



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

Tuesday, November 17, 2020

3:05 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/85714530194>

iPhone One-Tap: US: +14086380968,,85714530194# or +16699006833,,85714530194#

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: 857 1453 0194

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

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 (14).

3. [20-1555](#)

Chair's Report
(10 minutes)

Action: Information

Presenter: Randi Kinman, Council Chair

4. [20-1556](#)

Approval of the October 14, 2020 Meeting Minutes
(5 minutes)

Action: Approval

Presenter: Randi Kinman, Council Chair

Attachments: [04_Council Minutes_Oct 14 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. [20-1557](#) Subcommittee Reports
(5 minutes)

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

7. [20-1558](#) Blue Ribbon Transit Recovery Task Force Update
(30 minutes)

Update on the Blue Ribbon Transit Recovery Task Force.

Action: Information

Presenter: Theresa Romell and Melanie Choy

Attachments: [07_Blue Ribbon.pdf](#)

8. [20-1562](#) Plan Bay Area 2050: Implementation Plan Development
(20 minutes)

Overview of the Plan Bay Area 2050 Implementation Plan phase, including key goals and timeline.

Action: Information

Presenter: Chirag Rabari

Attachments: [08_PBA2050-Implementation.pdf](#)

9. [20-1563](#) 2020 Legislative Outcomes
(20 minutes)
- Overview of legislative outcomes in Sacramento and Washington, D.C. relative to our adopted 2020 Joint Advocacy Program.
- Action:** Information
- Presenter:** Rebecca Long
- Attachments:** [09_2020_Legislative_Outcomes.pdf](#)
10. [20-1584](#) Draft 2021 Joint Advocacy Program
(20 minutes)
- Draft of the 2021 Joint MTC ABAG Advocacy Program.
- Action:** Information
- Presenter:** Rebecca Long
- Attachments:** [10_2021_Draft_Joint_Advocacy_Program.pdf](#)
11. [20-1559](#) Staff Liaison Report
(5 minutes)
- Relevant MTC policy decisions and other activities.
- Action:** Information
- Presenter:** Marti Paschal, Staff Liaison
- Attachments:** [11_Staff_Liaison_Report_November_2020.pdf](#)
12. [20-1560](#) Council Member Reports
(10 minutes)
- Members of the Council may report on locally relevant issues or events.
- Action:** Information
- Presenter:** Randi Kinman, Council Chair
13. [20-1561](#) 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

14. Adjournment / Next Meeting

The next meeting of the Policy Advisory Council will be held Wednesday, December 9, 2020 at 1:35 p.m. at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA or remotely and by webcast as appropriate depending on the status of any shelter in place orders. Any changes to the schedule will be duly noticed to the public.

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 #: 20-1555 **Version:** 1 **Name:**

Type: Report **Status:** Informational

File created: 10/16/2020 **In control:** Policy Advisory Council

On agenda: 11/17/2020 **Final action:**

Title: Chair's Report
(10 minutes)

Sponsors:

Indexes:

Code sections:

Attachments:

Date	Ver.	Action By	Action	Result
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Subject:
Chair's Report
(10 minutes)

Presenter:
Randi Kinman, Council Chair

Recommended Action:
Information

Attachments:



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-1556 **Version:** 1 **Name:**
Type: Minutes **Status:** Committee Approval
File created: 10/16/2020 **In control:** Policy Advisory Council
On agenda: 11/17/2020 **Final action:**
Title: Approval of the October 14, 2020 Meeting Minutes
(5 minutes)
Sponsors:
Indexes:
Code sections:
Attachments: [04 Council Minutes Oct 14 2020.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
Approval of the October 14, 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, October 14, 2020

1:35 PM

Board Room - 1st Floor (REMOTE)

1. Welcome

2. Roll Call / Confirm Quorum

Present: 21 - Burnett, Castellanos, Coates, Eldred, Florez, Hedges, Hernandez, Kallins, Kinman, Lee, Levin, Lopez, Madden, Mendoza, Momoh, Murray, Schweng, Scott, Gotuaco, Wilson and Baldini

Excused: 1 - Cochran

Absent: 2 - Ozim and Glover

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](#)

Upon the motion by Hedges and second by Florez, the September 9, 2020 Meeting Minutes were unanimously approved. The motion carried by the following vote:

Aye: 21 - Burnett, Castellanos, Coates, Eldred, Florez, Hedges, Hernandez, Kallins, Kinman, Lee, Levin, Lopez, Madden, Mendoza, Momoh, Murray, Schweng, Scott, Gotuaco, Wilson and Baldini

Absent: 3 - Cochran, Ozim and Glover

5. Public Comments / Other Business

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](#)

Ken Bukowski was called to speak.

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](#)

Upon the motion by Eldred and second by Kallins, a support position on the four recommendations drafted by SPUR/Seamless Bay Area for consideration as part of the Blue Ribbon Transit Recovery Task Force & Transformation Action Plan that includes: 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 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; and 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, was unanimously adopted to be forwarded to the MTC and Blue Ribbon Transit Recovery Task Force. The motion carried by the following vote:

Aye: 21 - Burnett, Castellanos, Coates, Eldred, Florez, Hedges, Hernandez, Kallins, Kinman, Lee, Levin, Lopez, Madden, Mendoza, Momoh, Murray, Schweng, Scott, Gotuaco, Wilson and Baldini

Absent: 3 - Cochran, Ozim and Glover

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

Update on the Blue Ribbon Transit Recovery Task Force.

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.



Metropolitan Transportation Commission

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Legislation Details (With Text)

File #: 20-1557 **Version:** 1 **Name:**
Type: Report **Status:** Informational
File created: 10/16/2020 **In control:** Policy Advisory Council
On agenda: 11/17/2020 **Final action:**
Title: Subcommittee Reports
(5 minutes)

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:

Date	Ver.	Action By	Action	Result
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Subject:

Subcommittee Reports
(5 minutes)

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:



Metropolitan Transportation Commission

375 Beale Street, Suite 800
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Legislation Details (With Text)

File #: 20-1558 **Version:** 1 **Name:**
Type: Report **Status:** Informational
File created: 10/16/2020 **In control:** Policy Advisory Council
On agenda: 11/17/2020 **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: [07_Blue Ribbon.pdf](#)

Date	Ver.	Action By	Action	Result
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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**

November 17, 2020

Agenda Item 7

Blue Ribbon Transit Recovery Task Force Update

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

Background: Policy Advisory Council Agenda Item 7, Blue Ribbon Transit Recovery Task Force Update, is attached. This PowerPoint will be presented to the Blue Ribbon Transit Recovery Task Force on November 16, 2020.

Staff will be at your November 17 meeting to discuss the update. Furthermore, below are the links to the landing page of the two previous meetings:

October 26, 2020

<https://mtc.legistar.com/MeetingDetail.aspx?ID=806073&GUID=4B62FEAC-76CE-46AB-A4D2-BE495AE32A77&Options=info|&Search=>

November 16, 2020

<https://mtc.legistar.com/MeetingDetail.aspx?ID=807103&GUID=FC87122D-943D-4BA6-86EE-10926A6E4960&Options=info|&Search=>

Attachments: PowerPoint from Agenda Item 5a from the November 16, 2020 Blue Ribbon Transit Recovery Task Force meeting.



BLUE RIBBON



**TRANSIT RECOVERY
TASK FORCE**

TRANSFORMATION ACTION PLAN: GOALS AND OBJECTIVES

Steve Kinsey
CivicKnit

November 16, 2020

TODAY'S TASK FORCE GOAL

Adopt Transformation Action Plan Goals & Objectives

Pathway to today's roll-call vote:

- Explanation of proposed revisions to Goals & Objectives
- Task Force and Public comment on revisions
- Use red light / green light as gauge to consider further revisions
- Roll-call vote to approve Transformation Action Plan Goals & Objectives



BASIS FOR REVISING GOALS & OBJECTIVES

- Task Force and Public comment at October 26 BTRTF meeting
- Task Force support for letter sent by several Task Force organizations
- Assemblymember Chiu comments

TRANSIT TRANSFORMATION

Design, adequately invest in and effectively manage **a public transit network that is inclusive**, an appropriately frequent, accessible, reliable, **and integrated with unified service, fares, schedules, customer information and identity**, ~~affordable and better-connected public transit network~~, serving all Bay Area populations, resulting in increased transit ridership and reduced growth in vehicle miles traveled.

REVISED GOALS AND OBJECTIVES

1 Goal 1: Recovery

Basis for Revision

- Reflects broad Task Force sense of urgency for more funding
- Reflects importance of survey information and communications plan for Recovery

Goal 1: Recognize critical recovery challenges facing transit agencies

Defer post-recovery service planning to allow Bay Area transit agencies to prioritize difficult fiscal and service choices in the midst of increasing uncertainty

Objectives:

- A. Encourage **timely** additional MTC funding and regulatory relief during the Transit Recovery period
- B. Advocate for **timely** additional federal and state funding to support Recovery
- C. Receive quarterly Stage 2 updates from Operators and MTC
- D. **Support regional funds for inclusive rider research and return-to-transit communications**

REVISED GOALS AND OBJECTIVES

2 Goal 2: Equity

Basis for Revision

- No change proposed

Goal 2: Advance equity

Integrate and be accountable to equity in policy, service delivery and advocacy recommendations, as embodied in MTC's Equity Platform

Objectives:

- A. Develop specific Equity Principles to guide transit transformation planning
- B. Include focused outreach to current riders, underserved populations, and persons with disabilities to inform the Transformation Action Plan

REVISED GOALS AND OBJECTIVES

3 Goal 3: Network Management & Governance

Basis for Revision

- Clarify “near-term” actions contribute to long-term transit transformation
- Task Force preference to limit/ focus consolidation evaluation
- Task Force support for prioritizing transit- advantage opportunities
- Transit GM comments
- MTC comments on network management analyses

Goal 3: ~~Propose~~ **Identify** near-term **actions to implement beneficial long-term** network management & governance reforms **actions**

*~~Develop business case and identify specific near-term~~ **next steps to deliver** public transit network management and governance reforms ~~actions to facilitate~~ **that will fulfill long-term** transit transformation*

Objectives:

- A. **Develop a clear Problem Statement that addresses what issues or problems Network Management reforms seek to resolve.**
- A.B. Using **prior MTC analyses and** experienced professionals, evaluate regionwide network management alternatives, addressing issues of legal authority, **labor**, scope of duties, oversight and **increased** budget requirements. Recommend near-term reform actions.
- B. ~~Using experienced professionals, evaluate which agency consolidation opportunities should advance in the near-term, and recommend next steps.~~

3 Goal 3: Network Management & Governance

Basis for Revision

- Clarify “near-term” actions contribute to long-term transit transformation
- Task Force preference to limit/ focus consolidation evaluation
- Task Force support for prioritizing transit- advantage opportunities
- Transit GM comments
- MTC comments on network management analyses

Goal 3: Propose **Identify** near-term **actions to implement beneficial long-term** network management & governance reforms **actions**

Develop business case and identify specific ~~near-term~~ next steps to deliver public transit network management and governance reforms actions to facilitate that will fulfill long-term transit transformation

Objectives:

- C. Using MTC staff and qualified professionals, identify and support near-term consolidation opportunities focused in smaller transit markets with multiple transit operators to provide a more connected service to the customer, where feasible.
- C.D. Propose state and regional ~~institutional~~ **policy** and legislative actions to support transit transformation **and expedite implementation of transit priority advantages on streets and highways.**

REVISED GOALS AND OBJECTIVES

4 Goal 4: Current Initiatives

Basis for Revision

- Task Force preference to focus consideration of both state and regional initiatives on the network management reform evaluation

Goal 4: Clarify the relationship between MTC's current transit initiatives & transformation planning. Establish how current MTC and state transit initiatives should integrate with Network Management & Governance reforms

Review the scope, timing and decision process of current MTC and state transit initiatives and identify specific actions to integrate them with Transformation Action Plan implementation. Management & Governance reforms

Objectives:

- A. Receive presentations on several current MTC transit initiatives and comment on their relationship to the Transformation Action Plan. Management & Governance reforms
- B. Receive state presentation on CalSTA initiatives that inform management and governance reform.
- B. Identify relationships between MTC initiatives and regionwide network management reforms



THANK YOU.

BLUE RIBBON



TRANSIT RECOVERY
TASK FORCE

www.mtc.ca.gov/mtc.ca.gov/blue-ribbon-transit-recovery-task-force



Metropolitan Transportation Commission

375 Beale Street, Suite 800
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Legislation Details (With Text)

File #: 20-1562 **Version:** 1 **Name:**
Type: Report **Status:** Informational
File created: 10/16/2020 **In control:** Policy Advisory Council
On agenda: 11/17/2020 **Final action:**
Title: Plan Bay Area 2050: Implementation Plan Development
(20 minutes)

Overview of the Plan Bay Area 2050 Implementation Plan phase, including key goals and timeline.

Sponsors:

Indexes:

Code sections:

Attachments: [08_PBA2050-Implementation.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Plan Bay Area 2050: Implementation Plan Development
(20 minutes)

Overview of the Plan Bay Area 2050 Implementation Plan phase, including key goals and timeline.

Presenter:

Chirag Rabari

Recommended Action:

Information

Attachments:

**Metropolitan Transportation Commission
Policy Advisory Council**

November 17, 2020

Agenda Item 8

Plan Bay Area 2050: Implementation Plan Development

- Subject:** Overview of the Plan Bay Area 2050 Implementation Plan phase, including key goals and timeline.
- Background:** Policy Advisory Council Agenda Item 8, Plan Bay Area 2050: Implementation Plan Development, is attached. This report was presented to the Joint MTC Planning Committee with the ABAG Administrative Committee on November 6, 2020.
- Staff will be at your November 17 meeting to discuss the report.
- Attachments:** Agenda Item 5b from the November 6, 2020 Joint MTC Planning Committee with the ABAG Administrative Committee meeting.

Plan Bay Area 2050: Implementation Plan Development

Subject: Overview of the Plan Bay Area 2050 Implementation Plan phase, including key goals and timeline.

Background: In Plan Bay Area 2040, MTC and ABAG pioneered an “Action Plan” to focus on areas where the plan’s performance was moving in the wrong direction and to address emerging policy issues. For Plan Bay Area 2050, staff are proposing an Implementation Plan that will focus on short-term, tangible actions that ABAG, MTC, and their partners can take to advance adopted strategies across the four core elements of the Plan Bay Area 2050 Final Blueprint. The Implementation Plan process will engage Bay Area residents, local governments, civic organizations, business interest, non-profits, and other stakeholders to identify and tackle shared challenges through 2025 and beyond.

Goals and Objectives

The Plan Bay Area 2050 Implementation Plan will have the following interconnected goals:

1. Maximize the viability of the plan’s strategies – ensuring projected benefits are equitably, effectively, and efficiently realized and charting a feasible path to address identified challenge areas
2. Reinforce the recommendations of existing internal, external, or hybrid initiatives, including MTC- or ABAG-convened task forces and/or study committees, that complement the Plan’s strategies and vision
3. Address emerging and cross-cutting strategic issues raised by stakeholders, policymakers, and the public
4. Support the timely achievement of the Plan’s technical assumptions

For each Plan strategy included in the adopted Final Blueprint, a four-factor assessment will be conducted evaluating and identifying key requirements for strategy success, including *authority*, *financial resources*, *technical capacity*, and *public/political support*. Based upon this assessment, and the relative presence or absence of the four factors, an appropriate MTC/ABAG role will be proposed: whether to *lead*, *partner*, or *support* implementation efforts for a given strategy. Ultimately, the Implementation Plan will recommend detailed implementation actions, including roles, responsibilities, resource requirements, partnerships, and timeframes for each.

Scope and Process

To support the achievement of Implementation Plan goals and objectives, staff are proposing a phased internal and external process focused on producing tangible, achievable actions that will support the Plan over a one-to-five year period. This process will include a major emphasis on collaboration, providing key implementation partners and stakeholders a variety of settings to engage, discuss, and problem-solve with MTC/ABAG staff.

Other areas of emphasis for the Implementation Plan process include early and ongoing public outreach, as well as a resource evaluation and implementation prioritization process that centers equity and the urgent needs of the region’s disadvantaged and low-income populations. The following is a preliminary timeline of key Implementation Plan activities, including work to-date:


Phase	Description of Work
Phase One: Internal Engagement (September to October 2020)	<ul style="list-style-type: none"> • Strategy assessment and brainstorming • Mapping complementary efforts/initiatives/partners (<i>see Attachment B</i>)
Phase Two: External Engagement (November to December 2020)	<ul style="list-style-type: none"> • Seek feedback from MTC/ABAG committees on Implementation Plan scope • Two large virtual stakeholder meetings to develop initial implementation actions • Hold office hours and small group meetings for focused discussions • Identify key strategic opportunities and barriers for successful implementation
Phase Three: Draft Implementation Plan (January to February 2021)	<ul style="list-style-type: none"> • Conduct initial public and CBO outreach on Implementation Plan • Update MTC/ABAG committees on progress to date • Prioritize actions under resource constraints • Develop Draft Implementation Plan
Phase Four: Partnership Phase (March to June 2021)	<ul style="list-style-type: none"> • Convene stakeholder groups to discuss partnership commitments; potential development of a shared advocacy agenda • Continue public outreach in concert with Draft Plan release • Refine resource evaluation and priorities
Phase Five: Final Implementation Plan (July to September 2021)	<ul style="list-style-type: none"> • Develop Final Implementation Plan • Adopt Final Implementation Plan as part of Final Plan Bay Area 2050

Next Steps: Staff will move forward with planned external engagement and outreach activities during the fall and early winter. Staff anticipate returning to the Committees in February 2021 to present key findings and gather additional feedback on the final phases of the Implementation Plan process.

Issues: None

Recommendation: Information

Attachments: Attachment A: Presentation
Attachment B: Complementary Initiatives & Partners (*Draft*)


Therese W. McMillan



PLAN BAY AREA 2050

Implementation Plan: Overview

Chirag Rabari

November 6, 2020

*Joint MTC Planning Committee with the
ABAG Administrative Committee*

Background

Action Plan



- The Plan Bay Area 2050 Implementation Plan will build on the “Action Plan” that MTC & ABAG pioneered for Plan Bay Area 2040
- The Implementation Plan will focus on short-term, tangible actions that ABAG, MTC, and their partners can take to advance adopted strategies across the four core elements of the Plan
 - The Implementation Plan process will engage Bay Area residents, local governments, civic organizations, business interest, non-profits, and other stakeholders to identify and tackle shared challenges through 2025 and beyond
 - Partnership and collaboration will be a major theme of the implementation process



Implementation Plan Goals

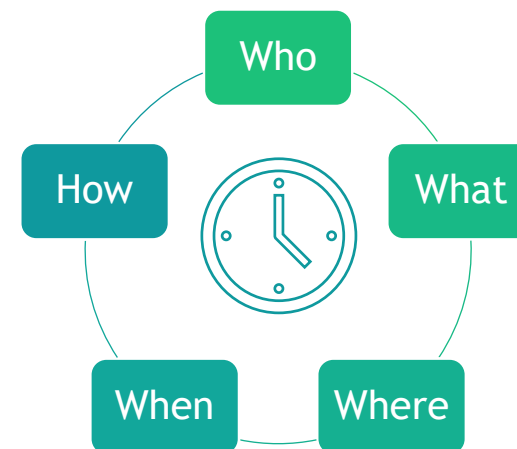
The Implementation Plan will have the following interconnected goals:

1. **Maximize the viability of the plan's strategies** - ensure projected benefits are equitably, effectively, and efficiently realized and chart a feasible path to address challenge areas
2. **Reinforce the recommendations of existing internal, external, or hybrid initiatives**, including MTC- or ABAG-convened task forces and/or study committees, that complement the Plan's strategies and vision
3. **Address emerging and cross-cutting strategic issues** raised by stakeholders, policymakers, and the public
4. **Support the timely achievement** of the Plan's technical assumptions

Strategy vs. Implementation

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

Implementation actions are the specific actions that will be required to advance the Plan Bay Area 2050 Final Blueprint strategies in the next one-to-five years.



Implementation Plan Objectives

Staff will have the following objectives for each Plan strategy with respect to implementation:

1. Identify requirements for strategy success



- *Authority, financial resources, technical capacity, public/political support*

2. Identify MTC/ABAG role



- *Lead, partner, support*

3. Identify vehicles for strategy implementation

- *Advocacy/legislation (including outreach/communications, regulation, etc.)*
- *New or ongoing initiatives (policy, project/program, convening/task force)*
- *Planning & research (technical assistance, data & modeling)*

4. Recommend detailed implementation actions, including timeframe for implementation

Implementation Plan Scope and Process



Sept-Oct 2020

Phase 1: Internal Engagement

- Strategy assessment
- Mapping complementary efforts/initiatives



Nov-Dec 2020

Phase 2: External Engagement

- Nov. committees feedback
- Two virtual stakeholder meetings
- Office hours, small group meetings



Jan-Feb 2021

Phase 3: Draft Plan

- Develop Draft Implementation Plan
- Feb. progress update to committees
- Public/CBO outreach



Mar-Jun 2021

Phase 4: Partnerships

- Convene focused stakeholder groups to cement partnerships
- Draft Plan release
- Continue public outreach
- Refine resources & priorities



Jul-Sept 2021

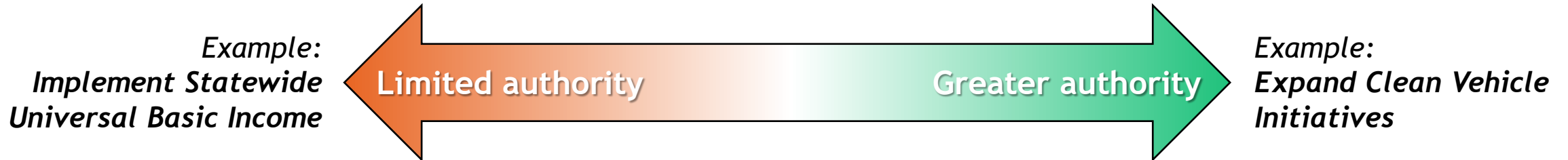
Phase 5: Final Plan

- Develop Final Implementation Plan
- Final Plan release

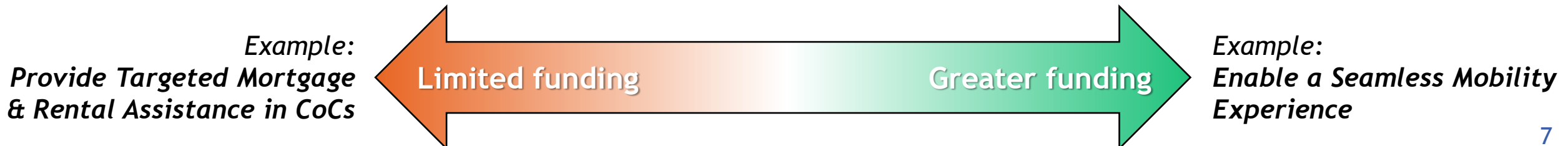
★ = Board/Commission input ✓ = Board/Commission approval

Strategy Assessment: Transitioning to Implementation Plan Phase

- Focusing on MTC/ABAG's potential role, staff conducted a high-level, qualitative assessment of Final Blueprint Strategies to evaluate whether:
- **AUTHORITY** exists to **effectively, efficiently, and equitably** carry out the strategy and attendant tasks?



- **FUNDING** exists in the required amounts, and with the requisite control and stability, to carry out the strategy **effectively, efficiently, and equitably**?



Strategy Assessment: Transitioning to Implementation Plan Phase

- Focusing on MTC/ABAG's potential role, staff conducted a high-level, qualitative assessment of Final Blueprint Strategies to evaluate whether:
- **TECHNICAL CAPACITY** and the institutional “wrap around” of knowledge, staffing, process and procedure exists to successfully implement the strategy **effectively, efficiently, and equitably?**

*Example:
Expand Job Training &
Incubator Programs*

Limited capacity

Greater capacity

*Example:
Build an Integrated Express
Lane & Bus Network*

- **PUBLIC/POLITICAL SUPPORT** exists?

*Example:
Implement Per-Mile Tolling
on Congested Freeways*

Limited support

Greater support

*Example:
Adapt to Sea Level Rise*

Complementary Initiatives and Partners

Internal (MTC/ABAG)	Hybrid	External - Government	External - Non-Government
Active Transportation Plan	Bay Area Regional Collaborative	BAAQMD	Advocacy Organizations
Bay Area Forward	Blue Ribbon Transit Recovery Task Force	Bay Area Transit Operators	Bay Area Residents
BayREN	Fare Integration Task Force	BCDC	Business
Climate Initiatives	Megaregional Working Group	CA Governor's Office	CALCOG
Clipper START	Partnership Board	CA HCD	CBOs
Estuary Blueprint	Regional Impact Council	CA High-Speed Rail Authority	Charitable Foundations
Express Lanes	Seamless Subcommittee	CA Legislature	Economic Organizations
Housing & Local Planning		CA Natural Resources Agency	Environmental Organizations
Legislative Agenda		CA Strategic Growth Council	Equity Advocates
OBAG		CA Workforce Dev. Board	Housing Organizations
PDA/PCA/PPA Planning		CA Water Resources Ctrl. Board	Labor
Public Information/Outreach		CalEPA	Non-Profit Organizations
REAP		CalFIRE	Think Tanks
RHNA		California Energy Commission	Transportation Organizations
TOD Policy Update		CalSTA	
Vision Zero		Caltrans	
		CARB	
		County Transportation Agencies	
		CPUC	
		CTC	
		Federal Agencies	
		Local Jurisdictions	



Committee Member Feedback

Staff are seeking feedback from Committee members on the following items, among others:

1. High-priority implementation areas to address
2. Key stakeholders and partners to engage
3. Guidance on areas of potential controversy, including authority, governance, and implementation barriers
4. Thoughts on overall approach



PLAN BAY AREA 2050

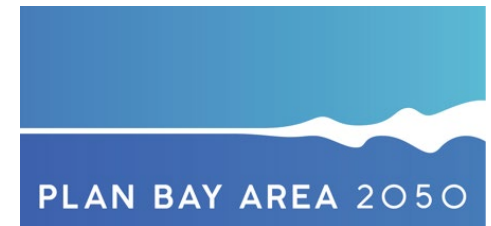
Discussion & Questions

For additional information on the Implementation Plan, please contact Chirag Rabari at crabari@bayareametro.gov

METROPOLITAN TRANSPORTATION COMMISSION
ASSOCIATION OF BAY AREA GOVERNMENTS

ATTACHMENT B

Plan Bay Area 2050 Implementation Plan: Complementary Initiatives & Partners (Preliminary DRAFT)



Internal (MTC/ABAG)	Hybrid	External - Government	External - Non-Government
Active Transportation Plan	Bay Area Regional Collaborative	BAAQMD	Advocacy Organizations
Bay Area Forward	Blue Ribbon Transit Recovery Task Force	Bay Area Transit Operators	Bay Area Residents
BayREN	Fare Integration Task Force	BCDC	Business
Climate Initiatives	Megaregional Working Group	CA Governor's Office	CALCOG
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RHNA		California Energy Commission	Transportation Organizations
TOD Policy Update		CalSTA	
Vision Zero		Caltrans	
		CARB	
		County Transportation Agencies	
		CPUC	
		CTC	
		Federal Agencies	
		Local Jurisdictions	



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-1563 **Version:** 1 **Name:**
Type: Report **Status:** Informational
File created: 10/16/2020 **In control:** Policy Advisory Council
On agenda: 11/17/2020 **Final action:**
Title: 2020 Legislative Outcomes
(20 minutes)

Overview of legislative outcomes in Sacramento and Washington, D.C. relative to our adopted 2020 Joint Advocacy Program.

Sponsors:

Indexes:

Code sections:

Attachments: [09 2020 Legislative Outcomes.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

2020 Legislative Outcomes
(20 minutes)

Overview of legislative outcomes in Sacramento and Washington, D.C. relative to our adopted 2020 Joint Advocacy Program.

Presenter:

Rebecca Long

Recommended Action:

Information

Attachments:

**Metropolitan Transportation Commission
Policy Advisory Council**

November 17, 2020

Agenda Item 9

2020 Legislative Outcomes

Subject: Overview of legislative outcomes in Sacramento and Washington, D.C. relative to our adopted 2020 Joint Advocacy Program.

Background: Policy Advisory Council Agenda Item 9, 2020 Legislative Outcomes, is attached. Staff will present a report highlighting what did, and more importantly, did not, get accomplished this year, relative to our state and federal advocacy program. This report was presented to the Joint MTC ABAG Legislation Committee on October 9, 2020.

Staff will be at your November 17 meeting to discuss this report.

Attachments: Agenda Item 3b from the October 9, 2020 Joint MTC ABAG Legislation Committee meeting.

Metropolitan Transportation Commission and Association of Bay Area Governments Joint MTC ABAG Legislation Committee

October 9, 2020

Agenda Item 3b

2020 Legislative Scorecard

Subject:	Comparison of MTC/ABAG 2020 Advocacy Program with legislative outcomes in the 2020 state and federal legislative sessions.
Overview:	<p>Due to the COVID-19 pandemic, the California Legislature significantly pared back the number of bills that were heard in committees and approved on the floor of each house. Moreover, in the final day of session, numerous bills that were expected to reach the Governor’s desk did not meet the final deadline for passage. From housing to the environment to criminal justice reform, it was a disappointing legislative session on many fronts.</p> <p>In Washington, D.C., Congress took significant action early in the pandemic to forestall the collapse of public transit agencies, providing the region \$1.3 billion in funds to backfill for lost transit fares and other tax revenue. These funds have been absolutely critical to maintaining public transit service for essential workers the past six months. As this memo was finalized, an additional COVID relief package was under discussion, with House leaders in strong support of including additional funding for public transit, as well as for local and state governments, but a huge divide remains between the House and Senate on the scale of additional COVID relief as well as the priorities for funding.</p> <p>With regard to short term appropriations and reauthorization of the surface transportation program (the current authorization bill, the FAST Act expired on October 1, 2020), Congress approved a short-term extension of current funding levels for all federal programs through December 11 and a one-year extension of the FAST Act that included an appropriation of \$13.6 billion in funds to keep the program whole through the remainder of the federal fiscal year.</p>
Discussion	<p>As noted in September, in the COVID-19 environment, staff recommended positions on only six bills this year, substantially fewer than normal. Of those, only two reached the Governor’s desk and were both signed – SB 146 (Beall) and SB 288 (Wiener), described below:</p> <ul style="list-style-type: none">• SB 146 (Beall) – authorizing virtual public outreach meetings and qualification of “pop up” meetings applicable to outreach requirements through 2022 (applicable for the duration of Plan Bay Area 2050).¹• SB 288 (Wiener) – CEQA streamlining for sustainable transportation projects (including bicycle and pedestrian facilities and dedicated bus lanes) to accelerate such improvements and help with economic recovery (two-year sunset).

¹ Due to time constraints, this bill was approved for a support position using both agencies’ urgency procedures and will be placed on the September agenda of the Commission and ABAG Executive Board for ratification of those positions.

The 2020 Legislative Scorecard, which compares our advocacy program with outcomes in Sacramento and Washington D.C. to date, is attached for your reference along with a matrix describing the final outcome on some of the major housing bills we have tracked this year.

Attachments:

Attachment A: 2020 Legislative Scorecard

Attachment B: Housing Bills



Therese W. McMillan



METROPOLITAN
TRANSPORTATION
COMMISSION

Legislative Scorecard: Comparison of 2020 Advocacy Program to Legislative Outcomes



Association of
Bay Area Governments

State Advocacy Goals and Proposals

1. **Housing:** Improve access to opportunity by supporting policies aimed at increasing production of housing and increasing funding to produce and preserve affordable housing and associated infrastructure to help build complete communities.

A. Increase funding available for affordable housing and other supportive infrastructure while also reducing the cost of housing production

Staff brought several production-related housing bills focused on allowing modest upzoning in residential areas to MTC and ABAG for support this year, but none of them reached the Governor's desk. These included SB 902 (Wiener) and AB 3040 (Chiu).

Due to the significant budget shortfall arising from COVID-19, there was little opportunity for additional affordable housing funding beyond the distribution of federal CARES Act funds to specified purposes, including emergency rent assistance and homeless services.

While numerous bills were introduced aimed at reducing housing mitigation fees as a strategy to lower the cost of housing, none advanced to the Governor's desk. With regard to protection-related measures, fortunately, in the last few days of session the Legislature reached agreement on a bill, AB 3088 (Chiu), to provide protection against eviction for tenants and small landlords for non-payment of rent through January 2021.

B. Support upzoning near public transit and jobs-rich areas with reasonable levels of flexibility

The most notable bill aimed at upzoning near public transit and jobs-rich areas, SB 50 (Wiener), failed passage the Senate floor in January after over a year of negotiations and significant amendments incorporated to address concerns about the original version of the bill taking a "one size fits all" approach. Other upzoning proposals included in the Senate's "housing package" proposed by Senate Pro Tempore Toni Atkins were de-coupled from transit but nonetheless failed passage, including SB 1120 (Atkins) and SB 1385 (Caballero).

2. Transportation Funding: Support implementation of Plan Bay Area 2050 by protecting and increasing funding for all modes of transportation.	
A. Regional transportation revenue ballot measure	Due to the economic fallout from COVID-19, the key advocates behind a Bay Area transportation revenue measure determined 2020 was not the year to pursue a measure and Senator Beall chose not to continue to pursue a bill this year. Nonetheless, the work of stakeholders from the FASTER Bay Area Coalition and Voices for Public Transportation and the discussions that took place at the Commission workshop in January 2020 set a strong foundation for future discussions on regional measure authorizing.
B. Zero-emission bus mandate	No progress on securing additional funding for this requirement in 2020, but the Governor's Executive Order N-79-20 regarding decarbonizing the transportation sector offers a promising opening to secure support from the Newsom Administration for state funding to help bus operators pay for the transition of their bus fleet to zero-emission.
C. Equitable access to transportation	This item sought support for broadening eligibility requirements in existing and/or new transportation funding streams to enable their use as a subsidy for low-income transportation system users. Due to COVID-19 and the economic fallout there were no opportunities for additional transportation funds for this purpose in 2020.
D. Regional trails and bicycle/pedestrian funding	Due to COVID-19 and the economic and legislative fallout, efforts to pursue a statewide park bond fizzled in 2020. While there were not state funding opportunities for regional trails and bicycle and pedestrian improvements, MTC endorsed SB 288 (Wiener) to provide exemption from CEQA for two years for bicycle and pedestrian improvements.

<p>3. Public Transit: Support policies aimed at ensuring public transit is an affordable, reliable and convenient transportation option.</p>	
<p>A. Transportation Development Act (TDA) performance standards update</p>	<p>Staff worked extensively with the California Transit Association in its efforts to update California’s current TDA (Transportation Development Act) eligibility requirements. However, ultimately the effort did not advance in 2020 due to a lack of consensus on the best way to move beyond a limited accountability system focused on achievement of specified “farebox ratios” and the subject falling off the priority list among legislators due to the COVID-19 pandemic.</p>
<p>B. Seamless Mobility</p>	<p>Assemblymember Chiu introduced AB 2057 in 2020, an ambitious bill championed by Seamless Bay Area and SPUR to establish a task force to look at a variety of strategies for delivering a more integrated effective public transit system. While the bill did not advance, many of its ideas are now being taken up by the Blue-Ribbon Transit Recovery Task Force established by MTC in the wake of the devastating loss of ridership and revenue as a result of the COVID-19 pandemic. The task force plans to adopt a Transformation Action Plan by summer 2021 and is currently evaluating the scope of that effort to determine what aspects of AB 2057 will be incorporated.</p>
<p>4. Project Delivery: Support strategies to speed up the delivery of transportation <i>and housing</i> projects with the goal of delivering improvements faster and at a lower cost.</p>	
<p>A. Flexibility in Contracting & Public-Private Partnerships</p>	<p>No legislation was introduced on this topic in 2020.</p>
<p>B. California Environmental Quality Act (CEQA)</p>	<p>Staff brought several CEQA streamlining goals forward for support by MTC and ABAG in 2020, with the goal of accelerating transportation and housing development projects. SB 995 (Atkins), supported by MTC and ABAG, would have provided accelerated judicial review under CEQA to housing projects that dedicate at least 15 percent of the units to lower-income households, are consistent with a region’s sustainable communities strategy, and meet specified</p>

	labor requirements. The measure failed to reach the Governor’s desk. SB 288 (Wiener), supported by MTC, provides a two-year CEQA exemption for specified sustainable transportation projects. The measure was signed by the Governor on September 28, 2020.
<p>5. Congestion Relief: Support policies aimed at reducing vehicle miles traveled and associated traffic congestion, including, but not limited to, pricing strategies and employer-based programs to help reduce the share of commuting by single-occupant vehicles. Keep equity impacts in mind when evaluating any such pricing strategies.</p> <p>The FASTER Bay Area proposal was largely consistent with this goal and proposed a significant strengthening of the region’s employer-based commuter benefit program with a minimum monthly sustainable transportation subsidy for large employers ranging from \$20-\$35/month depending on the size of employer. The proposal also included a sales tax fairness credit for households with incomes under \$50,000, the same eligibility threshold applicable to California’s Earned Income Tax Credit with an average credit of \$150 per year, indexed to inflation.</p>	
<p>6. System Effectiveness: Advocate for policies that improve the Bay Area transportation system’s effectiveness and service delivery, including improved enforcement, minimization of fraud and litigation, and protection of user’s privacy. Ensure agencies can communicate with their customers to provide relevant transportation-related information and quality service while following industry best practices with regard to enabling customers to opt-in to receive non-essential communications.</p>	
A. Improve toll collection & enforcement	<p>Unfortunately, due to the social distancing requirements related to COVID-19 and the directive to limit bills to those that were COVID-related or urgent negotiations with various parties in pursuit of SB 664 (Allen) reached a stalemate in spring 2020 when it became clear that legislative staff critical to the measure’s passage did not support its progress this year.</p> <p>In response to numerous lawsuits, the bill was intended to shore up toll agencies’ ability to share information about toll transactions necessary for the seamless collection of tolls and toll penalties, while retaining current privacy protections for customers.</p>
B. Reduce credit card fraud at Clipper® vending machines	<p>The California Transit Association explored sponsoring a bill on this topic to make clear that agencies may request a customer’s zip code to verify a credit card transaction, but Legislative Counsel indicated such clarification was not necessary as public agencies are not prohibited from doing so already.</p>

C. Improve HOV and Express Lanes Performance	No legislation was proposed on this matter in 2020. MTC staff continued to make progress on pilot projects to test the effectiveness of automated occupancy detection technology.
<p>7. Mobility on Demand: Engage in regulatory and legislative efforts to facilitate the deployment of new mobility technologies with the goal of accelerating their safety, accessibility, mobility, environmental, equity, economic and workforce benefits, including opportunities to increase access to transit and reduce the share of single-occupancy vehicle trips. Advocate for increased access to critical travel pattern data by local, regional and state agencies for transportation and land use planning and operational purposes while ensuring privacy is protected.</p> <p>No legislation advanced this year related to data sharing of shared mobility providers. A version of AB 1286 (Muratsuchi) that would have prohibited liability waivers for micromobility providers was amended, preventing a potential collapse of Bay Wheels, the region's bikeshare program due to the insurance industry being unwilling to provide coverage.</p>	
<p>8. Climate Change, Energy Efficiency & Resilience: Support funding and policy strategies to help achieve and better coordinate state and regional climate goals, advance energy efficiency and improve the Bay Area's resilience to natural hazards and the impacts of climate change, including earthquakes, sea level rise and fire.</p>	
A. SB 375 implementation and reform	MTC and ABAG supported SB 146 (Beall) authorizing non-traditional public engagement strategies, including digital engagement, to satisfy the state's SB 375 public outreach requirements for the next two years. The bill was signed by Governor Newsom. While no major overhauls were proposed of SB 375 this year, there is significant interest in the climate advocacy community in more wholesale reforms of SB 375, which we expect to emerge next year.
B. State Route 37 improvements	SB 1408 (Dodd) was introduced authorizing tolling on SR 37 to provide funding to support both interim congestion relief improvements as well as ultimate replacement of the structure with bridge resilient to long-term sea level rise. The bill did not receive a hearing due to COVID-19, but significant progress was made on developing draft legislative language for a future bill among the stakeholders, including MTC, the North Bay county transportation agencies and environmental organizations active in the restoration of the corridor.

C. Increase the Bay Area’s preparedness for a major earthquake	Unfortunately, no bills related to on seismic resilience advanced this year. SB 254 (Hertzberg), a two-year bill supported by ABAG in 2019 that could have created an ongoing funding source for multifamily and single-family residential seismic retrofits was amended to an unrelated topic in mid-2020.
D. Wildfire mitigation	SB 182 (Jackson) was passed by the Legislature requiring incorporation of wildfire risk into the Regional Housing Needs Allocation process and updates to local general plans (housing or safety elements, whichever comes first). The bill was vetoed by Governor Newsom on the grounds that the bill would have created loopholes for regions to not comply with their housing requirements and resulted in increased sprawl as well as higher cost burdens on the state. The veto message can be found here .
E. Climate adaptation	While 2020 began with numerous state bond proposals for climate adaptation, the impact of COVID-19 on the state’s fiscal condition stalled such efforts. AB 2621 (Mullin) was introduced to establish a framework for regional climate adaptation planning. MTC/ABAG sought amendments which were incorporated into the final version of the bill to ensure that regional climate adaptation planning would be focused at the nine-county level and establishing a key role for MTC/ABAG in future climate adaptation efforts, but the bill died in the Senate Appropriations Committee.
F. Support California’s Climate Leadership	Governor Newsom’s Executive Order N-79-20 on Climate Change marks a significant new step on the path to decarbonize the transportation sector, with a zero-emission vehicle mandate for the sale of new vehicles in California after 2035.
9. Safety: Improve roadway and rail safety for all users	
A. Zero traffic fatalities goal	Work with regional and statewide partners, including participants of the Zero Traffic Fatalities Task Force, to monitor and support legislation aimed at achieving the Vision Zero goals of no roadway-related deaths or serious injuries by improving safety for all road users, including non-motorists.

B. Passenger rail safety	No state legislation was introduced related to rail safety.
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Federal Advocacy Goals and Proposals

1. **Reauthorization:** Engage in national deliberations prioritizing the funding and policy framework for the next surface transportation bill

	In 2020, the House of Representatives passed H.R 2, providing for the reauthorization of the surface transportation program at a 62 percent higher funding level overall, including a 42 percent increase in the highway program and a 72 percent increase in the transit program. The bill includes numerous MTC priorities, including increased eligibility to invest in climate adaptation within the existing programs as well as increased funding for metropolitan areas, are incorporated into the bill. On September 30 th , President Trump signed a continuing resolution that extended the FAST Act until October 2021 and included a transfer of \$13.6 billion in funds to maintain the Highway Trust Fund's solvency.
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2. **Appropriations:** Support robust transportation and housing funding

A. Programmatic appropriations	Congress has maintained funding levels for the core housing and transportation programs this year.
B. Advocate for discretionary grant awards, including Capital Investment Grant funding for Resolution 3434/ <i>Plan Bay Area</i> Projects	In September 2020, the Federal Transit Administration finalized a \$1.2 billion full funding grant agreement with BART for the Core Capacity Project , which includes four elements: additional new rail cars, a communications-based train control system, a new upgraded traction power system and additional train storage. This is a huge win for the Bay Area.
C. Housing tax credits	Congress has maintained funding for the Low-Income Housing Tax Credit Program, the nation's largest source of federal affordable housing funds.

3. Transportation Innovation: Support policies that enable technological innovations to improve mobility, including mobility on demand, while protecting the public's interest.

H.R. 2, the House-passed surface transportation reauthorization bill, includes a number of provisions supportive of technology and the development of autonomous vehicles, more than doubling funding for the Innovation and Technology Deployment Program to \$152 million/year. With respect to automated vehicles (AVs), the bill establishes a national clearinghouse to research the impacts of highly AVs as well as mobility on demand and mobility as a service on land use, urban design, social equity and other items. The bill requires a study of how AVs will interact with general road users, including bicyclists and pedestrians. Additionally, in late September, Representatives Latta and Walden introduced the SELF Drive Act, likely to be reintroduced in the next Congress.

A key technology-related concern has been the maintenance of the 5.9 GHz spectrum for transportation and vehicle safety-related communications necessary for vehicle-to-vehicle and vehicle-to-infrastructure communications so critical for the safe deployment of AVs. In early 2020, the Federal Communications Commission (FCC) proposed regulations that would have reallocated the lower 45 MHz band segment of the 5.9 GHz which is currently reserved for transportation and vehicle safety-related communications and other intelligent transportation system (ITS) applications, and reallocate them for other uses, including internet access. ITS America, of which MTC is a member, submitted formal comments in opposition to ensure that the entirety of the 5.9 GHz band is retained for the development and testing of new transportation safety systems, technologies, and services. Over 85 percent of comments submitted opposed the FCC proposal. The rulemaking process is ongoing.

4. Climate Protection and Air Quality: Advocate for a strong federal partner in the Bay Area's efforts to improve air quality, reduce greenhouse gas (GHG) emissions, and make our communities and transportation networks resilient to a changing climate. Support legislation to increase the health and resiliency of the San Francisco Bay—including H.R. 1132 (Speier) which would target resources to bay conservation and restoration—as well as programmatic flexibility to invest federal transportation funds in resiliency improvements that deliver co-benefits. Defend against rollbacks of California's air quality and climate change laws and regulations, such as fuel efficiency standards and Cap and Trade programs.

H.R. 1132 passed the House in February 2020 authorizing \$25 million per year for restoration of San Francisco Bay. There was no further activity on the bill once it reached the Senate.

5. Access to Health Care: Support efforts to increase federal funding and eligibility from non-transportation sources to improve access to health care services.

There was no progress on providing additional federal funding from non-transportation sources to improve access to health care in 2020.

State Housing Bills – Status Update

Bill Number	Topic	Summary	Still Active?
PROTECTION & PRESERVATION			
AB 828 (Ting)	Tenant & homeowner protections	Eviction and foreclosure moratorium during COVID-19 emergency; extends until 15 days after state of emergency terminated	No
AB 1436 (Chiu)	Tenant & homeowner protections	Eviction and foreclosure moratorium during COVID-19 emergency; extends through April 1, 2021 or 90 days after the termination of the state of emergency, whichever is earlier. Requires deferred rents and mortgage payments to be ultimately be repaid.	No
AB 2690 (Low)	Tenant protections	Repeals exemption from rent stabilization or rent control applicable to mobilehome units rented after January 1, 1990	No
AB 3088 (Chiu)	Tenant protections	Establishes a moratorium on evictions for non-payment of rent through January 31, 2021 due to COVID-19 financial hardship and provides some limited protections against foreclosures to small landlords under the Homeowners Bill of Rights. Permits landlords to sue tenants for unpaid rental date beginning March 1, 2021. Makes various technical changes to AB 1482 (Chiu, 2019).	Enacted
SB 1419 (Caballero)	Tenant & homeowner protections	Tax credit for landlords that enter into a tenant-owner COVID-19 eviction relief agreement to defer rent payments.	No
PRODUCTION			
AB 69 (Ting)	Accessory dwelling units (ADUs) – Financing	Requires the Treasures to develop the Help Homeowners Add New Housing Program to assist homeowners in qualifying for loans to construct additional housing units on their property, including ADUs and junior ADUs.	No, vetoed
AB 168 (Aguiar-Curry)	Housing Approval process related to tribal resources—SB 35 Update	Requires local governments, California Native American tribes, and development proponents to engage in a scoping consultation process before a development proponent may submit an application for streamlined approval pursuant to SB 35 (Wiener, 2017). Requires development proponents of an SB 35 streamlined approval to submit a notice of intent to submit an application for streamlined approval and requires the local jurisdiction to notify each tribe that is affiliated with the area within 30 days.	Enacted

AB 434 (Daly)	Affordable Housing Financing Programs	Makes various changes to streamline eligibility and criteria for state housing funding programs.	Enacted
AB 725 (Wicks)	Missing middle housing	Requires that at least 25 percent of each metropolitan jurisdiction's share of moderate-income and above moderate-income regional housing need be allocated to sites zoned to allow at least four units of housing and, for moderate income RHNA sites, not more than 100 units per acre.	Enacted
AB 831 (Grayson)	Housing Approval process – SB 35 Updates	Revises the process for development projects approved by the streamlined, ministerial process created by SB 35 (Wiener, 2017). Clarifies an allowable level of changes to be made to the initial design of a project before a new application is required and makes clear that off-site improvement permit requests cannot be used to block a project. Clarifies that the 2/3 residential requirement in SB 35 applies to the project, not the project's site or its zoning.	Enacted
AB 953 (Ting)	Accessory dwelling units (ADUs)	Deems a completed ADU or junior ADU (JADU) application approved if, within 60 days of having received a completed ADU or JADU application, the local government has not acted on the application	No
AB 1279 (Bloom)	Streamlining multifamily housing development	Provides for by-right approval of certain multifamily housing developments in “high opportunity areas,” as designated by the department of Housing and Community Development. Housing projects must meet minimum affordability, density, and site requirements.	No
AB 1851 (Wicks)	Religious institution-affiliated housing developments	Prohibits a local agency from requiring replacement of parking spaces for religious use that a religious institution-affiliated housing project proposes to eliminate as part of that housing project; limits the number of parking spaces a developer can request to eliminate for a religious institution housing project at 50 percent of the existing parking spaces.	Enacted
AB 2345 (Gonzalez)	Density bonus expansion	Amends density bonus law to allow developers to receive a maximum of six concessions—up from four—per project, revises affordability requirements, and decreases maximum allowable parking ratios a locality may require for certain developments receiving density bonuses, among other provisions.	Enacted
AB 3040 (Chiu)	Missing middle housing	Creates certainty that local governments choosing to densify sites with existing single-family homes will receive RHNA credit for the upzoning in housing element site inventories; for every single family site upzoned (or planned to be upzoned) to allow four units by-right, HCD would be required to provide a minimum credit of 0.1 units toward accommodating a local government's moderate-income or above moderate-income housing need, subject to certain conditions. Retains HCD discretion to provide additional credits.	No

AB 3107 (Bloom)	Housing development in underutilized commercial corridors	Authorizes housing as an “allowable use” on certain commercially-zoned land (infill sites not adjacent to industrial uses) if the housing development reserves at least 20% of the units to be affordable for low-income households, among other conditions. Provides that local governments are only subject to these provisions until 6 th cycle Housing Element rezonings are completed.	No
SB 182 (Jackson)	Reducing development in high fire risk areas	Revises regional housing needs allocation (RHNA) requirements to 1) add a sixth RHNA objective related to promoting resilient communities and 2) require consideration of wildfire risk as a factor in developing the RHNA methodology; expands local government fire hazard planning responsibilities.	No – vetoed
SB 899 (Wiener)	Affordable housing development	Provides that 100% affordable housing projects meeting certain height, density, site, and prevailing wage conditions are a use by-right—regardless of existing local zoning—on land owned by religious institutions or nonprofit colleges.	No
SB 902 (Wiener)*	CEQA streamlining (zoning)	Authorize local governments, at their discretion, to pass a CEQA-exempt ordinance to upzone sites near transit and jobs—as defined by the bill—to allow for up to 10 units per parcel.	No
SB 995 (Atkins)	CEQA streamlining (housing projects-judicial review)	Extends until 2025 and expands existing authorization for CEQA judicial review streamlining to include a new affordable housing category for housing projects that dedicate at least 15 percent of the units to lower-income households, that satisfy specified labor requirements (including that the project be constructed with a skilled and trained workforce) and are consistent with a region’s sustainable communities strategy.	No
SB 1085 (Skinner)	Missing middle housing (density bonus)	Creates a new density bonus category for moderate income rental housing: projects with 20 percent of the proposed units reserved for moderate income households would receive a 35 percent density bonus. Revises qualifications for Density Bonus Law incentives and concessions.	No
SB 1120 (Atkins)	Missing middle housing	Encourages small-scale neighborhood development by streamlining the process (i.e. requires ministerial approval) of building a duplex or subdivide an existing lot in all residential areas. Projects would be need to conform to local zoning and design standards, historic districts, environmental quality and tenant protection requirements. Short term rentals would not be eligible for ministerial approval.	No
SB 1385 (Caballero)	Housing development in underutilized commercial corridors	Allows residential development in areas zoned for retail commercial or office use; requires housing developments allowed under the bill meet or exceed densities deemed appropriate to accommodate low income housing	No

		(ranges from 10 to 30 units/acre, depending on the jurisdiction) and compliance with local zoning (including parking, design ordinances, etc.) and approval processes for housing projects in a zone with the applicable density. Prohibits short term rentals of units created pursuant to the bill.	
HOMELESSNESS			
AB 1845 (Rivas)	Office to End Homelessness	Establishes the Office (Office) to End Homelessness within Governor's Office, led by a Secretary on Housing Insecurity and Homelessness. Such office will have the authority to coordinate the work of various state departments. Shifts staff for the Homeless Coordinating and Financing Council to the new Office.	No – vetoed
AB 2405 (Burke)	Right to housing	Establishes that it is the policy of the state that all individuals in California have a right to housing (with a focus on Housing First homelessness prevention), effective January 1, 2026 and requires that state and local agencies consider the policy when implementing programs and policies related to homelessness prevention and affordable housing.	No – vetoed
AB 2553 (Ting)	Emergency homeless shelters	Expands the Shelter Crisis Act to all cities and counties statewide allowing homeless individuals to occupy public facilities designated as emergency housing for the duration of the crisis. Incorporates safe parking sites into the definition of “homeless shelter.”	Enacted
AB 3269 (Chiu)	Statewide homelessness plan	Requires that the state Homelessness Coordinating and Financing Council conduct a statewide homelessness needs and gaps analysis, subject to funding availability and/or technical assistance availability from the U.S. Department of Housing and Urban Development. The bill also requires HCD to work with local governments to develop homelessness reduction benchmark goals and requires that local governments submit to HCD no later than January 1, 2022 a county-level plan for meeting specified benchmarks.	No
SB 1138 (Wiener)	Emergency Shelters: Rezoning of Sites	Makes changes to housing element law with regards to where shelters may be zoned and requires localities that fail to adopt a legally compliant housing element within 120 days of the statutory deadline, to complete a rezone program within one year instead of the current three-year requirement.	No

*Note: Bills listed in **bold** were part of the Senate Leadership’s housing package



Metropolitan Transportation Commission

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Legislation Details (With Text)

File #: 20-1584 **Version:** 1 **Name:**
Type: Report **Status:** Informational
File created: 10/20/2020 **In control:** Policy Advisory Council
On agenda: 11/17/2020 **Final action:**
Title: Draft 2021 Joint Advocacy Program
(20 minutes)

Draft of the 2021 Joint MTC ABAG Advocacy Program.

Sponsors:

Indexes:

Code sections:

Attachments: [10_2021 Draft Joint Advocacy Program.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Draft 2021 Joint Advocacy Program
(20 minutes)

Draft of the 2021 Joint MTC ABAG Advocacy Program.

Presenter:

Rebecca Long

Recommended Action:

Information

Attachments:

**Metropolitan Transportation Commission
Policy Advisory Council**

November 17, 2020

Agenda Item 10

Draft 2021 Joint Advocacy Program

Subject: Draft of the 2021 Joint MTC ABAG Advocacy Program.

Background: Policy Advisory Council Agenda Item 10, 2021 Draft Joint Advocacy Program is attached for your review and comment. Broadly speaking, the 2021 Joint Advocacy Program includes many of the priorities from the current and prior years, with the main addition being the need for additional transit operating funding to assist the region's operators who are facing the threat of staff layoffs and further service reductions if additional financial assistance doesn't materialize in the next few months.

Staff has begun the early engagement phase of this process. In October 2020, we convened MTC's Partnership Legislative Committee—comprised of legislative staff from cities, transit agencies and Bay Area county transportation agencies and other interested parties—and held a meeting with staff from regional agencies across the state to help inform our own priorities and identify opportunities for collaboration. We are also seeking feedback from the ABAG Regional Planning Committee.

Based on discussion at your meeting and additional feedback received over the next month, staff will prepare a final 2021 Joint Advocacy Program for presentation to the Joint MTC ABAG Legislation Committee in December 2020, prior to forwarding the document for final approval by the MTC Commission and ABAG Executive Board later that month.

Staff looks forward to hearing the Council's feedback.

Attachments: Attachment A: Draft 2021 Joint Advocacy Program



State Advocacy Goals and Objectives

Note: While the wording has been updated on most items from our 2020 Advocacy Program, the most substantive changes are shaded.

1. Transportation Funding: Defend existing transportation revenue sources and secure new revenue to assist in the implementation of Plan Bay Area 2050 priorities. In the absence of sufficient federal support, secure new funding and increased flexibility to expend existing funds to aid the region's public transit operators struggling with the loss of transit ridership and revenue due to COVID-19.	
A. Transit operating funding	In partnership with the region's transit operators and the California Transit Association, seek state assistance to provide emergency transit operating funding to prevent mass layoffs and major reductions in transit service if Congress fails to provide sufficient funding in a timely manner.
B. Regional transportation revenue ballot measure	Engage in any renewed efforts that emerge to authorize a regional transportation revenue measure, including exploring opportunities for such a measure to be placed on through voter initiative within the nine-counties. Advocate for provisions that are consistent with Plan Bay Area 2050 and recommendations emerging from the Blue Ribbon Transit Recovery Task Force, including advancing a more seamless regional transit system and a more resilient transportation system overall. Ensure the expenditure plan is developed in an inclusive manner that provides for meaningful input by a broad array of stakeholders and helps advance social equity across the Bay Area.
C. Reduce Caltrans Administrative Overhead Charges to MTC and the BATA	Expand to MTC and the Bay Area Toll Authority (BATA) cost-savings provisions that were incorporated into the FY 2020-21 State Budget with respect to local agencies in order to reduce BATA administrative costs and free up funding for key bridge maintenance and other priorities.

D. Zero-emission bus mandate	Building on Executive Order N-79-20 , seek additional dedicated funding to help transit operators convert their bus fleets to zero-emission in order to meet the state's Innovative Clean Transit rule and accelerate the decarbonization of the transportation system.
E. Equitable access to transportation and supporting infrastructure	Support broadening eligibility requirements in existing and/or new transportation funding streams to enable their use as a subsidy for low-income transportation system users (e.g. discounted fares for public transportation or shared mobility services), consistent with performance measure updates outlined in 2A. Support efforts to expand access to broadband for low-income households who might not otherwise have the option to work remotely. Ensure that legislation aimed at benefiting disadvantaged communities use a definition that includes low-income communities and does not rely exclusively on communities defined by the state's CalEnviroScreen method which disproportionately excludes the Bay Area low-income communities relative to other parts of the state.
F. Active Transportation: Regional trails and bicycle/pedestrian infrastructure improvements	Monitor and support opportunities for additional funding for active transportation, including enhanced active transportation access and safety improvements on existing roadways (i.e. "complete streets") as well as funding for regional trails, such as the San Francisco Bay Trail, the Bay Area Ridge Trail, and the Great California Delta Trail.
2. Public Transit: Support policies aimed at ensuring public transit is an affordable, reliable and convenient transportation option.	
A. Transportation Development Act (TDA) performance standards update	Continue to participate in the TDA Reform Task Force convened by the California Transit Association to explore updates to the TDA's (Transportation Development Act) eligibility requirements. In an era of emergent on-demand transportation options and dwindling transit ridership, alternative performance measures that are focused on incentivizing actions that improve transit service and increase ridership are appropriate and would be more consistent with state and regional climate and equity goals than efficiency-based measures. Ensure discount fares aimed at boosting ridership and improving social equity do not result in reduced state funding. Pursue relief from TDA audits during the current economic downturn.

B. Blue Ribbon Transit Recovery Task Force Recommendations	Support legislation emerging from the recommendations of the Blue-Ribbon Transit Recovery Task Force. Seek to ensure the implementation of initiatives aimed at: 1) getting transit out of traffic; 2) making the transit rider experience more seamless and convenient; and 3) where appropriate, governance changes expected to improve transit service by eliminating the friction and/or redundancy caused by existing transit agency service area boundaries.
3. Housing: Improve access to opportunity by supporting policies aimed at increasing production of housing and increasing funding to produce and preserve affordable housing and associated infrastructure to help build complete communities. Protect tenants and low-income communities from unjust evictions and displacement.	
A. Increase funding available for affordable housing and other supportive infrastructure while also reducing the cost of housing production.	Monitor and support efforts to provide additional state resources for housing and housing-supportive infrastructure, planning and services to ensure housing investments can be made in conjunction with improvements to parks/open space, and other resources to improve Bay Area resident's quality of life.
B. Pursue a range of strategies to help local jurisdictions accommodate additional housing units assigned as part of the Regional Housing Needs Allocation process	Continue to support legislation to boost housing density near jobs-rich and high-quality transit areas with reasonable local flexibility provided and support proposals to authorize housing to be developed in commercial zones, such as shopping malls and commercial corridors. Continue to support legislation to accelerate zoning changes as well as the production of new housing.
C. Bay Area Housing Finance Authority Pilot Project Funding	Seek one-time funding of \$5 million from the FY 2021-22 State Budget to support Bay Area Housing Finance Authority pilot projects as a match to contributions sought from philanthropic and private-sector sources.
D. Homelessness Prevention	Support policies and funding proposals aimed at reducing and preventing homelessness in the Bay Area.
4. Project Delivery: Support strategies to speed up the delivery of transportation and housing projects with the goal of delivering improvements faster and at a lower cost.	
A. Flexibility in Contracting & Public-Private Partnerships	Increase flexibility in contracting and public private partnerships. Support reforms to expedite project delivery. Increase flexibility in the Caltrans design review process and provide broad authority for the use of design-build and public-private partnerships by Caltrans and regional transportation agencies.

	Support policies that would authorize public agencies to partner with the private sector on public right of way to accelerate deployment of technology, such as fiber optic cable, necessary for connected vehicle deployment.
B. California Environmental Quality Act (CEQA)	Building on the success of SB 288 (Wiener), monitor and engage on legislation related to CEQA with the goal of accelerating transportation and housing development projects that are consistent with local and regional plans without diminishing environmental safeguards.
5. Congestion Relief: Support policies aimed at reducing vehicle miles traveled and associated traffic congestion, including, but not limited to, pricing strategies and employer-based programs to help reduce the share of commuting by single-occupant vehicles. Keep equity impacts in mind when evaluating any such pricing strategies.	
6. System Effectiveness: Advocate for policies that improve the Bay Area's transportation system's effectiveness and service delivery, including improved enforcement, minimization of fraud and litigation, and protection of user's privacy. Ensure agencies can communicate with their customers to provide relevant transportation-related information and quality service while following industry best practices with regard to enabling customers to opt-in to receive non-essential communications.	
A. Improve toll collection & enforcement	Support legislation affirming toll agencies' ability to share information about toll transactions necessary for the seamless collection of tolls and toll penalties. Ensure the legislation retains existing privacy protections for customers, clarifies current law with respect to handling of personally identifiable information by toll agencies and their subcontractors, and more clearly defines toll agencies obligations with respect to delivery of toll violation notices.
B. Improve HOV and Express Lanes Performance	Support efforts to improve the performance of high-occupancy vehicle (HOV) and express lanes through enhanced enforcement of vehicle passenger occupancy requirements. Oppose legislation authorizing expanded access to HOV lanes by non-HOVs or further reduced toll rates for clean air vehicles or other vehicles to access express lanes.
7. Mobility on Demand: Engage in regulatory and legislative efforts to facilitate the deployment of new mobility technologies with the goal of accelerating their safety, accessibility, mobility, environmental, equity, economic and workforce benefits, including opportunities to increase access to transit and reduce the share of single-occupancy vehicle trips. Advocate for increased access to critical travel pattern data by local, regional and state agencies for transportation and land use planning and operational purposes while ensuring privacy is protected.	

8. Climate Change, Energy Efficiency & Resilience: Support funding and policy strategies to help achieve and better coordinate state and regional climate goals, advance energy efficiency and improve the Bay Area’s resilience to natural hazards and the impacts of climate change, including earthquakes, sea level rise and fire.

A. SB 375 implementation and reform	<p>In partnership with other metropolitan planning organizations and other stakeholders, explore potential updates to SB 375 (Steinberg, 2008) with the goal of focusing less on emission models and more on near term, ambitious but achievable actions that will reduce GHGs in partnership, rather than in competition, with the state.</p> <p>Explore an expansion in the scope of the Sustainable Communities Strategy (SCS) to incorporate climate adaptation, as well as other important regional and statewide objectives, such as affirmatively furthering fair housing, social equity, public health and economic development.</p> <p>Support legislation to increase the availability of funding at the regional level to help <i>implement</i> the SCS, as well as policy tools, such as roadway pricing, to reduce single-occupancy vehicle travel in a manner that ensures equitable policy outcomes.</p> <p>As part of SB 375 reform proposals, seek alignment of the timelines for the development of the SCS in the Bay Area-Sacramento-San Joaquin Valley megaregion to ensure coordination on forecasting assumptions, strategies, and investments to improve the movement of people and goods.</p>
B. Electrifying the passenger vehicle fleet	<p>Consistent with the Plan Bay Area 2050 Blueprint and the state’s transportation electrification goals, support proposals to enact a feebate program that establishes higher registration fees on higher emission vehicles to help fund rebates for cleaner vehicles. Support provisions to mitigate the regressive impact of such fees on lower-income households.</p>
C. State Route 37 improvements	<p>Support legislation in collaboration with Caltrans and the four north bay counties of Marin, Napa, Solano and Sonoma to authorize tolls on State Route 37 to help fund interim congestion relief and the long-term multi-modal reconstruction and resilience of the roadway.</p>
D. Increase the Bay Area’s preparedness for a major earthquake	<p>Monitor and support legislation aimed at improving the region’s seismic preparedness.</p>

E. Wildfire mitigation	Monitor and support legislation aimed at protecting current and future Bay Area residents from wildfire risk.
G. Climate adaptation	<p>Seek state funding for regions and localities to invest in projects and programs that will improve the Bay Area's resilience to the impacts of climate change, including fire and sea level rise.</p> <p>Ensure that statewide climate adaptation legislation:</p> <p>1) complements and builds upon existing local and regional agency capacity and local and regional planning processes and 2) uses the nine-county Bay Area as the geography for <i>regional</i> climate adaptation planning. As in Item 2C, advocate that any funding geared towards disadvantaged communities use a definition that includes low-income communities and households rather than relying exclusively on the state's CalEnviroScreen method.</p>
9. Safety: Improve transportation system safety for all users	
A. Zero traffic fatalities goal (Vision Zero)	Building on the recommendations of the Zero Traffic Fatalities Task Force , support legislation aimed at achieving the Vision Zero goals of no roadway-related deaths or serious injuries by improving safety for all road users, including non-motorists. In particular, support modifying the state's 85 th percentile methodology for determining speed limits to provide greater flexibility to local agencies and continue to support authorization of automated speed enforcement technology to enforce speed limits.
B. Passenger rail safety	Support efforts to increase passenger rail safety through increased funding for positive train control and other strategies to reduce risk.
10. Governance: Brown Act Reforms	Monitor and engage in legislation, in coordination with other local agency associations and regional agencies, related to updating the Ralph M. Brown Act (Brown Act) to incorporate some of the increased flexibility provided for during COVID-19 into the long-term provisions of the Brown Act, particularly in relation to remote participation in meetings.

Federal Advocacy Goals and Objectives	
1. Surface Transportation Reauthorization: Engage in national deliberations prioritizing the funding and policy framework for the next surface transportation bill	
	<p>Work with our regional and national partners to support a long-term, fully funded transportation authorization that supports states and regions in achieving national goals related to infrastructure condition, safety, mobility, and air quality. Ensure that the next authorization bill retains discretion for MTC to invest funds in ways that further our region’s goals to improve equity, respond to a changing climate, and increase access to affordable, transit- and jobs-oriented housing. Also seek new resources to support climate adaptation and the deployment of new transportation technology to address the Bay Area’s mobility challenges.</p> <p>MTC’s federal transportation advocacy efforts center around building on the progress made in the Fixing America’s Surface Transportation (FAST) Act, as follows:</p> <ol style="list-style-type: none"> 1. Raise New Revenues & Grow Existing Programs: Raise revenues to restore Highway Trust Fund solvency and increase federal transportation investment. Grow core FAST Act-authorized surface transportation programs, which have proven effective in delivering essential funds to California and the Bay Area. 2. FAST Act Updates: Within the FAST Act framework, grow federal support for transit and regional mobility solutions, update transit programs to reward Bay Area best practices, and expedite project delivery without harming the environment. 3. 21st Century Challenges and Opportunities: Establish the federal government as a strong partner in state and regional efforts to make transportation networks responsive to the changing climate and transformative transportation technologies. The next transportation bill should include significant new resources for metropolitan areas to invest in solutions to the myriad mobility and related challenges facing the Bay Area and metros nationwide.
2. Transportation and Housing Funding: Support robust federal investment in Bay Area transportation and housing infrastructure	
A. Fiscal Year 2022 transportation and housing programmatic appropriations	Partner with local, regional and statewide transportation agencies as well as national stakeholders to ensure that Congress funds highway, transit and rail programs at no less than FAST Act-authorized levels. If Congress proposes to increase appropriations above FAST Act-authorized levels, seek to maximize Bay Area funding in revenue allocations. Additionally, work to defend federal affordable

	housing funds and programs, such as Section 8 housing vouchers, the HOME Investment Partnership Program and the Community Development Block Grant Program.
B. Advocate for discretionary transportation grant awards, including Capital Investment Grant funding for Resolution 3434/ Plan Bay Area Projects	Work with regional, state and national partners to advocate for implementation of the Capital Investment Grant (CIG) Program as authorized by the FAST Act. Support federal appropriations consistent with the full funding grant agreements approved for the Caltrain Peninsula Corridor Electrification and BART Transbay Core Capacity projects. Seek to advance through the CIG process the Bay Area's next generation of transit expansion projects, namely: BART to Silicon Valley Phase 2 and San Francisco Transbay Transit Center (Phase 2)/Downtown Extension (DTX). Support additional Bay Area transportation agency and transit operator efforts to secure discretionary funding for projects consistent with <i>Plan Bay Area 2050</i> .
C. Housing production	Support efforts to expand federal housing production tools, including the Low-Income Housing Tax Credit Program, California's largest source of federal funding for new affordable housing.
D. COVID-19 Emergency Aid and Economic Recovery	Continue partnering with local, state, and national partners to advocate for federal aid to support state and local responses to the COVID-19 public health emergency, including advocating for state and local government funding, resources to backfill for lost transportation revenues, and emergency assistance to keep renters and homeowners housed. Support an economic recovery package that invests in sustainable transportation infrastructure and affordable housing.
4. Climate Protection, Adaptation, Environmental Justice: Advocate for a strong federal partner in the Bay Area's efforts to improve air quality, reduce greenhouse gas (GHG) emissions, and make our communities and transportation networks resilient to a changing climate, especially in communities of concern that are most vulnerable to the impacts of climate change.	
A. Climate change mitigation	Advocate for the federal government to take bold action to reduce GHG emissions and limit the magnitude of the climate crisis. Join with our statewide partners to support restoring California's authority to enforce an aggressive clean vehicle mandate and preserving the air quality and climate change laws and regulations—including California's successful Cap and Trade program—needed to meet the state's ambitious target of reducing GHG emissions to 40 percent below 1990 levels by 2030.
B. Disaster mitigation and resilience	Seek to secure resources for the Bay Area to invest in disaster mitigation and resilience, including investing in strategically placed green and grey infrastructure to protect our communities and residents that are most vulnerable to the adverse effects of climate change. Support a strong regional role in disaster mitigation and resilience planning.
C. San Francisco Bay	Advocate for passage of legislation aimed at improving the health and resiliency of the San Francisco Bay.

4. Transportation Innovation and Shared Mobility: Support policies that enable technological innovations to improve mobility, including mobility on demand, while protecting the public's interest.	
A. Automated and Connected Vehicles	<p>In partnership with Bay Area cities and counties, the business community, and state and national transportation organizations, engage in regulatory and legislative efforts related to facilitating the deployment of transformative transportation technologies with the goal of accelerating safety, mobility, environmental, equity and economic benefits associated with new mobility technologies, including application in the transit sector. With respect to connected vehicles and autonomous vehicles (CV/AV), continue to support policies that facilitate joint CV/AV deployment, including preservation of capacity in the 5.9 GHz spectrum band. Additionally, ensure strong federal vehicle safety standards while also preserving the ability of state and local agencies to continue to set policies governing the operation of vehicles on highways and local roads, regardless of whether they are driven autonomously or manually.</p>
B. Shared Mobility	<p>Advocate for federal legislative and regulatory updates that support shared mobility options such as bike-share, shared rides, carpooling, and shared scooters. Support expanding pre-tax transportation fringe benefit eligibility to include shared mobility options. This change would support the now-permanent Bay Area Commuter Benefits program by expanding federal tax incentives utilize alternatives to single occupancy travel to commute to work.</p>



Metropolitan Transportation Commission

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Legislation Details (With Text)

File #:	20-1559	Version:	1	Name:	
Type:	Report	Status:		Informational	
File created:	10/16/2020	In control:		Policy Advisory Council	
On agenda:	11/17/2020	Final action:			
Title:	Staff Liaison Report (5 minutes)				

Relevant MTC policy decisions and other activities.

Sponsors:

Indexes:

Code sections:

Attachments: [11_Staff_Liaison_Report_November_2020.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Staff Liaison Report
(5 minutes)

Relevant MTC policy decisions and other activities.

Presenter:

Marti Paschal, Staff Liaison

Recommended Action:

Information

Attachments:

**Metropolitan Transportation Commission
Policy Advisory Council**

November 17, 2020

Agenda Item 11

Staff Liaison Report – November 2020

Subject: Relevant MTC policy decisions and other activities.

Recommendation: Information

Attachments: Attachment A: Staff Liaison Report – November 2020



Additionally, written comments may be submitted to MTC's Public Information Office at 375 Beale Street, Suite 800, San Francisco, CA 94105; faxed to MTC at (415) 536-9800; or sent via e-mail to info@bayareametro.gov. Written comments are due by 5:00 p.m. on Monday, December 14, 2020. For more information, call MTC's Public Information Office at (415) 778-6757. At its Wednesday, December 9, 2020 meeting, MTC's Programming and Allocations Committee is scheduled to consider public comments received. Approval of final documents is expected on Wednesday, December 16, 2020, at the MTC Commission meeting.

Technical Assistance Programs Offer Resources for Local Jurisdictions

MTC has established a one-stop shop on its website to provide local jurisdictions an easy way to access the various Technical Assistance programs that MTC and its partners offer. The new [Technical Assistance page](#) brings together some 18 programs offered by MTC, the Association of Bay Area Governments, the Bay Area Regional Collaborative, and the Bay Conservation and Development Commission. The programs are organized across several categories: data, energy programs, land use, resiliency, transportation and workshops. The two types of Technical Assistance offered are Direct Assistance programs, which provide a focused intervention that provides specific services to an agency, and Capacity Building programs, which enhance an agency's technical expertise and strengthens institutional knowledge.

By compiling programs such as Complete Streets, StreetSaver® and the Technology Transfer Program into a single location, jurisdictions can more quickly and easily access resources they need, as well as learn about other programs that may be useful to them. This page will be updated as new programs become available.

BATA Leads Effort Creating New Public Park

A sparkling, new shoreline public park near the Bay Bridge in Oakland was dedicated on October 21, the project brought to fruition with help from the Bay Area Toll Authority (BATA). Adjacent to the eastern touchdown of the Bay Bridge, the Judge John Sutter Regional Shoreline includes a massive 600-foot long by 40-foot wide public observation deck, built atop six remaining support piers from the original Bay Bridge East Span.

BATA contributed millions of dollars for development of the park, and the decision to retain the old bridge piers was approved by the Toll Bridge Program Oversight Committee, which completed its work last year. Former MTC and BATA Executive Director Steve Heminger served as a member of the committee throughout its 2005-2019 existence.

In addition to the observation deck, a 24,000-square foot 1930s-era electric train maintenance building known as the Bridge Yard has been renovated to host large concerts, community events, and public concessions. Running the length of the park is a bicycle/pedestrian path that connects to the Bay Bridge Trail, linking the park with Yerba Buena Island. Bike parking is available adjacent to the observation pier, which is open from 5 a.m. to 10 p.m. daily. Other visitor amenities include restrooms, walking paths and interpretive panels. The park is expected to be a popular tourist destination with its sweeping views of the bay and easy access to the Bay Bridge Trail. It's been dubbed as the "Gateway to the East Bay" due to its visibility to eastbound Bay Bridge drivers.

"From the bicycle/pedestrian path to restoring the historic Bridge Yard building to preserving foundations from the original Bay Bridge East Span to establish the new access pier, BATA is proud of the investments it has made to make the new park – and the bay itself – more accessible to all the people of the Bay Area," said Orinda Vice Mayor and BATA member Amy Rein Worth, who chairs MTC's BATA Oversight Committee.

"Opening this park has been a landmark partnership between Caltrans, which provided much of the land; the Bay Area Toll Authority, which provided much of the funding; and the Park District, which manages and operates world-class regional parks," said East Bay Regional Park District General Manager Robert Doyle.

The park was named for Sutter, a civic and environmental leader, and former East Bay Park District Board Member who saw the potential for a future waterfront park in the 1960s while the area was still active as the Oakland Army Base. Sutter first proposed the park in a 1967 letter to the Association of Bay Area Governments.

The site has a long history. From 1903 to 1960, it served as the base of operations for the electric railway Key System that transported passengers around the East Bay and from 1936 to 1958 across the lower deck of the Bay Bridge to San Francisco. A substation located at the site provided electrical power to Key System trains. The Oakland Army Base served as a transportation port and distribution terminal for the Pacific from 1941 until 1999.

The park's opening is the culmination of decades of regional collaboration and the Park District's long-time efforts to reclaim shoreline for public use and habitat preservation. A nine-member multiagency working group facilitated the park. In addition to BATA, Caltrans and the East Bay Parks District, the group also includes the Association of Bay Area Governments (ABAG)'s Bay Trail Project, the San Francisco Bay Conservation and Development Commission (BCDC), California Transportation Commission (CTC), City of Oakland, Port of Oakland and the East Bay Municipal Utility District (EBMUD).

Going to Bat for Low-Income Voters: MTC Joined the Oakland Athletics and AC Transit

Last month MTC teamed up with the Oakland Athletics, AC Transit and social service agencies to help lower-income Alameda County residents cast general election ballots on or before Election Day. From October 29 through November 3, the A's provided 1,300 Clipper cards, each loaded with an AC Transit one-day local pass, to residents of local shelters, RV sites and homeless encampments and also made available 3,000 KN-95 face masks to help ensure vulnerable citizens could not just get out to vote but could do so safely.

MTC grooved a fastball for the Athletics' get-out-the-vote swing by waiving the \$3 fee normally required for Clipper transit-fare payment cards. Helping the Athletics distribute the cards was Alameda County Health Care for the Homeless; Bay Area Community Services; the Downtown Streets Team; the East Oakland Collective; and LavaMae, which provides mobile showers and other hygiene assistance for homeless men, women and children.

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 October 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 on COVID-Related Activities

MTC COVID Response: Bay Area Metro Center (BAMC)

The challenges around Covid-19 are ever changing and the City and County of San Francisco Health Orders and Directives are updated in response to these changing dynamics. Per the announced updated Order issued on October 20, 2020, MTC will review, respond, and comply with all updates and changes, as necessary.

To date, MTC staff that can perform their work remotely will continue to do so until COVID-19 is controlled and/or Shelter In Place (SIP) requirements allow them to do so safely and productively. This practice has been in place since the start of the SIP orders.

For MTC staff that have essential functions that require them to perform work at the MTC offices they can and will continue to do so without limitation while adhering to all health directives.

MTC staff has worked to ensure that:

- The building and staff meet all requirements of the Health Orders and Directives,
- MTC employees are kept as safe and healthy as possible,
- MTC does what it can to assist with slowing the spread of the virus, and
- MTC operations continue without interruption or negatively impacting the region we serve.

COVID-19 Related Operational Statistics

Staff have updated the Operational Statistics page, incorporating COVID-related data on regional vehicle miles traveled (VMT) and Transit Ridership metrics. Impacts of the COVID pandemic also are evident on Toll Bridge Crossings and Clipper Fare Payment System indicators. Additional metrics will be added to the COVID landing page.

COVID Related Activities (Website Landing)

The MTC website has been updated to capture the various COVID-19 related activities, updates, and statistics that are affecting the region. This landing page will make it easier to access information and reach a collective understanding of the challenges that are occurring throughout our various transit systems.

The website can be accessed at: <https://mtc.ca.gov/covid>

Riding Together: Healthy Transit Plan and Dashboard

Transit operators provided their joint report detailing monthly operator performance on key metrics related to COVID-19 health and safety measures, as reported by agencies through a publicly accessible dashboard. This month and subsequently, these updates will be included as part of the MTC Commission meeting consent calendar.

Plan Bay Area 2050

I presented an update to the joint meeting of the MTC Planning and ABAG Administration Committees at their regular meeting on October 9, 2020 to delve deeper into the details of the PBA 2050 strategy on telecommuting, which has generated much attention among local stakeholders, business interests and the media. Commissioners and staff continue outreach on this subject, and at the direction of Planning Chair Sperring a fact sheet on the subject was presented.

Also of note, on October 15, 2020 the ABAG Executive Board approved the methodology for the 6th cycle Regional Housing Needs Assessment (RHNA), which is built on key PBA2050 growth assumptions. As housing affordability and availability are foundational issues in our regional plan, ABAG's decisions around RHNA are critical to our joint agency planning responsibilities.

East Bay Economic Development Alliance

On October 8, I gave a presentation to the East Bay Economic Development Alliance on the work we are doing regionally to help strengthen the East Bay's economy, including the proposed Plan Bay Area Blueprint strategies on Economic Development, Housing, Transportation and Priority Production Areas. An update on ABAG's work with RHNA was also briefly reviewed. I encouraged attendees to provide their input and feedback on the upcoming Plan Bay Area Implementation Plan.

Early Earthquake Warning System Installed at the Metro Center

Last month staff completed installation of an early earthquake warning system at the Bay Area Metro Center. The alert system uses data from a network of monitoring stations throughout the state. It will give an advance warning of a few seconds to tens of seconds if there is an earthquake of 4.0 or greater in San Francisco at the location of the Metro Center. It alerts those in the building (agency staff, tenants and visitors) to take cover for safety in the event of a strong earthquake. The system is similar to that used by BART and a number of other government agencies and service providers statewide.

October Metro Talks: Gender Equity in Transportation

On Thursday, October 3, due to a scheduling conflict my Chief of Staff moderated a discussion on what a safe and equitable transit system, accessible for women and girls, can look like in the Bay Area. Facing greater burdens in the current COVID crisis—and discussing what the transit sector can do to support riders and provide career pathways with elevated economic opportunities, was also a focus of the talk.

A recording of the conversation, exploring how the Bay Area transportation can be more welcoming to women and girls especially those from our communities of color, can be found on our YouTube and Facebook pages (links are below).

Public access via MTC-ABAG YouTube and Facebook:

- [YouTube Link](https://www.youtube.com/watch?v=JRZvknZUm5A&t=11s) for the MetroTalks on Gender Equity. (<https://www.youtube.com/watch?v=JRZvknZUm5A&t=11s>)
- [Facebook link](https://www.facebook.com/MTCBATA/videos/720246905367057). (<https://www.facebook.com/MTCBATA/videos/720246905367057>)

Facebook: <https://www.facebook.com/MTCBATA>

YouTube: <https://www.youtube.com/user/mtcabaglibrary>



Metropolitan Transportation Commission

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

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

Presenter:

Randi Kinman, Council Chair

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Metropolitan Transportation Commission

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New Business
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Presenter:

Randi Kinman, Council Chair

Recommended Action:

Discussion

Attachments: