.

Spring 2020

Share feedback on the Draft Blueprint results.

- Staff will present on the regional outcomes resulting from the Draft Blueprint *Basic* and Draft Blueprint *Plus* at committees and public workshops in spring 2020.
- Further refinements to all strategies can be made at this time in advance of the Final Blueprint, including integrating CTA's project priorities.



Re: Plan Bay Area 2050: Transportation Element Next Steps
To: Bay Area Partnership Board, Metropolitan Transportation Commission
From: Seamless Bay Area

January 5, 2020

Dear Partnership Board Members, MTC Commissioners, and Staff,

Thank you for considering the following comments on the Plan Bay Area 2050 project evaluation process in advance of the upcoming MTC workshop on January 30.

We are very glad to see that this iteration of project evaluation includes valuable advances over previous years, such as:

- An equity lens to evaluate the benefits and impacts of projects on low-income and disadvantaged populations;
- Giving agencies opportunities to refine and improve projects;
- An open submission process that has generated valuable ideas from nonprofits, community groups, and local governments; and
- The use of scenarios to explore project performance in a range of futures.

However, the scoring also reveals how Plan Bay Area does not provide a strategic vision or plan for a well-performing, well-integrated transit network. This reflects the institutional reality that there is no public agency whose job it is to do strategic transit network planning on behalf of the nine-county Bay Area.

We have compiled a list of detailed observations of the project scoring results, included in Attachment to this letter. These observations have led us to the following critiques of the current scoring framework:

1. Project scoring depends greatly on how projects are grouped, which is often a reflection of transit agency jurisdictional boundaries and mandates, resulting in potential missed benefits of certain grouped investments.
2. Project scoring sometimes does not include an accurate reflection of both project costs and benefits when these extend beyond the region's boundaries, leading to wildly different assessment of project cost-effectiveness.
3. Project scoring evaluates capital projects based on current fare policies that render some parts of the system more affordable than others, resulting in muddled assessment of capital program priorities
4. Equity appears to be assessed too narrowly, rather than considering the equity benefits of freedom of movement across the region to a range of opportunities and destinations.

The Bay Area needs an integrated plan, rather than a jigsaw puzzle with mismatched parts

The fundamental issue is that the Plan Bay Area transportation “Regional Transportation Plan” isn’t developed as a plan for a transit system that works as a system, with an integrated network of routes designed to move people across the region quickly and affordably. Instead, the MTC asks many transit agencies and jurisdiction to submit projects, and then patches together a collection of projects that have been developed in isolation from each other. The outcome is a whole that is less than the sum of the parts, a system that moves fewer people than it should because it is less convenient, predictable, and affordable.

Ways to Improve scoring in 2020

Fortunately, the scoring process includes a window of time to improve projects. This window can be used proactively. Instead of waiting for individual agencies to propose changes, MTC can identify sets of gaps and potential changes, and reach out to update projects and scores that are affected by these systematic gaps. We request that MTC take the following steps to refine the scoring:

- Harmonize assumptions about projects that are potentially part of a family of projects, such as the Transbay program
- Align costs and benefits - for projects that have costs and benefits at a mega-regional and statewide travel, consider both sides of the equation (or neither, if such analysis may not yet be feasible, as in the case of HSR features for the Caltrain corridor)
- Assess project equity with a scenario of integrated, affordable fares (and not just assuming current fares); and considering feeder local service to fast regional service
- Assess project equity considering the economic opportunities provided by enabling low-income neighborhoods to have access to middle-wage jobs

Actively Support Establishing a Transportation Network Manager agency as soon as possible

Regions around the world that have well-coordinated, high-performing transit systems have an agency that plays the role of a “[Network Manager](#)”, which is in charge of planning transit as a network, and making sure that the network is operated as an integrated system, with coordinated fares, schedules, wayfinding and branding. The book [Transport for Suburbia](#) makes the case that in regions that are polycentric and mixed-density such as the Bay Area, this approach is essential in achieving high transit ridership. This is clearly missing in the Bay Area.

While improving project scoring for this Plan Bay Area iteration, we urge the Commissioners and MTC staff to reflect on what’s missing, and start the process now move toward the creation of a regional Transportation Network Manager entity, so that the next round of Plan Bay Area can prioritize projects that together create a whole that is greater than the sum of the parts.

In summary, we hope that MTC, transit agencies, jurisdictions, and the region learn from this experience to fill in the gaps where feasible in this iteration of Plan Bay Area, and move toward creating a process and process for long range transportation network planning that can produce an integrated systemplan where the whole is significantly greater than the sum of the parts.

Sincerely,

A handwritten signature in black ink, appearing to be 'AL' with a large loop and a horizontal stroke extending to the right.

Adina Levin
Seamless Bay Area
<https://seamlessbayarea.org>
650-646-4344

ATTACHMENT: Observations of Plan Bay Area 2050 draft scoring that reveals lack of regional leadership or accountability for an integrated regional transportation network.

1. The Transbay Rail program scores better as a whole than its component parts separately

The largest project the region is contemplating, a second Transbay Rail Crossing, which incorporates the downtown extension (DTX) of the Caltrain tracks to the Salesforce Transbay Terminal in its conventional rail options, scores better as a system than the one-mile, one-station DTX segment as a standalone project. The additional value provided by greater number of destinations and trip options, and the ability to decongest the constrained transbay crossing makes the expensive tunnel in downtown San Francisco worth the cost.

<https://www.greenocaltrain.com/2019/11/why-so-expensive-deciphering-and-improving-caltrain-network-cost-benefit-scores/>

		Benefit-Cost Ratio		
		Rising Tides Falling Fortunes	Clean and Green	Back to the Future
New San Francisco-Oakland Transbay Rail Crossing - Commuter Rail (Crossing 5)	\$46.1B	0.7	2	2
New San Francisco-Oakland Transbay Rail Crossing - BART + Commuter Rail (Crossing 7)	\$83.5B	0.6	1	1
Caltrain Full Electrification and Blended System: High Growth	\$36.9B	<0.5	1	0.5
Caltrain Full Electrification and Blended System: Moderate Growth	\$24.6B	<0.5	0.9	0.5
Caltrain Downtown Extension	\$4.8B	<0.5	<0.5	0.5
Dumbarton Rail (Redwood City to Union City)	\$3.9B	<0.5	<0.5	0.5

2. Caltrain Business Plan scoring considers HSR costs but not benefits

While the Transbay Rail Crossing scores well using MTC's project assessment methods, the evaluation of the Caltrain Business Plan growth scenarios show subpar cost-benefit results. The benefits are high - the growth scenarios are expected to increase ridership between San Francisco to San Jose by 3 to 4 times - [the equivalent of double-decking Highway 101](#).

Looking more closely, though, the costs and benefits in MTC's analysis for the region don't line up. The costs included in the estimate for the large Caltrain program also incorporates passing infrastructure that will be needed for High Speed Rail. The cost-benefit accounting includes the costs for the High Speed Rail infrastructure. But it does not account for the benefits of the long distance trips enabled by High Speed Rail. If the benefits can't be accounted for, the costs should also be deducted.

3. BRT projects score well - but feasibility is uncertain due to lack of a common transit priority framework on roads

This approach has generated some insightful conclusions. Lower-cost transit improvements, such as arterial BRT lines have advantages along many dimensions - cost-benefit, equity, and value in an uncertain future.

Unfortunately, the region's current process to approve BRT projects leaves their fate uncertain, since any of the jurisdictions along the route can halt or cripple the project which provides benefits for the region.

SamTrans El Camino Real BRT: Capital and Service Improvements *	CCAG	\$0.4B	0.7	2	1	Advances	Even	Challenges
SamTrans El Camino Real BRT: Capital and Service Improvements *	CCAG	\$0.4B	0.7	2	1	Advances	Even	Challenges
Geary BRT (Phase 2)	SF	\$0.6B	1	2	3	Even	Even	Challenges

4. Fares treated as a constant, not a variable

MTC's project analysis attempts to consider social equity as an aspect of the scoring, which is a valuable initiative. However, the equity scoring shared in first-draft project evaluation is misleading, and reveals the fragmented approach taken in this PlanBayArea assessment.

