



# 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*

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Wednesday, May 13, 2020

1:35 PM

Board Room - 1st Floor (REMOTE)

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**\*\*\* PLEASE NOTE MEETING START TIME \*\*\***

The Policy Advisory Council will meet on Wednesday, May 13, 2020 at 1:35 p.m., in the Bay Area Metro Center (Remotely). In light of Governor Newsom's State of Emergency declaration regarding the COVID-19 outbreak and in accordance with Executive Order N-29-20 issued by Governor Newsom on March 17, 2020 and the Guidance for Gatherings issued by the California Department of Public Health, the meeting will be conducted via webcast, teleconference, and Zoom for Policy Advisory Council members who will participate in the meeting from individual remote locations.

A Zoom panelist link for meeting participants will be sent separately to Policy Advisory Council members.

The meeting webcast will be available at <http://mtc.ca.gov/whats-happening/meetings>  
Members of the public are encouraged to participate remotely via Zoom at the following link or phone number.

Attendee Link: <https://bayareametro.zoom.us/j/94759205273>

Join by Telephone: 888 788 0099 (Toll Free) or 877 853 5247 (Toll Free)

Webinar ID: 947 5920 5273

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

## 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 (14).*

3. [20-0633](#)

Chair's Report  
(10 minutes)

**Action:** Information

**Presenter:** Randi Kinman, Council Chair

4. [20-0634](#)

Approval of the April 17, 2020 Meeting Minutes  
(2 minutes)

**Action:** Approval

**Presenter:** Randi Kinman, Council Chair

**Attachments:** [04\\_Council\\_Minutes\\_Apr\\_2020.pdf](#)

## 5. Public Comments / Other Business

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

6. [20-0631](#)

Coronavirus Disease 2019 (COVID-19) and Challenges for a Resilient Region: Perspectives from Long-Range Planning  
(30 minutes)

Presentation on how COVID-19 and a likely 2020 recession may test the Bay Area's resilience in the coming years, highlighting strategies from the recent Horizon planning process that are best positioned for these tumultuous times.

**Action:** Information

**Presenter:** Dave Vautin

**Attachments:** [06\\_COVID-19\\_and\\_Resilience.pdf](#)

7. [20-0766](#) MTC Resolution No. 4220, Revised  
(30 minutes)
- Revisions to MTC Resolution No. 4220, the Coronavirus Aid, Relief, and Economic Security (CARES) Act.
- Action:** Information
- Presenter:** Alix A. Bockelman
- Attachments:** [07\\_Blue\\_Ribbon.pdf](#)  
[07\\_Handout\\_Correspondence\\_Seamless\\_Bay\\_Area\\_05-12-2020.pdf](#)  
[07\\_Transit\\_Task\\_Force\\_PRESENTATION\\_v2.pdf](#)
8. [20-0628](#) Bay Area Express Lanes Network for Plan Bay Area 2050  
(30 minutes)
- Presentation on trade-offs between express lane planning scenarios to inform a future recommendation of the Regional Express Lane network for Plan Bay Area 2050 (Plan), including synergy with express buses. Update on the Express Lanes Strategic Plan.
- Action:** Information
- Presenter:** Jim Macrae
- Attachments:** [08\\_Bay\\_Area\\_Express\\_Lane\\_Network\\_for\\_PBA\\_2050.pdf](#)
9. [20-0636](#) Staff Liaison Report  
(3 minutes)
- Relevant MTC policy decisions and other activities.
- Action:** Information
- Presenter:** Marti Paschal, Staff Liaison
- Attachments:** [09\\_Staff\\_Liaison\\_Report\\_May\\_2020.pdf](#)
10. [20-0637](#) Council Member Reports  
(10 minutes)
- Members of the Council may report on locally relevant issues or events.
- Action:** Information
- Presenter:** Randi Kinman, Council Chair

11. [20-0638](#) New Business  
(5 minutes)

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

**Action:** Discussion

**Presenter:** Randi Kinman, Council Chair

## 12. Adjournment / Next Meeting

The next meeting of the Policy Advisory Council will be held Friday, May 22, 2020 at 10:05 a.m. remotely and by webcast.

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

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

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

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

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

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

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

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

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 #:** 20-0633      **Version:** 1      **Name:**

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

**File created:** 4/10/2020      **In control:** Policy Advisory Council

**On agenda:** 5/13/2020      **Final action:**

**Title:** Chair's Report  
(10 minutes)

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:**

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

Chair's Report  
(10 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 #:** 20-0634      **Version:** 1      **Name:**

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

**File created:** 4/10/2020      **In control:** Policy Advisory Council

**On agenda:** 5/13/2020      **Final action:**

**Title:** Approval of the April 17, 2020 Meeting Minutes  
(2 minutes)

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [04 Council Minutes Apr 2020.pdf](#)

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

Approval of the April 17, 2020 Meeting Minutes  
(2 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*

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Friday, April 17, 2020

11:10 AM

Yerba Buena - 1st Floor (Remotely)

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#### 1. Welcome

#### 2. Roll Call / Confirm Quorum

**Present:** 23 - Blacksten, Burnett, Coates, Cochran, Eldred, Florez, Hedges, Hernandez, Kallins, Kinman, Lee, Levin, Lopez, Madden, Mendoza, Momoh, Murray, Schweng, Williams, Scott, Glover, Gotuaco and Baldini

**Excused:** 1 - Castellanos

**Absent:** 2 - Ozim and Wilson

#### 3. [20-0495](#) Chair's Report (10 minutes)

**Action:** Information

**Presenter:** Randi Kinman, Council Chair

#### 4. [20-0496](#) Approval of the March 11, 2020 Meeting Minutes (2 minutes)

**Action:** Approval

**Presenter:** Randi Kinman, Council Chair

**Attachments:** [04\\_Council Minutes\\_Mar 2020.pdf](#)

**Upon the motion by Hedges and second by Florez, the March 11, 2020 Meeting Minutes were approved. The motion carried by the following vote:**

**Aye:** 22 - Blacksten, Burnett, Coates, Cochran, Eldred, Florez, Hedges, Hernandez, Kallins, Kinman, Lee, Levin, Lopez, Madden, Momoh, Murray, Schweng, Williams, Scott, Glover, Gotuaco and Baldini

**Absent:** 3 - Castellanos, Ozim and Wilson

**Abstain:** 1 - Mendoza

5. [20-0498](#) Subcommittee Reports  
(10 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:** Veda Florez, Equity and Access Subcommittee Chair

**Upon the motion by Hedges and second by Coates, the Policy Advisory Council recommend staff use the Cycle 6 funds only for projects typically funded with Lifeline resources, including transit operations, improvements at transit stations, pedestrian and bicycle projects, and other operations such as community shuttles and taxi vouchers. The recommendation was referred to the Metropolitan Transportation Commission and unanimously passed by the following vote:**

**Aye:** 23 - Blacksten, Burnett, Coates, Cochran, Eldred, Florez, Hedges, Hernandez, Kallins, Kinman, Lee, Levin, Lopez, Madden, Mendoza, Momoh, Murray, Schweng, Williams, Scott, Glover, Gotuaco and Baldini

**Absent:** 3 - Castellanos, Ozim and Wilson

## 6. Public Comments / Other Business

7. [20-0597](#) Plan Bay Area Going Forward  
(30 minutes)

An update on the Plan Bay Area 2050 schedule.

**Action:** Information

**Presenter:** Matt Maloney

**Attachments:** [07 Plan Bay Area Going Forward.pdf](#)

8. [20-0598](#) Coronavirus Aid, Relief, and Economic Security (CARES) Act (H.R. 748)  
Emergency Transit Assistance Programming  
(30 minutes)

Overview of the CARES Act and review of the recommendation to the Commission to program approximately \$780 million of Federal Transit Administration formula funds from the CARES Act to support Bay Area transit operations in response to the Coronavirus (COVID-19) pandemic.

**Action:** Information

**Presenter:** Kenneth Folan and Theresa Romell

**Attachments:** [08 CARES Act Rev with Handouts.pdf](#)

Aleta Dupree was called to speak.

9. [20-0599](#) Public Engagement  
(30 minutes)

Update on the development of the Metropolitan Transportation Commission's digital public engagement efforts during the coronavirus pandemic.

**Action:** Information

**Presenter:** Ursula Vogler

**Attachments:** [09\\_Public\\_Engagement.pdf](#)

Aleta Dupree was called to speak.

10. [20-0499](#) Staff Liaison Report  
(3 minutes)

Relevant MTC policy decisions and other activities.

**Action:** Information

**Presenter:** Marti Paschal, Staff Liaison

**Attachments:** [10\\_Staff\\_Liaison\\_Report\\_April\\_2020.pdf](#)

11. [20-0500](#) Council Member Reports  
(10 minutes)

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

**Action:** Information

**Presenter:** Randi Kinman, Council Chair

12. [20-0501](#) New Business  
(5 minutes)

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

**Action:** Discussion

**Presenter:** Randi Kinman, Council Chair

### 13. Adjournment / Next Meeting

**The next meeting of the Policy Advisory Council will be held Wednesday, May 13, 2020 at 1:30 p.m. at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA or remotely and by webcast as appropriate depending on the status of any shelter in place orders. Any changes to the schedule will be duly noticed to the public.**



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

<b>File #:</b>	20-0631	<b>Version:</b>	1	<b>Name:</b>	
<b>Type:</b>	Report	<b>Status:</b>		Informational	
<b>File created:</b>	4/9/2020	<b>In control:</b>		Policy Advisory Council	
<b>On agenda:</b>	5/13/2020	<b>Final action:</b>			
<b>Title:</b>	Coronavirus Disease 2019 (COVID-19) and Challenges for a Resilient Region: Perspectives from Long-Range Planning (30 minutes)				
	Presentation on how COVID-19 and a likely 2020 recession may test the Bay Area’s resilience in the coming years, highlighting strategies from the recent Horizon planning process that are best positioned for these tumultuous times.				
<b>Sponsors:</b>					
<b>Indexes:</b>					
<b>Code sections:</b>					
<b>Attachments:</b>	<a href="#">06_COVID-19 and Resilience.pdf</a>				

Date	Ver.	Action By	Action	Result
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**Subject:**  
 Coronavirus Disease 2019 (COVID-19) and Challenges for a Resilient Region: Perspectives from Long-Range Planning  
 (30 minutes)

Presentation on how COVID-19 and a likely 2020 recession may test the Bay Area’s resilience in the coming years, highlighting strategies from the recent Horizon planning process that are best positioned for these tumultuous times.

**Presenter:**  
 Dave Vautin

**Recommended Action:**  
 Information

**Attachments:**

**Metropolitan Transportation Commission  
Policy Advisory Council**

**May 13, 2020**

**Agenda Item 6**

**Coronavirus Disease 2019 (COVID-19) and Challenges for a Resilient Region:  
Perspectives from Long-Range Planning**

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**Subject:** Presentation on how COVID-19 and a likely 2020 recession may test the Bay Area's resilience in the coming years, highlighting strategies from the recent Horizon planning process that are best positioned for these tumultuous times.

**Background:** Policy Advisory Council Agenda Item 6, Coronavirus Disease 2019 (COVID-19) and Challenges for a Resilient Region: Perspectives from Long-Range Planning is attached. This report will be presented to the Joint MTC Planning Committee with the ABAG Administrative Committee on May 8, 2020.

Staff will be at your May 13 meeting to discuss this report. The Council's input is requested.

**Attachments:** Agenda Item 5a from the May 8, 2020 Joint MTC Planning Committee with the ABAG Administrative Committee meeting

**Coronavirus Disease 2019 (COVID-19) and Challenges for a Resilient Region:  
Perspectives from Long-Range Planning**

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**Subject:** Presentation on how COVID-19 and a likely 2020 recession may test the Bay Area’s resilience in the coming years, highlighting strategies from the recent *Horizon* planning process that are best positioned for these tumultuous times.

**Background:** The COVID-19 pandemic poses unique challenges for the Bay Area and the world, starting with public health challenges but extending to broader economic and societal impacts. Particularly in the next few years, these impacts will cut across many of the planning issue areas that MTC/ABAG works on, from transportation and housing to the economy and the environment. Indeed, some impacts may extend beyond the current crisis, such as health and safety concerns related to shared transportation modes as well as longer-term impacts to retail and small businesses across the region.

Yet at the same time, the current crisis is not entirely novel to urban and regional planning. Planning emerged in the late 1800s and early 1900s with a focus on the health and safety of increasingly crowded cities like London, New York, and Chicago, with policy responses like zoning and air/light requirements that continue to influence our communities nationwide to this day. Just a decade after the devastating 1906 earthquake which leveled much of San Francisco and spurred growth in the East Bay, the San Francisco Bay Area was hit by the Spanish flu epidemic in 1918-19. Social distancing measures and face mask requirements were then implemented that seem relevant even today; despite short-term challenges, the region rebounded robustly in the early 1920s. In years since, the region has been impacted by the AIDS epidemic, the 1989 earthquake, the “dot-com” bust, and other challenges, but its inherent strengths – its innovative spirit, technological dominance, natural beauty, and more – have helped it recover and continue to grow.

While MTC/ABAG did not predict this type of devastating event as part of its long-range planning, the work by staff in recent years can provide a launchpad for discussions in the months and years ahead. The *Horizon* initiative, that stretched across 2018 and 2019, focused on identifying a set of strategies (now approved for analysis in the Draft Blueprint) that proved resilient and equitable across a wide range of future conditions, from exponential growth in telecommuting to economic boom/bust cycles to natural disasters. Staff will seek the Commission and Executive Board’s input in making further refinements in the months ahead prior to the Final Blueprint phase. Ultimately, the findings from the *Horizon* Futures Final Report can provide useful guidance on how we as a region can pivot from a period of unprecedented economic expansion to a period defined by economic contraction and declining tax revenues.

**Issues:**

While not intended to be exhaustive, **Attachment A** highlights some of the key issues and insights that could merit further exploration and conversation in the coming months. In particular, the “Rising Tides, Falling Fortunes” Future explored how the region could seek to respond to declining revenues, and the “Clean and Green” Future explored a region with rapid growth in telecommuting.

