



# 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*

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Wednesday, February 10, 2021

1:35 PM

Board Room - 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 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/81132196225>

iPhone One-Tap: US: +16699006833,,81132196225# or +14086380968,,81132196225#

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: 811 3219 6225

International numbers available: <https://bayareametro.zoom.us/j/kvXaj9adV>

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.

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

## 1. Welcome

*Randi Kinman, Council Chair*

## 2. Roll Call / Confirm Quorum

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

### 3. [21-0197](#)

Chair's Report  
(7 minutes)

**Action:** Information

**Presenter:** Randi Kinman, Council Chair

### 4. [21-0198](#)

Approval of the January 13, 2021 Meeting Minutes  
(5 minutes)

**Action:** Approval

**Attachments:** [04 Council Minutes Jan 13 2021.pdf](#)

## 5. Public Comment / 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. [21-0199](#)

Subcommittee Reports  
(15 minutes)

**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. [21-0200](#)

Blue Ribbon Transit Recovery Task Force Update  
(20 minutes)

Update on the Blue Ribbon Transit Recovery Task Force.

**Action:** Information

**Presenter:** Melanie Choy

**Attachments:** [07 Blue Ribbon.pdf](#)

8. [21-0237](#) MTC Resolution No. 4453 - Programming of Coronavirus Response and Relief Supplementary Appropriations Act of 2021 (10 minutes)
- Proposed programming of approximately \$180 million of Coronavirus Response and Relief Appropriations Act of 2021 (CRRSAA) funding to Bay Area transit operators that received insufficient shares of CARES Act funding due to inaccurate revenue loss forecasts.
- Action:** Information
- Presenter:** Theresa Romell
- Attachments:** [08 Covid-19 Relief Funding Update.pdf](#)
9. [21-0196](#) Plan Bay Area 2050: Implementation Plan Update (60 minutes)
- Update on the Plan Bay Area 2050 Implementation Plan, including success factors, proposed MTC/ABAG roles, and select implementation priorities.
- Action:** Information
- Presenter:** Chirag Rabari
- Attachments:** [09i PLNG-5ai\\_PBA50\\_Implementatio Plan\\_Update\\_Summary Sheets and Atta](#)  
[09ii PLNG-5aii\\_PBA50\\_Implementation Plan\\_Update\\_Attachment A-PPT.pdf](#)
10. [21-0201](#) Staff Liaison Report (3 minutes)
- Relevant MTC policy decisions and other activities.
- Action:** Information
- Presenter:** Marti Paschal, Staff Liaison
- Attachments:** [10 Staff Liaison\\_Report February 2021.pdf](#)
11. [21-0202](#) Council Member Reports (5 minutes)
- Members of the Council may report on locally relevant issues or events.
- Action:** Information
- Presenter:** Randi Kinman, Council Chair

12. [21-0203](#) 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

### 13. Adjournment / Next Meeting

The next meeting of the Policy Advisory Council will be held Wednesday, March 10, 2021, 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](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.

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)

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**File #:** 21-0197      **Version:** 1      **Name:**  
**Type:** Report      **Status:** Informational  
**File created:** 1/8/2021      **In control:** Policy Advisory Council  
**On agenda:** 2/10/2021      **Final action:**  
**Title:** Chair's Report  
(7 minutes)

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:**

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

Chair's Report  
(7 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)

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**File #:** 21-0198      **Version:** 1      **Name:**

**Type:** Minutes      **Status:** Committee Approval

**File created:** 1/8/2021      **In control:** Policy Advisory Council

**On agenda:** 2/10/2021      **Final action:**

**Title:** Approval of the January 13, 2021 Meeting Minutes  
(5 minutes)

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [04 Council Minutes Jan 13 2021.pdf](#)

Date	Ver.	Action By	Action	Result
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**Subject:**  
Approval of the January 13, 2021 Meeting Minutes  
(5 minutes)

**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

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Wednesday, January 13, 2021

1:35 PM

Board Room - 1st Floor (REMOTE)

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#### 1. Welcome

#### 2. Roll Call / Confirm Quorum

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

**Absent:** 1 - Glover

#### 3. [21-0078](#) Chair's Report (5 minutes)

**Action:** Information

**Presenter:** Randi Kinman, Council Chair

#### 4. [21-0079](#) Approval of the December 9, 2020 Meeting Minutes (5 minutes)

**Action:** Approval

**Attachments:** [04 Council Minutes Dce 09 2020.pdf](#)

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

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

**Absent:** 1 - Glover

#### 5. Public Comments / Other Business



6. [21-0080](#) Subcommittee Reports  
(7 minutes)

**Action:** Information

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

Terry Scott and Walter Wilson were appointed to the Policy Advisory Council Equity & Access Subcommittee as voting members. Michael Baldini was appointed to the Policy Advisory Council Equity & Access Subcommittee as an alternate.

7. [21-0081](#) Blue Ribbon Transit Recovery Task Force Update  
(20 minutes)

Update on the Blue Ribbon Transit Recovery Task Force.

**Action:** Information

**Presenter:** Theresa Romell

**Attachments:** [07 Blue Ribbon.pdf](#)

[20-1680](#) MTC Resolution No. 4451 and ABAG Resolution No. 01-2021: Plan Bay Area 2050 Final Blueprint: Approval as Preferred Environmental Impact Report (EIR) Alternative  
(50 minutes)

Presentation on the Plan Bay Area 2050 Final Blueprint Outcomes, including performance & equity outcomes, and discuss advancement of the Final Blueprint as the Preferred Alternative in the EIR process.

**Action:** Information

**Presenter:** Dave Vautin and Lisa Zorn

**Attachments:** [08i\\_PLNG-5ai\\_PBA50\\_FinalBlueprint\\_PreferredEIRAlt\\_Summary\\_Sheets and PPT.pdf](#)  
[08ii\\_PLNG-5aii\\_PBA50\\_FinalBlueprint\\_PreferredEIRAlt\\_Attachments B-G.pdf](#)  
[08iii\\_PLNG-5aiii\\_PBA50\\_FinalBlueprint\\_PreferredEIRAlt\\_MTC Res. No 4451 and ABAG Res. No. 01-2021.pdf](#)

9. [21-0153](#) COVID - 19 Federal Relief Funding  
(20 minutes)

Overview of the funding the Bay Area expects to receive from the COVID-19 Federal Relief Legislation for transit operations, and will provide information on next steps to be taken towards the distribution of these funds to eligible transit agencies.

**Action:** Information

**Presenter:** Theresa Romell

**Attachments:** [09\\_COVID Federal Relief Funding.pdf](#)

10. [21-0082](#) Staff Liaison Report  
(3 minutes)

Relevant MTC policy decisions and other activities.

**Action:** Information

**Presenter:** Marti Paschal, Staff Liaison

**Attachments:** [10 Staff Liaison Report January 2021.pdf](#)

11. [21-0083](#) Council Member Reports  
(5 minutes)

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

**Action:** Information

**Presenter:** Randi Kinman, Council Chair

12. [21-0084](#) 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

### 13. Adjournment / Next Meeting

The next meeting of the Policy Advisory Council will be held Wednesday, February 10, 2021, at 1:35 p.m. remotely and by webcast as appropriate depending on the status of any shelter in place orders. Any changes to the schedule will be duly noticed to the public.



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

**File #:** 21-0199      **Version:** 1      **Name:**  
**Type:** Report      **Status:** Informational  
**File created:** 1/8/2021      **In control:** Policy Advisory Council  
**On agenda:** 2/10/2021      **Final action:**  
**Title:** Subcommittee Reports  
(15 minutes)  
**Sponsors:**  
**Indexes:**  
**Code sections:**  
**Attachments:**

Date	Ver.	Action By	Action	Result
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**Subject:**  
Subcommittee Reports  
(15 minutes)

**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  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 21-0200      **Version:** 1      **Name:**  
**Type:** Report      **Status:** Informational  
**File created:** 1/8/2021      **In control:** Policy Advisory Council  
**On agenda:** 2/10/2021      **Final action:**  
**Title:** Blue Ribbon Transit Recovery Task Force Update  
(20 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  
(20 minutes)

Update on the Blue Ribbon Transit Recovery Task Force.

**Presenter:**

Melanie Choy

**Recommended Action:**

Information

**Attachments:**

**Metropolitan Transportation Commission  
Policy Advisory Council**

**February 10, 2021**

**Agenda Item 7**

**Blue Ribbon Transit Recovery Task Force Update**

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

**Background:** Staff will be at your February 10 meeting to discuss the update. Below are the links to the landing page of the previous and upcoming meetings:

**January 25, 2021**

<https://mtc.legistar.com/MeetingDetail.aspx?ID=828204&GUID=D958F650-9883-4678-BDDC-2631FB8DBC56&Options=info|&Search=>

**January 28, 2021 - Special BRTTRTF Meeting with Small Transit Operators**

<https://mtc.legistar.com/MeetingDetail.aspx?ID=834464&GUID=3904D7B6-0BD1-4F54-B1D9-4E01C31761C6&Options=info|&Search=>

**February 1, 2021 - Special BRTTRTF Meeting with Large Transit Operators**

<https://mtc.legistar.com/MeetingDetail.aspx?ID=836285&GUID=1E7710D6-71E2-40C1-BECF-0C97B4AECDD0C&Options=info|&Search=>

**February 22, 2021**

<https://mtc.ca.gov/whats-happening/meetings/meetings-archive/blue-ribbon-transit-recovery-task-force-2021-feb-22>

**Attachments:** None.



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

<b>File #:</b>	21-0237	<b>Version:</b>	1	<b>Name:</b>	
<b>Type:</b>	Report	<b>Status:</b>		Informational	
<b>File created:</b>	1/20/2021	<b>In control:</b>		Policy Advisory Council	
<b>On agenda:</b>	2/10/2021	<b>Final action:</b>			
<b>Title:</b>	MTC Resolution No. 4453 - Programming of Coronavirus Response and Relief Supplementary Appropriations Act of 2021 (10 minutes)				
	Proposed programming of approximately \$180 million of Coronavirus Response and Relief Appropriations Act of 2021 (CRRSAA) funding to Bay Area transit operators that received insufficient shares of CARES Act funding due to inaccurate revenue loss forecasts.				
<b>Sponsors:</b>					
<b>Indexes:</b>					
<b>Code sections:</b>					
<b>Attachments:</b>	<a href="#">08_Covid-19 Relief Funding Update.pdf</a>				

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

MTC Resolution No. 4453 - Programming of Coronavirus Response and Relief Supplementary Appropriations Act of 2021  
(10 minutes)

Proposed programming of approximately \$180 million of Coronavirus Response and Relief Appropriations Act of 2021 (CRRSAA) funding to Bay Area transit operators that received insufficient shares of CARES Act funding due to inaccurate revenue loss forecasts.

### Presenter:

Theresa Romell

### Recommended Action:

Information

### Attachments:

**Metropolitan Transportation Commission  
Policy Advisory Council**

**February 10, 2021**

**Agenda Item 8**

**MTC Resolution No. 4453 – Programming of Coronavirus Response and  
Relief Supplementary Appropriations Act of 2021**

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- Subject:** Proposed programming of approximately \$180 million of Coronavirus Response and Relief Appropriations Act of 2021 (CRRSAA) funding to Bay Area transit operators that received insufficient shares of CARES Act funding due to inaccurate revenue loss forecasts.
- Background:** Policy Advisory Council Agenda Item 8, MTC Resolution No. 4453 – Programming of Coronavirus Response and Relief Supplementary Appropriations Act of 2021, is attached. This report was presented to the Metropolitan Transportation Commission on January 27, 2021.
- Staff will be at your February 10 meeting to discuss this report. The Council's input is requested.
- Attachments:** Agenda Item 9a from the January 27, 2021 Metropolitan Transportation Commission meeting.

# Metropolitan Transportation Commission

January 27, 2021

Agenda Item 9a - 21-0207

## MTC Resolution No. 4453 – Programming of Coronavirus Response and Relief Supplementary Appropriations Act of 2021

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**Subject:** Proposed programming of approximately \$180 million of Coronavirus Response and Relief Appropriations Act of 2021(CRRSAA) funding to Bay Area transit operators that received insufficient shares of CARES Act funding due to inaccurate revenue loss forecasts.

**Background:** As reported on at the January 13<sup>th</sup> Programming and Allocations Committee meeting, last month Congress approved and the President signed a combined \$2.3 trillion COVID relief package and FY 2021 Appropriations bill, providing significant funding for public transportation in addition to other relief.

The COVID-relief portion of the bill provides \$14 billion in supplemental funding to public transit to offset the massive drop in revenue resulting from the pandemic. This will provide about \$982 million to the Bay Area to assist the region’s transit operators. The specific amounts to those urbanized areas are as follows:

- San Francisco-Oakland: \$822,676,366
- San Jose: \$144,159,107
- Santa Rosa: \$15,435,820

### True-Up

When approving the final distribution of CARES Act funding last July, the Commission directed staff to apply a “true-up” of the CARES funding distribution to any future allocation of federal dollars for pandemic relief, that would compensate operators that received less CARES funding than they should have due to inaccurate revenue loss forecasts. The true-up directive was contained in an amendment to the motion approving the programming of the second tranche of funds. The related language from the July 22, 2020 meeting minutes is below:

*“Revised with an amendment conditioned upon a “true up” of any negative differential between projected and actual sales tax and/or fare revenues with any future allocation of federal dollars for pandemic/ economic relief. Such calculation shall be based upon the actual receipts for the periods March - August and September – December 2020, or appropriate time-period for actual available data. In the event any transit operator received less than their adjusted share of CARES Act funding*



*due to the inaccurate forecasts, such differentials shall be compensated with a future federal allocation of emergency funding. If Congress fails to appropriate any such additional dollars for transit operators, then MTC staff shall identify other new augmented sources of flexible new federal funding which can appropriately compensate operators for those shortfalls.”*

To fulfill the directive of the Commission as well as to quickly get funding to those operators that are struggling to meet budget requirements in the current fiscal year, staff is proposing to program a portion of the CRRSAA funds to complete the CARES funding true-up.

To determine programming amounts, staff recalculated the total \$1.3 billion CARES allocation for all operators using the actual revenue losses between March and December of 2020, rather than the revenue loss assumptions that were used at the time. Based on this recalculation, staff proposes the following allocations to operators that received a lesser share of CARES funding due to inaccurate forecasts:

Agency	True-Up Allocation
BART	\$103,717,002
Caltrain	\$6,936,627
GGBHTD	\$20,319,959
SFMTA	\$43,750,147
WETA	\$4,877,943
<b>TOTAL</b>	<b>\$179,601,678</b>
<b>Remaining for 2nd Distribution:</b>	<b>\$802,669,615</b>

While only five operators are proposed to receive allocations from the initial distribution, it is important to note that all Bay Area operators are facing significant budgetary impacts due to the pandemic and economic uncertainty. Many, due to social distancing requirements and budgetary constraints, are struggling to meet the needs of transit dependent riders now, and budget for the post-pandemic reinstatement of adequate service levels.

#### Next Steps for the Distribution of Remaining CRRSAA Funds

In the coming weeks, staff will be developing alternative distribution scenarios for the approximately \$803 million in CRRSAA funds that remain, and will be communicating with Commissioners, transit operators, and other stakeholders, as appropriate, to develop a proposal that takes into account anticipated revenue losses resulting from the pandemic, operator budgetary expenses, and service needs of transit dependent riders.

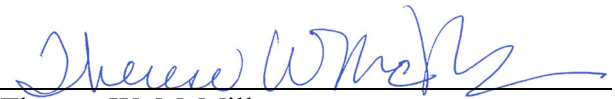
At the February 24<sup>th</sup> Commission meeting, staff will provide an update on the reported financial and service outlook for Bay Area operators in the current and upcoming fiscal years, to help inform the distribution discussions.

Staff intends to bring a proposal for the distribution of remaining CRRSAA funding to the Programming and Allocation Committee meeting in March, for consideration and recommendation for approval by the Commission later the same month.

**Issues:** None.

**Recommendation:** Approval of Resolution No. 4453.

**Attachments:** MTC Resolution No. 4453

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

Date: January 27, 2021  
W.I.: 1512  
Referred By: Commission

ABSTRACT

Resolution No. 4453

This resolution approves the process, establishes the criteria, and programs projects for Federal Transit Administration (FTA) Sections 5307 Urbanized Area Formula and 5311 Rural Area formula funds apportioned to the San Francisco Bay Area pursuant to the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) (H.R. 133) for FY2020-21 Emergency Transit Operations Assistance.

This resolution includes the following attachments:

- Attachment A – FY2020-21 Emergency Transit Operations Program of Projects
- Attachment B – Text of July 22, 2020 Amended Motion of Approval of MTC Resolution No. 4420, Revised (“True Up Directive”)
- Attachment C – FY2020-21 Emergency Transit Operations Programming Policy

Further discussion is contained in the Metropolitan Transportation Commission Summary Sheet dated January 27, 2021.

Date: January 27, 2021  
W.I.: 1512  
Referred By: Commission

RE: San Francisco Bay Area FY2020-21 Emergency Transit Operations Programming and Policy

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4453

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

WHEREAS, MTC is the designated Metropolitan Planning Organization (MPO) for the nine-county Bay Area; and

WHEREAS, the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) (H.R. 133) has been signed into law in response to the nationwide Coronavirus pandemic, which provides supplemental appropriations for Emergency Transit Operations Assistance through the Federal Transit Administration (FTA) Section 5307 Urbanized Area and Section 5311 Rural Area formula programs; and

WHEREAS, MTC is the designated recipient of the FTA Section 5307 Urbanized Area Formula Program funds for the large urbanized areas of San Francisco-Oakland, San Jose, Concord, Antioch, and Santa Rosa, and has been authorized by the California Department of Transportation (Caltrans) to select projects and recommend funding allocations subject to state approval for the FTA Section 5307 funds for the small urbanized areas of Vallejo, Fairfield, Vacaville, Napa, Livermore, Gilroy-Morgan Hill, and Petaluma in MTC's Federal Transportation Improvement Program and for the Section 5311 funds in non-urbanized areas; and

WHEREAS, the projects to be funded are set forth in the detailed project listings in Attachment A, which are incorporated herein as though set forth at length; and

WHEREAS, this Commission approved MTC Resolution No. 4420, Revised with an amended motion of approval conditioned upon a "true up" of any negative differential between projected and actual sales tax and/or fare revenues with any future allocation of federal dollars for pandemic/economic relief as set forth in Attachment B, which is incorporated herein as though set forth at length; and

WHEREAS, the Policy to be used for the distribution of funds is set forth in Attachment C, which is incorporated herein as though set forth at length; now, therefore, be it

RESOLVED, that MTC adopts the FY2020-21 Emergency Transit Operations Program of Projects to be funded as set forth in Attachment A; and, be it further

RESOLVED, that MTC approves FY2020-21 Emergency Transit Operations Programming Policy as set forth in Attachment C; and, be it further

RESOLVED, that MTC will use the Policy as set forth in Attachment C to program supplemental FTA Sections 5307 and 5311 formula funds appropriated in the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 for Emergency Transit Operations Assistance as provided under statute; and, be it further

RESOLVED, that the Executive Director of MTC, or their designee, is authorized and directed to modify the Program of Projects as listed in Attachment A to meet requirements of FTA; and, be it further

RESOLVED, that the Executive Director of MTC, or their designee, is authorized and directed to forward a copy of this resolution to FTA or other such agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION

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Scott Haggerty, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a duly called and noticed meeting held in San Francisco, California and at other remote locations, on January 27, 2021.

Date: January 27, 2021  
W.I.: 1512  
Referred By: Commission

Attachment B  
Resolution No. 4453  
Page 1 of 1

**Text of July 22, 2020 Amended Motion of Approval of MTC Resolution No. 4420, Revised  
("True Up Directive")**

Upon the motion by Commissioner Josefowitz and the second by Commissioner Sperling, the Commission unanimously adopted MTC Resolution No. 4420, Revised with an amendment conditioned upon a "true up" of any negative differential between projected and actual sales tax and/or fare revenues with any future allocation of federal dollars for pandemic/economic relief. Such calculation shall be based upon the actual receipts for the periods March – August and September – December 2020, or appropriate time period for actual available data. In the event any transit operator received less than their adjusted share of CARES Act funding due to the inaccurate forecasts, such differentials shall be compensated with a future federal allocation of emergency funding. If Congress fails to appropriate any such additional dollars for transit operators, then MTC staff shall identify other new or augmented sources of flexible new federal funding which can appropriately compensate operators for those shortfalls. In addition, transit operators will be required to approve resolutions confirming commitment to safety as well as submit monthly reports to MTC on health and safety, including public health actions and COVID case data.

Date: January 27, 2021  
W.I.: 1512  
Referred By: Commission

Attachment C  
Resolution No. 4453  
Page 1 of 7

**San Francisco Bay Area FY2020-21 Emergency Transit Operations  
Assistance Programming Policy**

Metropolitan Transportation Commission  
Bay Area Metro Center  
375 Beale Street, Suite 800  
San Francisco, CA 94105

## I. About the Policy

- a. **Background:** The FY2020-21 Emergency Transit Operations Assistance Programming Policy applies to the programming of supplemental Federal Transit Administration Section 5307 Urbanized Area and 5311 Rural Area formula program funds apportioned to the San Francisco Bay Area in FY2020-21, pursuant to the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) (H.R. 133).

This policy contains the rules for establishing a program of projects for eligible transit operators in the San Francisco Bay Area Region.

On December 27, 2020, CRRSAA was signed into law, providing supplemental appropriations for emergency transit operations in response to the global Coronavirus pandemic. These supplemental appropriations were provided via existing FTA Section 5307 and 5311 formula programs, and follow many of the same statutory guidelines and requirements. However, the funds are explicitly eligible for use for operating assistance and capital expenses related to transit operator response to the Coronavirus pandemic.

- b. **Goals & Objectives:** The goal of this policy is to provide emergency operating assistance to transit operators to mitigate lost fare revenues, reduced sales tax revenues, and other lost revenues, and increased costs associated with the Coronavirus pandemic; recognizing distinctions between initial responses to the crisis, and recovery efforts emerging from it.

## II. The Policy

### a. FTA Funds

- i. Federal Eligibility: In addition to the typical eligibility for capital and operating projects for the FTA Section 5307 Urbanized Area and FTA Section 5311 Rural Area Formula Programs as described in detail in MTC Resolution Nos. 4036, Revised (5311 Program Policy), and 4444 (Transit Capital Priorities Policy), CRRSAA also makes these funds *“available for the operating expenses of transit agencies related to the response to a COVID-19 public health emergency including, beginning on January 20, 2020, reimbursement for operating costs to maintain service and lost revenue due to the COVID-19 public health emergency, including the purchase of personal protective equipment, and paying the administrative leave of operations or contractor personnel due to reductions in service.”* Further, CRRSAA provides this supplemental funding up to a 100% Federal share.
- ii. CRRSAA Funding to Limited Urbanized Areas: CRRSAA specified that its FTA Section 5307 funding for a given urbanized area (UZA), when combined with the amounts allocated to that UZA from Section 5307 funds appropriated under the CARES Act, could not exceed 75 percent of that UZA’s 2018 NTD operating cost. Therefore, due to the amounts that were allocated in the CARES Act, within the region only the San Francisco-Oakland, San Jose, and Santa Rosa UZAs received appropriations under CRRSAA.
- iii. Regional Eligibility: Transit operators are required to submit annual reports to the



National Transit Database (NTD). Service factors reported in large UZAs partially determine the amounts of FTA Section 5307 funds generated in the region. An operator is eligible to be programmed and apply to FTA for funds only in designated UZAs, as outlined in Table 1 below. Eligibility is based on geographical operations and 2018 self-reported NTD information and may be broader than the UZA eligibility for the Transit Capital Priorities (TCP) Program (MTC Resolution No. 4444) typically used for distribution of FTA formula funds, in which certain operator agreements are recognized. Additionally, MTC is an eligible recipient in each UZA in the region. As of January 2021, Table 1 presents the same information as the CARES Act programming policy for the three UZAs receiving funding. However, MTC may subsequently add operators, as justified, based on transit service provided.

**Table 1. Urbanized Area Eligibility**

<b>Urbanized Area</b>	<b>Eligible Transit Operators<sup>†</sup></b>
San Francisco-Oakland	Alameda-Contra Costa Transit District (AC Transit), Altamont Corridor Express (ACE)*, San Francisco Bay Area Rapid Transit District (BART), Peninsula Corridor Joint Powers Board (Caltrain), Fairfield and Suisun Transit (FAST)*, Golden Gate Bridge, Highway & Transportation District (GGBHTD), Marin County Transit District (Marin Transit)*, MTC, San Francisco Municipal Transportation Authority (SFMTA), San Mateo County Transit District (SamTrans), Santa Clara Valley Transportation Authority (VTA), Solano County Transit (SolTrans)*, Sonoma-Marín Area Rail Transit (SMART)*, City of Union City (Union City Transit)*, Water Emergency Transportation Authority (WETA)*, Western Contra Costa Transit Authority (WestCAT)*
San Jose	AC Transit, ACE*, Caltrain, MTC, VTA
Santa Rosa	GGBHTD, MTC, Santa Rosa CityBus*, SMART*, Sonoma County Transit*

<sup>†</sup> Eligibility based on 2018 NTD Report Data

\*Small Operator

The FTA Section 5311 Rural Area formula program provides funds to transit operators for service in non-urbanized and rural areas. Operator eligibility is determined by non-urbanized service as provided in the 2012 Regional Transit Database, as explained in MTC Resolution No. 4036, and as self-reported in 2018 NTD reporting. Operators eligible to receive Rural Area formula program funds, based on their provision of rural and non-urbanized area service are as follows:

AC Transit	FAST	SamTrans
Caltrain	LAVTA	SolTrans
CCCTA	Marin Transit	Sonoma County Transit
City of Dixon	NVTA/Vine	Vacaville CityCoach
City of Rio Vista	Petaluma	VTA
ECCTA/Tri Delta Transit		

Per the State Management Plan for Federal Transit Funds, Caltrans makes final determination of project eligibility for Section 5311 Rural Area Formula funds.

b. Funding Distribution Methodology

- i. Regional Programming Approach: The Regional Programming Approach, as described below, is designed to prioritize funds to operators based on needs. The approach assumes a regional programming perspective and constrains regional demands to the amount of funds available to the region, prior to programming funds to project. It then assigns funds from urbanized areas in the following order:
  1. Fund needs for operators that are restricted to receiving funds in one UZA (e.g., SFMTA, WestCAT, etc.).
  2. Fund balance of operator needs among multiple UZAs, as eligibility allows, with the objective of fully funding needs (as defined in III.a., below) due to the Coronavirus to the maximum extent possible.
  3. Reduce operator funding proportionately in UZAs where needs exceed available funding.
  4. If, after Future Phase(s) funds are programmed to address pandemic-related operator needs (further described in III.a.2. below), any remaining funds will be programmed for eligible recipients per the TCP Policy (MTC Resolution No. 4444), but using the UZA eligibility outlined in Table 1 to maintain maximum flexibility with these funds.
- ii. Phased Distribution of Funds: Funds will be distributed in two Phases:
  1. Phase 1: A first phase will be distributed according to the True Up Directive as detailed in Attachment A to this resolution using the methodology described in III.a.i., below.
  2. Phase 2: The remaining funding from the region's apportionment will be assigned to operators following a process to be determined in consultation with regional partners and adopted by the Commission. The methodology for future phases is described in III.a.ii., below.

### III. The Process

- a. The distribution of funds in Phases 1 and 2 will utilize separate methodologies in order to balance the impacts of the Coronavirus pandemic on the various operators in the region. This process recognizes the myriad revenue sources that go into different operator budgets, and seeks to provide equitable levels of funding to each across the region.
  - i. Phase 1 Methodology: The following process describes the methodology used to determine the Phase 1 distribution of CRRSAA funds according to the True Up Directive:
    1. The methodology used to distribute Phase 2 of CARES Act funding – described in MTC Resolution No. 4420, Revised, Attachment B – was adjusted to include actual and anticipated transit operator revenue losses from March 2020 through December 2020, in place of forecasted losses. The distribution was then recalculated and resulting deficits between the initial CARES Act distribution and the recalculation, represent the recommended programming amounts for Phase 1 of CRRSAA funding.
  - ii. Phase 2 Methodology: *This section will be updated in the future to describe the process used to determine the funding targets to distribute the region's remaining apportionment of CRRSAA funds.*
  - iii. Funding: Once operator funding targets are determined by the methodology outlined above, the Phase 1 and Phase 2 targets will be funded using the Regional Programming Model described in II.b.i, above.
- b. Annual Programming in the TIP: MTC, in cooperation with the state and eligible transit operators, is required to develop a Transportation Improvement Program (TIP) for the MTC Region. The TIP is a four-year programming document, listing federally-funded transportation projects, projects requiring a federal action, and projects deemed regionally significant. TCP programming in each year of the TIP will be financially constrained to the estimated apportionment level. Programming adjustments in the TIP will be done in consultation with eligible transit operators in the MTC region.

CRRSAA waives the typical requirement for TIP inclusion for the supplemental apportionments included in the Act used for operating assistance or to pay for capital expenses for emergency relief do not need to be included in the TIP/STIP unless the projects are for substantial functional, locational, or capacity changes. [23 CFR §§ 450.326(e)(5), 450.218(g)(5)]. Over time, MTC will work to incorporate all such funding from CRRSAA in to the TIP for fund monitoring purposes. However, inclusion in the TIP is not a precondition for receiving these funds.
- c. Process for Programming Revisions & Amendments: The attachments to this resolution will be revised at a later date to include Future Phase funding amounts for operators and to include more detail on the FTA Section 5311 process, as needed, once provided by Caltrans. MTC will consider revisions to an operator's programming as requested.
- d. Grant Applications:

- i. FTA Section 5307 Programs: Each operator is expected to complete their own Federal grant application using FTA's Transit Award Management System (TrAMS). MTC staff will review grant applications and submit concurrence letters or other required materials to FTA on behalf of project sponsors as needed.
- ii. FTA Section 5311 Program: Operators are responsible for working with Caltrans, the designated recipient and grantee for the Section 5311 program, to respond to calls for projects and submit required materials to access these funds. MTC will assist with the Regional Agency/Transportation Planning Agency (TPA) Certifications and Assurances and any other documentation, as needed.

**FY2020-21 Emergency Transit Operations Program of Projects**

TIP ID	Operator	Project Description	Total FTA Program	FTA Section 5307	FTA Section 5311
		<b>Apportionments</b>	<b>982,271,293</b>	<b>982,271,293</b>	<b>TBD</b>
<b>Phase 1 Programming</b>					
	BART	CRRSAA-eligible Projects	103,717,002	103,717,002	
	Caltrain	CRRSAA-eligible Projects	6,936,627	6,936,627	
	GGBHTD	CRRSAA-eligible Projects	20,319,959	20,319,959	
	SFMTA	CRRSAA-eligible Projects	43,750,147	43,750,147	
	WETA	CRRSAA-eligible Projects	4,877,943	4,877,943	
<b>Phase 1 Program Total</b>			<b>179,601,678</b>	<b>179,601,678</b>	<b>-</b>
<b>Fund Balance</b>			<b>802,669,615</b>	<b>802,669,615</b>	<b>TBD</b>



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

**File #:** 21-0196      **Version:** 1      **Name:**  
**Type:** Report      **Status:** Informational  
**File created:** 1/8/2021      **In control:** Policy Advisory Council  
**On agenda:** 2/10/2021      **Final action:**

**Title:** Plan Bay Area 2050: Implementation Plan Update  
(60 minutes)

Update on the Plan Bay Area 2050 Implementation Plan, including success factors, proposed MTC/ABAG roles, and select implementation priorities.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [09i\\_PLNG-5ai\\_PBA50\\_Implementatio Plan\\_Update\\_Summary Sheets and Attachments B and C.pdf](#)  
[09ii\\_PLNG-5aii\\_PBA50\\_Implementation Plan\\_Update\\_Attachment A-PPT.pdf](#)

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

Plan Bay Area 2050: Implementation Plan Update  
(60 minutes)

Update on the Plan Bay Area 2050 Implementation Plan, including success factors, proposed MTC/ABAG roles, and select implementation priorities.

**Presenter:**

Chirag Rabari

**Recommended Action:**

Information

**Attachments:**

**Metropolitan Transportation Commission  
Policy Advisory Council**

**February 10, 2021**

**Agenda Item 9**

**Plan Bay Area 2050: Implementation Plan Update**

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- Subject:** Update on the Plan Bay Area 2050 Implementation Plan, including success factors, proposed MTC/ABAG roles, and select implementation priorities.
- Background:** Policy Advisory Council Agenda Item 9, Plan Bay Area 2050: Implementation Plan Update, is attached. This report will be presented to the Joint MTC Planning Committee with the ABAG Administrative Committee on February 12, 2021.
- Staff will be at your February 10 meeting to discuss this report. The Council's input is requested.
- Attachments:** Agenda Item 5a from the February 12, 2021 Joint MTC Planning Committee with the ABAG Administrative Committee meeting.

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

February 12, 2021

Agenda Item 5a

**Plan Bay Area 2050: Implementation Plan Update**

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**Subject:** Update on the Plan Bay Area 2050 Implementation Plan, including success factors, proposed MTC/ABAG roles, and select implementation priorities.

**Background:** The Plan Bay Area 2050 Implementation Plan will focus on short-term, tangible actions that MTC and ABAG can take to advance the adopted 35 strategies in the Plan Bay Area 2050 Final Blueprint, in partnership with other public agencies, non-profit organizations, and the private sector. In November 2020, staff introduced the Implementation Plan's goals, objectives, scope and timeline. Since then, activities have focused on internal and external engagement, with an eye towards evaluating success requirements for each of the Plan's strategies, potential MTC/ABAG implementation roles for each strategy, and priority implementation actions.

**Key Engagement Activities.** Two virtual stakeholder sessions were held in November 2020, drawing over 150 registrants and participants representing over 100 different organizations and entities, including local jurisdictions, public agencies, non-profit and advocacy organizations, and various planning stakeholders. Staff also held over 20 small-group follow-up discussions with interested stakeholders to develop potential implementation actions in greater detail and discuss roles for partners in supporting strategy implementation. Focus groups with community-based organizations (CBOs) and youth organizations were also held to discuss which Plan strategies should be advanced most expediently. Finally, a public survey was released in early January to gauge the general public's top priorities for implementation over the next five years, with results shown in **Attachment C**.

**Findings.** These activities have yielded thousands of recommendations for staff's consideration and evaluation. **Attachment B** includes the draft results of a four-factor assessment conducted by staff and stakeholders. The assessment sought to evaluate and identify current conditions with respect to key factors for strategy success, including *authority*, *financial resources*, *technical capacity*, and *public/political support*. The attachment also contains a draft recommended MTC/ABAG implementation roles for each of the Plan's adopted 35 strategies moving forward: whether to *lead*, *partner*, or *support*. These initial role recommendations are summarized by Plan element as follows:

<b>Proposed MTC/ABAG Role in Strategy Implementation by Plan Element</b>				
<b>Element</b>	<b>Lead</b>	<b>Partner</b>	<b>Support</b>	<b>Total</b>
Transportation	3	8	1	<b>12</b>
Housing	4	2	2	<b>8</b>
Economy	0	2	5	<b>6</b>
Environment	3	4	2	<b>9</b>
<b>Total</b>	<b>10</b>	<b>15</b>	<b>10</b>	<b>35</b>



Staff anticipates returning next month to present draft implementation recommendations for each strategy to the relevant committees and working groups, as well as key policy and strategy considerations. As a preview, staff and stakeholders have identified an initial suite of high-priority implementation actions, which will be augmented in the coming weeks:


Implementation Vehicle	Select Implementation Priorities
Advocacy & Legislation	<ul style="list-style-type: none"><li>• Prepare to advance future regional funding measures for housing, transportation, and/or resilience</li><li>• Partner with BAAQMD to obtain authority and work to expand commuter benefits programs</li><li>• Clearly define MTC/ABAG's role in sea level rise following regional conversations on governance</li></ul>
New, Existing or Restructured Initiatives	<ul style="list-style-type: none"><li>• Implement the recommendations of the Blue-Ribbon Transit Recovery Task Force</li><li>• Align multi-element implementation priorities with OBAG 3 development</li><li>• Revamp the Priority Conservation Area (PCA) program using a data-driven approach while integrating a broader range of policy concerns</li></ul>
Planning or Research	<ul style="list-style-type: none"><li>• Collaborate with jurisdictions to initiate Priority Development Area (PDA) plans for all remaining PDAs by 2025</li><li>• Lead regional study to evaluate road pricing opportunities and implementation challenges</li><li>• Work with local jurisdictions to develop up to five Priority Production Area (PPA) plans as part of the pilot program</li></ul>

**Next Steps:** A broader list of potential implementation actions will be developed this month and presented for feedback, likely in March. Future Implementation Plan phases will further identify resource requirements, partnerships, and proposed implementation timeframes for each Plan strategy, following the release of the Draft Implementation Plan this spring.

**Issues:** None

**Recommendation:** Information

**Attachments:** Attachment A: Presentation  
Attachment B: Strategy Assessment and MTC/ABAG Role Recommendation  
Attachment C: Implementation Plan Public Engagement Results

  
Therese W. McMillan

The background is a collage of architectural drawings, including site plans, cross-sections, and technical diagrams, rendered in a sepia or aged paper tone. A solid blue header bar is positioned at the top left, containing the text 'PLAN BAY AREA 2050'.

PLAN BAY AREA 2050

# Implementation Plan Update

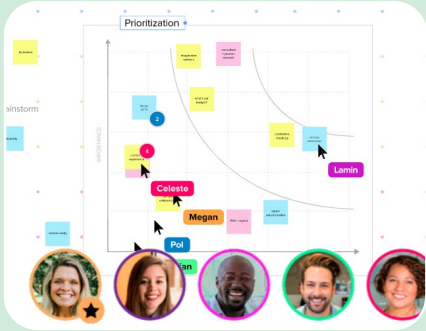
*February 2021*

*Chirag Rabari*

*MTC/ABAG Regional Planning Program*



# Implementation Plan: Timeline



Sept-Nov 2020

## Phase 1: Internal Engagement

- Strategy assessment
- Mapping complementary efforts/initiatives
- Nov. committees feedback ★



Nov-Jan 2021

## Phase 2: External Engagement

- Two virtual stakeholder meetings
- Office hours, small group meetings
- Public/CBO outreach



Feb-Apr 2021

## Phase 3: Draft Plan

- Feb. + Mar. progress update to committees ★
- Resource and prioritization assessment
- Develop Draft Implementation Plan



May-Jul 2021

## Phase 4: Partnerships

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



Fall 2021

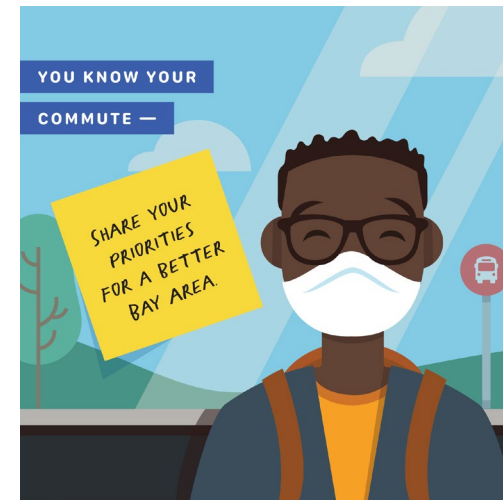
## Phase 5: Final Plan

- Develop Final Implementation Plan
- Final Plan release ✓

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

# Who Have We Heard From?

- The November virtual stakeholder sessions had over 150 registrants and participants, representing over 100 different organizations and entities
- The sessions generated approximately 3,100 discrete pieces of data, including assessments of each strategy, recommended MTC/ABAG roles, 500+ partnership suggestions, and 500+ implementation recommendations
- In addition:
  - Small group and one-on-one follow-up discussions
  - Focus groups with CBOs & youth organizations
  - Public survey to prioritize which strategies to accelerate towards implementation



# Today's Agenda: Seeking Feedback

Area 1

- Review and discuss strategy assessment

Area 2

- Review and discuss recommended MTC/ABAG implementation role

Area 3

- Preview select implementation actions/priorities



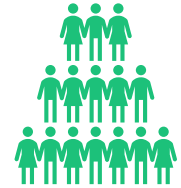
Authority



Financial Resources



Technical Capacity



Public & Political Support



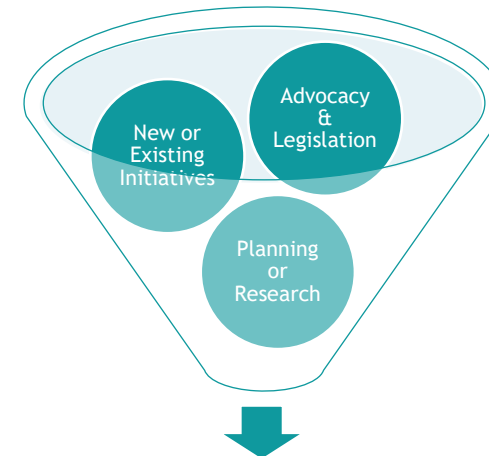
Lead



Partner



Support



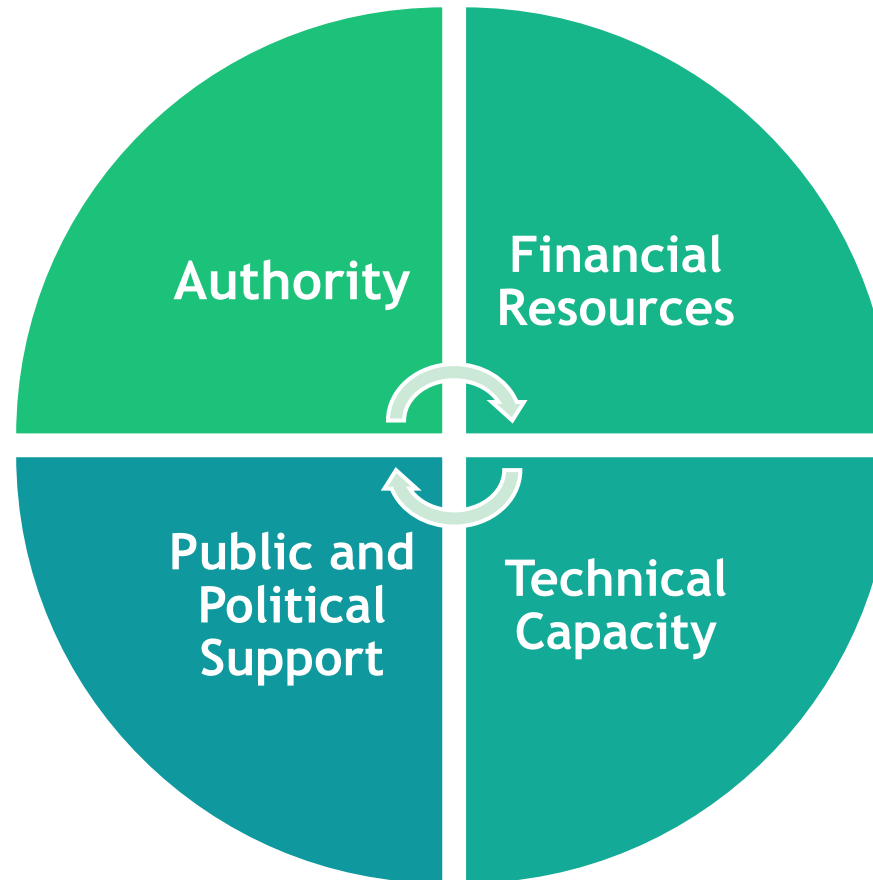
Implementation Actions

# Strategy Assessment

For each of the Plan's 35 adopted strategies, we wanted to know: where do MTC/ABAG currently stand with respect to these key factors for strategy success?

*The assignment to carry out the strategies and attendant tasks involved: generally established through Legislation or other legal means*

*While less quantifiable than the other elements, this element is a critical prerequisite for accessing the other three.*



*Funding in the amounts, and with the requisite control and stability, required to carry out strategies associated with vested authority*

*The institutional “wrap around” of knowledge, staffing, process and procedure required to successfully implement strategies.*

Assessment Ratings:

Limited

Partial

Existing

# Recommended MTC/ABAG Implementation Roles

For each of the Plan's 35 adopted strategies, we wanted to know: what should be MTC/ABAG's role in strategy implementation moving forward?

## Lead

- MTC/ABAG already has, or should work to secure, significant elements of all four strategy success factors. May involve serving as a coalition leader, champion, chief advocate, or catalyst.

## Partner

- MTC/ABAG already has, or should work to secure, some - but not all - of the four strategy success factors. The strategy's ultimate success will depend upon partnership among regional policymakers, local governments, partnership agencies and civic organizations.

## Support

- MTC/ABAG does not have, and is not in the best position to secure, significant elements of the four strategy success factors. MTC/ABAG will offer support for strategy implementation efforts led by other entities.

# Draft Strategy Assessment: Transportation

Strategy		Cost (\$Billion)	Assessment of Current Conditions				MTC/ABAG Recommended Implementation Role
			Authority	Financial Resources	Public & Political Support	Technical Capacity	
T1	Restore, Operate, and Maintain the Existing System	\$393					Partner
T2	Support Community-Led Transportation Enhancements in Communities of Concern	\$8					Partner
T3	Enable a Seamless Mobility Experience	\$3					Lead
T4	Reform Regional Fare Policy	\$10					Lead
T5	Implement Per-Mile Tolling on Congested Freeways with Transit Alternatives 🌳	\$1					Lead
T6	Improve Interchanges and Address Highway Bottlenecks	\$11					Support
T7	Advance Other Regional Programs and Local Priorities	\$18					Partner

Legend: 

Limited

Partial

Existing

 🌳 = Key GHG Reduction Strategy



# Draft Strategy Assessment: Transportation *(cont'd)*

Strategy		Cost (\$Billion)	Assessment of Current Conditions				MTC/ABAG Recommended Implementation Role
			Authority	Financial Resources	Public & Political Support	Technical Capacity	
T8	Build a Complete Streets Network	\$13					Partner
T9	Advance Regional Vision Zero Policy through Street Design and Reduced Speeds 🌳	\$4					Partner
T10	Enhance Local Transit Frequency, Capacity, and Reliability	\$25					Partner
T11	Expand and Modernize the Regional Rail Network	\$72					Partner
T12	Build an Integrated Regional Express Lane and Express Bus Network	\$9					Partner



Legend: 

Limited

Partial

Existing

     🌳 = Key GHG Reduction Strategy

Draft Strategy Assessment: Housing							
<div> <div>Legend:</div> <div>Limited</div> <div>Partial</div> <div>Existing</div> <div>  = Key GHG Reduction Strategy </div> </div>							
Strategy		Cost (\$Billion)	Assessment of Current Conditions				MTC/ABAG Recommended Implementation Role
			Authority	Financial Resources	Public & Political Support	Technical Capacity	
H1	Further Strengthen Renter Protections Beyond State Legislation	\$2					Support
H2	Preserve Existing Affordable Housing	\$237					Lead
H3	Allow a Greater Mix of Housing Densities and Types in Blueprint Growth Geographies 	-					Partner
H4	Build Adequate Affordable Housing to Ensure Homes for All	\$219					Lead
H5	Integrate Affordable Housing into All Major Housing Projects	-					Support
H6	Transform Aging Malls and Office Parks into Neighborhoods	-					Partner
H7	Provide Targeted Mortgage, Rental, and Small Business Assistance to Communities of Concern	\$10					Lead
H8	Accelerate Reuse of Public and Community Land for Mixed-Income Housing and Services	-					Lead

# Draft Strategy Assessment: Economy

Strategy		Cost (\$Billion)	Assessment of Current Conditions				MTC/ABAG Recommended Implementation Role
			Authority	Financial Resources	Public & Political Support	Technical Capacity	
EC1	Implement a Statewide Universal Basic Income	\$205					Support
EC2	Expand Job Training and Incubator Programs	\$5					Support
EC3	Invest in High-Speed Internet in Underserved Low-Income Communities	\$10					Partner
EC4	Allow Greater Commercial Densities in Growth Geographies 🌳	-					Support
EC5	Provide Incentives to Employers to Shift Jobs to Housing-Rich Areas Well Served by Transit	\$10					Support
EC6	Retain and Invest in Key Industrial Lands	\$4					Partner

Legend: 


Limited

Partial

Existing

 🌳 = Key GHG Reduction Strategy

# Draft Strategy Assessment: Environment

Strategy		Cost (\$Billion)	Assessment of Current Conditions				MTC/ABAG Recommended Implementation Role
			Authority	Financial Resources	Public & Political Support	Technical Capacity	
EN1	Adapt to Sea Level Rise	\$19					Lead
EN2	Provide Means-Based Financial Support to Retrofit Existing Buildings <i>(Energy, Water, Seismic, Fire)</i>	\$15					Partner
EN3	Fund Energy Upgrades to Enable Carbon-Neutrality in All Existing Commercial and Public Buildings	\$18					Support
EN4	Maintain Urban Growth Boundaries 	-					Support
EN5	Protect and Manage High-Value Conservation Lands	\$15					Partner
EN6	Modernize and Expand Parks, Trails, and Recreation Facilities	\$30					Partner

Legend:

Limited




Partial

Existing



= Key GHG Reduction Strategy

# Draft Strategy Assessment: Environment *(cont'd)*

Strategy		Cost (\$Billion)	Assessment of Current Conditions				MTC/ABAG Recommended Implementation Role
			Authority	Financial Resources	Public & Political Support	Technical Capacity	
EN7	Expand Commute Trip Reduction Programs at Major Employers 	-					Co-Lead (with Air District)
EN8	Expand Clean Vehicle Initiatives 	\$4					Partner
EN9	Expand Transportation Demand Management Initiatives 	\$1					Lead

# Select Implementation Priorities

## Advocacy and Legislation

- Prepare to advance future regional funding measures for housing, transportation, and/or resilience
- Partner with BAAQMD to obtain authority and work to expand commuter benefits programs
- Clearly define MTC/ABAG's role in sea level rise following regional conversations on governance

## New, Existing, or Restructured Initiatives

- Implement the recommendations of the Blue-Ribbon Transit Recovery Task Force
- Align multi-element implementation priorities with OBAG 3 development
- Revamp the Priority Conservation Area (PCA) program using a data-driven approach while integrating a broader range of policy concerns

## Planning or Research

- Collaborate with jurisdictions to initiate Priority Development Area (PDA) plans for all remaining PDAs by 2025 and consider planning needs for High-Resource Areas (HRA) and Transit-Rich Areas (TRA) moving forward
- Lead regional study to evaluate road pricing opportunities and implementation challenges
- Work with local jurisdictions to develop up to five Priority Production Area (PPA) plans as part of the pilot program

# Implementation Plan: Next Steps

- **Anticipate returning to committee & working groups next month** after incorporating feedback; will present on draft implementation recommendations for each strategy, as well as key policy and strategy considerations
- Evaluate multi-strategy and multi-element implementation areas, such as equity & resilience, as well as future advocacy priorities
- Begin resource and prioritization assessment
- **Spring 2021:** release Draft Implementation Plan
- **Spring and Summer 2021:** engage in partnership phase



# Committee Member Feedback

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

1. Which strategies are *your* highest priorities to accelerate for implementation?
2. Does the draft strategy assessment make sense? Are there strengths and weaknesses that are not currently reflected?
3. Do the draft role recommendations make sense? Are there areas you would like to see the agencies “step up”, or alternatively, back?





PLAN BAY AREA 2050

# Questions & Discussion

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



METROPOLITAN  
TRANSPORTATION  
COMMISSION

KARL NIELSEN

## A T T A C H M E N T B



### Plan Bay Area 2050 Implementation Plan: Strategy Assessment and Recommended MTC/ABAG Role

**Strategy Assessment:** Ratings along four key factors reflect qualitative, consensus assessments based on feedback from internal staff and external stakeholders. The assessment focuses on current conditions with respect to MTC/ABAG’s authority, resources, and capacity, and public/political support for the Plan’s 35 adopted strategies.

#### *Strategy Success Factor Definitions*

- **Authority:** The assignment to carry out the strategies and attendant tasks involved: generally established through legislation or other legal means.
- **Financial Resources:** Funding in the amounts, and with the requisite control and stability, required to carry out strategies associated with vested authority.
- **Technical Capacity:** The institutional “wrap around” of knowledge, staffing, process and procedure required to implement strategies.
- **Public and Political Support:** While less quantifiable than the other elements, this element is a critical prerequisite for accessing the other three.

#### *Assessment Ratings of Current Conditions*


- **Limited:** No or little authority, financial resources, and/or technical capacity exist within MTC/ABAG to carry out the strategy effectively, efficiently, and equitably. Public and political support is limited.
- **Partial:** Authority, financial resources, and/or technical capacity are partially present within MTC/ABAG, but not at a sufficient level to carry out the strategy effectively, efficiently, and equitably. Public and political support is mixed.
- **Existing:** Authority, financial resources, and/or technical capacity exist within MTC/ABAG and the strategy can be carried out with a high degree of effectiveness, efficiency, and equity. The strategy has a high degree of public and political support.


**MTC/ABAG Role Recommendation:** Implementation roles reflect qualitative, consensus recommendations based on feedback from internal staff and external stakeholders regarding MTC/ABAG’s proposed role in strategy implementation. Recommendations are forward-looking and may therefore be aspirational with respect to addressing limitations identified as part of the strategy assessment. In addition, this initial recommendation may be thought of as an overall strategic orientation to implementation; actual roles for future, specific implementation actions may vary.


- **Lead:** MTC/ABAG already has, or should work to secure, significant elements of all four strategy success factors (authority, financial resources, technical capacity, public/political support). May involve serving as a coalition leader, champion, chief advocate, or catalyst.
- **Partner:** MTC/ABAG already has, or should work to secure some - but not all - of the four strategy factors. MTC/ABAG may have various implementation responsibilities for a given a strategy, but the strategy’s ultimate success will depend upon partnership with other entities with their own attendant resources and capacities.
- **Support:** MTC/ABAG does not have, and is not in the best position to secure, significant elements of the four factors defined under strategy success requirements. MTC/ABAG may have certain specific and clearly defined implementation responsibilities, and may still play a role in securing public and political support for the strategy or contributing knowledge/expertise to partner initiatives. However, ultimate strategy implementation will be led by other entities.




Transportation: Maintain and Optimize the Existing System						
Strategies	Assessment of Current Conditions				Recommended MTC/ABAG Implementation Role	Summary
	Authority	Financial Resources	Public & Political Support	Technical Capacity		
T1. Restore, Operate, and Maintain the Existing System					Partner	"Fix It First" has been MTC's long-standing commitment to the regional transportation network and the agency has technical capacity to support this popular strategy moving forward. However, due to the decentralized nature of authority and financial resources within the regional transportation system, partnership with CTAs, local DOTs, and regional transit operators (among others) will be essential to restoring transit in the post-COVID environment. MTC may take a more active role in this space, depending upon the ultimate findings and recommendations of the Blue-Ribbon Transit Recovery Task Force.
T2. Support Community-Led Transportation Enhancements in Communities of Concern					Partner	MTC has authority to convene relevant stakeholders and some ability to identify and assign finances; however, resources under existing programs such as Lifeline are not sufficient to the scale of identified needs. The agency's recently adopted "Equity Platform" provides an important framework through which to pursue future work; both the Lifeline program and the participatory budgeting pilot offer good proofs of concept / models. Partnerships with counties, cities, CBOs the public, and transit operators will be necessary to realize the strategy's promise, with a focus on engaging with communities on priorities and the project submission process.
T3. Enable a Seamless Mobility Experience					Lead	MTC's transit coordination requirements are laid out in Resolution 3866, which allows MTC to identify, recommend, establish and coordinate transit connectivity improvements, requirements and performance standards and condition regional discretionary funds based on compliance. MTC's authority, however, is inherently limited; transit operators are guided by independent Boards, and coordination requirements are challenging to implement across two dozen operators. Financial resources are available that could potentially support this strategy (e.g., OBAG3), and it is not high-cost relative to its potential ridership benefits. MTC has meaningful capacities within this space (Clipper, 511, signage/wayfinding) but not sufficient to the scale of the strategy. Pending the ultimate findings and recommendations of the Blue-Ribbon Transit Recovery Task Force and Seamless Subcommittee, MTC will have a key role if it transitions to play a role in network management.



<b>MTC/ABAG Assessment Legend</b>	Limited	Partial	Existing		 Key GHG Reduction Strategy
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Transportation: Maintain and Optimize the Existing System (cont'd)						
Strategies	Assessment of Current Conditions				Recommended MTC/ABAG Implementation Role	Summary
	Authority	Financial Resources	Public & Political Support	Technical Capacity		
T4. Reform Regional Fare Policy					Lead	Although fare coordination requirements are one of the key elements of Resolution 3866, as with Strategy T3 there are implementation challenges with establishing consistency across two dozen independent operators. In addition, fully implementing means-based fares as envisioned by the strategy would require significant subsidy for transit operators, for which financial resources have not yet been identified. That said, MTC may have a key role to play in guiding this effort moving forward, addressing limitations identified as part of the assessment, and serving as a bridge between the region's transit operators. These efforts would build off key successes such as the Clipper program as well as pilots such as Clipper START, and the future recommendations of the Blue-Ribbon Transit Recovery Task Force.
T5. Implement Per-Mile Tolling on Congested Freeways with Transit Alternatives 					Lead	MTC does not currently have the authority to implement this strategy; state legislation would be required and federal regulations would need to be updated. In addition, tepid public and political support will pose a major challenge for successful implementation. Recent Express Lanes efforts with occupancy verification and means-based toll pilots could provide important lessons and serve as an important building block for future implementation efforts. A proposed “Lead” role for this strategy would focus on pursuing implementation actions that address limitations with existing authority, resources, capacity, and support.
T6. Improve Interchanges and Address Highway Bottlenecks					Support	MTC's traditional authorities and resources in this strategy area are clearly defined and delimited as the region's transportation planner, funder, and coordinator. The agency has existing capacity to support local highway and interchange priorities, which generally are not subject to MTC's Project Performance Assessment. There are specific major regional projects such as SR-37, among others, where a more active regional role will be required.
T7. Advance Other Regional Programs and Local Priorities					Partner	MTC's traditional authorities and resources in this strategy area are clearly defined and delimited as the region's transportation planner, funder, and coordinator; the agency has existing capacity to support regional programs such as Clipper and 511 as well as locally defined arterial and local street priorities.


Transportation: Create Healthy and Safe Streets						
Strategies	Assessment of Current Conditions				Recommended MTC/ABAG Implementation Role	Summary
	Authority	Financial Resources	Public & Political Support	Technical Capacity		
T8. Build a Complete Streets Network					Partner	MTC has limited authority vis-à-vis programmatic investments such as bike and road projects on local roads and land, as well as limited capacities with respect to street engineering. The agency does, however, have an important role to play in its planning, funding, and coordinating capacities. For example, MTC is in the process of developing a regional Active Transportation Plan which can guide regional strategy and priorities; ultimately, however, local jurisdictions will be responsible for implementation.
T9. Advance Regional Vision Zero Policy through Street Design and Reduced Speeds 					Partner	MTC has limited authority with regards to street design or roadway speeds, which are typically addressed at the local or state levels, but does have the Regional Vision Zero Policy and other policy initiatives to encourage and incentivize local jurisdictions to prioritize safety. Although there is general support for reducing traffic fatalities, there is less specific support for reducing roadway speeds, which could create political challenges. Enforcement would also be a major question with the strategy, as this has generally not been a space that MTC operates in. In addition to the Regional Vision Zero Policy, MTC has also worked on the development of a Regional Integrated Safety Data System and does have technical capacity which can be built upon.
Transportation: Build a Next Generation Transit Network						
T10. Enhance Local Transit Frequency, Capacity, and Reliability					Partner	Although MTC has important authorities and capacities as the regional transportation planner, funder, and coordinator, CTAs and transit operators will ultimately be responsible for implementation. Financial resources are a challenge as many of these investments rely on new revenues that are not secured. In addition, the role designation for T10 may change pending the ultimate findings and recommendations of the Blue-Ribbon Transit Recovery Task Force about a potential “network manager” role.
T11. Expand and Modernize the Regional Rail Network					Partner	

MTC/ABAG Assessment Legend	Limited	Partial	Existing	 Key GHG Reduction Strategy
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Transportation: Build a Next Generation Transit Network (cont'd)						
Strategies	Assessment of Current Conditions				Recommended MTC/ABAG Implementation Role	Summary
	Authority	Financial Resources	Public & Political Support	Technical Capacity		
T12. Build an Integrated Regional Express Lane and Express Bus Network					Partner	Currently, MTC only has authority for a portion of the Express Lanes network, so partnership with CTAs and transit operators will be essential to the success of an integrated regional network. Although not all financial resources are secure, the Express Lanes do generate a limited amount of net revenue, with express buses being a lower-cost transit alternative to advance to implementation.


Housing: Protect and Preserve Affordable Housing						
Strategies	Assessment of Current Conditions				Recommended MTC/ABAG Implementation Role	Summary
	Authority	Financial Resources	Public & Political Support	Technical Capacity		
H1. Further Strengthen Renter Protections Beyond State Legislation					Support	The agencies do not have authority for legislation but BAHFA will have authority to implement programs for renter services if and when funding is secured. Resources are not currently available but could become available over the medium-term (5-8 years) by ballot measure or state/federal appropriation. There is not sufficient technical capacity at the moment but additional capacity could be built if appropriately resourced; this strategy is generally popular although there is some opposition from segments of the real estate industry.
H2. Preserve Existing Affordable Housing					Lead	BAHFA has this authority via its establishing legislation, although it's unlikely the agency would acquire properties on its own; most likely BAFHA would be a funding partner to developers, invest in strengthening the ecosystem of preservation practitioners, and work to convene stakeholders. Financial resources and technical capacity are contingent upon securing significant new resources over the medium-term (5 to 8 years); there is limited internal technical expertise on preservation but could be built if appropriately resourced. There is a major opportunity for BAHFA to provide regional leadership in this space, which is a key plank of the “3P” approach to housing.
Housing: Spur Housing Production at all Income Levels						
H3. Allow a Greater Mix of Housing Densities and Types in Blueprint Growth Geographies 					Partner	The agencies have no authority over local land use, zoning, and entitlements; this is an area where local jurisdictions will have to make changes. ABAG does, however, have the Regional Housing Technical Assistance and PDA Planning programs to provide funding and technical assistance to local jurisdictions. Public support may be a challenge in places although there is generally strong support in public polling as well as from relevant policy boards.
H4. Build Adequate Affordable Housing to Ensure Homes for All					Lead	Although BAHFA has authority via statute to fund new affordable housing, it is unlikely to directly build housing and would more likely work as a funding partner to developers and act to convene stakeholders. Financial resources and technical capacity are contingent upon securing new resources over the medium-term (5-8 years). Public support may be a challenge in specific locations but polling shows overwhelming support, in addition to strong support from relevant policy boards. BAHFA’s potential funding role would be essential to the implementation of this strategy, which is a key plank of the “3P” approach to housing; however, ultimate success will depend on partnership across multiple sectors - particularly with jurisdictions.
MTC/ABAG Assessment Legend			Limited	Partial	Existing	 Key GHG Reduction Strategy


Housing: Spur Housing Production at all Income Levels (cont'd)						
Strategies	Assessment of Current Conditions				Recommended MTC/ABAG Implementation Role	Summary
	Authority	Financial Resources	Public & Political Support	Technical Capacity		
H5. Integrate Affordable Housing into All Major Housing Projects					Support	The agencies have no authority over local inclusionary laws, which generally have few public costs associated with them. It is a relatively popular strategy although there is strong opposition from builders and some unions. Technical capacity could be further strengthened with additional resources.
H6. Transform Aging Malls and Office Parks into Neighborhoods					Partner	The agencies have no authority over local land use, zoning, and entitlements. However, MTC/ABAG does have REAP Grants and PDA Planning Grants to provide financial resources and technical assistance. Staff is currently providing technical assistance on this topic including best practices on rezoning.
Housing: Create Inclusive Communities						
H7. Provide Targeted Mortgage, Rental, and Small Business Assistance to Communities of Concern					Lead	BAHFA has authority via statute to fund these programs, though it most likely would subgrant to existing service providers. A BAHFA pilot program was approved by the Board to coordinate, and eventually fund, service providers and jurisdictions. Resources and capacity are contingent on securing new resources over the medium-term (5 to 8 years). This strategy is very popular with both tenants and landlords, developers, and banks. There is a major opportunity for BAHFA to provide regional leadership in this space, which is one of the key planks of the “3P” approach to housing.
H8. Accelerate Reuse of Public and Community Land for Mixed-Income Housing and Essential Services					Lead	Authority already exists to establish a network, with a focus on convening and coordinating, although not with control over any public land itself. A network could be established with existing resources, although significant new resources would be required to seed the network with development subsidy. This is generally a popular strategy although there may be resistance in specific locations. Some technical capacity exists internally although there are gaps with respect to development on public land.


<b>MTC/ABAG Assessment Legend</b>	Limited	Partial	Existing		 Key GHG Reduction Strategy
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Economy: Improve Economic Mobility						
Strategies	Assessment of Current Conditions				Recommended MTC/ABAG Implementation Role	Summary
	Authority	Financial Resources	Public & Political Support	Technical Capacity		
EC1. Implement a Statewide Universal Basic Income					Support	Authority, financial resources, and technical capacity are major challenges for this strategy. Although there has been increasing support for cash transfer strategies in recent years - particularly in a post-COVID environment where essential workers have been heavily impacted - it's likely that political viability will depend heavily on the presence of a statewide coalition to advocate for basic income.
EC2. Expand Job Training and Incubator Programs					Support	Authority, financial resources, and technical capacity are major challenges for this strategy. Strong public and political support can provide guidance on the best path forward, with leadership coming from regional and statewide partners and stakeholders.
EC3. Invest in High-Speed Internet in Underserved Low-Income Communities					Partner	Authority, financial resources, and technical capacity are major challenges for this strategy. Strong public and political support can provide guidance on the best path forward, including an opportunity to leverage and learn from relevant local efforts such as the Oakland Undivided Project as well as a major statewide initiative underway. Given the essential nature of internet access in supporting a future with higher levels of telework, a partner role is recommended.
Economy: Shift the Location of Jobs						
EC4. Allow Greater Commercial Densities in Growth Geographies 					Support	The agency has no authority over local land use or permitting, which is exclusively the purview of local jurisdictions. In terms of public costs, there are fewer financial resources needed to implement the strategy. Technical capacity could be further strengthened with additional resources, while public & political support varies across the region.
EC5. Provide Incentives to Employers to Shift Jobs to Housing-Rich Areas Well Served by Transit					Support	Authority, financial resources, and technical capacity are significant challenges for this strategy. Public and political support is mixed depending on the location and nature of expected job shifts.
EC6. Retain and Invest in Key Industrial Lands					Partner	The agency has no authority over local land use or permitting, although there are resources that could potentially fund infrastructure or planning. The Priority Production Area pilot program was approved in 2019, but future funding would need to be aligned to support PPAs in a similar manner to PDAs to support local jurisdictions.

MTC/ABAG Assessment Legend	Limited	Partial	Existing	 Key GHG Reduction Strategy
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Environment: Reduce Risks from Hazards						
Strategies	Assessment of Current Conditions				Recommended MTC/ABAG Implementation Role	Summary
	Authority	Financial Resources	Public & Political Support	Technical Capacity		
EN1. Adapt to Sea Level Rise					Lead	MTC/ABAG have varied authorities and capacities with respect to sea level rise adaptation, although these are generally targeted in specific areas (transportation/land use planning, transportation financing, estuary protection and enhancement, etc.) and are not sufficient given the full scope of identified needs. Financial resources are a major challenge for this popular strategy, which will require collaboration and partnership at all levels of government to succeed. Stakeholders have strongly indicated that MTC/ABAG is well-positioned to lead coordination and funding efforts in this space, in partnership with BCDC.
EN2. Provide Means-Based Financial Support to Retrofit Existing Residential Buildings (Energy, Water, Seismic, Fire)					Partner	ABAG and its affiliated Local Collaboration Programs have varied authorities and capacities with respect to building retrofits and energy upgrades, although these are generally targeted to specific areas and not sufficient to the scope of identified needs. Financial resources are a major challenge for this popular strategy, which will require collaboration at all levels of government to succeed. Currently, the agency focus remains on residential buildings, but this could be expanded to a broader suite of buildings in the future.
EN3. Fund Energy Upgrades to Enable Carbon-Neutrality in All Existing Commercial and Public Buildings					Support	
Environment: Expand Access to Parks and Open Space						
EN4. Maintain Urban Growth Boundaries 					Support	MTC/ABAG have no authority to implement urban growth boundaries. Although there are some modest jurisdictional costs associated with this popular strategy, from a regional perspective it is relatively low-cost to implement. In addition, technical capacity primarily resides within local jurisdictions; MTC/ABAG should have sufficient capacity to support UGBs from the regional planning perspective.

Environment: Expand Access to Parks and Open Space (cont'd)						
Strategies	Assessment of Current Conditions				Recommended MTC/ABAG Implementation Role	Summary
	Authority	Financial Resources	Public & Political Support	Technical Capacity		
EN5. Protect and Manage High-Value Conservation Lands					Partner	MTC/ABAG have some authority and capacity to support this strategy, particularly through the existing Priority Conservation Area program, but the full scope of strategy implementation will necessitate collaboration with a host of external partners. Financial resources are a major challenge for this popular strategy.
EN6. Modernize and Expand Parks, Trails, and Recreation Facilities					Partner	MTC/ABAG have limited authority and financial resources to support this popular strategy, which will primarily fall under the domain of other governing bodies, including local jurisdictions, regional parks and open space districts, and the state. The agency does have some existing capacity through the Regional Trails Program, which could be built upon as a model to support strategic local investment in regional active transportation and recreation priorities.
Environment: Reduce Climate Emissions						
EN7. Expand Commute Trip Reduction Programs at Major Employers 					Lead (with Air District)	While the existing Bay Area Commuter Benefits program does not have authority to set sustainable commute targets for major employers, new legislation could expand the BAAQMD/MTC authority to do so. The existing program has some funding, as well as limited staff resources from both BAAQMD and MTC, but would require further expansion to fund regulatory oversight and enforcement. Although public support is strong, it is not yet clear how willing all major employers will be to adopt, track, and report on how they are meeting sustainable commute targets. Finally, while technical capacity is sufficient to administer the existing program, additional capacities may be required to support expanded programs.

Environment: Reduce Climate Emissions (cont'd)						
Strategies	Assessment of Current Conditions				Recommended MTC/ABAG Implementation Role	Summary
	Authority	Financial Resources	Public & Political Support	Technical Capacity		
EN8. Expand Clean Vehicle Initiatives 					Partner	MTC has partial authority, resources, and capacity to implement this popular strategy through its Climate Initiatives Program and ongoing partnership with the Air District. Successful implementation of significantly expanded incentives and infrastructure as defined in the strategy will require even closer partnership with other regulatory and funding agencies such as the state, CARB, and the Air District.
EN9. Expand Transportation Demand Management Initiatives 					Lead	MTC has partial authority, resources, and capacity to implement this strategy through existing initiatives such as the Climate Initiatives Program and Bay Area Commuter Benefits Program. These programs provide a strong foundation upon which MTC can work to expand transportation services and alternatives that will reduce greenhouse gas emissions. That said, successful implementation will still require ongoing partnership and collaboration with local jurisdictions, employers, workers, and community-based groups, among others. One key component, a regional parking fee program, may present unique and specific challenges related to overall public and political support.

## Plan Bay Area 2050 Implementation Plan Engagement – January 2021

### Background

In November 2020, staff presented the goals and objectives of the Plan Bay Area 2050 Implementation Plan, which is aimed at developing short-term, tangible actions that MTC and ABAG can take to accelerate Plan Bay Area 2050's 35 long-range strategies over the next one to five years. Since then, staff has focused efforts on partner, stakeholder and public engagement to develop the main operational elements of the Implementation Plan, including identifying which strategies should be advanced most expediently. This memorandum summarizes the engagement activities to date, as well as results on strategy prioritization for consideration in the Implementation Plan.

### Implementation Plan Partner and Stakeholder Engagement Activities

Two virtual stakeholder sessions were held in November 2020, drawing over 150 registrants and participants representing over 100 different organizations and entities, including local jurisdictions, public agencies, non-profit and advocacy organizations, and various planning stakeholders. These sessions consisted of four primary activities where stakeholders were asked to provide input on the Plan's 35 adopted strategies:

- (1) A four-factor assessment which sought to evaluate and identify current conditions with respect to key factors for strategy success, including authority, financial resources, technical capacity, and public/political support;
- (2) Recommendations regarding MTC/ABAG implementation roles for each Plan strategy, whether lead, partner, or support;
- (3) Recommendations regarding existing or potential partners needed for strategy implementation; and
- (4) Implementation action recommendations for each Plan strategy, including prioritization exercises where individuals were asked to show support for identified recommendations.

The virtual sessions generated over 3,000 discrete pieces of data for staff to consider and evaluate, including over 500 partnership recommendations and over 500 implementation recommendations. In addition, between November 2020 through early February 2021, staff also held approximately two dozen small-group follow-up discussions with over 30 separate interested organizations and entities to develop potential implementation actions in greater detail and further discuss roles for partners in supporting strategy implementation. Engagement with partners and stakeholders will continue through future phases of the Implementation Plan, including a dedicated "Partnership Phase", which will run from late spring and into summer 2021. This phase will focus on convening focused stakeholder groups to further cement the partnerships necessary to move strategy implementation forward, with an emphasis on developing more specific roles and responsibilities as well as timelines for implementation.

## Implementation Plan Public Engagement Activities

In November 2020, staff began planning the public engagement process for the Implementation Plan, which focuses solely on the prioritization of the plan's 35 strategies rather than on the strategies themselves<sup>1</sup>. Staff wanted to know, of the 35 strategies, which would the public like to tackle in the first one to five years - in order to understand which strategies should include more ambitious actions in the near-term Implementation Plan. The strategies were divided into seven categories, and participants were asked to select the top one or two in each.

When deciding on the engagement tactics that would successfully accomplish the goals above, staff focused on tried-and-true virtual engagement tactics that could reach both a broad Bay Area audience and ensure participation from communities of color and communities with low incomes, among other key groups. First, to ensure reaching a broad audience and encourage their comments, staff chose to implement a regionwide digital survey to reach the general Bay Area population, along with a companion text-based survey targeted to those without smart phones or internet service. Second, to reach targeted demographic groups, including youth, communities of color, people with low incomes, the unhoused community, Spanish- and Mandarin-speaking communities, persons with disabilities, among others, staff chose to hold community and youth focus groups aimed at obtaining both quantitative and qualitative input from participants. In total, over 2,200 Bay Area residents participated in these engagement platforms. Below is a description of all three engagement tactics, including an overview of the results.

### 1. Online Survey

In order to reach a large number of Bay Area residents, staff selected the use of the Typeform survey platform identical to the last round of Plan Bay Area 2050 engagement. The online survey asked participants to prioritize the plan's strategies within seven main categories, asking participants to select either one or two strategies among a group of three to six options<sup>2</sup>. The survey ran from January 4 to January 28 and was broadly promoted digitally to Bay Area residents via a paid campaign on Facebook and Instagram. It was also promoted through MTC's Facebook page and hosted on the Plan Bay Area website. It was available in English, Spanish and Chinese. Overall, we received over 2,000 survey completes, including over 190 survey completes in Spanish and Chinese.

### 2. Text-based Survey

In order to reach those without smart phones and/or internet connection, staff used a survey platform called Co:census—an accessible, SMS text-based survey platform available via the text function on any cell phone. Mirrored after the digital survey, the text-based survey was developed in English, Spanish and Chinese and aimed to

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<sup>1</sup> The strategies in Plan Bay Area 2050 were developed and honed over two years via public engagement and technical analysis and were adopted as the Final Blueprint's Preferred Alternative for environmental analysis purposes by ABAG and MTC in January 2021.

<sup>2</sup> For survey categories with three to four options, survey participants were asked to select their top choice; for survey categories with five to six options, survey participants were asked to select their top two.

reach organizations serving populations disproportionately affected by the pandemic, including people experiencing homelessness and communities with low incomes. Staff asked 40 organizations to help promote the survey. In addition, staff sent 10 organizations printed information cards and posters to help promote the survey, and additional organizations were provided with a social media outreach toolkit to promote the survey via their social media channels.

The survey launched on January 19 and it is continuing to accept responses. Data from responses received as of the date of this memo were incorporated into the results below. We will continue to promote the text-based survey to encourage further participation until the February 12 closing date.

### **3. Community-Based Organization and Youth Focus Groups**

Staff held a total of ten focus groups (seven in partnership with community-based organizations and three with Bay Area youth) using the Zoom platform to discuss the prioritization of the strategies in the Implementation Plan. The focus groups used a combination of an electronic voting exercise (modeled after the digital survey) and an open conversation to discuss the reasons behind the survey selections. In total, the community and youth focus groups hosted over 120 participants.

Members of the following organizations and students from the schools listed below participated in the focus groups:

#### **Community-Based Organizations:**

1. Acterra (Palo Alto)
2. Community Resources for Independent Living (Hayward) – *one focus group was held in English and one in Spanish*
3. Green Hive (Vallejo)
4. Hamilton Families (San Francisco & Oakland)
5. Sacred Heart (San Jose)
6. Sound of Hope Radio Network (San Francisco) – *one bilingual focus group held in English and Cantonese*

#### **High Schools:**

1. Abraham Lincoln High School (San Francisco)
2. American Canyon High School (American Canyon)
3. Castro Valley High School (Castro Valley)
4. College Prep School (Oakland)
5. Freedom High School (Oakley)
6. Lincoln High School (San Leandro)
7. Los Altos High School (Los Altos)
8. Napa High School (Napa)
9. Redwood High School (Larkspur)
10. Washington High School (Fremont)

## Results

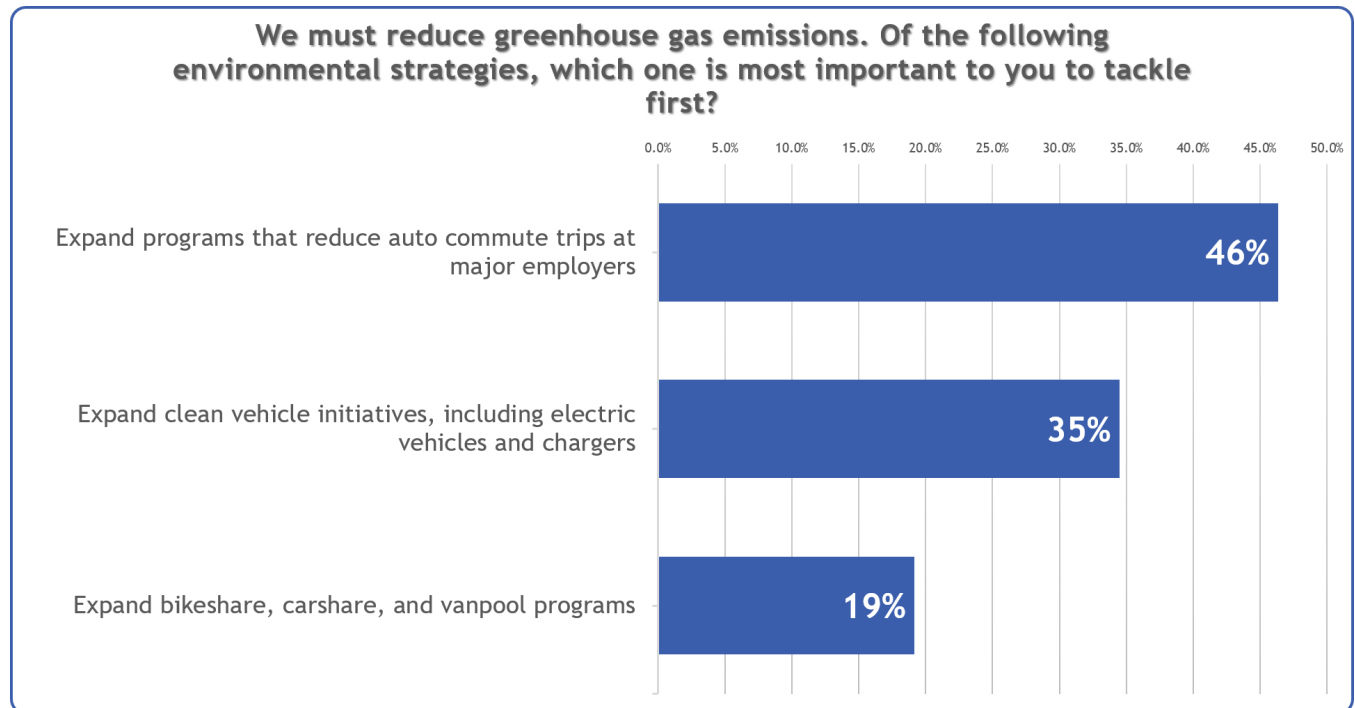
Staff integrated the results from the digital survey, text-based survey and focus group surveys and listed the results by category in Figures 1 through 7<sup>3</sup> below. Highlights of the community-based and youth focus group comments by category are listed in Table 1 on page 9. Finally, once completed, all engagement results will be available on the Plan Bay Area 2050 website at [planbayarea.org/2050-plan/implementation-plan](https://planbayarea.org/2050-plan/implementation-plan).

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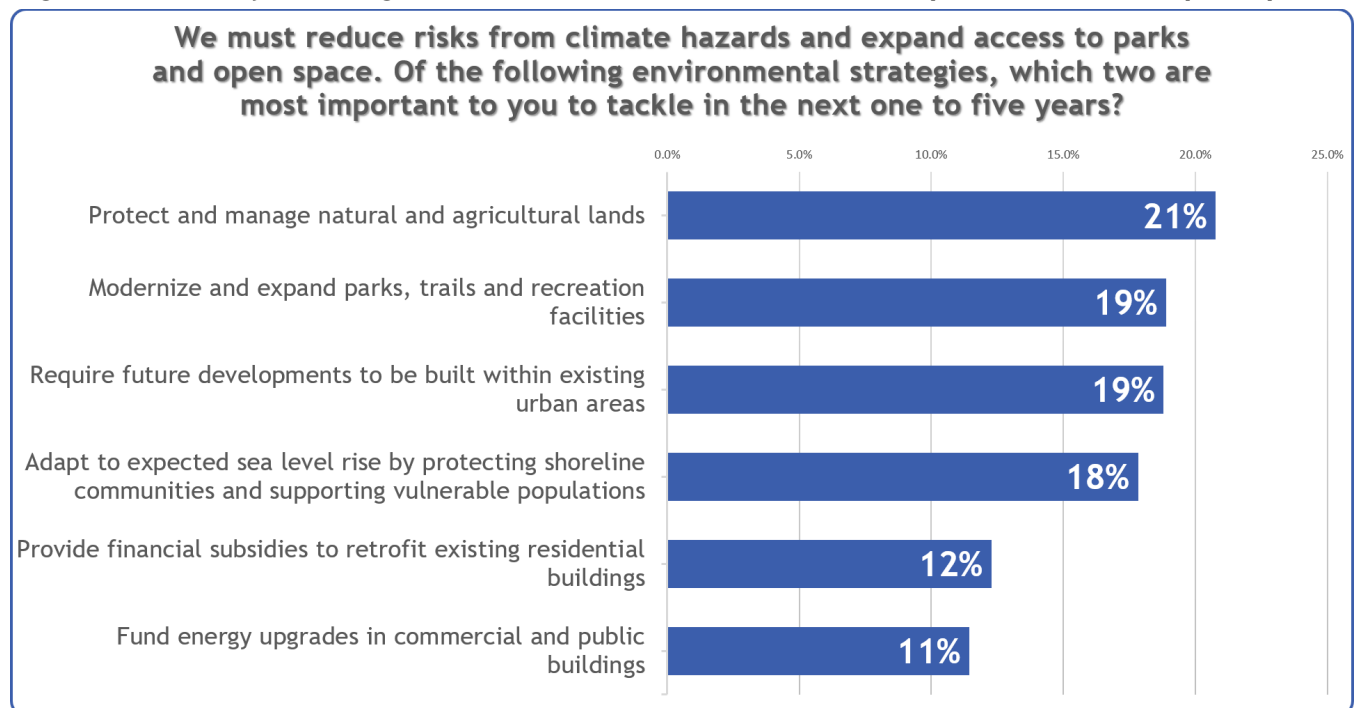
<sup>3</sup> Numbers may not sum to exactly 100% due to rounding.



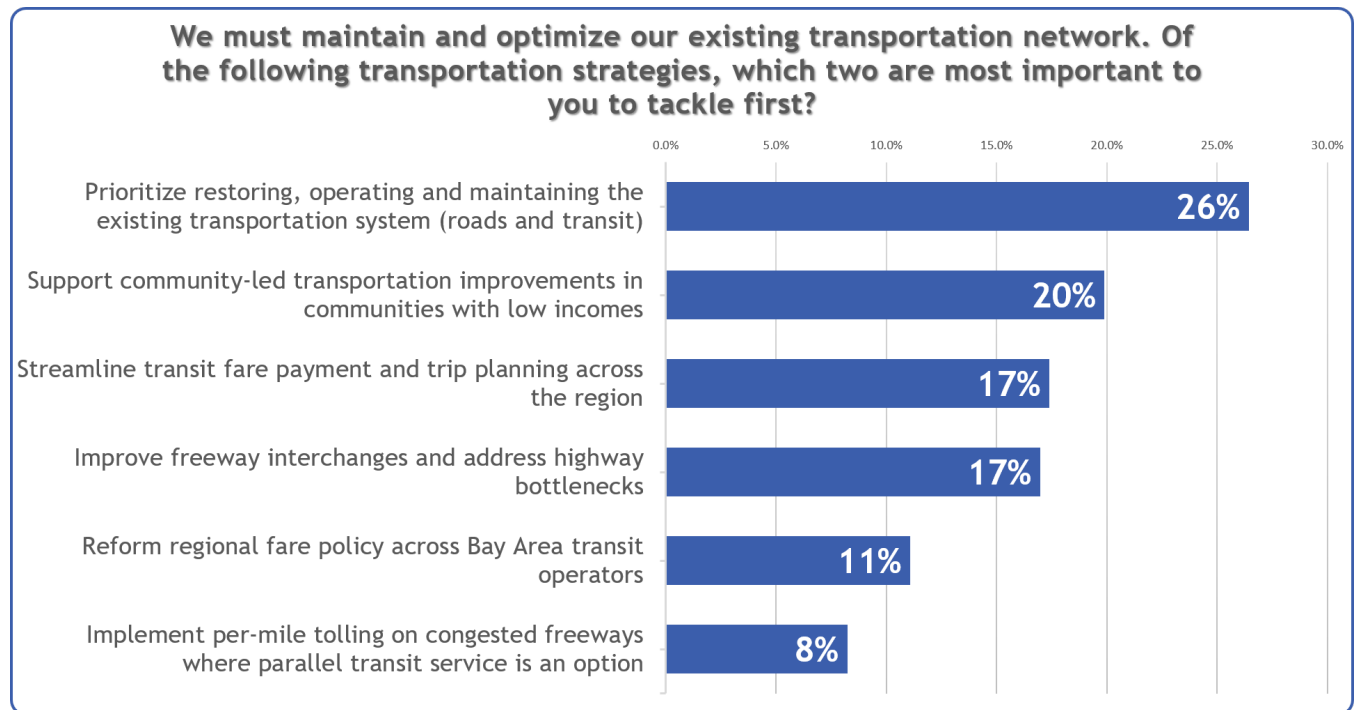
**Figure 1. Priority Ranking: Reduce Climate Emissions**



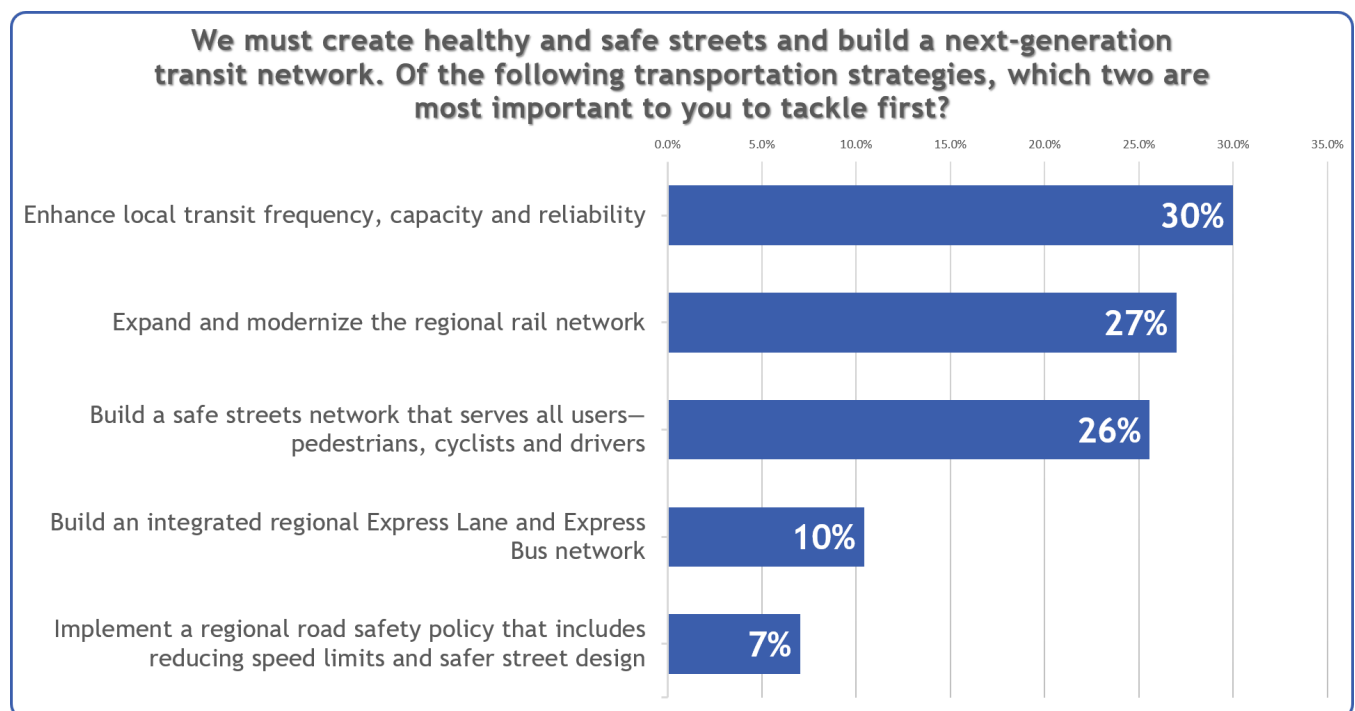
**Figure 2. Priority Ranking: Reduce Risks from Hazards and Expand Access to Open Space**



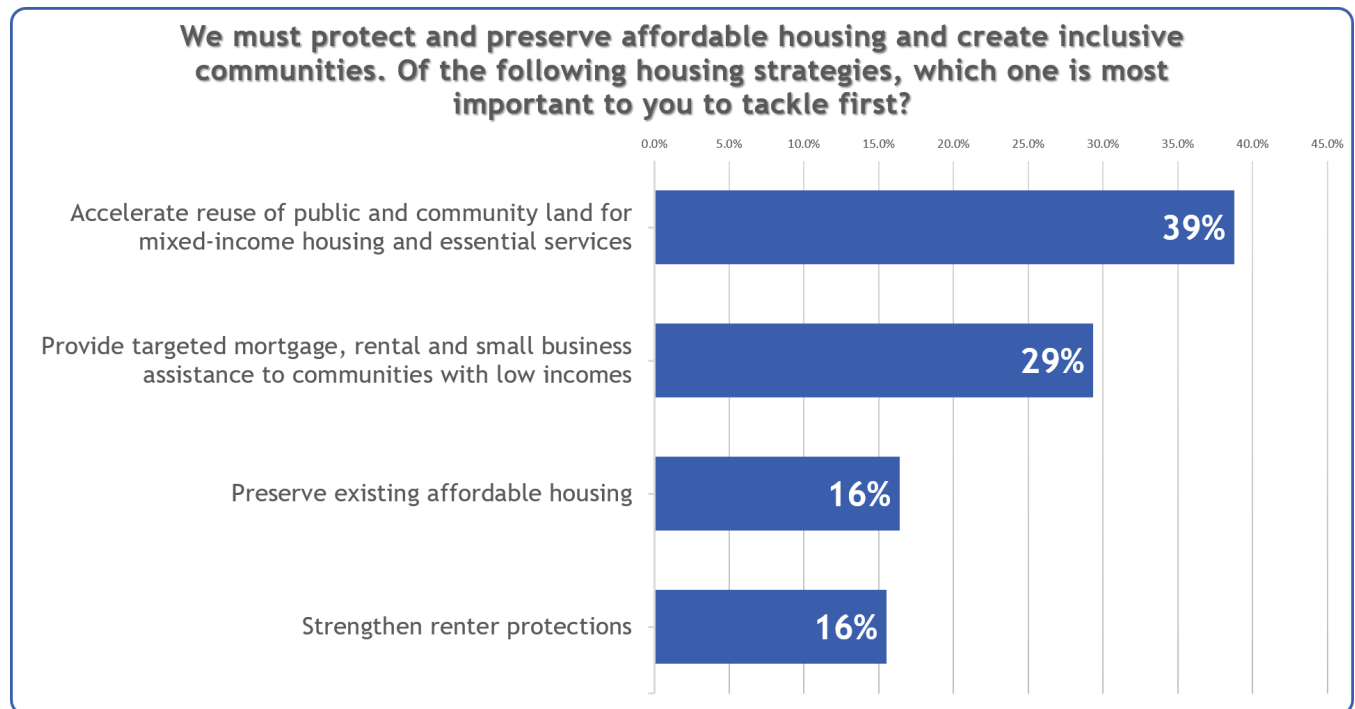
**Figure 3. Priority Ranking: Maintain and Optimize Our Existing Transportation Network**



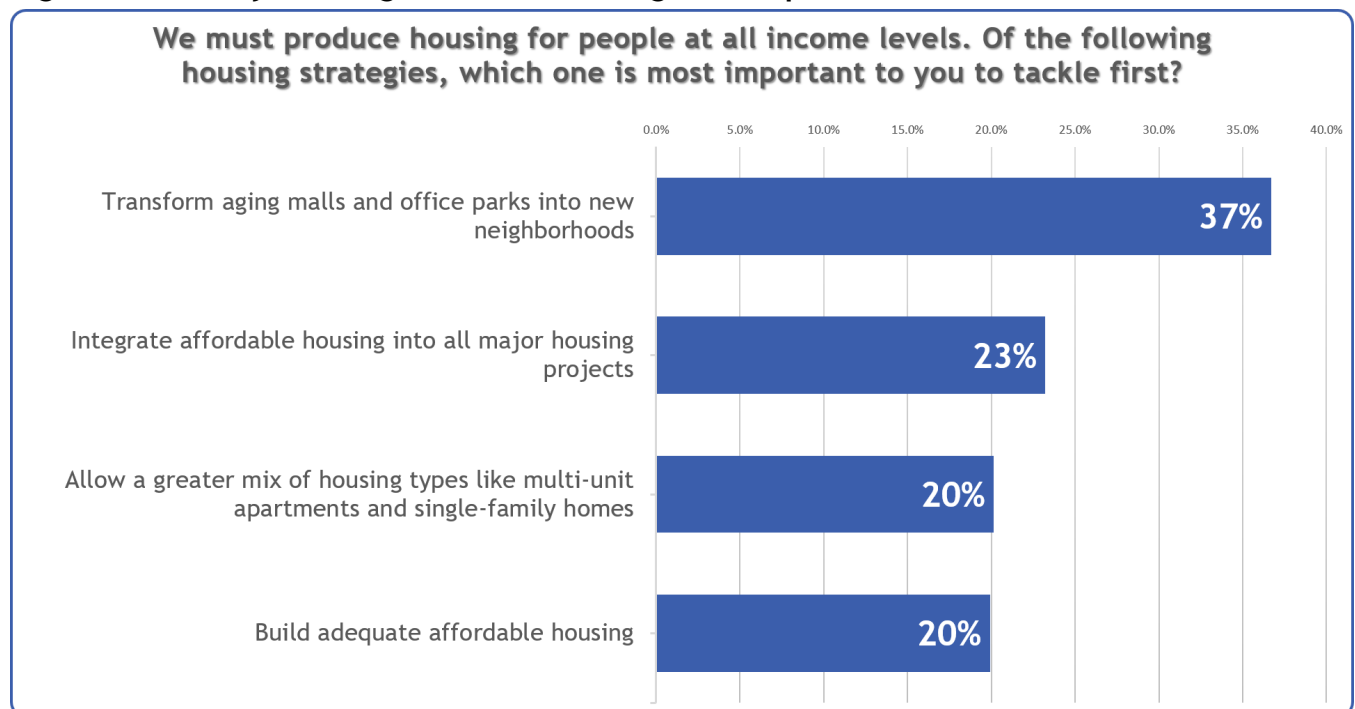
**Figure 4. Priority Ranking: Create Healthy and Safe Streets and Build a Next-Generation Transit Network**



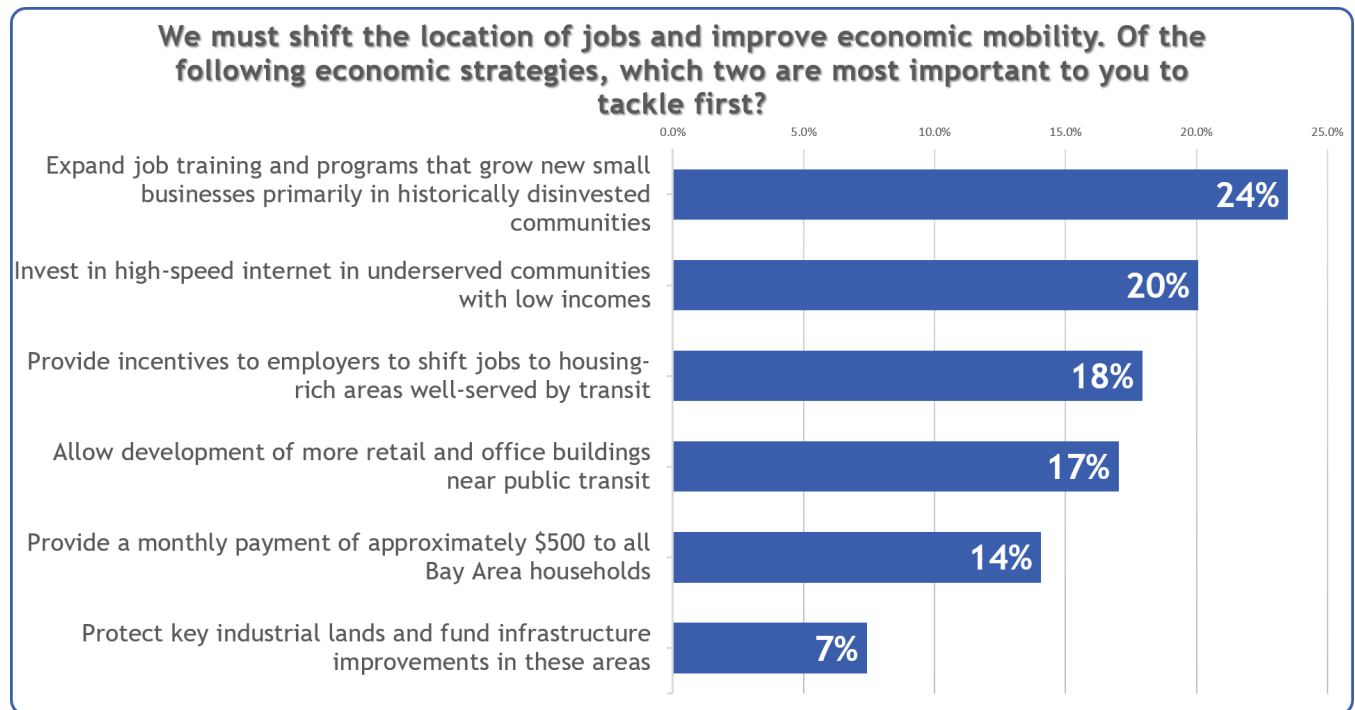
**Figure 5. Priority Ranking: Protect and Preserve Affordable Housing and Create Inclusive Communities**



**Figure 6. Priority Ranking: Produce Housing for People at All Income Levels**



**Figure 7. Priority Ranking: Shift the Location of Jobs and Improve Economic Mobility**



**Table 1. Summary of Community-based and Youth Focus Group Feedback**

Category	Highlighted Quotes from Focus Groups
<b>Reduce Climate Emissions</b>	<ul style="list-style-type: none"> <li>• “We need to move to clean vehicles in the next ten years. It’s a huge challenge and part of that challenge is providing the charging infrastructure, particularly in underserved communities and multi-unit buildings.”</li> <li>• “Expanding bikeshare, carshare, and vanpool programs is the easiest strategy to implement in a short time and would provide more convenience to more people.”</li> </ul>
<b>Hazards &amp; Open Space</b>	<ul style="list-style-type: none"> <li>• “If people could afford to move out of areas affected by sea level rise—which is inevitable—the people left behind will be people of color and people with low incomes. Supporting vulnerable populations should be a priority over the next few years.”</li> <li>• “Financial subsidies to retrofit existing residential buildings would create more job opportunities for people in the building trades.”</li> </ul>
<b>Maintain &amp; Optimize the Existing System</b>	<ul style="list-style-type: none"> <li>• “The more you invest in the public transit system, the more people will use it. This would also be good for the environment.”</li> <li>• “Community-led transportation improvements are important. Low-income communities have the least amount of service and the most need and their commutes are longer. This goes hand in hand with fares. We should have a system available to those who need it the most with fares that are affordable to those who need it the most—then you will have a system that is used a lot.”</li> </ul>
<b>Safe Streets &amp; Next-Generation Transit</b>	<ul style="list-style-type: none"> <li>• “Most trips people make are local, probably less than ten miles. If you can’t have a bus that gets you anywhere, you’re not going to take the bus. People prioritize: How fast can I get there?”</li> </ul>
<b>Affordable Housing &amp; Inclusive Communities</b>	<ul style="list-style-type: none"> <li>• “With the evictions people are experiencing in Oakland and throughout the Bay Area, we need stronger renter protections.”</li> <li>• “Many families fall into homelessness because of rent increases that they cannot afford. Strengthening renter protections is a great step to prevent homelessness.”</li> </ul>
<b>Produce Housing for All Income Levels</b>	<ul style="list-style-type: none"> <li>• “After the pandemic, people may not return to the office and a lot of commercial real estate may become available. Making affordable housing out of office parks is an obvious response to our current situation.”</li> <li>• “Transforming aging malls and office parks is less of a burden to the neighborhood and most cost effective.”</li> </ul>
<b>Shift Jobs &amp; Improve Economic Mobility</b>	<ul style="list-style-type: none"> <li>• “Giving money to folks, especially on a consistent basis, gives people agency over how they need to improve their lives.”</li> <li>• “It is important to invest in training, jobs and workforce development to empower people.”</li> </ul>



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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<b>File #:</b>	21-0201	<b>Version:</b>	1	<b>Name:</b>	
<b>Type:</b>	Report	<b>Status:</b>		Informational	
<b>File created:</b>	1/8/2021	<b>In control:</b>		Policy Advisory Council	
<b>On agenda:</b>	2/10/2021	<b>Final action:</b>			
<b>Title:</b>	Staff Liaison Report (3 minutes)				

Relevant MTC policy decisions and other activities.

### Sponsors:

### Indexes:

### Code sections:

**Attachments:** [10\\_Staff\\_Liaison\\_Report\\_February\\_2021.pdf](#)

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

Staff Liaison Report  
(3 minutes)

Relevant MTC policy decisions and other activities.

### Presenter:

Marti Paschal, Staff Liaison

### Recommended Action:

Information

### Attachments:

**Metropolitan Transportation Commission  
Policy Advisory Council**

**February 10, 2021**

**Agenda Item 10**

**Staff Liaison Report – February 2021**

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**Subject:** Relevant MTC policy decisions and other activities.

**Recommendation:** Information

**Attachments:** Attachment A: Staff Liaison Report – February 2021



The final stages of Plan Bay Area 2050’s development are underway, and there will be additional opportunities for public engagement this spring. Sign up for the Plan Bay Area mailing list (<https://www.planbayarea.org/your-part/mailling-list>), and you will be notified of upcoming opportunities to participate in the plan.



### **MTC Approves First Award of New Federal Relief Funds**

On January 27, 2021, MTC approved almost \$180 million in federal Coronavirus Response and Relief Appropriations Act (CRRSAA) funding to five Bay Area transit operators reeling from revenue losses due to steep ridership declines during the COVID-19 pandemic.

Under the action taken, MTC made these allocations:

- BART \$103,717,002
- Caltrain \$6,936,627
- Golden Gate Bridge Highway & Transportation District \$20,319,959
- San Francisco Municipal Transportation Agency (MUNI) \$43,750,147
- Water Emergency Transportation Agency (WETA) \$4,877,943

**Total allocation: \$179,601,678.**

When approving the final distribution of CARES (Coronavirus Aid, Relief, and Economic Security) Act funding in July 2020, the Commission directed staff to apply a “true-up” of funding to any future allocation of federal dollars for pandemic relief, compensating operators that received less CARES funding than they should have due to inaccurate revenue loss forecasts.

Additional money for transit came in the form of a combined \$2.3 trillion federal COVID relief package and FY 2021 Appropriations bill approved last month. The COVID-relief portion of the bill signed in December 2020 provides \$14 billion in supplemental funding to public transit due to pandemic losses. This will provide a total of about \$982 million to the Bay Area to assist the region’s transit operators. MTC in the coming weeks will work with the operators and other stakeholders to develop distribution scenarios for the approximately \$803 million in CRRSAA funds that remain.

At the February 24 Commission meeting, staff will provide an update on the outlook for Bay Area operators in the current and upcoming fiscal years to help inform the distribution discussions. A proposal for the distribution of remaining CRRSAA funding will be brought to the Programming and Allocations Committee for consideration in March, with a recommendation for approval by the Commission expected later the same month.

### **Transit Fare Coordination Survey Launches**

MTC and Bay Area transit agencies want to hear from the public via a survey (<https://collector.sensemaker-suite.com/?projectID=4e4ca355-ed8c-493c-a81c-1315c322ebf2#Collector>) as they investigate ways to make the region's transit network better coordinated, improving fare policy and the fare payment experience. Transportation officials are interested in opinions from transit users and are inviting them to share stories about their experiences via the survey at [mtc.one/farestudy](https://mtc.one/farestudy) (<https://collector.sensemaker-suite.com/?projectID=4e4ca355-ed8c-493c-a81c-1315c322ebf2#Collector>) Respondents are eligible to be randomly selected to win one of four \$50 gift cards.

Building on an effort that began in early 2019, in March 2020 MTC awarded a contract directing approximately \$900,000 of Regional Measure 2 (<https://mtc.ca.gov/our-work/invest-protect/toll-funded-investments/regional-measure-2>) toll funds to study fare coordination. Bringing together local and international fare policy and user research experts to assist MTC and transit operators, the comprehensive study designed to identify practical steps toward integrating the fare structure and policies of the Bay Area’s more than two dozen transit agencies is now underway.

A significant focus of the project is user research, where the team will work directly with riders and non-riders of the transit system to help design fare policies that will make the system easy to use and incentivize ridership. The study aims to identify specific barriers related to fares and the customer experience that are limiting ridership growth. The study, scheduled to conclude in summer 2021, will also pinpoint specific improvements that can be made, and develop a detailed plan for putting the changes into action to make transit more attractive to Bay Area residents.

Questions may be directed to [Fareintegration@bayareametro.gov](mailto:Fareintegration@bayareametro.gov).

### **Transportation, Housing News Right to Your Inbox**

MTC offers a convenient Daily News Headlines (<https://mtc.ca.gov/whats-happening/news/news-headlines>) subscription, delivering a curated list of stories about transportation, housing, development, the environment and more directly to your email inbox. The headlines are sent each weekday, arriving just in time to enjoy with your morning coffee.

The Bay Link blog (<https://blog.bayareametro.gov/>) offers a more in-depth look at these topics, often in the context of the work that the Association of Bay Area Governments (ABAG) and MTC are doing, along with other stories of interest to Bay Area residents and professionals. The Bay Link Blog E-Newsletter, with the top Bay Link features of the week, is distributed every Tuesday.

Sign up for each of these newsletters (<https://service.govdelivery.com/accounts/CAMTC/subscriber/new>) , along with others from the MTC-ABAG family, including the Plan Bay Area 2050 E-Newsletter and updates about MTC Express Lanes.

### **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](mailto: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 January 2021 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**

A reminder that all Covid-19 related reporting items can be found on our MTC webpage. We provide monthly updates on all related activities, and statistics that are affecting the region. The website address is below:

<https://www.mtc.ca.gov/covid>

## **RFQs: On-Call Equity Consultant Bench and Regional Planning Bench**

MTC and ABAG have posted two RFQs to build regional consultant benches that can support local jurisdictions and other public agencies with procurements.

### **On-Call Equity Bench**

MTC released an RFQ for an Equity Consultant Bench on December 28<sup>th</sup>, 2020, which includes service categories related to internal operations, policy, community engagement, innovation and environmental justice. The deadline for submission to the Equity Bench is February 4, 2021. More details can be found on Bonfire at <https://mtc.bonfirehub.com/opportunities/24570>.

### **Regional Planning Bench**

MTC and ABAG have also released an RFQ for a Regional Planning Bench, which includes 11 service categories for a wide range of planning needs including comprehensive planning, community engagement, housing and transportation. This bench will be available to simplify contract administration for funds received through the Regional Early Action Planning grants (REAP) and Priority Development Area (PDA) planning grants. The RFQ also includes a unique opportunity for early-career planners who do not have enough experience to qualify on their own; they can submit a "Statement of Experience and Interest" form so that qualified firms looking to expand their teams can consider them. We hope that this will further our Equity Platform and help to address a shortage of planners during this busy Housing Element cycle. The deadline for submissions is February 18. More details can be found on Bonfire at <https://mtc.bonfirehub.com/opportunities/35148>.

### **Housing Technical Assistance Opportunities**

MTC and ABAG have released a Call for Letters of Interest for Technical Assistance and Planning Grants to support local Housing Elements as well as PDAs. The solicitation combines the REAP grants and PDA program to streamline the application process and maximize roughly \$12 million in available funding. Every jurisdiction in the Bay Area is entitled to non-competitive funding to support Housing Elements, and jurisdictions with locally nominated PDAs are eligible to apply for competitive planning and technical assistance grants. More information is available on the ABAG and MTC websites, including the online application, a detailed guidance document, and recordings of webinars to assist jurisdictions with the application process. The application deadline is February 12. More information can be found on the ABAG Housing Technical Assistance Program webpage at <https://abag.ca.gov/housing-technical-assistance-program>.

### **Clipper START**

The Clipper START program has expanded to 21 transit operators as of January 25. We added six transit operators in November and added another 11 on January 25. Transit operators give a discount on single rides, either a 50% discount or a 20% discount. Applicants must have a household income less than 200% of the federal poverty level to be eligible. As an example, for a family of four, that's \$53,000 for 2021. They can apply via a website at [clipperstartcard.com](http://clipperstartcard.com) or by getting a paper application, available from transit operators and Clipper Customer Service Centers or by calling Clipper START. Since the program's inception in July 2020, we have received 3,500 applications for the discount.

### **Items to Note**

Through the Agency-wide Website Accessibility Project, the Technology Services Web Program team is working to ensure that all 30+ agency websites are compliant to federal website accessibility standards, as specified by Section 508 of the Rehabilitation Act. Section 508 requires agencies to provide disabled employees and members of the public access to information comparable to the access available to those without disabilities. Compliance with these requirements impacts both website technical structure, such as how a site is built and functions, as well as website content, such as text, documents, colors, images, and links.

The project is 75% complete. Websites will be compliant by the end of the fiscal year. Additionally, some websites have been restructured for efficiency and improved customer interface.



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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<b>File #:</b>	21-0202	<b>Version:</b>	1	<b>Name:</b>	
<b>Type:</b>	Report	<b>Status:</b>		Informational	
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<b>On agenda:</b>	2/10/2021	<b>Final action:</b>			
<b>Title:</b>	Council Member Reports (5 minutes)				

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

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:**

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

Council Member Reports  
(5 minutes)

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

**Presenter:**

Randi Kinman, Council Chair

**Recommended Action:**

Information

**Attachments:**



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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<b>File #:</b>	21-0203	<b>Version:</b>	1	<b>Name:</b>	
<b>Type:</b>	Report	<b>Status:</b>		Informational	
<b>File created:</b>	1/8/2021	<b>In control:</b>		Policy Advisory Council	
<b>On agenda:</b>	2/10/2021	<b>Final action:</b>			
<b>Title:</b>	New Business (5 minutes)				

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

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:**

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

New Business  
(5 minutes)

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

**Presenter:**

Randi Kinman, Council Chair

**Recommended Action:**

Discussion

**Attachments:**