



375 Beale Street
Suite 700
San Francisco, California
94105

Meeting Agenda - Final

ABAG Administrative Committee

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

Friday, June 12, 2020

9:45 AM

Remote

Association of Bay Area Governments Administrative Committee

The ABAG Administrative Committee will be meeting on June 12, 2020, 9:45 a.m., or immediately following the preceding committee meeting, 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 committee, commission, or board members who will participate in the meeting from individual remote locations.

A Zoom panelist link for meeting participants will be sent separately to committee, commission, or board members.

The meeting webcast will be available at: <https://abag.ca.gov/meetings-events/live-webcasts>

Members of the public are encouraged to participate remotely via Zoom at the following link or phone number.

Attendee Link: <https://bayareametro.zoom.us/j/91117330399>

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

Webinar ID: 911 1733 0399

Detailed instructions on participating via Zoom are available at:
<https://abag.ca.gov/zoom-information>

Committee members and members of the public participating by Zoom wishing to speak should use the "raise hand" feature or dial "*9".

In order to get the full Zoom experience, please make sure your application is up to date.

Members of the public may participate by phone or Zoom or may submit comments by email at info@bayareametro.gov by 5:00 p.m. the day before the scheduled meeting date. Please include the committee or board meeting name 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.

The ABAG Administrative Committee may act on any item on the agenda.
The ABAG Administrative Committee will meet jointly with the MTC Planning Committee.

The meeting is scheduled to begin at 9:45 a.m.
or immediately following the preceding committee meeting.
Agenda, roster, and webcast available at <https://abag.ca.gov>
For information, contact Clerk of the Board at (415) 820-7913.

Roster

Jesse Arreguin, Cindy Chavez, David Cortese, Scott Haggerty, Jake Mackenzie, Karen Mitchoff, Raul Peralez, Julie Pierce, David Rabbitt, Belia Ramos, Carlos Romero

1. Call to Order / Roll Call / Confirm Quorum

2. ABAG Administrative Committee Consent Calendar

- 2.a. [20-0884](#) Approval of ABAG Administrative Committee Summary Minutes of the May 8, 2020 Meeting
Action: ABAG Administrative Committee Approval
Presenter: Clerk of the Board
Attachments: [2a_ABAG AC Minutes 20200508 MTC Planning Draft.pdf](#)
- 2.b. [20-0885](#) Plan Bay Area 2050: Final Phase - Environmental Impact Report (EIR) and Beyond
Action: Information
Presenter: Chirag Rabari
Attachments: [2b_PBA50_EIR and Beyond.pdf](#)
- 2.c. [20-0886](#) Plan Bay Area 2050: Digital Alternatives for Round 2 Public Engagement
Action: Information
Presenter: Ursula Vogler
Attachments: [2c_PBA50_Digital Engagement Overview.pdf](#)
- 2.d. [20-0887](#) Regional Housing Needs Allocation (RHNA) Housing Methodology Committee (HMC)
Action: ABAG Administrative Committee Approval
Presenter: Gillian Adams
Attachments: [2d_HMC_Appointment.pdf](#)

3. MTC Planning Committee Consent Calendar

- 3.a. [20-0787](#) Approval of MTC Planning Committee Minutes of the May 8, 2020 Meeting
Action: MTC Planning Committee Approval
Attachments: [3a_MTC PLNG_Minutes_May 8 2020.pdf](#)

- 3.b. [20-0782](#) Plan Bay Area 2050: Final Phase - Environmental Impact Report (EIR) and Beyond

Action: Information

Presenter: Chirag Rabari

Attachments: [3b_PBA50_EIR and Beyond.pdf](#)

- 3.c. [20-0784](#) Plan Bay Area 2050: Digital Alternatives for Round 2 Public Engagement

Action: Information

Presenter: Ursula Vogler

Attachments: [3c_PBA50_Digital Engagement Overview.pdf](#)

4. MTC Planning Committee Approval

- 4.a. [20-0788](#) MTC Resolution No. 4400: Regional Safety / Vision Zero (VZ) Policy

Recommendation for adoption of MTC Resolution No. 4400: Regional Safety/Vision Zero (VZ) Policy.

Action: MTC Commission Approval

Presenter: Shruti Hari

Attachments: [4a_Regional Safety VZ Policy.pdf](#)
[4a_Public Comment_SFMTA Regional MTC VZ Policy Letter of Support 6.10.20](#)

5. Information

- 5.a. [20-0779](#) Plan Bay Area 2050 Final Blueprint Preview: Transportation Element

Update on forecasted transportation revenues and needs, as well as preliminary assignments for assumed regional discretionary funding in the Plan Bay Area 2050 Final Blueprint.

Action: Information

Presenter: Adam Noelting, William Bacon, and Raleigh McCoy

Attachments: [5a_PBA50_FinalBP_Transportation..pdf](#)

6. Public Comment / Other Business

Informational

7. Adjournment / Next Meeting

The next regular meeting of the ABAG Administrative Committee is on July 10, 2020.

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

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

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

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

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

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

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

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



ABAG

Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-0884 **Version:** 1 **Name:**

Type: Minutes **Status:** Consent

File created: 5/26/2020 **In control:** ABAG Administrative Committee

On agenda: 6/12/2020 **Final action:**

Title: Approval of ABAG Administrative Committee Summary Minutes of the May 8, 2020 Meeting

Sponsors:

Indexes:

Code sections:

Attachments: [2a_ABAG AC Minutes 20200508 MTC Planning Draft.pdf](#)

Date	Ver.	Action By	Action	Result
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Approval of ABAG Administrative Committee Summary Minutes of the May 8, 2020 Meeting

Clerk of the Board

ABAG Administrative Committee Approval



Meeting Minutes - Draft

ABAG Administrative Committee

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

Friday, May 8, 2020

9:45 AM

Remote

Association of Bay Area Governments Administrative Committee

Roster

Jesse Arreguin, Cindy Chavez, David Cortese, Scott Haggerty, Jake Mackenzie, Karen Mitchoff, Raul Peralez, Julie Pierce, David Rabbitt, Belia Ramos, Carlos Romero

1. Roll Call / Confirm Quorum

Chair Arreguin called the meeting to order at about 11:54 a.m. Quorum was present.

Present: 10 - Arreguin, Chavez, Haggerty, Mackenzie, Mitchoff, Peralez, Pierce, Rabbitt, Ramos, and Romero

Absent: 1 - Cortese

2. ABAG Administrative Committee Consent Calendar

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

Aye: 10 - Arreguin, Chavez, Haggerty, Mackenzie, Mitchoff, Peralez, Pierce, Rabbitt, Ramos, and Romero

Absent: 1 - Cortese

- 2.a. [20-0565](#) Approval of the 9:40 a.m. ABAG Administrative Committee Summary Minutes and 11:30 a.m. ABAG Administrative Committee Summary Minutes of the March 13, 2020 Meetings

3. MTC Planning Committee Consent Calendar

- 3.a. [20-0490](#) Approval of MTC Planning Committee Minutes of the March 13, 2020 Meeting

- 3.b. [20-0491](#) Federal Performance Target-Setting Update 2020 State of Good Repair for Transit Assets Targets

4. Proposed Amendment to Plan Bay Area 2040

4.a. [20-0745](#) Proposed Amendment to Plan Bay Area 2040

Approval of the proposed amendments to the Amended Plan Bay Area 2040 (Plan) and the Amended 2019 Transportation Improvement Program (TIP) to include the Interstate 680 Express Lanes Gap Closure Project in Alameda County, and approval of two companion technical documents - Transportation-Air Quality Conformity Analysis (Conformity Analysis) and Environmental Impact Report (EIR) Addendum that demonstrate the Amended Plan and Amended TIP comply with federal transportation conformity and California Environmental Quality Act (CEQA) requirements. The public comment period closed on April 24, 2020, and a summary of comments and responses will be presented prior to Committee action.

Adam Noelting gave the report.

The following gave public comment: James Hausner.

Upon the motion by Haggerty and second by Pierce, the ABAG Administrative Committee recommended ABAG Executive Board adoption of ABAG Resolution No. 12-2020, Addendum to the Final Environmental Impact Report for Plan Bay Area 2040, and ABAG Resolution No. 13-2020, Amendment to Amended Plan Bay Area 2040. The motion passed unanimously by the following vote:

Aye: 9 - Arreguin, Haggerty, Mackenzie, Mitchoff, Peralez, Pierce, Rabbitt, Ramos, and Romero

Absent: 2 - Chavez, and Cortese

5. Information

- 5.a. [20-0630](#) Coronavirus Disease 2019 (COVID-19) and Challenges for a Resilient Region: Perspectives from Long-Range Planning

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.

Dave Vautin gave the report.

The following gave public comment: Roland Lebrun; Rodney Nickens, Non-Profit Housing Association of Northern California; and Rich Hedges.

- 5.b. [20-0583](#) MTC Resolution No. 3434: Transit Oriented Development (TOD) Policy Update

Presentation on upcoming steps for updating the TOD Policy, including planned work scope, timeline, and stakeholder engagement.

Kara Vuicich gave the report.

The following gave public comment: Rodney Nickens, Non-Profit Housing Authority of Northern California.

6. Public Comment / Other Business

There was no public comment.

7. Adjournment / Next Meeting

Chair Arreguin adjourned the meeting at about 1:14 p.m. The next regular meeting of the ABAG Administrative Committee is on June 12, 2020.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-0885 **Version:** 1 **Name:**

Type: Report **Status:** Consent

File created: 5/26/2020 **In control:** ABAG Administrative Committee

On agenda: 6/12/2020 **Final action:**

Title: Plan Bay Area 2050: Final Phase - Environmental Impact Report (EIR) and Beyond

Sponsors:

Indexes:

Code sections:

Attachments: [2b_PBA50_EIR and Beyond.pdf](#)

Date	Ver.	Action By	Action	Result
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Plan Bay Area 2050: Final Phase - Environmental Impact Report (EIR) and Beyond

Chirag Rabari

Information

Plan Bay Area 2050: Final Phase - Environmental Impact Report (EIR) and Beyond

Subject: Highlights of the latest Plan Bay Area 2050 schedule, noting upcoming milestones related to the Final Blueprint and kicking off the Environmental Impact Report (EIR) and Implementation Plan.

Background: Following approval of the Plan Bay Area 2050 Draft Blueprint Strategies and Growth Geographies for analysis in February 2020 by the MTC and ABAG boards, staff have been conducting modeling and analysis in preparation of the release of the Draft Blueprint this summer. Following robust engagement with the public, key stakeholders, and elected officials, there will be an opportunity to further refine the Growth Geographies and Strategies for the Final Blueprint, with action anticipated in September 2020. This refinement opportunity will include the consideration of recommendations from the Blue-Ribbon Transit Recovery Task Force, which has been convened by MTC to lead the re-emergence of stronger, more connected, and more resilient transit in the wake of COVID-19.

However, approval of the Final Blueprint does not mark the end of the long-range planning process for Plan Bay Area 2050. The final phase of the planning process will stretch from fall 2020 to fall 2021 and will include the development of the **Environmental Impact Report**, the **Implementation Plan**, and the **Plan Document**. The remainder of this memorandum describes these upcoming deliverables, highlighting the primary purpose and timeline associated with each.

EIR

The purpose of the Plan Bay Area 2050 EIR will be to comply with the requirements of the California Environmental Quality Act (CEQA), as well as other applicable provisions of state and federal law. The EIR will inform decision-makers, responsible and trustee agencies, and the public of the potential environmental impacts of implementing the transportation, housing, economic and environmental strategies proposed in the Final Blueprint. The EIR will also identify feasible mitigation measures and evaluate a range of plan alternatives to minimize the significant adverse impacts that are identified. While MTC/ABAG staff are anticipated to take on a more comprehensive role than in prior long-range plans, staff anticipates bringing a consultant contract for environmental analysis services to the MTC Administration Committee for approval this summer.

The EIR process will kick off in early fall 2020 with the Notice of Preparation (NOP) and associated public scoping meetings. In accordance with CEQA Guidelines, the NOP informs the public of the lead agency's intent to prepare an environmental impact report (EIR) and seeks comments about the scope and content of the EIR. As a related action, scoping meetings are held to provide the public and public agencies with the opportunity to learn more about Plan Bay Area 2050 and provide another venue to submit comments regarding the issues that should be addressed in the EIR. In light of ongoing anticipated impacts from COVID-19, public outreach and engagement staff are evaluating how EIR scoping meetings can be conducted in accordance with both CEQA and public health guidelines.

Subsequent to scoping, the analysis phase of the EIR is anticipated to run through early 2021; later milestones involving Executive Board and Commission review and approval include the release of the Draft EIR in spring 2021 and release of the Final EIR in fall 2021.

Implementation Plan


In Plan Bay Area 2040, MTC and ABAG pioneered an “Action Plan” to focus on areas where the plan’s performance was moving in the wrong direction and to address emerging policy issues. For Plan Bay Area 2050, staff are proposing an Implementation Plan that will focus on short-term, tangible actions that ABAG, MTC, and their partners can take to implement adopted strategies across the four core elements of the Plan. By working to maximize the viability of the Plan’s strategies, the Implementation plan will play a key role in getting the region “back on track” as it recovers from a likely economic recession caused by impacts from COVID-19 over the next one-to-five years.

The Implementation Plan process will engage Bay Area residents, local governments, civic organizations, non-profits, and other stakeholders to identify and tackle these shared challenges through 2025. The Implementation Plan will kick off in late summer.

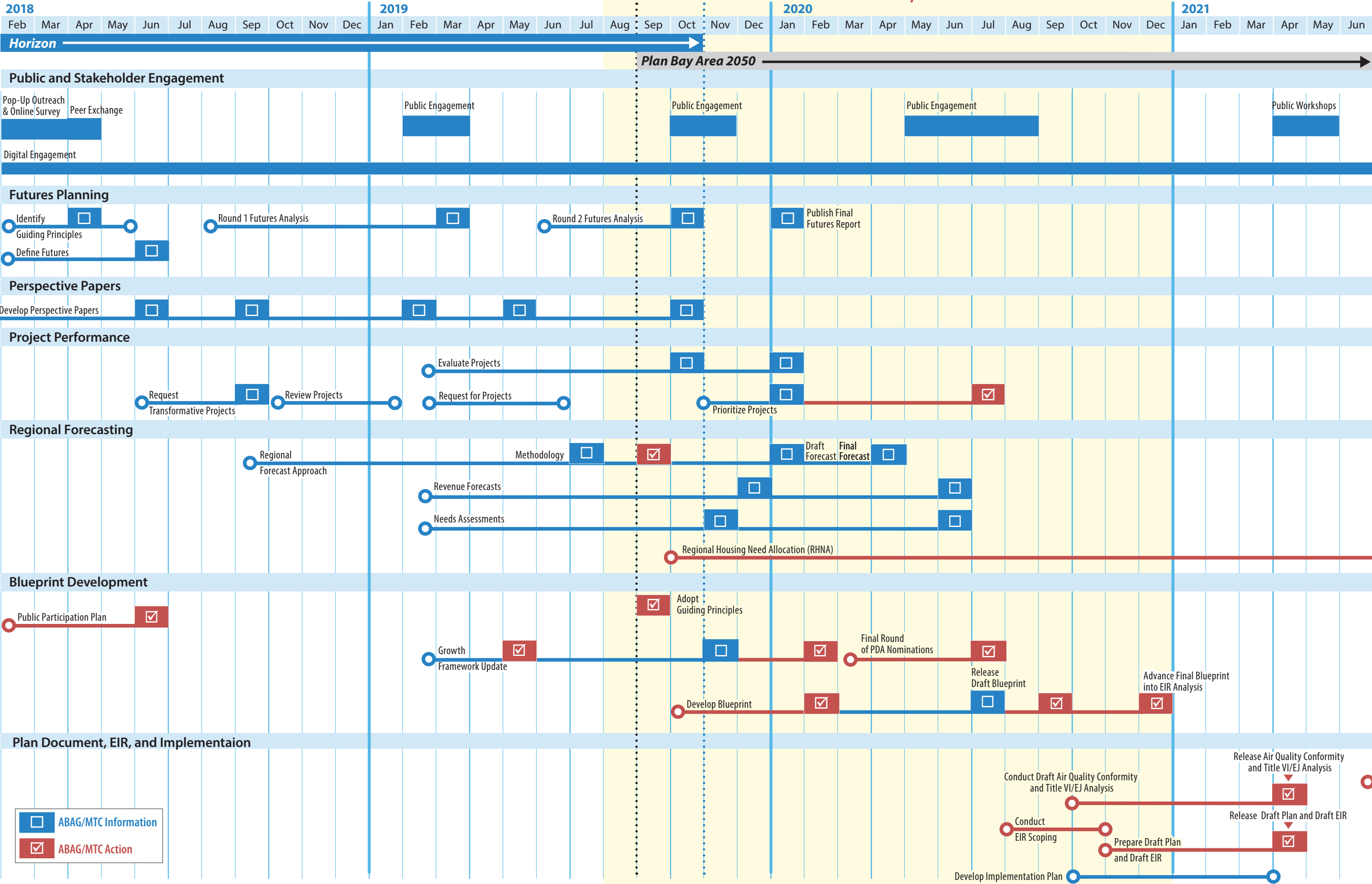
Plan Document

The Plan Document is the primary outward, public-facing deliverable of Plan Bay Area 2050, distilling the Plan’s vision, assumptions, requirements, strategies and implementation actions into a single, accessible document. Staff are currently exploring document design and content organization concepts, as well as determining how federal and state statutory requirements can best be addressed in the Plan Document and its associated supplemental reports. The Draft Plan Document will be released in spring 2021 and the Final Plan Document will be released in fall 2021; both will require Commission and Executive Board review and approval.

- Issues:** Staff will continue monitoring the COVID-19 situation as relates to potential impacts to planned public outreach and engagement, as well as the overall process and schedule for Final Phase elements.
- Next Steps:** Staff will move forward with all Final Phase elements and keep the Commission and Executive Board apprised of relevant developments.
- Recommendation:** Information
- Attachments:** Attachment A: Horizon and Plan Bay Area 2050: Key Milestones


Therese W. McMillan

Horizon and Plan Bay Area 2050: Key Milestones



Horizon

Plan Bay Area 2050

Public and Stakeholder Engagement

Pop-Up Outreach & Online SurveyPeer ExchangePublic EngagementPublic EngagementPublic EngagementPublic Workshops

Digital Engagement

Futures Planning

IdentifyGuiding PrinciplesDefine FuturesRound 1 Futures AnalysisRound 2 Futures AnalysisPublish Final Futures Report

Perspective Papers

Develop Perspective Papers

Project Performance

Evaluate ProjectsRequest for ProjectsRequest Transformative ProjectsReview ProjectsPrioritize Projects

Regional Forecasting

Regional Forecast ApproachMethodologyRevenue ForecastsNeeds AssessmentsDraft ForecastFinal ForecastRegional Housing Need Allocation (RHNA)

Blueprint Development

Public Participation PlanAdopt Guiding PrinciplesGrowth Framework UpdateDevelop BlueprintFinal Round of PDA NominationsRelease Draft BlueprintAdvance Final Blueprint into EIR Analysis

Plan Document, EIR, and Implementaion

Conduct Draft Air Quality Conformity and Title VI/EJ AnalysisRelease Air Quality Conformity and Title VI/EJ AnalysisConduct EIR ScopingPrepare Draft Plan and Draft EIRRelease Draft Plan and Draft EIRDevelop Implementation Plan

ABAG/MTC Information

ABAG/MTC Action

Adopt RHNA

December 2021

Adopt Plan, EIR, Air Quality Conformity and Title VI/EJ Analysis

September 2021



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-0886 **Version:** 1 **Name:**
Type: Report **Status:** Consent
File created: 5/26/2020 **In control:** ABAG Administrative Committee
On agenda: 6/12/2020 **Final action:**
Title: Plan Bay Area 2050: Digital Alternatives for Round 2 Public Engagement
Sponsors:
Indexes:
Code sections:
Attachments: [2c_PBA50_Digital Engagement Overview.pdf](#)

Date	Ver.	Action By	Action	Result
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Plan Bay Area 2050: Digital Alternatives for Round 2 Public Engagement

Ursula Vogler

Information

**Association of Bay Area Governments
ABAG Administrative Committee**

June 12, 2020

Agenda Item 2c

Plan Bay Area 2050: Digital Alternatives for Round 2 Public Engagement

Subject: Overview of digital alternatives to in-person public engagement activities for Plan Bay Area 2050's second round of engagement (spring/summer 2020), which focuses on obtaining public and stakeholder input on the Plan's Draft Blueprint.

Background: As the Bay Area contends with the novel coronavirus (COVID-19) pandemic that requires residents to maintain physical distancing, MTC/ABAG staff are seeking alternatives for planned in-person public engagement activities originally envisioned for spring/summer 2020. While COVID-19 has created severe challenges for many Bay Area residents, we are seeking to not only maintain but expand our level of public engagement during this difficult time. By leveraging a suite of digital approaches – which may allow us to better reach under-represented groups that have historically faced barriers to participation – we are striving to reach a broader audience of Bay Area residents than ever before.

Last summer, staff presented the Plan Bay Area 2050 public engagement strategy to the MTC Planning and ABAG Administrative Committees, which highlighted a variety of formats for in-person workshops for the Plan's second round. As a reminder, Plan Bay Area engagement is conducted in three phases or rounds, which correspond to key milestones in the Plan. Currently, the Plan is in its second round, which will culminate in the release of the Plan's Draft Blueprint. The proposed activities for this round had involved a variety of in-person options, including open house-style workshops, focus groups and meetings. Because of the recent limitations to public gatherings and the uncertainty surrounding the timing of shelter-in-place orders, staff have created a suite of newly-adapted digital engagement tactics that will supersede previously proposed activities for 2020, outlined in Attachment A. While the means of conducting the public engagement will be different, we will be seeking feedback on the same critical milestone – the release of the Draft Blueprint – as well as input on how to refine it further in the Final Blueprint phase.


Importantly, considerations about the public outreach requirement in Senate Bill 375 (SB 375) guide the ability to count digital engagement toward the in-person requirement¹. However, we do anticipate that the public health emergency will continue this summer and that restrictions on in-person gatherings will require MTC and ABAG to hold digital workshops to ensure the health and safety of the public. We are monitoring the situation closely, however, and will reassess the situation if things change.

Next Steps: Staff will use the input from Round 2 public engagement to inform strategy revisions for the Plan Bay Area 2050 Final Blueprint. Staff will return to this committee with a consolidated report on the results of the Round 2 public engagement in September 2020.

¹ SB 375 requires three in-person workshops for counties with more than 500,000 people (Alameda, Contra Costa, San Francisco, San Mateo, Santa Clara, Sonoma) and one in-person workshop for counties with fewer than 500,000 people (Marin, Napa, Solano).

Recommendation: Information

Attachments: Attachment A: Digital Alternatives for Plan Bay Area 2050 Public Engagement



Therese W. McMillan

A T T A C H M E N T A

Digital Alternatives for Plan Bay Area 2050 Public Engagement

Due to the novel coronavirus (COVID-19) pandemic and associated limitations to public gatherings, staff has developed a revised Plan Bay Area 2050 Round 2 public engagement approach, focusing on a suite of digital engagement tactics. The engagement will focus on the Plan's Draft Blueprint, slated for release this summer, as MTC/ABAG consider any further refinements for the Final Blueprint this fall. Details of the digital engagement tactics are outlined below, separated into three timeframes.

1. Preparation: Spring 2020

a. Digital Promotion of Plan Bay Area 2050's Draft Blueprint

The MTC/ABAG social media team have created a digital promotion campaign for the Plan's Draft Blueprint. Similar to the successful promotion of the Plan's first round of engagement, the campaign will promote key aspects of the Draft Blueprint online to the Plan's target audience. The digital promotion campaign will include the following two components, with the campaign debuting in early July and concluding in mid-August.

- i. Interactive campaign on Draft Blueprint's outcomes: Creation of an interactive promotional campaign to be used specifically for social media channels and the Plan Bay Area 2050 website, paired with interactive elements (e.g., video, survey). This campaign is aimed at increasing the Plan's participant base and getting key input from its target audience; and
- ii. Promotional campaign for Digital Workshops on Draft Blueprint's outcomes: Creation of a campaign that will promote the digital workshops to be held via Zoom (more on digital workshops in Round 2: July and August timeframe below).

b. Animated Video

The video will be used to explain the strategies from the Draft Blueprint and will be used as an educational piece for the public. The video is scheduled to be released in mid-to-late June and will be promoted via our social media channels.

2. Round 2: May and June 2020 Timeframe

a. Statistically Valid Telephone Poll

The poll has been a key public engagement component for the past several Plans, providing useful data to the Commission and ABAG Board about various Plan elements. This Plan's poll will ask the Bay Area public about the 25 Blueprint strategies approved for study in February 2020, all of which aim to make the Bay Area more affordable, connected, diverse, healthy and vibrant by the year 2050. The results of the poll will provide key data to assist the Commission and ABAG Board in refining the Final Blueprint, which is slated for

approval in fall 2020. Work on the poll is underway with plans to go into the field in July.

b. Community-Based Organizations (CBOs): Digital Focus Groups

In lieu of the planned in-person focus groups for the CBOs, staff conducted focus groups in a digital format. The focus groups have served as listening sessions for the participants, who provided input on ways to improve or alter the Draft Blueprint's strategies in advance of the Final Blueprint. The focus groups have included a presentation and an open discussion session that sought input on current challenges as well as strategies that would help address these challenges.

In order to lessen obstacles for CBO participants to participate digitally, staff provided both a webinar and conference call option. Staff scheduled seven focus groups, six of which occurred in the month of May. The final focus group will be held in mid-June. These focus groups have been very successful as participants have been able to provide input on transportation, housing, environmental and economic issues that affect them, while also providing input on the strategies in the Draft Blueprint.

c. Webinars and Coffee Conversations (ongoing)

Since the launch of Plan Bay Area 2050 last fall, staff have successfully used webinars as a tool to disseminate key information and engage partners and stakeholders. The webinars have continued to provide information on elements of the Draft Blueprint and serve as important tool to seek input from partners, stakeholders and informed members of the public.

Coffee Conversations bring together partners, stakeholders, private sector business groups and/or members of the public with MTC/ABAG staff in a casual and intimate setting, potentially over a cup of coffee. During shelter-in-place, staff converted these in-person meetings to a digital format, holding a coffee conversation in May with a focused discussion on the topic of climate resilience. *The event proved to be a success, attracting approximately 40 members of the public. We hope to hold more Coffee Conversations over the next few months.*

3. Round 2: Mid-July through Mid-August 2020 Timeframe

a. Digital Open House Workshops

In lieu of the Senate Bill 375-mandated in-person open house-style workshops, staff are proposing to conduct digital open house workshops. Using the Zoom platform, staff will hold online workshops using presentations and information sharing, surveys and comments via the Question and Answer function. These workshops will provide detailed information on the Draft Blueprint and pose key questions on the Blueprint's outcomes. The use of breakout rooms will allow for in-depth discussions between participants and staff, in particular about ways to strengthen the Final Blueprint this fall. The workshop will end with a wrap-up and a survey requesting final input.

Staff anticipates that this format will attract more participants than traditional in-person workshops, enabling detailed input from a diverse group of participants. The digital workshops will be held at different times of the day and different days of the week to ensure maximum participation. To enable participation from limited English proficient residents, Zoom has a language interpreter function that facilitates on-the-spot interpretation. As such, Spanish and Cantonese/Mandarin interpreters will be provided using this function. Input collected from the digital workshops will inform the Final Blueprint.

b. Digital Tribal Summit

The in-person tribal summit also will be conducted digitally via Zoom. Information on Plan Bay Area 2050 and the Transportation Improvement Program, along with an update from Caltrans, will be presented via a digital workshop format. The size of the group will lend itself to facilitated verbal comments/questions session. Government-to-government consultation will also be available via Zoom or phone. The summit will be scheduled in late July or early August.

c. Non-Digital Engagement

While the vast majority of Bay Area residents have access to either a smartphone or an internet connection at home, we realize that the digital engagement cannot rely on a “one size fits all” approach. In order to ensure that everyone has the opportunity to participate, staff is working on a suite of non-digital communication options that will both educate and seek input on the Draft Blueprint from targeted members of the public. Options include:

- Detachable mail-in survey or comment card in English, Spanish, Chinese and Vietnamese
- Text/SMS platforms for engaging CBO communities (dependent on cost)
- Voicemail to be used as a “listening line” where people can leave comments
- Outreach toolkit on the Blueprint, for partners to use in newsletters and other promotion

Working with CBOs and members of the Policy Advisory Council, staff will target those who have limited internet access to ensure everyone who is interested has an opportunity to provide input this summer.



Metropolitan Transportation Commission

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Legislation Details (With Text)

File #: 20-0887 **Version:** 1 **Name:**

Type: Report **Status:** Consent

File created: 5/26/2020 **In control:** ABAG Administrative Committee

On agenda: 6/12/2020 **Final action:**

Title: Regional Housing Needs Allocation (RHNA) Housing Methodology Committee (HMC)

Sponsors:

Indexes:

Code sections:

Attachments: [2d_HMC_Appointment.pdf](#)

Date	Ver.	Action By	Action	Result
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Regional Housing Needs Allocation (RHNA) Housing Methodology Committee (HMC)

Gillian Adams

ABAG Administrative Committee Approval

**Association of Bay Area Governments
ABAG Administrative Committee**

June 12, 2020

Agenda Item 2d

Regional Housing Needs Allocation (RHNA) Housing Methodology Committee (HMC)

Subject: Ratification of Appointments to the HMC.

Background: The Housing Methodology Committee advises staff on the formation of the methodology for allocating housing units among Bay Area jurisdictions as part of RHNA.

According to the ABAG Bylaws, the President makes appointments to committees with the advice and consent of the Executive Board. Furthermore, the ABAG Bylaws state that the ABAG Administrative Committee “shall, subject to any constraint or limitation imposed by the Executive Board or the General Assembly, exercise all powers of the Executive Board between meetings of the Executive Board....”

President Arreguín is submitting the following appointments for ABAG Administrative Committee ratification:

- Tawny Macedo, California Department of Housing and Community Development—Primary
- Megan Kirkeby, California Department of Housing and Community Development—Alternate

Issues: None

Recommendation: The ABAG Administrative Committee is requested to ratify the appointments to the Housing Methodology Committee, as reported.

Attachments: None



Therese W. McMillan

Metropolitan Transportation Commission

Legislation Details (With Text)

File #: 20-0787 **Version:** 1 **Name:**

Type: Minutes **Status:** Consent

File created: 5/5/2020 **In control:** Joint MTC Planning Committee with the ABAG Administrative Committee

On agenda: 6/12/2020 **Final action:**

Title: Approval of MTC Planning Committee Minutes of the May 8, 2020 Meeting

Sponsors:

Indexes:

Code sections:

Attachments: [3a MTC PLNG Minutes May 8 2020.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Approval of MTC Planning Committee Minutes of the May 8, 2020 Meeting

Recommended Action:

MTC Planning Committee Approval

Attachments:

Meeting Minutes - Draft

Joint MTC Planning Committee with the ABAG Administrative Committee

MTC Committee Members:

James P. Spering, Chair Anne W Halsted, Vice Chair

*Damon Connolly, Dave Cortese, Sam Liccardo, Jake
Mackenzie, David Rabbitt, Warren Slocum*

Non-Voting Members: Dorene M. Giacomini and Jimmy Stracner

Friday, May 8, 2020

9:45 AM

Board Room - 1st Floor (REMOTE)

*** PLEASE NOTE MEETING START TIME ***

1. Roll Call / Confirm Quorum

Present: 6 - Commissioner Connolly, Vice Chair Halsted, Commissioner Liccardo,
Commissioner Mackenzie, Commissioner Rabbitt and Chair Spering

Absent: 2 - Commissioner Cortese and Commissioner Slocum

Non-Voting Member Present: Commissioner Giacomini

Non-Voting Member Absent: Commissioner Stracner

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

Ad Hoc Non-Voting Members Present: Commissioner Josefowitz and Commissioner Worth

ABAG Administrative Committee Members Present: Arreguin, Chavez, Haggerty, Mackenzie, Mitchoff,
Perez, Pierce, Rabbitt, Ramos, and Romero.

2. ABAG Administrative Committee Consent Calendar

- 2a. [20-0489](#) Approval of the 9:40 a.m. ABAG Administrative Committee Summary
Minutes and 11:30 a.m. ABAG Administrative Committee Summary
Minutes of the March 13, 2020 Meetings

Action: ABAG Administrative Committee Approval

Attachments: [2a ABAG AC Minutes 20200313.pdf](#)

3. MTC Planning Committee Consent Calendar

Upon the motion by Commissioner Mackenzie and second by Commissioner Connolly, the MTC Planning Committee Consent Calendar was unanimously approved. The motion carried by the following vote:

Aye: 6 - Commissioner Connolly, Vice Chair Halsted, Commissioner Liccardo, Commissioner Mackenzie, Commissioner Rabbitt and Chair Spering

Absent: 2 - Commissioner Cortese and Commissioner Slocum

- 3a.** [20-0490](#) Approval of MTC Planning Committee Minutes of the March 13, 2020 Meeting

Action: MTC Planning Committee Approval

Attachments: [3a MTC PLNG Minutes Mar 13 2020.pdf](#)

- 3b.** [20-0491](#) Federal Performance Target-Setting Update 2020 State of Good Repair for Transit Assets Targets

Action: Information

Presenter: Shruti Hari and Raleigh McCoy

Attachments: [3b_Federal Performance Target-Setting Update - April 2020.pdf](#)

4. Proposed Amendment to Plan Bay Area 2040:

4a. [20-0584](#) Proposed Amendment to Plan Bay Area 2040

Approval of the proposed amendments to the Amended Plan Bay Area 2040 (Plan) and the Amended 2019 Transportation Improvement Program (TIP) to include the Interstate 680 Express Lanes Gap Closure Project in Alameda County, and approval of two companion technical documents - Transportation-Air Quality Conformity Analysis (Conformity Analysis) and Environmental Impact Report (EIR) Addendum that demonstrate the Amended Plan and Amended TIP comply with federal transportation conformity and California Environmental Quality Act (CEQA) requirements. The public comment period closed on April 24, 2020, and a summary of comments and responses will be presented prior to Committee action.

Action:

1. MTC Resolution No. 4423: Transportation-Air Quality Conformity Analysis for the Amended Plan Bay Area 2040 and the Amended 2019 Transportation Improvement Program / MTC Commission Approval
2. ABAG Resolution No. 12-20: Addendum to the Final Environmental Impact Report for Plan Bay Area 2040 / ABAG Executive Board Approval
MTC Resolution No. 4424: Addendum to the Final Environmental Impact Report for Plan Bay Area 2040 / MTC Commission Approval
3. ABAG Resolution No. 13-20: Amendment to Amended Plan Bay Area 2040 / ABAG Executive Board Approval
MTC Resolution No. 4425: Amendment to Amended Plan Bay Area 2040 / MTC Commission Approval
4. MTC Resolution No. 4375, Revised: Amendment to the Amended 2019 TIP/ MTC Commission Approval

Presenter: Adam Noelting

Attachments: [4a 1_PBA2040_Summary Sheet and Attachments A & B.pdf](#)
[4a 2_PBA2040_MTC Res. No 4423.pdf](#)
[4a 3_PBA2040_MTC Res. No 4424 and ABAG Res. No 12-2020.pdf](#)
[4a 4_PBA2040_MTC Res. No 4425 and ABAG Res. No 13-2020.pdf](#)
[4a 5_PBA2040_MTC Res. No 4375.pdf](#)

James Hausner was called to speak.

Upon the motion by Commissioner Mackenzie and second by Commissioner Rabbitt, the Proposed Amendment to Plan Bay Area 2040: 1. MTC Resolution No. 4423: Transportation-Air Quality Conformity Analysis for the Amended Plan Bay Area 2040 and the Amended 2019 Transportation Improvement Program; 2. MTC Resolution No. 4424: Addendum to the Final Environmental Impact Report for Plan Bay Area 2040; 3. MTC Resolution No. 4425: Amendment to Amended Plan Bay Area 2040; and 4. MTC Resolution No. 4375, Revised: Amendment to the

Amended 2019 TIP were unanimously approved. The motion carried by the following vote:

Aye: 6 - Commissioner Connolly, Vice Chair Halsted, Commissioner Liccardo, Commissioner Mackenzie, Commissioner Rabbitt and Chair Spering

Absent: 2 - Commissioner Cortese and Commissioner Slocum

5. Information

5a. [20-0630](#) Coronavirus Disease 2019 (COVID-19) and Challenges for a Resilient Region: Perspectives from Long-Range Planning

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: [5a_COVIDChallenges_LongRangePerspectives.pdf](#)

The following individuals spoke on this item:

Roland Lebrun;

Rodney Nickens of Non-Profit Housing Association of Northern California;
and

Rich Hedges.

5b. [20-0583](#) MTC Resolution No. 3434: Transit Oriented Development (TOD) Policy Update

Presentation on upcoming steps for updating the TOD Policy, including planned work scope, timeline, and stakeholder engagement.

Action: Information

Presenter: Kara Vuicich

Attachments: [5b_TOD_Policy_Update.pdf](#)

[5b_Handout_TOD_Policy_Letter_to_MTC_ABAG_PLNG.pdf](#)

Rodney Nickens of Non-Profit Housing Authority of Northern California was called to speak.

6. Public Comment / Other Business

7. Adjournment / Next Meeting

The next meeting of the MTC Planning Committee will be Friday, June 12, 2020 at 9:40 a.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

Legislation Details (With Text)

File #: 20-0782 **Version:** 1 **Name:**

Type: Report **Status:** Consent

File created: 5/5/2020 **In control:** Joint MTC Planning Committee with the ABAG Administrative Committee

On agenda: 6/12/2020 **Final action:**

Title: Plan Bay Area 2050: Final Phase - Environmental Impact Report (EIR) and Beyond

Sponsors:

Indexes:

Code sections:

Attachments: [3b PBA50 EIR and Beyond.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Plan Bay Area 2050: Final Phase - Environmental Impact Report (EIR) and Beyond

Presenter:

Chirag Rabari

Recommended Action:

Information

Attachments:

**Metropolitan Transportation Commission
MTC Planning Committee**

June 12, 2020

Agenda Item 3b

Plan Bay Area 2050: Final Phase - Environmental Impact Report (EIR) and Beyond

Subject: Highlights of the latest Plan Bay Area 2050 schedule, noting upcoming milestones related to the Final Blueprint and kicking off the Environmental Impact Report (EIR) and Implementation Plan.

Background: Following approval of the Plan Bay Area 2050 Draft Blueprint Strategies and Growth Geographies for analysis in February 2020 by the MTC and ABAG boards, staff have been conducting modeling and analysis in preparation of the release of the Draft Blueprint this summer. Following robust engagement with the public, key stakeholders, and elected officials, there will be an opportunity to further refine the Growth Geographies and Strategies for the Final Blueprint, with action anticipated in September 2020. This refinement opportunity will include the consideration of recommendations from the Blue-Ribbon Transit Recovery Task Force, which has been convened by MTC to lead the re-emergence of stronger, more connected, and more resilient transit in the wake of COVID-19.

However, approval of the Final Blueprint does not mark the end of the long-range planning process for Plan Bay Area 2050. The final phase of the planning process will stretch from fall 2020 to fall 2021 and will include the development of the **Environmental Impact Report**, the **Implementation Plan**, and the **Plan Document**. The remainder of this memorandum describes these upcoming deliverables, highlighting the primary purpose and timeline associated with each.

EIR

The purpose of the Plan Bay Area 2050 EIR will be to comply with the requirements of the California Environmental Quality Act (CEQA), as well as other applicable provisions of state and federal law. The EIR will inform decision-makers, responsible and trustee agencies, and the public of the potential environmental impacts of implementing the transportation, housing, economic and environmental strategies proposed in the Final Blueprint. The EIR will also identify feasible mitigation measures and evaluate a range of plan alternatives to minimize the significant adverse impacts that are identified. While MTC/ABAG staff are anticipated to take on a more comprehensive role than in prior long-range plans, staff anticipates bringing a consultant contract for environmental analysis services to the MTC Administration Committee for approval this summer.

The EIR process will kick off in early fall 2020 with the Notice of Preparation (NOP) and associated public scoping meetings. In accordance with CEQA Guidelines, the NOP informs the public of the lead agency's intent to prepare an environmental impact report (EIR) and seeks comments about the scope and content of the EIR. As a related action, scoping meetings are held to provide the public and public agencies with the opportunity to learn more about Plan Bay Area 2050 and provide another venue to submit comments regarding the issues that should be addressed in the EIR. In light of ongoing anticipated impacts from COVID-19, public outreach and engagement staff are evaluating how EIR scoping meetings can be conducted in accordance with both CEQA and public health guidelines.

Subsequent to scoping, the analysis phase of the EIR is anticipated to run through early 2021; later milestones involving Executive Board and Commission review and approval include the release of the Draft EIR in spring 2021 and release of the Final EIR in fall 2021.

Implementation Plan


In Plan Bay Area 2040, MTC and ABAG pioneered an “Action Plan” to focus on areas where the plan’s performance was moving in the wrong direction and to address emerging policy issues. For Plan Bay Area 2050, staff are proposing an Implementation Plan that will focus on short-term, tangible actions that ABAG, MTC, and their partners can take to implement adopted strategies across the four core elements of the Plan. By working to maximize the viability of the Plan’s strategies, the Implementation plan will play a key role in getting the region “back on track” as it recovers from a likely economic recession caused by impacts from COVID-19 over the next one-to-five years.

The Implementation Plan process will engage Bay Area residents, local governments, civic organizations, non-profits, and other stakeholders to identify and tackle these shared challenges through 2025. The Implementation Plan will kick off in late summer.

Plan Document

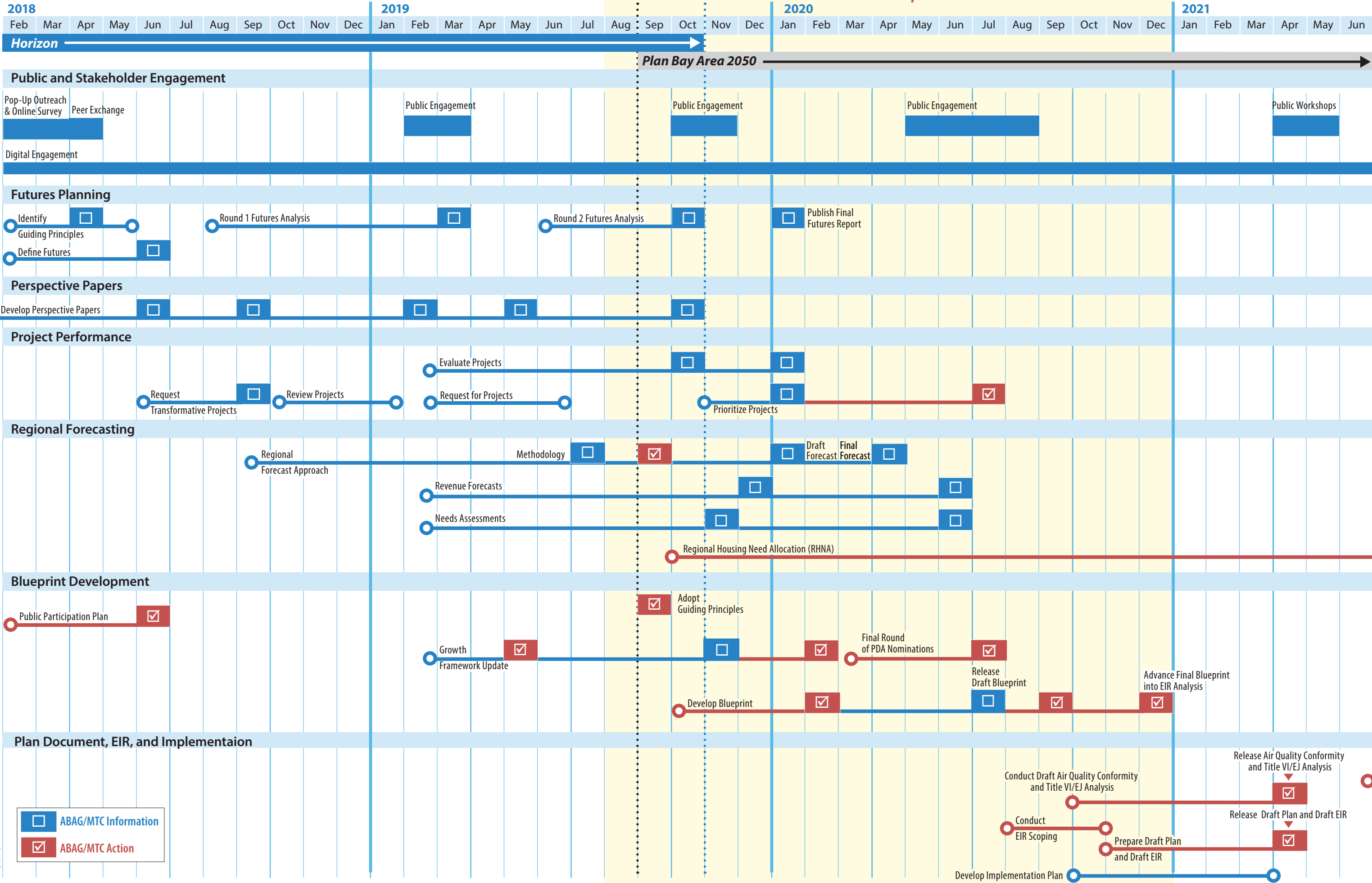
The Plan Document is the primary outward, public-facing deliverable of Plan Bay Area 2050, distilling the Plan’s vision, assumptions, requirements, strategies and implementation actions into a single, accessible document. Staff are currently exploring document design and content organization concepts, as well as determining how federal and state statutory requirements can best be addressed in the Plan Document and its associated supplemental reports. The Draft Plan Document will be released in spring 2021 and the Final Plan Document will be released in fall 2021; both will require Commission and Executive Board review and approval.

- Issues:** Staff will continue monitoring the COVID-19 situation as relates to potential impacts to planned public outreach and engagement, as well as the overall process and schedule for Final Phase elements.
- Next Steps:** Staff will move forward with all Final Phase elements and keep the Commission and Executive Board apprised of relevant developments.
- Recommendation:** Information
- Attachments:** Attachment A: Horizon and Plan Bay Area 2050: Key Milestones


Therese W. McMillan

Horizon and Plan Bay Area 2050: Key Milestones

(Dates are tentative and subject to change.)



Metropolitan Transportation Commission

Legislation Details (With Text)

File #: 20-0784 **Version:** 1 **Name:**

Type: Report **Status:** Consent

File created: 5/5/2020 **In control:** Joint MTC Planning Committee with the ABAG Administrative Committee

On agenda: 6/12/2020 **Final action:**

Title: Plan Bay Area 2050: Digital Alternatives for Round 2 Public Engagement

Sponsors:

Indexes:

Code sections:

Attachments: [3c_PBA50_Digital_Engagement_Overview.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Plan Bay Area 2050: Digital Alternatives for Round 2 Public Engagement

Presenter:

Ursula Vogler

Recommended Action:

Information

Attachments:

**Metropolitan Transportation Commission
MTC Planning Committee**

June 12, 2020

Agenda Item 3c

Plan Bay Area 2050: Digital Alternatives for Round 2 Public Engagement

Subject: Overview of digital alternatives to in-person public engagement activities for Plan Bay Area 2050's second round of engagement (spring/summer 2020), which focuses on obtaining public and stakeholder input on the Plan's Draft Blueprint.

Background: As the Bay Area contends with the novel coronavirus (COVID-19) pandemic that requires residents to maintain physical distancing, MTC/ABAG staff are seeking alternatives for planned in-person public engagement activities originally envisioned for spring/summer 2020. While COVID-19 has created severe challenges for many Bay Area residents, we are seeking to not only maintain but expand our level of public engagement during this difficult time. By leveraging a suite of digital approaches – which may allow us to better reach under-represented groups that have historically faced barriers to participation – we are striving to reach a broader audience of Bay Area residents than ever before.

Last summer, staff presented the Plan Bay Area 2050 public engagement strategy to the MTC Planning and ABAG Administrative Committees, which highlighted a variety of formats for in-person workshops for the Plan's second round. As a reminder, Plan Bay Area engagement is conducted in three phases or rounds, which correspond to key milestones in the Plan. Currently, the Plan is in its second round, which will culminate in the release of the Plan's Draft Blueprint. The proposed activities for this round had involved a variety of in-person options, including open house-style workshops, focus groups and meetings. Because of the recent limitations to public gatherings and the uncertainty surrounding the timing of shelter-in-place orders, staff have created a suite of newly-adapted digital engagement tactics that will supersede previously proposed activities for 2020, outlined in Attachment A. While the means of conducting the public engagement will be different, we will be seeking feedback on the same critical milestone – the release of the Draft Blueprint – as well as input on how to refine it further in the Final Blueprint phase.

Importantly, considerations about the public outreach requirement in Senate Bill 375 (SB 375) guide the ability to count digital engagement toward the in-person requirement¹. However, we do anticipate that the public health emergency will continue this summer and that restrictions on in-person gatherings will require MTC and ABAG to hold digital workshops to ensure the health and safety of the public. We are monitoring the situation closely, however, and will reassess the situation if things change.

Next Steps: Staff will use the input from Round 2 public engagement to inform strategy revisions for the Plan Bay Area 2050 Final Blueprint. Staff will return to this committee with a consolidated report on the results of the Round 2 public engagement in September 2020.

¹ SB 375 requires three in-person workshops for counties with more than 500,000 people (Alameda, Contra Costa, San Francisco, San Mateo, Santa Clara, Sonoma) and one in-person workshop for counties with fewer than 500,000 people (Marin, Napa, Solano).

Recommendation: Information

Attachments: Attachment A: Digital Alternatives for Plan Bay Area 2050 Public Engagement



Therese W. McMillan

A T T A C H M E N T A

Digital Alternatives for Plan Bay Area 2050 Public Engagement

Due to the novel coronavirus (COVID-19) pandemic and associated limitations to public gatherings, staff has developed a revised Plan Bay Area 2050 Round 2 public engagement approach, focusing on a suite of digital engagement tactics. The engagement will focus on the Plan's Draft Blueprint, slated for release this summer, as MTC/ABAG consider any further refinements for the Final Blueprint this fall. Details of the digital engagement tactics are outlined below, separated into three timeframes.

1. Preparation: Spring 2020

a. Digital Promotion of Plan Bay Area 2050's Draft Blueprint

The MTC/ABAG social media team have created a digital promotion campaign for the Plan's Draft Blueprint. Similar to the successful promotion of the Plan's first round of engagement, the campaign will promote key aspects of the Draft Blueprint online to the Plan's target audience. The digital promotion campaign will include the following two components, with the campaign debuting in early July and concluding in mid-August.

- i. Interactive campaign on Draft Blueprint's outcomes: Creation of an interactive promotional campaign to be used specifically for social media channels and the Plan Bay Area 2050 website, paired with interactive elements (e.g., video, survey). This campaign is aimed at increasing the Plan's participant base and getting key input from its target audience; and
- ii. Promotional campaign for Digital Workshops on Draft Blueprint's outcomes: Creation of a campaign that will promote the digital workshops to be held via Zoom (more on digital workshops in Round 2: July and August timeframe below).

b. Animated Video

The video will be used to explain the strategies from the Draft Blueprint and will be used as an educational piece for the public. The video is scheduled to be released in mid-to-late June and will be promoted via our social media channels.

2. Round 2: May and June 2020 Timeframe

a. Statistically Valid Telephone Poll

The poll has been a key public engagement component for the past several Plans, providing useful data to the Commission and ABAG Board about various Plan elements. This Plan's poll will ask the Bay Area public about the 25 Blueprint strategies approved for study in February 2020, all of which aim to make the Bay Area more affordable, connected, diverse, healthy and vibrant by the year 2050. The results of the poll will provide key data to assist the Commission and ABAG Board in refining the Final Blueprint, which is slated for

approval in fall 2020. Work on the poll is underway with plans to go into the field in July.

b. Community-Based Organizations (CBOs): Digital Focus Groups

In lieu of the planned in-person focus groups for the CBOs, staff conducted focus groups in a digital format. The focus groups have served as listening sessions for the participants, who provided input on ways to improve or alter the Draft Blueprint's strategies in advance of the Final Blueprint. The focus groups have included a presentation and an open discussion session that sought input on current challenges as well as strategies that would help address these challenges.

In order to lessen obstacles for CBO participants to participate digitally, staff provided both a webinar and conference call option. Staff scheduled seven focus groups, six of which occurred in the month of May. The final focus group will be held in mid-June. These focus groups have been very successful as participants have been able to provide input on transportation, housing, environmental and economic issues that affect them, while also providing input on the strategies in the Draft Blueprint.

c. Webinars and Coffee Conversations (ongoing)

Since the launch of Plan Bay Area 2050 last fall, staff have successfully used webinars as a tool to disseminate key information and engage partners and stakeholders. The webinars have continued to provide information on elements of the Draft Blueprint and serve as important tool to seek input from partners, stakeholders and informed members of the public.

Coffee Conversations bring together partners, stakeholders, private sector business groups and/or members of the public with MTC/ABAG staff in a casual and intimate setting, potentially over a cup of coffee. During shelter-in-place, staff converted these in-person meetings to a digital format, holding a coffee conversation in May with a focused discussion on the topic of climate resilience. *The event proved to be a success, attracting approximately 40 members of the public. We hope to hold more Coffee Conversations over the next few months.*

3. Round 2: Mid-July through Mid-August 2020 Timeframe

a. Digital Open House Workshops

In lieu of the Senate Bill 375-mandated in-person open house-style workshops, staff are proposing to conduct digital open house workshops. Using the Zoom platform, staff will hold online workshops using presentations and information sharing, surveys and comments via the Question and Answer function. These workshops will provide detailed information on the Draft Blueprint and pose key questions on the Blueprint's outcomes. The use of breakout rooms will allow for in-depth discussions between participants and staff, in particular about ways to strengthen the Final Blueprint this fall. The workshop will end with a wrap-up and a survey requesting final input.

Staff anticipates that this format will attract more participants than traditional in-person workshops, enabling detailed input from a diverse group of participants. The digital workshops will be held at different times of the day and different days of the week to ensure maximum participation. To enable participation from limited English proficient residents, Zoom has a language interpreter function that facilitates on-the-spot interpretation. As such, Spanish and Cantonese/Mandarin interpreters will be provided using this function. Input collected from the digital workshops will inform the Final Blueprint.

b. Digital Tribal Summit

The in-person tribal summit also will be conducted digitally via Zoom. Information on Plan Bay Area 2050 and the Transportation Improvement Program, along with an update from Caltrans, will be presented via a digital workshop format. The size of the group will lend itself to facilitated verbal comments/questions session. Government-to-government consultation will also be available via Zoom or phone. The summit will be scheduled in late July or early August.

c. Non-Digital Engagement

While the vast majority of Bay Area residents have access to either a smartphone or an internet connection at home, we realize that the digital engagement cannot rely on a “one size fits all” approach. In order to ensure that everyone has the opportunity to participate, staff is working on a suite of non-digital communication options that will both educate and seek input on the Draft Blueprint from targeted members of the public. Options include:

- Detachable mail-in survey or comment card in English, Spanish, Chinese and Vietnamese
- Text/SMS platforms for engaging CBO communities (dependent on cost)
- Voicemail to be used as a “listening line” where people can leave comments
- Outreach toolkit on the Blueprint, for partners to use in newsletters and other promotion

Working with CBOs and members of the Policy Advisory Council, staff will target those who have limited internet access to ensure everyone who is interested has an opportunity to provide input this summer.

Metropolitan Transportation Commission

Legislation Details (With Text)

File #: 20-0788 **Version:** 1 **Name:**

Type: Report **Status:** Commission Approval

File created: 5/5/2020 **In control:** Joint MTC Planning Committee with the ABAG Administrative Committee

On agenda: 6/12/2020 **Final action:**

Title: MTC Resolution No. 4400: Regional Safety / Vision Zero (VZ) Policy

Recommendation for adoption of MTC Resolution No. 4400: Regional Safety/Vision Zero (VZ) Policy.

Sponsors:**Indexes:****Code sections:**

Attachments: [4a Regional Safety VZ Policy.pdf](#)
[4a Public Comment_SFMTA Regional MTC VZ Policy Letter of Support 6.10.20.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 4400: Regional Safety / Vision Zero (VZ) Policy

Recommendation for adoption of MTC Resolution No. 4400: Regional Safety/Vision Zero (VZ) Policy.

Presenter:

Shruti Hari

Recommended Action:

MTC Commission Approval

Attachments:

**Metropolitan Transportation Commission
MTC Planning Committee**

June 12, 2020

Agenda Item 4a

MTC Resolution No. 4400: Regional Safety / Vision Zero (VZ) Policy

Subject: Recommendation for adoption of MTC Resolution No. 4400: Regional Safety/Vision Zero (VZ) Policy.

Background: Traffic safety is a significant transportation challenge globally, nationally, and regionally. In the United States, over 30,000 people are killed annually in traffic collisions. These traffic deaths disproportionately affect those in communities of color, low-income communities, youth, the elderly and those walking and biking. The role of MPOs in addressing traffic safety is receiving increasing attention as local jurisdictions across the country acknowledge the tragic and preventable loss of lives on our roadways and are adopting VZ goals and principles.

Over 400 fatalities and 2,000 serious injuries occur on Bay Area roads each year. MTC has the opportunity to help save lives and ensure that all people have the right to safe mobility in the region. While Bay Area cities have acted to combat the trend in fatalities and serious injuries, MTC aims to motivate and facilitate action across the region. A regional safety strategy and approach can promote improved safety and potentially eliminate some duplication of costs among local jurisdictions, allowing local governments to redirect their limited safety dollars towards enforcement and engineering. MTC could supplement the efforts made by the VZ cities in our region provide data and technical assistance to jurisdictions that need it by leveraging our available resources to support them. Additionally, federal guidance requires MTC to adopt regional targets for road safety on an annual basis, and MTC has adopted three rounds of regional safety targets to date. Data-driven regional safety efforts will help us make progress in meeting our “Towards Zero Deaths” targets for fatalities and serious injuries by 2030.

Policy: The MTC Regional Safety/VZ Policy establishes a region-wide policy of intent to work with our partner agencies to encourage and support actions towards eliminating traffic fatalities and serious injuries in the Bay Area by 2030. This policy recognizes that MTC is uniquely positioned to facilitate region-wide safety planning and coordination. MTC is already required to adopt safety performance measures and targets, and this policy will augment this responsibility by providing assistance to local jurisdictions towards our regional safety goals. The policy establishes a framework of principles and actions to guide MTC staff in working towards the policy goals as summarized below:

1. Provide regional leadership to promote safety, engaging and incentivizing leadership across jurisdictions to prioritize safety and work towards aligning funding policy with safety goals.
2. Apply a data driven approach to inform safety policy and strategic use of available funds and resources. Regional safety data will be housed at MTC so that local jurisdictions can benefit from consistent and reliable data.
3. Promote equity in regional safety policies by considering and analyzing impacts on communities of concern and protecting vulnerable roadway users, such as pedestrians and bicyclists.
4. Support beneficial safety policies and legislation that target evidence-based solutions to safety problems.

5. Engage key regional stakeholders for safety policy development, implementation, and collaboration on safety best practices. Provide education and technical assistance within budgetary constraints.

Strategies:

To complement the Regional Safety/VZ Policy, MTC staff is working to establish a regional safety program that would rely on a three-pronged approach to enhance safety in the region. First, MTC staff is working on enhancing the region's and jurisdictions' access to reliable and consistent data by integrating several available sources into a single regional safety data repository. Second, MTC will use data to inform and develop regional policy and support legislation that has been proven effective, such as lowered speed limits and automated speed enforcement. Finally, and dependent on resources available, MTC will support jurisdictions by providing technical assistance with safety planning. These strategies will tie into key Plan Bay Area 2050 goals, by encouraging active transportation, reducing reliance on greenhouse gas emitting modes of transportation, and addressing significant equity issues. The program will also support and enhance other agency efforts, including Complete Streets, the Active Transportation Program, and Safe Routes to Schools and Transit.

This framework is the starting point for regional safety efforts and staff plans on updating the Committee periodically on specific proposals to help achieve the region's safety goals.

Steps Taken:

As we worked on developing a Regional Safety/Vision Zero Policy, staff has already begun engaging with partners and collaborating towards this end:

1. Organized a Safety Data Integration Peer Exchange with regional, state and national stakeholders to learn from and share safety best practices;
2. Presented a regional safety program policy concept to state, county, and regional stakeholder groups and convened Bay Area VZ cities to identify how we can support their ongoing efforts;
3. Adopted ambitious regional safety targets in line with a "Towards Zero Deaths" goal by 2030;
4. Applied for and received funding for the development of a Regional Safety Data System and the development of a State of Safety in the Region Report; and
5. As part of the effort to encourage safety policies, MTC adopted a Priority Development Area (PDA) Connected Communities Safety Policy which requires jurisdictions to adopt a Safety/VZ action plan to support growth in PDAs with limited transit.
6. The proposed policy was presented to the Policy Advisory Council (Council) on May 22, 2020. Attachment C summarizes the Council's action to support the policy.

Issues:

1. Ongoing resources and staffing required is still under development, but the level of resource needs is scalable.
2. As a practical matter, traffic injuries and deaths are likely to be down this year because of COVID-19 and decreased trips. But we fully expect the safety issue to return as travel increases, and some studies suggest we will see more personal vehicles on the road as people avoid public transit. It is important we continue to plan for the future.

Recommendations: MTC staff recommends the MTC Planning Committee approve MTC Resolution No. 4400 and refer it to the Commission for final action on June 24, 2020.

Attachments: Attachment A: MTC Resolution No. 4400: Regional Vision Zero Policy
Attachment B: Presentation
Attachment C: Policy Advisory Council's Memo



Therese W. McMillan

Date: June 24, 2020
W.I.: 1233
Referred by: Planning

ABSTRACT
Resolution No. 4400

This resolution sets forth MTC's Regional Safety/Vision Zero Policy to support achievement of safety targets adopted by MTC.

Further discussion of these actions is contained in the MTC Executive Director's Memorandum to the Planning Committee dated June 12, 2020.

Date: June 24, 2020
W.I.: 1233
Referred by: Planning

Re: Regional Safety/Vision Zero Policy

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4400

WHEREAS, pursuant to Government Code § 66500 et seq., the Metropolitan Transportation Commission (“MTC”) is the regional transportation planning agency for the San Francisco Bay Area; and

WHEREAS, MTC is the designated Metropolitan Planning Organization (MPO) for the nine-county San Francisco Bay Area region, and safety has been a goal included in MTC’s Regional Transportation Plans for twenty years; and

WHEREAS the Moving Ahead for Progress in the 21st Century (MAP-21) Act and the Fixing America’s Surface Transportation (FAST) Act require metropolitan planning organizations to frequently set short range performance targets related to safety; and MTC has adopted aspirational regional safety targets as shown in Attachment A; and

WHEREAS, short-range federally-required targets will be incorporated into planning and programming processes in the coming years in compliance with the final Metropolitan Planning rule as adopted by the Federal Highway Administration and Federal Transit Administration on May 27, 2016;

WHEREAS, 23 U.S. Code §450 requires the Regional Transportation plan to include a system performance report, including progress achieved by the MPO in meeting safety performance targets, and requires the Transportation Improvement Program (TIP), once implemented is designed to make progress toward achieving the safety performance target.

WHEREAS, “Vision Zero (VZ)” is defined as a strategy to eliminate traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all. Effective VZ strategies must be data-driven, and must consider equity and community concerns in all stages; and:

RESOLVED, that MTC hereby adopts a Regional Safety/VZ policy to support achievement of safety targets adopted by MTC, as stated in Attachment A; and:

RESOLVED, that MTC establishes “Proposed Principles and Actions for a Regional Vision Zero Policy” to guide staff in working towards supporting reduction of fatalities and serious injuries across the region, as detailed in Attachment A.

METROPOLITAN TRANSPORTATION COMMISSION

Scott Haggerty, Chair

The above resolution was approved by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California, and at other remote locations, on June 24, 2020.

Date: June 24, 2020
W.I.: 1233
Referred by: Planning

Attachment A
Resolution No. 4400
Page 1 of 2

REGIONAL SAFETY/VISION ZERO POLICY STATEMENT:

Working together with our partner agencies, encourage and support equitable and data-driven actions towards eliminating traffic fatalities and serious injuries for the Bay Area region by 2030.

REGIONAL SAFETY TARGETS:

MTC's current safety targets for the region are based on a Toward Zero Deaths framework, basing targets on a linear reduction to zero fatalities and serious injuries in the region by the year 2030.

PROPOSED PRINCIPLES AND ACTIONS FOR A REGIONAL VISION ZERO POLICY:

Provide Regional Leadership to Promote Safety

1. MTC will engage and incentivize leadership across local jurisdictions in prioritizing safety and work towards aligning funding investments with safety goals.

Apply a Data Driven Approach

2. MTC's safety policies shall be driven and informed by data to allow available funds to be used strategically. Regional safety data will be used for safety target-setting, and monitoring of progress towards regional safety goals.
3. MTC will serve as a regional safety data bank so that cities - especially those with more limited resources - can benefit from an integrated safety data repository and a consistent and reliable source of safety data for traffic safety analysis, evaluation and applying for safety funding.

Promote Equity in Regional Safety Policies

4. MTC will advance equity through safety policies noting that communities of concern are the most at risk of suffering from traffic fatalities and serious injuries.
5. MTC will emphasize the importance of protecting all roadway users, including vulnerable users such as pedestrians, bicyclists, and users of new mobility.

Support Beneficial Safety Policies and Legislation

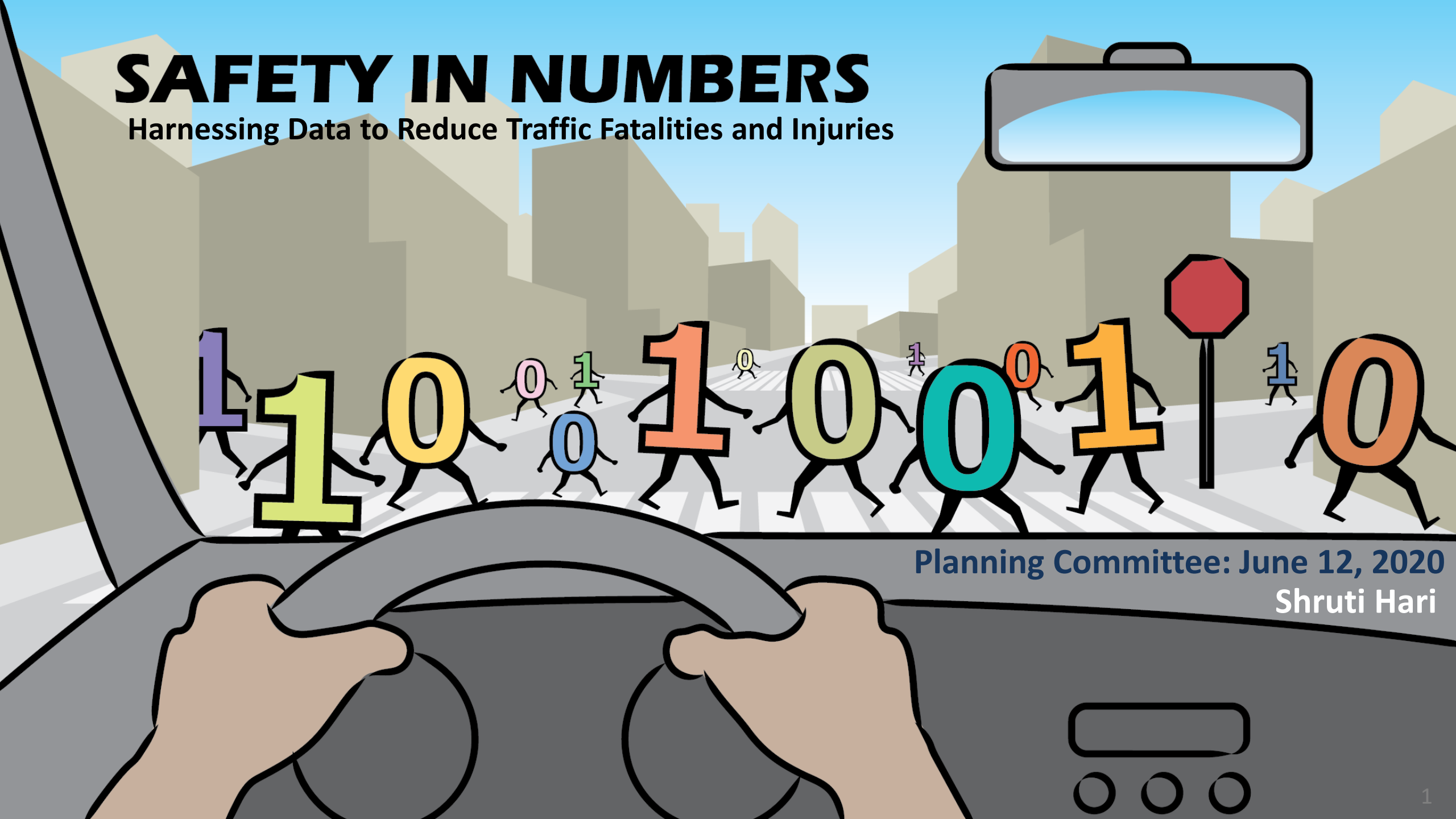
6. MTC will encourage safety policies and support safety legislation that targets evidence based solutions to safety problems.

Educate & Engage

7. Within budgetary constraints, MTC will conduct public outreach and provide technical assistance - reliable safety data, analytical toolkits, technical expertise - for local jurisdictions across the region, especially those that lack expertise or resources to implement a successful safety program.
8. MTC will engage key regional stakeholders in safety policy development and implementation, including local jurisdictions, counties, police departments, emergency response and others, to collaborate on safety best practices.

SAFETY IN NUMBERS

Harnessing Data to Reduce Traffic Fatalities and Injuries



Planning Committee: June 12, 2020

Shruti Hari

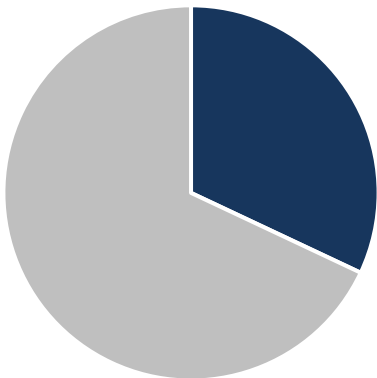
Why We Need to Act Now



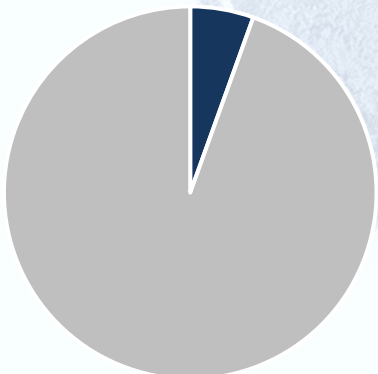
Why We Need to Act Now

Active modes are disproportionately represented.

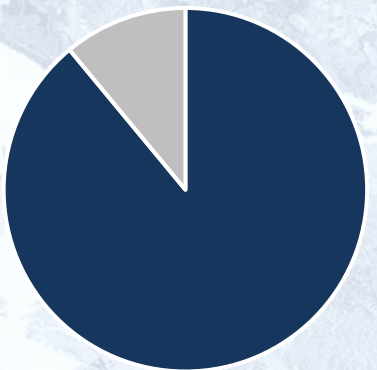
Fatal and Severe Injuries



Mode Share



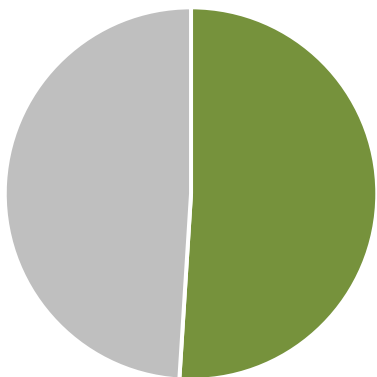
Relative Share



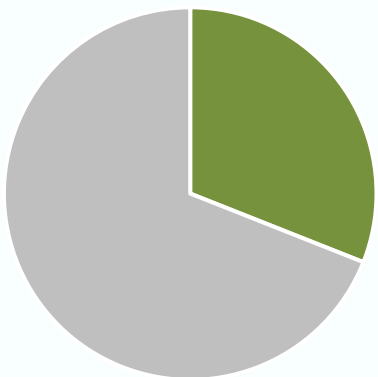
■ Pedestrians and Bicyclists ■ Other

Communities of concern are disproportionately represented.

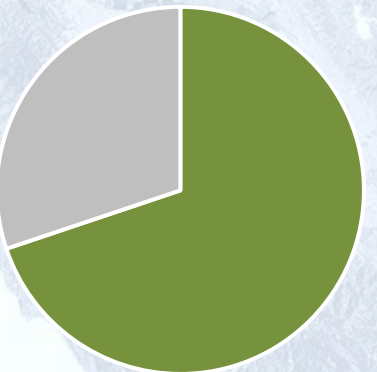
High Injury Network



All roads



Relative Share

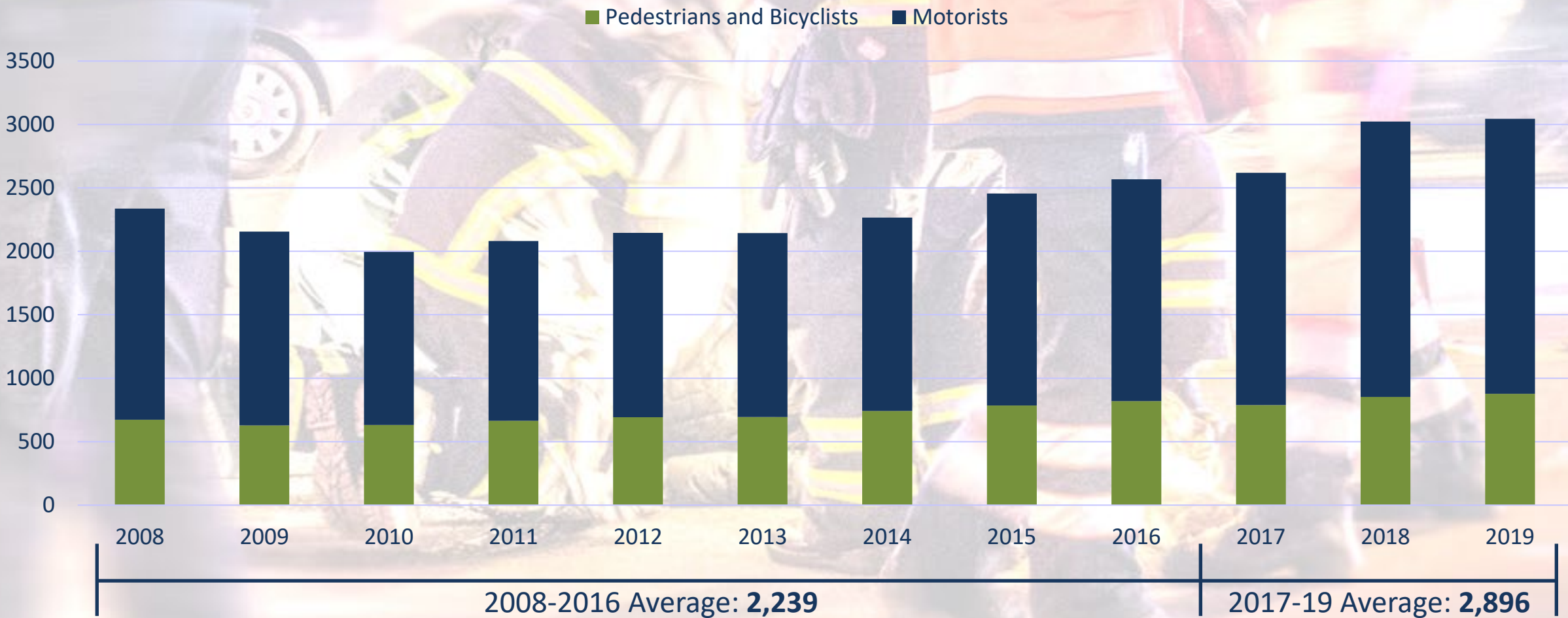


■ Communities of Concern ■ Other



Fatalities and Serious Injuries have increased over 50% since 2010

Bay Area Fatalities and Serious Injuries 2008-2019





VISION ZERO

Why It's Important for MTC to Act Now

Federal/State Policies

- FAST Act requires MPOs to adopt Safety performance measures/targets
- MPO CERT Review
- HSIP funds to require Safety Plans for eligibility

Regional Leadership

- Plan Bay Area goals
- Caltrans/Cities look to MTC for safety leadership in region

Benefits

- MTC uniquely positioned to stimulate a regional collaborative process on safety
- Region-wide safety planning would supplement individual safety efforts and reduce duplication of costs
- More data and technical assistance will help jurisdictions get safety funding
- Traffic safety is an equity issue
- Incentivizes Active Transportation and consistent with other PBA goals

MTC Proposed Safety/Vision Zero Policy

Working together with our partner agencies, encourage and support equitable and data-driven actions towards eliminating traffic fatalities and serious injuries for the Bay Area region by 2030



**DATA
DRIVEN**



**POLICY INITIATIVES
AND LEGISLATION**



**EDUCATION
AND ENGAGEMENT**

REGIONAL LEADERSHIP AND EQUITY FOCUS

Principles & Actions



Regional Safety Leadership

- Encourage local jurisdictions to prioritize safety.
- Work towards aligning funding investments with safety goals.



Data Driven

- Regional safety data to inform safety policies, performance monitoring and target-setting.
- Serve as a regional safety data bank so cities can benefit from an integrated, reliable source of safety data.



Equity Focused

- Focus on equity and consider effects of any safety policies on communities of concern.
- Emphasize the concerns of all roadway users, including vulnerable users.



Evidence-based Policy and Legislation

- Support legislation and policy grounded in research and evidence.



Education and Engagement

- Engage with key stakeholders for safety policy development and implementation.
- Conduct public outreach and provide education and technical assistance for local jurisdictions.

Policy Initiatives

- Encourage policies to foster culture of safety
- Align funding policies with safety goals
- Support safety legislation

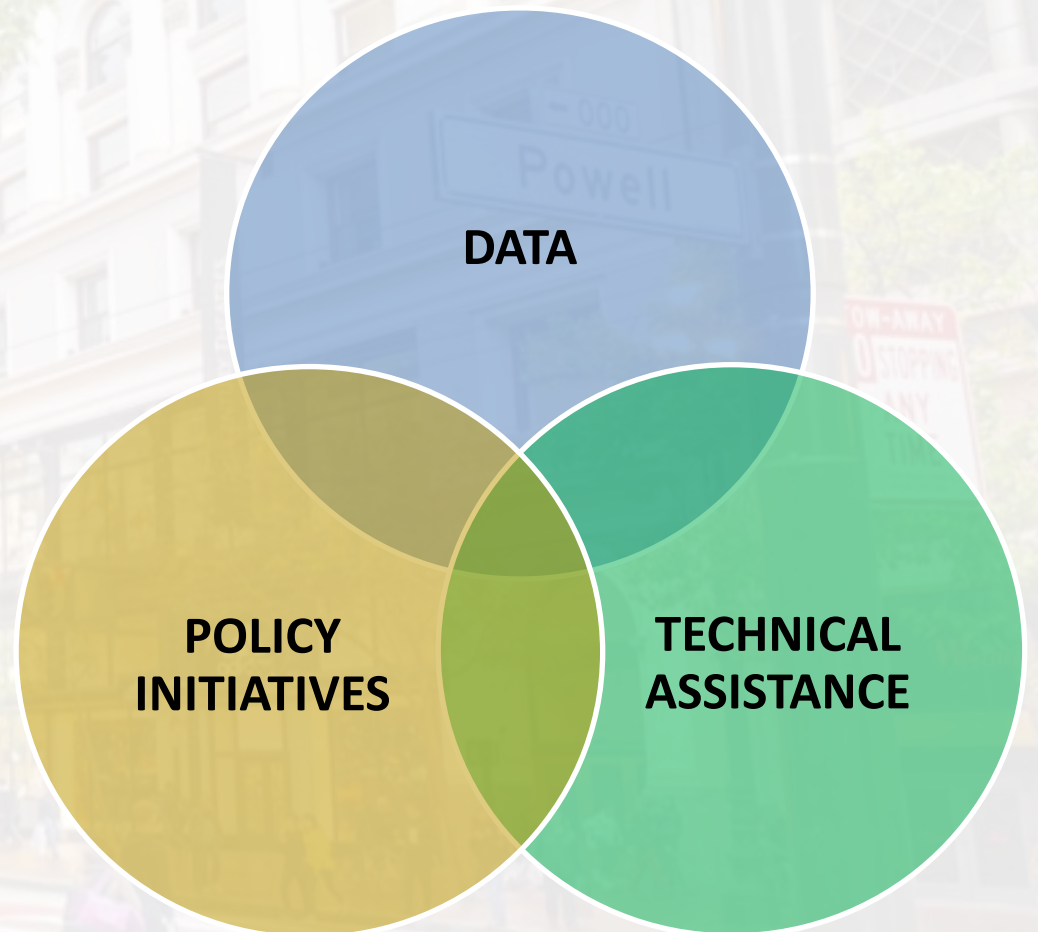
Data

- Consistent and reliable source of safety data
- Incorporate equity considerations
- Analyze traffic safety region-wide

Technical Assistance

- Analytical toolkit and safety best practices
- Funding advocacy for region
- Public outreach and education

Regional Focus and Input



1. **Safety Data Integration Peer Exchange**

- Partnership with FHWA

2. **Coordination with Cities/CMAAs**

- Need for regional safety data, safety advocacy, regional safety campaigns and safety funding

3. **Awarded State Funding for Safety Effort**

- \$500,000 in SSARP funds for a Regional Safety Data System and a Safety Report

4. **Adopted 2019 & 2020 regional safety targets**

- In line with Towards Zero Deaths by 2030 for fatalities

5. **PDA Connected Communities Requirement**

- Incentivized jurisdictions to adopt a Safety/VZ action plan to support growth in PDAs with limited transit



THANK YOU.

For more information contact:
Shruti Hari, shari@bayareametro.gov



METROPOLITAN
TRANSPORTATION
COMMISSION

Attachment C
Agenda Item 4a

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

Memorandum

TO: MTC Commission
FR: MTC Policy Advisory Council
RE: Regional Safety/Vision Zero

DATE: June 24, 2020
W.I. 1114

At its Friday, May 22, 2020 meeting, the Policy Advisory Council received a presentation on the proposed adoption of a Regional Safety/Vision Zero (VZ) Policy. The Council discussed MTC's role in providing regional leadership to promote safety, the need to apply a data driven approach to inform safety policy, and the importance of promoting equity in regional safety policies.

The Council moved unanimously to support the proposed Regional Safety/Vision Zero Policy and the eventual development of an analytical toolkit and safety best practices to assist local jurisdictions.



London Breed, Mayor

Gwyneth Borden, Chair
Amanda Eaken, Vice Chair

Cheryl Brinkman, Director
Steve Heminger, Director

Jeffrey Tumlin, Director of Transportation

June 10, 2020

James P. Spering
Chair, Joint MTC Planning Committee with the ABAG Administrative Committee
Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105

RE: Support for MTC Resolution No. 4400: Regional Safety / Vision Zero Policy

Dear Chair Spering:

I am writing on behalf of the San Francisco Municipal Transportation Agency to support the recommendation to adopt MTC's Regional Vision Zero Policy at the MTC Planning Committee. Every year in San Francisco about 30 people lose their lives and over 500 more are severely injured by while traveling on city streets. The City and County of San Francisco adopted Vision Zero in 2014 as a commitment to eliminate traffic fatalities and reduce severe injuries. MTC's proposal to adopt a Regional Vision Zero Policy will continue to support our region in advancing this commitment to stopping further loss of life.

MTC's Regional Vision Zero Policy is an important step to bring together cities across the region to support actions that can eliminate traffic fatalities. Many of the goals in the MTC Regional Vision Zero Policy elevate and support San Francisco's existing commitments in our 2019 Action Strategy. Our Action Strategy identifies the need for new and proven tools that can save lives, such as automated technology to enforce speed limits, but these tools will require state law changes. MTC's Regional Vision Zero Policy will elevate the policy areas where state legislation is needed to improve street safety. MTC's Policy also expands opportunities for education and messaging on Vision Zero to the broader region. A regional education program can help to expand the reach of our existing messaging and leverage new resources to promote Vision Zero messaging. The MTC Policy also provides for an opportunity to share best practices across cities in order to elevate data-driven and equity-focused policies to advance Vision Zero.

Thank you for your leadership to advance Vision Zero at the regional level. We encourage you to adopt this resolution and we look forward to continuing to partner with MTC on our commitment to eliminate traffic fatalities.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Jeffrey P. Tumlin'.

Jeffrey P. Tumlin
Director of Transportation

Cc: Members of the Joint MTC Planning Committee and ABAG Administrative Committee
Therese McMillan, Executive Director, MTC

Metropolitan Transportation Commission

Legislation Details (With Text)

File #:	20-0779	Version:	1	Name:	
Type:	Report	Status:		Informational	
File created:	5/5/2020	In control:		Joint MTC Planning Committee with the ABAG Administrative Committee	
On agenda:	6/12/2020	Final action:			
Title:	Plan Bay Area 2050 Final Blueprint Preview: Transportation Element				

Update on forecasted transportation revenues and needs, as well as preliminary assignments for assumed regional discretionary funding in the Plan Bay Area 2050 Final Blueprint.

Sponsors:**Indexes:****Code sections:****Attachments:** [5a_PBA50_FinalBP_Transportation..pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Plan Bay Area 2050 Final Blueprint Preview: Transportation Element

Update on forecasted transportation revenues and needs, as well as preliminary assignments for assumed regional discretionary funding in the Plan Bay Area 2050 Final Blueprint.

Presenter:

Adam Noelting, William Bacon, and Raleigh McCoy

Recommended Action:

Information

Attachments:

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

June 12, 2020

Agenda Item 5a

Plan Bay Area 2050 Final Blueprint Preview: Transportation Element

Subject: Update on forecasted transportation revenues and needs, as well as preliminary assignments for assumed regional discretionary funding in the Plan Bay Area 2050 Final Blueprint.

Background: Over the past seven months, staff have presented on three foundational components informing the Transportation Element of the Plan Bay Area 2050 Final Blueprint. First, the Horizon initiative explored the efficacy of strategies, as well as individual transportation projects, through Futures Planning and the Project Performance Assessment. Second, the Draft Needs and Revenue Assessment highlighted financial gaps for transportation relative to other key elements of the long-range plan. Most recently, MTC and ABAG approved analysis of the Draft Blueprint in February 2020 with a set of the highest-performing strategies.

Each of these steps has been leading towards the development of the Final Blueprint, in which financial constraints must be reconciled with the full suite of strategies, continuing to refine the individual projects incorporated within. Action items on the Transportation Element of the Final Blueprint are anticipated for July and September 2020.

Adjustments to Needs and Revenues Forecast

In December 2019, staff presented an initial 30-year forecast ranging between \$472 billion and \$544 billion in transportation revenues, with the higher end of the range *dependent on the inclusion of new revenue streams*. These forecasted revenues would be available to fund transportation investments across Plan Bay Area 2050's 30-year planning horizon. Staff also presented a summary of financial needs, totaling \$385 billion, to operate existing transit services and to maintain the region's pavement, bridge, and transit assets over the 30-year period.

In addition to integrating further refinements to these draft forecasts, staff has also adjusted near-term revenue estimates to reflect fallout from the coronavirus pandemic (COVID-19). While the extent of the unprecedented impact of COVID-19 cannot yet be known for certain, staff have revised near-term revenue forecasts, estimating \$11 billion in transportation revenue loss primarily over the next five years.

Correspondingly, transit service levels are projected to experience a near-term decline of at least 6 percent in revenue vehicle-hours because of the sustained revenue impacts from COVID-19, affecting need estimates for transit operating and transit capital maintenance. **Attachments B and C** compare the forecasted transportation revenues that were shared with the committee in December 2019 alongside the refined transportation revenue forecast. Additional breakdowns of financial needs are included in **Attachment A**.

Prioritizing Major Projects Using Project Performance and Commitment Letters

While a shortlist of high-performing projects were integrated into the Draft Blueprint strategies – from core capacity improvements to new bus rapid transit lines – staff identified performance challenges in terms of cost-effectiveness, alignment with the adopted Guiding Principles, and support for equitable outcomes. The results of this analysis were published as part of the Project Performance Assessment this winter, as shown in **Attachment D**, and project sponsors were asked to submit tangible policy commitments or scope revisions to address these issues by April 2020.

Staff have worked to prioritize projects for inclusion into the Final Blueprint strategies, which will weave together the investments that have the strongest blend of performance outcomes with policy and funding commitments. Ultimately, these refined strategies will help create an integrated network of investments with supportive public policies to advance more sustainable and equitable outcomes. Additional information on staff recommendations on a project-by-project basis can be found in **Attachment E**, with projects rated as “Include”, “Consider”, or “Exclude” in terms of status in the Final Blueprint. Projects that are fully funded with local revenues are also indicated; these projects would advance to the Final Blueprint dependent on Plan progress toward the SB 375 GHG reduction mandate and other regional goals.

Issues:

- (1) Prioritizing Transportation Strategies Through Regional Trade-Off Discussions
Plan Bay Area 2050 is statutorily required to be fiscally-constrained, meaning the final set of transportation strategies must not exceed forecasted transportation revenues. Analyses show that the investments needed to maintain the existing transportation systems already consume a large share of the total future revenues, with known funding for operations and maintenance falling short of the projected costs. The reduction in forecasted transportation revenues increases these operations and maintenance funding shortfalls and intensifies the challenge of meeting the SB 375 mandated greenhouse gas emissions reduction target while maintaining fiscal constraint.

Ultimately, this means that trade-offs will be required, weighing the appropriate strategies and investment levels. **Attachment F** lays out a high-level initial concept, building upon the Draft Blueprint strategies with a set of Final Blueprint strategies that integrate projects with sufficient policy commitments. Staff will continue to refine this concept while working to determine which “Consider” projects can be included in the Final Blueprint this summer, with decisions informed by the Draft Blueprint’s progress on critical climate and equity goals.

- (2) Impacts of COVID-19 on Near-Term Transportation Projects
New to Plan Bay Area 2050, the forecasted transportation revenues have been separated into two 15-year periods—revenues generated from 2021 through 2035 (“Period 1”) and revenues generated from 2036 to 2050 (“Period 2”). Expenditures must be fiscally-constrained within these two 15-year periods to better align investments with forecasted future revenues. Before the onset of COVID-19, revenues available in Period 1 (2021 to 2035) were already not sufficient to meet every funding request; the economic fallout from COVID-19 is expected to further reduce revenues available in the near-term. With more revenues projected to be available in Period 2, it is likely that some projects that would have otherwise been implemented in Period 1 will be pushed back into Period 2 to meet fiscal constraint requirements.

Next Steps: Outcomes from the analysis of the Draft Blueprint will be shared publicly and with the committees in July. This analysis will highlight successes and shortcomings of the Draft Blueprint with regard to critical climate and equity goals, among others, which will further inform refinements to all Blueprint strategies, including the concept for the Final Blueprint presented this month. Staff will ask for the joint committees' direction on key questions related to the Transportation Element, with final action on all aspects of the Final Blueprint slated for September 2020 following public and stakeholder engagement.

Recommendation: Information

Attachments: Attachment A: Presentation
Attachment B: Revised Transportation Revenue Forecast – Summary
Attachment C: Revised Transportation Revenue Forecast – Detail
Attachment D: Project Performance Assessment Findings (January 2020)
Attachment E: Initial Staff Recommendations on Major Projects
Attachment F: Initial Concept for Final Blueprint (Transportation Element)


Therese W. McMillan

PLAN BAY AREA 2050

Final Blueprint Preview: Transportation Element Update

Adam Noelting, William Bacon, and Raleigh McCoy

June 2020

Similar to the Draft Blueprint, the Final Blueprint will weave together **complementary strategies** to achieve **key regional outcomes**.



Plan Bay Area 2050 Blueprint

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

With the Draft Blueprint coming soon, now is an opportune time to **think about borderline strategies & investments** not included in the Draft.



Transportation Element

- Revisions to Transportation Needs & Revenues *(including from COVID-19/Recession)*
- Commitment Letters for Transportation Projects with Performance Challenges
- Integration of Select Projects into Refined Strategies for Final Blueprint



Updates on the Housing, Environment, and Economy elements coming in July and Sept.


Robust technical analyses over the past year have spotlighted high-performing projects & complementary policies.



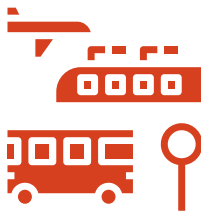
PLAN BAY AREA 2050

Updated Needs and Revenues for Transportation

Integrating COVID-19 & Recession Impacts



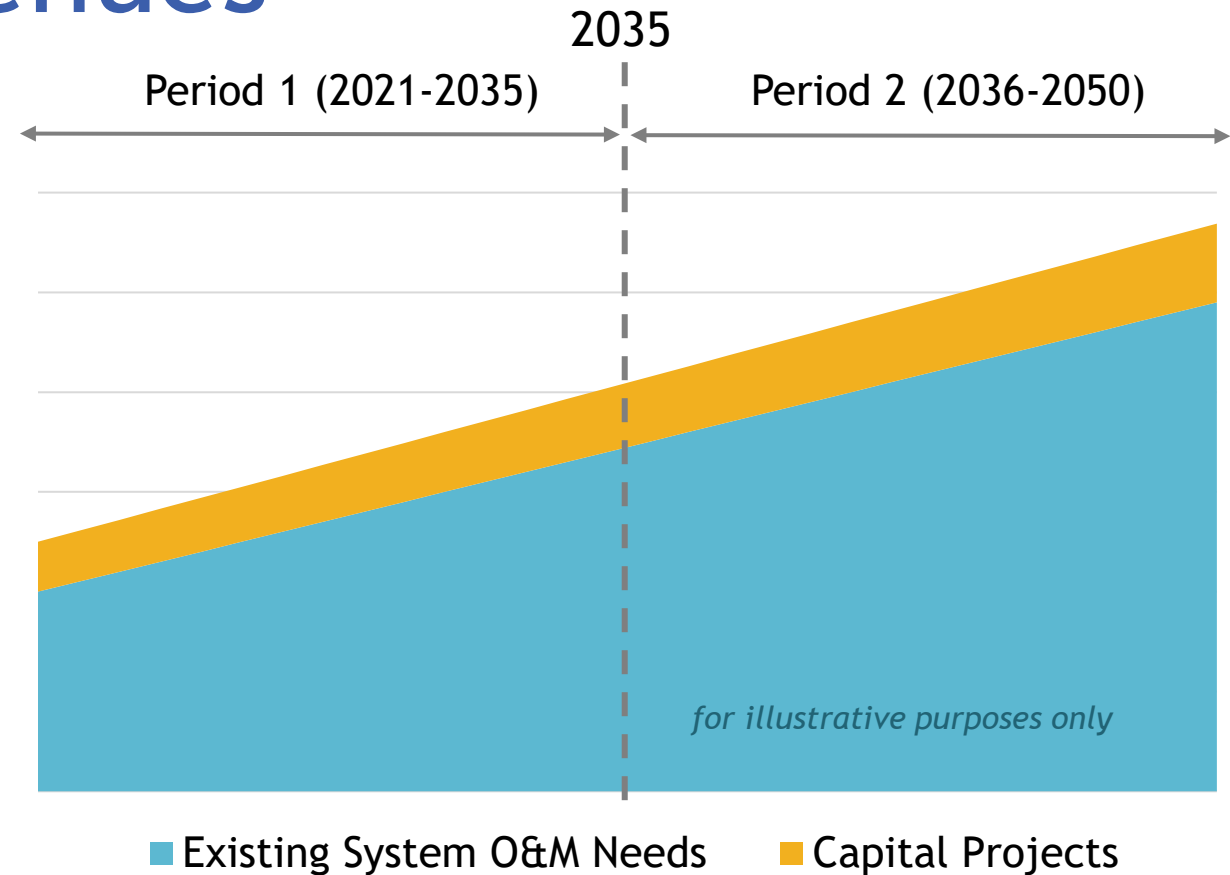
The impacts of the COVID-19 pandemic, and the subsequent economic consequences, on transportation revenue are likely to be significant in the near term. Revenue impacts will likely be concentrated in the first half of the plan.



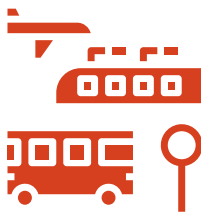
Key Context: Transportation Revenues

Per new CARB regulations, Plan Bay Area 2050 will split the 30-year planning horizon into two 15-year periods.

This will affect when we assume major capital projects will be delivered over the Plan's lifespan.



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



Needs and Revenue

Transportation Revenues

Revised Draft Plan Bay Area 2050 Revenue (in billions of Year of Expenditure \$)

Revenue Source	Revised Draft Forecast	COVID-19 Reduction	Total Revenue
Federal Funds	\$48	\$0	\$48
State Funds	\$105	-\$2	\$103
Regional Funds	\$59	-\$1	\$58
Local Funds	\$237	-\$8	\$229
Anticipated	\$24	\$0	\$24
New Revenues	\$48	\$0	\$48
TOTAL without New Revenues	\$474	-\$11	\$463
<i>TOTAL with New Revenues</i>	\$522	-\$11	\$511

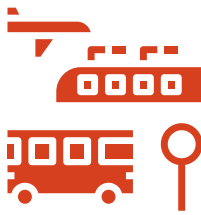
Note: Numbers may not sum due to rounding.



Transportation Revenues

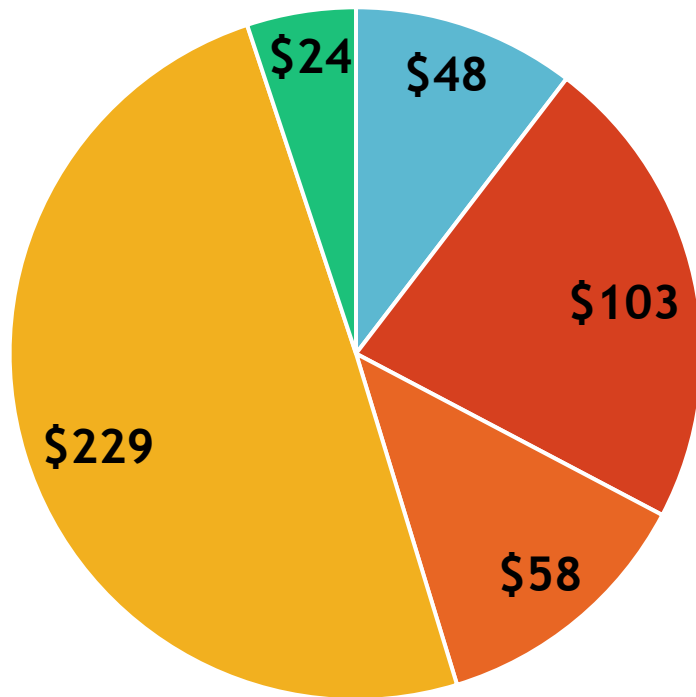
- **Approach to COVID-19 Impacts**
 - Applied a revenue “haircut” to State, Regional, and Local revenue sources
 - “Haircut” based on projected revenue impacts to specific revenue sources due to COVID-19
 - Impacts contained to “Period 1”, starting in FY 2020-21 through FY 2034-35
 - Adjusted new revenues estimate to reflect a later start year and lower annual revenues
- **Key Changes Since December 2019 Initial Revenue Forecast**
 - Adjusted local streets and roads funding based on revised local revenue information
 - Included CARB’s Low Carbon Fuel Standard program
 - Included various local fee revenues
 - Included CARES Act funds for transit for FY 2020-21

Transportation Revenues

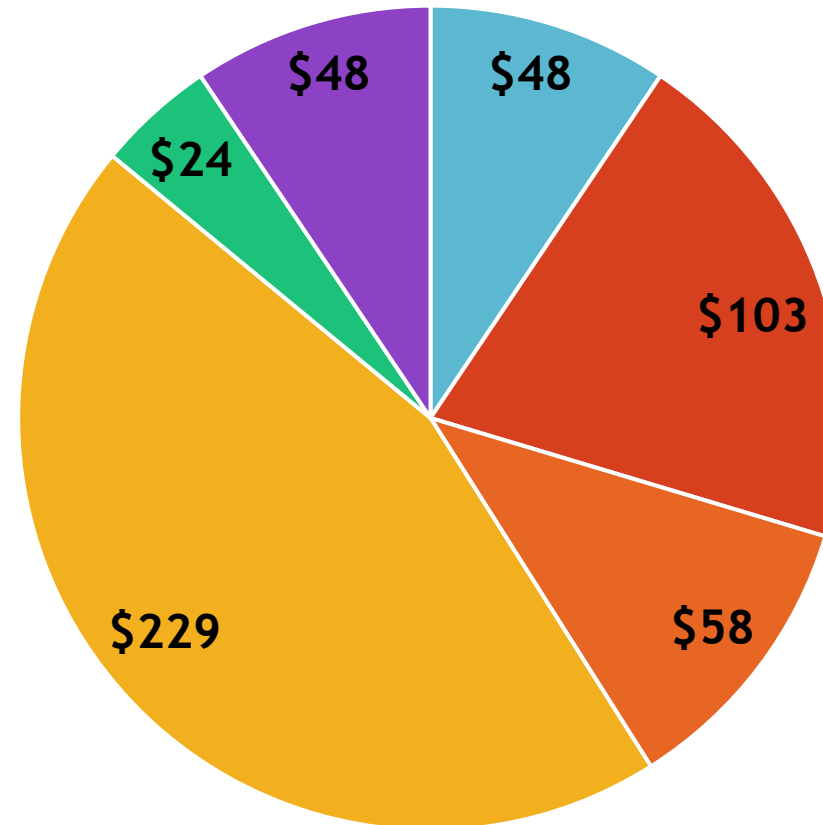


Revised Draft Plan Bay Area 2050 Revenue (in billions of Year of Expenditure \$)

\$463 Billion
Total without New Revenues



\$511 Billion
Total with New Revenues



Key Caveats:

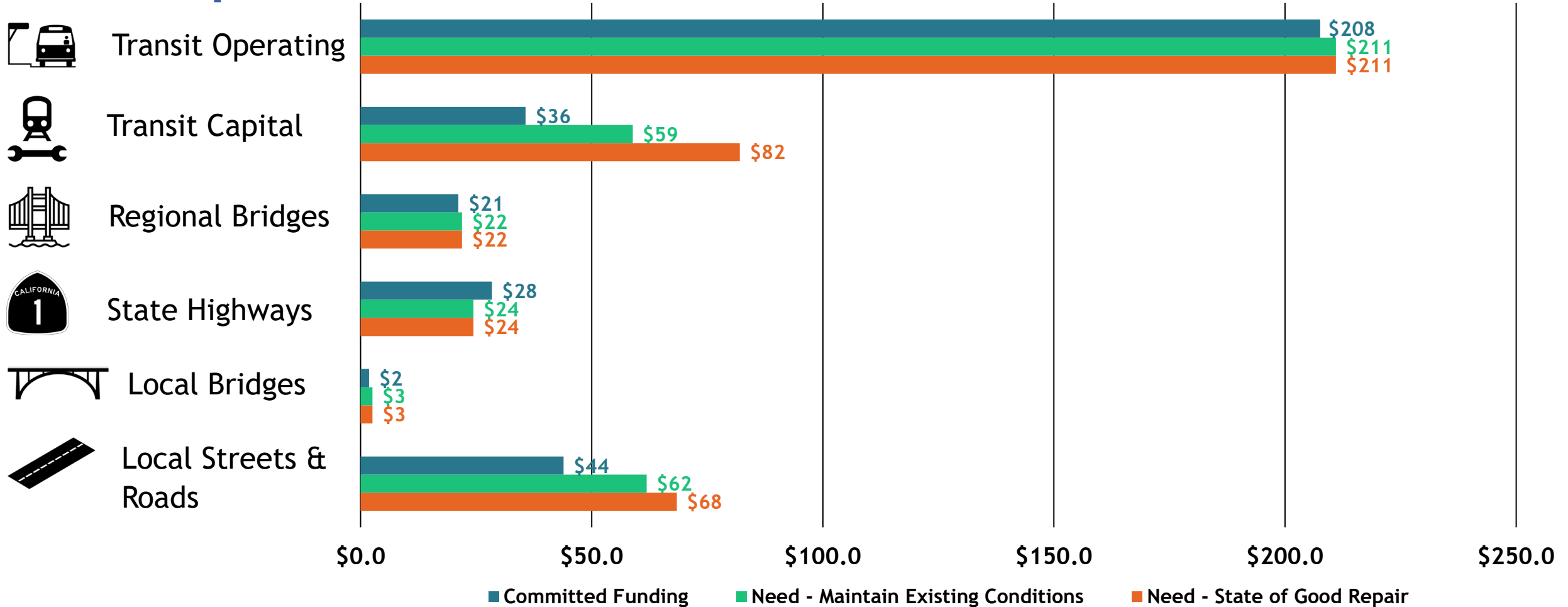
Charts **do not include** revenue projections (still under development) for Blueprint tolling strategy, which could further augment monies available.

New Revenues (“megameasure”) start date is **now assumed by 2035**.

Transportation Needs



In Billions of Year-of-Expenditure \$



\$410 Billion need to reach State of Good Repair



\$72 billion unfunded need

\$381 Billion need to maintain existing condition/service



\$42 billion unfunded need

PLAN BAY AREA 2050

Commitment Letters & Initial Strategy Recommendations for Final Blueprint (Transportation)

*Improving Lower-Performing Strategies with Project-
Level Commitments*

Important: in addition to advancing critical climate and equity goals, Plan Bay Area 2050 must do so in a **fiscally-constrained manner.**

- **Transportation strategy costs must not exceed forecasted transportation revenues.** However, regional discretionary funding requests exceed reasonably-anticipated revenues, even with the inclusion of a major transportation measure in the years ahead.
- Updates and expansions to the Final Blueprint strategies will **weave together projects into an integrated network** based upon Project Performance, policy commitments, and funding commitments.
- While a number of projects will be integrated into the Final Blueprint strategies, **many will not be able to be advanced until the second half of the Plan (after 2035) when more revenues may be available.**

Refresher: What is a strategy in the context of Plan Bay Area 2050?

What do we mean by “strategy”?

A strategy is either a **public policy or set of investments that can be implemented** in the Bay Area over the next 30 years; a strategy is **not a near-term action or legislative proposal**.

Who would implement these strategies?

Strategies in Plan Bay Area 2050 can be implemented at the **local, regional, or state levels**. Specific implementation actions and the role for MTC/ABAG will be identified through a collaborative process for the Implementation Plan in late 2020.

How many strategies can we include in the Blueprint?

Plan Bay Area 2050 must be **fiscally constrained**, meaning that not every strategy can be integrated into the Plan given finite revenues available.



Draft Blueprint: 9 High-Performing Strategies



Maintain and Optimize Existing Infrastructure

- **Operate and Maintain the Existing System**
- Accelerate Restoration of Transit Operations to 2019 Levels
- **Enable Seamless Mobility with Unified Trip Planning and Fare Payment**
- **Reform Regional Transit Fare Policy**
- **Implement Per-Mile Tolling on Congested Freeways with Transit Alts.**
- Improve Interchanges and Address Highway Bottlenecks
- Advance Other Regional Programs and Local Priorities



Create Healthy and Safe Streets

- **Build a Complete Streets Network**
- **Advance Regional Vision Zero Policy through Street Design and Reduced Speeds**



Enhance Regional and Local Transit

- **Advance Low-Cost Transit Projects**
- **Build a New Transbay Rail Crossing**
- Increase Existing Rail Capacity and Frequency
- Extend the Regional Rail Network
- Build an Integrated Regional Express Lane and Express Bus Network

Draft Blueprint: 9 High-Performing Strategies

Final Blueprint: ... Plus 6 Potential New Strategies



Maintain and Optimize Existing Infrastructure

- Operate and Maintain the Existing System
- **Accelerate Restoration of Transit Operations to 2019 Levels [NEW]**
- Enable Seamless Mobility with Unified Trip Planning and Fare Payments
- Reform Regional Transit Fare Policy
- Implement Per-Mile Tolling on Congested Freeways with Transit Alts.
- **Improve Interchanges and Address Highway Bottlenecks [NEW]**
- **Advance Other Regional Programs and Local Priorities [NEW]**



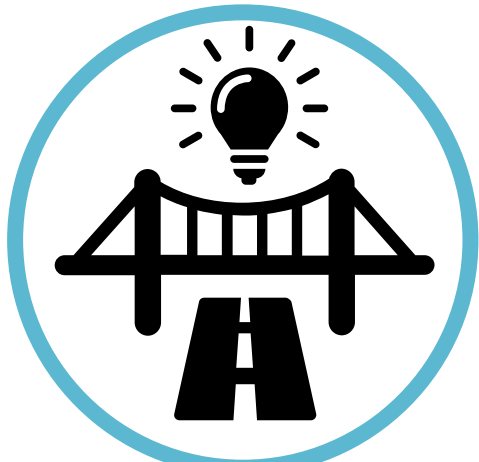
Create Healthy and Safe Streets

- Build a Complete Streets Network
- Advance Regional Vision Zero Policy through Street Design and Reduced Speeds

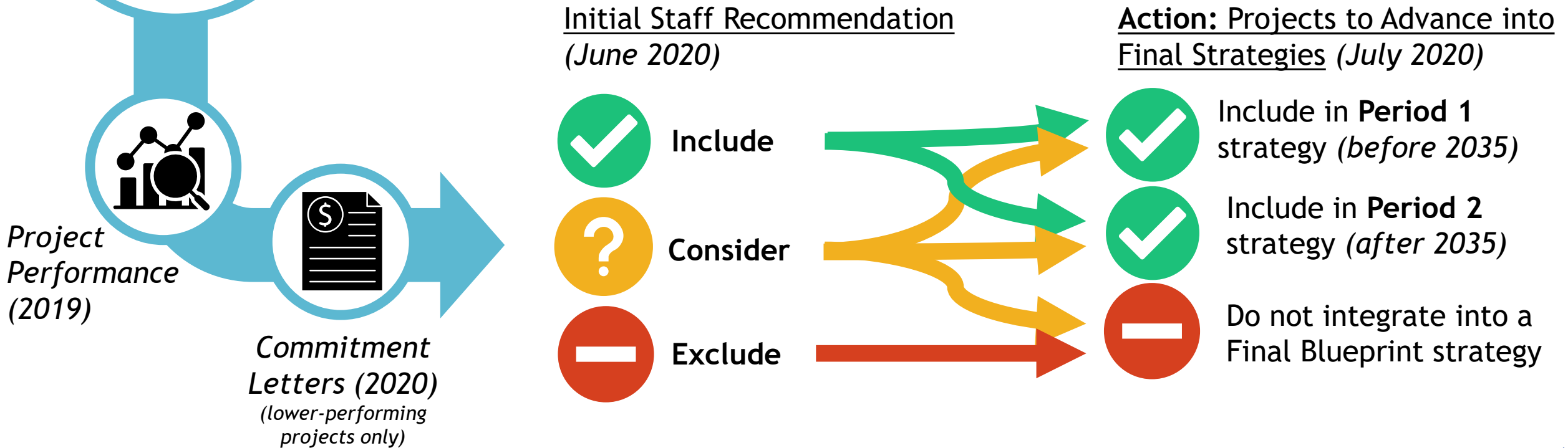


Enhance Regional and Local Transit

- Advance Low-Cost Transit Projects
- Build a New Transbay Rail Crossing
- **Increase Existing Rail Capacity and Frequency [NEW]**
- **Extend the Regional Rail Network [NEW]**
- **Build an Integrated Regional Express Lane and Express Bus Network [NEW]**



How can a transportation project advance into one of the Final Blueprint strategies?



As Draft Blueprint strategies - and the high-performing projects included within them - were showcased this winter, today's presentation will emphasize **new strategies**, as well as medium- and low-performing projects that have gone through the commitment letter process.

New Strategy #1: Improve Interchanges and Address Highway Bottlenecks



Spotlight Project #1A: SR-37 Widening + Resilience

- Advance interim/near-term improvements to SR-37, while further considering long-term improvements to fully protect corridor
- **[New!]** Include a means-based toll discount on SR-37
- **[New!]** Do not pursue full conversion to limited-access freeway



Spotlight Project #1B: I-80/I-680/SR-12 Interchange + Widening

- Address highway bottleneck in Solano County serving the Bay Area's largest gateway to the Northern California megaregion

New Strategy #2: Increase Existing Rail Capacity and Frequency by Modernizing the Network



Spotlight Project #2A: Caltrain Enhanced Growth Scenario

- Work within existing infrastructure to increase frequencies on Caltrain to eight trains per hour
- **[New!]** Reduction in project scope to improve cost-effectiveness rating
- **[New!]** Caltrain support for Regional Transit Fare Reform strategy



Spotlight Project #2B: ACE Service Frequency Boost

- Increase ACE frequencies to 10 round trips per day
- **[New!]** ACE support for Regional Transit Fare Reform strategy

New Strategy #3: Extend the Regional Rail Network



Spotlight Project #3A: Valley Link

- Improve transit connections between the Central Valley and the Bay Area with new commuter rail service terminating at Dublin/Pleasanton BART station
- *No commitments required due to medium-high performance rating*



Spotlight Project #3B: Dumbarton Rail

- Improve transit connectivity between Redwood City and Union City, connecting housing and job centers more directly with rail
- **[New!]** Explore cheaper light rail or “group rapid transit” service outside of Union Pacific right-of-way



Spotlight Project #3C: Caltrain Downtown Extension

- Extend Caltrain service to the Salesforce Transit Center, improving access to jobs in the Financial District
- *Note: “Consider” rating reflects nexus with New Transbay Rail Crossing; project need is greatest if commuter rail mode is selected*

New Strategy #4: Build an Integrated Regional Express Lane and Express Bus Network



Spotlight Project #4A: Regional Express Lane Network

- Continue strategic build out of a regional express lanes network that allows carpoolers and bus riders to bypass congestion at a free or reduced cost
- **[New!]** Mitigate GHG increases by focusing on lane conversions over widening
- **[New!]** Require further equity commitments (e.g., means-based tolling)



Spotlight Project #4B: Regional Express Bus Network

- Leverage the Express Lanes network with a Phase 1 network of express bus services to provide fast and frequent alternatives in high-demand corridors
- **[New!]** Improve cost-effectiveness and equity by focusing on up to three routes with high ridership potential



Spotlight Project #4C: AC Transit Transbay Service Increase

- Boost AC Transit transbay frequencies to further alleviate congestion on the Bay Bridge corridor
- **[New!]** Improve cost-effectiveness and address inequities by focusing on six routes with high ridership today

New Strategies #5 & #6: Advance Local Priorities and Restore Transit Operations to 2019 Levels



Advance Other Regional Programs and Local Priorities

- Advance low-cost or non-capacity-increasing projects (e.g., Diridon Station), as well as key regional programs, prioritized by CTAs and multi-county sponsors
- **[New!]** All projects included within must align with Plan Bay Area 2050 Vision, as these projects were not evaluated in Horizon

Total Strategy Cost: \$8-14B

Regional Discretionary: \$1-5B



Accelerate Restoration of Transit Operations to 2019 Levels

- Return transit service hours to their pre-COVID-19 levels while enhancing system integration to achieve greater efficiencies & improved connectivity
- **[New!]** This strategy emerged from post-COVID-19 transit operating assumptions in baseline needs and was not previously evaluated in Horizon

Total Strategy Cost: \$3B

Regional Discretionary: \$3B

Initial Concept for Final Blueprint

23
(Transportation Only)

	Strategy	Regional Disc.	Total Cost
Maintain and Optimize Existing Infrastructure	Operate and Maintain the Existing System	\$ 18 - 41 B	\$ 355 - 378 B
	[New!] Accelerate Restoration of Transit Operations to 2019 Levels	\$ 3 B	\$ 3 B
	Enable Seamless Mobility with Unified Trip Planning and Fare Payments	\$ 1 B	\$ 1 B
	Reform Regional Transit Fare Policy	\$ 10 - 11 B	\$ 10 - 12 B
	Implement Per-Mile Tolling on Congested Freeways with Transit Alternatives	\$ 1 B	\$ 1 B
	[New!] Improve Interchanges and Address Highway Bottlenecks	\$ 3 - 10 B	\$ 9 - 18 B
	[New!] Advance Other Regional Programs and Local Priorities	\$ 1 - 5 B	\$ 8 - 14 B
Create Healthy and Safe Streets	Build a Complete Streets Network	\$ 7 - 9 B	\$ 9 - 13 B
	Advance Regional Vision Zero Policy through Street Design and Reduced Speeds	\$ 1 - 3 B	\$ 2 - 5 B
Enhance Regional and Local Transit	Advance Low-Cost Transit Projects	\$ 9 - 15 B	\$ 35 - 44 B
	Build a New Transbay Rail Crossing	\$ 27 B	\$ 29 B
	[New!] Increase Existing Rail Capacity and Frequency	\$ 0 - 9 B	\$ 5 - 16 B
	[New!] Extend the Regional Rail Network	\$ 3 - 13 B	\$ 4 - 17 B
	[New!] Build an Integrated Regional Express Lane and Express Bus Network	\$ 2 - 4 B	\$ 3 - 6 B
	Total	\$ 86 - 152 B	\$ 474 - 557 B

Preview of Key Implementation Area: Megaprojects

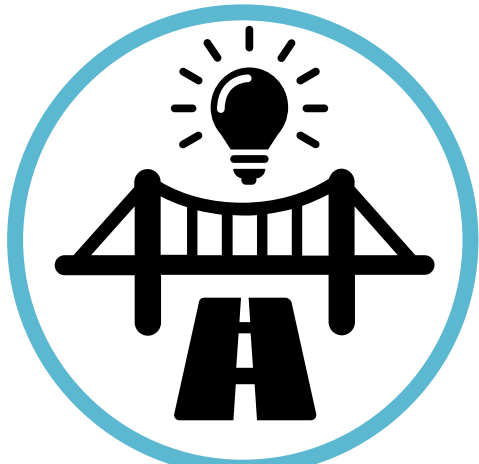
The first half of the Plan is characterized by limited available revenues and uncertainty about transit demand due to lasting impacts from COVID-19. As a result, most of the higher-cost projects will need to be recommended for inclusion in Period 2 (2036-2050).

Under a megaproject advancement policy, projects could advance to Period 1 if:

- New public or private funding sources are identified **and/or**
- Commitments to ensure timely project delivery are made **and/or**
- Project makes strategic shifts to better advance equity and cost-effectiveness

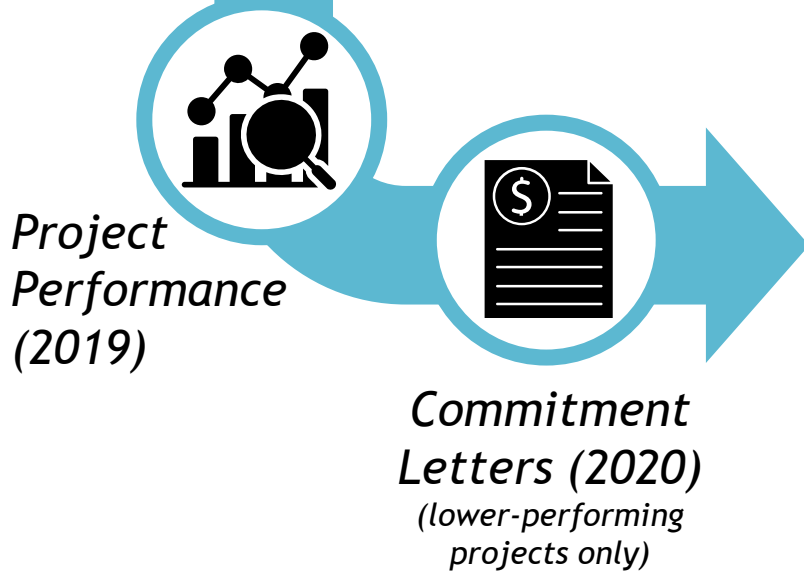


More detail on the proposed megaproject advancement policy to be shared by 2021.



What's Next?

Staff will return in July with an action item on key projects to be infused into Final Blueprint strategies, with “Consider” projects contingent on Draft Blueprint results.



Initial Staff Recommendation
(June 2020)



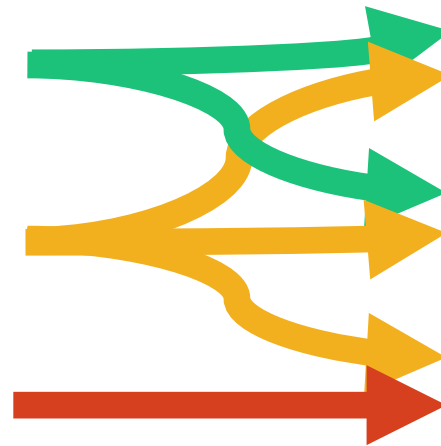
Include



Consider



Exclude



Action: Projects to Advance into
Final Strategies (July 2020)



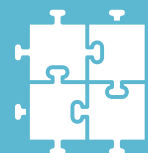
Include in **Period 1**
strategy (*before 2035*)



Include in **Period 2**
strategy (*after 2035*)



Do not integrate into a
Final Blueprint strategy



Q&A + Discussion

Upcoming *Plan Bay Area 2050*
Milestones:

- **July 2020:** Draft Blueprint Release
- **July 2020:** Action on Regional Priorities for Final Blueprint
- **September 2020:** Action on Final Blueprint Strategies

Attachment B: Revised Transportation Revenue Forecast

(all estimates in billions of year-of-expenditure dollars)

	Initial Draft (Dec. 2019)	Revised Draft	COVID-19 Reduction	Final Draft (Jun. 2020)
Federal				
Period 1 (2021-2035)	\$14	\$15	\$0**	\$15
Period 2 (2036-2050)	\$21	\$22	\$0	\$22
Total*	\$46	\$48	\$0**	\$48
State				
Period 1 (2021-2035)	\$39	\$45	-\$2	\$43
Period 2 (2036-2050)	\$52	\$59	\$0	\$59
Total*	\$92	\$105	-\$2	\$103
Regional				
Period 1 (2021-2035)	\$27	\$26	-\$1	\$25
Period 2 (2036-2050)	\$40	\$34	\$0	\$34
Total	\$67	\$59	-\$1	\$58
Local				
Period 1 (2021-2035)	\$97	\$95	-\$8	\$89
Period 2 (2036-2050)	\$146	\$143	\$0	\$141
Total	\$243	\$238	-\$8	\$230
Anticipated/Unspecified***				
Total	\$24	\$24	\$0	\$24
Regional Megameasure****				
Period 1 (2021-2035)	\$25	\$0	\$0	\$0
Period 2 (2036-2050)	\$48	\$48	\$0	\$48
Total	\$73	\$48	\$0	\$48
TOTAL				
Period 1 (2021-2035)	\$202	\$181	-\$11	\$172
Period 2 (2036-2050)	\$307	\$305	\$0	\$303
Flexible Availability	\$36	\$36	\$0	\$36
Total	\$545	\$522	-\$11	\$511

* Total includes "flexible funds" that are not assigned to a specific period.

** No loss of federal funds is assumed.

*** Does not yet include anticipated revenues from Draft Blueprint all-lane tolling strategy.

**** For financial assumption purposes, this was assumed to be equivalent to a 1-cent sales tax implemented no later than 2035.

PLAN BAY AREA 2050 - TRANSPORTATION REVENUE FORECAST BY SOURCE
In Billions of Year of Expenditure \$ - 30 Year Forecast Period FY 2020-21 to FY 2049-50
REVISED : May 2020



Revenue Source	Plan Bay Area 2050 Revenue Assumptions	PBA 2040 (For Reference -- 24 Year Forecast)	Plan Bay Area 2050 Total Revenue	Revenue Period 1 FY 2021 - FY 2035	Revenue Period 2 FY 2036 - FY 2050	Revenue Period 3 Flexible Availability
FEDERAL						
FHWA Construction of Ferry Boats & Ferry Terminal Facilities Formula Program	Base Year: FY 2018-19 Data Source: FHWA Growth Rate: 2%-3%	\$0.04	\$0.09	\$0.03	\$0.05	\$0.00
FHWA/FTA Section 5303 Metropolitan Planning	Base Year: FY 2018-19 Data Source: FHWA Growth Rate: 2%-3%	\$0.03	\$0.52	\$0.21	\$0.31	\$0.00
FHWA STP/CMAQ - Regional	Base Year: FY 2018-19 Data Source: FHWA Growth Rate: 2%-3%	\$3.26	\$4.62	\$1.84	\$2.78	\$0.00
FHWA Highway Safety Improvement Program (HSIP)	Base Year: FY 2018-19 Data Source: FHWA Growth Rate: 2%-3%	\$0.31	\$0.84	\$0.34	\$0.51	\$0.00
FHWA STP/CMAQ - County	Base Year: FY 2018-19 Data Source: FHWA Growth Rate: 2%-3%	\$2.18	\$3.08	\$1.23	\$1.85	\$0.00
FTA Passenger Ferry Grant Program	Base Year: FY 2018-19 Data Source: FTA Growth Rate: 2%-3%	\$0.10	\$0.15	\$0.06	\$0.09	\$0.00
FTA Sections 5307 & 5340 Urbanized Area Formula (Capital)	Base Year: FY 2018-19 Data Source: FTA Growth Rate: 2%-3%	\$7.08	\$10.48	\$4.18	\$6.31	\$0.00
FTA Section 5309 Fixed-Guideway Capital Investment Grants - New Starts and Core Capacity	Base Year: FY 2018-19 Data Source: FTA Growth Rate: 2%-3%	\$5.02	\$9.17	\$0.00	\$0.00	\$9.17
FTA Section 5309 Fixed-Guideway Capital Investment Grants - Small Starts	Base Year: FY 2018-19 Data Source: FTA Growth Rate: 2%-3%	\$0.70	\$1.98	\$0.00	\$0.00	\$1.98
FTA Section 5310 Enhanced Mobility of Seniors & Individuals with Disabilities	Base Year: FY 2018-19 Data Source: FTA Growth Rate: 2%-3%	\$0.16	\$0.24	\$0.10	\$0.14	\$0.00
FTA Section 5311 Non-Urbanized Area Formula	Base Year: FY 2018-19 Data Source: FTA Growth Rate: 2%-3%	\$0.07	\$0.07	\$0.03	\$0.04	\$0.00
FTA Section 5337 State of Good Repair Formula	Base Year: FY 2018-19 Data Source: FTA Growth Rate: 2%-3%	\$6.56	\$10.50	\$4.19	\$6.31	\$0.00
FTA Section 5339 Bus & Bus Facilities Program	Base Year: FY 2018-19 Data Source: FTA Growth Rate: 2%-3%	\$0.40	\$0.71	\$0.28	\$0.43	\$0.00
FTA Bus and Bus Facilities Discretionary Program	Base Year: FY 2018-19 Data Source: FTA Growth Rate: 2%-3%	\$0.38	\$0.12	\$0.05	\$0.07	\$0.00
National Highway Freight Program	Base Year: FY 2018-19 Data Source: FHWA Growth Rate: 2%-3%	\$0.77	\$1.16	\$0.46	\$0.70	\$0.00
National Significant Freight and Highway Projects Discretionary Program	Base Year: FY 2018-19 Data Source: FHWA Growth Rate: 2%-3%	\$1.53	\$2.01	\$0.80	\$1.21	\$0.00

Revenue Source	Plan Bay Area 2050 Revenue Assumptions	PBA 2040 (For Reference -- 24 Year Forecast)	Plan Bay Area 2050 Total Revenue	Revenue Period 1 FY 2021 - FY 2035	Revenue Period 2 FY 2036 - FY 2050	Revenue Period 3 Flexible Availability
Highway Bridge Program	Assumption: 5-Year Historical Avg. Data Source: FMS Growth Rate: 2%-3%		\$1.84	\$0.73	\$1.11	\$0.00
Coronavirus Aid, Relief, and Economic Security (CARES) Act	Date Source: CARES Act	N/A	\$0.50	\$0.50	\$0.00	\$0.00
Federal Total		\$28.59	\$48.10	\$15.03	\$21.92	\$11.15

Revenue Source	Plan Bay Area 2050 Revenue Assumptions	PBA 2040 (For Reference -- 24 Year Forecast)	Plan Bay Area 2050 Total Revenue	Revenue Period 1 FY 2021 - FY 2035	Revenue Period 2 FY 2036 - FY 2050	Revenue Period 3 Flexible Availability
STATE						
Active Transportation Program (ATP) - State Program	Assumption Base: FY 2017-18 Distribution Base: Bay Area receives 20% of funds	\$0.28	\$0.56	\$0.25	\$0.31	\$0.00
Affordable Housing & Sustainable Communities Program	Assumption Base: \$2.9 billion per year in Cap and Trade auction proceeds Distribution Base: Bay Area receives 30% of funds	\$1.08	\$1.79	\$0.88	\$0.91	\$0.00
Cap & Trade Goods Movement (from 40% Uncommitted Funds)	Assumption Base: \$2.9 billion per year in Cap and Trade auction proceeds Distribution Base: Bay Area receives	\$0.50	\$2.22	\$1.09	\$1.13	\$0.00
Freeway Service Patrol	Assumption Base: Bay Area share of prescribed statewide set-aside from the Road Maintenance and Rehabilitation Account	\$0.00	\$0.14	\$0.07	\$0.07	\$0.00
Gas Tax Subvention + RMRA	Assumption Base: Estimate of Fuel excise tax and Road Maintenance and Rehabilitation Account revenue Distribution Base: Bay Area share of registered vehicle, road mileage, and population	\$8.29	\$23.67	\$9.45	\$14.22	\$0.00
High Speed Rail	Assumption Base: Bay Area current + anticipated connectivity projects.	\$9.26	\$ 1.56	\$0.00	\$0.00	\$ 1.56
Local Partnership Program	Assumption Base: Bay Area population share of prescribed statewide set-aside from the Road Maintenance and Rehabilitation Account	\$0.00	\$1.15	\$0.56	\$0.59	\$0.00
Local Planning	Assumption Base: Bay Area population share of prescribed statewide set-aside from the Road Maintenance and Rehabilitation Account	\$0.00	\$0.14	\$0.07	\$0.07	\$0.00
Low Carbon Transit Operations Program Population-Based	Assumption Base: \$2.9 billion per year in Cap and Trade auction proceeds Distribution Base: Bay Area receives 19% of funds	\$0.29	\$0.42	\$0.20	\$0.21	\$0.00
Low Carbon Transit Operations Program Revenue-Based	Assumption Base: \$2.9 billion per year in Cap and Trade auction proceeds Distribution Base: Bay Area receives	\$0.80	\$1.11	\$0.54	\$0.57	\$0.00
Low Carbon Fuel Standard Program	Source: Transit operator estimates based on CARB forecasts	\$0.00	\$12.95	\$6.13	\$6.82	\$0.00
Proposition 1B	N/A	\$0.01	\$0.00	\$0.00	\$0.00	\$0.00
Solutions for Congested Corridors	Assumption Base: Senate Bill 1 program revenue Distribution Base: Bay Area receives 30% of funds	\$0.00	\$3.76	\$1.41	\$2.35	\$0.00
State Bridges and Culverts	Assumption Base: Bay Area population share of prescribed statewide set-aside from the Road Maintenance and Rehabilitation Account	\$0.00	\$2.29	\$1.12	\$1.17	\$0.00

MTC Planning Committee with ABAG Administrative Committee
June 12, 2020
Page 4 of 8

Attachment C
Appendix 1

Revenue Source	Plan Bay Area 2050 Revenue Assumptions	PBA 2040 (For Reference -- 24 Year Forecast)	Plan Bay Area 2050 Total Revenue	Revenue Period 1 FY 2021 - FY 2035	Revenue Period 2 FY 2036 - FY 2050	Revenue Period 3 Flexible Availability
State Highway Operations & Protection Program (SHOPP)	Assumption Base: 2019 SHSMP and estimate of gas tax revenue Distribution Base: Bay Area receives 20% of funds	\$13.75	\$26.14	\$11.01	\$15.13	\$0.00
State Transit Assistance (STA) Population-Based	Assumption Base: FY 2018/19 Distribution Base: Bay Area receives 20% of funds	\$1.79	\$2.90	\$1.20	\$1.71	\$0.00
State Transit Assistance (STA) Revenue-Based	Assumption Base: 2018-19 Distribution Base: Bay Area receives 52% of funds	\$5.12	\$7.75	\$3.19	\$4.55	\$0.00
State Transit Assistance Capital - Population Based	Assumption Base: FY 2018/19 Distribution Base: Bay Area receives 20% of funds	\$0.00	\$0.51	\$0.19	\$0.32	\$0.00
State Transit Assistance Capital - Revenue Based	Assumption Base: 2018-19 Distribution Base: Bay Area receives 52% of funds	\$0.00	\$1.37	\$0.51	\$0.86	\$0.00
State Transportation Improvement Program (STIP): Regional Transportation Improvement Program (RTIP) County Shares	Assumption Base: 2020 STIP FE and estimate of gas tax revenue Distribution Base: Bay Area historical share of total funds	\$3.11	\$3.14	\$1.22	\$1.92	\$0.00
STIP: Interregional Road/Intercity Rail (ITIP)	Assumption Base: 2020 STIP FE and estimate of gas tax revenue Distribution Base: Bay Area historical share of total funds	\$0.71	\$0.75	\$0.29	\$0.46	\$0.00
Trade Corridor Enhancement	Assumption Base: Senate Bill 1 program revenue Distribution Base: Bay Area receives 20% of funds	\$0.00	\$2.63	\$1.07	\$1.56	\$0.00
Transit and Intercity Rail Capital Program	Assumption Base: \$2.9 billion per year in Cap and Trade auction proceeds + Senate Bill 1 program revenue Distribution Base: Bay Area receives	\$3.00	\$6.24	\$2.63	\$3.61	\$0.00
University Research	Assumption Base: Bay Area population share of prescribed statewide set-aside from the Road Maintenance and Rehabilitation Account	\$0.00	\$0.04	\$0.02	\$0.02	\$0.00
Workforce Development	Assumption Base: Bay Area population share of prescribed statewide set-aside from the Road Maintenance and Rehabilitation Account	\$0.00	\$0.03	\$0.01	\$0.01	\$0.00
State Total	State Total	\$47.99	\$103.3	\$43.1	\$58.6	\$1.6

Revenue Source	Plan Bay Area 2050 Revenue Assumptions	PBA 2040 (For Reference -- 24 Year Forecast)	Plan Bay Area 2050 Total Revenue	Revenue Period 1 FY 2021 - FY 2035	Revenue Period 2 FY 2036 - FY 2050	Revenue Period 3 Flexible Availability
REGIONAL						
2% Toll Revenues	Base Year: FY 2018-19 Source: BATA Growth Rate: 0.3%-0.6%	\$0.10	\$0.12	\$0.06	\$0.06	\$0.00
5% State General Funds	Base Year: FY 2018-19 Source: BATA Growth Rate: 0.3%-0.6%	\$0.09	\$0.12	\$0.05	\$0.06	\$0.00
Active Transportation Program (ATP) - Regional Program	Assumption Base: FY 2017-18 Distribution Base: Bay Area share based on ATP formula	\$0.31	\$0.56	\$0.25	\$0.31	\$0.00
AB 1107 ½-cent Sales Tax in three BART counties (25% MTC Administered Share)	Assumption Base: Weighted average of county sales tax authority estimates for the three counties of the BART District	\$2.61	\$4.60	\$1.76	\$2.84	\$0.00
AB 1107 ½-cent Sales Tax in three BART Counties (75% BART Share)	Assumption Base: Weighted average of county sales tax authority estimates for the three counties of the BART District	\$8.67	\$13.79	\$5.27	\$8.51	\$0.00
AB 1171	Base Year: FY 2018-19 Source: BATA Growth Rate: 0.3%-0.6%	\$0.10	\$0.53	\$0.26	\$0.27	\$0.00
AB 434 (Transportation Fund for Clean Air – Regional) – 60% of funding	Base Year: FY 2018-19 Source: DMV data Growth Rate: MTC estimate based on Vehicle Registration data	\$0.37	\$0.45	\$0.22	\$0.23	\$0.00
AB 664	Base Year: FY 2018-19 Source: BATA Growth Rate: 0.3%-0.6%	\$0.38	\$0.48	\$0.23	\$0.25	\$0.00
BATA Base Toll Revenues	Base Year: FY 2018-19 Source: BATA Growth Rate: 0.3%-0.6%	\$3.60	\$4.54	\$2.15	\$2.39	\$0.00
Regional Measure 3 (RM3)	Base Year: FY 2018-19 - Assumes indexing of toll after 2025 Source: BATA Growth Rate: 0.3%-0.6%	\$5.10	\$14.22	\$5.48	\$8.75	\$0.00
Regional Express Lane Network Revenues	Source: BAIFA estimates	\$5.08	\$2.07	\$0.86	\$1.21	\$0.00
Regional Measure 2 (RM2)	Base Year: FY 2018-19 Source: BATA Growth Rate: 0.3%-0.6%	\$3.18	\$3.99	\$1.90	\$2.10	\$0.00
RM1 Rail Extension Reserve	Base Year: FY 2018-19 Source: BATA Growth Rate: 0.3%-0.6%	\$0.05	\$0.37	\$0.17	\$0.19	\$0.00

Revenue Source	Plan Bay Area 2050 Revenue Assumptions	PBA 2040 (For Reference -- 24 Year Forecast)	Plan Bay Area 2050 Total Revenue	Revenue Period 1 FY 2021 - FY 2035	Revenue Period 2 FY 2036 - FY 2050	Revenue Period 3 Flexible Availability
Service Authority for Freeway and Expressways (SAFE)	Base Year: FY 2018-19 Source: DMV data Growth Rate: MTC estimate based on Vehicle Registration data	\$0.15	\$0.19	\$0.09	\$0.10	\$0.00
Seismic Surcharge with Carpool	Base Year: FY 2018-19 Source: BATA Growth Rate: 0.3%-0.6%	\$3.43	\$4.32	\$2.05	\$2.27	\$0.00
Seismic Retrofit Account (Caltrans)	Base Year: FY 2018-19 Source: BATA Growth Rate: 0.3%-0.6%	\$3.18	\$3.99	\$1.90	\$2.10	\$0.00
Seismic Retrofit	Base Year: FY 2018-19 Source: BATA Growth Rate: 0.3%-0.6%	\$3.18	\$3.99	\$1.90	\$2.10	\$0.00
Regional Total	Regional Total	\$39.56	\$58.3	\$24.6	\$33.7	\$0.0

Revenue Source	Plan Bay Area 2050 Revenue Assumptions	PBA 2040 (For Reference -- 24 Year Forecast)	Plan Bay Area 2050 Total Revenue	Revenue Period 1 FY 2021 - FY 2035	Revenue Period 2 FY 2036 - FY 2050	Revenue Period 3 Flexible Availability
LOCAL						
AB 434 (Transportation Fund for Clean Air – County Program Manager) – 40% of funding	Base Year: FY 2018-19 Source: DMV data Growth Rate: MTC estimate based on Vehicle Registration data	\$0.26	\$0.30	\$0.14	\$0.15	\$0.00
County Sales Tax Measures	Estimates provided by county sales tax authorities	\$33.15	\$54.83	\$28.69	\$26.13	\$0.00
County Sales Tax Measures - Reauthorizations	Estimates provided by county sales tax authorities	\$5.98	\$22.64	\$0.88	\$21.77	\$0.00
County Vehicle Registration Fees	Base Year: FY 2018-19 Source: DMV data Growth Rate: MTC estimate based on Vehicle Registration data	\$1.02	\$1.19	\$0.62	\$0.57	\$0.00
County Vehicle Registration Fees - Reauthorization	Base Year: FY 2018-19 Source: DMV data Growth Rate: MTC estimate based on Vehicle Registration data	\$0.03	\$0.10	\$0.00	\$0.10	\$0.00
Express Lane Revenue (county managed)	Source: Alameda CTC, BAIFA, VTA estimates	\$3.61	\$2.25	\$0.83	\$1.42	\$0.00
Golden Gate Bridge Toll	Estimates based on data from the Golden Gate Bridge, Highway and Transportation District	\$3.43	\$5.40	\$2.59	\$2.82	\$0.00
Local Funding for Streets and Roads (excludes local sales taxes)	Source: 2018 CA Statewide Local Streets & Roads Needs Assessment	\$14.76	\$16.04	\$6.51	\$9.53	\$0.00
Property Tax/Parcel Taxes	Base Year: FY 2018-19 Data Source: AC Transit, BART, Marin Transit, WETA	\$5.42	\$9.93	\$3.77	\$6.16	\$0.00
San Francisco Municipal Transportation Agency (SFMTA) General Fund and Parking/Fine Revenues	Estimates based on data from the SFMTA	\$10.10	\$30.79	\$12.45	\$18.34	\$0.00
San Francisco Transportation Sustainability Fee	Estimates based on data from the City and County of San Francisco	\$0.80	\$0.42	\$0.20	\$0.21	\$0.00
San Francisco Prop D (2019 TNC Tax)	Estimates based on data from the City and County of San Francisco	\$0.00	\$0.84	\$0.41	\$0.44	
SMART Sales Tax in Marin and Sonoma Counties	MTC estimate based on weighted averages of Marin and Sonoma sales tax revenue as forecast by TAM and SCTA	\$0.54	\$0.35	\$0.35	\$0.00	\$0.00
SMART Sales Tax in Marin and Sonoma Counties - Reauthorization	MTC estimate based on weighted averages of Marin and Sonoma sales tax revenue as forecast by TAM and SCTA	\$0.64	\$1.49	\$0.37	\$1.11	\$0.00
Transit Fare Revenues	Base Year: FY 2018-19 Data Source: Each operator Growth Rate: Based on operators' estimates	\$39.78	\$51.57	\$19.22	\$32.35	\$0.00
Transit Non-Fare Revenues	Base Year: FY 2018-19 Data Source: Each operator Growth Rate: Based on operators' estimates	\$19.96	\$11.78	\$4.30	\$7.48	\$0.00
Transportation Development Act (TDA)	Estimates based on sales tax forecasts developed by county sales tax authorities (for Solano County is based on a ten year retrospective analysis of actual TDA receipts)	\$12.58	\$19.63	\$7.50	\$12.13	\$0.00
Local Total	Local Total	\$155.86	\$229.5	\$88.8	\$140.7	\$0.0

Revenue Source	Plan Bay Area 2050 Revenue Assumptions	PBA 2040 (For Reference -- 24 Year Forecast)	Plan Bay Area 2050 Total Revenue	Revenue Period 1 FY 2021 - FY 2035	Revenue Period 2 FY 2036 - FY 2050	Revenue Period 3 Flexible Availability
ANTICIPATED/UNSPECIFIED						
Anticipated/Unspecified	Growth Rate: 2.2% Data Source: Retrospective analysis of a 15 year period (FY 2005-06 to FY 2019-20)	\$14.00	\$23.48			\$23.48
Anticipated/Unspecified Total	Anticipated Total	\$14.00	\$23.5	\$0.0	\$0.0	\$23.5
OTHER/OPTIONAL NEW REVENUE						
Optional/Megameasure	Assumes a 1% sales tax in all nine counties, starting in FY 2034-35. Estimates based on sales tax forecasts developed by county sales tax authorities (for Solano County is based on a ten year retrospective analysis of actual TDA receipts)		\$47.87	\$0.00	\$47.87	\$0.00
2020 Ballot Measures, Pricing, and Toll Projects	Revenue forecast will be updated based on 2020 ballot measures and pricing and toll facility projects included in Plan Bay Area 2050	\$13.57	TBD	TBD	TBD	TBD
Other Total	Other Total	\$13.57	\$47.9	\$0.0	\$47.9	\$0.0
GRAND TOTAL without Optional	Grand Total without Megameasure	\$299.57	\$462.7	\$171.6	\$254.9	\$36.2
GRAND TOTAL with Optional	Grand Total with Megameasure	\$299.57	\$510.6	\$171.6	\$302.8	\$36.2

Horizon/Plan Bay Area 2050: Final Project Performance Findings

Attachment A: Overall Summary Table

Benefit-Cost Ratios and Equity Scores across Three Futures, and Guiding Principle Flags



Total number of projects: 97; 81 projects from public agencies, 12 projects (along with 4 alternate versions) from public/NGOs that were jury finalists from the Transformative Projects process.
(see high-level description of methodology at the bottom of the page)

Project Type	Project ID	Row ID	Project	Project Source	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
Build Core Rail	1004	1	New San Francisco-Oakland Transbay Rail Crossing - Commuter Rail (Crossing 5)	Crossings Study	\$46.1B	2	0.7	2	2	Even	Even	Even
	1007	2	New San Francisco-Oakland Transbay Rail Crossing - BART + Commuter Rail (Crossing 7)	Crossings Study	\$83.5B	2	0.6	1	1	Even	Even	Even
	1002	3	New San Francisco-Oakland Transbay Rail Crossing - BART (Crossing 3: Mission St)	Crossings Study	\$36.2B	0	0.6	1	1	Even	Even	Even
	1003	4	New San Francisco-Oakland Transbay Rail Crossing - BART (Crossing 4: New Markets)	Crossings Study	\$37.4B	0	0.6	1	1	Even	Even	Even
	2300	5	Caltrain Downtown Extension	TJPA	\$4.8B	0	<0.5	0.7	0.6	Challenges	Challenges	Challenges
	2205	6	BART to Silicon Valley (Phase 2)	VTA	\$6.0B	0	<0.5	<0.5	0.6	Advances	Advances	Even
	2306	7	Dumbarton Rail (Redwood City to Union City)	SamTrans + CCAG	\$3.9B	0	<0.5	<0.5	0.5	Even	Even	Challenges
	2310	8	Megaregional Rail Network + Resilience Project (Caltrain, ACE, Valley Link, Dumbarton, Cap Cor)	City of San Jose	\$54.1B	2	<0.5	0.5	<0.5	Challenges	Challenges	Challenges
	2208	9	BART Gap Closure (Millbrae to Silicon Valley)	VTA	\$40.4B	0	<0.5	<0.5	<0.5	Advances	Advances	Even
	6002	10	SMART to Richmond via New Richmond-San Rafael Bridge	Public/NGO Submission	\$5.0B	2	<0.5	<0.5	<0.5	Challenges	Challenges	Challenges
Extend Rail Network - High Cost	2308	11	Valley Link (Dublin to San Joaquin Valley)	TVSJVRRA	\$3.0B	0	<0.5	1	1	Even	Even	Even
	2309	12	Altamont Corridor Vision Phase 1 (to San Joaquin Valley)	TVSJVRRA, SJRRC	\$4.6B	0	<0.5	0.6	0.7	Challenges	Challenges	Challenges
	2206	13	BART Extension from Diridon to Cupertino	VTA	\$12.1B	0	<0.5	<0.5	<0.5	Even	Advances	Even
	2207	14	BART Extension from Diridon to Gilroy (replacing existing Caltrain)	VTA	\$17.7B	1	<0.5	<0.5	<0.5	Even	Advances	Even
	2204	15	BART on I-680 (Walnut Creek to West Dublin/Pleasanton)	Caltrans	\$11.0B	0	<0.5	<0.5	<0.5	Even	Even	Even
	2203	16	BART to Hercules & I-80 Bus from Vallejo to Oakland	CCTA	\$5.8B	0	<0.5	<0.5	<0.5	Challenges	Challenges	Challenges
Extend Rail Network - Low Cost	2312	17	ACE Rail Service Increase (10 Daily Roundtrips)	SJRRC	\$1.3B	0	<0.5	1	1	Challenges	Challenges	Challenges
	2202	18	BART DMU Extension to Brentwood	CCTA	\$0.6B	0	<0.5	0.5	<0.5	Advances	Challenges	Challenges
	2305	19	SMART to Solano (Novato to Suisun City, without sea level rise protections)	SMART	\$1.6B	0	<0.5	<0.5	<0.5	Even	Challenges	Challenges
	2304	20	SMART Extension to Cloverdale	SMART	\$0.5B	0	<0.5	<0.5	<0.5	Challenges	Even	Challenges
Optimize Existing Transit Network - High Cost	2201	21	BART Core Capacity	BART	\$4.5B	0	1	2	2	Even	Even	Even
	2001	22	AC Transit Local Rapid Network: Capital Improvements + Service Increase	AC Transit	\$6.4B	0	0.5	0.6	0.8	Advances	Advances	Even
	2303	23	Caltrain Full Electrification and Blended System: High Growth	VTA, City of San Jose	\$31.3B	2	<0.5	1	0.5	Challenges	Even	Challenges
	2302	24	Caltrain Full Electrification and Blended System: Moderate Growth	Caltrain + HSR	\$24.6B	2	<0.5	0.9	0.5	Challenges	Even	Challenges
	2005	25	Alameda County BRT Network + Connected Vehicle Corridors	ACTC	\$4.0B	0	<0.5	<0.5	0.6	Advances	Advances	Even
	2410	26	VTA LRT Systemwide Grade Separation and Full Automation	City of San Jose	\$14.8B	1	<0.5	<0.5	0.7	Advances	Advances	Even
	2409	27	VTA LRT Systemwide Grade Separation	VTA	\$11.6B	0	<0.5	<0.5	0.5	Advances	Advances	Even
	2401	28	North San Jose LRT Subway	VTA	\$4.9B	0	<0.5	<0.5	0.5	Even	Advances	Even
	2411	29	VTA LRT Systemwide Grade Separation, Network Expansion, and Full Automation	VTA, City of San Jose	\$44.2B	0	<0.5	<0.5	<0.5	Advances	Advances	Even
	2407	30	Muni Metro Southwest M-Line Subway	SFCTA	\$5.6B	0	<0.5	<0.5	<0.5	Advances	Advances	Challenges
	2301	31	Caltrain Full Electrification and Blended System: Base Growth	Caltrain + HSR	\$20.9B	2	<0.5	<0.5	<0.5	Even	Even	Even

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Equity Score: "Advances" indicates that the project may benefit lower income individuals (below regional median income) more than higher income individuals. "Challenges" indicates that project benefits skew towards higher income individuals. "Even" indicates even distribution of benefits for all income groups.

Note on Bicycle Projects: Improvements to individual bicycle facilities cannot be sufficiently modeled using Travel Model 1.5 (except Bay Bridge West Span since this opens up a connection); Travel Model 2.0 (under development) may allow more advanced analysis in the future. As an interim solution, a single "Enhanced Regionwide Bike Infrastructure" (Project ID 6006) was modeled, supported by off-model assertions based on research literature review. This project does not consider any specific improvements, but instead provides perspective on the benefits of a regionwide bike infrastructure investment (e.g. shared streets, trails, superhighways) on our transportation system.

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(see high-level description of methodology at the bottom of the page)

Project Type	Project ID	Row ID	Project	Project Source	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
Optimize Existing Transit Network - Low Cost	3001	32	Treasure Island Congestion Pricing	SF	\$0.8B	1	8	7	>10	Challenges	Challenges	Challenges
	6111	33	Integrated Transit Fare System (with Transit Capacity Expansion)	Public/NGO Submission	\$0.3B	0	6	7	>10	Advances	Advances	Advances
	6112	34	Integrated Transit Fare System and Seamless Transfers (with Transit Capacity Expansion)	Public/NGO Submission	\$0.5B	0	5	7	>10	Advances	Advances	Advances
	2209	35	Irvington BART Infill Station	ACTC	\$0.2B	0	1	1	9	Even	Even	Even
	3002	36	Downtown San Francisco Congestion Pricing	SF	\$0.3B	1	2	3	4	Challenges	Challenges	Challenges
	2007	37	San Francisco Southeast Waterfront Transit Improvements	SF	\$0.6B	0	2	3	4	Even	Even	Even
	2100	38	San Pablo BRT	AC Transit	\$0.5B	0	1	3	4	Advances	Advances	Even
	2008	39	Alameda Point Transit Network Improvements	ACTC	\$0.5B	0	0.7	3	4	Even	Even	Even
	2000	40	AC Transit Local Network: Service Increase	AC Transit	\$2.6B	0	1	2	2	Advances	Advances	Even
	2101	41	Geary BRT (Phase 2)	SF	\$0.6B	0	1	2	3	Even	Even	Challenges
	2105	42	Alameda County E14th St/Mission and Fremont Blvd Multimodal Corridor	ACTC	\$0.5B	0	1	2	2	Advances	Advances	Even
	2103	43	SamTrans El Camino Real BRT: Capital and Service Improvements	CCAG	\$0.6B	0	1	1	2	Advances	Even	Challenges
	2003	44	Muni Forward: Capital Improvements + Service Increase	SF	\$2.9B	0	0.7	2	1	Even	Even	Even
	6100	45	Integrated Transit Fare System	Public/NGO Submission	\$0.3B	0	2	<0.5	5	Advances	Advances	Advances
	2004	46	Sonoma Countywide Bus: Service Increase	SCTA	\$0.9B	0	<0.5	<0.5	1	Advances	Even	Even
	2400	47	Downtown San Jose LRT Subway	VTA	\$1.9B	0	<0.5	<0.5	1	Even	Even	Even
	6106	48	Free Transit for Low-Income Households	Public/NGO Submission	\$0.1B	0	<0.5	<0.5	<0.5	Advances	Advances	Advances
	6101	49	Free Transit for All	Public/NGO Submission	\$0.1B	1	<0.5	<0.5	<0.5	Advances	Advances	Advances
Build Local Transit	4000	50	Oakland/Alameda Gondola Network	City of Oakland	\$1.1B	1	0.7	<0.5	2	Even	Advances	Even
	4001	51	Mountain View AV Network (Free Fare, Subsidies from Companies)	City of Mountain View	\$1.4B	1	<0.5	0.9	1	Advances	Advances	Advances
	2403	52	Vasona LRT Extension (Phase 2)	VTA	\$0.3B	0	0.7	<0.5	1	Advances	Advances	Even
	2412	53	SR-85 LRT (Mountain View to US101 interchange)	City of Cupertino	\$3.7B	0	<0.5	0.7	0.6	Even	Challenges	Even
	2408	54	Muni Metro T-Third Extension to South San Francisco	City of South San Fran..	\$1.8B	0	<0.5	<0.5	1	Challenges	Challenges	Even
	4002	55	Contra Costa Autonomous Shuttle Program	CCTA	\$3.4B	0	<0.5	<0.5	<0.5	Advances	Even	Challenges
	4003	56	Cupertino-Mountain View-San Jose Elevated Maglev Rail Loop	City of Cupertino	\$8.1B	1	<0.5	<0.5	<0.5	Challenges	Challenges	Challenges
	2402	57	San Jose Airport People Mover	VTA	\$1.4B	0	<0.5	<0.5	<0.5	Even	Challenges	Even
Enhance Alternate Modes	2600	58	WETA Ferry Service Frequency Increase	WETA	\$0.4B	0	2	6	3	Challenges	Even	Even
	6006	59	Enhanced Regionwide Bike Infrastructure	MTC/ABAG	\$12.6B	0	1	3	3	Advances	Advances	Advances
	2602	60	WETA Ferry Service: Berkeley - San Francisco	WETA	\$0.2B	0	<0.5	1	1	Advances	Even	Even
	2700	61	Bay Bridge West Span Bike Path	MTC/ABAG	\$0.8B	0	<0.5	1	0.5	Even	Challenges	Challenges
	2603	62	WETA Ferry Service: Redwood City - San Francisco - Oakland	WETA	\$0.3B	0	0.6	0.6	<0.5	Even	Even	Even
	4004	63	Regional Hovercraft Network	CCAG	\$2.6B	0	<0.5	0.6	<0.5	Even	Challenges	Advances
	6004	64	Bay Trail Completion	Public/NGO Submission	n/a	0	cannot be modeled			cannot be modeled		
	6005	65	Regional Bicycle Superhighway Network	Public/NGO Submission	n/a	0	cannot be modeled			cannot be modeled		

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Equity Score: "Advances" indicates that the project may benefit lower income individuals (below regional median income) more than higher income individuals. "Challenges" indicates that project benefits skew towards higher income individuals. "Even" indicates even distribution of benefits for all income groups.

Note on Bicycle Projects: Improvements to individual bicycle facilities cannot be sufficiently modeled using Travel Model 1.5 (except Bay Bridge West Span since this opens up a connection); Travel Model 2.0 (under development) may allow more advanced analysis in the future. As an interim solution, a single "Enhanced Regionwide Bike Infrastructure" (Project ID 6006) was modeled, supported by off-model assertions based on research literature review. This project does not consider any specific improvements, but instead provides perspective on the benefits of a regionwide bike infrastructure investment (e.g. shared streets, trails, superhighways) on our transportation system.

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Project Type	Project ID	Row ID	Project	Project Source	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
Build Road Capacity - High Cost	1001	66	Southern Crossing Bridge + New San Francisco-Oakland Transbay Rail Crossing - BART (Crossin..	Crossings Study	\$47.1B	1	0.6	1	2	Even	Even	Even
	3000	67	Regional Express Lanes (MTC + VTA + ACTC + US-101)	MTC/ABAG	\$12.1B	1	0.5	0.6	2	Challenges	Challenges	Challenges
	1005	68	Mid-Bay Bridge (I-238 to I-380) (Crossing 2)	Crossings Study	\$19.9B	2	<0.5	<0.5	1	Even	Challenges	Even
	1006	69	San Mateo Bridge Reconstruction and Widening (Crossing 1)	Crossings Study	\$15.7B	1	<0.5	<0.5	<0.5	Advances	Challenges	Even
Build Road Capacity - Low Cost	3101	70	I-680/SR-4 Interchange Improvements (Direct/HOV Connectors, Ramp Widening, Auxiliary Lan..	CCTA	\$0.4B	1	<0.5	2	3	Even	Challenges	Even
	3110	71	Union City-Fremont East-West Connector	ACTC	\$0.4B	1	0.7	1	3	Even	Even	Even
	3102	72	SR-4 Operational Improvements	CCTA	\$0.5B	1	<0.5	1	2	Challenges	Challenges	Even
	3104	73	I-80/I-680/SR-12 Interchange + Widening (Phases 2B-7)	STA	\$0.7B	2	<0.5	1	1	Challenges	Even	Even
	3103	74	SR-4 Widening (Brentwood to Discovery Bay)	CCTA	\$0.4B	1	<0.5	<0.5	6	Advances	Even	Challenges
	3106	75	SR-152 Realignment and Tolling	VTA	\$1.9B	2	2	<0.5	<0.5	Even	Challenges	Even
	3109	76	SR-262 Widening and Interchange Improvements	ACTC	\$1.2B	2	<0.5	<0.5	1	Even	Even	Challenges
	3100	77	SR-239 Widening (Brentwood to Tracy including Airport Connector)	CCTA	\$2.4B	1	<0.5	<0.5	0.9	Challenges	Advances	Challenges
	3105	78	SR-12 Widening (I-80 to Rio Vista)	STA	\$2.5B	2	<0.5	<0.5	0.7	Even	Challenges	Even
	5000	79	Bay Area Forward (Phase 1: Freeway Ramp and Arterial Components Only)	MTC/ABAG	\$0.6B	1	7	9	6	Challenges	Challenges	Challenges
Optimize Existing Freeway Network	6103	80	Demand-Based Tolling on All Highways with Means-Based Tolls	Public/NGO Submission	\$6.0B	1	2	0.8	9	Even	Even	Even
	6102	81	HOV Lane Network with per-mile fee for SOVs	Public/NGO Submission	\$7.7B	1	2	<0.5	5	Challenges	Challenges	Challenges
	3003	82	San Francisco Arterial HOV and Freeway HOT Lanes	SF	\$1.3B	0	0.5	0.9	3	Challenges	Challenges	Even
	2002	83	AC Transit Transbay Network: Capital Improvements + Service Increase	AC Transit	\$6.5B	0	0.5	0.8	1	Challenges	Challenges	Challenges
	6022	84	Bus Rapid Transit (BRT) on All Bridges: Dedicated Lanes + Service/Capacity Improvements	Public/NGO Submission	\$1.2B	0	0.6	1	<0.5	Advances	Advances	Even
	6020	85	Regional Express (ReX) Bus Network + Optimized Express Lane Network	Public/NGO Submission	\$41.0B	1	<0.5	0.7	0.5	Challenges	Challenges	Challenges
	5003	86	I-680 Corridor Improvements (BRT, Express Bus, Shared AVs, Gondolas)	CCTA	\$4.6B	0	<0.5	0.5	0.6	Even	Even	Even
	6104	87	Reversible Lanes on Top 10 Congested Bridges and Freeways	Public/NGO Submission	\$2.4B	1	<0.5	<0.5	<0.5	Challenges	Even	Advances
	6003	88	I-80 Corridor Overhaul with Per-Mile Tolling	Public/NGO Submission	\$3.9B	1	<0.5	<0.5	<0.5	Even	Challenges	Challenges
	6021	89	Bus Rapid Transit (BRT) on All Bridges: Dedicated Lanes only	Public/NGO Submission	\$0.2B	0	<0.5	<0.5	<0.5	Advances	Advances	Even
Resilience	6105	90	Timing Regulation of Freight Delivery	Public/NGO Submission	n/a	1	cannot be modeled			cannot be modeled		
	7002	91	I-580/US-101/SMART Marin Resilience Project	MTC/ABAG/BCDC	\$0.2B	0	>10	>10	>10	Challenges	Challenges	Challenges
	7005	92	SR-237 Resilience Project (Alviso)	MTC/ABAG/BCDC	\$0.2B	0	>10	n/a	>10	Even	n/a	Even
	7006	93	I-880 Resilience Project (South Fremont)	MTC/ABAG/BCDC	\$0.1B	0	>10	n/a	n/a	Challenges	n/a	n/a
	7004	94	SR-84 Resilience Project (Dumbarton Bridge, 101 Interchange)	MTC/ABAG/BCDC	\$0.2B	0	>10	n/a	n/a	Challenges	n/a	n/a
	7003	95	US-101 Peninsula Resilience Project (San Antonio Rd, Poplar Ave, Millbrae Ave)	MTC/ABAG/BCDC	\$0.2B	0	>10	n/a	n/a	Challenges	n/a	n/a
	7001	96	VTA LRT Resilience Project (Tasman West)	MTC/ABAG/BCDC	\$0.2B	0	5	5	8	Even	Advances	Even
	3200	97	SR-37 Long Term Project (Tolling, Elevation, Interchanges, Widening, Express Bus)	MTC/ABAG/North Bay ..	\$6.0B	2	2	2	0.7	Challenges	Challenges	Challenges

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Attachment E: Initial Staff Recommendations on Major Projects

Given the requirements for fiscal constraint and the ambitious SB 375-mandated target for per capita greenhouse gas emissions reductions, MTC employs a performance-based planning approach to project selection to ensure that limited regional trade-off revenues (revenues not currently pledged to a specific use) are directed toward projects that support regional goals.

97 major projects were analyzed through the Project Performance Assessment, with Draft Results shared in November 2019 and Final Results shared in January 2020. Final Project Performance Assessment results are found in **Attachment D** for reference. Projects were assessed in three distinct future scenarios using three metrics: benefit/cost ratio, equity score, and Guiding Principles flags. Using the final results, projects were identified as having a performance challenge if they met any of the following criteria.

- Two or more benefit/cost ratios below one
- One or more equity scores with a “Challenges” rating
- One or more Guiding Principles flags

A total of 62 projects were identified as having a performance challenge. The large number of projects with a performance challenge can be attributed to a number of factors. These include best-practice refinements to the benefit-cost methodology - which led to more conservative estimates of cost-effectiveness - and the new quantitative equity score - which highlighted that a number of projects predominantly benefit higher-income users when simulated in the Travel Model.

In previous Plans, projects that did not perform well went through the “compelling case” process, where sponsors highlighted deficiencies in the project performance methodology that resulted in the full benefits of the project not being quantified. Plan Bay Area 2050 takes a different approach to projects with challenges, inviting sponsors to leverage the results of Project Performance to propose project-level alterations or complementary strategies that would improve the performance of their projects. Projects with funding gaps and performance challenges were required to submit a commitment letter to improve their position for regional trade-off revenues to close their funding gap; otherwise, CTAs could assign shares of their forecasted future transportation revenues to close funding gaps or drop the project from consideration in Plan Bay Area 2050. Commitment letters were submitted for 29 of the 62 projects identified as having a performance challenges, all of which will require regional trade-off revenues to close their funding gap; six projects are being advanced through 100% local funding commitments. The remaining projects were not advanced for consideration.

The ultimate goal of the “collaborative space” approach to Project Performance was to allow sponsors and MTC/ABAG to learn from project performance results and modify projects to maximize their benefits to Bay Area residents. Additionally, the “collaborative space” process encourages sponsor-level support for bold regional strategies identified by MTC/ABAG staff for analysis in the Draft Blueprint by offering sponsors the opportunity to endorse strategies and identify them as candidates for implementation at a local level (e.g., integrated fare policy, higher-density zoning around transit stations). While sponsors may not have implementing authority for all strategies, support expressed through the commitment letters will help MTC/ABAG make the case for implementation with the appropriate stakeholders.

A number of sponsors provided meaningful proposals to improve the performance of their projects. Table 1 summarizes examples of commitments and lists example projects; note that the table is not exhaustive.

Table 1. Examples of Performance Commitments
(for illustrative purposes only; recommendation on Final Blueprint status still pending)

Metric	Commitment	Example Project(s)
B/C Ratio	Switch to more cost-effective mode	Brentwood Extension (now Bus Rapid Transit); Dumbarton Rail (now Group Rapid Transit)
	Reorient to a more limited phase 1	AC Transit Rapid Network, ReX
	Increase user base by supporting TOD or new PDAs	Dumbarton Rail; ACE Freq. Increase
	Scale back to study	T-Third Ext. to South San Francisco; SJC Airport People Mover
Equity Score	Pledge to continue participating in means-based fare pilot	SMART to Cloverdale; WETA Projects
	Support for affordability requirements in station area TODs	Caltrain Enhanced Growth; ACE Freq. Increase
	Support for studying means-based fares	SF Congestion Pricing; Regional Hovercraft
	Include means-based toll discount or exemption	Treasure Island Congestion Pricing; SR-37
Guiding Principles Flag	GHG: focus on lane conversions over widenings	Express Lanes
	Safety: add a multi-use path for cyclists/pedestrians	Union City-Fremont East West Connector; SR-37
	Construction-related displacement: eliminate displacing structures from scope	ReX; Caltrain Enhanced Growth

Due to time and resource constraints, projects were not reanalyzed based on updates to project scope proposed in the commitment letters. Staff appraised projects qualitatively based on the following factors:

- **Expected performance with commitment applied:** would the commitment make a meaningful improvement or would gains likely be marginal?
- **Strength and applicability of the commitment:** is this commitment of an appropriate magnitude? How well does it address the challenge?
- **Commitment feasibility:** is this a realistic commitment to make given the sponsor’s implementation authority?
- **Alignment with Blueprint strategies:** does this project support the strategies approved by MTC/ABAG Joint Planning and Administrative Committee in February 2020?
- **Strength of local funding commitment:** did the CTA prioritize this project with local funding shares? How large is the funding gap that would be met with regional trade-off revenues?

These factors were used to generate initial staff recommendations on a project-level basis, summarized in the tables below by corridor or Bay Area subregion. Information on each project’s performance rating and the contents of its commitment letter are included, along with an initial staff recommendation of “include,” “consider,” or “exclude” in the Final Blueprint strategies. The table notes projects that were not included on CTA lists and which will be dropped from consideration.

- An **Include** rating means that the project has a high likelihood of being integrated into the Final Blueprint strategies, thanks to a combination of performance and/or commitments made.
- A **Consider** rating means that a final recommendation on the project will be pending further insights from the Draft Blueprint in July - including GHG, equity, and fiscal aspects - as well as any further requested information from the project sponsor.
- An **Exclude** rating means that the project has a low likelihood of being integrated into the Final Blueprint strategies, unless unanticipated future revenues emerge later this summer.

Staff will return in July with an update to these tables to incorporate fiscal-constraint considerations, including final recommendations on whether or not to include projects marked “consider” in a strategy. Crucially, given oversubscription of early years’ revenues, the **July recommendation will also include a time period for regional discretionary funding and anticipated project delivery** (Period 1: 2021-2035 or Period 2: 2036-2050).

Major Projects Proposed for Integration into Advance Low-Cost Transit Projects Strategy

		Performance Challenges			Performance Commitments	Recommendation
Title		B/C	Equity	GPs		
2004	Sonoma County Service Freq. Increase	Major	None	None	No commitment letter received	100% Locally Funded
2201	BART Core Capacity	None	None	None	No commitment letter needed	Include
2602	WETA Ferry: Berkeley-SF	None	None	None	No commitment letter needed	Include
2600	WETA Service Frequency Increase	None	Minor	None	Reduce fare burden via participation in regional means-based fare program	Include
2205	BART to Silicon Valley (Phase 2)	None	None	None	No commitment letter needed	Include
3109	E 14th/Mission Blvd Corridor Project	None	None	None	No commitment letter needed	Include
2209	Irvington BART Infill Station	None	None	None	No commitment letter needed	Include
2008	Alameda Point Transit Network	None	None	None	No commitment letter needed	Include
2100	San Pablo BRT	None	None	None	No commitment letter needed	Include
2000	AC Transit Local Service Freq. Increase	None	None	None	No commitment letter needed	Include
2001	AC Transit Rapid Network	Minor	None	None	Rescope to focus on high-performing routes	Include with more limited scope
2007	South East SF Transit Improvements	None	None	None	No commitment letter needed	Include
2003	Muni Forward	None	None	None	No commitment letter needed	Include
3001	Treasure Island Congestion Pricing	None	Major	Minor	Project includes an affordability program with means-based tolls/fares	Include
3002	Downtown SF Congestion Pricing	None	Major	Minor	No substantial commitments	Include
2103	El Camino Rapid Bus	None	Minor	None	No commitment letter needed	Include
2101	Geary BRT (Phase 2)	None	Minor	None	No substantial commitments	Include
2202	BART DMU to Brentwood BRT to Brentwood	Major	Major	None	Rescope to BRT	Consider per regional discretionary funding request
5003	I-680 Multimodal Improvements	Minor	None	None	Reduce scope to focus on high-performing Express Bus service that serves Communities of Concern Support for transit-supportive land use policy on the corridor	Consider per regional discretionary funding request
2603	WETA Ferry: Redwood City-SF	Minor	None	None	No substantial commitments	Exclude project; keep 100% locally funded study

Major Projects Proposed for Integration into [Build a Complete Streets Network Strategy](#)

		Performance Challenges			Performance Commitments	Recommendation
Title		B/C	Equity	GPs		
6006	Enhanced Regional Bicycle Infrastructure	None	None	None	No commitment letter needed	Include
2700	Bay Bridge West Span Bike Path	Minor	Major	None	Increase usage via e-bike programs in Communities of Concern; reduce costs by removing connection to Treasure Island; explore philanthropic/private funding	Consider
2104	Better Market Street	Not modelable (no performance rating)			No substantial commitments	Consider
6004	Bay Trail Completion	Not modelable (no performance rating)			No commitment letter received	Fold into regional Complete Streets strategy
6005	Regional Bicycle Superhighway Network	Not modelable (no performance rating)			No commitment letter received	Exclude

Major Projects Proposed for Integration into [Build a New Transbay Crossing Strategy](#)

		Performance Challenges			Performance Commitments	Recommendation
Title		B/C	Equity	GPs		
1004	New Transbay Rail Crossing (BART or Commuter Rail)	None	None	None	No commitment letter needed	Include Phase 1 only, contingent upon fiscal constraint

Major Projects Proposed for Integration into [Improve Interchanges and Highway Bottlenecks Strategy](#)

		Performance Challenges			Performance Commitments	Recommendation
Title		B/C	Equity	GPs		
3100	SR-239 Freeway	Major	Major	Minor	No commitment letter received	100% Locally Funded
3101	I-680/SR-4 Interchange + Widening	None	Minor	Minor	No commitment letter received	100% Locally Funded
3102	SR-4 Operational Improvements	None	Minor	Minor	No commitment letter received	100% Locally Funded
3103	SR-4 Widening (Brentwood to Discovery Bay)	Major	Minor	Minor	No commitment letter received	100% Locally Funded
3106	SR-152 Freeway	Major	Minor	Major	Rescope to study	100% Locally Funded
5000	Bay Area Forward (Phase 1)	None	Major	Minor	Rescope to focus on highest-performing/transit-supportive elements	Include
3112	SR-37 Interim Improvements	Project Performance Assessment Not Required			Support for means-based tolls and fares; inclusion of HOV lanes benefitting carpools and transit; inclusion of multi-use path to improve safety	Include
3200	SR-37 Widening + Resilience					Consider per reg. discretionary funding request
3104	I-80/I-680/SR-12 Interchange + Widening	None	Minor	Major	No substantial commitments	Consider per further commitments to improve GHG performance
3110	Union City-Fremont East-West Connector	None	None	Minor	Includes a multi-use path to improve safety	Consider per further commitments to improve GHG performance
3109	SR-262 Mission Blvd	Major	Minor	Major	Open to phasing between Period 1 and Period 2 (2036-50)	Consider Phase 1 project, contingent on additional information
2005	Alameda County BRT Network + CV Corridors	Major	None	None	No commitment letter received	Not in CTA List
6104	Reversible Lanes on Top 10 Congested Bridges and Freeways	Major	Minor	Minor	No commitment letter received	Not in CTA List
2004	SR-12 Widening	Major	Minor	Major	No commitment letter received	Not in CTA List

Major Projects Proposed for Integration into [Increase Existing Rail Capacity and Frequency by Modernizing the Network Strategy](#)

		Performance Challenges				
Title		B/C	Equity	GPs	Performance Commitments	Recommendation
2302	Caltrain Enhanced Growth (revision to Caltrain Base Growth)	Major	None	Major	Reduce scope by eliminating nonessential grade separations; reduce fare burden via participation in regional means-based fare program; support for transit-supportive land use policy on the corridor	Consider per regional discretionary funding request
2312	ACE 10 Daily Round Trips	None	Major	None	Commitment to means-based fares and support for fare integration Support for transit-supportive land use policy in station areas	Consider per regional discretionary funding request
2309	Altamont Vision Phase 1	Minor	Major	None		Exclude
2301 2303	Caltrain High & Moderate Growth	Minor	Major	Major	No commitment letter received	Not in CTA List
2400	Downtown San Jose Subway	Major	None	None	Support for transit-supportive land use policy on the corridor	Not in CTA List
2401	North San Jose LRT Subway	Major	None	None	No commitment letter received	Not in CTA List
2409 2410 2411	MTA LRT Grade Separation, Expansion, & Automation	Major	None	Minor	No commitment letter received	Not in CTA List
2407	Muni Metro Southwest Subway	Major	Minor	None	No commitment letter received	Not in CTA List
2310	Megaregional Rail	Major	Major	Major	No commitment letter received	Not in CTA List

Major Projects Proposed for Integration into [Expand Regional Rail Network Strategy](#)

		Performance Challenges			Performance Commitments	Recommendation
Title		B/C	Equity	GPs		
2403	Vasona LRT (Phase 2)	Minor	None	None	No commitment letter received	100% Locally Funded
2308	Valley Link (Bay Area Segment)	None	None	None	No commitment letter needed	Include
2300	Caltrain Downtown Extension	Minor	Major	None	No substantial commitments	Consider contingent on new Transbay rail crossing
2206	BART to Cupertino Cupertino Stevens Creek LRT	Major	None	None	Rescope to light rail to reduce costs; support for transit-supportive land use policy on the corridor	Consider per regional discretionary funding request
2306	Dumbarton Rail	Major	Minor	None	Rescope to LRT Increase usage via TOD in East Bay PDAs	Consider pending PDA applications
2402	San Jose Airport People Mover Planning/Env.	Major	Minor	None	Rescope to planning/environmental	Exclude project; keep 100% locally funded study
2408	Muni Metro to South San Francisco	Major	Major	None	Rescope to study	Exclude project; keep 100% locally funded study
3105	SMART to Cloverdale	Major	Major	None	Reduce fare burden via participation in regional means-based fare program; discounted transfers to several local transit systems	Exclude
2305	SMART to Solano	Major	Major	None	No substantial commitments	Exclude
6002	SMART to Richmond via New RSR Bridge	Major	Major	Major	No commitment letter received	Not in CTA List
2204	I-680 BART	Major	None	None	No commitment letter received	Not in CTA List
2208	BART from Millbrae to Silicon Valley	Major	None	None	No commitment letter received	Not in CTA List
2207	BART to Gilroy	Major	None	Minor	No commitment letter received	Not in CTA List
2412	SR-85 Rail	Minor	Minor	None	No commitment letter received	Not in CTA List
4003	South Bay Maglev Loop	Major	Major	Minor	No commitment letter received	Not in CTA List

Major Projects Proposed for Integration into [Build an Integrated Regional Express Lane and Express Bus Network Strategy](#)

		Performance Challenges			Performance Commitments	Recommendation
Title		B/C	Equity	GPs		
2604	Golden Gate Transit Bus and Ferry Upgrades	Project Performance Assessment in progress			Need for commitment letter TBD	TBD (dependent on performance results)
2203	I-80 Busway+ BART to Hercules	Major	Major	None	Rescope to eliminate BART to Hercules	100% Locally Funded
3000	SR 85 Express Lanes: US-101 to Mountain View ^{1,2}	Minor	Major	Minor	Increase focus on lane conversions and invest in regional express bus service	100% Locally Funded
3000	I-880 Express Lanes: SR-237 to US-101 ^{1,2}	Minor	Major	Minor		100% Locally Funded
3000	SR-87 Express Lanes: US-101 to SR-85 ^{1,2}	Minor	Major	Minor		100% Locally Funded
3000	US-101 Express Lanes: SM County to Morgan Hill ^{1,2}	Minor	Major	Minor		100% Locally Funded
3000	I-280 Express Lanes: US-101 to Magdalena Avenue ^{1,2}	Minor	Major	Minor		100% Locally Funded
3000	I-680 Express Lanes (NB): Livorna to Benicia-Martinez Bridge ^{1,2}	Minor	Major	Minor		100% Locally Funded
3000	I-680 Express Lanes: Benicia-Martinez Bridge and HOV Bypass	Minor	Major	Minor		100% Locally Funded
3000	I-680 Express Lanes: SR-237 to US-101 ^{1,2}	Minor	Major	Minor		100% Locally Funded
3000	I-680 Express Lanes (NB): SR-84 to Automall Pkwy Ph. 1 ^{1,2}	Minor	Major	Minor		Include, contingent on expanded equity commitments (e.g., means-based tolls)
3000	I-680 Express Lanes (SB): SR-84 to Alcosta Ph. 1 ¹	Minor	Major	Minor		Include, contingent on expanded equity commitments (e.g., means-based tolls)
3000	I-680 Express Lanes (NB): Automall Pkwy to SC County Line Ph. 2 ^{1,2}	Minor	Major	Minor		Include, contingent on expanded equity commitments (e.g., means-based tolls)
3000	I-680 Express Lanes (NB): SR-84 to Alcosta Ph. 2 ^{1,2}	Minor	Major	Minor		Include, contingent on expanded equity commitments (e.g., means-based tolls)

Major Projects Proposed for Integration into [Build an Integrated Regional Express Lane and Express Bus Network Strategy](#) (continued)

		Performance Challenges			Performance Commitments	Recommendation
Title	B/C	B/C	Equity	GPs		
3000	US-101 Express Lanes: I-380 to SF County Line ^{1,2}	Minor	Major	Minor	Increase focus on lane conversions and invest in regional express bus service	Include , contingent on expanded equity commitments (e.g., means-based tolls)
3000	I-80 Express Lanes: Carquinez Bridge to Bay Bridge Toll Plaza	Minor	Major	Minor		Include , contingent on expanded equity commitments (e.g., means-based tolls)
3000	I-80 Express Lanes: SR-37 - Carquinez Bridge ^{1,2}	Minor	Major	Minor		Include , contingent on expanded equity commitments (e.g., means-based tolls)
3000	I-80 Express Lanes: Red Top Rd to SR-37	Minor	Major	Minor		Include , contingent on expanded equity commitments (e.g., means-based tolls)
3000	I-80 Express Lanes: I-505 to Red Top Rd	Minor	Major	Minor		Include , contingent on expanded equity commitments (e.g., means-based tolls)
3000	I-80 WB Bay Bridge HOV Bypass Lane	Minor	Major	Minor		Include , contingent on expanded equity commitments (e.g., means-based tolls)
3000	I-880 Express Lanes (NB): Hegenberger Rd to Lewelling Blvd	Minor	Major	Minor		Include , contingent on expanded equity commitments (e.g., means-based tolls)
3000	I-880 Express Lanes (NB): Hegenberger Rd to Bay Bridge	Minor	Major	Minor		Include , contingent on expanded equity commitments (e.g., means-based tolls)
3000	I-580 Express Lanes: Greenville Rd to San Joaquin County Line	Minor	Major	Minor		Include , contingent on expanded equity commitments (e.g., means-based tolls)
3000	I-580 Express Lanes: Bay Bridge to I-238	Minor	Major	Minor		Include , contingent on expanded equity commitments (e.g., means-based tolls)
3000	I-580 Express Lanes: I-238 to I-680	Minor	Major	Minor		Include , contingent on expanded equity commitments (e.g., means-based tolls)
3000	SR-84 WB: Dumbarton Bridge Toll Plaza	Minor	Major	Minor		Include , contingent on expanded equity commitments (e.g., means-based tolls)

Major Projects Proposed for Integration into [Build an Integrated Regional Express Lane and Express Bus Network Strategy](#) (continued)

		Performance Challenges			Performance Commitments	Recommendation
Title	B/C	B/C	Equity	GPs		
3000	SR-92 WB: San Mateo Bridge Toll Plaza	Minor	Major	Minor	Increase focus on lane conversions and invest in regional express bus service	Include, contingent on expanded equity commitments (e.g., means-based tolls)
3000	SR-4 Express Lanes: Hillcrest Ave to I-680/SR-4 Interchange	Minor	Major	Minor		Include, contingent on expanded equity commitments (e.g., means-based tolls)
3000	SR-85 Express Lanes: SR-237 to SR-87 (dual)	Minor	Major	Minor		Include, contingent on expanded equity commitments (e.g., means-based tolls)
3000	US-101/I-280 Express Lanes: SM County Line to 3 rd St ^{1,2}	Minor	Major	Minor		Include, contingent on expanded equity commitments (e.g., means-based tolls)
3003	SF Express Bus on Express Lanes	Minor	Major	None	Rescope to remove arterial HOV lanes; commitment to increase bus service in CoCs	Include
2002	AC Transit Transbay Service Freq. Increase	None	Major	None	Explore new routes serving lower-income riders in East Oakland and West Contra Costa	Include with more limited scope
6020	ReX Green Line (Vallejo to SFO via SF Transbay) ¹	Minor	Major	Minor	Rescope to reduce routes based on performance and alignment with Express Lanes and Communities of Concern; offer means-based fares and free/reduced cost transfers	Include
6020	ReX Blue Line (SF Transbay to Diridon) ¹	Minor	Major	Minor		Consider as basic express bus
6020	ReX Red Line (DT Oakland to Redwood City via Dumbarton) ¹	Minor	Major	Minor		Consider as basic express bus
6003	I-80 Corridor Overhaul	Major	Major	None	No commitment letter received	Not in CTA List
6021	BRT on All Bridges	Major	None	None	No commitment letter received	Not in CTA List

Major Projects Proposed for Integration into [Advance Other Regional Programs and Local Priorities Strategy](#)

		Performance Challenges			Performance Commitments	Recommendation
Title		B/C	Equity	GPs		
4002	Contra Costa AV Shuttle Program	Major	Major	None	Rescope to study	100% Locally Funded
4004	Regional Hovercraft Network	Major	Minor	None	Increase usage via first/last mi shuttles; include means-based fares	Exclude project; keep 100% locally funded pilot route
7003	VTA LRT SLR Project	None	None	None	No commitment letter needed	Include
7005	SR-237 SLR Project	None	None	None	No commitment letter needed	Include
7004	US-101 Peninsula Resilience	None	None	None	No commitment letter needed	Include
7001	Marin I-580/US-101 Resilience Project	None	None	None	No commitment letter needed	Include
2304	US-101 Coyote Creek Resilience Project	None	None	None	No commitment letter needed	Include
7006	I-880 Resilience Project	None	None	None	No commitment letter needed	Include
7002	Dumbarton Bridge Resilience	None	None	None	No commitment letter needed	Include
4000	Oakland/Alameda Gondola Network	Minor	None	Minor	No commitment letter received	Not in CTA List
4001	Mountain View AV Network	Minor	None	Minor	No commitment letter received	Not in CTA List

Attachment F: Initial Concept for Final Blueprint (Transportation Element)

(all estimates in billions of year-of-expenditure dollars; RD = regional discretionary funding)

	Include		Include + Consider	
	RD	Total	RD	Total
Operate and Maintain the Existing System				
Maintain Local Streets	0	44	18	62
Maintain Highways and Bridges	0	49	0	49
Maintain Public Transit Capital	18	54	23	59
Maintain Transit Operations <i>(at 2021 levels)</i>	0	208	0	208
Draft Blueprint Strategies				
Enable Seamless Mobility with Unified Trip Planning and Fare Payments	1	1	1	1
Reform Regional Transit Fare Policy	10	10	11	12
Implement Per-Mile Tolling on Congested Freeways with Transit Alternatives	1	1	1	1
Build a Complete Streets Network	7	9	9	13
Advance Regional Vision Zero Policy through Street Design and Reduced Speeds	1	2	3	5
Advance Low-Cost Transit Projects	9	35	15	44
Build a New Transbay Rail Crossing	27	29	27	29
Final Blueprint Strategies <i>(Proposed)</i>				
Accelerate Restoration of Transit Operations <i>(to 2019 levels)</i>	3	3	3	3
Increase Existing Rail Capacity and Frequency by Modernizing the Network	0	5	9	16
Extend the Regional Rail Network	3	4	13	17
Build an Integrated Regional Express Lane and Express Bus Network	2	3	4	6
Improve Interchanges and Address Highway Bottlenecks	3	9	10	18
Advance Other Regional Programs and Local Priorities	1	8	5	14
TOTAL EXPENDITURES	86	474	152	557