The equity scoring assumed that the fares associated with each project are a fixed attribute of the system, the way that the cost of electrifying a railroad includes the cost of poles and wires. This can be seen by comparing the scores of increasing the capacity of the crowded Caltrain line using mostly existing rail lines and infrastructure, versus building a brand new BART line parallel to Caltrain on the same corridor - a project submitted by VTA

While the "Replicate Caltrain" project scores poorly on cost-benefit (it would cost \$48 billion to duplicate a rail line that's already in place), it scores better than Caltrain on equity, because it takes for granted the current fares for both BART and Caltrain; and BART's fares are lower on a per-ride basis than Caltrain current fares. To achieve the same equity benefits, it would be possible to take a tiny fraction of the \$48 billion and use it to pay for more moderate Caltrain fares.

The fact that current fares are considered a given calls into question the equity scores of all of the projects. The equity score appears to be more of an indication of current fares rather than an assessment of which projects, when coupled with an equitable fare policy, would provide the greatest benefit to low income people and other disadvantaged groups.

			Equity Score		
			Rising Tides Falling Fortunes	Clean and Green	Back to the Future
Caltrain Full Electrification and Blended System: High Growth	VTA, City of San Jose	\$36.9B	Challenges	Even	Challenges
Caltrain Full Electrification and Blended System: Moderate Growth	Caltrain + HSR	\$24.6B	Challenges	Even	Challenges
BART Gap Closure (Millbrae to Silicon Valley)	VTA	\$40.4B	Advances	Advances	Even

5. Fare integration may offer great value

As of the writing of this letter, the MTC staff have not yet published the scores for a "transformative project" submission from SPUR and Seamless Bay Area for a system of integrated fares. A "sneak preview" from staff revealed that the fare integration projects are expected to score very well, with the only "drawback" being that a system of integrated, affordable fares would draw so many new riders that capacity would need to be added to the system to carry all of the new people who would be attracted by simpler, more affordable fares.

If the outcome of fare integration is much higher transit ridership, greater mobility, lower carbon emissions, cleaner air and healthier residents, this sounds like a major win and not a drawback. And if integrated, affordable fares result in higher transit ridership and greater equity, it would make sense to plan for this in advance - starting with assumptions of integrated service.

6. Equity scoring underestimates access to opportunity

Another drawback in the method for equity scoring is lack of consideration of access to economic opportunity. It is good that the equity scoring includes potential access to jobs for low income commuters. Unfortunately, the scoring only considers access to low-wage jobs, which are spread out around the region in every county and can be accessed with local transit. However, the scoring does not include the potential for access to middle wage jobs that likely require longer commutes, and would benefit from faster and more affordable regional transit.

The scoring is missing a more detailed assessment of where the middle-wage jobs are located, including a more granular assessment of wage bands within industries, and assessing routes that serve areas known to have middle wage jobs, such as hospitals, education centers, etc.

As a region, We should strive for a regional transportation system that helps people in lower-wage jobs access middle and higher-wage jobs. We shouldn't assume that people with lower-wage jobs will always have lower-wage jobs and moreover, we should build a transportation system that helps them access better jobs.

7. Access to communities of concern should include feeder service

Fast rail lines received lower equity scores because access was measured by walking distance to a stop. Physical access is greater with effective feeder bus service; access should be measured considering the watershed of feeder buses with integrated fares and schedules.

<https://www.greencaltrain.com/2019/12/equity-benefits-of-coordinating-caltrain-and-samtrans/>



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 19-1387 **Version:** 1 **Name:**
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On agenda: 1/8/2020 **Final action:**
Title: Staff Liaison Report
(5 minutes)

Relevant MTC policy decisions and other activities.

Sponsors:

Indexes:

Code sections:

Attachments: [08_Staff_Liaison_Report_Jan_2020.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Staff Liaison Report
(5 minutes)

Relevant MTC policy decisions and other activities.

Presenter:

Marti Paschal, Staff Liaison

Recommended Action:

Information

Attachments:

**Metropolitan Transportation Commission
Policy Advisory Council**

January 8, 2020

Agenda Item 8

Staff Liaison Report – January 2020

Subject: Relevant MTC policy decisions and other activities.

Recommendation: Information

Attachments: Attachment A: Staff Liaison Report – January 2020



METROPOLITAN
TRANSPORTATION
COMMISSION

**Agenda Item 8
Attachment A**
Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105
TEL 415.778.6700
WEB www.mtc.ca.gov

Memorandum

TO: Policy Advisory Council
FR: Marti Paschal, Staff Liaison
RE: Staff Liaison Report – January 2020

DATE: January 8, 2020

W.I. 1114

Cubic to Provide Customer Service for Clipper START

On December 13, 2019, MTC's Operations Committee approved a \$1.7 million contract with Cubic Transportation Services, Inc. to provide customer service and eligibility verification for Clipper START, the region's means-based fare discount pilot program scheduled to launch in spring 2020.

For most Bay Area households, transportation is the third-largest monthly expense, trailing only the cost of housing and food. To help serve the region's low-income transit riders, MTC last year approved a means-based transit fare pilot program – dubbed Clipper START. The program is designed to:

- Make transit more affordable for the Bay Area's low-income residents;
- Establish a more consistent regional standard for fare discount policies; and
- Define a transit affordability solution that is financially viable, administratively feasible and does not adversely affect the transit system's service levels and performance.

BART, Caltrain, Golden Gate Transit and Ferry, and SFMTA are the transit agencies participating in Clipper START. Adults who earn up to 200 percent of the Federal Poverty Level (approximately \$50,000 per year for a family of four) are eligible through the program for a 20 percent fare discount on each single-ride BART and Caltrain trip, and a 50 percent discount on each single ride trip taken on SFMTA, and Golden Gate Transit or Golden Gate Ferry. The transit fare discount will be granted automatically when a participant uses their personalized Clipper card to pay a single cash value fare.

The Clipper START program pilot is scheduled to launch in spring 2020 and will run for 18 months. The program will be promoted through social service agencies, community-based organizations and the media.

San Diego-based Cubic has managed the Clipper transit-fare card program for MTC since the program's launch in 2010. As part of the Clipper START program, Cubic will serve as eligibility verifier and will perform application intake, review and approval as well as customer service functions for program participants. Cubic will be able to leverage years of customer service experience with Clipper customers and provide efficiencies in combining the means-based work with the current Clipper card distribution and customer service efforts.

Executive Director's Report

The following items are excerpts from the December 2019 Executive Director's Report to the Commission. To read the report in its entirety go to:

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

Key Highlights for December:

On Wednesday, December 13, Commissioners David Rabbitt, Jake Mackenzie and Tony Tavares spoke at the ribbon-cutting ceremony for two segments of the Highway 101 Marin-Sonoma Narrows widening project. The new segments raised the roadway above the San Antonio Creek floodplain, widened the bridge over the Petaluma River to accommodate an additional HOV travel lane in each direction south of Petaluma, and created a bike path. MTC has provided more than \$50 million to the overall widening project.

On Friday, December 15, Commissioners Jake Mackenzie, Damon Connolly and David Rabbitt spoke at the grand opening celebration of the Sonoma Marin Area Rail Transit (SMART) Larkspur station. MTC provided more than \$20 million toward the Larkspur station, which allows SMART train passengers to more easily access Golden Gate Ferries to San Francisco.

Upcoming for January:

We will convene a workshop for MTC Commissioners on Thursday, January 30 and Friday, January 31. We will be taking a deep dive into the issues that we would like to address in the coming year. The first day will focus on transportation issues for the Commission, while on the second day, Commissioners will be joined by ABAG Executive Board Members to tackle topics for both agencies.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

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

Sponsors:

Indexes:

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Subject:

Council Member Reports
(10 minutes)

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

Presenter:

Randi Kinman, Council Chair

Recommended Action:

Information

Attachments:



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

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

Sponsors:

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Code sections:

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Subject:

New Business
(5 minutes)

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

Presenter:

Randi Kinman, Council Chair

Recommended Action:

Discussion

Attachments: