



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, October 9, 2020

9:40 AM

Remote

Association of Bay Area Governments Administrative Committee

The ABAG Administrative Committee will be meeting on October 9, 2020, 9:40 a.m., in the Bay Area Metro Center (Remotely). In light of Governor Newsom's State of Emergency declaration regarding the COVID-19 outbreak and in accordance with Executive Order N-29-20 issued by Governor Newsom on March 17, 2020 and the Guidance for Gatherings issued by the California Department of Public Health, the meeting will be conducted via webcast, teleconference, and Zoom for 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/96892362073>

iPhone One-Tap: US: +16699006833,,96892362073# or +14086380968,,96892362073#

Join by Telephone (for higher quality, dial a number based on your current location) US:
+1 669 900 6833 or +1 408 638 0968 or +1 346 248 7799 or +1 253 215 8782 or +1 646 876 9923
or +1 301 715 8592 or +1 312 626 6799 or 888 788 0099 (Toll Free) or 877 853 5247 (Toll Free)

Webinar ID: 968 9236 2073

International numbers available: <https://bayareametro.zoom.us/j/96892362073>

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 9:40 a.m.

or immediately following the preceding MTC 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 Compensation Announcement – Clerk of the Board

3. ABAG Administrative Committee Consent Calendar

- 3.a. [20-1352](#) Approval of ABAG Administrative Committee Summary Minutes of the September 11, 2020 Meeting

Action: ABAG Administrative Committee Approval

Presenter: Clerk of the Board

Attachments: [3a ABAG AC Minutes 20200911 MTC Planning.pdf](#)

4. MTC Planning Committee Consent Calendar

- 4.a. [20-1369](#) Approval of MTC Planning Committee Minutes of the September 11, 2020 Meeting

Action: MTC Planning Committee Approval

Attachments: [4a MTC PLNG Minutes Sept 11 2020.pdf](#)

5. Information

5.a. [20-1370](#) Regional Active Transportation Plan Scope

Presentation on the Active Transportation Plan scope of work, timeline and stakeholder engagement, as well as local active transportation Covid-19 strategies.

Action: Information

Presenter: Kara Oberg

Attachments: [5a Regional Active Transportation Plan Scope.pdf](#)

5.b. [20-1501](#) Plan Bay Area 2050 Final Blueprint: Telecommuting Strategy Follow-Up

Presentation on the Plan Bay Area 2050 telecommuting strategy based upon action at the September 23, 2020 Commission meeting, per request of MTC Planning Committee Chair Spering.

Action: Information

Presenter: Therese W. McMillan

Attachments: [5b_PBA50FinalBlueprint_Telecommuting.pdf](#)
[5b_Handout-PBA2050_TelecommutingFactSheet_100820.pdf](#)
[5b_Corr Rec_SFCTA-10-09-2020 Telecommute Strategy Comments.pdf](#)

6. Public Comment / Other Business

Information

7. Adjournment / Next Meeting

The next meeting of the ABAG Administrative Committee is on November 6, 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 #: 20-1352 **Version:** 1 **Name:**

Type: Minutes **Status:** Consent

File created: 9/3/2020 **In control:** ABAG Administrative Committee

On agenda: 10/9/2020 **Final action:**

Title: Approval of ABAG Administrative Committee Summary Minutes of the September 11, 2020 Meeting

Sponsors:

Indexes:

Code sections:

Attachments: [3a_ABAG AC Minutes 20200911 MTC Planning.pdf](#)

Date	Ver.	Action By	Action	Result
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Approval of ABAG Administrative Committee Summary Minutes of the September 11, 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, September 11, 2020

9:15 AM

Remote

**Association of Bay Area Governments
Administrative Committee
Special Meeting**

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 9:15 a.m.
or immediately following the preceding MTC 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

Chair Arreguin called the ABAG Administrative Committee meeting to order at about 9:26 a.m. Quorum was present.

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

Absent: 1 - Rabbitt

2. ABAG Compensation Announcement – Clerk of the Board

The ABAG Clerk of the Board gave the compensation announcement.

3. ABAG Administrative Committee Consent Calendar

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

Aye: 8 - Arreguin, Cortese, Haggerty, Mackenzie, Mitchoff, Peralez, Pierce, and Romero

Absent: 3 - Chavez, Rabbitt, and Ramos

- 3.a. [20-1236](#) Approval of ABAG Administrative Committee Summary Minutes of the July 10, 2020 Meeting

4. MTC Planning Committee Consent Calendar

The MTC Planning Committee took action on this item.

- 4.a. [20-1194](#) Approval of MTC Planning Committee Minutes of the July 10, 2020 Meeting

5. Information

- 5.a. [20-1188](#) Plan Bay Area 2050: Final Blueprint - Summer 2020 Engagement & Proposed Revisions

Summary of summer 2020 Plan Bay Area 2050 Blueprint engagement efforts, key feedback received to inform the Final Blueprint, and proposed revisions to Strategies and Growth Geographies for final phase of analysis.

Leslie Lara-Enriquez and Dave Vautin gave the report.

The following gave public comment: Bevan Dufty, Adina Levin, Roland Lebrun, Rodney Nickens, Leslie Gordon, Matt, Zoe Segal, Henry Hilken, Richard Hedges.

- 5.b. [20-1294](#) Plan Bay Area 2050 Statistically-Valid Poll Results

Review of the Plan Bay Area 2050 statistically-valid poll results, which provide insight into the Bay Area public's priorities on important regional issues, as well as the strategies used to meet future challenges outlined in the Plan's Draft Blueprint.

Ursula Vogler and Sara LaBatt, EMC Research, gave the report.

The following gave public comment: Matt, Sierra Club.

6. Approval

- 6.a.** [20-1335](#) MTC Resolution No. 4437 and ABAG Resolution No. 16-2020: Plan Bay Area 2050: Final Blueprint

Proposed action on revisions to Strategies and Growth Geographies for the Plan Bay Area 2050 Final Blueprint, as well as the Regional Growth Forecast.

The following gave public comment: Roland Lebrun.

Upon the motion by Haggerty and second by Mackenzie, the ABAG Administrative Committee recommended ABAG Executive Board adoption of ABAG Resolution 16-2020, as amended regarding investments related to High Speed Rail. The motion passed unanimously by the following vote:

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

Absent: 1 - Rabbitt

7. Public Comment / Other Business

The following gave public comment: Roland Lebrun.

8. Adjournment / Next Meeting

Chair Arreguin adjourned the ABAG Administrative Committee meeting at about 11:44 a.m. The next meeting of the ABAG Administrative Committee is on October 9, 2020.

Metropolitan Transportation Commission

Legislation Details (With Text)

File #: 20-1369 **Version:** 1 **Name:**

Type: Report **Status:** Consent

File created: 9/3/2020 **In control:** Joint MTC Planning Committee with the ABAG Administrative Committee

On agenda: 10/9/2020 **Final action:**

Title: Approval of MTC Planning Committee Minutes of the September 11, 2020 Meeting

Sponsors:

Indexes:

Code sections:

Attachments: [4a MTC PLNG Minutes Sept 11 2020.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Approval of MTC Planning Committee Minutes of the September 11, 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. Sperling, Chair David Rabbitt, Vice Chair

*Eddie Ahn, Damon Connolly, Dave Cortese,
Sam Liccardo, Jake Mackenzie, Warren Slocum*

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

Friday, September 11, 2020

9:15 AM

Board Room - 1st Floor (REMOTE)

1. Roll Call / Confirm Quorum

Present: 6 - Commissioner Connolly, Commissioner Cortese, Commissioner Liccardo,
Commissioner Mackenzie, Chair Sperling and Commissioner Ahn

Absent: 2 - Vice Chair Rabbitt 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, Cortese, Haggerty, Mackenzie,
Mitchoff, Peralez, Pierce, Ramos, and Romero.

2. ABAG Compensation Announcement – Clerk of the Board

3. ABAG Administrative Committee Consent Calendar

- 3a. [20-1193](#) Approval of ABAG Administrative Committee Summary Minutes of the July
10, 2020 Meeting

Action: ABAG Administrative Committee Approval

Attachments: [3a ABAG AC Minutes 20200710 MTC Planning.pdf](#)

4. 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, Commissioner Cortese, Commissioner Liccardo, Commissioner Mackenzie, Chair Sperring and Commissioner Ahn

Absent: 2 - Vice Chair Rabbitt and Commissioner Slocum

- 4a.** [20-1194](#) Approval of MTC Planning Committee Minutes of the July 10, 2020 Meeting

Action: MTC Planning Committee Approval

Attachments: [4a MTC PLNG Minutes Jul 10 2020.pdf](#)

5. Information

- 5a. [20-1188](#) Plan Bay Area 2050: Final Blueprint - Summer 2020 Engagement & Proposed Revisions

Summary of summer 2020 Plan Bay Area 2050 Blueprint engagement efforts, key feedback received to inform the Final Blueprint, and proposed revisions to Strategies and Growth Geographies for final phase of analysis.

Action: Information

Presenter: Leslie Lara-Enriquez and Dave Vautin

Attachments: [5ai_PBA50_FinalBlueprint_Engagement_Summary_Sheet.pdf](#)
[5aii_PBA50_FinalBlueprint_Engagement_Attachment-A-Presentation.pdf](#)
[5aiii_PBA50_Engagement_Attachment B_Staff Memo.pdf](#)
[5aiv_PBA50_Engagement_Attachment C_Letters Received During Public Comment Period.pdf](#)
[5av_PBA50_Engagement_Attachment-D-Letters Received After Public Comment Period.pdf](#)
[5avi_PBA50_Engagement_Attachment E_Office Hours.pdf](#)
[5avii_PBA50_FinalBlueprint_Attachment F_StaffMemo.pdf](#)
[5aviii_PBA50_FinalBlueprint_Attachment G_Regional Growth Forecast.pdf](#)
[5aix_PBA50_FinalBlueprint_Attachment H_Growth Geographies.pdf](#)
[5ax_PBA50_FinalBlueprint_Attachment I_Strategies.pdf](#)
[5axi_PBA50_FinalBlueprint_Attachment J_TransportationProjects.pdf](#)

Written public comments received on this item was added to Attachment D.

The following members of the public were called to speak: Bevan Dufty, BART Board of Directors; Adina Levin, Seamless Bay Area; Roland Lebrun; Rodney Nickens Jr., Non-Profit Housing Organization of Northern California; Leslie Gordon, Urban Habitat; Matt, Sierra Club; Zoe Segal, Greenbelt Alliance; Henry Hilken, Bay Area Air Quality Management District; and Rich Hedges.

5b. [20-1294](#) Plan Bay Area 2050 Statistically-Valid Poll Results

Review of the Plan Bay Area 2050 statistically-valid poll results, which provide insight into the Bay Area public's priorities on important regional issues, as well as the strategies used to meet future challenges outlined in the Plan's Draft Blueprint.

Action: Information

Presenter: Ursula Vogler and Sara LaBatt, EMC Research

Attachments: [5b_PBA 2050 Poll Results.pdf](#)

Matt, Sierra Club, spoke on this item.

6. Approval

6a. [20-1192](#) MTC Resolution No. 4437 and ABAG Resolution No. 16-202: Plan Bay Area 2050: Final Blueprint

Proposed action on revisions to Strategies and Growth Geographies for the Plan Bay Area 2050 Final Blueprint, as well as the Regional Growth Forecast.

Action: ABAG Executive Board Approval
MTC Commission Approval

Presenter: Dave Vautin

Attachments: [6a_PBA50_FinalBlueprint_Action.pdf](#)
[6a_Corr Rec_1_North Bay CTA](#)
[Ltr._TMcMillan_PlanBayArea2050_09-2020.pdf](#)

Roland Lebrun spoke on this item.

Upon the motion by Commissioner Liccardo and second by Commissioner Mackenzie, MTC Resolution No. 4437: Plan Bay Area 2050: Final Blueprint this Resolution was adopted as amended to include committee members' request that investments allocated for Caltrain grade separations should be focused and prioritized towards investments that serve the dual purpose of connecting High-Speed Rail to the Bay Area and improving the Caltrain system. The resolution was forwarded to the Commission for approval and the motion carried unanimously by the following vote:

Aye: 6 - Commissioner Connolly, Commissioner Cortese, Commissioner Liccardo, Commissioner Mackenzie, Chair Spering and Commissioner Ahn

Absent: 2 - Vice Chair Rabbitt and Commissioner Slocum

7. Public Comment / Other Business

Roland Lebrun spoke on this item.

8. Adjournment / Next Meeting

The next meeting of the MTC Planning Committee will be Friday, October 9, 2020 at 9:45 a.m. 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 #:	20-1370	Version:	1	Name:	
Type:	Report	Status:		Informational	
File created:	9/3/2020	In control:		Joint MTC Planning Committee with the ABAG Administrative Committee	
On agenda:	10/9/2020	Final action:			
Title:	Regional Active Transportation Plan Scope				

Presentation on the Active Transportation Plan scope of work, timeline and stakeholder engagement, as well as local active transportation Covid-19 strategies.

Sponsors:**Indexes:****Code sections:****Attachments:** [5a Regional Active Transportation Plan Scope.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Regional Active Transportation Plan Scope

Presentation on the Active Transportation Plan scope of work, timeline and stakeholder engagement, as well as local active transportation Covid-19 strategies.

Presenter:

Kara Oberg

Recommended Action:

Information

Attachments:

Regional Active Transportation Plan Scope

Subject: Presentation on the Active Transportation Plan scope of work, timeline and stakeholder engagement, as well as local active transportation Covid-19 strategies.

Background: MTC is launching the Bay Area's first regional Active Transportation Plan (AT Plan) to serve as a blueprint to strategically guide investments in active transportation infrastructure and regional policy development and implementation. The AT Plan will directly support the Plan Bay Area 2050 strategy to build a Complete Streets Network, as well as help to meet Plan Bay Area 2050 mode shift, safety, equity, health, resilience and climate goals.

Prior to this effort, MTC adopted a Regional Bicycle Plan in 2001, which was updated in 2009. This plan established the Regional Bikeway Network (RBN) and served to prioritize and guide bicycle-related investments on key bicycle facilities in the region. By 2018, two-thirds of the key bike facilities identified in the plan had been built.

In an effort to ensure that pedestrian and bicycle facilities were considered in regionally funded transportation projects, in 2006, MTC adopted Resolution 3765, which serves as MTC's Complete Streets Policy. As a condition of eligibility, project sponsors seeking regional funding are required to complete a Complete Streets Checklist confirming they have accounted for pedestrians and bicyclists in the transportation planning and design stages of their projects. As part of the resolution, project sponsors are also required to have a complete streets policy or updated circulation element of their local General Plan in place prior to receiving funding.

The active transportation field and MTC's involvement in active transportation and micromobility has evolved significantly in the decade since MTC's last Bicycle Plan Update, including the addition of a new class of bicycle facilities (Class IV as established under AB 1194), increased rollout of bike share and scooter share across the region, and adoption of Vision Zero policies at both the local and regional levels, including MTC's Vision Zero Policy adopted in June.

In recent months, particularly in response to the Covid-19 pandemic, Quick Builds for Complete Streets strategies have allowed jurisdictions to rapidly enhance public safety and transportation. Additionally, throughout Horizon and Plan Bay Area 2050's public engagement efforts, active transportation strategies have consistently emerged as among the most popular with the public and stakeholders. Building on these strategies and programs, it is timely for MTC to begin its first regional Active Transportation Plan to plan for a next-generation active transportation network that prioritizes equity, safety, and mode shift to support regional goals.

Plan Overview

As noted, MTC's AT Plan will enable MTC and Bay Area jurisdictions to work towards meeting Plan Bay Area 2050 mode shift, safety, equity, health, resilience and climate goals through active transportation, and will support Plan Bay Area 2050's \$13 billion Complete Streets Network strategy. The AT Plan will set specific active transportation and micromobility goals, and will identify regional infrastructure gaps to be closed, policies requiring updating or creation, and funding scenarios to help achieve the AT Plan's goals.

Elements of the AT Plan include:

- Development of a regional Active Transportation network that builds off adopted county, local and other regional plans;
- Policy and Program analysis, updated with an equity focus, including the review and update of MTC's Complete Streets Policy;
- Review and recommendation of near-term regional actions to support active transportation in response to Covid-19 pandemic-related transportation needs that accommodate social distancing requirements; and
- Creation of a prioritized 5-Year Implementation Plan, in coordination with Plan Bay Area's Implementation Plan, as well as longer-term implementation actions consistent with Plan Bay Area 2050's 30-year horizon.

Following feedback from the committee, MTC will engage with a variety of stakeholders, including local governments, transit agencies, CTAs and other regional and state transportation agencies. Advocacy groups, such as bicycle and walking coalitions, transportation equity non-governmental organizations and community based organizations (CBOs) will also be included. In order to help reach a diverse subset of the population and set strong social equity goals, a key aspect of the stakeholder engagement strategy will be to hire and partner with CBOs that may not typically engage in bicycle and pedestrian planning processes, and that work with residents that live in MTC Communities of Concern. MTC will contract and partner with CBOs on MTC's CBO contract bench. Staff will also convene a project technical advisory committee that will include representatives from these stakeholders and others. Lastly, the AT Plan will build off past outreach and plans, including MTC's Community Based Transportation Plans, the BAAQMD's Owning Our Air: The West Oakland Community Action Plan, and equity elements of Oakland's 2019 Bike Plan and San Jose's draft Bike Plan 2025.

Impacts From COVID-19

Covid-19 and shelter in place measures have contributed to an [increase in biking and walking trips, as well as bike sales](#). The increase in trips and resilience of active modes has also helped cities to implement Quick Builds for Complete Streets. MTC Operations staff has been providing Quick Builds for Complete Streets technical assistance to jurisdictions, and have created [Emerging Street Types](#) to model the potential different types of Complete Streets treatments that are being implemented in the Bay Area. For example, Foster City is utilizing an

Open Curb concept to add additional space next to the sidewalk to encourage physical distancing, shared by people walking and slowly biking or rolling. Petaluma has a Shared/Slow Street Program, where streets are closed to all vehicle traffic, providing car-free space for people to move and recreate safely using physical distancing. Lastly, the City of Oakland launched its Essential Places Program to institute safety improvements that provide safe pedestrian access to essential services such as grocery stores and medical offices.

The AT Plan will review and recommend near-term regional actions to support active transportation in response to Covid-19 pandemic-related transportation needs that accommodate social distancing requirements, including these emerging street types and use cases.

Next Steps: Staff has prepared a request for proposal (RFP) seeking consultant assistance to develop certain plan elements and to support other plan elements being led in parallel by MTC staff. The following is a tentative schedule for the AT Plan.

Release RFP for consultant services	September 2020
Brief MTC Planning Committee	October 9, 2020
Form Technical Advisory Committee	October 2020
Finalize key issues, goals, and objectives	November 2020
Present consultant to MTC Administration Committee	December 2020
Kick off plan with Stakeholder Engagement	January 2021
5-year Implementation Plan, Policy and Program Analysis	Spring/Summer 2021
Network Creation and Funding Analysis	Fall/Winter 2021
Draft & Final Plan	Spring 2022

Issues: None

Recommendation: Information.

Attachments: Attachment A: AT Plan Scope Presentation


Therese W. McMillan

Regional Active Transportation Plan

Kara Oberg

Joint MTC Planning with the ABAG Administrative Committee

October 9, 2020

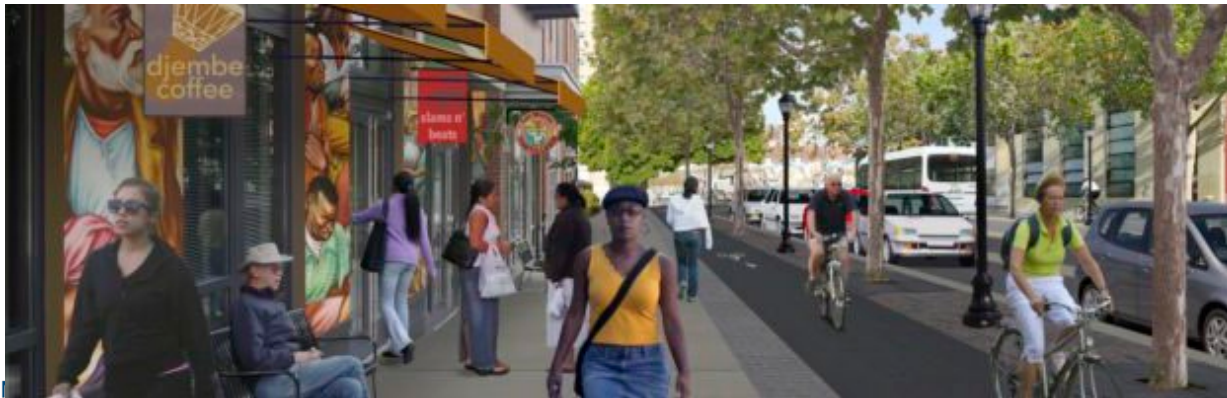


Image Source: Walk Oakland Bike Oakland



Image Source: SFMTA

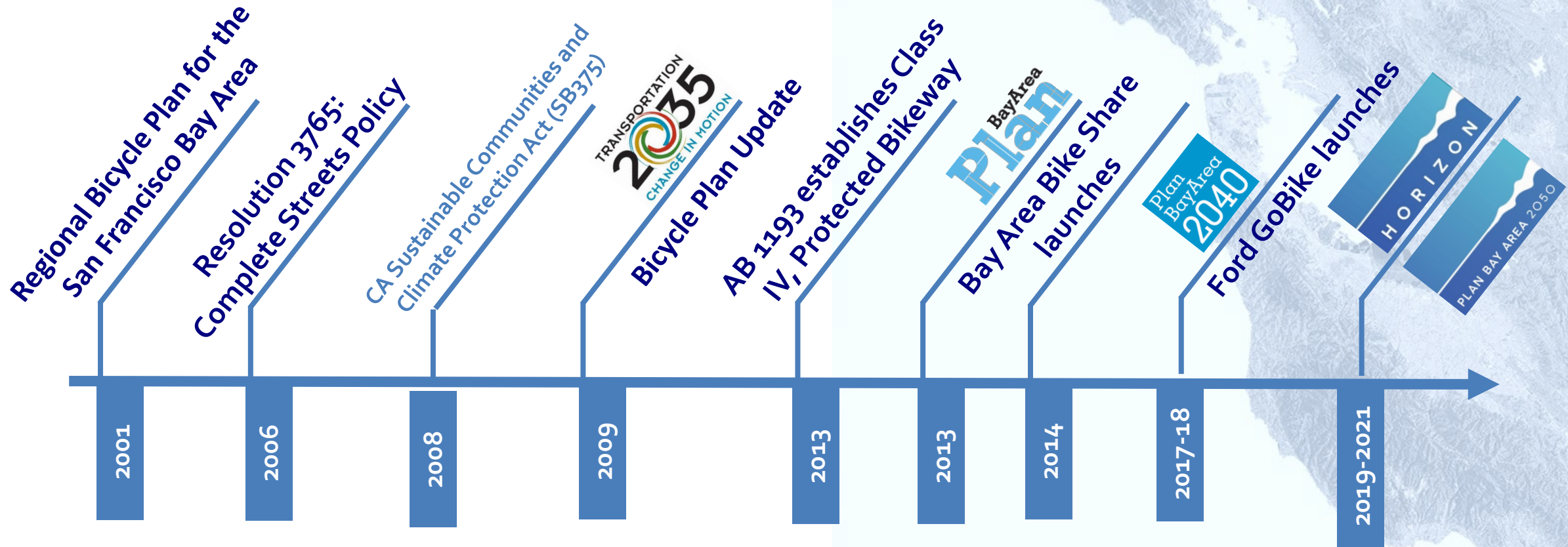
Background

- 2001, MTC adopted Regional Bicycle Plan for the San Francisco Bay Region
- 2006, adoption of Resolution 3765, MTC's Regional Policy for Accommodation of Bicycle and Pedestrian Facilities also known as MTC's Complete Streets Policy
- 2009, Bicycle Plan Update



Active Transportation Field

A lot has happened since 2001



Today

- Historic period of change
 - Global pandemic
 - Major economic recession
 - Spotlight on systemic racism
- Increased use of active transportation
 - Implementation of "Quick Complete Streets"
 - Micromobility providing redundancy to transit
 - People using streets for more than just mobility



Today & Quick Complete Streets

- Increased biking & walking trips and bike sales
- Quick Complete Streets implementation
 - Open Curb in Foster City
 - Shared/Slow Streets in Petaluma
 - Essential Places in Oakland
- The AT Plan will review & make near-term action recommendations



Image Source: City of Petaluma

Today & Bike Share

Bay Wheels

- Covid-19 – Ridership remained stable from May-September at 35% pre-Covid levels
- Bike Share for All – Seeking to expand program,
500k trips since September 2019
- Ebikes - Continue to be very popular in SF & SJ
Usage 2x classic bike ridership during Covid-19

Bike Share Capital - Richmond, Fremont and TAM & SCTA



Image Source: Medium.com

Advancing Plan Bay Area 2050 Strategies

AT Plan will advance active transportation-related strategies in Plan Bay Area 2050 Blueprint:

- Identify, build and connect a **Regional Complete Streets (CS) Network**
- Advance regional **Vision Zero (VZ) Policy**
- Utilize Priority Development Areas, including the new **Connected Communities** designation

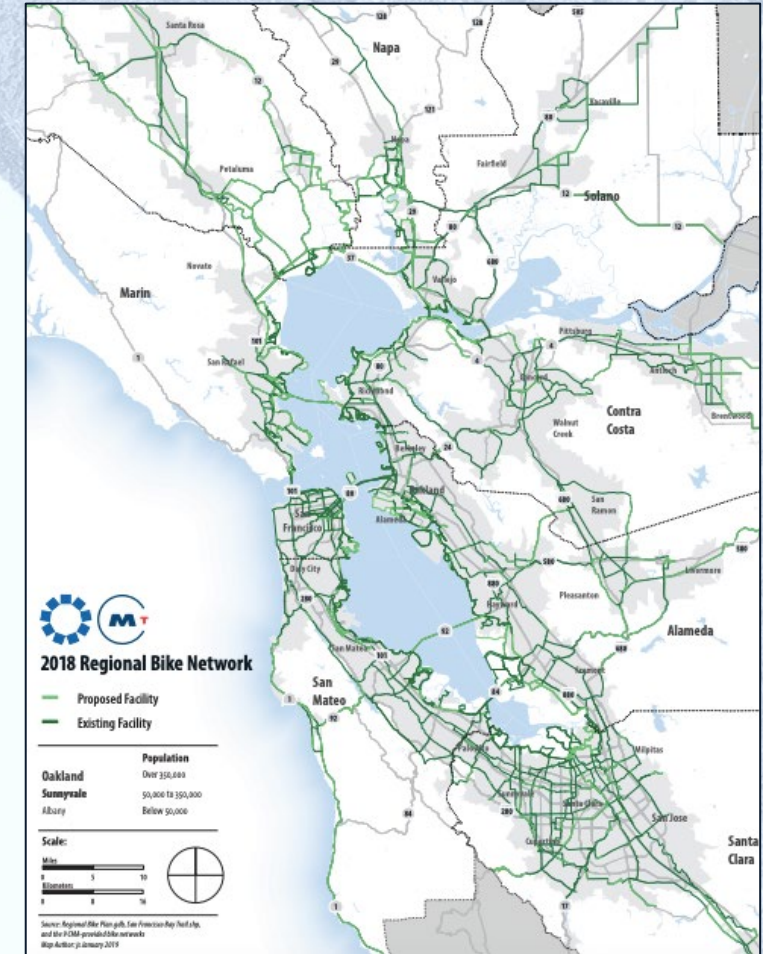


Create Healthy and Safe Streets



Elements of the AT Plan

- **Policy and Program analysis** including update of MTC's Complete Streets Policy, which will build off Regional Bike Network
- Regional **Active Transportation network**, a Complete Streets strategy in PBA 2050 Blueprint
- **5-Year Implementation Plan (IP)**, in coordination with PBA 2050 Implementation Plan, including near-term actions to **support Covid-19 needs**
- **Funding analysis** to understand funding constraints and potential funding scenarios



AT Plan Engagement

MTC/ABAG:

- Joint MTC Planning/ABAG Administrative Committee
- Policy Advisory Council
- RAWG / REWG
- Active Transportation Working Group

Key Stakeholders:

- CTAs and local jurisdictions
- Transit Agencies
- Other regional and state partners
- NGOs, CBOs and advocacy organizations

AT Plan Equity

- Coordination with Plan Bay Area 2050 targets/metrics on mode shift, health, safety and equity.
- Engagement partnerships with CBOs that work in COCs.
- Building off past work:
 - Community Based Transportation Plans (CBTPs)
 - BAAQMD's Owning Our Air: The West Oakland Community Action Plan
 - Equity Elements of Oakland's 2019 Bike Plan and San Jose's draft Bike Plan 2025

Next Steps

Release RFP for Consultant Services

Form Project TAC

September/October
2020

Key Issues, Goals, & Objectives

Consultant Approval/Contract
Execution

November/December
2020

Stakeholder Engagement

Network Creation, Policy and Program
Analysis, Implementation Plan

Winter & Spring 2021
Summer – Winter 2021

Funding Analysis, Draft & Final Plan

Spring 2022

Metropolitan Transportation Commission

Legislation Details (With Text)

File #:	20-1501	Version:	1	Name:	
Type:	Report	Status:		Informational	
File created:	10/2/2020	In control:		Joint MTC Planning Committee with the ABAG Administrative Committee	
On agenda:	10/9/2020	Final action:			
Title:	Plan Bay Area 2050 Final Blueprint: Telecommuting Strategy Follow-Up				
	Presentation on the Plan Bay Area 2050 telecommuting strategy based upon action at the September 23, 2020 Commission meeting, per request of MTC Planning Committee Chair Spering.				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	5b_PBA50FinalBlueprint_Telecommuting.pdf				
	5b_Handout-PBA2050_TelecommutingFactSheet_100820.pdf				
	5b_Corr Rec_SFCTA-10-09-2020_Telecommute Strategy Comments.pdf				

Date	Ver.	Action By	Action	Result
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Subject:

Plan Bay Area 2050 Final Blueprint: Telecommuting Strategy Follow-Up

Presentation on the Plan Bay Area 2050 telecommuting strategy based upon action at the September 23, 2020 Commission meeting, per request of MTC Planning Committee Chair Spering.

Presenter:

Therese W. McMillan

Recommended Action:

Information

Attachments:

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

October 9, 2020

Agenda Item 5b

Plan Bay Area 2050 Final Blueprint: Telecommuting Strategy Follow-Up

Subject: Presentation on the Plan Bay Area 2050 telecommuting strategy based upon action at the September 23, 2020 Commission meeting, per request of MTC Planning Committee Chair Spering.

Background: One of the key challenges identified in the Plan Bay Area 2050 Draft Blueprint was that the 25 strategies adopted by the ABAG Executive Board and Commission in February 2020 did not achieve the ambitious state-mandated climate target for year 2035. Under Senate Bill 375, the Plan Bay Area 2050 Final Blueprint must meet or exceed this 19 percent per-capita emission reduction target from cars and light-duty trucks for the region to continue to receive key transportation monies. Therefore, bold new strategies were proposed this summer for the Final Blueprint phase, including accelerating adoption of telecommuting.

Last month, the ABAG Executive Board and the Commission approved the Final Blueprint Strategies, Growth Geographies, and Regional Growth Forecast for Plan Bay Area 2050. One of these 35 strategies focused on requiring major office-based employers to significantly increase future levels of telecommuting, with an intent to reduce auto trips. Ultimately this could enable up to 25 percent of the regional workforce to telecommute on a typical day in 2035, reducing emissions and congestion as a result.


Given extensive feedback preceding and during its review of the staff recommendations in September, the Commission requested as part of its action that alternatives to the telecommute strategy (EN7) be brought forward to consider. In response to this request, staff has developed a brief presentation (**Attachment A**) to provide more context on this strategy, as well as what would be required of any alternatives to it.

Staff will return with analysis of the Plan Bay Area 2050 Final Blueprint by the end of 2020, including analysis of greenhouse gas emission impacts to determine if the Blueprint meets or exceeds the statutory target. Following additional discussion with stakeholders, staff will also identify one or more alternatives that would achieve similar greenhouse gas reductions as the telecommuting strategy.

Issues: None

Recommendation: Information

Attachments: Attachment A: Presentation


Therese W. McMillan

PLAN BAY AREA 2050

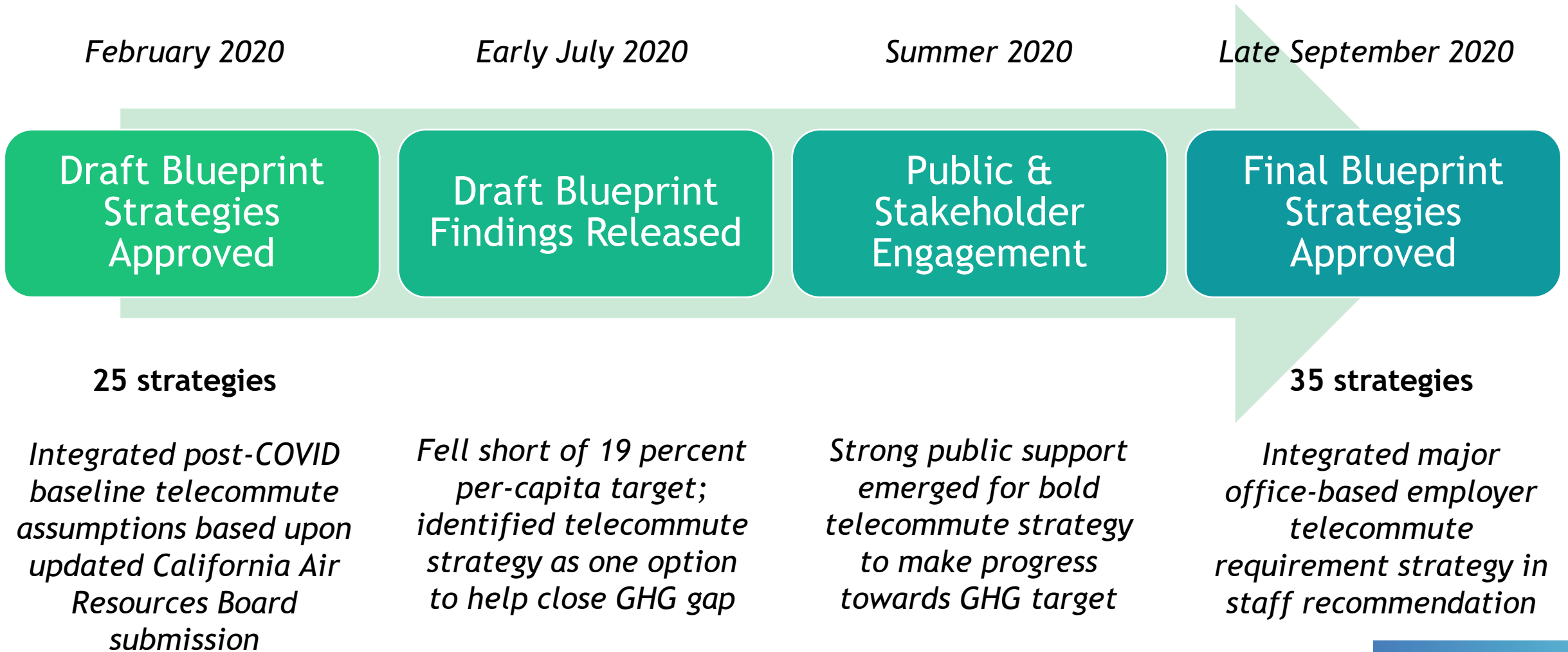
Final Blueprint: Telecommuting Strategy Follow-up

Therese W. McMillan

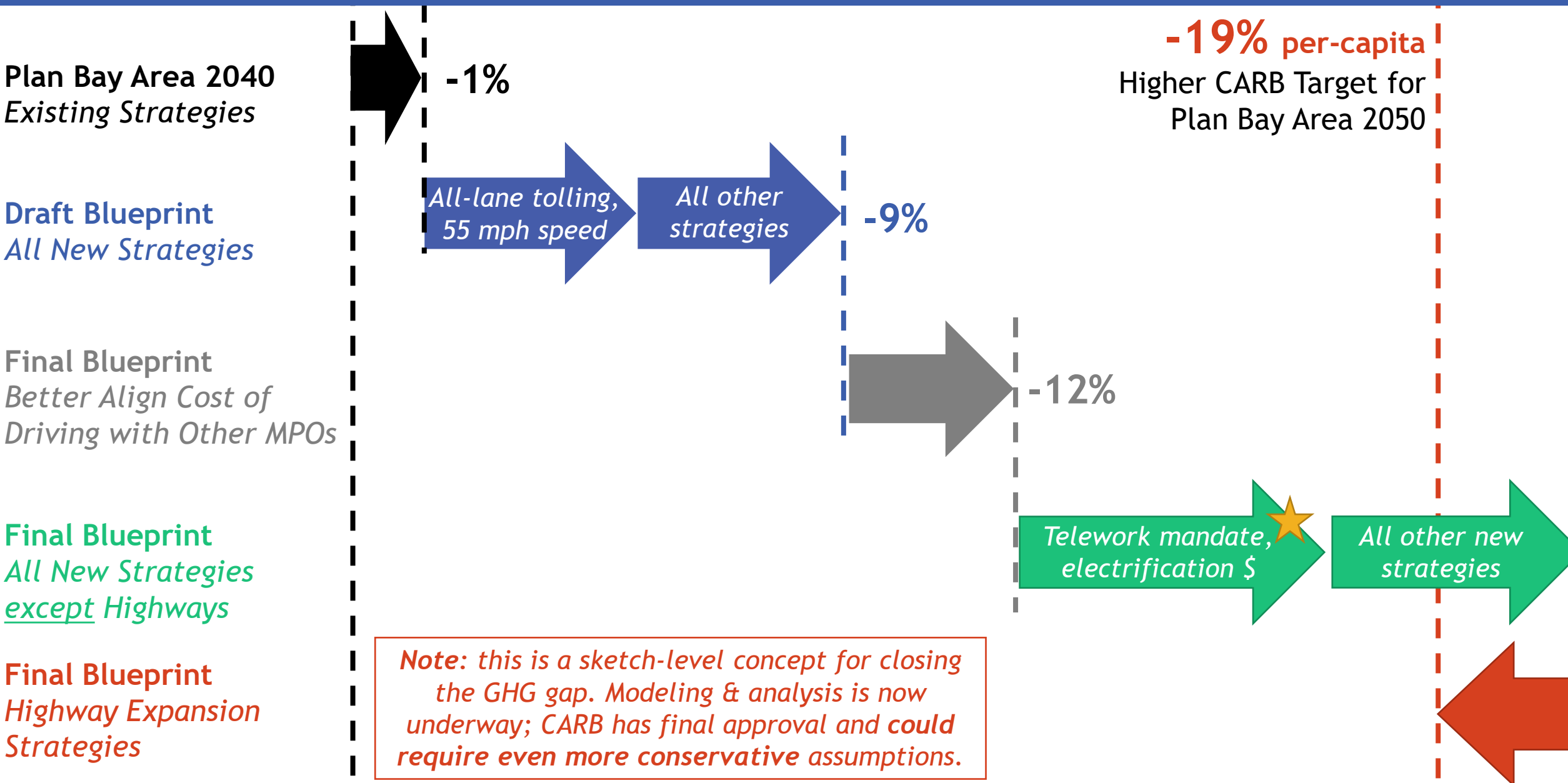
October 9, 2020

*Joint MTC Planning Committee with the ABAG Administrative
Committee*

Recap: Recent Plan Bay Area 2050 Milestones



Closing the GHG Gap: No Easy Solutions

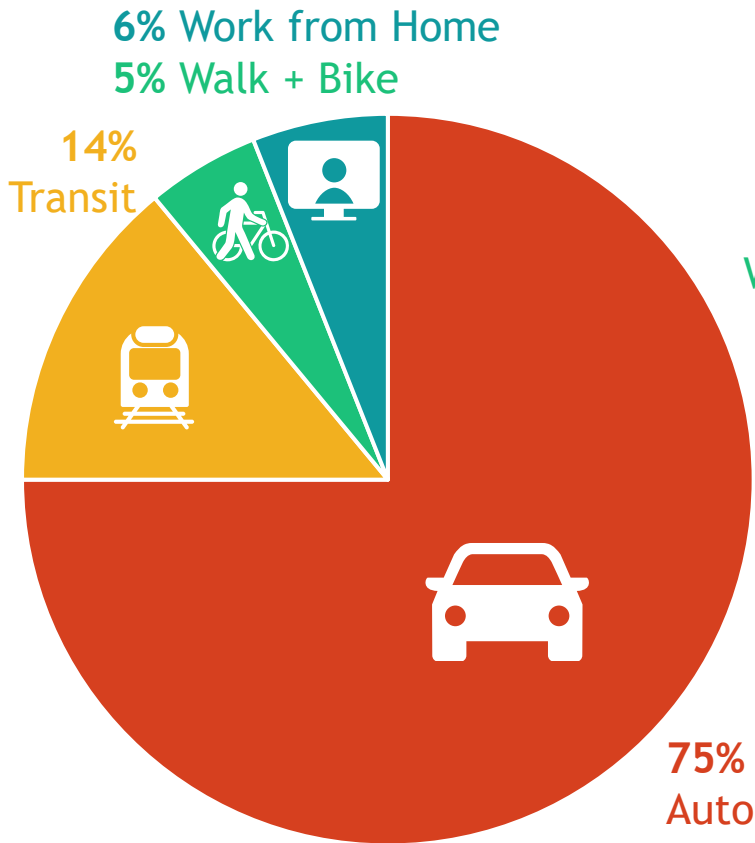


Telecommuting Strategy (EN7): Key Points

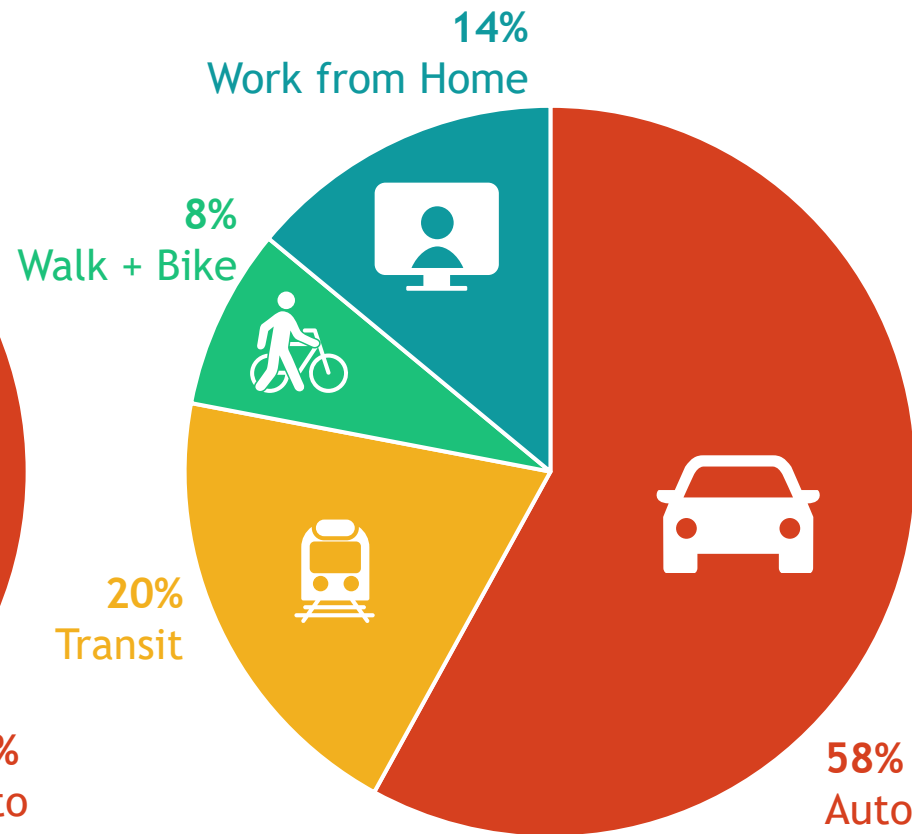
- **As adopted by the ABAG Board and Commission, the strategy only assumes that major office-based employers would need to reach a 60 percent telecommute share by 2035.** Manufacturing, retail, hospitals, etc. are all assumed to be exempt; small businesses with less than 25 employees are assumed to be exempt. This has the effect of increasing telecommute mode share to no more than 25 percent.
- **Strategies in Plan Bay Area 2050 are merely policy recommendations in a long-range plan context.** MTC would have to pursue new regulatory authority, and moving from planning to action would require negotiation, refinements, and consensus.
- **The telecommuting strategy is just one of 35 strategies in the Final Blueprint.** It must work in tandem with improved internet access in low-income/underserved communities. Potential risks from demand for lower-density suburban development are mitigated through housing and environmental strategies like strengthening urban growth boundaries.

Telecommuting Strategy (EN7): Intended Effect

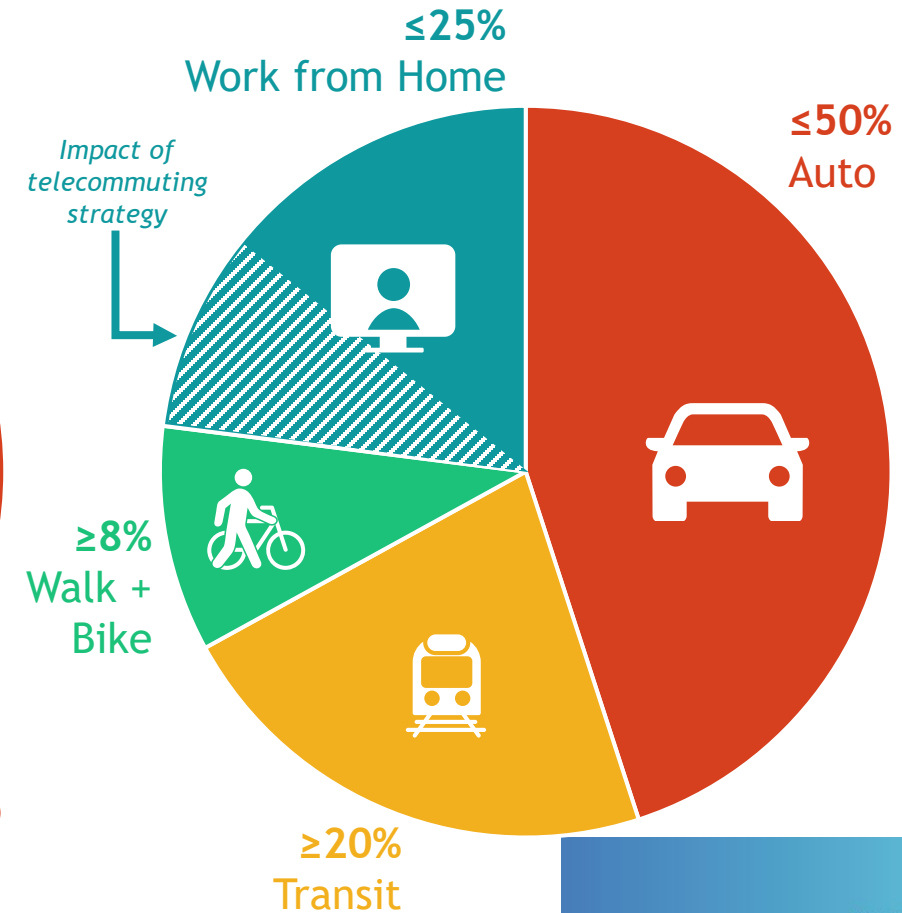
Commute Mode Choice
2015



Commute Mode Choice
2050 Draft Blueprint



Commute Mode Choice
2050 Final Blueprint**



** Envisioned modal shift; analysis underway this fall to understand combined effect of 35 approved strategies.

Statistically-Valid Telephone Poll - Summer 2020

76%

support strategy

“Requiring employers to limit in-person office work when telecommuting or working from home is possible”

Workshops, Online Survey, and Letters - Summer 2020

1,500+

comments in support

130+

comments in opposition

Alternative Approaches: Framing the Discussion

As part of MTC Resolution No. 4437, the Commission requested that staff look at **alternatives** for the **telecommuting strategy** that would generate the same **GHG emissions reductions**.

Three types of alternatives:

Refine existing strategy

Scale back existing strategy and mitigate elsewhere

Eliminate strategy and mitigate elsewhere

To be effective, alternatives must meet the following requirements:

At Scale

No Duplication

Within Fiscal Constraint

- A modified or alternative strategy cannot have marginal impacts on GHG reduction.

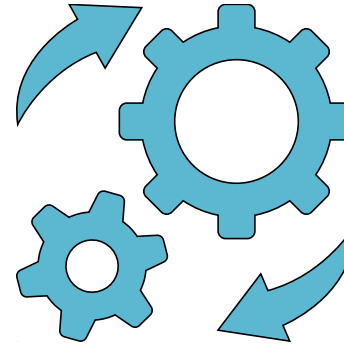
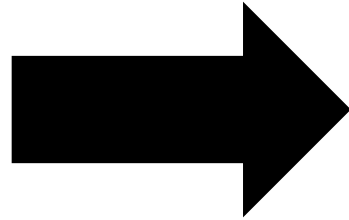
- A modified or alternative strategy cannot “double count” estimated GHG reductions. *(must ensure CARB approval)*

- Transportation strategies must fit within federally-required “fiscal constraint” - all monies are currently allocated to specific investments.

Implementation: Nexus with Telecommuting




**Final
Blueprint**



**Implementation
Plan**

- The Implementation Plan, slated to kick off next month, will identify near-term tangible actions that MTC/ABAG and partners can advance, for each strategy identified in the Final Blueprint.
- This presents an opportunity to maximize the viability of each strategy, including **telecommuting**. The Implementation Plan could recommend pilot programs for telecommuting - or alternatives such as robust trip caps - that could advance implementation.
- Implementation activities in 2021 and beyond could then inform future strategy revisions as part of the Plan Bay Area 2050 Update, slated for adoption in 2025. *Long-range planning is an iterative process.*

A nighttime photograph of the San Francisco Financial District skyline. The image shows several tall skyscrapers with their windows illuminated, reflecting in the water in the foreground. The sky is a deep blue. A semi-transparent teal box is overlaid on the right side of the image, containing white text. The text discusses a telecommuting strategy and its goal of achieving the same GHG emissions reduction as the current strategy, to be released by the end of 2020.

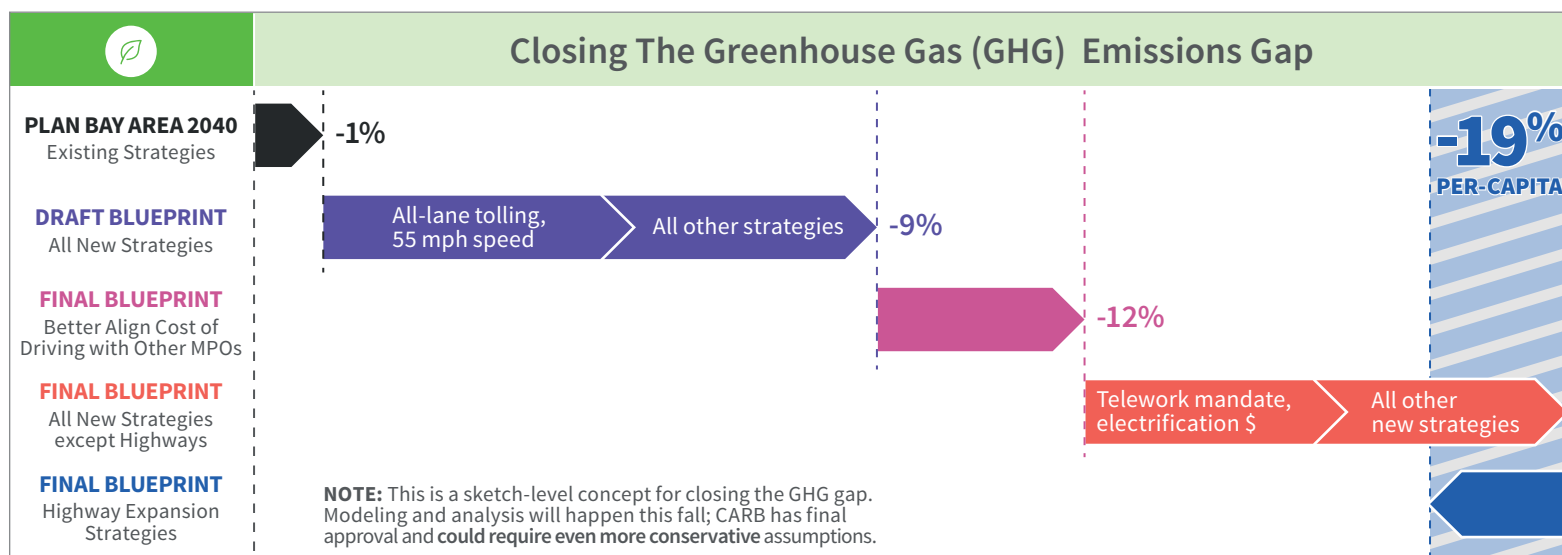
Over the next month, staff and interested partners will continue to discuss refinements or alternatives to the telecommuting strategy that must achieve the same GHG emissions reduction, prior to the release of Final Blueprint analysis at the end of 2020.

What the Telecommuting Strategy Is...and What It Is Not

- The **Plan Bay Area 2050 Final Blueprint telecommuting strategy (EN7)** focuses on requiring large office-based employers to achieve a telecommuting target of 60 percent on a typical weekday by the year 2035. Employers could meet this target using any variety of alternative work options, such as compressed work weeks, flexible work schedules, or remote work policies.
- This is a strategy in a 30-year long-range plan.
 - ▶ MTC does not have regulatory power to enforce. New authority would require act of the Legislature.
 - ▶ Moving from strategy to policy requires negotiation, consensus and refinements from all stakeholders, public and private.
- The strategy is **targeted...**
 - ▶ 60 percent **planning** goal is assumed to apply only to office workers in businesses with 25 or more employees.
 - ▶ Does not include warehousing, retail, etc.
 - ▶ Strategy aims to reduce auto trips and associated GHG emissions.
- The strategy is **packaged...**
 - ▶ The telecommuting strategy is **one of 35** strategies in the Final Blueprint.
 - ▶ Works only with other strategies, notably broadband investments in low-income communities to advance equity.

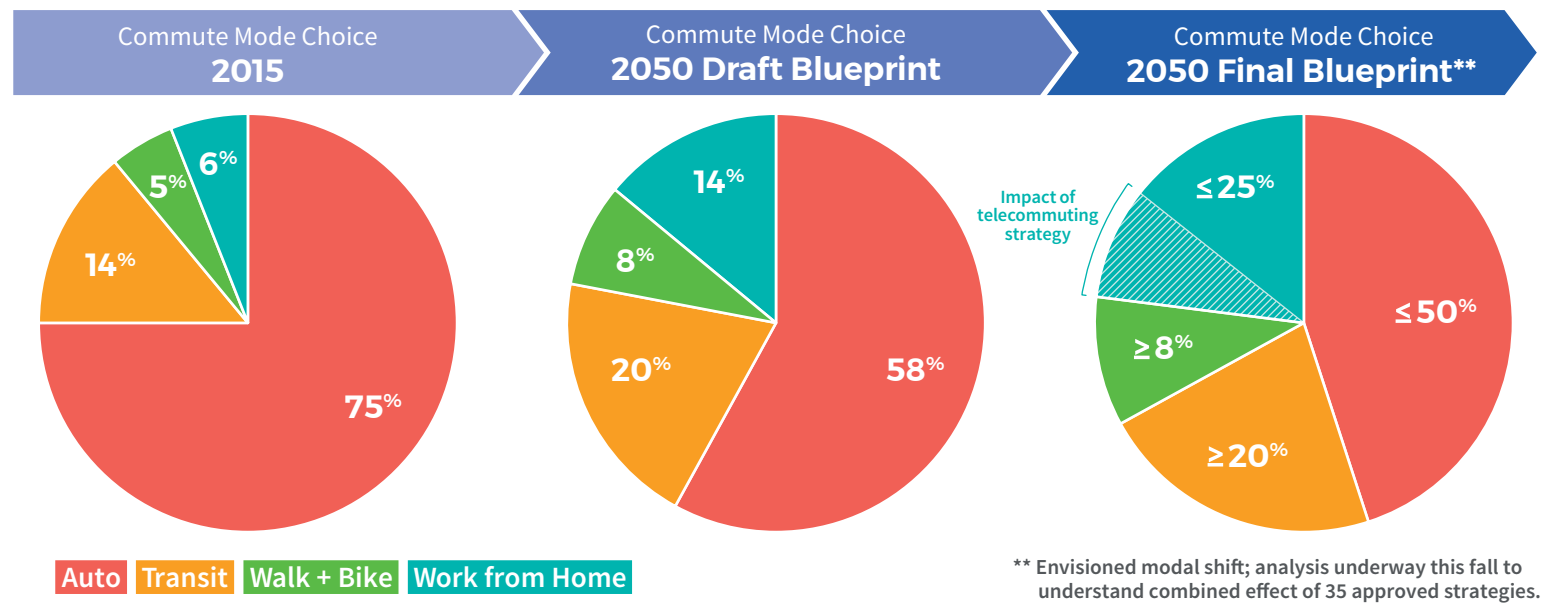
Why Does This Matter?

- Plan Bay Area 2050 has a state-mandated greenhouse gas reduction target (19 percent reduction by 2035).
- The Draft Blueprint did not achieve the target despite significant investments and policy commitments:
 - ▶ **Transit:** \$400+ billion to sustain and expand the network, increasing commute mode share from 14 percent to 20 percent
 - ▶ **Bike/Pedestrian:** \$13 billion for regional network of protected bike lanes and paths in Final Blueprint
 - ▶ 1.4 million **additional** households accommodated – 70 percent of new housing in places with frequent high-quality transit
 - ▶ Pricing the highway network with “all road tolling” strategy on congested freeways



- All of the above and more got the Draft Blueprint just halfway to the -19 percent target.
- There are no easy fixes.

Telecommuting: One Piece of the Puzzle



Next Steps – Limits and Opportunities

- Falling short of GHG target in Final Plan could result in loss of at least \$100 million per year in Bay Area transportation funding, beginning in 2022.
- In adopting the Final Blueprint, including the telecommuting strategy, the Commission directed staff to examine alternatives, if they generate equivalent GHG reductions.
- Any viable alternative to the telecommuting option must adhere to the following parameters:
 - ▶ **At Scale:** Alternate strategy cannot have marginal impact on GHG emissions. Telecommuting works well on top of other strategies.
 - ▶ The alternative strategy cannot “double count” estimated GHG emission reductions – a major factor for CARB approval.
 - ▶ **Fiscal Constraint:** All transportation strategies must fit federal “fiscal constraint” requirements. Final Blueprint transportation element already has \$581 billion price tag — of which \$115 billion is assumed to come from new, unsecured sources.
- Public supports bold telecommuting strategy, based on summer 2020 engagement with 7,000 residents.
 - ▶ **Poll question:** “Require employers to limit in-person office work when telecommuting or working from home is possible”
 - ▶ 76% support (45% strongly support, 31% somewhat support) versus 21% oppose (10% somewhat oppose, 11% strongly oppose)
- After Plan Bay Area 2050, three more long-range plans will be developed and adopted by 2035. Subsequent iterations can review and revise strategies and assumptions based on changed conditions, requirements, and priorities.





**San Francisco
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October 8, 2020

SUBJECT:

Comments on Strategy EN7 "Institute Telecommuting Mandates for Major Office-Based Employers"

To Plan Bay Area 2050 staff:

On September 23 the MTC Commission approved the Final Blueprint, including a strategy to "Institute Telecommuting Mandates for Major Office-Based Employers" which was intended to reduce greenhouse gas emissions, traffic congestion, and transit overcrowding by increasing the number of Bay Area workers that work from home one or more days a week. Specifically, the strategy would:

"mandate that large employers [defined as having 25 or more employees] have at least 60 percent of their employees telecommute on any given day... limited to large office-based employers whose workforce can work remotely."

The presentation shows that the intent of the strategy is to increase the telecommute mode share without impacting transit and bike/walk mode shares, while reducing driving commute shifts. We believe that the real impact of a telecommute mandate as written would in fact drive down transit and bike/walk commute trips as well as driving commute trips, and may in fact lead to more non-work trips by automobile as people change their habits and potentially move to more auto-reliant areas (potentially outside of the region or even state). Similarly, employers would be likely to downsize their office space, impacting the commercial real estate market particularly in downtowns like San Francisco's, where employers right now are reconsidering commitments to maintaining a presence in transit-rich, walkable and bikeable urban centers (which are often also higher-priced). Reducing the daily workforce population will also undermine the viability of all the supporting businesses that serve the workers and businesses there, including bars, restaurants, and retail. This broadly-worded strategy is not appropriate for places like San Francisco and other locations with low drive commute rates (San Francisco has less than 30% auto commute mode share, including carpools). The broad strategy may also impact our transit agencies significantly, if workers who would otherwise be taking transit shift in significant numbers to telecommuting. This is evidenced by the strong reactions from transit agency boards across the region, who note that this could not only impact their revenues, but also undermine support for transit investments.

For these and other reasons, **we have significant concerns about the strategy as written, and would like to make the following 3 requests:**

1. **Confirm intent of policy is to reduce Driving Work Trip (office uses) Mode Share/VMT, and change the name of the Strategy accordingly e.g.: Regional Drive Alone Commute Work Trip Reduction.**



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Comments on Strategy EN7 "Institute Telecommuting Mandates for Major Office-Based Employers"

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- 2. Recognize the variability of industrial and demographic makeup in different parts of the region and the need for flexibility in applying policies to ensure efficiency and equity as well as effectiveness.**
- 3. Consider other potential areas of the plan to obtain GHG reductions including modifying or deferring freeway widening projects in the region to a later period, e.g. once major transit investments come online.**

1. Strategy Context and Clarifications: The October 9 Planning Committee presentation emphasizes that this strategy is intended to reduce the number of employees driving alone to work. From our conversations, the intention is not to institute a blanket 60% telecommute mandate, but to demonstrate that it would take 60% of commuters at these large office-based employers across the region who currently drive to work, to NOT commute by driving to achieve our GHG emissions reduction goal, even with all the other strategies in the plan. We interpret this to mean employees could telecommute, bike, walk, ride transit or use other sustainable modes.

We think that renaming the strategy and revising the description to focus on the outcome (reducing private vehicle commute trips) versus a specific telecommute-focused mandate would more accurately describe the strategy and more effectively guide implementation, and make it clear that the intent is not to discourage transit, walk or bike commuting. This important clarification would also correct the public's understanding of the strategy and would also help employers focus their efforts to respond to this PBA 2050 Strategy. "Decrease Automobile Commute Trips through Employer-Focused/Based Programs", for example, would capture the flexibility that is reflected in our discussions with MTC staff. Slide 8 of the presentation emphasizes that there may be different ways to achieve this trip reduction goal (through both telecommuting programs and trip caps), but the strategy title referring to Telecommuting is misleading and distracting from the activity of interest, drive-based work trips.

2. Strategy Flexibility and Key Principles for Implementation (Effectiveness Efficiency, Equity): We support strategies to help reduce single-occupancy vehicle (SOV) commute trips, and recognize that the right mix of strategies will vary depending upon the particular land uses and transportation networks in place across the region. A flexible approach would allow individual counties, cities, and employment centers to design programs best suited for their drive commute profiles (high vs low SOV trip rates) and their unique conditions (e.g. more vs less transit available). What might work in the 'outer' portions of San Francisco may not be appropriate for Walnut Creek or Sunnydale--and vice versa. In addition, using a "one-to-few" vs "one-to-many" regulatory framework like transportation management agencies (TMAs) is more administratively efficient, and a policy that can scale with size is likely more equitable.

There are multiple examples of other cities/regions that have TDM programs that include telecommuting policies as part of a flexible approach. For example:

- Locally, the organization TMA SF [\[link\]](#) has implemented numerous programs that have brought the drive-alone rate for participating employers in Downtown San Francisco from 18% to 8.5%. They provide resources to employers and employees to help guide telework



policies. San Francisco's other TMA, the Mission Bay TMA focuses on shuttle programs and other means to reduce driving rates and is similarly effective.

- Seattle has a Commute Trip Reduction program that requires employers with 100 or more employees to meet drive alone reduction goals. The goals are varied across different parts of the city, and employers have the flexibility to choose what strategies can be most effective for their unique situations—one of their strategies is to encourage alternative work schedules and telework for employees with suitable positions. This has resulted in an increase in telecommuting for affected employees by 2% in only 7 years.
- Santa Monica's TDM program requires that employers with 50 or more employees achieve Average Vehicle Ridership targets that are varied by parcel across the city. A telecommuting policy is an option that can be used by employers within the city's Emissions Reduction Plan.

The long-term impacts of a telecommute strategy that is this stringent may include negative impacts on economic vitality, harm to transit systems, and even exacerbation of existing inequities. It could undermine the urban core, encouraging workers to live further afield and not in dense, walkable, bikeable, transit-rich areas, increasing housing pressures on the suburban/rural fringe, increasing sprawl, and increasing the desire for housing types that are less energy and space-efficient and located in auto-oriented settings.

In summary, we propose 3 important principles be recognized to guide implementation:

- **Effectiveness** - The policy should be targeted to the largest sources of drive commute trips where they occur. Commute drive alone rates by sector (office) vary widely in the region, as a reflection of local land use and transportation networks, industrial bases and demographics. Therefore the policy mandate to reduce driving work trips should not be expected to be applied uniformly across the region, in order to be effective.
- **Efficiency** - The more focused the program the more efficiently it can be administered, and TMAs with local trip cap programs provide a model for how government can administer TDM mandates through area business associations or larger employers efficiently.
- **Equity** - Providing a sliding scale of required trip reduction/mitigation based on size of business is one way to increase equity. Another is to allow waivers for businesses whose employees are largely lower-income, reflecting the need to ensure this policy doesn't burden workers/households already struggling with affordability and the digital divide.

3. Additional Strategies to Reduce GHG Emissions in the Plan:

Chair Sperring directed MTC staff to come up with and analyze other strategies that could have the same amount of GHG emissions reductions as the telecommuting strategy. It may also be that a softer telecommuting strategy could be paired with something like those offered below to



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Comments on Strategy EN7 "Institute Telecommuting Mandates for Major Office-Based Employers"

Page 4 of 4

achieve the same level of emissions reduction. We'd like to offer a few options MTC may wish to explore as either a replacement or as a supplement to a less stringent telecommute strategy:

- **Regional gas tax.** MTC has the authorization to impose a 10 cent per gallon gas in the region, and past Plan Bay Areas have included this tax as a potential transportation revenue source. The tax could be studied for PBA 2050 both for the revenue generating power and for the impacts on driving behavior.
- **Postpone investments in highway expansion projects until after 2035.** PBA 2050 currently includes a significant number of highway expansion and interchange projects, with around \$10 billion in regional funding. These projects add approximately 2% more GHG emissions per capita to the Plan, making the goal of 19% per capita reduction even more difficult to achieve. Even deferring a subset of these projects could make a meaningful difference in our ability to meet our climate goals. For example, the Operations Committee will be addressing MTC's policy stance regarding express lane conversions versus expansions.
- **All-lane tolling rate increase or carbon surcharge for fossil-fuel vehicles.** The Final Blueprint includes a 15 cent per mile toll on highways with robust transit alternatives across the region, with a discounted rate for lower-income drivers (5 cents per mile). MTC may want to consider studying a higher base rate or carbon surcharge and how that would impact GHG emissions. A small increase to this strategy could have a large impact on driving behaviors and therefore emissions.

We also support continued research on, and pilot projects of, other TDM strategies, and will continue to work with our partners to identify other options.

Thank you for your consideration. We have developed these comments with input from SFMTA, SF Planning Department and SF Mayor's Office staff, and we look forward to working with MTC staff on the next steps for PBA 2050 including the Implementation Plan.

Sincerely,

Maria Lombardo

Chief Deputy Director