Furthermore, staff are continuing to refine key inputs to Plan Bay Area 2050 to reflect evolving conditions, including:

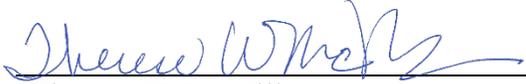
- **Regional Growth Forecast:** updating 2020-2029 forecast years to reflect likely recession early in planning period
- **Revenue Estimates:** adjusting assumed approval years of regional measures for transportation, housing, and resilience; estimating short-term revenue impacts
- **External Forces:** proposing accelerated telecommuting growth rate to California Air Resources Board (*key regulatory agency for Plan Bay Area 2050*)
- **Public Engagement:** shifting to “virtual” workshops and other digital means of engagement for summer 2020 outreach cycle
- **Implementation Plan:** prioritizing this as a means to identify shorter-term actions (i.e., through 2025) that MTC/ABAG can advance to tackle shared near-term challenges via partnerships

**Next Steps:**

Staff will continue to track the latest national and regional data on COVID-19 and the associated recession to integrate the best possible information available into the early years of the long-range planning horizon. Upcoming milestones related to the Plan Bay Area 2050 Final Blueprint will provide an opportunity to continue to strengthen our strategies to make them even more resilient and aligned with the region’s current and future needs. Lastly, development of the Plan Bay Area 2050 Implementation Plan – focused on the next four years – will kick off in late summer, providing an opportunity to identify the shorter-term actions MTC/ABAG can take to support Bay Area residents, local governments, and other key partners during what may be several challenging years ahead.

**Recommendation:** Information

**Attachments:** Attachment A: Presentation

  
\_\_\_\_\_  
Therese W. McMillan

PLAN BAY AREA 2050

# COVID-19 and Challenges for a Resilient Region

Perspectives from Long-Range Planning  
May 2020



While the COVID-19 pandemic and the subsequent economic consequences are rapidly evolving, it's important to start thinking about what this may mean for the region going forward.



These issues are not new to the world of regional planning. The profession emerged in the late 1800s focusing specifically on health and safety of increasingly crowded cities such as New York, with policy responses like zoning that continue to influence our communities nationwide to this day.



Our region has a history of resilience. The Bay Area was hit hard by the Spanish flu epidemic in 1918-19. Social distancing and face mask requirements then implemented seem relevant even today; despite short-term challenges, the region rebounded robustly in the early 1920s.

An aerial night view of a city, likely San Francisco, with lights reflecting on the water. The sky is a gradient of blue and orange, suggesting a sunset or sunrise. The city lights are dense and bright, with some larger buildings and structures visible. The water in the foreground is dark, with some lights reflecting on its surface.

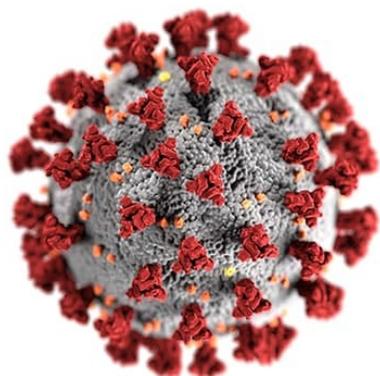
In years since, the region has been hit by the AIDS epidemic, the 1989 earthquake, economic busts, and more, but **its inherent strengths - its innovative spirit, technological dominance, natural beauty, and more - have helped it recover and continue to grow.**



For this reason, staff believes it is essential to incorporate the best-available information into the long-range planning process - particularly with regards to near-term economic impacts in the next five years - while recognizing the region's ability to rebound in the decades ahead.

# COVID-19 Pandemic + Likely Recession: Near-Term versus Longer-Term Impacts

**TODAY**

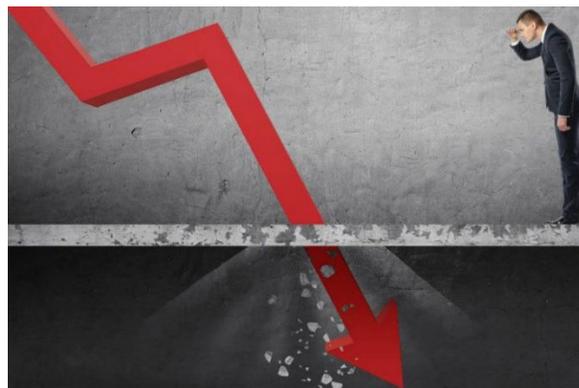


## **PANDEMIC**

Day-to-day, week-to-week operational response to the health crisis

***Very important** - but not the focus of this presentation*

**NEXT 1 TO 5 YEARS**



## *(LIKELY)* **RECESSION**

Near-term planning environment  
Connection to **Plan Bay Area 2050 Implementation Plan**

*(focus on near-term implementation actions)*

**THROUGH 2030**



## **RECOVERY**

Longer-term planning environment  
Connection to strategies/phasing for **Plan Bay Area 2050 Blueprint**



## BEST CASE LONGER-TERM OUTCOMES

- Majority of knowledge workers shift to regular telecommuting
- Optimization and reinvestment in public transit enables it to rapidly recover
- Boosts to bicycling and walking enable rapid reductions in GHG emissions



## WORST CASE LONGER-TERM OUTCOMES

- Perceived health risk leads to increased traffic congestion from higher auto use
- Public transit endures repeated funding shortfalls and service cuts, with the greatest impacts on lower-income and minority populations



## “LIKELY” OUTCOMES FOR BAY AREA

- **Near-term:** transit ridership declines may necessitate strategic service reductions on most systems
- **Near-term:** transportation revenues may be lower than projected, due to reduced fares/tolls and reduced tax revenues
- **Near-term:** heightened health concerns about shared modes, including transit, TNCs, carpooling, and more
- **Near-term:** for those who choose not to drive, biking and walking may be much more popular modes of travel
- **Near-term & longer-term:** accelerated adoption of both regular and occasional telecommuting compared to historical trend



## BEST CASE LONGER-TERM OUTCOMES

- The region is able to leverage future stimulus monies to advance construction of thousands of homes for all income levels, easing affordability pressures
- Declines in construction costs and interest rates make it easier for new housing to “pencil out”, accelerating long-envisioned developments



## WORST CASE LONGER-TERM OUTCOMES

- Health crisis stalls housing production for years, worsening affordability crisis
- Lower-income workers are those most affected by economic contraction, leading to displacement to the region’s periphery and beyond



## “LIKELY” OUTCOMES FOR BAY AREA

- **Near-term:** slowdowns in construction may adversely impact financing, especially for much-needed affordable housing
- **Near-term:** home prices may stabilize or decline slightly with higher levels of unemployment
- **Near-term:** available monies may stretch further than in recent years with countercyclical investments
- **Near-term & longer-term:** recession may lead to a brief pause in record-high housing costs, followed by further growth in home prices & rents
- **Near-term & longer-term:** health crisis may heighten awareness of urban design and shift expectations for prospective buyers and renters



## BEST CASE LONGER-TERM OUTCOMES

- Following the end of shelter-in-place, the region is able to rapidly rebound, thanks to its emphasis on technology sector which remains relatively strong
- Any displaced service-sector workers are able to find new job opportunities in e-commerce or experiential retail



## WORST CASE LONGER-TERM OUTCOMES

- The Bay Area's economic vitality could be challenged by metro areas elsewhere in the world, as its locational benefits become less attractive
- Main streets could experience high vacancy due to accelerated rise of e-commerce
- Accelerated adoption of automation leads to higher level of unemployment



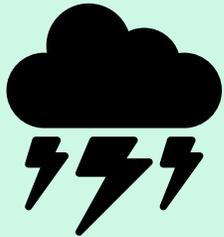
## “LIKELY” OUTCOMES FOR BAY AREA

- **Near-term:** Bay Area is likely to experience a recession, with a potential recovery by 2025
- **Near-term:** lower-wage workers and small businesses may be hit the hardest, due to a combination of health risks and the rise of e-commerce
- **Near-term:** available monies may stretch further than in recent years with countercyclical investments
- **Near-term:** potential stimulus investments may help to lower unemployment
- **Near-term:** retreat from globalization may lead to more domestic industry, but mostly outside of the Bay Area
- **Near-term & longer-term:** employers may accelerate the shift towards flexible office spaces and automation, alongside a greater openness to occasional telecommuting



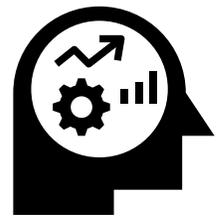
## BEST CASE LONGER-TERM OUTCOMES

- Shifting transportation patterns could reduce GHG emissions, helping to slow the rate of climate change
- The region is able to leverage potential stimulus monies to advance “quick-build” resilience and conservation investments



## WORST CASE LONGER-TERM OUTCOMES

- Increase reliance on the automobile could increase GHG emissions, negating slow but steady progress in recent years
- An economic slowdown makes it impossible to generate regional revenues for sea level rise, disproportionately affecting Communities of Concern



## “LIKELY” OUTCOMES FOR BAY AREA

- **Near-term:** funding availability on the state, regional, and local level for environmental and resilience strategies may be lessened
- **Near-term:** uncertain trend for GHG emissions may underscore the need for strategic action to support safe & healthy mobility
- **Near-term:** available monies for conservation, etc. may stretch further than in recent years with countercyclical investments
- **Near-term & longer-term:** greater public recognition of the need to plan & prepare for low-probability, high-impact disaster
- **Near-term & longer-term:** Bay Area residents may have an even greater appreciation for the value of parks and open spaces

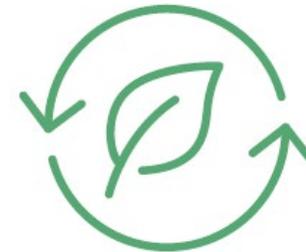


# Horizon explored resilience in an uncertain future.

- While MTC/ABAG did not predict this type of devastating event as part of its long-range planning, the Horizon initiative focused on identifying strategies that were **both resilient and equitable across a wide range of conditions.**
- Those of particular salience to our current challenge include **exponential growth in telecommuting, economic boom/bust cycles, e-commerce market adoption rates, lifestyle preference shifts, and natural disasters.**
- In addition to informing MTC/ABAG's recent action on the Draft Blueprint for Plan Bay Area 2050, the findings from *Horizon* can help **provide insight on how to pivot** from a period of unprecedented economic expansion to a period defined by economic contraction and declining tax revenues.



**Rising Tides,  
Falling  
Fortunes**



**Clean  
and Green**



**Back to  
the Future**

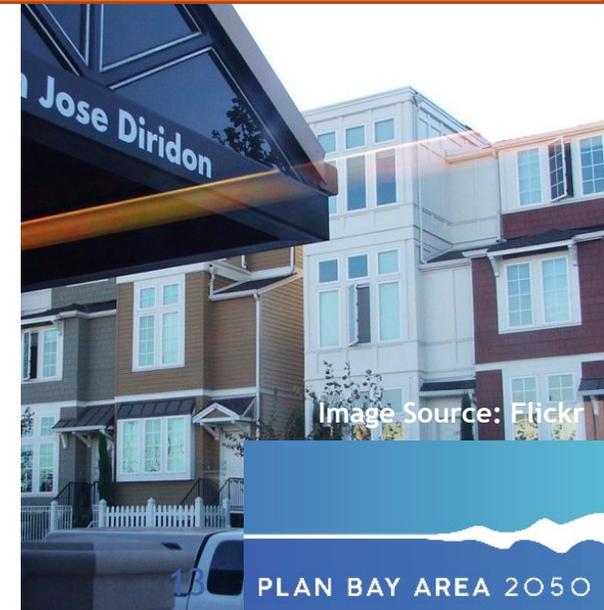
# TRANSPORTATION

- While a major regional transportation funding measure may be pushed back at least a few years, **there are still many high-performing, lower-cost transportation investments that are well-positioned to advance**, ranging from protected bikeways to new bus rapid transit lines.
- **The current crisis may present opportunities to reinvent our transit system**, leveraging strategies to create more seamless and more equitable mobility options through integrated fares, means-based fares, and more.



# HOUSING

- Many of the housing strategies being explored in the Draft Blueprint are **low- or no-cost**; these include redevelopment of aging malls into mixed-use developments, enabling more growth in walkable places across the Bay Area, and strengthening renter protections to reduce displacement risk.
- Given that critical regional housing needs are unlikely to decline absent policy interventions, **countercyclical investments in affordable housing could be considered** to create more units per dollar.



- While the strategies identified in the Draft Blueprint remain relevant, **additional strategies and/or implementation actions may be appropriate** to reflect a vastly different economic environment in the near term; the Implementation Plan can play a key role here.
- Strategies explored early in the Horizon process related to **workforce development, construction training, universal basic income, and more** may be ripe for further discussion in the current context.



- Low-cost “quick-build” investments - such as home retrofits, wetland restoration projects, or land acquisition- cost a fraction of traditional infrastructure projects; **these investments featured in the Draft Blueprint can serve as critical short-term priorities for stimulus & job creation.**
- Should there be increased pressure for dispersed development in light of the current crisis, urban growth boundaries - which proved highly effective in all Futures - **may take on increased significance** for Plan Bay Area 2050.



Image Source: Flickr

# What specific modifications are being made to Plan Bay Area 2050 to reflect near-term impacts?

- **Regional Growth Forecast:** significant economic impacts are being integrated into forecast years 2020-2029, even as the region's long-term potential likely remains strong.
- **Revenue Estimates:** revenue assumptions from early years of planning cycle are being adjusted downward to reflect likely year 2020 recession; assumed years of potential revenue measures can be shifted back based upon board direction.
- **External Forces:** staff are proposing an accelerated growth rate of telecommuting to the California Air Resources Board, which has a regulatory role in *Plan Bay Area 2050*.
- **Public Engagement:** in addition to more webinars, staff will present a refreshed approach for summer 2020 public engagement activities, including “virtual” public workshops, at the June 2020 committee meeting.
- **Implementation Plan:** the short-range Implementation Plan will be able to identify actions MTC/ABAG can take to tackle shared challenges in partnership with local jurisdictions, non-profits, and the private sector.

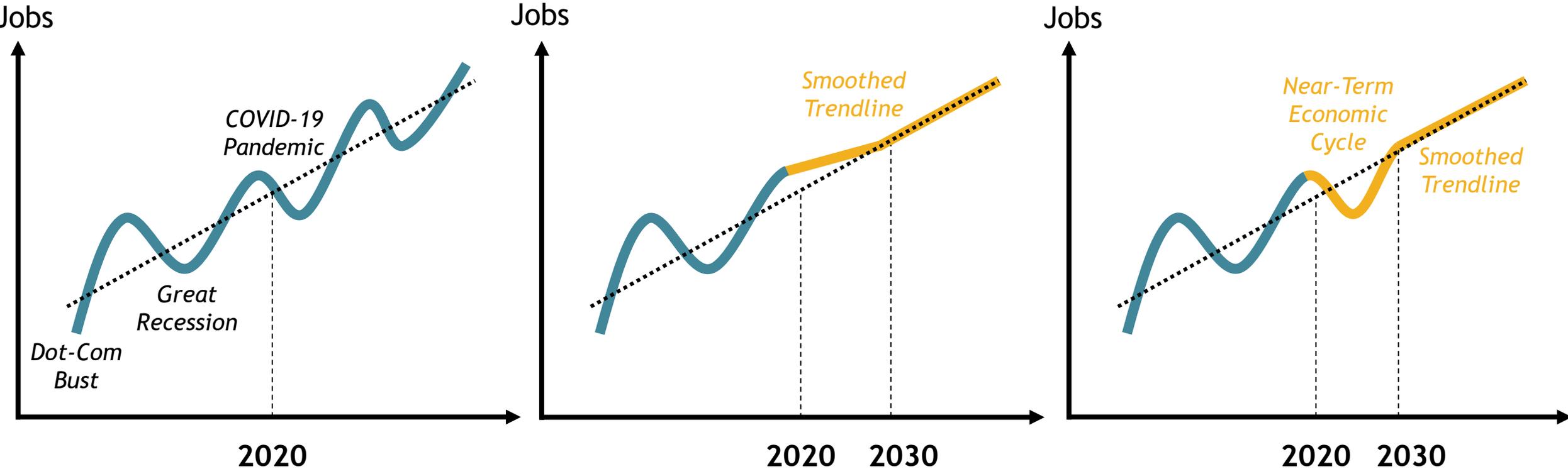
**Final Blueprint:** with regards to longer-range strategies, the public, stakeholders, and elected officials will also be able to provide further input and direction via the Final Blueprint phase this summer.

# What specific modifications are being made to the first decade of the Regional Growth Forecast?

HISTORICAL TRENDLINE

PRE-COVID FORECAST

ADJUSTED FORECAST



Consistent with our overall approach, we are *integrating data in the early years of the planning period on economic peaks and troughs*, while recognizing uncertainty with regards to timing of future peaks and troughs in the decades beyond (e.g., smoothed trendline).

## Q&A + Discussion

Upcoming *Plan Bay Area 2050*  
Milestones:

- **Summer 2020:** Draft Blueprint Release
- **Fall 2020:** Action on Final Blueprint Strategies
- **Fall 2020:** Begin Development of Implementation Plan



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

**File #:** 20-0766      **Version:** 1      **Name:**

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

**File created:** 5/1/2020      **In control:** Policy Advisory Council

**On agenda:** 5/13/2020      **Final action:**

**Title:** MTC Resolution No. 4220, Revised  
(30 minutes)

Revisions to MTC Resolution No. 4220, the Coronavirus Aid, Relief, and Economic Security (CARES) Act.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [07 Blue Ribbon.pdf](#)  
[07 Handout Correspondence Seamless Bay Area 05-12-2020.pdf](#)  
[07 Transit Task Force PRESENTATION v2.pdf](#)

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

MTC Resolution No. 4220, Revised  
(30 minutes)

Revisions to MTC Resolution No. 4220, the Coronavirus Aid, Relief, and Economic Security (CARES) Act.

**Presenter:**

Alix A. Bockelman

**Recommended Action:**

Information

**Attachments:**

**Metropolitan Transportation Commission  
Policy Advisory Council**

**May 13, 2020**

**Agenda Item 7**

**MTC Resolution No. 4220, Revised**

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- Subject:** Revisions to MTC Resolution No. 4220, the Coronavirus Aid, Relief, and Economic Security (CARES) Act.
- Background:** Policy Advisory Council Agenda Item 7, MTC Resolution No. 4220, Revised is attached. This report will be presented to the Programming and Allocations Committee on May 13, 2020.
- Staff will be at your May 13 meeting to discuss this report. The Council's input is requested.
- Attachments:** Agenda Item 5b from the May 13, 2020 Programming and Allocations Committee meeting

# Metropolitan Transportation Commission Programming and Allocations Committee

May 13, 2020

Agenda Item 5b - 20-0728

## MTC Resolution No. 4420, Revised

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**Subject:** Revisions to MTC Resolution No. 4220, the Coronavirus Aid, Relief, and Economic Security (CARES) Act.

**Background:** On April 22, 2020, the Commission approved the programming of more than \$780 million of federal funds to Bay Area transit agencies through the CARES Act. The distribution formula was developed through a partnership between MTC and Bay Area transit agencies and represents the first programming action (equivalent to 61%) for the roughly \$1.3 billion in CARES Act funding that is available. The remainder of the funding will be programmed in future months as further transit revenue impacts become clearer.

As part of the approval, the Commission directed staff to:

- 1) Finalize Principle 5 of the CARES Act funding guiding principles to inform the distribution of the remainder of the CARES Act funding (\$520 million or 39%);
- 2) Inventory transit agency safety efforts to protect the health of operators and transit riders; and
- 3) Establish a Blue Ribbon Transit Recovery Task Force to guide and inform the recovery of the Bay Area's public transit system and its role in the region's future – with a first priority providing input into the distribution of the CARES Act funding.

### **Funding Distribution - Principle 5**

The first distribution of CARES Act funding was guided by four principles developed in consultation with transit operators. Principles 1 through 4 dealt with the need to act quickly to provide transit operators with funding to address revenue losses and costs arising from the COVID-19 crisis, and the need to allow flexibility in the distribution process to address changing circumstances and programming constraints. As staff reported at the April Commission meeting, a fifth principle was still in development that was intended to guide the distribution of the remainder of the CARES Act funding and a recommendation would be put forward in May at the Programming and Allocations Committee meeting.

There was significant interest from many stakeholders, including the Policy Advisory Council and SFMTA, in how the needs of transit-dependent passengers will be addressed as we develop the recovery plans in this financially stressed environment. Additionally, the Policy Advisory Council expressed an interest in exploring opportunities to ensure seamlessness and affordability for the customer. Staff took these comments into consideration in the development of its final recommendation and expect further consideration will be given to these areas through the work of the Blue Ribbon Transit Recovery Task Force.

Staff's recommendation for Principle 5 proposes that "future distribution(s) – beyond the initial phase – will be subject to a comprehensive COVID-19 recovery strategy that considers any recommended regional adjustments to ensure network connectivity, financial sustainability, and transportation system equity." A proposed action related to Principle 5 includes the development of

a COVID 19 recovery strategy by each operator that addresses right-sizing of service and financial sustainability, with consideration of equity and the lifeline service needs of the most transit dependent riders. Further actions related to Principle 5 are expected to be guided and developed by the Blue Ribbon Transit Recovery Task Force, that is described in more detail below.

A full list of the CARES Act funding distribution principles can be found in Attachment A to MTC Resolution 4420.

**Inventory of Transit Agency COVID-19 Related Safety Efforts**

Staff is currently surveying each transit agency in the region to determine the type and extent of their efforts to protect the health and safety of their operators and riders, and expects to provide an initial report to Commissioners at the May 13th Programming and Allocations Committee meeting. Information will continue to be refined and communicated through the Blue Ribbon Task Force.

**Blue Ribbon Transit Recovery Task Force**

In response to the Commission's directive to establish a Blue Ribbon Transit Recovery Task Force to guide the recovery of public transit and its role in the region, MTC Chair Scott Haggerty established the Blue Ribbon Transit Recovery Task Force and selected Commissioner Jim Sperring to serve as its chair. The Task Force will be composed of representatives of the MTC Commission, transit operators, and stakeholder groups (see Attachment A for the membership roster). The priorities of the panel are:

- 1) Determine the next CARES Act distribution formula and identify the categories to be funded.
- 2) Assess transit agency recovery strategies with an eye towards developing a regional approach to restoring ridership and stabilizing the transit network.
- 3) Provide recommendations for institutional and operational changes and evaluate MTC's future distribution of funds to transit operations

We believe this is a singular and urgent opportunity to convene the coalition of interests needed to lead the re-emergence of Bay Area public transit stronger, more connected, and more resilient in the wake of this crisis. Invitations have been sent out to the proposed Task Force members and the first meeting is being scheduled for late May.

**Issues:** None

**Recommendation:** Staff recommends Commission approval of MTC Resolution No. 4420, Revised

**Attachment:** Attachment A: Blue Ribbon Transit Recovery Task Force Membership Roster  
MTC Resolution No. 4420, Revised (Attachment A)

  
Therese W. McMillan

**Attachment A**

<b>Blue Ribbon Transit Recovery Task Force Membership Roster Invited</b>
<b>Metropolitan Transportation Commission</b>
Chair Scott Haggerty Vice Chair Alfredo Pedroza Dave Cortese Nick Josefowitz Gina Papan David Rabbitt Jim Spering, Task Force Chair Amy Worth Therese W. McMillan, MTC Executive Director
<b>State of California</b>
State Senator Jim Beall <i>(or representative)</i> State Assembly Member David Chiu <i>(or representative)</i> CA State Transportation Agency Secretary David S. Kim <i>(or representative)</i>
<b>Transit Operators</b>
Michael Hursh, AC Transit Robert Powers, BART Rick Ramacier, CCCTA Denis Mulligan, GGBHTD Michael Tree, LAVTA Nancy Whelan, Marin Transit Jim Hartnett, SamTrans/Caltrain Jeffrey Tumlin, SFMTA Nuria Fernandez, VTA
<b>County Transportation Agencies</b>
Daryl Halls, BACTA Chair
<b>Stakeholders</b>
Labor Representative TransForm Seamless Bay Area Silicon Valley Community Foundation Bay Area Council Urban Habitat Disability advocacy representative/ Independent Resource Center of Contra Costa and Solano Counties MTC Policy Advisory Council



Date: May 13, 2020  
Attention: MTC Programming and Allocations Committee  
Re: Agenda Item 4B, MTC Resolution No. 4420, Revised. Coronavirus Aid, Relief, and Economic Security (CARES) Act (H.R. 748) - Recovery Strategy

Honorable Commissioners,

Thank you for your leadership in guiding the region's response to the pandemic, with a goal of working with transit agencies and stakeholders to ensure a comprehensive recovery strategy for transit.

We strongly support the priorities of the Blue Ribbon Transit Recovery Task Force as stated in the staff report, particularly **Priority #2, "assess[ing] transit recovery strategies with an eye towards developing a regional approach to restoring ridership and stabilizing the transit network."**, and **#3 "Provid[ing] recommendations for institutional and operational changes"**.

To maximize the effectiveness of the Task Force in achieving the goal of a stronger, more resilient, and more connected transit system, we ask that you please consider the following additional input as the structure and work plan is set up over the coming weeks and months:

- **Include technical experts with national & global expertise**

In pursuing opportunities to rebuild Bay Area transit, we should seek to leverage experts with experience with transit service and governance models in high-performing transit systems, and who aren't affiliated with a specific Bay Area geography, transit agency, or interest group. In addition to elected representatives, agency staff, and stakeholders, please consider opportunities for impartial technical experts with relevant expertise to be included in the decision-making process, through direct representation on the task force, establishment of a technical advisory body, or both.

- **Consider establishing an Executive Committee**

It is often a valuable practice in successful task forces of this nature to enable a subset of the members of the full task force - an "Executive Committee" - to meet more frequently, frame the agenda for the broader group, and engage more closely with staff and consultants involved in the content preparation and analysis. This can enable large task forces to move more quickly and ensure larger group discussions are more focused.

- **Ensure sufficient budget resources**

The work that the Task Force will undertake is essential to rehabilitating a public transportation system that will be essential to economic recovery, serving low-income residents and advancing environmental goals. The Task Force should have a budget sufficient to bring on the appropriate staff and consultant expertise, in line with the urgency and significance of the

problems the region is facing. Given the degree to which this Task Force is working on issues of a broad public interest, it may be possible to supplement the project budget with outside funding from aligned civic and philanthropic partners, should additional budget resources be needed.

- **Focus on network planning as an accessibility principle and recovery strategy**

In determining the CARES Act funding and recovery, it will be important both to ensure core levels of connected service for transit-dependent populations and key corridors across the region, and to ensure that the Bay Area has the capability to recover a complete transit network.

We are pleased to be nominated to serve on the task force and look forward to participating if confirmed by the Commission.

Sincerely,

Thank you for your consideration,



Ian Griffiths  
Policy Director, Seamless Bay Area



Adina Levin,  
Advocacy Director, Seamless Bay Area



# PREPARING BAY AREA TRANSIT FOR A POST-PANDEMIC FUTURE

Programming & Allocations Committee

May 13, 2020

**CARES Act –**

*Follow up to April Commission Action*

## COMMISSION IN APRIL 2020

- Programmed \$780 million of \$1.3 billion in federal CARES Act funding
- Directed staff to finalize Principle #5 to guide distribution of remaining \$520 million
- Directed inventory of transit agencies' work to protect health of passengers and operators
- Directed establishment of Blue Ribbon Transit Recovery Task Force



## PROPOSED CARES ACT PRINCIPLE 5

*“Future distribution(s) — beyond the initial phase — will be subject to a comprehensive COVID-19 recovery strategy that considers any recommended regional adjustments to ensure network connectivity, financial sustainability and transportation system equity.”*

### **Proposed Related Actions:**

- Development of recovery strategy by each operator, including:
  - Right-sizing
  - Financial sustainability
  - Equity and lifeline service needs of transit-dependent riders

Further actions to be guided and developed by Blue Ribbon Transit Recovery Task Force

## SAFETY SURVEY PURPOSE & METHODOLOGY

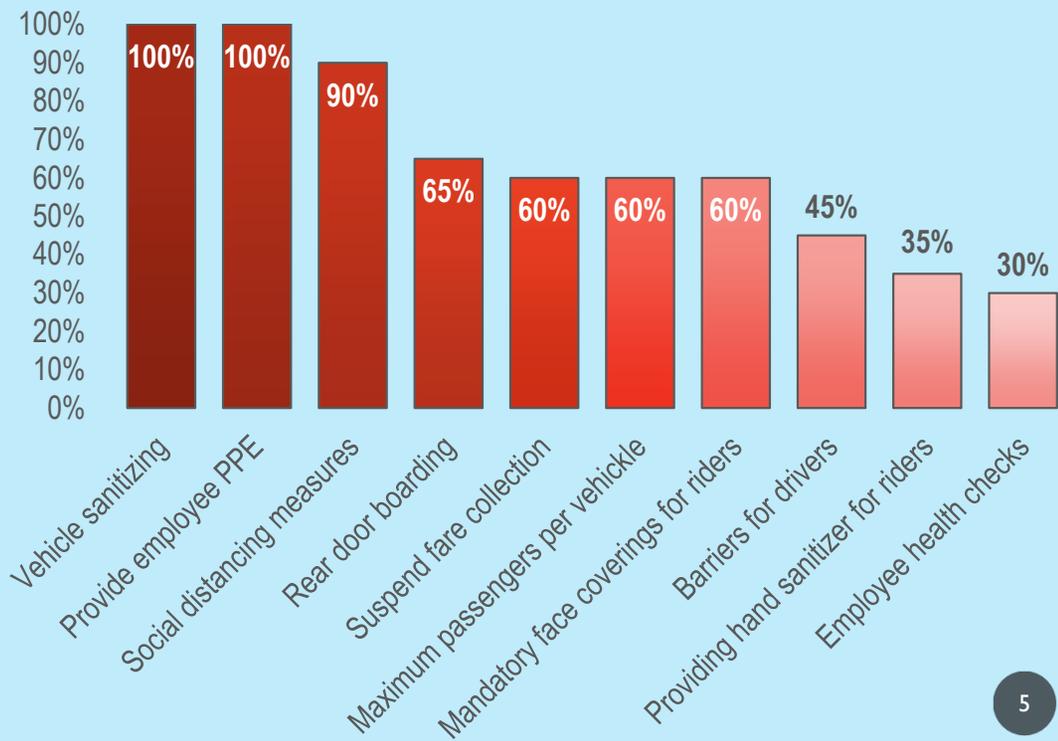
- Staff conducted a survey of safety protocols at Bay Area transit agencies.
- Collected information on safety guidelines, regional coordination, procurement and distribution of PPE, and plans for future safety procedures.
- Over 90 percent of the 23 regional transit agencies completed the survey.



## PPE AND SAFETY EQUIPMENT

- Primary PPE transit agencies distribute to drivers and frontline staff are face coverings (surgical or N95), gloves, and hand sanitizer. Some also provide plastic face shields, coveralls, or eye protection.
- In addition to enhancing short-term improvements to safety measures such as driver barriers, passenger load limits, and line-queue pavement markings at transit centers, agencies also are identifying long-term safety improvements.

**COVID-19 Safety Protocols of Operators**  
(% of respondents)



## COVID 19 SAFETY COORDINATION

- Transit agencies have been coordinating their pandemic response with County EOCs and County Health Departments, and with the CDC, CalOSHA, and APTA.
- MTC on March 16 began to support regional coordination of the transportation system through a virtual EOC. Guidance, best practices, and information-sharing related to safety are a regular part of the meeting.
- MTC to conduct follow-up safety surveys as needed. These will help inform Blue Ribbon Transit Recovery Task Force of ongoing changes in safety practices.

## BLUE RIBBON TRANSIT RECOVERY TASK FORCE FOCUS — 3 PRIORITIES

- Determine next CARES Act distribution formula
- Assess transit agencies' recovery strategies
- Recommendations for repositioning transit for the future through institutional and operational changes



## BLUE RIBBON TRANSIT RECOVERY TASK FORCE MEMBERSHIP as of May 12<sup>th</sup>

### Task Force Chair — Jim Spering

- **Other MTC Representatives**
  - Scott Haggerty
  - Alfredo Pedroza
  - Dave Cortese
  - Nick Josefowitz
  - Gina Papan
  - David Rabbitt
  - Amy Worth
  - Therese W. McMillan
- **State of California Representatives**
  - Sen. Jim Beall (or designee)
  - Assembly member David Chiu (or designee)
  - CalSTA Secretary David S. Kim (or designee)
- **Transit Agency Representatives**
  - Michael Hursh, AC Transit
  - Robert Powers, BART
  - Rick Ramacier, CCCTA
  - Denis Mulligan, GGBHTD
  - Michael Tree, LAVTA
  - Nancy Whelan, Marin Transit
  - Jim Hartnett, SamTrans/Caltrain
  - Jeffrey Tumlin, SFMTA
  - Nuria Fernandez, VTA
- **County Transportation Agencies Representative**
  - Daryl Halls, BACTA Chair
- **Stakeholders**
  - Bay Area Council
  - Disability Advocate/Independent Resource Center of Contra Costa & Solano Counties
  - Labor representative
  - MTC Policy Advisory Council
  - Seamless Bay Area
  - Silicon Valley Leadership Group
  - Transform
  - Urban Habitat

BLUE RIBBON TRANSIT  
RECOVERY TASK FORCE

First Meeting:

Friday, May 29, 2020

1:30 to 3:30 p.m.

*“Every transit agency in the Bay Area is going to face serious challenges in the years ahead. We all have to coordinate action to make sure every dollar is invested most effectively. The current crisis gives us a chance to really focus on shared priorities for navigating the post-pandemic world.”*

— Task Force Chair, Jim Spering

Thank You.





# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

**File #:** 20-0628      **Version:** 1      **Name:**

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

**File created:** 4/8/2020      **In control:** Policy Advisory Council

**On agenda:** 5/13/2020      **Final action:**

**Title:** Bay Area Express Lanes Network for Plan Bay Area 2050  
(30 minutes)

Presentation on trade-offs between express lane planning scenarios to inform a future recommendation of the Regional Express Lane network for Plan Bay Area 2050 (Plan), including synergy with express buses. Update on the Express Lanes Strategic Plan.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [08\\_Bay Area Express Lane Network for PBA 2050.pdf](#)

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

Bay Area Express Lanes Network for Plan Bay Area 2050  
(30 minutes)

Presentation on trade-offs between express lane planning scenarios to inform a future recommendation of the Regional Express Lane network for Plan Bay Area 2050 (Plan), including synergy with express buses. Update on the Express Lanes Strategic Plan.

**Presenter:**

Jim Macrae

**Recommended Action:**

Information

**Attachments:**

**Metropolitan Transportation Commission  
Policy Advisory Council**

May 13, 2020

Agenda Item 8

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**Bay Area Express Lanes Network for Plan Bay Area 2050**

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**Subject:** Presentation on trade-offs between express lane planning scenarios to inform a future recommendation of the Regional Express Lane network for Plan Bay Area 2050 (Plan), including synergy with express buses. Update on the Express Lanes Strategic Plan.

**Background:** The attached item is going to the MTC Operations Committee for information in May. Staff seeks input from the Policy Advisory Council on this topic before returning to the Operations Committee in June for approval. The purpose of the item is to facilitate consideration of tradeoffs in defining a Regional Express Lane Network proposed for inclusion in Plan Bay Area 2050, and to share progress in identifying a complementary network of Regional Express Bus service.

Please note that, due to deadlines for defining the investments in Plan Bay Area 2050, this item focuses on the definition of the express lanes network. Staff is concurrently developing white papers for the Express Lanes Strategic Plan to address policy issues including equity, express bus, greenhouse gas emissions and vehicle miles traveled reductions, cost saving measures and others. Staff plans to engage the Equity and Access Subcommittee and Policy Advisory Council in the coming months in the development of the white paper on equity.

**Recommendation:** Information

**Attachments:** Agenda Item 6a from the May 8, 2020 Operations Committee meeting

**Metropolitan Transportation Commission  
Operations Committee**

May 8, 2020

Agenda Item 6a

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**Bay Area Express Lanes Network for Plan Bay Area 2050**

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**Subject:** Presentation on trade-offs between express lane planning scenarios to inform a future recommendation of the Regional Express Lane network for Plan Bay Area 2050 (Plan), including synergy with express buses. Update on the Express Lanes Strategic Plan.

**Background:** For the last year, a working group consisting of Bay Area Express Lane providers and Caltrans has met to work on the Strategic Plan. In December 2020 staff presented to this Committee a two-track effort to advance the express lane network. Using agreed upon program goals, Track 1 identified recommendations for the California Transportation Commission's (CTC) 2020 Senate Bill (SB) 1 project endorsements and initial programming of the Regional Measure 3 Express Lanes Program to be presented to the Programming and Allocations Committee in May. Track 2 was to develop a 10-year strategy for implementing express lanes reflecting key policies from the Plan.

Based on the January 2020 Commission workshop feedback staff has augmented Track 2 to encompass: 1) an express lane network that fits into the Plan; 2) a strategic plan to implement an express lane network consistent with the Plan and based on agreed upon goals, policies, and strategies; and 3) a Regional Express Bus system for the Plan that works in concert with the Regional Express Lane network.

**1. Express Lane Network for Plan Bay Area 2050**

The Plan's Project Performance Assessment found three deficiencies in the Regional Express Lane network originally submitted: does not advance equity, increase in green house gas (GHG) emissions, and a low benefit-to-cost ratio. The working group is addressing these deficiencies through a combination of white paper research through 2020, as outlined in its commitment letter to Plan Bay Area (Attachment A), and network scenarios to aid in deciding the express lane scope for the Plan.

For equity, the working group is exploring options over the next several months, via a white paper, to include means-based tolls, targeted incentives, complementary bus service, funds for equity projects using express lane toll revenue, origin-destination connections to jobs and workforce development programs. The group will work closely with San Mateo and San Francisco partners to learn from and collaborate on their ongoing express lane equity studies, scheduled to finish in fall 2021.

To address GHG emissions and low benefit-to-cost ratio deficiencies, the working group plans to revise the Regional Express Lane network for the Plan. To aid in this effort, the group has developed four network scenarios designed to illustrate trade-offs based on regional priorities, including: 1) Minimize GHG emissions; 2) Express Bus Guideway; 3) Complete Pipeline Projects; and 4) Megaregion Connections. Except for the Megaregion, each scenario is financially constrained to approximately \$3.0 billion, which the group feels is feasible with toll revenue financing.

## **2. Express Lane Strategic Implementation Plan**

Through 2020 the working group will conduct research on the following topics: equity, bond financing, express bus, consistent policies, GHG and vehicle miles traveled reductions, cost saving measures, and funding principles. The research will form the basis of a Bay Area Express Lane Strategic Implementation Plan which staff will present for adoption at the end of the year.

## **3. Regional Express Bus System**

Regional Express Bus service is an important complement to the Regional Express Lanes Network in large part because it can improve person throughput, decrease GHG emissions and potentially advance equity. TransForm and SPUR submitted a Regional Express Bus (ReX) system proposal for the Plan. Through the Project Performance Assessment, the ReX proposal, which was expansive (with 17 express bus routes and 60+ feeder routes) and highly capital intensive, was found to have deficiencies in equity and benefit-to-cost ratio. The ReX team asked MTC for assistance in responding to its deficiencies. MTC became the sponsor of a more streamlined proposal focused on a phase one of a possible rollout of an express bus system. The new proposal reduces costs, enhances benefits, and complements existing express bus and county proposals.

Based on feedback from both the Operations Committee and Policy Advisory Council in May, staff anticipates returning in June to recommend an express lane network for adoption into the Plan.

### **Issues:**

The region cannot afford the original \$6.1B express lanes proposal. Assuming financing with toll revenue, staff believes a network costing between \$3.0 billion and \$3.5 billion is feasible. Staff anticipates toll revenue will be needed to fund the proposed express bus system and may necessitate trade-offs.

Express lanes add GHG emissions. The challenge is how to minimize emission increases. Adding travel lanes is counterproductive in achieving Plan Bay Area's mandated GHG targets. If the express lane network can include more lane-conversion projects and pair with express bus service, the GHG target is more viable.

Sacramento Area Council of Governments and San Joaquin Council of Governments are beginning environmental review of express lane projects that will connect to the Bay Area. There will be trade-offs for consideration to link to their projects.

While the current COVID-19 emergency will certainly reduce traffic congestion and affect carpooling, express bus and express lanes capital funding and operations in the near-term, the mid- and long-term impacts are not yet clear. As a result, it is currently premature to alter their planning assumptions. However, staff will continue to monitor over the coming months and adjust as needed.

**Recommendation:** Information

**Attachments:** Attachment A: Regional Express Lane Commitment Letter Response to Plan Bay Area 2050 Deficiencies  
Attachment B: Presentation, Bay Area Express Lanes Strategic Implementation Plan



Therese W. McMillan

## ATTACHMENT A

### Regional Express Lane Commitment Letter Response to Plan Bay Area 2050 Deficiencies

April 10, 2020

Therese W.  
McMillan Executive  
Director  
Metropolitan Transportation Commission  
375 Beale Street Suite 700  
San Francisco, CA 94105

RE: Bay Area Express Lanes Project Performance in Plan Bay Area

2050 Dear Ms. McMillan:

This letter is in response to the Plan Bay Area 2050 Project Performance Assessment (PPA) findings for the Regional Express Lanes Network. The PPA indicated a few performance shortcomings for the Regional Express Lanes Network, including underperforming benefit-cost ratios, equity and GHG scores. We are writing to convey the regional plan to address these underperformance issues.

