



Metropolitan Transportation Commission

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

Meeting Agenda

Policy Advisory Council

Randi Kinman, Chair
Cynthia L. Murray, Vice Chair

Wednesday, October 14, 2020

1:35 PM

Board Room - 1st Floor (REMOTE)

In light of Governor Newsom's State of Emergency declaration regarding the COVID-19 outbreak and in accordance with Executive Order N-29-20 issued by Governor Newsom on March 17, 2020 and the Guidance for Gatherings issued by the California Department of Public Health, the meeting will be conducted via webcast, teleconference, and Zoom for Policy Advisory Council members who will participate in the meeting from individual remote locations. A Zoom panelist link for meeting participants will be sent separately to Policy Advisory Council members.

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

Attendee Link: <https://bayareametro.zoom.us/j/97299179095>

iPhone One-Tap: US: +16699006833,,97299179095# or +14086380968,,97299179095#

Join by Telephone Dial (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: 972 9917 9095

International numbers available: <https://bayareametro.zoom.us/j/ad8mwHnH1U>

Detailed instructions on participating via Zoom are available at:

<https://mtc.ca.gov/how-provide-public-comment-board-meeting-zoom>

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 and agenda item number in the subject line. Due to the current circumstances there may be limited opportunity to address comments during the meeting. All comments received will be submitted into the record.

The Policy Advisory Council advises the Metropolitan Transportation Commission on transportation policies in the San Francisco Bay Area, incorporating diverse perspectives relating to the environment, the economy, and social equity.

1. Welcome

Randi Kinman, Council Chair

2. Roll Call / Confirm Quorum

Quorum: A quorum of this council shall be a majority of its regular voting members (13).

3. [20-1381](#)

Chair's Report
(10 minutes)

Action: Information

Presenter: Randi Kinman, Council Chair

4. [20-1382](#)

Approval of the September 9, 2020 Meeting Minutes
(5 minutes)

Action: Approval

Presenter: Randi Kinman, Council Chair

Attachments: [04_Council Minutes_Sept 9 2020.pdf](#)

5. Public Comments / Other Business

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

6. [20-1413](#)

Regional Active Transportation Plan Scope
(30 minutes)

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: [06_AT Plan.pdf](#)

7. [20-1506](#) Subcommittee Reports

Equity & Access Subcommittee Members: Richard Burnett, Rick Coates, Anne Olivia Eldred, Veda Florez, Christina Gotuaco, Richard Hedges, Michelle Hernandez, Michael Lopez, Rahmon Momoh, and Daisy Ozim

Fare Coordination and Integration Subcommittee Members: Bob Allen, Urban Habitat; Cat Carter, SF Transit Riders; Abigail Cochran, Policy Advisory Council - Disabled; Anne Olivia Eldred, Policy Advisory Council - Environment; Ian Griffiths, Seamless Bay Area; Tisha Dee Hartman, West Valley College; Richard Hedges, Policy Advisory Council - Senior; Wendi Kallins, Policy Advisory Council - Environment; Jonathon Kass, SPUR; Randi Kinman, Policy Advisory Council - Low Income; Adina Levin, Policy Advisory Council - Environment; Gwen Litvak, Bay Area Council; Monica Mallon, Silicon Valley Transit Users/SJSU; Adrian Mendoza, Policy Advisory Council - Minority; and Brian Stanke, City of San Jose DOT

Action: Information

Presenter: Veda Florez, Policy Advisory Council Equity & Access Subcommittee Chair and
Adina Levin, Policy Advisory Council Fare Coordination and Integration Subcommittee Chair

Attachments: [07_Seamless-SPUR-Ir.pdf](#)

8. [20-1383](#) Blue Ribbon Transit Recovery Task Force Update
(30 minutes)

Update on the Blue Ribbon Transit Recovery Task Force.
Information

Action: Information

Presenter: Theresa Romell and Melanie Choy

Attachments: [08_BRTRTF.pdf](#)

9. [20-1384](#) Staff Liaison Report
(5 minutes)

Relevant MTC policy decisions and other activities.

Action: Information

Presenter: Marti Paschal, Staff Liaison

Attachments: [09_Staff_Liaison_Report_October_2020.pdf](#)

10. [20-1385](#) Council Member Reports
(10 minutes)

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

Action: Information

Presenter: Randi Kinman, Council Chair

11. [20-1386](#) New Business
(5 minutes)

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

Action: Discussion

Presenter: Randi Kinman, Council Chair

12. Adjournment / Next Meeting

The next meeting of the Policy Advisory Council will be held Tuesday, November 17, 2020 at 3:05 p.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.

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

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

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

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

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

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

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

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

MTC's Chair and Vice-Chair are ex-officio voting members of all standing Committees.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-1381 **Version:** 1 **Name:**
Type: Report **Status:** Informational
File created: 9/10/2020 **In control:** Policy Advisory Council
On agenda: 10/14/2020 **Final action:**
Title: Chair's Report
(10 minutes)

Sponsors:

Indexes:

Code sections:

Attachments:

| Date | Ver. | Action By | Action | Result |
|------|------|-----------|--------|--------|
|------|------|-----------|--------|--------|

Subject:

Chair's Report
(10 minutes)

Presenter:

Randi Kinman, Council Chair

Recommended Action:

Information

Attachments:



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-1382 **Version:** 1 **Name:**
Type: Minutes **Status:** Committee Approval
File created: 9/10/2020 **In control:** Policy Advisory Council
On agenda: 10/14/2020 **Final action:**
Title: Approval of the September 9, 2020 Meeting Minutes
(5 minutes)
Sponsors:
Indexes:
Code sections:
Attachments: [04 Council Minutes Sept 9 2020.pdf](#)

| Date | Ver. | Action By | Action | Result |
|------|------|-----------|--------|--------|
|------|------|-----------|--------|--------|

Subject:
Approval of the September 9, 2020 Meeting Minutes
(5 minutes)

Presenter:
Randi Kinman, Council Chair

Recommended Action:
Approval

Attachments:



Metropolitan Transportation Commission

Meeting Minutes - Draft

Policy Advisory Council

Randi Kinman, Chair
Cynthia L. Murray, Vice Chair

Agenda Item 4

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

Wednesday, September 9, 2020

1:30 PM

Board Room - 1st Floor (REMOTE)

1. Welcome

2. Roll Call / Confirm Quorum

Present: 22 - Burnett, Castellanos, Coates, Cochran, Eldred, Florez, Hedges, Hernandez, Kallins, Kinman, Lee, Levin, Lopez, Madden, Mendoza, Momoh, Murray, Schweng, Scott, Glover, Wilson and Baldini

Excused: 1 - Gotuaco

Absent: 1 - Ozim

Council Member Blacksten submitted his resignation, effective August 1, 2020.

3. [20-1195](#) Chair's Report (10 minutes)

Action: Information

Presenter: Randi Kinman, Council Chair

Attachments: [03 Chair's Report Snippets from July 20 2020 Blue Ribbon Transit Recovery Task Force.pdf](#)

4. [20-1196](#) Approval of the July 8, 2020 Meeting Minutes (5 minutes)

Action: Approval

Presenter: Randi Kinman, Council Chair

Attachments: [04 Council Minutes Jul 8 2020.pdf](#)

Upon the motion by Hedges and second by Hernandez, the July 8, 2020 Meeting Minutes were approved. The motion carried by the following vote:

Aye: 19 - Burnett, Castellanos, Coates, Cochran, Eldred, Florez, Hedges, Hernandez, Kallins, Lee, Lopez, Madden, Mendoza, Momoh, Murray, Schweng, Scott, Wilson and Baldini

Absent: 5 - Kinman, Levin, Ozim, Glover and Gotuaco

Glover, Kinman, and Levin arrived after the approval of the July 8, 2020 Meeting Minutes.

5. Public Comments / Other Business

Ken Bukowski was called to speak.

6. Subcommittee Reports

7. [20-1189](#) Plan Bay Area 2050: Final Blueprint - Summer 2020 Engagement & Proposed Revisions
(60 minutes)

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: [07i_PBA2050-Final Blueprint_CoverSS.pdf](#)
[07ii_5aII_PBA50_FinalBlueprint_Engagement_Attachment_A_Presentation.pdf](#)
[07iii_5aIII_PBA50_Engagement_Attachment B_Staff Memo.pdf](#)
[07iv_5aIV_PBA50_Engagement_Attachment C_Letters Received During Public Comment Period.pdf](#)
[07v_5aV_PBA50_Engagement_Attachment D_Letters Received After Public Comment Period.pdf](#)
[07vi_5aVI_PBA50_Engagement_Attachment E_Office Hours.pdf](#)
[07vii_5aVII_PBA50_FinalBlueprint_Attachment F_StaffMemo.pdf](#)
[07viii_5aVIII_PBA50_FinalBlueprint_Attachment G_Regional Growth Forecast.pdf](#)
[07ix_5aIX_PBA50_FinalBlueprint_Attachment H_Growth Geographies.pdf](#)
[07x_5aX_PBA50_FinalBlueprint_Attachment I_Strategies.pdf](#)
[07xi_5aXI_PBA50_FinalBlueprint_Attachment_J_TransportationProjects.pdf](#)

Ken Bukowski spoke on this item.

8. [20-1200](#) Blue Ribbon Transit Recovery Task Force - Council Input
(10 minutes)

Blue Ribbon Transit Recovery Task Force - Council Input.

