

## **Meeting Agenda**

### **Bay Area Partnership Board**

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Tuesday, December 1, 2020

1:00 PM

Yerba Buena - 1st Floor (REMOTE)

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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 Board Members who will participate in the meeting from individual remote locations.

A Zoom panelist link for meeting participants will be sent separately to Board 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. Board 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/87650794702>

iPhone One-Tap: US: +14086380968,,87650794702# or +16699006833,,87650794702#

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

Webinar ID: 876 5079 4702

International numbers available: <https://bayareametro.zoom.us/u/kd02CuuLwf>

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

## 1. Call to Order / Introductions

*Rick Ramacier, Chair*

## 2. Roll Call / Confirm Quorum

*Quorum: A quorum of the Bay Area Partnership Board shall be a majority of its regular voting members (23).*

## 3. Approval

- 3a. [20-1660](#) Approval of the Bay Area Partnership Board Minutes of the July 7, 2020 Meeting

**Action:** Board Approval

**Attachments:** [3a\\_07-07-2020\\_Partnership\\_Meeting\\_Draft\\_Minutes.pdf](#)

## 4. Various Information Updates

*A series of updates on topics of interest to Partnership Board Members. Some of the items may assist in setting the stage for priority partnership collaboration in the coming months.*

- 4a. [20-1661](#) Update on Senate Bill 1 Competitive Programs and Regional Measure 3

Update on Senate Bill 1 Competitive Program Recommendations and Regional Measure 3.

**Action:** Information

**Presenter:** Theresa Romell

**Attachments:** [4a\\_SB1\\_Update\\_and\\_RM3.pdf](#)

- 4b. [21-0016](#) COVID-19 Recovery Efforts
- i. Blue Ribbon Transit Recovery Task Force
  - ii. BATA Recovery Ad Hoc Working Group Report
  - iii. Connected Mobility Subcommittee Report

Update on COVID-19 recovery efforts and strategies.

**Action:** Information

**Presenter:** Theresa Rommell, MTC; Lisa Klein, MTC; Deborah Dagang, Santa Clara Valley Transportation Authority; and Ashley Nguyen, MTC

**Attachments:** [4b\\_COVID19\\_Recovery.pdf](#)

- 4c. [20-1714](#) Proposed Safe and Seamless Mobility Quick-Strike Program
- Proposed approach for a one-time grant program within the One Bay Area Grant program (OBAG 2) framework.
- Action: Information
- Presenter: Theresa Romell
- Attachments: [4c Safe and Seamless Quick-Strike.pdf](#)
- 4d. [20-1715](#) Plan Bay Area 2050 Update and Implementation Plan
- Update on Plan Bay Area 2050 status and overview of the Plan Bay Area 2050 Implementation Plan phase, including key goals and timeline.
- Action: Information
- Presenter: Matt Maloney and Chirag Rabari
- Attachments: [4d PBA50 PBA50 Update + Implementation Plan.pdf](#)

## 5. Board Member Wrap-Up / Next Steps

*An opportunity for Board Members to provide additional input / direction to staff on priorities and future meeting topics.*

## 6. Public Comment / Other Business

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

- [21-0037](#) General Public Comment Received
- Action: Information
- Attachments: [06 General Public Comment League of Women Voters of the Bay Area.pdf](#)

## 7. Adjournment / Next Meeting

**The next meeting of the Bay Area Partnership Board will be held at a time and location to be duly noticed.**

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

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

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

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

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

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

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

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



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 20-1660      **Version:** 1      **Name:**  
**Type:** Minutes      **Status:** Committee Approval  
**File created:** 11/3/2020      **In control:** Bay Area Partnership Board  
**On agenda:** 12/1/2020      **Final action:**  
**Title:** Approval of the Bay Area Partnership Board Minutes of the July 7, 2020 Meeting  
**Sponsors:**  
**Indexes:**  
**Code sections:**  
**Attachments:** [3a\\_07-07-2020\\_Partnership\\_Meeting\\_Draft\\_Minutes.pdf](#)

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

**Subject:**  
Approval of the Bay Area Partnership Board Minutes of the July 7, 2020 Meeting

**Recommended Action:**  
Board Approval

**Attachments:**

## **Meeting Minutes - Draft**

### **Bay Area Partnership Board**

*Rick Ramacier, Chair*  
*Kate Miller, Vice Chair*

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Tuesday, July 7, 2020

2:05 PM

Yerba Buena – 1st Floor (Remote)

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#### **1. Call to Order / Introductions**

#### **2. Roll Call / Confirm Quorum**

**Present:** 24 - Vice Chair Miller, Board Member Richman, Board Member Dagang, Board Member Lengyel, Board Member Albee, Board Member Chang, Board Member Decoteau, Board Member Ede, Board Member Feinstein, Board Member Halls, Board Member Hartnett, Board Member Hoevertsz, Board Member Kranda, Board Member Krieg, Board Member Rannells, Board Member Ristow, Board Member Smith, Board Member Tree, Board Member Underwood, Board Member Wan, Board Member Whelan, Board Member Wong, Board Member Zabaneh, and Board Member McMillan

**Absent:** 20 - Board Member Adams, Board Member Broadbent, Board Member Corey, Board Member Fernandez, Board Member Goldzband, Board Member Hursh, Board Member Iwasaki, Board Member Jordan, Board Member Mammano, Board Member Mansourian, Board Member Mulligan, Board Member Omishakin, Board Member Powers, Chair Ramacier, Board Member Russo, Board Member Sanchez, Board Member Tavares, Board Member Tellis, Board Member Tumlin, and Board Member Woldesenbet

**Bay Area Partnership Board**

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Damian Breen acted as a delegate and voting member of the Board in place of Jack Broadbent, Bay Area Air Quality Management District. Actions noted below as "Broadbent" were taken by Breen.

Bill Churchill acted as a delegate and voting member of the Board in place of Rick Ramacier, Central Contra Costa Transit Authority. Actions noted below as "Ramacier" were taken by Churchill.

Robert Del Rosario acted as a delegate and voting member of the Board in place of Michael Hursh, AC Transit. Actions noted below as "Hursh" were taken by Del Rosario.

Amy Frye acted as a delegate and voting member of the Board in place of Denis Mulligan, Golden Gate Bridge, Hwy & Transp Dist. Actions noted below as "Mulligan" were taken by Frye.

Tim Haile acted as a delegate and voting member of the Board in place of Randell Iwasaki, Contra Costa Transportation Authority. Actions noted below as "Iwasaki" were taken by Haile.

Scott Haywood acted as a delegate and voting member of the Board in place of Nuria Fernandez, Santa Clara Valley Transportation Authority. Actions noted below as "Fernandez" were taken by Haywood.

Pamela Herhold acted as a delegate and voting member of the Board in place of Robert Powers, BART. Actions noted below as "Powers" were taken by Herhold.

Edric Kwan acted as a delegate and voting member of the Board in place of Daniel Woldesenbet, Alameda County. Actions noted below as "Woldesenbet" were taken by Kwan.

Ted Matley acted as a delegate and voting member of the Board in place of Ray Tellis, Federal Transit Administration, Region 9. Actions noted below as "Tellis" were taken by Matley.

Joanna Parker acted as a delegate and voting member of the Board in place of Farhad Mansourian, Sonoma-Marin Area Rail Transit District. Actions noted below as "Mansourian" were taken by Parker.

Monique Webster acted as a delegate and voting member of the Board in place of Jeffery Tumlin, San Francisco Municipal Transportation Agency. Actions noted below as "Tumlin" were taken by Webster.

3. [20-0365](#) Approval of the Bay Area Partnership Board Minutes of the January 6, 2020 Meeting

**Action:** Board Approval

**Attachments:** [3\\_01-06-2020\\_Partnership\\_Meeting\\_Draft\\_Minutes.pdf](#)

**Upon the motion by Board Member Halls and second by Board Member Iwasaki, the Bay Area Partnership Board Minutes of the January 6, 2020 Meeting was approved. The motion carried by the following vote:**

**Aye:** 34 - Vice Chair Miller, Board Member Richman, Board Member Dagang, Board Member Lengyel, Board Member Broadbent, Board Member Chang, Board Member Decoteau, Board Member Ede, Board Member Feinstein, Board Member Fernandez, Board Member Goldzband, Board Member Halls, Board Member Hartnett, Board Member Hoevertsz, Board Member Hursh, Board Member Iwasaki, Board Member Kranda, Board Member Krieg, Board Member Mansourian, McMillan, Board Member Mulligan, Board Member Powers, Chair Ramacier, Board Member Rannells, Board Member Ristow, Board Member Smith, Board Member Tellis, Board Member Tree, Board Member Tumlin, Board Member Underwood, Board Member Wan, Board Member Whelan, Board Member Woldesenbet and Board Member Wong

**Absent:** 8 - Board Member Adams, Board Member Corey, Board Member Jordan, Board Member Mammano, Board Member Omishakin, Board Member Russo, Board Member Sanchez and Board Member Tavares

**Abstain:** 2 - Board Member Albee and Board Member Zabaneh

- 4a. [20-1026](#) Report from the Partnership Board Seamless Mobility Subcommittee

Summary of the discussions from the Seamless Mobility Subcommittee meetings.

**Action:** Information

**Presenter:** Daryl Halls, Solano Transportation Authority; Krute Singa, MTC; and Toshi Shepard-Ohta, MTC

**Attachments:** [4a\\_Partnership Board Seamless..pdf](#)

Aleta Dupree was called to speak.

- 4b.**     [20-1025](#)     Plan Bay Area 2050: Summary of Draft Blueprint and Key Decisions for Transportation Element

Presentation summarizing the Plan Bay Area 2050 (PBA 2050) Draft Blueprint and recommendations for the July 2020 MTC Planning Committee and ABAG Administrative Committee related to which transportation projects should be integrated into Final Blueprint strategies.

**Action:** Information

**Presenter:** Adam Noelting and Raleigh McCoy

**Attachments:** [4b\\_PBA50-Key Decisions for Transportation Element.pdf](#)

- 4c.**     [20-1024](#)     Blue Ribbon Transit Recovery Task Force Update

Blue Ribbon Transit Recovery Task Force Update.

**Action:** Information

**Presenter:** Melanie Choy

**Attachments:** [4c\\_COVID19 Transportation Response.pdf](#)

Aleta Dupree was called to speak.

## **5. Board Member Wrap-Up / Next Steps**

## **6. Public Comment / Other Business**

Roland Lebrun was called to speak.

## **7. Adjournment / Next Meeting**

**The next meeting of the Bay Area Partnership Board will be held at a time and location to be duly noticed.**

# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 20-1661      **Version:** 1      **Name:**  
**Type:** Report      **Status:** Informational  
**File created:** 11/3/2020      **In control:** Bay Area Partnership Board  
**On agenda:** 12/1/2020      **Final action:**  
**Title:** Update on Senate Bill 1 Competitive Programs and Regional Measure 3  
Update on Senate Bill 1 Competitive Program Recommendations and Regional Measure 3.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [4a\\_SB1 Update and RM3.pdf](#)

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

**Subject:**

Update on Senate Bill 1 Competitive Programs and Regional Measure 3

Update on Senate Bill 1 Competitive Program Recommendations and Regional Measure 3.

**Presenter:**

Theresa Romell

**Recommended Action:**

Information

**Attachments:**

# Bay Area Partnership Board

December 1, 2020

Agenda Item 4a

## Update on Senate Bill 1 Competitive Programs and Regional Measure 3

**Subject:** Update on Senate Bill 1 Competitive Program Recommendations and Regional Measure 3.

**Background:** Senate Bill 1 (SB 1) provides additional funding to existing competitive programs and created new competitive programs under the state's administration. In November, the California Transportation Commission (CTC) released its staff recommendations for three competitive SB1 funding programs, with about \$2 billion available statewide. Project applications for these programs were due this summer. MTC took action on two of the programs in May for the Solutions for Congested Corridors (SCC) and the Trade Corridor Enhancement Program (TCEP); sponsors with a voter-approved tax dedicated to transportation may apply directly for Local Partnership Competitive Program (LPP-C) funds.

CTC staff recommends \$407 million in SB1 funding to Bay Area projects among the three programs, which represents roughly 20% of the amount available statewide. The table below lists the selected projects sorted by county. CTC will consider approving funds for these projects at its meeting on December 2-3.

**Table 1. Bay Area 2020 SB1 Project Recommendations.**

| County        | Project   | Award (\$M)  | SB1 Program |
|---------------|---|--------------|-------------|
| Alameda       | I-680 Southbound Express Lanes*                                 | \$25         | LPP-C       |
| BART          | Train Control Modernization                                     | \$60         | SCC         |
| Contra Costa  | I-680/SR-4 Interchange* (Design)                                | \$18         | TCEP        |
| Marin         | US-101 Marin-Sonoma Narrows, B7*                                | \$40         | SCC         |
| Napa          | SR-29/221 Soscol Junction                                       | \$25         | SCC         |
| San Francisco | Mission/Geneva Safety Improvements                              | \$9          | LPP-C       |
| Santa Clara   | US-101/De La Cruz/Trimble Interchange Improvements              | \$25         | LPP-C       |
| Santa Clara   | US-101/SR-25 Interchange  | \$55         | TCEP        |
| Solano        | I-80 Express Lanes*   | \$123        | TCEP        |
| Solano        | I-80 Westbound Truck Scales* (Design)                           | \$24         | TCEP        |
| Sonoma        | Windsor River/Windsor Rd. Intersection Improvements and Pathway | \$3          | LPP-C       |
| <b>Total</b>  |   | <b>\$407</b> |             |

\* The funding plan for these projects includes Regional Measure 3 (RM3) funding. See "Issues" below.

**Issues:**

The five projects starred above include a total of \$285 million in Regional Measure 3 (RM3) bridge tolls in the project funding plan. RM3 is currently under litigation, and collected tolls are deposited in an escrow account and not available to spend. In October, the California Supreme Court announced it would defer deciding whether to hear the case deciding the legality of RM3 until after a separate case is decided in 2021. This means the earliest RM3 funds could be expended on these projects is Fiscal Year 2021-22, assuming the Court's favorable ruling on RM3.

In order to keep projects on schedule, the projects in Contra Costa County, Marin County, and both Solano County projects require resolution to the RM3 funding gap by Spring 2021. These projects expect to request a funding allocation from the CTC before June 2021. The Alameda County project expects to request a funding allocation in late 2021/early 2022, and is timed with a State Highway Operations and Protection Program (SHOPP) project on the same I-680 corridor.

Staff is exploring various options to bridge the RM3 funding gap. These options include project delays to match RM3 availability, ability to use other funds with RM3 payback (Letter of No Prejudice), and alternative funding sources. Staff will continue to work with our partner agencies to ensure successful delivery of these important transportation improvements.

**Recommendation:** Information.

**Attachments:** None.

  
Therese W. McMillan



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 21-0016      **Version:** 1      **Name:**  
**Type:** Report      **Status:** Informational  
**File created:** 11/20/2020      **In control:** Bay Area Partnership Board  
**On agenda:** 12/1/2020      **Final action:**  
**Title:** COVID-19 Recovery Efforts  
i. Blue Ribbon Transit Recovery Task Force  
ii. BATA Recovery Ad Hoc Working Group Report  
iii. Connected Mobility Subcommittee Report

Update on COVID-19 recovery efforts and strategies.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [4b\\_COVID19 Recovery.pdf](#)

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

**Subject:**

COVID-19 Recovery Efforts

- i. Blue Ribbon Transit Recovery Task Force
- ii. BATA Recovery Ad Hoc Working Group Report
- iii. Connected Mobility Subcommittee Report

Update on COVID-19 recovery efforts and strategies.

**Presenter:**

Theresa Rommell, MTC; Lisa Klein, MTC; Deborah Dagang, Santa Clara Valley Transportation Authority; and Ashley Nguyen, MTC

**Recommended Action:**

Information

**Attachments:**

# Bay Area Partnership Board

December 1, 2020

Agenda Item 4b

## COVID-19 Recovery Efforts

- i. Blue Ribbon Transit Recovery Task Force
- ii. BATA Recovery Ad Hoc Working Group Report
- iii. Connected Mobility Subcommittee Report

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**Subject:** Update on COVID-19 recovery efforts and strategies.

**Background:** Presentation related to current pandemic recovery efforts and strategies including updates from the Blue Ribbon Transit Recovery Task Force, the BATA Recovery Ad Hoc Working Group, and the Connected Mobility Partnership Sub-Committee

**Issues:** None

**Recommendation:** Information

**Attachments:** PowerPoint

  
Therese W. McMillan

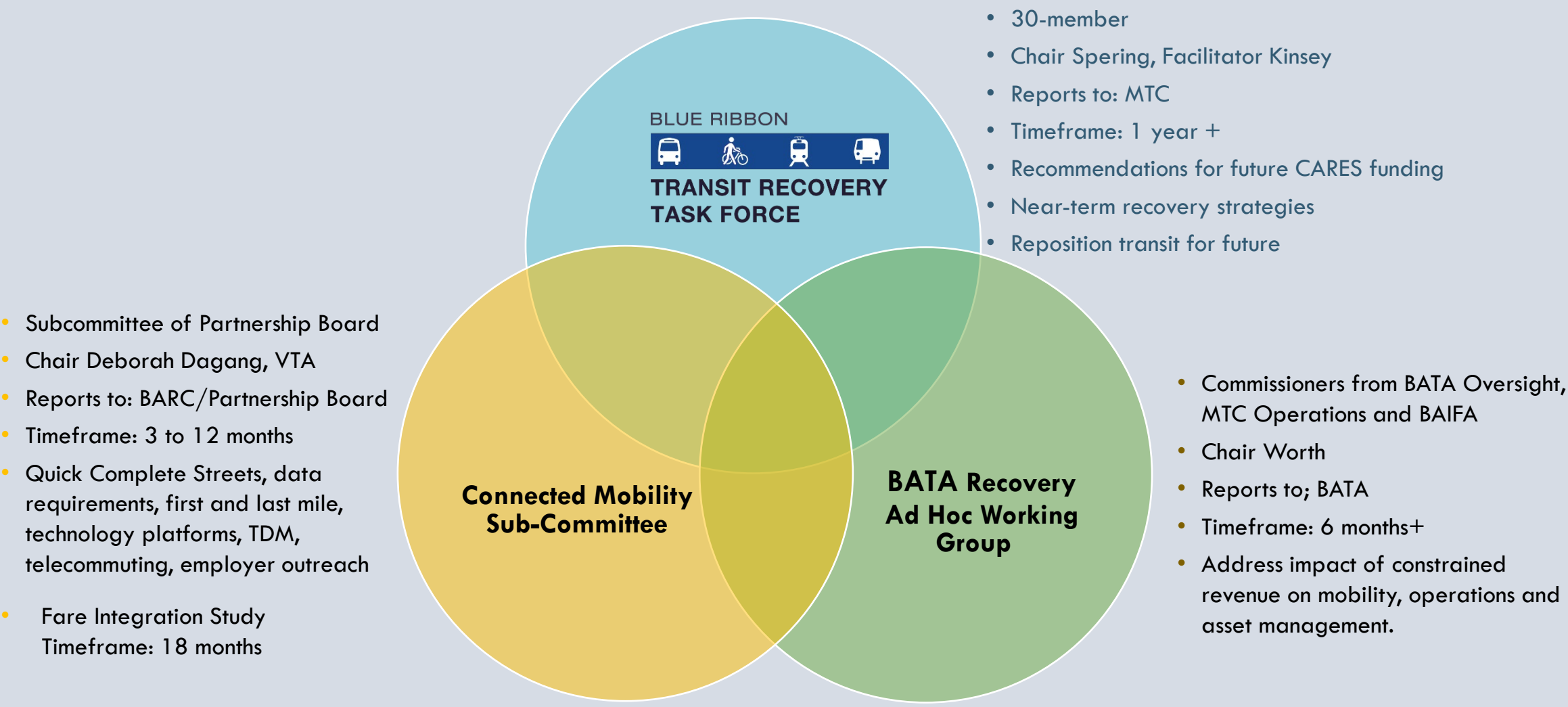


# COVID-19 RECOVERY EFFORTS

**Bay Area  
Partnership Board**

December 1, 2020

# MTC COVID-19 RESPONSE EFFORTS: INTER-RELATIONSHIPS





# BLUE RIBBON TRANSIT RECOVERY TASK FORCE REPORT

BLUE RIBBON



TRANSIT RECOVERY  
TASK FORCE

Partnership Board

December 1, 2020

# BLUE RIBBON TRANSIT RECOVERY TASK FORCE

- **STAGE 2:** Transit operator survival, financial health and recovery
  - *Riding Together: Bay Area Healthy Transit Plan*
  - **Return to Transit Research and Communications Program**
  - **Transit Operations Funding**
    - November and December Programming & Allocations Items
- **STAGE 3: Transformation Action Plan**
  - By mid-2021, the Blue Ribbon Transit Recovery Task Force shall submit a Bay Area Public Transit Transformation Action Plan to the Commission for its consideration and possible adoption.
  - The Plan should identify actions needed to re-shape the region's transit system into a more connected, more efficient, and more user-focused mobility network across the entire Bay Area and beyond.




# BLUE RIBBON TRANSIT RECOVERY TASK FORCE TRANSFORMATION ACTION PLAN

- 1 GOAL 1: RECOVERY** – Recognize critical recovery challenges facing transit agencies
- 2 GOAL 2: EQUITY** – Integrate and be accountable to equity in policy, service delivery and advocacy recommendations, as embodied in MTC's Equity Platform
- 3 GOAL 3: NETWORK MANAGEMENT & GOVERNANCE** – Identify near-term actions to implement beneficial long-term network management & governance reforms
- 4 GOAL 4: CURRENT INITIATIVES** – Establish how current MTC and state transit initiatives should integrate with Network Management & Governance reforms



# PROPOSED ROADMAP

|                     | Oct.                            | Nov.               | Dec.           | Jan                                  | Feb.                                | March          | April | May   | June                       |
|---------------------|---------------------------------|--------------------|----------------|--------------------------------------|-------------------------------------|----------------|-------|---|----------------------------|
|                     | STAGE 2 RECOVERY (Operator Led) |                    |                |                                      |                                     |                |       |   |                            |
| PROCESS             | SCOPING                         | STRATEGY OPTIONS   |                |                                      |                                     |                |       | ACTION PLAN  |                            |
| GOAL 1              |                                 |                    | STAGE 2 Update |                                      |                                     | STAGE 2 Update |       |   | STAGE 2 Update             |
| GOAL 2              |                                 |                    | EQUITY         |                                      |                                     |                |       |   |                            |
| GOAL 3              |                                 |                    |                | NETWORK MANAGEMENT/GOVERNANCE        |                                     |                |       |   |                            |
| GOAL 4              |                                 |                    |                | CURRENT INITIATIVES                  |                                     |                |       |   |                            |
| APPROVAL MILESTONES |                                 | Goals & Objectives |                | Network Management Problem Statement | Initiatives Link to Network Manager |                |       | Next Steps for Network Management & Governance  | Transformation Action Plan |



# BATA Recovery Ad Hoc Working Group Report

Partnership Board

December 1, 2020

# BATA Ad Hoc Working Group Timeline

## Deep Dive

## Recommendations

✓ August

Traffic &  
Revenue Trends  
Finances  
Ad Hoc Goals



✓ September

Fast-Track  
Projects to  
Serve Buses &  
Carpools



✓ October

Toll Collection  
& Toll Plaza  
Operations



✓ November

Toll Bridge  
Rehabilitation  
& Asset  
Management



December

Agency Roles &  
Responsibilities  
BATA/Caltrans  
Joint Venture

February

Program Costs,  
Shortfalls  
& Priorities

Next Steps



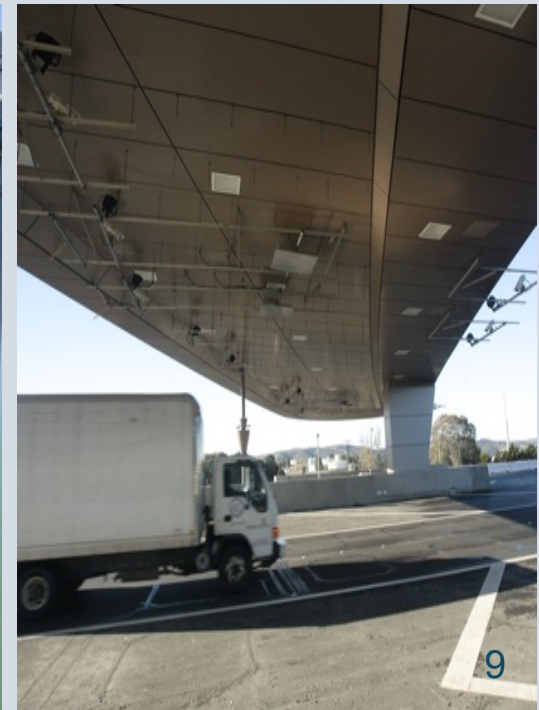


# BATA Ad Hoc Goals

## 1. Address near-term needs

- **Transit priority & active transportation:** connections on bridge approaches
- **Operations:** Open Road Tolling upgrade
- **Protect Investments:** Minimize deferral of priority rehabilitation projects

## 2. Strengthen institutional partnerships, e.g., asset management, project delivery, connected mobility policies





# Protect Investment: Minimize Deferral of Rehab Priorities

- COVID-19 created \$190M hole in the BATA Rehabilitation budget
- Minimize deferral of projects to repair paint, decks, fenders; protect cables; and upgrade seismic systems
- Make toll dollars go further and protect the bridges – critical mobility links and revenue sources



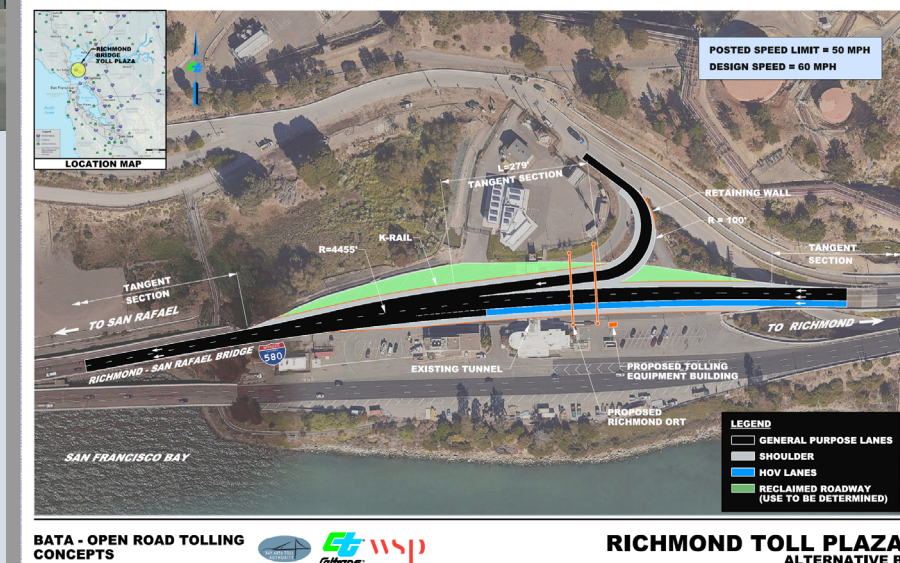


# OPERATIONS: Open Road Tolling

- Improve safety and operations
- Reduce toll equipment costs



**Example: Richmond San Rafael Bridge Open Road Tolling Concept**



# FORWARD INITIATIVES: Deliver Operational Strategies ASAP

Operations



Bus Queue Jump Lane



Open Road Tolling/Reinstate HOV Lane



Bus on Shoulder



Transit

High Frequency Express Bus



Express Bus

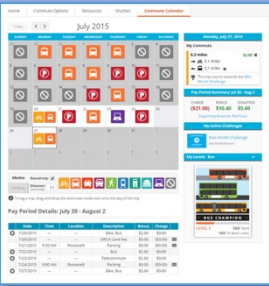


Coordinated & Modernized Express Bus



Mobility

Commute Management



Quick Builds, Gap Closures & E-bike



Gap Closures and E-bikes





# Connected Mobility Subcommittee Report

Partnership Board

December 1, 2020

## CONNECTED MOBILITY DEFINITION

*Improving the traveler experience for all trips through an interconnected, safe, equitable, multimodal transportation system to reduce vehicle miles traveled, increase transit ridership and achieve Plan Bay Area goals.*



# CONNECTED MOBILITY VALUES AND GOALS

## Values

## Goals

**Think Regionally Act Locally**

Be coordinated, interconnected, and contiguous

**Provide Great Travel Choices**

Provide choices that are better than driving alone, are viable and intuitive for all trips

**Put the Traveler First**

Ensure a dignified traveler experience, focusing on customer care and needs

**Be Equitable & Inclusive**

Address disparities and be transparent for all people and all trips

**Be Sustainable**

Strive for a healthy planet, people, and full-cost accounting

# ROLE OF SUBCOMMITTEE

**Provide criteria, partnerships and advocacy to support project delivery by implementing agencies. Provide recommendations or positions to Partnership Board in the following areas:**

- **Planning**
  - Identify gaps
  - Assist in removing obstacles
  - Develop criteria for quick-build projects
  - Develop criteria to determine corridors for project delivery
  - Coordinate with other regional efforts to put the traveler first

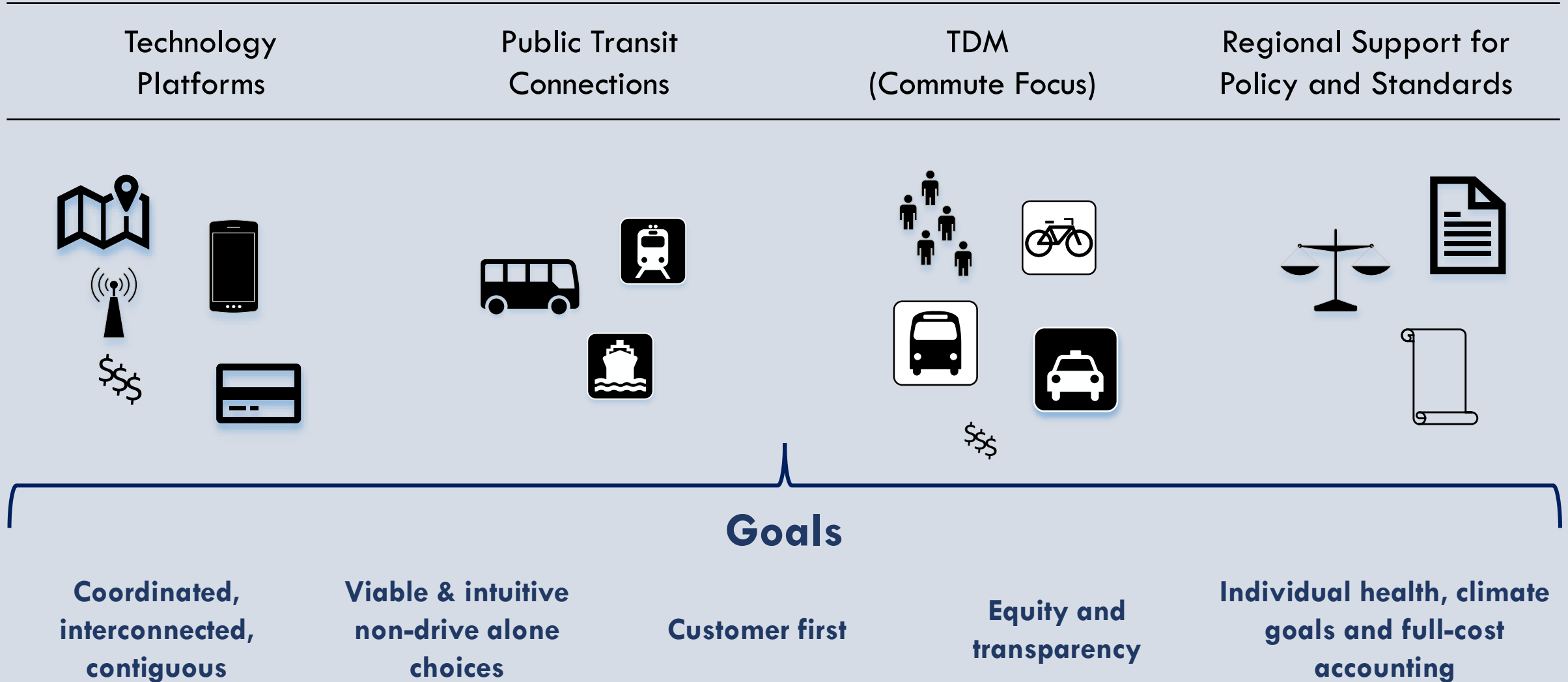


# ROLE OF SUBCOMMITTEE

- **Investment**
  - Identify funding and investment strategy
- **Advocacy:**
  - Communicate how transportation project contributes to regional goals (e.g. climate, economic development) to business community, elected officials, state, residents, etc.
- **Delivery:**
  - Determine the partnerships needed to deliver pilots
- **Reporting to Partnership Board**
  - Raise visibility of key issues



# CONNECTED MOBILITY FOCUS AREAS



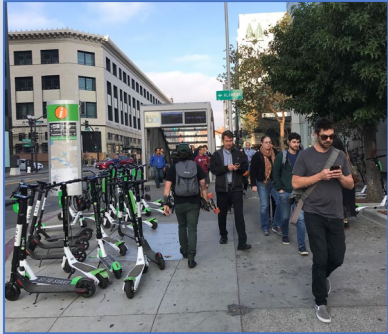


# QUICK BUILD PROJECT CRITERIA

- Designed and implemented within the SB 288 time period (required)
- Aligned with the Connected Mobility framework values and goals
- Conducted a community engagement process
- Located in a Priority Development Area (PDA) or Transit Priority Areas (TPAs)
- Addresses connectivity gaps or transit service cuts resulting from the pandemic
- Serves a Community of Concern (COC), Community Air Risk Evaluation (CARE) Program Area, or similar local designation



# MEDIUM-TERM ACTIONS (2-5 YEARS)



Advance New  
Mobility and  
First-Last Mile  
Pilots



Mobility Data for  
the Region and  
Common Data  
Standards



Technical  
Assistance  
(Emerging  
Mobility, Curb  
Management)

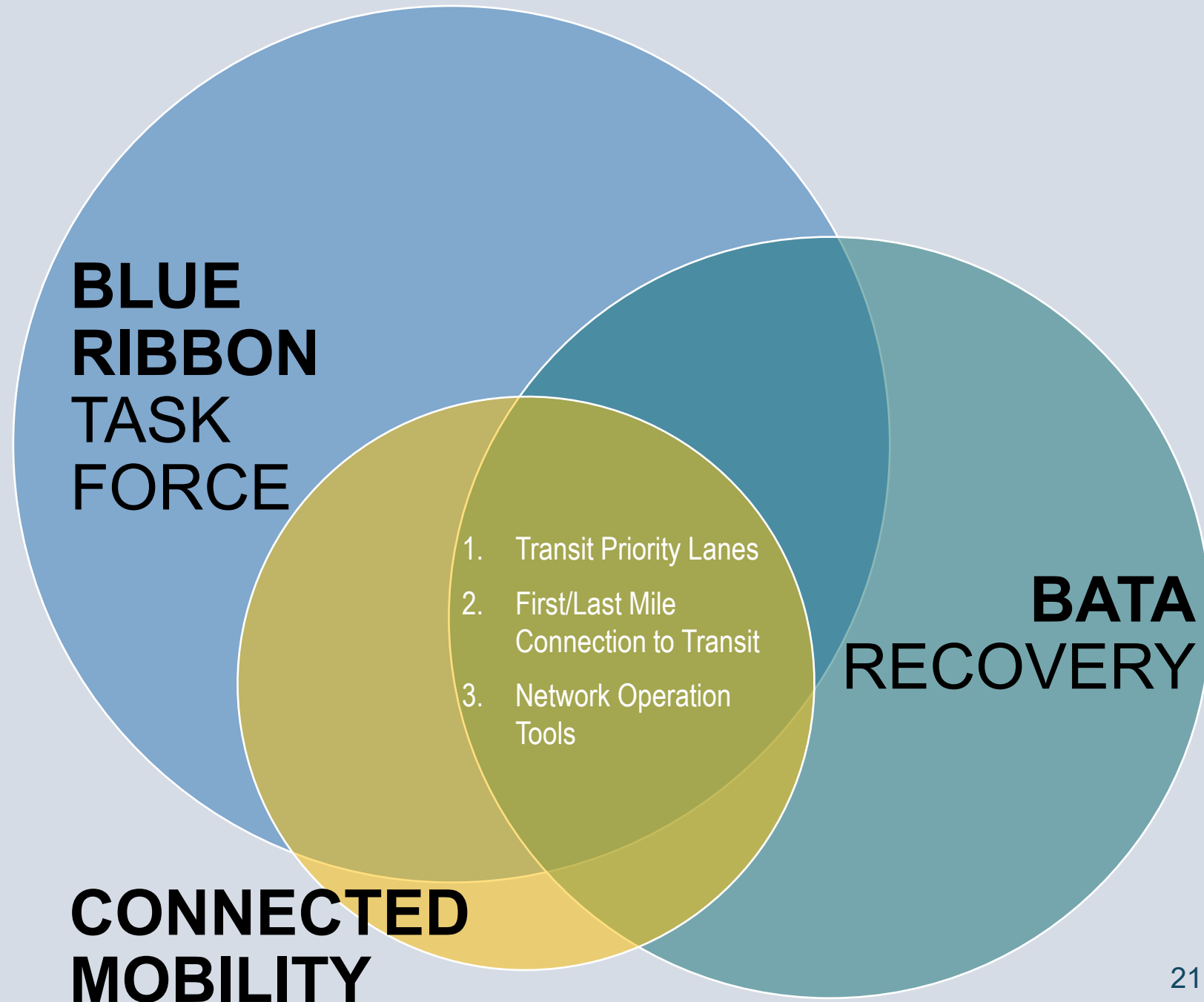


Car/Vanpool  
Scaling Regionwide  
in Coordination with  
County Programs



One Regional  
Mobility Account

# PROGRAM RELATIONSHIPS



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

|                       |  |                      |   |                            |  |
|-----------------------|--|----------------------|---|----------------------------|--|
| <b>File #:</b>        | 20-1714  | <b>Version:</b>      | 1 | <b>Name:</b>               |  |
| <b>Type:</b>          | Report   | <b>Status:</b>       |   | Informational              |  |
| <b>File created:</b>  | 11/9/2020  | <b>In control:</b>   |   | Bay Area Partnership Board |  |
| <b>On agenda:</b>     | 12/1/2020  | <b>Final action:</b> |   |                            |  |
| <b>Title:</b>         | Proposed Safe and Seamless Mobility Quick-Strike Program   |                      |   |                            |  |
|                       | Proposed approach for a one-time grant program within the One Bay Area Grant program (OBAG 2) framework. |                      |   |                            |  |
| <b>Sponsors:</b>      |  |                      |   |                            |  |
| <b>Indexes:</b>       |  |                      |   |                            |  |
| <b>Code sections:</b> |  |                      |   |                            |  |
| <b>Attachments:</b>   | <a href="#">4c_Safe and Seamless Quick-Strike.pdf</a>  |                      |   |                            |  |

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

### Subject:

Proposed Safe and Seamless Mobility Quick-Strike Program

Proposed approach for a one-time grant program within the One Bay Area Grant program (OBAG 2) framework.

### Presenter:

Theresa Romell

### Recommended Action:

Information

### Attachments:



# Bay Area Partnership Board

December 1, 2020

Agenda Item 4c

## Proposed Safe and Seamless Mobility Quick-Strike Program

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**Subject:** Proposed approach for a one-time grant program within the One Bay Area Grant program (OBAG 2) framework.

**Background:** For the last several years, annual federal appropriations bills have included an infusion of unexpected highway funds through the federal Highway Infrastructure Program (FHIP). The FHIP apportionment is provided in addition to funding the Surface Transportation Block Grant Program (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ) programs at levels authorized by the Fixing America's Surface Transportation (FAST) Act.

In addition to FHIP funding, a small balance also remains unprogrammed within the OBAG Regional Bike Share Capital Program. A total of \$1.5 million remains unprogrammed from the \$4.5 million originally set aside by the Commission to support bikeshare implementation in cities outside of the initial Motivate service area. Given the changing needs for public investment in bike share in recent years, staff proposes to include the \$1.5 million along with the FHIP funding into a single Quick-Strike program.

MTC staff recommends programming the roughly \$50 million to establish a one-time, competitive grant program to fund local projects that can be implemented quickly to benefit communities responding and adapting to the COVID-19 environment.

### **Proposed Safe and Seamless Mobility Quick-Strike Program**

Through a regional, competitive grant program, staff recommends funding quick-build or other near-term capital projects focused on bicycle/pedestrian safety and mobility, connections to transit, and projects that advance equitable mobility.

Eligible project types include:

- Quick-build bike, pedestrian, and transit access improvements; including bike share enhancements.
- Local safe and seamless mobility projects, including projects that advance equitable mobility; invest in bicycle/pedestrian/public safety; improve connections to transit; or implement seamless strategies within a corridor.
- Other near-term implementation of strategies emerging from the Blue-Ribbon Transit Recovery Task Force and Partnership Board's Connected Mobility Subcommittee.

### ***Project Submission Targets***

To address local priorities throughout the region, staff recommends using county targets to guide project submissions for the majority of funding available.

However, as the final program of projects will also consider regional and multi-county priorities, the final program of projects may not correspond exactly to these submission targets.

**Project Submission Targets**  
(*\$ millions, rounded*)

| County        | Target %    |
|---------------|-------------|
| Alameda       | 19.9%       |
| Contra Costa  | 14.6%       |
| Marin         | 2.8%        |
| Napa          | 2.1%        |
| San Francisco | 12.5%       |
| San Mateo     | 8.4%        |
| Santa Clara   | 27.0%       |
| Solano        | 5.5%        |
| Sonoma        | 7.2%        |
|               | <b>100%</b> |

Note: Final program of projects may not correspond to targets; targets based on OBAG 2 County Program distribution.

***Additional Program Details***

- One-quarter of program funds are targeted for bicycle/pedestrian safety (including Local Road Safety).
- \$5 million is set aside to support early implementation efforts anticipated from the Blue-Ribbon Transit Recovery Task Force.
- Funds available for capital projects only.
- Must meet STP/CMAQ/FHIP eligibility/funding requirements.
- All funds must be obligated by January 31, 2022.

***Proposed Process & Timeline***

|                              |  |
|------------------------------|--|
| <b>December 2020</b>         | Partnership Board  |
|                              | ▪ Discussion of proposed Safe and Seamless Quick-Strike grant program framework  |
| <b>January/February 2021</b> | Programming & Allocations Committee (PAC)/Commission   |
|                              | ▪ Approval of Safe and Seamless Quick-Strike framework   |
|                              | County Transportation Agencies (CTAs) invited to submit letters of interest for projects within their counties   |
|                              | ▪ Counties encouraged to submit project proposals that emphasize partnerships between cities, counties, transit operators, and/or CTAs.  |
| <b>March/April 2021</b>      | ▪ MTC staff works with CTAs to identify candidate projects with regional or multi-county benefits  |
|                              | Project Evaluation and Recommendation  |
|                              | Partnership Board  |
|                              | ▪ Present staff recommendation of Safe and Seamless Quick-Strike program of projects for discussion  |
| <b>March/April 2021</b>      | ▪ Prior to taking final project recommendations to Commission, MTC works with sponsors to refine projects & submit detailed project applications with defined scopes and funding plans |

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|                          |   |
|--------------------------|---|
| <b>May/June<br/>2021</b> | PAC/Commission <ul style="list-style-type: none"><li>▪ Approval of Safe and Seamless Quick-Strike projects &amp; fund programming</li></ul> |
|--------------------------|---|

---

**Issues:** The Covid-19 pandemic has placed stress on a number of transportation funding sources. Particularly hard hit have been revenue sources used for public transit operations. While MTC continues to advocate and examine alternatives for funding that can be directed to help Bay Area operators manage the pandemic's financial impacts, the funding proposed to be made available for the Safe and Seamless Mobility and Quick-Strike Program outlined above are not enough to make a significant impact on the transit operations funding crisis. The proposed program does represent an opportunity to assist with the region's recovery by providing meaningful low-cost, near-term deliverable enhancements to the transportation system to get transit out of traffic, enhance mobility options, and make progress on initiatives stemming from the Blue Ribbon Transit Recovery Task Force.

**Recommendation:** Information.

**Attachments:** None.

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

# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 20-1715      **Version:** 1      **Name:**  
**Type:** Report      **Status:** Informational  
**File created:** 11/9/2020      **In control:** Bay Area Partnership Board  
**On agenda:** 12/1/2020      **Final action:**  
**Title:** Plan Bay Area 2050 Update and Implementation Plan

Update on Plan Bay Area 2050 status and overview of the Plan Bay Area 2050 Implementation Plan phase, including key goals and timeline.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [4d\\_PBA50\\_PBA50 Update + Implementation Plan.pdf](#)

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

**Subject:**

Plan Bay Area 2050 Update and Implementation Plan

Update on Plan Bay Area 2050 status and overview of the Plan Bay Area 2050 Implementation Plan phase, including key goals and timeline.

**Presenter:**

Matt Maloney and Chirag Rabari

**Recommended Action:**

Information

**Attachments:**

# Bay Area Partnership Board

December 1, 2020

Agenda Item 4d

## Plan Bay Area 2050 Update and Implementation Plan

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**Subject:** Update on Plan Bay Area 2050 status and overview of the Plan Bay Area 2050 Implementation Plan phase, including key goals and timeline.

**Background:** **Plan Bay Area 2050 Final Blueprint Update**

Following the September 2020 approval of the Final Blueprint Strategies and Growth Geographies, MTC and ABAG are now approaching the culmination of nearly three years of engagement and analysis that began with the launch of the Horizon initiative in 2018.

In November 2020, the Commission approved a revised strategy EN7 to refine the telecommute requirement for major office-based employers into a broader strategy to expand commute trip reduction programs. This strategy will reduce greenhouse gas emissions and traffic congestion by partnering with major employers to shift auto commuters to telecommuting, transit, walking, and bicycling. Under this revised strategy, each employer will have the flexibility to choose the right set of incentives and disincentives for their employees to meet or exceed a sustainable commute target set as part of an expanded Bay Area Commuter Benefits Program.

With analysis now wrapping up, outcomes from the Final Blueprint – including this revised Strategy EN7 – will be released later this month. Staff will then recommend the approval of the Final Blueprint as the Preferred Alternative for the Plan Bay Area 2050 Environmental Impact Report (EIR) in January 2021, a process that will take place concurrently with the recommended approval of the Draft Regional Housing Need Allocation Methodology. The Draft Plan and the Draft EIR remain on track for a spring 2021 release, followed by ultimate adoption in fall 2021.

**Implementation Plan Overview**

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.

### **Implementation Plan Goals and Objectives**

The Plan Bay Area 2050 Implementation Plan will have the following interconnected goals, as shown on the following page:

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 is currently underway to evaluate and identify 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.

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


**Next Steps:**

As noted earlier in this memo, the Plan Bay Area 2050 Final Blueprint analysis will be released later this month; action on the Preferred Alternative for the Plan Bay Area 2050 EIR will be taken in January 2021. Staff will also continue moving forward with planned Implementation Plan external engagement and outreach activities during the fall and early winter. Staff anticipate returning to the committees and working groups in February 2021 to present key findings and gather additional feedback on the remaining phases of the Implementation Plan process.

**Issues:** None

**Recommendation:** Information

**Attachments:** Attachment A: Presentation

  
Therese W. McMillan





PLAN BAY AREA 2050

# Plan Bay Area 2050 Update and Implementation Plan

Dave Vautin & Chirag Rabari

December 1, 2020

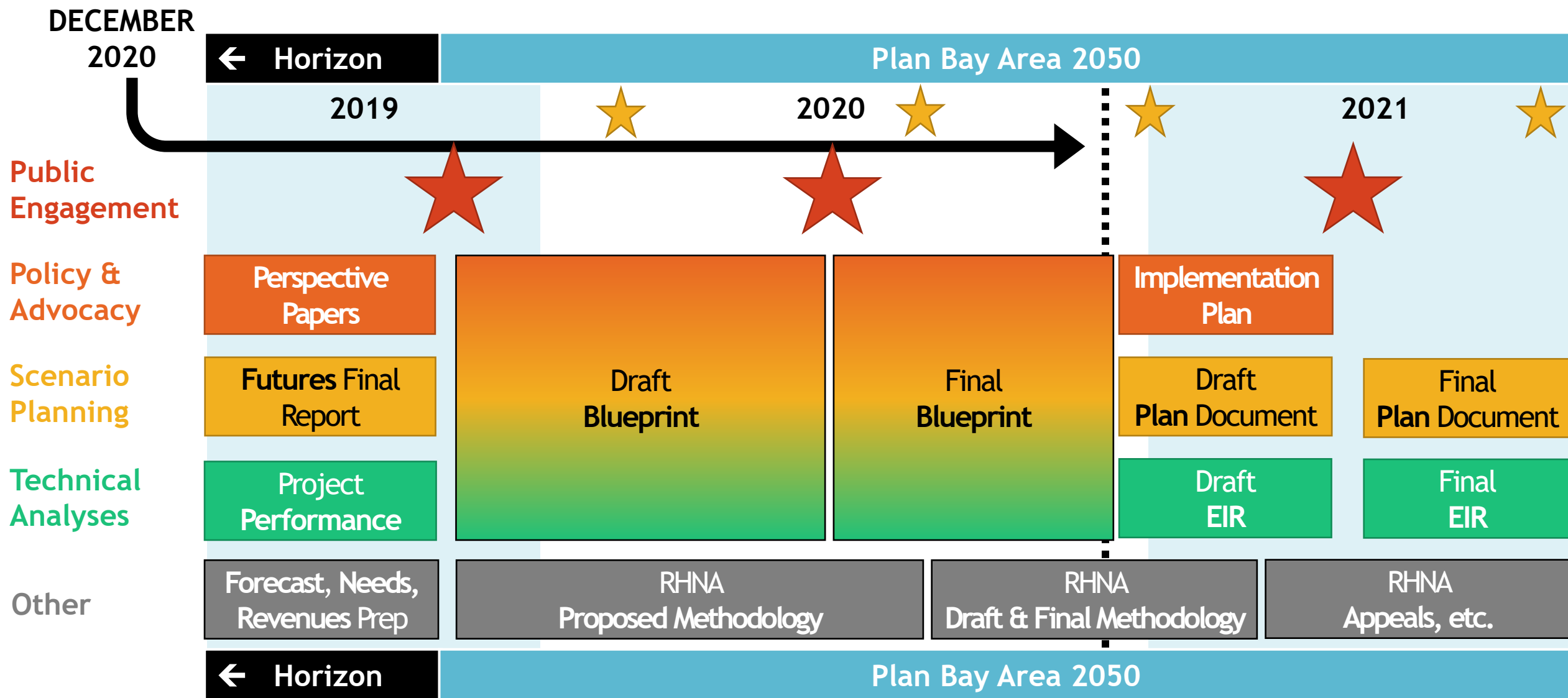
*Bay Area Partnership Board*



# Plan Bay Area 2050: Process & Schedule

The Culmination of Three Years of Engagement & Analysis

★ = Major Policy Board Decisions



### Revised Strategy EN7:

### Expand Commute Trip Reduction Programs at Major Employers

#### Objective

**Reduce greenhouse gas emissions and traffic congestion by partnering with major employers to *shift auto commuters to telecommuting, transit, walking, and bicycling.***

#### Description

**Set a sustainable commute target for all major employers as part of an expanded Bay Area Commuter Benefits Program.** Employers would then be responsible for expanding their commute trip reduction programs, identifying and funding sufficient incentives and/or disincentives to achieve or exceed the target. By the year 2035, no more than 40 percent of each employer's workforce would be eligible to commute by auto on an average workday. To minimize impacts on small businesses, businesses with fewer than 50 employees would be exempt from this policy; furthermore, recognizing the difficulty in serving rural jobs by transit and non-motorized modes, agricultural employers would also be exempt from this policy.

#### Options for Employers

**Each employer would have the flexibility to choose the right set of incentives and disincentives for their employees to meet or exceed the target:**

*Examples of employer-funded incentives include free or subsidized transit passes, bike & e-bike subsidies and giveaways, free bikeshare memberships, free commuter shuttles for employees, provision of on-site employee housing on current parking lots or other available land, rent or mortgage subsidies for employees residing in walkable transit-rich communities, and direct cash subsidies for walking, biking, or telecommuting. Employer-managed disincentives could include reduction or elimination of parking lots or garages, higher on-site or off-site parking fees, compressed work schedules, and elimination of Dedicated workspaces in lieu of shared space. Note that this strategy works in conjunction with other complementary strategies in Plan Bay Area 2050, including the strategies in which Plan Bay Area 2050 assumes Substantial funding that will, prior to 2035, make sustainable trips and this strategy much more attainable.*

# Final Blueprint: Status and Anticipated Release



November  
2020

- Action on Proposed Alternative Strategy EN7
- Kickoff for Implementation Plan
- EIR Alternatives Development

December  
2020

- Release Final Blueprint Analysis/Outcomes

January  
2021

- Action on Final Blueprint as Preferred Alternative for Plan Bay Area 2050 EIR

Spring  
2021

- Release of Draft Plan, Draft EIR, Draft Implementation Plan
- Final Round of Public Engagement

# Implementation Plan Background

## Action Plan



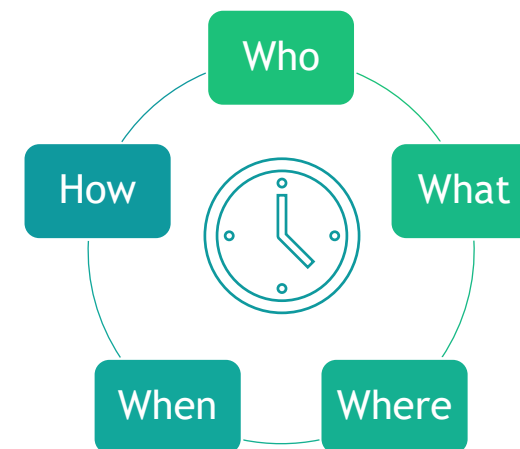
- The Plan Bay Area 2050 Implementation Plan will build on the “Action Plan” that MTC & ABAG pioneered for Plan Bay Area 2040
- The Implementation Plan will focus on short-term, tangible actions that ABAG, MTC, and their partners can take to advance adopted strategies across the four core elements of 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



# 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 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

# 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



Fall '20

## Phase 1: Internal Engagement

- Strategy assessment
- Mapping complementary efforts/initiatives



Fall '20 and Winter '21

## Phase 2: External Engagement

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



Winter and Spring '21

## Phase 3: Draft Plan

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



Spring and Summer '21

## Phase 4: Partnerships

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



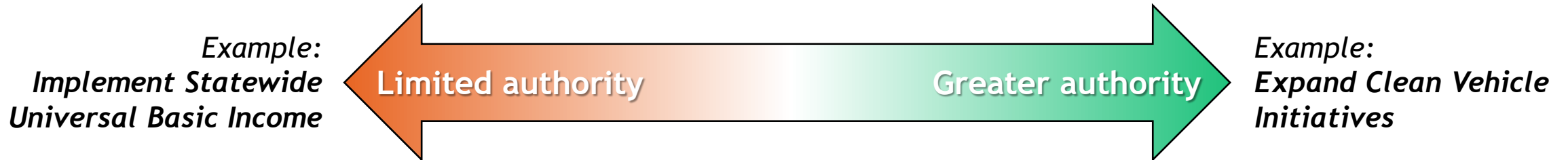
Summer and Fall '21

## Phase 5: Final Plan

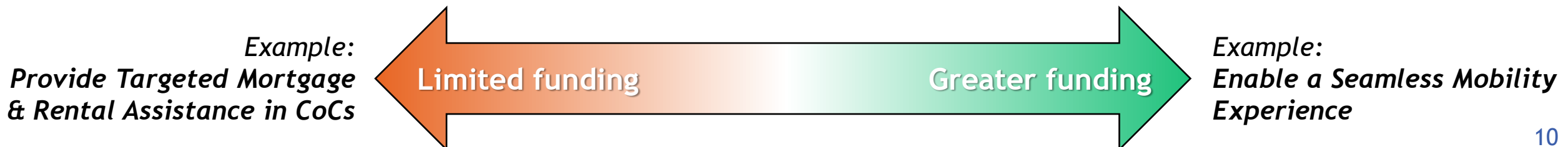
- Develop Final Implementation Plan
- Final Plan release

# 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            |                              |



# Feedback from Partnership Board Members

Staff are seeking feedback from Partnership 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 Final Blueprint, please contact Dave Vautin at [dvautin@bayareametro.gov](mailto:dvautin@bayareametro.gov)*

*For additional information on the Implementation Plan, please contact Chirag Rabari at [crabari@bayareametro.gov](mailto:crabari@bayareametro.gov)*



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 21-0037      **Version:** 1      **Name:**  
**Type:** Report      **Status:** Informational  
**File created:** 11/30/2020      **In control:** Bay Area Partnership Board  
**On agenda:** 12/1/2020      **Final action:**  
**Title:** General Public Comment Received  
**Sponsors:**  
**Indexes:**  
**Code sections:**  
**Attachments:** [06\\_General Public Comment\\_League of Women Voters of the Bay Area.pdf](#)

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

**Subject:**  
General Public Comment Received

**Recommended Action:**  
Information

**Attachments:**

**Handout - Public Comment  
Agenda Item 6**

**From:** [Martha Silver](#)  
**To:** [Martha Silver](#)  
**Subject:** FW: Bay Area Partnership Board meeting - comments  
**Date:** Monday, November 30, 2020 7:26:18 PM

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**From:** Alexandra Starr <[REDACTED]>  
**Sent:** Monday, November 30, 2020 8:12 PM  
**To:** MTC-ABAG Info <[info@bayareametro.gov](mailto:info@bayareametro.gov)>  
**Subject:** re: Bay Area Partnership Board meeting - comments

**\*External Email\***

Observations from reading the packet material:

no mention of additional outreach to vulnerable communities, i.e. communities of color, communities for whom English is a second language, the physically disabled community, women with basic jobs who must commute on off hours (specifically their safety concerns).  
in general the outreach has been extremely limited, not publicized well, and has ignored many portions of the Bay Area.  
very little mention of seamless scheduling of transit agencies, a must esp. for those who have to commute on off-hours.

Alexandra Starr,  
Chair of Transportation Committee  
League of Women Voters of the Bay Area  
[REDACTED]