For the last year, a working group consisting of Bay Area Express Lanes partners has met to develop an Express Lanes Strategic Plan. This group is collaborating to shape the future of the Express Lanes Network, consistent with the vision and goals of Plan Bay Area 2050. We believe it shows promising benefits if integrated cost-effectively with transit, affordability, and other PBA programs. The working group recently developed network scenarios that integrate PBA goals. These scenarios will be presented to the MTC Operations Committee in May for Commissioner feedback, following which the working group will submit the revised Regional Express Lane Network for inclusion into Plan Bay Area 2050.

This letter demonstrates the working group's commitment to improving the network's cost effectiveness, equity and GHG reduction performance while meeting Federal and State operational requirements by: prioritizing segments that support transit/carpooling and provide seamless travel, incorporating projects that utilize conversion of existing right of way over expansion where possible, identifying appropriate equity policies, and implementing public engagement best practices. In addition to revising the Network for Plan Bay Area, 2050, the group plans to develop a series of white papers over the summer of 2020 to inform policies and future project development. The outcomes of these white papers along with the revised Regional Express Lanes Network will be documented in a final Regional Express Lanes Strategic Plan at the end of 2020. Some highlights of work to date and upcoming work include:

#### *Increasing Benefits; Decreasing Costs*

The working group is revising the Regional Express Lanes Network to reflect:

- Segments that can more realistically be built in the next 15 years as well as the next 30 years based on available funds, including local funding commitments to project development and construction, and financing. For example, the costly 580/680 and 680/80 direct connectors most likely will not fit within the funding envelope for this period.
- Segments that support existing and potential future public transit services that advance the equity and GHG goals outlined in the Strategic Plan.

- Prioritization of HOV lane and general-purpose lane conversions (pending changes in legislation and traffic impact analysis) over construction of new lanes to reduce per-mile capital cost and the risk of induced demand/GHG. For example, Ala-580, SF-101/280, SCL 680/280 and SM-101 will evaluate take-a-lane and/or shoulder lane strategies as potential alternatives during the environmental process to evaluate impacts on GHG emissions and operations. Where new lanes are added, it may be possible to use paved right of way to reduce costs.

### Local Funding

Express lanes bring considerable resources to the table to fund their construction, operations and maintenance. This sets them apart from other transportation management strategies.

- The express lanes operating and maintenance costs are covered by express lanes toll revenue and require no regional funds to keep the express lanes in a state of good repair.
- There is \$300 million in capital funding set aside for the express lanes network in Regional Measure 3. MTC is proposing a framework for local RM3 express lane funding to leverage state and federal funding to the greatest extent possible.
- The county transportation agencies plan to leverage over \$80 million in local funds to build the Regional Express Lanes Network.
- Express lane toll revenue can be used to finance the buildout of the network. The financial analysis used in Plan Bay Area 2040 demonstrated the ability to finance up to 60% of the total capital cost. In addition, several projects already in operation and under construction have financed a share of their capital costs with future toll revenue.

### Green House Gas

To decrease GHG emissions, the working group is focusing on projects and programs that increase mode shift and average vehicle occupancy, including:

- Focusing on early delivery of projects with a high potential for express bus ridership and identifying policies that support future express bus service.
- Exploring the use of express lane revenues to support investments in express buses, mobility hubs and other investments to increase bus ridership and carpooling.
- Prioritizing projects that convert existing travel lanes (general-purpose and HOV lanes) to mitigate induced vehicles miles traveled and achieve GHG reduction goals. A white paper will be developed that looks in more detail on the impacts of interregional express lanes segments and dual express lane segments on VMT/GHG.

### Equity

Advancement of equitable transportation alternatives is a key priority for the Express Lanes Network and is addressed in part by the measures listed above to integrate express bus service and support complementary investments. In addition:

- VTA, Alameda CTC and MTC have previously performed equity studies to understand the user profile of corridors they serve.
- San Mateo and SFCTA are undertaking equity studies, which include engagement with communities of concern and low income travelers to better understand and advance equity. The partners will leverage the findings of these studies to lay the foundations for a regional approach to promote equity.

- The working group will explore equity strategies including the following:
  - Means-based tolls/affordability programs
  - Targeted incentives (i.e., toll credit for transit use)
  - Complementary transit services that serve low-income travelers
  - Active mobility projects/programs funded through express lanes toll revenue
  - Improve access to jobs for communities of concern

### Plan Bay Area Concepts

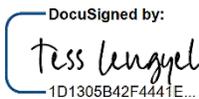
In addition, the express lane partner agencies support high-performing policies and projects in the Plan Bay Area 2050 Draft Blueprint:

- Eventual transition to congestion pricing on all freeway lanes in corridors with robust transit options. Express lanes can be a stepping stone to more extensive congestion pricing strategies. Prior to such implementation, further investigation is needed to better understand how congestion pricing on freeways may be implemented and the potential impacts on express lane operations as well as local roadways and transit.
- Lowering the speed limit to 55 miles per hour on freeways to improve safety. During congested periods the general-purpose lanes typically flow well below that speed, and so the express lanes could still offer a travel time and reliability advantage.
- Expansion of local bus services and non-motorized modes that serve shorter trips of all types and thus complement express lanes and express bus service, which tend to serve longer, largely commute trips.
- Integrated transit fares and payment platforms, which can help implement affordability policies and provide incentives for using transit, ridesharing and first and last mile services.

As a region, we are committed to implementing an Express Lane Network that serves the community and the surrounding environment equitably, cost-effectively and sustainably in order to advance the goals of Plan Bay Area 2050. We look forward to hearing your thoughts and discussing this further. If you have any questions about this format, please contact Jim Macrae at [jmacrae@bayareametro.gov](mailto:jmacrae@bayareametro.gov).

Sincerely,

ALAMEDA COUNTY  
TRANSPORTATION COMMISSION

DocuSigned by:  
  
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Tess Lengyel, Executive Director

Date: 4/7/2020

BAY AREA INFRASTRUCTURE FINANCE  
AUTHORITY

DocuSigned by:  
  
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Andrew B. Fremier, Deputy Executive Director,  
Operations

Date: 4/7/2020

SAN FRANCISCO COUNTY  
TRANSPORTATION AUTHORITY

DocuSigned by:  
*Tilly Chang*  
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Tilly Chang, Executive Director

Date: 4/8/2020

SAN MATEO CITY/COUNTY  
ASSOCIATION OF GOVERNMENTS  
(C/CAG)

DocuSigned by:  
*Sandy Wong*  
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Sandy Wong, Executive Director

Date: 4/7/2020

SAN MATEO COUNTY  
TRANSPORTATION AUTHORITY

DocuSigned by:  
*Jim Hartnett*  
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Jim Hartnett, Executive Director

Date: 4/9/2020

SAN MATEO COUNTY EXPRESS  
LANES JOINT POWERS AUTHORITY  
(SMCEL-JPA)

DocuSigned by:  
*Jim Hartnett*  
5C7389EB374B4E3...

Jim Hartnett, Executive Council

Date: 4/9/2020

SAN MATEO COUNTY EXPRESS  
LANES JOINT POWERS AUTHORITY  
(SMCEL-JPA)

DocuSigned by:  
*Sandy Wong*  
CC7597C653274F6...

Sandy Wong, Executive Council

Date: 4/7/2020

SANTA CLARA VALLEY  
TRANSPORTATION AUTHORITY  
(VTA)

DocuSigned by:  
*Deborah Dagang*  
EA59061FEFD24C2...

Deborah Dagang, Director of Planning and  
Programming

Date: 4/8/2020

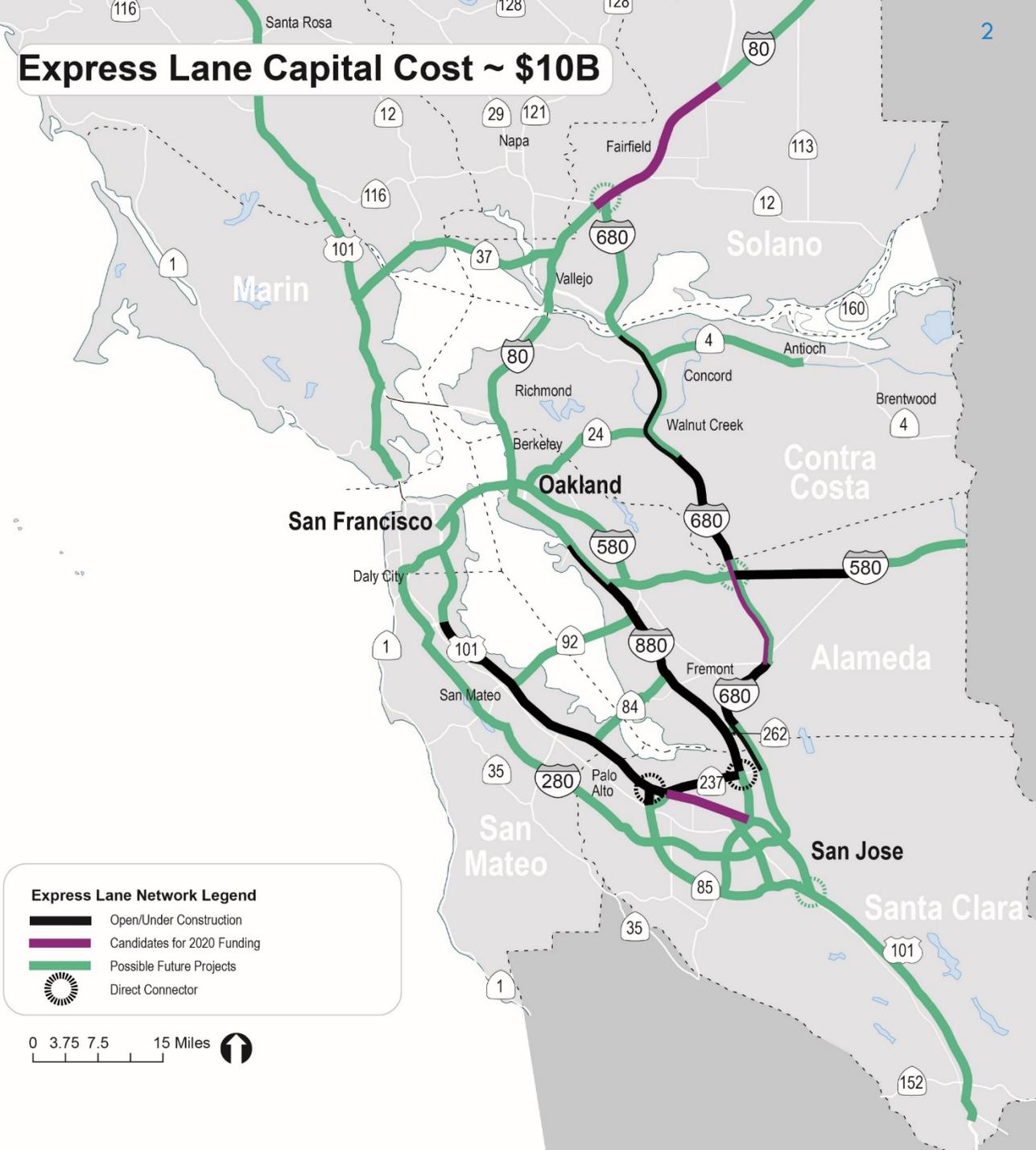
# Bay Area Express Lanes Network for Plan Bay Area 2050

MTC Operations Committee  
May 8, 2020



METROPOLITAN TRANSPORTATION COMMISSION

# Vision: Robust Regional Network that Serves Carpools and Buses



# Express Lane / Express Bus Networks Evaluated in the Plan Bay Area 2050 Project Performance Assessment.

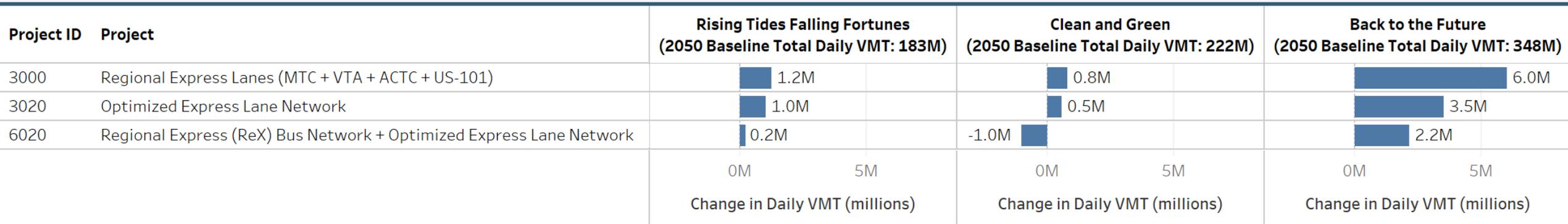
Project	Scope	Project Source	Capital Cost (2019\$)	Annual O&M Cost (2019\$)
<b>Regional Express Lanes Network</b>	<ul style="list-style-type: none"> <li>• MTC+VTA+ACTC+US101 express lanes</li> <li>• Total lane miles: 620                             <ul style="list-style-type: none"> <li>○ Widening: 293</li> <li>○ Convert HOV/GP: 327</li> </ul> </li> </ul>	MTC+VTA+ACTC+CCAG+SFCTA	\$6.1B	\$170M
<b>Optimized Express Lane Network</b> <i>(not publicly released)</i>	<ul style="list-style-type: none"> <li>• Includes above express lanes</li> <li>• Also fills other gaps for continuous network (e.g.: bridges, SR24, I-238, SR24, US101 Marin/SF)</li> <li>• Total lane miles: 748</li> <li>• No widening; conversions only</li> </ul>	-	\$2.2B	\$210M
<b>Optimized Express Lane Network + Regional Express Bus (ReX)</b>	<ul style="list-style-type: none"> <li>• 17 Express Buses routes @ 5 min headways</li> <li>• 62 Feeder routes @ 5 min headways</li> <li>• Capital improvements to improve bus travel times</li> </ul>	Trans-formative Project	\$19.6B	\$900M

# Plan Bay Area 2050 Performance Results

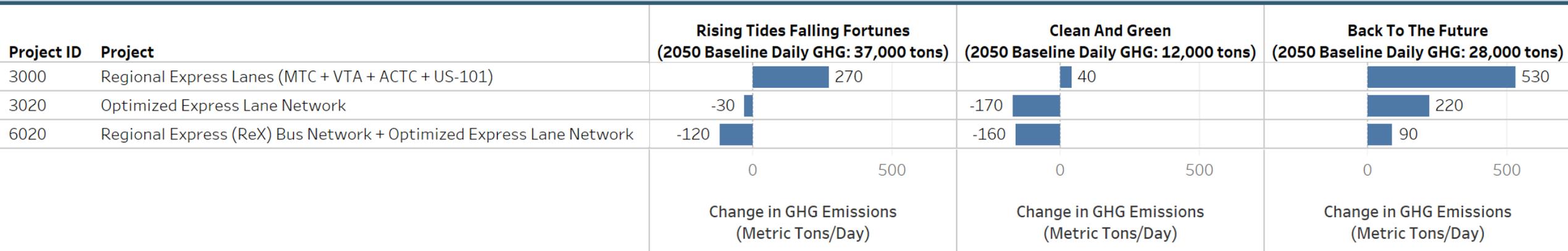
Project ID	Project	Lifecycle Cost	Guiding Principle Flags	Benefit-Cost Ratio			Equity Score		
				Rising Tides Falling Fortunes	Clean And Green	Back To The Future	Rising Tides Falling Fortunes	Clean And Green	Back To The Future
3000	Regional Express Lanes (MTC + VTA + ACTC + US-101)	\$12.1B	1	0.5	0.6	2	Challenges	Challenges	Challenges
3020	Optimized Express Lane Network	\$7.7B	0	0.7	1	1	Challenges	Challenges	Challenges
6020	Regional Express (ReX) Bus Network + Optimized Express Lane Network	\$41.0B	1	<0.5	0.7	0.5	Challenges	Challenges	Challenges

# Counterproductive to Plan Bay Area GHG/VMT Targets

## Change in Daily VMT due to Project, by Future



## Change in Daily Emissions due to Project, by Future



# Continuum of Work

### Express Lane Vision

- Long-term
- Equitable
- No funding constraint
- Fully multi-modal

### Express Lanes Strategic Plan

- Define Express lane network goals
- Define network
  - 0 to 15 years
  - 16 to 30 years
- Consider policy issues

### Express Lanes Current Operations

- Projects opening in 2020
- 2020 funding opportunities

### Plan Bay Area 2050

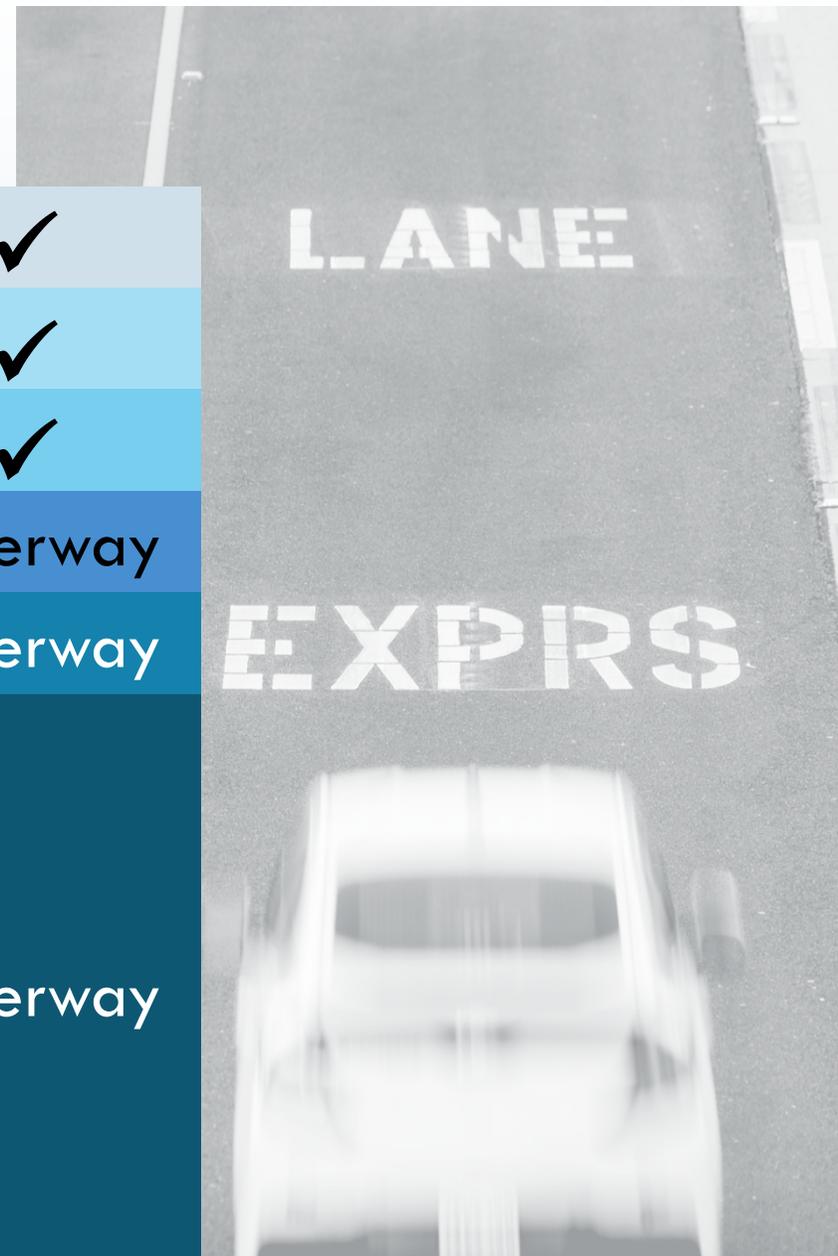
- 30-year, financially constrained
- GHG reduction target
- Equitable
- Complementary multi-modal investments

### Regional Express Bus

- Complement to Regional Express Lane Network
- Supports existing express bus and county proposals for Plan Bay Area 2050

# Bay Area Express Lanes Strategic Plan

Define express lane network goals	✓
Identify potential projects over 30 years	✓
Inform near-term funding opportunities	✓
Develop 15-year priority network	Underway
Integrate into Plan Bay Area 2050	Underway
Explore policy issues & develop recommendations <ul style="list-style-type: none"> <li>• Express bus interface</li> <li>• Equity</li> <li>• Toll policy consistency</li> <li>• Close gaps &amp; address mega-region travel while considering greenhouse gas reduction goals</li> <li>• Financing, cost reductions &amp; expedited delivery</li> </ul>	Underway



# Bay Area Express Lane Strategic Plan Goals



Minimize greenhouse gas impacts



Focus on equity to improve transportation access and affordability, especially for communities of concern



Manage congestion and bring reliability to the travelling public



Increase person throughput by incentivizing use of transit, vanpools, and carpools



Deliver Bay Area Express Lanes Network in a timely manner



Be responsible in use of public funds

# Considerations for Plan Bay Area 2050

## Network Definition

1. Reduce GHG emissions
2. Support a successful express bus network and carpool / vanpool programs to improve person throughput
3. Build a seamless and connected network within the region
4. Connect to the mega-region

Network must be financially constrained!



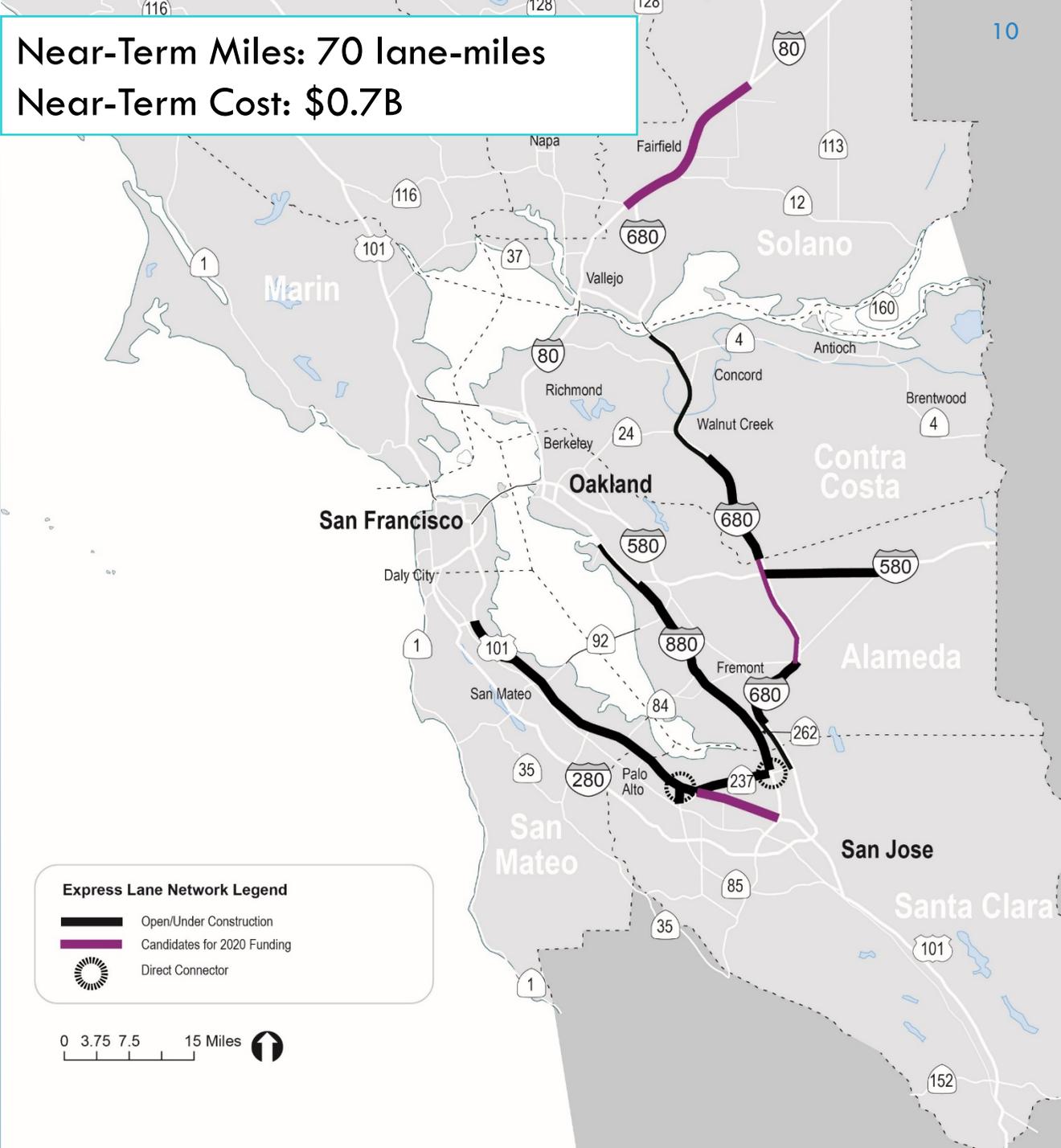
## Policy

1. Improve social equity
2. Ensure more consistent rules of the road

# Baseline: Current Operations and Near-Term Funding Candidates

Includes express lanes that are:

- Currently operating
- Under construction
- Recommended for state and regional 2020 funding opportunities



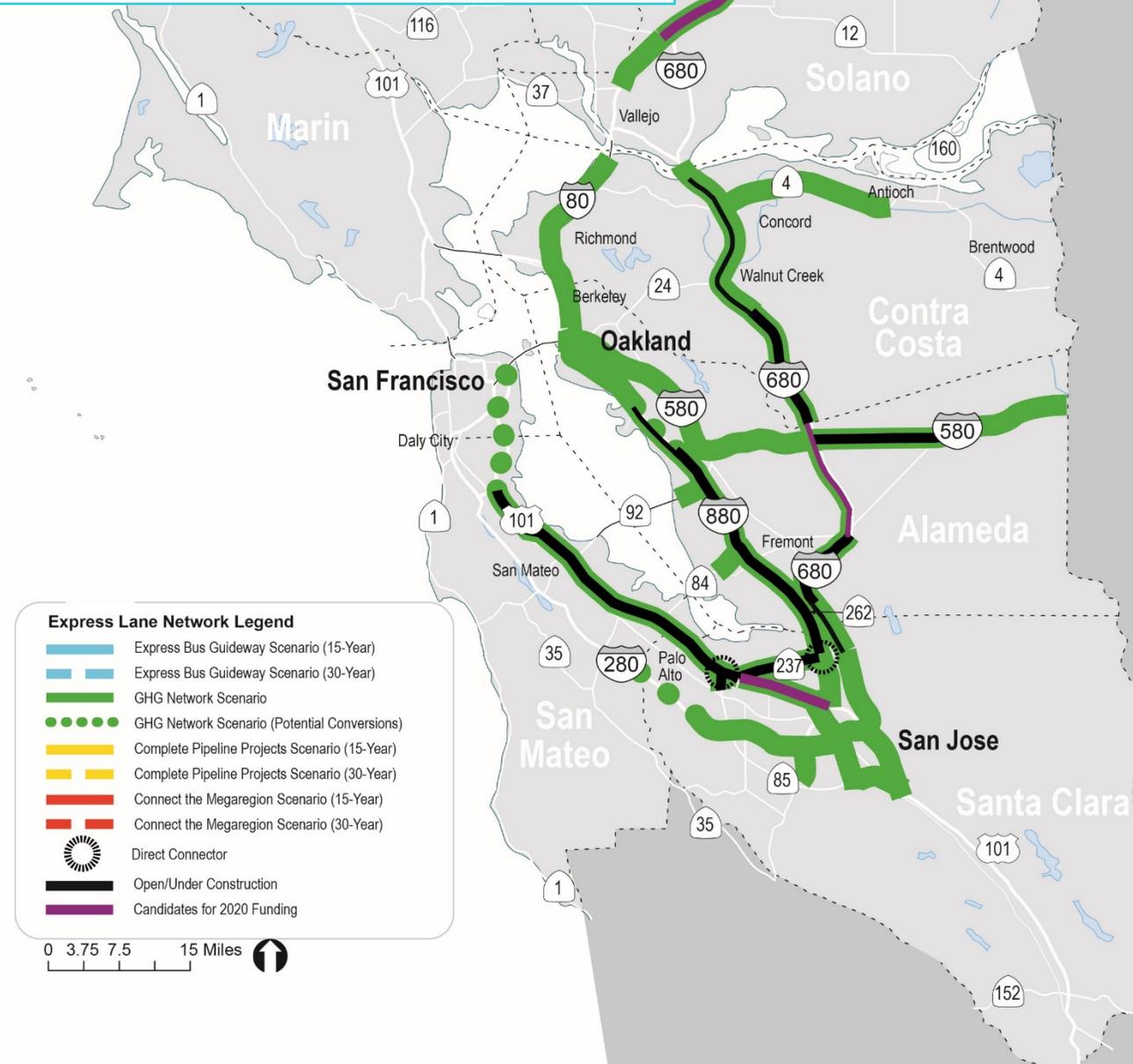
# A1. Minimize GHG Increase 30-Year

Focus on converting existing travel lanes to Express Lanes instead of adding new capacity

## Trade-offs:

- Planned conversions (solid lines) are less connected without adding Potential Conversions (dotted lines)
- Inconsistent support of Strategic Plan goals
- Should be implemented with other GHG strategies

Scenario Miles: 460 lane-miles  
Scenario Cost: \$2.9B - \$3.3B  
Estimated Completion: 2050



# B2. Express Bus Guideway

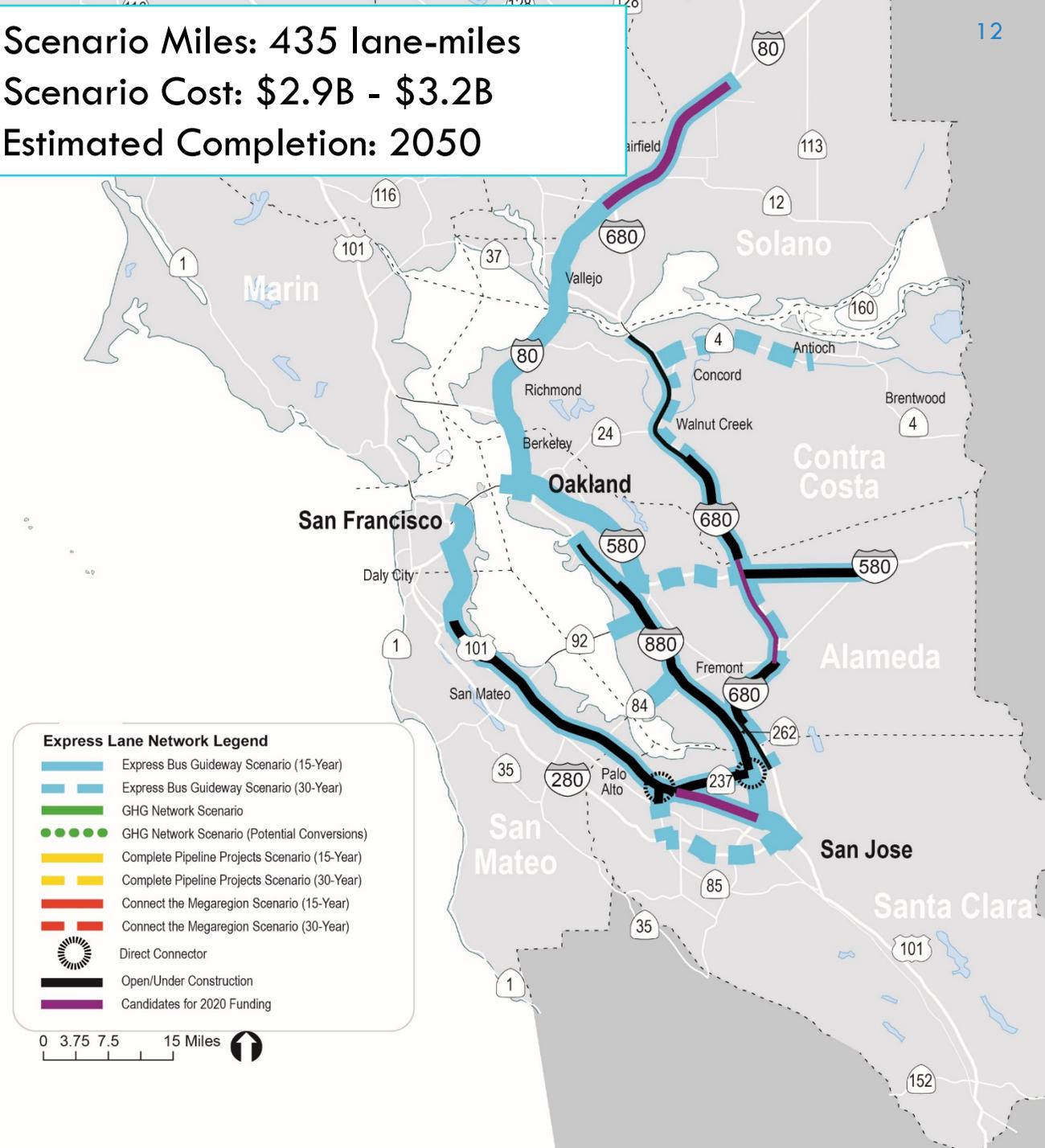
## 30-Year

Scenario Miles: 435 lane-miles  
Scenario Cost: \$2.9B - \$3.2B  
Estimated Completion: 2050

Reflects intraregional\* guideway serving highest performing ReX and Bay Area Forward routes.

- Trade-offs:
- Reflects only capital infrastructure costs for Express Lanes which support possible Express Bus routes
  - Seamless travel, good connectivity, good scalability
  - Possible GHG, equity benefits
  - Coincides with other scenarios and Strategic Plan goals

\*Express bus routes connecting outside the Bay Area are considered in the D2. Connect the Megaregion scenario



# Regional Express Bus

- A robust express lanes network enables scalable regional express bus service
- Regional Express Transit Network (ReX) is a transformative project evaluated in Horizon
- Identify a subset of routes that
  - Are in Express Lane corridors;
  - Have high ridership potential;
  - Serve communities of concern; and
  - Complement existing /planned services
- Marry with county submittals for an express bus system in Plan Bay Area 2050



# C2. Complete Pipeline Projects

## 30-Year

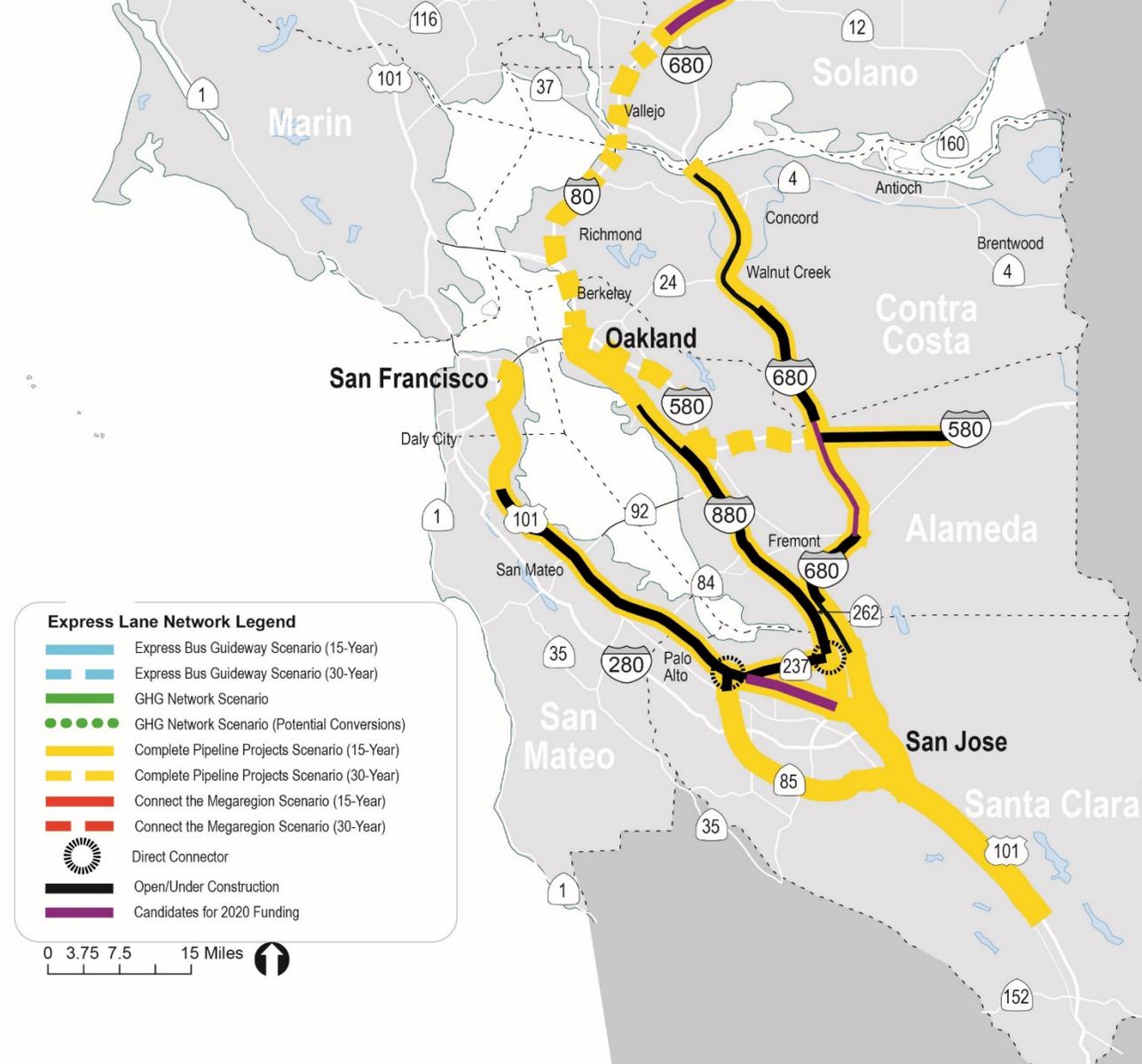
Extends completed corridors to increase connectivity & support other scenarios\*

### Trade-offs:

- Good connectivity
- Supports multiple other scenarios well, aligns with goals
- Extends work to date
- Achieves multiple county government priorities

\* Does not include direct connectors

Scenario Miles: 430 lane-miles  
 Scenario Cost: \$3.1B - \$3.3B  
 Estimated Completion: 2050



# D2. Connect the Megaregion

## 30-Year Budget

Works inward from neighboring regions, supporting travel to major cities

- Trade-offs:**
- Completes regional pathways to major cities
  - Better connectivity, but expensive
  - Freeway widening runs counter to GHG goals
  - Requires coordination with other governments

Scenario Miles: 480 lane-miles  
 Scenario Cost: \$5.6B - \$6.1B  
 Estimated Completion: 2050

**Express Lane Network Legend**

- Express Bus Guideway Scenario (15-Year)
- Express Bus Guideway Scenario (30-Year)
- GHG Network Scenario
- GHG Network Scenario (Potential Conversions)
- Complete Pipeline Projects Scenario (15-Year)
- Complete Pipeline Projects Scenario (30-Year)
- Connect the Megaregion Scenario (15-Year)
- Connect the Megaregion Scenario (30-Year)
- Direct Connector
- Open/Under Construction
- Candidates for 2020 Funding



# E1. Projects Serving Multiple Outcomes

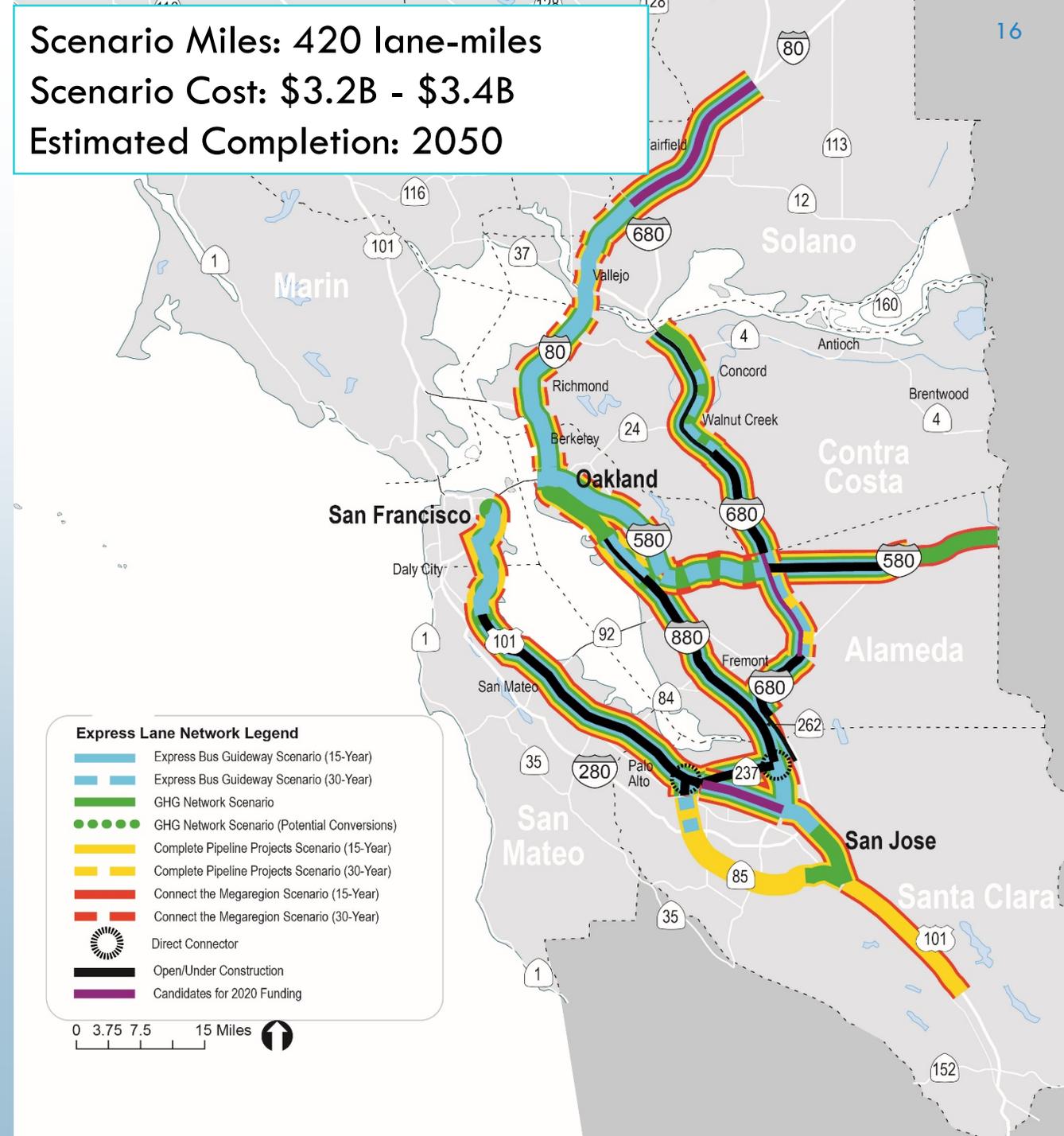
## 30-Year

Identifies facilities that feature in multiple scenarios

Trade-offs:

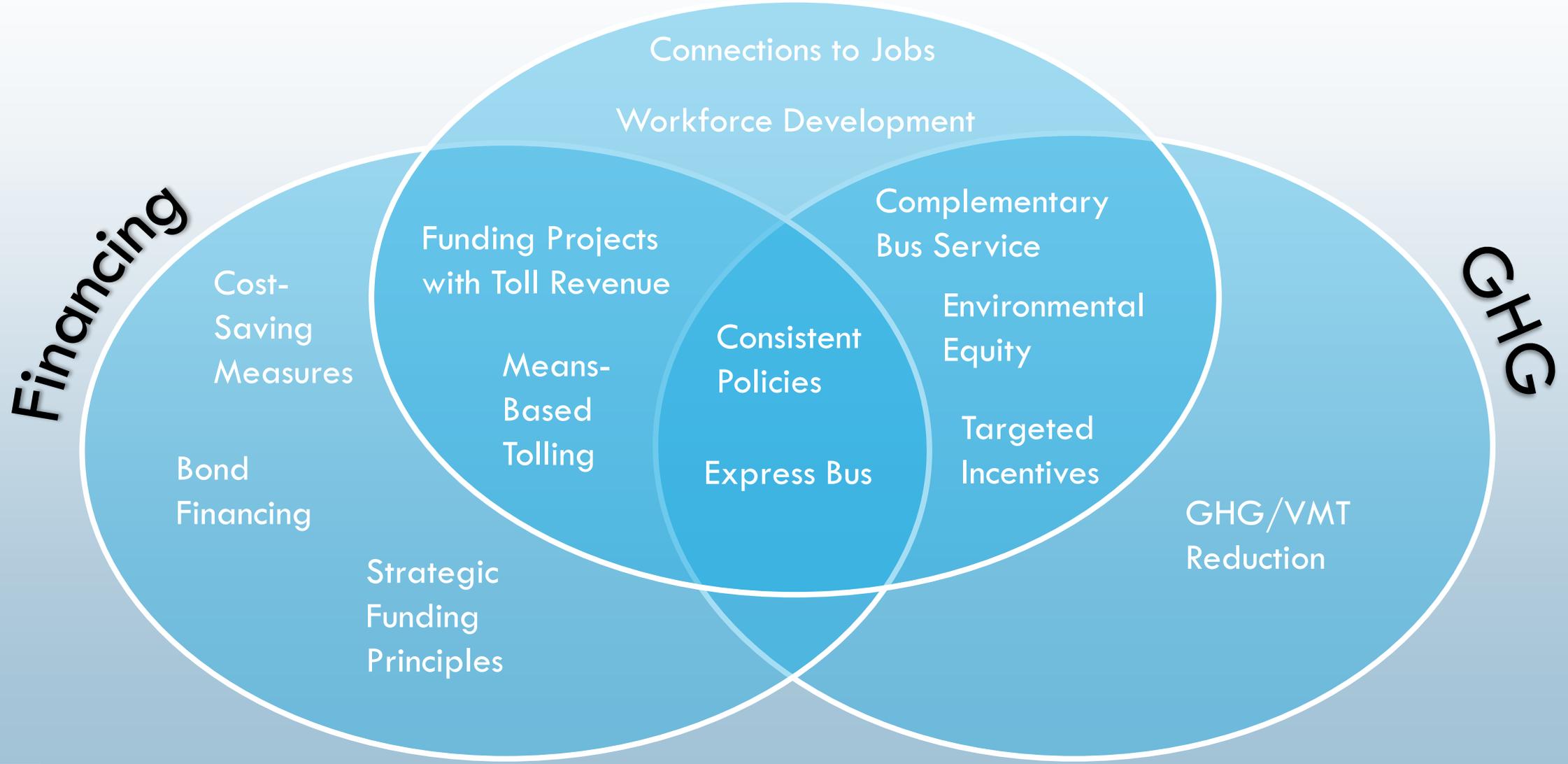
- Maximizes multiple outcomes, supports goals
- Maintains financial constraint
- Good connectivity, scalability

Scenario Miles: 420 lane-miles  
Scenario Cost: \$3.2B - \$3.4B  
Estimated Completion: 2050



# Strategic Plan Research – Inform Policy Commitments

## Equity



# Significant Dates for 2020

May  
2020

- **Operations Cmte:** Express Lane Network Scenarios and Strategic Plan update
- **Policy Advisory Cmte:** Express Lane Network Scenarios and Strategic Plan Update

June/July  
2020

- ★ **Operations Cmte:** Define final express lane network for Plan Bay Area 2050 (June)
- **Planning Cmte:** Draft Blueprint Results (July)

Aug/Sept  
2020

- **Planning Cmte:** Define Final Blueprint - action item (Sept)

Dec 2020

- **Operation Cmte:** Express Lanes Strategic Plan Adoption
- **Planning Cmte:** Advance Blueprint to EIR

White Paper Development



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

**File #:** 20-0636      **Version:** 1      **Name:**

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

**File created:** 4/10/2020      **In control:** Policy Advisory Council

**On agenda:** 5/13/2020      **Final action:**

**Title:** Staff Liaison Report  
(3 minutes)

Relevant MTC policy decisions and other activities.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [09\\_Staff\\_Liaison\\_Report\\_May\\_2020.pdf](#)

Date	Ver.	Action By	Action	Result
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**Subject:**  
Staff Liaison Report  
(3 minutes)

Relevant MTC policy decisions and other activities.

**Presenter:**  
Marti Paschal, Staff Liaison

**Recommended Action:**  
Information

**Attachments:**

**Metropolitan Transportation Commission  
Policy Advisory Council**

**May 13, 2020**

**Agenda Item 9**

**Staff Liaison Report – May 2020**

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**Subject:** Relevant MTC policy decisions and other activities.

**Recommendation:** Information

**Attachments:** Attachment A: Staff Liaison Report – May 2020



BATA administers all toll revenues from the region's seven state-owned toll bridges. In addition to the San Francisco-Oakland Bay Bridge, these include the Antioch, Benicia-Martinez, Carquinez, Dumbarton, Richmond-San Rafael and San Mateo-Hayward bridges. Caltrans owns and operates the state highway system, including the seven Bay Area toll bridges.

### **Executive Director's Report**

The following items are excerpts from the April 2020 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 Reports:**

##### **COVID-19 Activity Status**

As the Bay Area has moved into its sixth week of shelter in place—and as we are meeting collectively in our second remote session as a full Commission—I review below how the crisis is impacting our agency, and increasingly the policy environment that shapes our work.

##### **Internal Focus:**

From the perspective of the agency and our staff, I am proud of the talent, commitment and creativity the MTC team has brought forward to support you and our public. Our IT personnel in particular deserves kudos for constantly adjusting and serving the needs of a remote work environment—the relatively smooth transition has been possible with the often-unseen heroic efforts of that group. As a truly regional service network attached to the business of 375 Beale Street, Nick Roethel and his staff support not only internal staff meetings, but a range of MTC, ABAG and Air District board meetings involving our public. Enormous thanks to them.

We are mindful and vigilant regarding public health orders that impact the current shelter in place status, and eventually the transition out of it. I fully expect that transition to be a phased one, and paramount will be maintaining a safe environment for our staff, our board, and anyone doing business with us at our headquarters. We will keep you posted of those efforts should they commence in advance of the next Commission meeting.

##### **The External View:**

As noted by Chair Haggerty, you will be hearing today of the significant effort that the MTC team has led to distribute the critical federal CARE Act funding made available as emergency assistance to our transit operators. This represents an extraordinary consensus among our transit partners across the region on what an initial distribution of funding should entail in response to the immediate crisis. It also sets the foundation for an equally demanding, forthcoming decision to address the recovery stage under COVID-19's deep, still evolving drag on the economy and our communities. The one thing we know is that things will not be the same after this crisis. As a regional public agency, we are compelled to face the question of what will be the "New Normal"—and what can/should/must we do to try and shape the post-crisis future.

This is a question too global and pervasive for MTC and ABAG to address alone. But I offer four broad areas our agencies need to explore and address, in ways not yet fully understood. This is not an all-inclusive list, but ones we certainly will be building upon.

- **How we travel**  
Our transportation system is experiencing seismic shifts in usage— transit systems, bridges, highways and roads. How will those systems rebound? Will people want to use them in the same way? How can people pay for their use? Will the experience of telecommuting on an unprecedented scale forever shift the need and desire to travel at all?
- **Where we live**  
Housing availability and affordability were regional crises before the pandemic. How will those manifest within an economy shaken by unemployment that increases pressure on those least able to be or remain housed? Will that same depressed economy have an upside wrangling construction costs to a manageable level allowing housing production to gain footing and accelerate?
- **How we contribute**  
How will job sectors react in the face of national, state and local market forces— and subject to federal, state and local interventions still unfolding? Will jobs return to the same level— and critically in the same locations within the Bay Area? Will “jobs/housing” relationships be fundamentally changed— and thus impact the transportation system that links them?
- **Who we are**  
This public health crisis at its core attacks people— and everything redounds from that fact. And we are realizing that this crisis impacts segments of our community far more deeply than others. Simply said, those vulnerable before are even more so in the face of COVID-19. Inequities— economic, racial, societal— are at once highlighted and undeniably exacerbated under the thumb of the virus. And if people were not on equal footing before the crisis, and are dragged even further down as it unfolds, it only stands to reason efforts to recover from the crisis will be similarly disparate absent early and intentional actions to own the disparities and redress them in the climb upward.

There are many policies, programs and projects where answering these questions become crucial. Staff will be identifying these intersections, and bringing them forward in the ensuing weeks and months. Importantly, the Governance Committee is advancing to the MTC Commission and ABAG Executive Board for consideration, today and tomorrow respectively, a proposal to consolidate committees of each agency, in order to more deeply share ownership of core regional issues. The questions above unquestionably fall under that charge.

## **OTHER NEWS**

### **Transit and Intercity Rail Capital Program (TIRCP)**

Yesterday, Tuesday, April 21, CalSTA Secretary David Kim announced \$500 million statewide of grant awards for Transit and Intercity Rail Capital Program (TIRCP). The Bay Area received four awards, totaling just over \$168 million, representing 34% of the total.

- BART Corridor Core Capacity Program — 34 new expansion rail cars: \$107.1 million.
- SFMTA Core Capacity Program — Transit signal priority, transit-only lanes, facility improvements, etc.: \$41.7 million.
- Solano Transportation Authority (STA) — Solano Express regional bus service with shared electric bus charging: \$10.4 million.
- WETA – Expansion of WETA ferry services — Electric vessel and with charging infrastructure for Mission Bay and Downtown San Francisco: \$9.1 million.

MTC endorsed all four projects either under the MTC's Cap and Trade Framework priority projects or the small-projects criteria.

The TIRCP program is funded through both Cap and Trade auction proceeds and SB1 revenues. Calls for projects are made on a biannual basis.

I would like to draw attention to this news not just because the Bay Area did well, but that this action is a strong statement that the state of CA is working towards the future just as hard as we are working through this very difficult moment.

### **BOMA 360 Performance Program**

The Bay Area Metro Center, managed by Cushman & Wakefield and owned by the Bay Area Headquarters Authority was awarded a notable honor of being officially recognized for the Building Owners and Managers Association (BOMA) 360 accreditation. The BOMA 360 Performance Program sets the standard worldwide for operational best practices in the commercial real estate industry. The program benchmarks building performance in six key areas: operations and management; security and safety; training and education; energy; environment and sustainability; and tenant relations. By earning the prestigious BOMA 360 label, the 375 Beale Street headquarters is now listed amongst the top performing buildings across all areas of operations and management.



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

**File #:** 20-0637      **Version:** 1      **Name:**

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

**File created:** 4/10/2020      **In control:** Policy Advisory Council

**On agenda:** 5/13/2020      **Final action:**

**Title:** Council Member Reports  
(10 minutes)

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

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:**

Date	Ver.	Action By	Action	Result
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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

## Legislation Details (With Text)

**File #:** 20-0638      **Version:** 1      **Name:**

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

**File created:** 4/10/2020      **In control:** Policy Advisory Council

**On agenda:** 5/13/2020      **Final action:**

**Title:** New Business  
(5 minutes)

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

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:**

Date	Ver.	Action By	Action	Result
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**Subject:**  
New Business  
(5 minutes)

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

**Presenter:**

Randi Kinman, Council Chair

**Recommended Action:**

Discussion

**Attachments:**