Action: Information

Presenter: Theresa Romell

Attachments: [08_BRTRTF.pdf](#)

Ken Bukowski spoke on this item.

9. [20-1197](#) Staff Liaison Report
(5 minutes)

Relevant MTC policy decisions and other activities.

Action: Information

Presenter: Marti Paschal, Staff Liaison

Attachments: [09_Staff_Liaison_Report_September_2020.pdf](#)

10. [20-1198](#) Council Member Reports
(10 minutes)

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

Action: Information

Presenter: Randi Kinman, Council Chair

From Council Member Wendi Kallins:

Telework: Benefits, Best Practice, and Pitfalls; Thursday, September 17th, 4:00p.m. – 5:00 p.m.

Co-Sponsored by 350BayArea and 350Silicon Valley.

Eventbrite Registration:

<https://www.eventbrite.com/e/telework-benefits-best-practice-and-pitfalls-registration-118228473547>

Speakers:

- Kate Lister, GlobalWorkplaceAnalytics
- Cindy Chavez, Vice-Chair of BAAQMD and BOS for Santa Clara County
- Carl Guardino, Executive Vice President of Bloom Energy and long-term former President and CEO of the Silicon Valley Leadership Group.

From Council Member Adina Levin:

SPUR lunchtime forum: Transit Governance: Lessons for the Bay Area; 12:30p.m. Thursday, September 10, 2020

<https://www.spur.org/events/2020-09-10/transit-governance-lessons-bay-area>

Speakers:

- Tamim Raad / Access Planning
- Michelle DeRobertis / Transportation Choices for Sustainable Communities
- Jonathon Kass / SPUR
- Ian Griffiths / Seamless Bay Area

From Council Member Rahmon Momoh:

<https://www.nytimes.com/2020/09/06/business/economy/working-from-home-diversity.html>

11. [20-1199](#) New Business
(5 minutes)

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

Action: Discussion

Presenter: Randi Kinman, Council Chair

12. Adjournment / Next Meeting

The next meeting of the Policy Advisory Council will be held Wednesday, October 14, 2020 at 1:35 p.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

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Legislation Details (With Text)

File #: 20-1413 **Version:** 1 **Name:**
Type: Report **Status:** Informational
File created: 9/15/2020 **In control:** Policy Advisory Council
On agenda: 10/14/2020 **Final action:**
Title: Regional Active Transportation Plan Scope
(30 minutes)

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: [06_AT Plan.pdf](#)

| Date | Ver. | Action By | Action | Result |
|------|------|-----------|--------|--------|
|------|------|-----------|--------|--------|

Subject:

Regional Active Transportation Plan Scope
(30 minutes)

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:

**Metropolitan Transportation Commission
Policy Advisory Council**

October 14, 2020

Agenda Item 6

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:** Policy Advisory Council Agenda Item 6, Regional Active Transportation Plan Scope, is attached. This report will be presented to the Joint MTC Planning Committee with the ABAG Administrative Committee on October 9, 2020.
- Staff will be at your October 14 meeting to discuss this report. The Council's input is requested.
- Attachments:** Agenda Item 5a from the October 9, 2020 Joint MTC Planning Committee with the ABAG Administrative Committee meeting

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

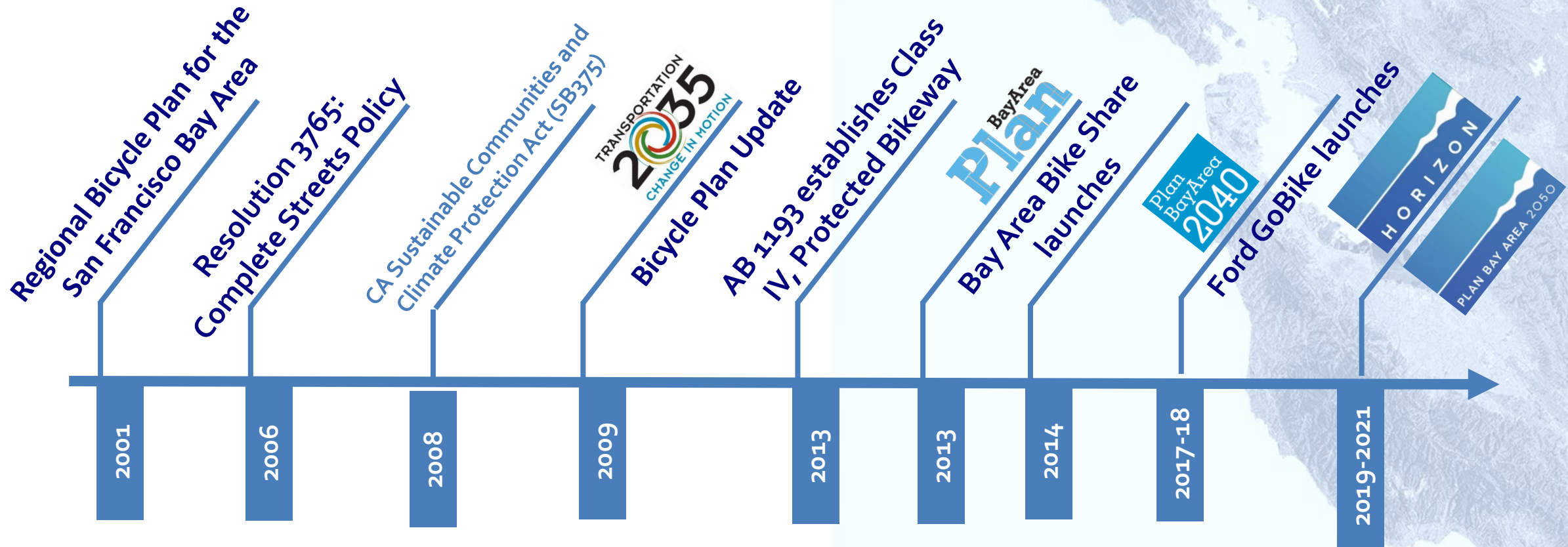
Background

- 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

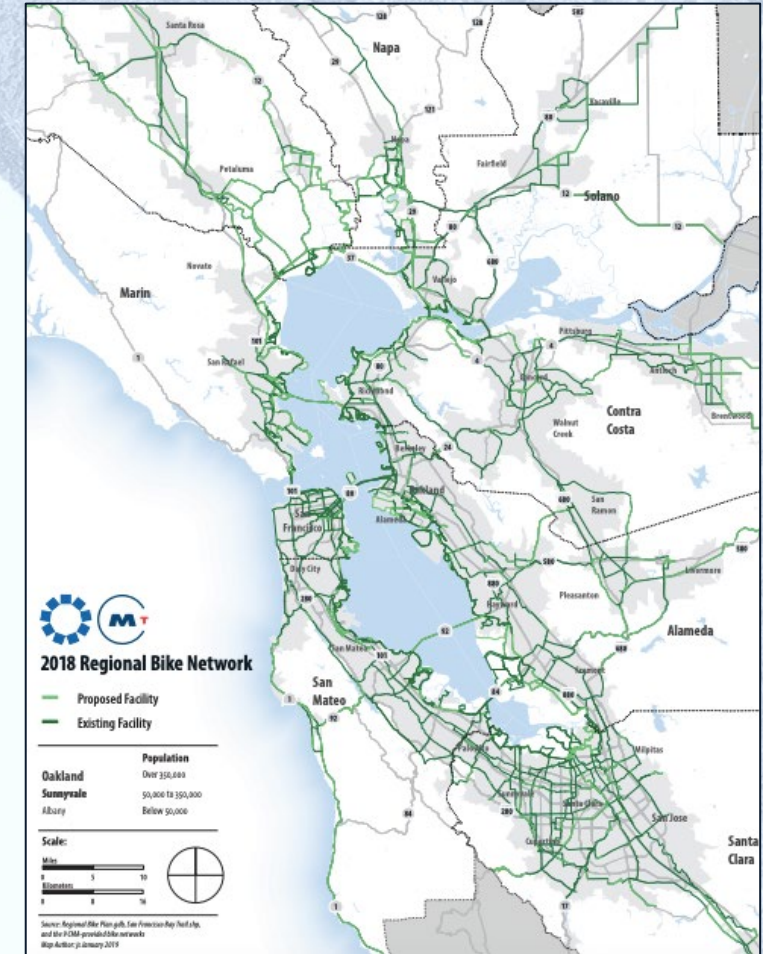


Create Healthy and Safe Streets



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

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-1506 **Version:** 1 **Name:**
Type: Report **Status:** Informational
File created: 10/8/2020 **In control:** Policy Advisory Council
On agenda: 10/14/2020 **Final action:**
Title: Subcommittee Reports

Equity & Access Subcommittee Members: Richard Burnett, Rick Coates, Anne Olivia Eldred, Veda Florez, Christina Gotuaco, Richard Hedges, Michelle Hernandez, Michael Lopez, Rahmon Momoh, and Daisy Ozim

Fare Coordination and Integration Subcommittee Members: Bob Allen, Urban Habitat; Cat Carter, SF Transit Riders; Abigail Cochran, Policy Advisory Council - Disabled; Anne Olivia Eldred, Policy Advisory Council - Environment; Ian Griffiths, Seamless Bay Area; Tisha Dee Hartman, West Valley College; Richard Hedges, Policy Advisory Council - Senior; Wendi Kallins, Policy Advisory Council - Environment; Jonathon Kass, SPUR; Randi Kinman, Policy Advisory Council - Low Income; Adina Levin, Policy Advisory Council - Environment; Gwen Litvak, Bay Area Council; Monica Mallon, Silicon Valley Transit Users/SJSU; Adrian Mendoza, Policy Advisory Council - Minority; and Brian Stanke, City of San Jose DOT

Sponsors:

Indexes:

Code sections:

Attachments: [07_Seamless-SPUR-lr.pdf](#)

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

Subcommittee Reports

Equity & Access Subcommittee Members: Richard Burnett, Rick Coates, Anne Olivia Eldred, Veda Florez, Christina Gotuaco, Richard Hedges, Michelle Hernandez, Michael Lopez, Rahmon Momoh, and Daisy Ozim

Fare Coordination and Integration Subcommittee Members: Bob Allen, Urban Habitat; Cat Carter, SF Transit Riders; Abigail Cochran, Policy Advisory Council - Disabled; Anne Olivia Eldred, Policy Advisory Council - Environment; Ian Griffiths, Seamless Bay Area; Tisha Dee Hartman, West Valley College; Richard Hedges, Policy Advisory Council - Senior; Wendi Kallins, Policy Advisory Council - Environment; Jonathon Kass, SPUR; Randi Kinman, Policy Advisory Council - Low Income; Adina Levin, Policy Advisory Council - Environment; Gwen Litvak, Bay Area Council; Monica Mallon, Silicon Valley Transit Users/SJSU; Adrian Mendoza, Policy Advisory Council - Minority; and Brian Stanke, City of San Jose DOT

Presenter:

Veda Florez, Policy Advisory Council Equity & Access Subcommittee Chair and
Adina Levin, Policy Advisory Council Fare Coordination and Integration Subcommittee Chair

Recommended Action:

Information

Attachments:



Agenda Item 7

Blue Ribbon Transit Recovery Task Force & The Bay Area Public Transit Transformation Action Plan

MTC Policy Advisory Council

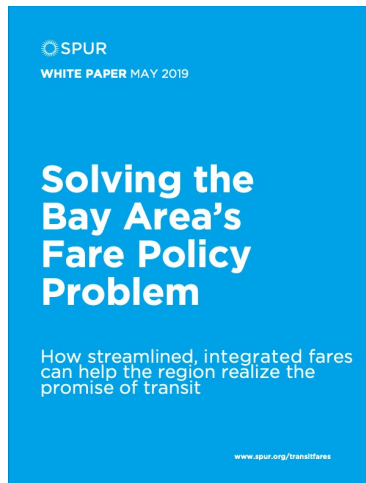
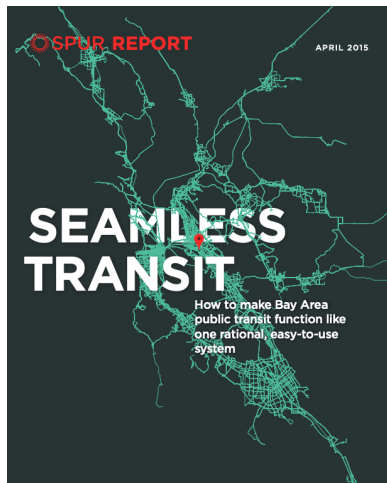
October 14, 2020





For years SPUR has researched the benefits of coordinating regional transit to improve customer experience, equity, efficiency, and the environment.

Seamless Transit, published April, 2015, spawned deeper research on transit coordination topics.



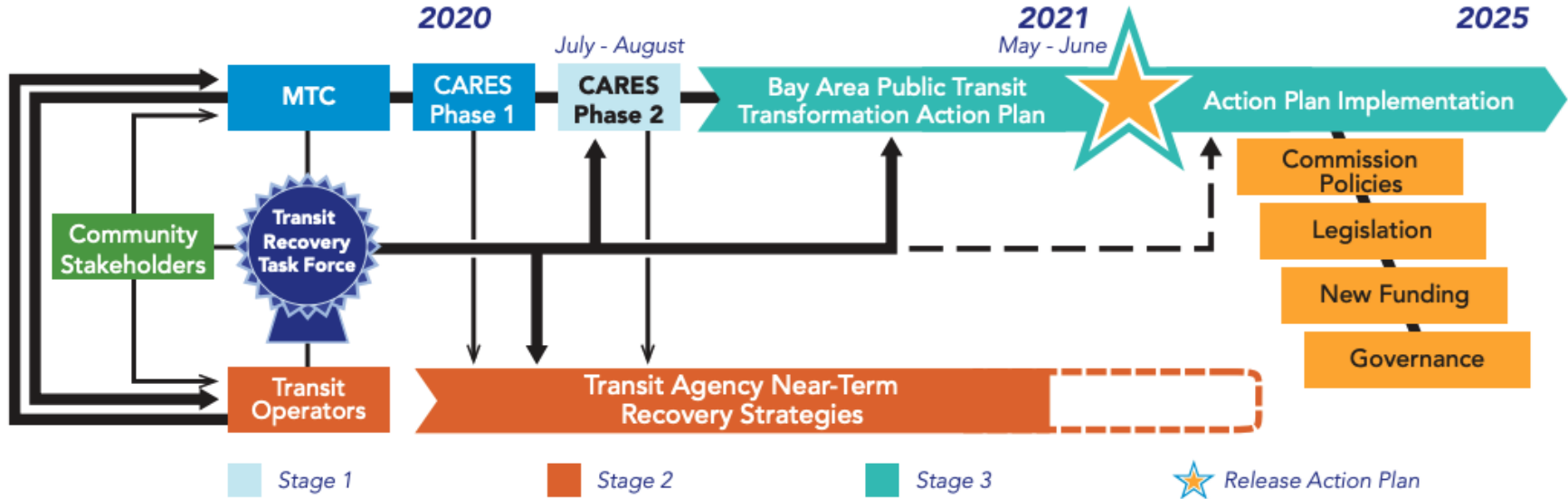
Grassroots organization formed in 2017 advocating for a world-class, equitable, integrated transit system, enabled through governance reform.

Published **Seamless Transit Principles**, supported by 6 public entities, 27 orgs, 1,700 individuals

Sponsor of 2020 Bill AB 2057 (Chiu), The Bay Area Seamless Transit Act; endorsed by 20 organizations



Stage 3: Bay Area Public Transit Transformation Action



July 20 Feedback on Stage 3:

1. **Equity & connectivity are key goals;**
2. **Governance & funding are priority topics the Task Force is uniquely positioned to explore & act on to achieve goals**

Agenda

- **Summary of challenges of Bay Area Transit**
- **Vision for an integrated system**
- **Research & lessons from successful regions**
- **Recommendations for “Public Transit Transformation Action Plan”**

Before the pandemic, transit faced great challenges



2001 to 2016 in the Bay Area

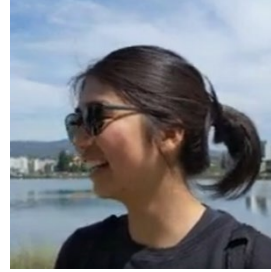
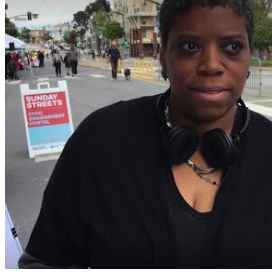
Population
Growth
+11.9%

Average
Commute
Time for
Transit Users
+11.9%

Annual Trips
Taken on
Public Transit
per capita
-10.4%

Average Bus
Speed
-9.3%

Many face difficulty using transit



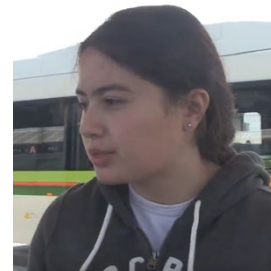
“It takes too long to get around on transit.”



“It’s not frequent enough”

“It’s too confusing”

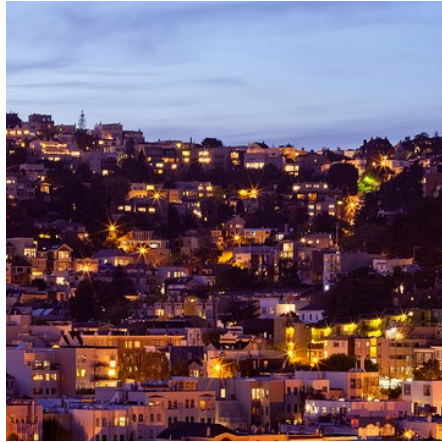
“It’s not reliable”



“It doesn’t take me where I need to go”

“It’s a hassle”

Inadequate transit undermines regional goals & inhibits our ability to respond to crises



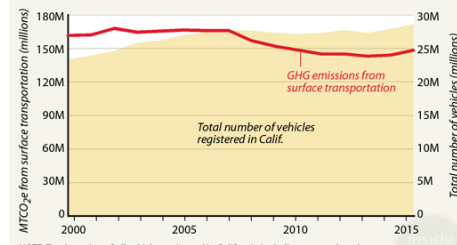
Lack of access to affordable housing choices & economic opportunity



More traffic, longer commutes

Emissions from Cars on the Rise
Californians as a whole are driving more, leading emissions from the transportation sector to rise. At nearly 40 percent of the state's emissions, the sector poses a challenge to the state's efforts to slash overall emissions.

TOTAL VEHICLES AND GREENHOUSE GAS EMISSIONS California, 2000-2015

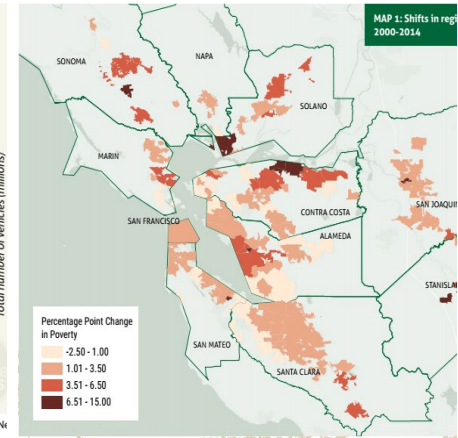


NOTE: Total number of all vehicles registered in California including cars and trucks.

SOURCE: NEXT 10 (via data from Calif. Air Resources Board; Calif. Greenhouse Gas Inventory; Calif. Energy Commission)

PAUL HORN / InsideClimate News

Rising transportation emissions and VMT



Increasing Inequality, Suburbanization of Poverty

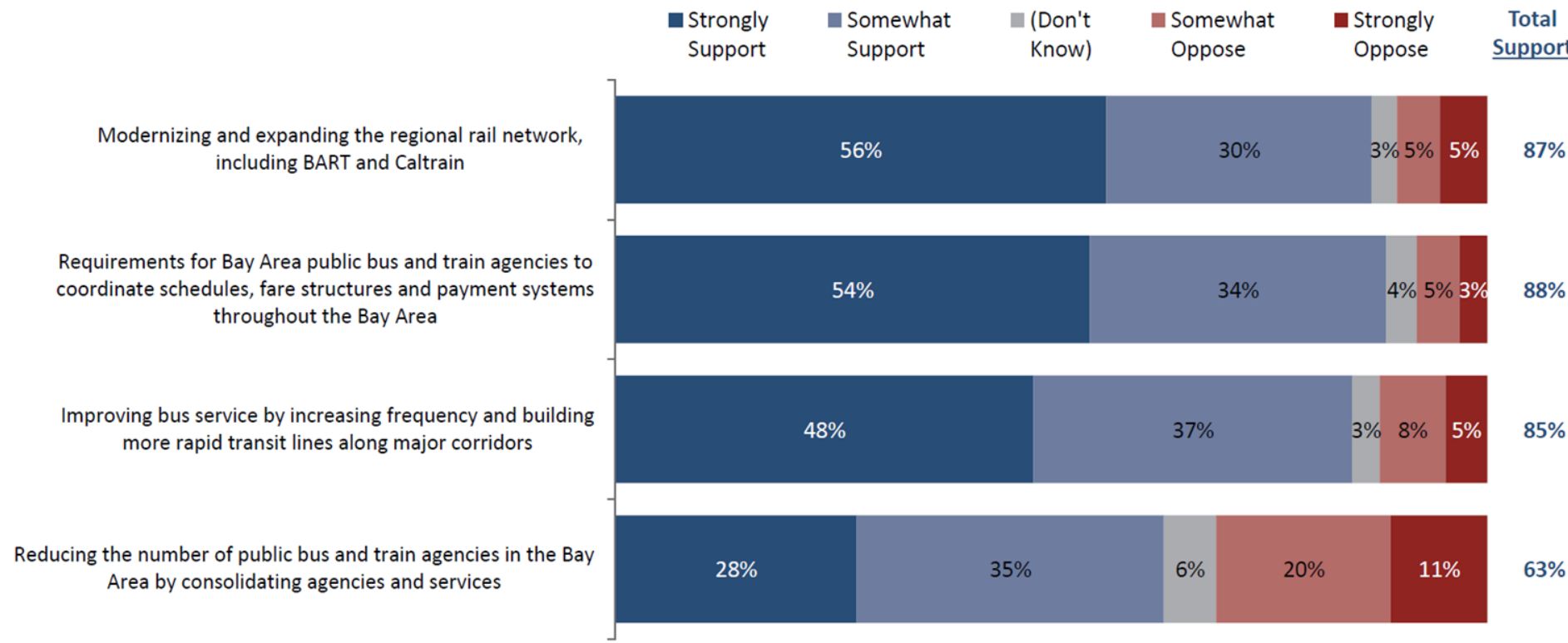


Polls say that the public prioritizes better regional coordination

A top ranking argument for last year's regional transportation funding measure:

“Our current public transit network is managed by dozens of transit agencies and local governments with uncoordinated schedules, different rules, and limited connections. This will improve our public transit system so that it is better coordinated and easier to use.”

Transit coordination requirements rank top among residents

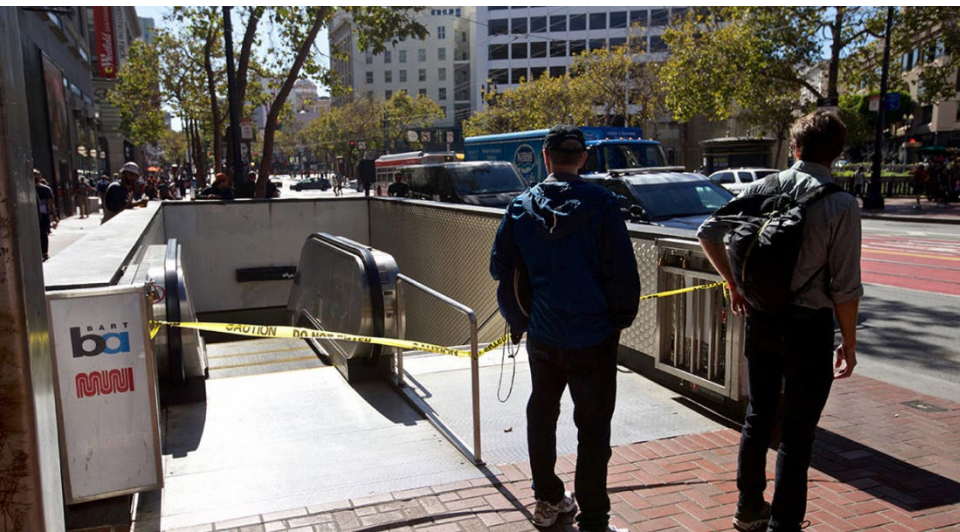




Our fragmented regional network challenges agencies and customers

COVID has exposed further gaps and the fragility of our systems.

- A system that was poorly-connected pre-pandemic struggles to adapt
- Local and regional systems don't work together; we see both duplication and gaps
- Without a guiding plan for connectivity or alignment, agencies confront extraordinary challenges to coordinate service changes
- **Recent coordination is unprecedented and a good step forward. It must be institutionalized and streamlined.**





In a seamless customer-focused regional network:

- A connected rapid transit network is strategically planned at regional level to work *as a system* - especially in a region as decentralized as the Bay Area
- Transit agencies work together to operate different parts of the integrated network
- Service quality, fares, schedules, and wayfinding is standardized to be a reliable and as simple as possible for users
- Buses don't get stuck in traffic
- **The system is adaptive to change, particularly in times of scarcity and uncertainty, so that resources can be deployed strategically to best serve riders**

A Regional Network Manager / Transit Coordinator Entity



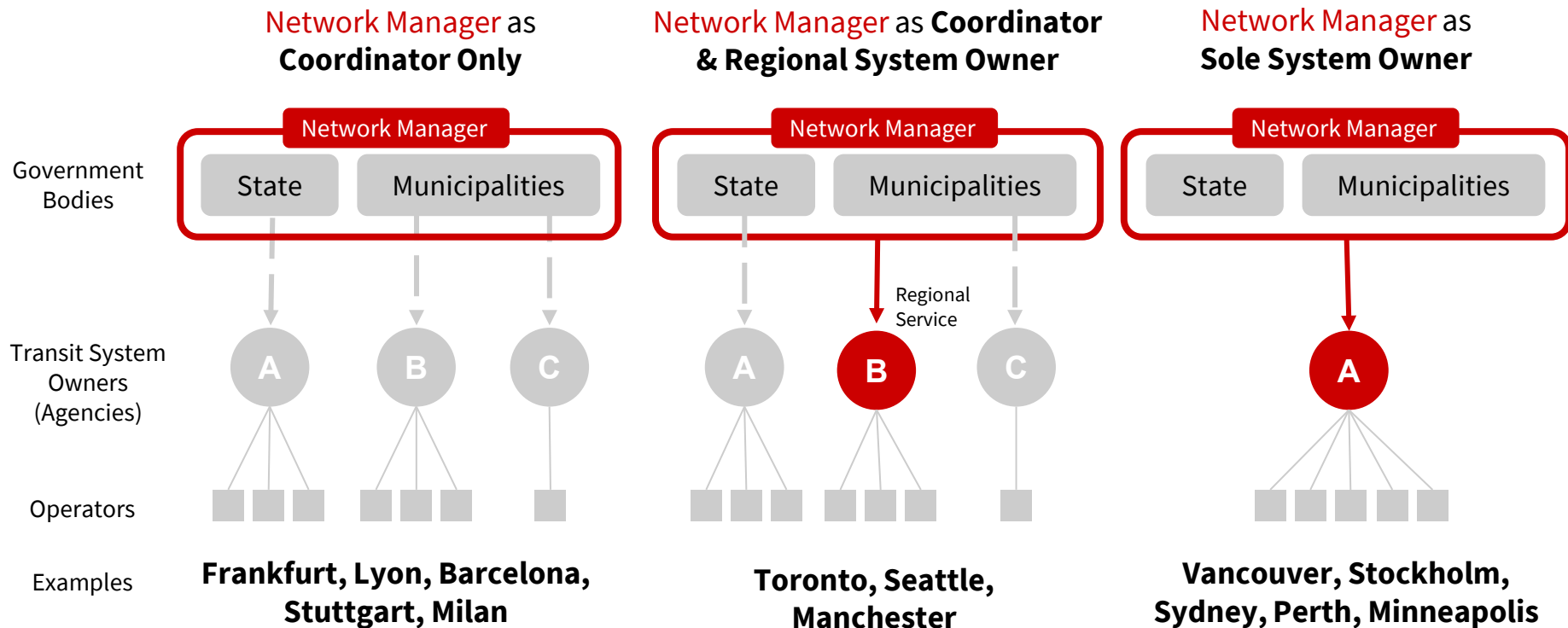
- Sets strategic goals and minimum standards for the network, with a specific focus on integrating urban and suburban routes.
- Focuses on customer experience and interfaces
- Facilitates coordination between operators
- Fulfills additional roles such as:
 - strategic planning
 - fare policy, collection, distribution
 - schedule coordination
 - regional branding and marketing
 - capital project delivery oversight & risk management

The Bay Area is not alone in facing the difficult challenge of coordinating a variety of operators and agencies.

But the Bay Area stands apart because it has not created a transit coordinator to overcome this challenge.

Best Practices from high-ridership, coordinated regions

Network Manager entities exist in three main forms



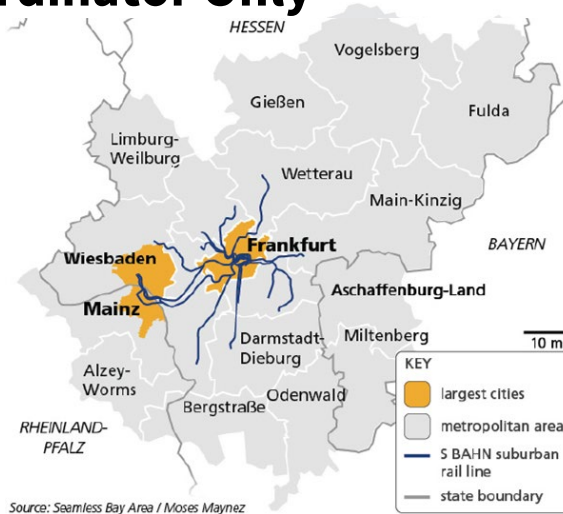
Network Manager as **Coordinator Only**

Greater Frankfurt (RMV)

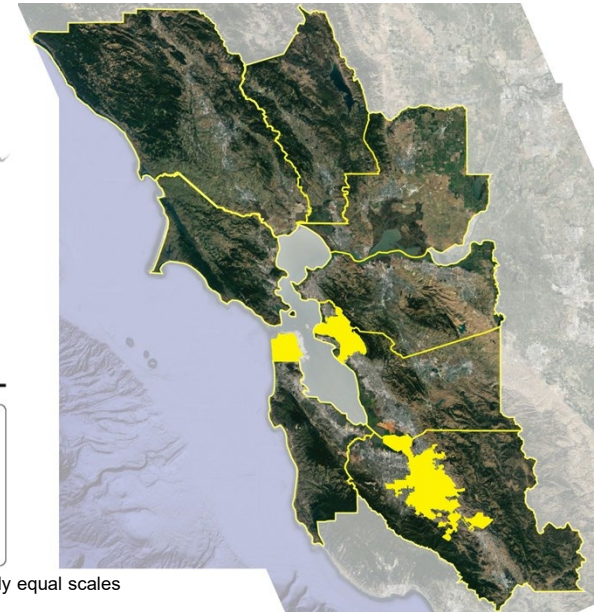


1993 Federal legislation required creation of transport authorities to improve accountability + efficiency

1995 RMV created



Approximately equal scales



| | Greater Frankfurt (Rhein-Main-Verkehrsverbund) | San Francisco Bay Area (9-county) |
|---|--|---|
| Population (m) | 4.9 million | 7.75 million |
| Local Governments | 408 municipalities | 101 cities |
| Transit Operating Companies | 160 | 27 |
| Annual Transit Ridership 1996 | 482 million | 435 million |
| Annual Transit Ridership 2018 (SF - 2017) | 769 million (60% growth from 1996) | 505 million (16% growth from 1996) |
| 2017 Transit Mode Share | 19% | 4% |
| 2017 Central City Transit Mode Share | 40% (Frankfurt, pop. 775,000) | 26% (San Francisco, pop. 884,000) |

Roles and Responsibilities of Network Managers (Regional Transit Coordinators)

| Metropolitan Region | Regional Transit Mode Share % | Planning (Network Design) | Integrated Fares | Schedule Coordination | Marketing/ Public Info Services | Procurement/ Contracting | Monitoring (of Service standards) | Transit Operations | Other Transportation Responsibilities |
|--------------------------------------|-------------------------------|---------------------------|------------------|-----------------------|---------------------------------|--------------------------|-----------------------------------|------------------------|---------------------------------------|
| Vancouver, Canada | 12% (all) 18% (work) | Yes | Yes | Yes | Yes | Yes | Yes | Yes - all | Yes (3) |
| Toronto, Canada | 16% (all) 23% (work) | Yes | No (1) | Yes | No | Yes | No | Yes -Regional bus/rail | No |
| Milan, Italy | 21% (all) | Yes | Yes | Yes | Yes* | No | Yes | No | No |
| Lyon, France | 19% (all) | Yes | Yes (2) | Yes | No | Yes | Yes | No | No |
| Stockholm, Sweden | 37% (all) | Yes | Yes | Yes | Yes | Yes | Yes | Yes | No |
| Frankfurt, Germany | 19% (all) | Yes | Yes | Yes | Yes | Yes | Yes | No | No |
| Stuttgart, Germany | | Yes | Yes | Yes | Yes | No | Yes | No | No |
| Barcelona, Spain | 20% (all) | Yes | Yes | Yes | Yes | Yes | Yes | No | No |
| Perth, Australia | 10.3% (work) | Yes | Yes | Yes | Yes | Yes | Yes | Yes - all | No |
| Sydney, Australia | 23% (all) | Yes | No | Yes | Yes | Yes | Yes | Yes -all | Yes (5) |
| SF Bay Area (SPUR/SBA Assessment) | 4% (all) 12% (work) | Partial | No | No | No* | No | Partial | No | Yes |

All data except SF Bay Area assessment from From DeRobertis, et. al. "Characteristics of Effective Metropolitan Areawide Public Transit" 2020 (Pending publishing)

Research Findings: Common Lessons

- A Network Manager entity is the norm in high-performing regions
- Network Manager relationship to state/local governments and transit agencies is clear
- State/national legislation prompted and supported coordination
- Strong regional coordination is associated with
 - High ridership benefits even without major new spending
 - Higher levels of ridership in both urban and suburban areas

Public Transit Transformation Action Plan should answer:

1. What transportation outcomes do we want?
2. What institutions & funding do we need to realize these outcomes?
 - a. What authorities are appropriate for a **transit network manager**?
 - b. What authorities are appropriate for local institutions?
 - c. What types of funding & tools are needed?
 - d. What's the right geography?
 - e. How should institutions be governed?
3. What's a feasible transition path?

How do we answer these questions?

- Targeted research by third party subject matter experts
- Thoughtful facilitation
- Public engagement & transparency
- Efficient, prioritized decision-making

Recommendations for Blue Ribbon Transit Recovery Task Force & Transformation Action Plan

While supporting Stage 2 recovery and alignment efforts initiated by transit agencies, the Blue Ribbon Task Force should...

- A. Support the long term goal of a connected, equitable, efficient, and rider-focused transit system across the Bay Area that has integrated service, fares, schedules, and customer information, and a common identity.
- B. Identify governance and funding reforms, including legislation, that support creation of an effective transportation network manager in the Bay Area with the authority and mandate to integrate all forms of Bay Area transit.
- C. Fully analyze of options for transit agency consolidations and their potential to support a more integrated, accessible, rider-focused system.
- D. Bring on relevant subject matter experts with domestic and global expertise in effective transportation governance and organization to complete the analysis of governance and funding.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-1383 **Version:** 1 **Name:**
Type: Report **Status:** Informational
File created: 9/10/2020 **In control:** Policy Advisory Council
On agenda: 10/14/2020 **Final action:**
Title: Blue Ribbon Transit Recovery Task Force Update
(30 minutes)

Update on the Blue Ribbon Transit Recovery Task Force.

Sponsors:

Indexes:

Code sections:

Attachments: [08_BRTRTF.pdf](#)

| Date | Ver. | Action By | Action | Result |
|------|------|-----------|--------|--------|
|------|------|-----------|--------|--------|

Subject:

Blue Ribbon Transit Recovery Task Force Update
(30 minutes)

Update on the Blue Ribbon Transit Recovery Task Force.

Presenter:

Theresa Romell and Melanie Choy

Recommended Action:

Information

Attachments:

**Metropolitan Transportation Commission
Policy Advisory Council**

October 14, 2020

Agenda Item 8


Blue Ribbon Transit Recovery Task Force Update

Subject: Update on the Blue Ribbon Transit Recovery Task Force.

Background: A presentation for Policy Advisory Council Agenda Item 8, Update on the Blue Ribbon Transit Recovery Task Force, will be provided to the Policy Advisory Council before its October 14, 2020 meeting.

Staff will be at your October 14 meeting to discuss the presentation. The Council's input is requested.

Attachments: Attachment A: PowerPoint



BLUE RIBBON

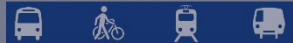


TRANSIT RECOVERY
TASK FORCE

BLUE RIBBON TRANSIT RECOVERY TASK FORCE UPDATE

Policy Advisory Council
October 14, 2020

BLUE RIBBON



TRANSIT RECOVERY
TASK FORCE

SEPTEMBER MEETING RECAP

TASK FORCE STAGE THREE PURPOSE

By mid-2021, the Blue Ribbon Transit Recovery Task Force shall submit a **Bay Area Public Transit Transformation Action Plan** to the Commission for its consideration and possible adoption.

The Plan should identify actions needed to **re-shape the region's transit system** into a more connected, more efficient, and more user-focused mobility network across the entire Bay Area and beyond.

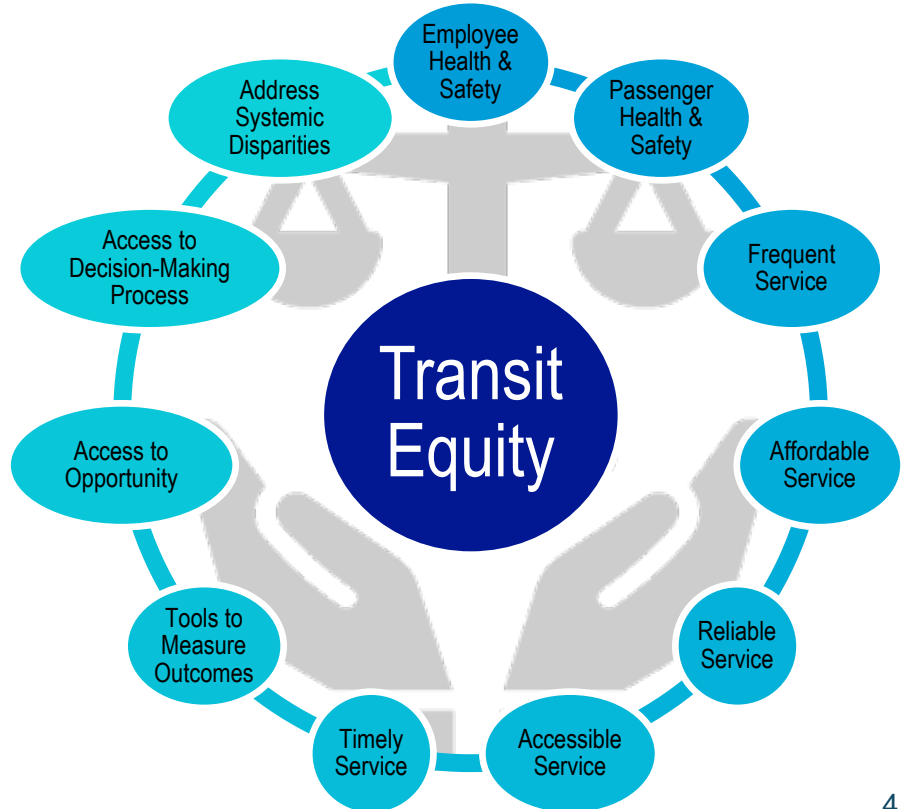
Priority Topics Shared at July 20 Task Force Meeting



EQUITY IS KEY TO TRANSFORMATION

Equity is not a side topic related to recovery — it is foundational to a just transit network

- This work must be guided by riders, communities, and community-based organizations (CBOs)
 - Riders during the pandemic (short/local essential trips)
 - Opportunities to use surveys
 - Partnerships with CBOs



CONCURRENT REGIONAL EFFORTS WITH TRANSIT LINKAGES

BLUE RIBBON



TRANSIT RECOVERY
TASK FORCE

Clipper Executive Board

- Clipper business operations
- Clipper START
- Clipper Next Gen
- RTC Discount Card

Fare Integration Task Force

- Study kick-off in early 2020
- Identify regional fare coordination and integration strategies

Partnership Board

- Quick Complete Streets
- Data requirements
- Technology platforms
- Mobility Options

MTC Plans with Intersecting Activities

- Coordinated Public Transit-Human Services Transportation Plan
- Plan Bay Area 2050
- MTC's Equity Platform

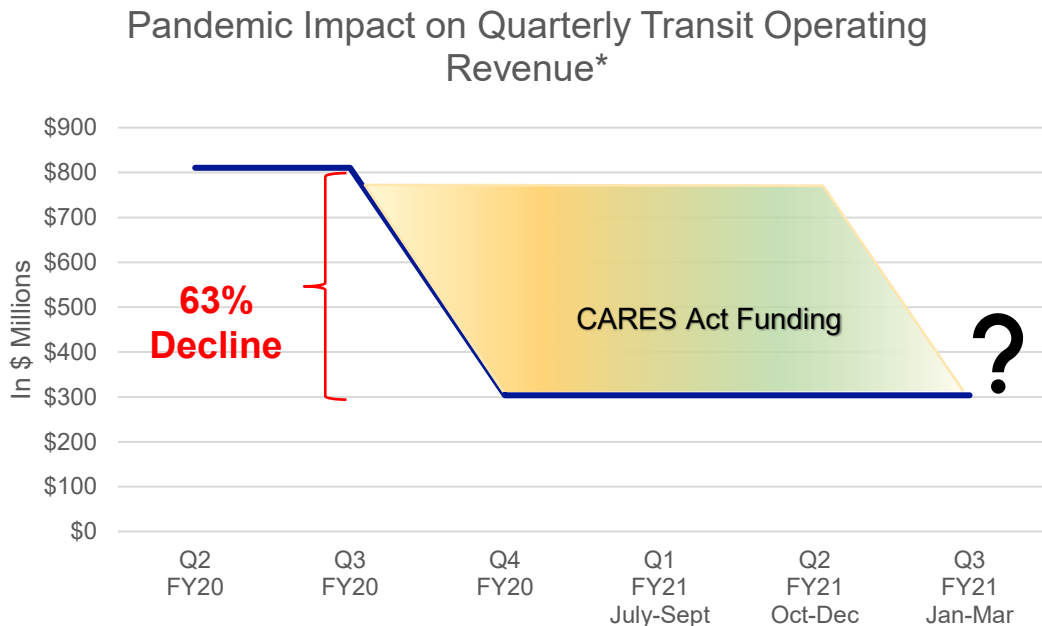
Regional Mapping, Wayfinding & Public Information Workshops

- Effort aims to make it easier to navigate the Bay Area using public transit
- System concept and business case under development

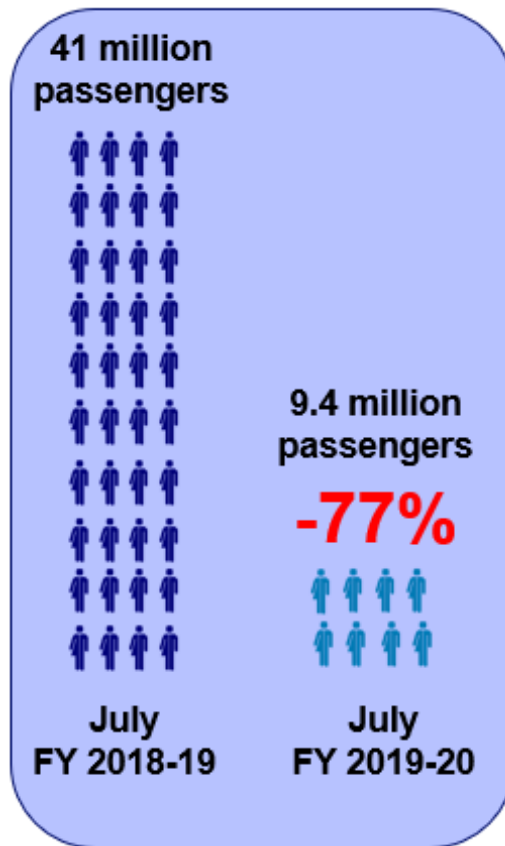
BATA Recovery Ad Hoc Working Group

- Address constrained revenue outlook for Rehab
- Address transit capacity constraints plus likely increase in driving

TRANSIT CHALLENGED BY RIDERSHIP AND REVENUE DECLINES



*Based on average quarterly revenue for FY 2018-19 and estimates of monthly revenue losses developed for the CARES Act funding distribution (March through August). Assumes economy does not begin recovery before January 2021.



Transformation
requires addressing the
issues that the transit
agencies can control.

Transit Service Issues

- **Issue #1 System Design** – Divergent priorities and limited resources
- **Issue #2 System Performance** – Slower and less reliable service results in a less favorable customer experience
- **Issue #3 System Expansion** – Projects have fragmented planning, lack consensus and are costly and slow to develop
- **Issue #4 Fares and Payments** - Complex to administer, and little consistency and coordination; must be equitable and not a barrier to low-income riders
- **Issue #5 Information & Marketing** – Information is inconsistent, uncoordinated and irregularly updated. Customers rely on 3rd parties for travel information

TRANSFORMATION IN STAGES

Transformation will occur in stages and is limited by fiscal realities. Blueprint (long-term) stage will require new funding.

Baseline (Near-Term)

- Coordinated service planning
- Common planning tools
- Improve 511 convenience
- Develop hierarchy of service and connection improvements
- Complete existing fare study
- Low-cost innovations

Blueprint (Long-Term)

- Regional signage and branding
- Transit priority infrastructure
- New set of performance standards
- Modernize fare and payment collection
- Affordable fare subsidies
- System expansion
- Comprehensive Operations Analysis
- Regional Express Bus

TRANSIT CHALLENGES – SPECTRUM OF SYSTEM MANAGEMENT OPTIONS

Non-binding Coordination

- Working group(s) or technical advisory committee(s) for staff from individual operators to meet and coordinate on issues of common interest, such as network management
- Participation typically optional and operators are generally not bound by the decisions

Binding Coordination

- Clipper Executive Board model
- Could be extended to other areas or functions, by creating coordinating entities similar to the CEB or even a single coordinating entity that functions as a Regional Transit Coordinator or Network Manager
- Functional Coordination

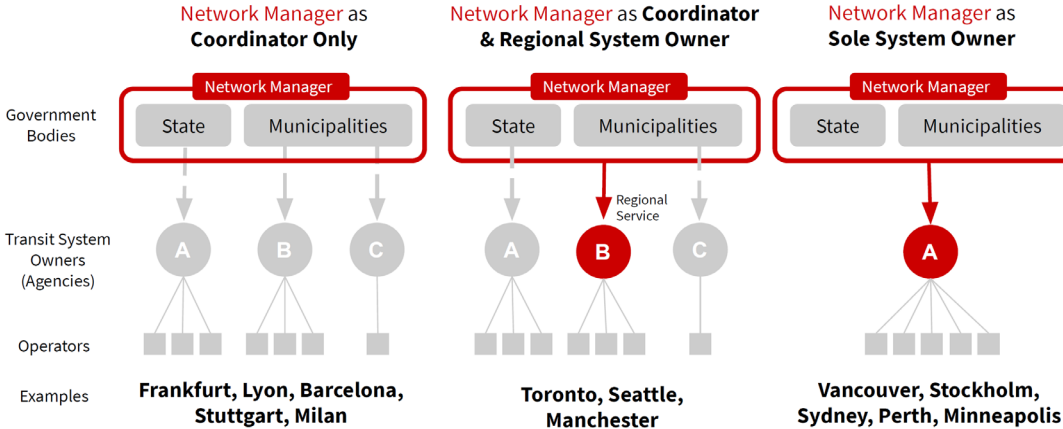
Agency Consolidation

- Fewer agencies based on criteria such as regional mode or geography
- Deepest level of integration beyond functional consolidation
- Implementation could involve significant challenges and tradeoffs

Stage 3: A Public Transit Transformation Action Plan

Blue Ribbon Transit Recovery Task Force

September 14, 2020

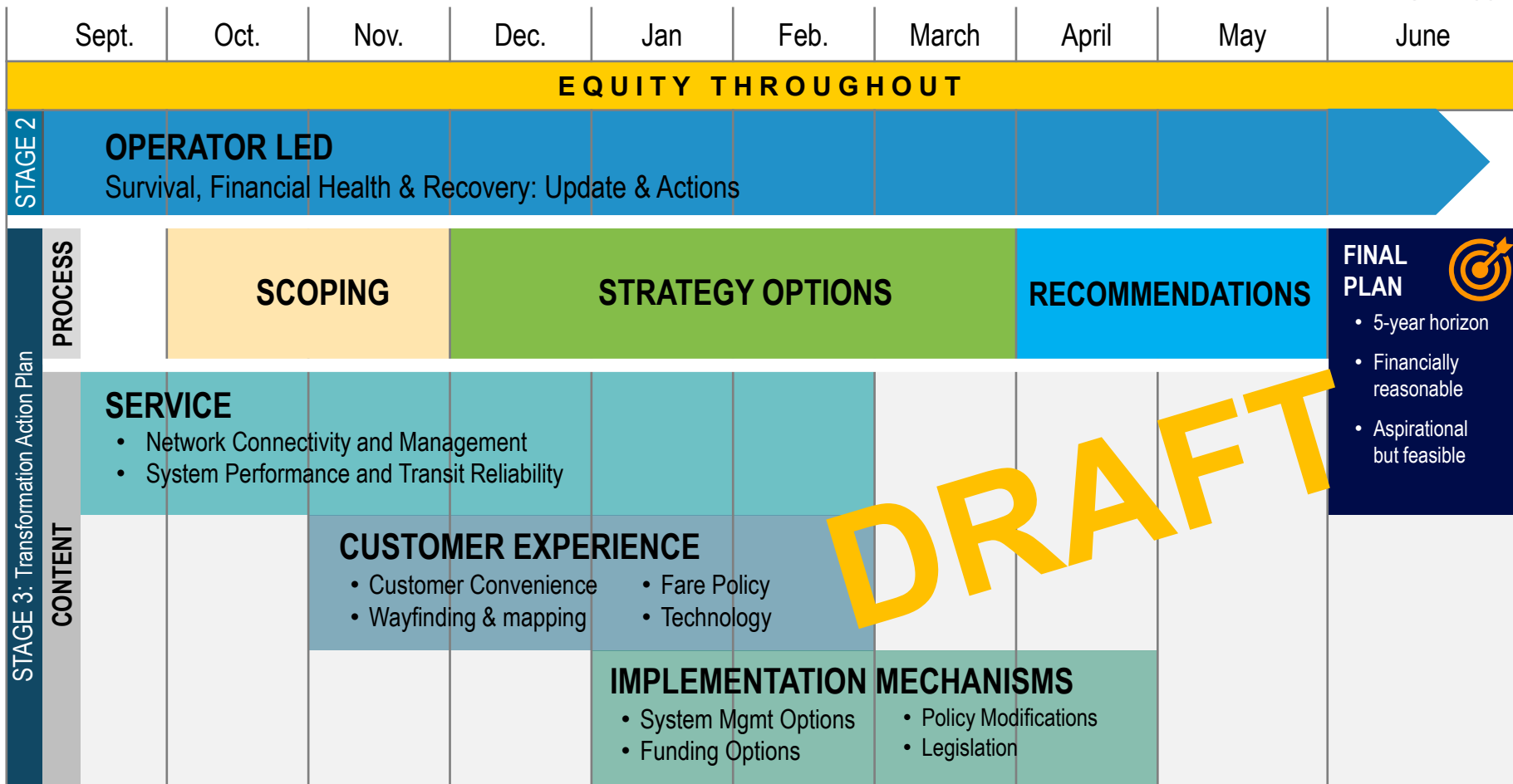


PROPOSED NEXT STEPS

BLUE RIBBON

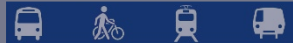


TRANSIT RECOVERY



DRAFT

BLUE RIBBON



TRANSIT RECOVERY
TASK FORCE

OCTOBER MEETING PREVIEW

OCTOBER DRAFT AGENDA

- Stage 2 Near Term Recovery
 - Transit Operations Funding Update
 - Survey Synthesis and Next Steps
- Stage 3 Transformation Action Plan Scoping
 - Discussion of Goals and Objectives
 - Feedback and input from TF Members on Obstacles to Achieving Goals/Objectives



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-1384 **Version:** 1 **Name:**
Type: Report **Status:** Informational
File created: 9/10/2020 **In control:** Policy Advisory Council
On agenda: 10/14/2020 **Final action:**
Title: Staff Liaison Report
(5 minutes)

Relevant MTC policy decisions and other activities.

Sponsors:

Indexes:

Code sections:

Attachments: [09_Staff_Liaison_Report_October_2020.pdf](#)

| Date | Ver. | Action By | Action | Result |
|------|------|-----------|--------|--------|
|------|------|-----------|--------|--------|

Subject:

Staff Liaison Report
(5 minutes)

Relevant MTC policy decisions and other activities.

Presenter:

Marti Paschal, Staff Liaison

Recommended Action:

Information

Attachments:

**Metropolitan Transportation Commission
Policy Advisory Council**

October 14, 2020

Agenda Item 9

Staff Liaison Report – October 2020

Subject: Relevant MTC policy decisions and other activities.

Recommendation: Information

Attachments: Attachment A: Staff Liaison Report – October 2020



METROPOLITAN
TRANSPORTATION
COMMISSION

**Agenda Item 9
Attachment A**
Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105
TEL 415.778.6700
WEB www.mtc.ca.gov

Memorandum

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

DATE: October 14, 2020
W.I. 1114

I-880 Express Lanes Opened for Business October 2

The Interstate 880 Express Lanes in Alameda County began operations at 5 a.m. on Friday, October 2, at which time the Santa Clara Valley Transportation Authority (VTA), adjusted the tolling rules for its existing State Route 237 Express Lanes to match those for the I-880 Express Lanes. These rules include:

- All vehicles must have a FasTrak[®] toll tag to use the Express Lanes;
- Three-person carpools, buses, vanpools and motorcycles travel toll-free with a FasTrak Flex toll tag set to the 3+ position;
- Two-person carpools with a FasTrak Flex toll tag set to the 2+ position pay half-price tolls;
- Solo drivers of eligible clean-air vehicles (CAVs) and two-person carpools in clean-air vehicles pay half-price tolls with a FasTrak CAV toll tag. Eligible CAVs are those with red, purple or orange decals; and
- Other solo drivers pay the full toll to use the Express Lanes with either a standard FasTrak toll tag or a FasTrak Flex tag set to the 1 position.

Operating hours for Express Lanes are weekdays from 5 a.m. to 8 p.m. Tolls rise as traffic increases and decline as traffic falls. Signs over the roadway indicate toll rates for various destinations. Customers always pay the toll displayed when they enter the Express Lane, even if toll rates change during their trip. Toll-paying customers pay for each toll zone they enter. There are six toll zones along southbound I-880 from Hegenberger Road in Oakland to Dixon Landing Road near the Fremont/Milpitas border and five toll zones along northbound I-880 from Dixon Landing Road to Lewelling Boulevard in San Lorenzo.

Travelers can visit 511.org([link is external](#)) to learn everything they need to know to use the I-880 and State Route 237 Express Lanes, as well as to view a series of easy-to-watch [videos](#)([link is external](#)) explaining all aspects of the I-880 Express Lanes.

Got a Bridge Toll Notice? FasTrak Makes One-Time Payment Simple

With cash toll collection at the Bay Area's seven state-owned toll bridges suspended since March due to the COVID-19 pandemic, MTC and the Bay Area Toll Authority (BATA) invite drivers who have received a toll notice to use the [toll payment page](#)([link is external](#)) on the Bay Area FasTrak[®] website. Toll bridge patrons need only enter the number on the toll notice and their license plate information to pay for crossings of the Antioch, Benicia-Martinez, Carquinez, Dumbarton, Richmond-San Rafael, San Francisco-Oakland Bay or San Mateo-Hayward bridges. The same option is available to drivers who cross the Golden Gate Bridge, which adopted all-electronic tolling in 2013.

More than 70 percent of all customers at the seven state-owned toll bridges already use a FasTrak toll tag or license plate account to pay their tolls electronically. These patrons have experienced no change in toll collection procedures or any difference in their statements. Customers who ordinarily would stop at a toll booth to pay cash now continue through the toll plaza without stopping. Automated, high-speed cameras capture images of customers' license plates. The FasTrak customer service center processes these images and then mails a toll notice to the address at which the vehicle is registered with the DMV. While initial notices include a heading that reads "Notice of Toll Evasion," these transactions are not considered toll evasion violations and the amount due on each notice is for the toll amount only.

Drivers who have more than one unpaid bridge crossing and have received multiple notices can enter just a single notice number to review all unpaid crossings and to settle their unpaid tolls.

BATA and Caltrans encourage toll bridge customers who do not already have FasTrak accounts to open accounts online at www.bayareafastrak.org(link is external) or by phone at 1-877-229-8655 (BAY-TOLL). A map of Costco and Walgreens retail locations at which FasTrak toll tags are available may be found at www.bayareafastrak.org/en/howitworks/retailmap.html(link is external). Caltrans and BATA will monitor toll bridge operations and heed ongoing public health guidance before making any decisions about resuming cash toll collection at Bay Area toll bridges.

Kathleen Kane Named to Lead MTC-ABAG Legal Team

On September 23, MTC announced the hiring of Kathleen Kane as General Counsel. Ms. Kane, who currently serves as City Attorney for Burlingame and previously served as City Attorney for East Palo Alto, will take over from Adrienne Weil, who is retiring after a decade of service. Ms. Kane will additionally act as legal counsel for the Association of Bay Area Governments (ABAG) under the contract.

"I look forward to interesting work with an accomplished organization as General Counsel," Ms. Kane said. "Adrienne Weil's retirement leaves some big shoes to fill and I appreciate the Commission's confidence in my ability to meet the challenge."

Ms. Kane is an accomplished attorney with two decades of private and public sector experience in land use and development issues, risk management, government contracting, public finance and litigation. She started her legal career in 1999 as a clerk for Judge Fortunato Benevides of the U.S. Court of Appeals for the Fifth Circuit before taking a position as an appellate litigator for the civil division of the U.S. Department of Justice in Washington, D.C. Ms. Kane next served as General Counsel representing foster children in North Carolina's Administrative Office of the Courts. Ms. Kane then returned to the Bay Area, working for five years as an attorney with Aaronson, Dickerson, Cohn & Lanzone in San Carlos, during which time she also served as deputy counsel for several San Mateo County jurisdictions, then as interim City Attorney for Belmont before moving on to manage the City Attorney's office in East Palo Alto.

"Kathleen's background as a litigator and her experience in local government is especially well-suited to the complicated and longstanding issues MTC and ABAG work on," noted MTC Chair and Alameda County Supervisor Scott Haggerty. "Congestion, mobility, and housing supply and affordability are all major challenges facing Bay Area residents. For MTC and ABAG to effectively tackle these problems, we have to collaborate effectively with federal and state officials, with dozens of public transit providers, nine counties and 101 cities plus many other county and regional agencies."

Napa County Supervisor and MTC Vice Chair Alfredo Pedroza made a similar point. “Throughout the selection process, Ms. Kane demonstrated a keen understanding of the myriad issues around land-use and development that can help align MTC’s and ABAG’s strategic regional goals with the unique needs of each county, city or town.”

Ms. Kane holds a B.A. from Stanford University and a J.D. from the Stanford School of Law. The San Bruno resident is a member of the State Bar of California, the Bar Association of San Francisco, the San Mateo County Bar Association and bar associations for multiple federal courts.

Have a Question? Ask a Librarian

If you need assistance locating information or are having difficulty navigating the MTC-ABAG websites, please feel free to contact the MTC-ABAG head librarian, Julie Tunnell. Reference assistance is available by telephone (415-778-5236), or email library@bayareametro.gov. Information can also be found on the MTC-ABAG library webpage: <https://mtc.ca.gov/tools-resources/mtc-abag-library-information-asking>

Executive Director’s Report

The following items are excerpts from the September 2020 Executive Director’s Report to the Commission. To read the report in its entirety go to:

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

Key Updates

Plan Bay Area: Public Comments Available Online

Comments on the Draft Blueprint closed in August, and all the feedback we received from digital workshops, telephone town halls, a tribal summit, a statistically valid poll, emailed or written correspondence is now easily accessible on the Plan Bay Area website.

Check it out on the link below. The feedback can be found under "Your Comments."

<https://www.planbayarea.org/your-comments/plan-bay-area-2050>

We look forward to more public engagement opportunities in 2021.

Riding Together: Healthy Transit Plan and Dashboard

As recommended direction from the Blue Ribbon Transit Recovery Task Force, MTC staff will present a monthly report to the Commission on common data metrics developed by the Bay Area’s public transit operators based on their [Riding Together: Bay Area Healthy Transit Plan](#) that was released in August. The transit agencies developed a common set of health and safety commitments, grounded in health directives from the California Department of Public Health, U.S. Centers for Disease Control and Prevention, County health officials, and international best practices.

Federal Highway Administration Certification Report

Earlier this month, we received our federal certification report from FHWA and FTA, which certifies MTC’s planning process every 4 years. Along with several commendations on the exemplary work MTC is doing in transit asset management, FHWA and FTA issued one corrective action: to improve administration of its Surface Transportation Block Grant Program and Congestion Mitigation and Air Quality Improvement (CMAQ) program – also known as our One Bay Area Grant, or OBAG, program.

Specifically, the concern is about our use of a formula for the distribution of Surface Transportation Program (STP) funds via the OBAG county program. FHWA's position is that sub-allocation is not allowed by federal regulation and that MTC may not be exercising an appropriate degree of project selection authority over STP/CMAQ funded projects within the OBAG program. Going forward, we will need to examine how these funds are programmed to address the concerns and comply with the corrective action, prior to adoption of the 2023 Transportation Improvement Program (TIP) in 2022. We must clearly demonstrate (in both our documentation and communications) that our OBAG 3 program is in full compliance with all applicable federal regulations.

ATP Quick Build Pilot Program

The California Transportation Commission (CTC) released recommendations last week for the quick-build pilot program within the Active Transportation Program (ATP). CTC staff recommends funding \$4.4 million for eight projects around the state. The Bay Area was recommended to receive 50% of the funds, with \$2.2 million going to four projects in the cities of Berkeley, Richmond, San Carlos, and San Jose.

The quick-build pilot is an exciting new program that provides funding for cities to test and implement relatively inexpensive safety measures that address active transportation needs quickly, before committing to more expensive solutions. Bay Area cities have established themselves as leaders for quick build projects, with proven prior successes in San Jose, San Francisco, and Oakland. MTC staff will continue to work with the CTC to evaluate the pilot program and to include quick-build funding in future ATP cycles permanently.

The CTC will consider the recommendations for adoption at the October 21-22, 2020 meeting.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

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|----------------------|--|----------------------|---|-------------------------|--|
| File #: | 20-1385 | Version: | 1 | Name: | |
| Type: | Report | Status: | | Informational | |
| File created: | 9/10/2020 | In control: | | Policy Advisory Council | |
| On agenda: | 10/14/2020 | Final action: | | | |
| Title: | Council Member Reports (10 minutes) | | | | |

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

Sponsors:

Indexes:

Code sections:

Attachments:

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

Council Member Reports
(10 minutes)

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

Presenter:

Randi Kinman, Council Chair

Recommended Action:

Information

Attachments:



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

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|----------------------|-----------------------------|----------------------|---|-------------------------|--|
| File #: | 20-1386 | Version: | 1 | Name: | |
| Type: | Report | Status: | | Informational | |
| File created: | 9/10/2020 | In control: | | Policy Advisory Council | |
| On agenda: | 10/14/2020 | Final action: | | | |
| Title: | New Business (5 minutes) | | | | |

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

Sponsors:

Indexes:

Code sections:

Attachments:

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

New Business
(5 minutes)

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

Presenter:

Randi Kinman, Council Chair

Recommended Action:

Discussion

Attachments: