

Meeting Agenda

Joint MTC Planning Committee with the ABAG Administrative Committee

MTC Committee Members:

James P. Spring, Chair David Rabbitt, Vice Chair

*Eddie Ahn, David Canepa, Cindy Chavez,
Damon Connolly, Sam Liccardo, and Jake Mackenzie
Non-Voting Members: Dorene M. Giacobini and Vacant*

Friday, February 12, 2021

9:40 AM

Board Room - 1st Floor (REMOTE)

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

A Zoom panelist link for meeting participants will be sent separately to Committee 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. Committee Members and members of the public participating by Zoom wishing to speak should use the "raise hand" feature or dial *9. In order to get the full Zoom experience, please make sure your application is up to date.

Attendee Link: <https://bayareametro.zoom.us/j/83139290848>

Or iPhone one-tap US: +14086380968,,83139290848# or +16699006833,,83139290848#

Or Telephone Dial (Toll Free) US: 877 853 5247 (Toll Free) or 888 788 0099

Webinar ID: 831 3929 0848

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

Detailed instructions on participating via Zoom are available at:

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

Members of the public may participate by phone or Zoom or may submit comments by email at info@bayareametro.gov by 5:00 p.m. the day before the scheduled meeting date. Please include the committee or board meeting name and agenda item number in the subject line. Due to the current circumstances there may be limited opportunity to address comments during the meeting. All comments received will be submitted into the record.

1. Roll Call / Confirm Quorum

Quorum: A quorum of the ABAG Administrative Committee shall be a majority of its regular voting members (6).

Quorum: A quorum of the MTC Planning Committee shall be a majority of its regular voting members (5).

2. ABAG Compensation Announcement – Clerk of the Board

3. ABAG Administrative Committee Consent Calendar

- 3a. [21-0191](#) Approval of ABAG Administrative Committee Summary Minutes of the January 8, 2021 Meeting
- Action:** ABAG Administrative Committee Approval
- Attachments:** [3a_ABAG AC Minutes 20210108 MTC Planning Draft.pdf](#)
- 3b. [21-0238](#) Authorizations related to Funding Agreements with Local Project Sponsors (LPS) for five Bay Area Integrated Regional Water Management Projects under the Proposition 1 Integrated Regional Water Management (IRWM) Grant # 4600013831 between the Association of Bay Area Governments (ABAG) and the State of California Department of Water Resources (DWR).
- Action:** ABAG Administrative Committee Approval
- Presenter:** Caitlin Sweeney
- Attachments:** [3b_IRWM Prop 1 Round 1 Funding Agreements and Summary Approval.pdf](#)
- 3c. [21-0239](#) Authorizations to accept \$1,891,409 from the U.S. Environmental Protection (U.S. EPA) Agency to implement the Nature-Based Solutions for a Resilient Estuary project and to enter into subawards to advance components of the project.
- Action:** ABAG Administrative Committee Approval
- Presenter:** Caitlin Sweeney
- Attachments:** [3c_Nature-Based Solutions Agreement and Summary Approval.pdf](#)
- 3d. [21-0257](#) Authorization for Web Support Services for San Francisco Estuary Partnership Website.
- Action:** ABAG Administrative Committee Approval
- Presenter:** Caitlin Sweeney
- Attachments:** [3d_SFEI Web Support Agreement and Summary Approval.pdf](#)

- 3e. [21-0335](#) ABAG Regional Planning Committee (RPC) Appointments
- Action:** ABAG Administrative Committee Approval
- Presenter:** President Arreguin
- Attachments:** [3e_RPC Appointment.pdf](#)

4. MTC Planning Committee Consent Calendar

- 4a. [21-0192](#) Approval of MTC Planning Committee Minutes of the January 8, 2021 Meeting
- Action:** MTC Planning Committee Approval
- Attachments:** [4a_MTC PLNG Minutes Jan 8 2021.pdf](#)

5. Information

- 5a. [21-0193](#) Plan Bay Area 2050: Implementation Plan Update
- 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:** [5ai_PBA50_Implementatio Plan_Update_Summary Sheet and Attachments B a](#)
[5aii_PBA50_Implementation Plan_Update_Attachment A-PPT.pdf](#)
[5aiii_Handout_Ltr to McMillan re PBA 2050 Implementation Plan 2-9-21.pdf](#)
- 5b. [21-0194](#) Climate Initiatives Program - Mobility Hubs Program Update
- Update on MTC's Climate Initiatives Mobility Hubs Program.
- Action:** Information
- Presenter:** Krute Singa
- Attachments:** [5b_Mobility Hubs_Climate Program Feb 2021 Committee.pdf](#)

6. Public Comment / Other Business

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

7. Adjournment / Next Meeting

The next meeting of the MTC Planning Committee will be Friday, March 12, 2021 at 9:40 a.m. remotely and by webcast as appropriate depending on the status of any shelter in place orders. Any changes to the schedule will be duly noticed to the public.

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

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

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

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

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

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

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

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

Metropolitan Transportation Commission

Legislation Details (With Text)

File #: 21-0191 **Version:** 1 **Name:**

Type: Minutes **Status:** Informational

File created: 1/8/2021 **In control:** Joint MTC Planning Committee with the ABAG Administrative Committee

On agenda: 2/12/2021 **Final action:**

Title: Approval of ABAG Administrative Committee Summary Minutes of the January 8, 2021 Meeting

Sponsors:

Indexes:

Code sections:

Attachments: [3a ABAG AC Minutes 20210108 MTC Planning Draft.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Approval of ABAG Administrative Committee Summary Minutes of the January 8, 2021 Meeting

Recommended Action:

ABAG Administrative Committee Approval

Attachments:



Meeting Minutes - Draft

ABAG Administrative Committee

Chair, Jesse Arreguin, Mayor, City of Berkeley
Vice Chair, Belia Ramos, Supervisor, County of Napa

Friday, January 8, 2021

9:40 AM

Board Room - 1st Floor (REMOTE)

Association of Bay Area Governments Administrative Committee

The ABAG Administrative Committee may act on any item on the agenda.
The ABAG Administrative Committee will meet jointly with the MTC Planning Committee.

The meeting is scheduled to begin at 9:40 a.m.
or immediately following the preceding MTC committee meeting.

Agenda, roster, and webcast available at <https://abag.ca.gov>
For information, contact Clerk of the Board at (415) 820-7913.

Roster

Jesse Arreguin, Cindy Chavez, Karen Mitchoff, Raul Peralez, David Rabbitt, Belia Ramos,
Carlos Romero

1. Call to Order / Roll Call / Confirm Quorum

Chair Arreguin called the meeting to order at about 9:42 a.m. The ABAG Administrative Committee met jointly with the MTC Planning Committee. Quorum was present.

Present: 6 - Arreguin, Chavez, Mitchoff, Peralez, Ramos, and Romero

Absent: 1 - Rabbitt

2. ABAG Compensation Announcement – Clerk of the Board

The ABAG Clerk of the Board gave the compensation announcement.

3. ABAG Administrative Committee Consent Calendar

Upon the motion by Chavez and second by Ramos. the ABAG Administrative Committee approved the Consent Calendar. The motion passed unanimously by the following vote:

Aye: 6 - Arreguin, Chavez, Mitchoff, Peralez, Ramos, and Romero

Absent: 1 - Rabbitt

- 3.a. [21-0159](#) Approval of ABAG Administrative Committee Summary Minutes of the December 11, 2020 Meeting
- 3.b. [21-0160](#) Authorization to amend an agreement with Regents of the University of California in the amount of \$57,809 for the services of a Sea Grant Fellow for the 2021-22 year between January 1, 2021 and March 31, 2022

4. MTC Planning Committee Consent Calendar

The MTC Planning Committee took action on this item.

- 4.a. [21-0058](#) Approval of MTC Planning Committee Minutes of the December 11, 2020 Meeting
- 4.b. [21-0059](#) Federal Performance Target-Setting Update - January 2021

5. Approval

- 5.a. [21-0161](#) MTC Resolution No. 4451 and ABAG Resolution No. 01-2021: Plan Bay Area 2050 Final Blueprint: Approval as Preferred Environmental Impact Report (EIR) Alternative

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

Matt Maloney, Dave Vautin and Lisa Zorn gave the report.

The following gave public comment: Roland Lebrun, Rich Hedges.

Upon the motion by Romero and second by Mitchoff, the ABAG Administrative Committee recommended ABAG Executive Board adoption of ABAG Resolution No. 01-2021: Plan Bay Area 2050 Final Blueprint: Approval as Preferred Environmental Impact Report (EIR) Alternative. The motion passed unanimously by the following vote:

Aye: 6 - Arreguin, Chavez, Mitchoff, Peralez, Ramos, and Romero

Absent: 1 - Rabbitt

6. Public Comment / Other Business

The following gave public comment: Roland Lebrun.

7. Adjournment / Next Meeting

Chair Arreguin adjourned the meeting at about 11:27 a.m. The next regular meeting of the ABAG Administrative Committee is on February 12, 2021.

Metropolitan Transportation Commission

Legislation Details (With Text)

File #: 21-0238 **Version:** 1 **Name:**

Type: Contract **Status:** Informational

File created: 1/20/2021 **In control:** Joint MTC Planning Committee with the ABAG Administrative Committee

On agenda: 2/12/2021 **Final action:**

Title: Authorizations related to Funding Agreements with Local Project Sponsors (LPS) for five Bay Area Integrated Regional Water Management Projects under the Proposition 1 Integrated Regional Water Management (IRWM) Grant # 4600013831 between the Association of Bay Area Governments (ABAG) and the State of California Department of Water Resources (DWR).

Sponsors:

Indexes:

Code sections:

Attachments: [3b IRWM Prop 1 Round 1 Funding Agreements and Summary Approval.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Authorizations related to Funding Agreements with Local Project Sponsors (LPS) for five Bay Area Integrated Regional Water Management Projects under the Proposition 1 Integrated Regional Water Management (IRWM) Grant # 4600013831 between the Association of Bay Area Governments (ABAG) and the State of California Department of Water Resources (DWR).

Presenter:

Caitlin Sweeney

Recommended Action:

ABAG Administrative Committee Approval

Attachments:

**Association of Bay Area Governments
Administrative Committee**

February 12, 2021

Agenda Item 3b

San Francisco Estuary Partnership

Subject: Authorizations related to Funding Agreements with Local Project Sponsors (LPS) for five Bay Area Integrated Regional Water Management Projects under the Proposition 1 Integrated Regional Water Management (IRWM) Grant # 4600013831 between the Association of Bay Area Governments (ABAG) and the State of California Department of Water Resources (DWR).

Background: On September 19, 2019, the Executive Board authorized the Director of the Metropolitan Transportation Commission (MTC), or her designee, to submit a proposal to the DWR to obtain a Proposition 1 IRWM Grant and to enter into an agreement to receive a grant for the Round 1 Implementation Program pursuant to the Water Quality, Supply, and Infrastructure Act of 2014 for integrated regional water management projects in the amount of \$22,750,000.

To complete this work, ABAG will contract with the eight LPSs included in the grant application. Currently, five LPSs have all permits and CEQA completed as required by the Grant Agreement and are eligible to enter into funding agreements with ABAG. Future authorizations will be sought for the remaining LPSs as they meet permitting and CEQA requirements. This authorization is for the five LPSs listed below with the not-to-exceed budgets:

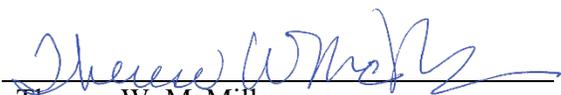
- Alameda County Water District—\$3,346,992;
- Contra Costa County Flood Control & Water Conservation District—\$1,434,425;
- Sonoma County Water Agency—\$4,061,270;
- City of Calistoga—\$2,028,808; and
- East Bay Municipal Utilities District—\$4,177,875;

Issues: None

Recommendation: The ABAG Administrative Committee is requested to authorize the Executive Director of the Metropolitan Transportation Commission, or designee, on behalf of the Association of Bay Area Governments and the San Francisco Estuary Partnership, to enter into funding agreements to implement projects between June 3, 2020 to December 31, 2024, with the following Local Project Sponsors and amounts listed below:

- Alameda County Water District—\$3,346,992
- Contra Costa County Flood Control & Water Conservation District—\$1,434,425
- Sonoma County Water Agency—\$4,061,270
- City of Calistoga—\$2,028,808
- East Bay Municipal Utilities District—\$4,177,875

Attachments: Attachment A: Summary of ABAG Administrative Committee Approval


Therese W. McMillan

SUMMARY OF ABAG ADMINISTRATIVE COMMITTEE APPROVAL

Work Item No.:	1720 (FSRC 2914)
Funder:	California Department of Water Resources (DWR)
Work Project Title:	Proposition 1 Integrated Regional Water Management Implementation Grant Program
Purpose of Project:	Serve as grantee to provide administrative and project management services for the San Francisco Bay Region's Integrated Regional Water Management Implementation Grant Program.
Brief Scope of Work:	Administer regional grant supporting the Integrated Regional Water Management Implementation Grant Program.
Project Award:	\$22,750,000 in State Funding
Funding Source:	California Department of Water Resources Integrated Regional Water Management Grant Program (Proposition 1)
Fiscal Impact:	Funds programmed in FY20-21, FY21-22, FY22-23, FY23-24, FY24-25
Motion by Committee:	<p>The ABAG Administrative Committee is requested to authorize the Executive Director of the Metropolitan Transportation Commission, or designee, on behalf of the Association of Bay Area Governments and the San Francisco Estuary Partnership, to enter into funding agreements to implement projects between June 3, 2020 to December 31, 2024, with the following Local Project Sponsors for up to the listed amounts:</p> <ul style="list-style-type: none">• Alameda County Water District—\$3,346,992;• Contra Costa County Flood Control & Water Conservation District—\$1,434,425;• Sonoma County Water Agency—\$4,061,270;• City of Calistoga—\$2,028,808; and• East Bay Municipal Utilities District—\$4,177,875
ABAG Administrative Committee Approval:	<hr/> <p>Jesse Arreguin, ABAG President</p>
Approval Date:	February 12, 2021

Metropolitan Transportation Commission

Legislation Details (With Text)

File #:	21-0239	Version:	1	Name:	
Type:	Contract	Status:		Informational	
File created:	1/20/2021	In control:		Joint MTC Planning Committee with the ABAG Administrative Committee	
On agenda:	2/12/2021	Final action:			
Title:	Authorizations to accept \$1,891,409 from the U.S. Environmental Protection (U.S. EPA) Agency to implement the Nature-Based Solutions for a Resilient Estuary project and to enter into subawards to advance components of the project.				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	3c_Nature-Based Solutions Agreement and Summary Approval.pdf				

Date	Ver.	Action By	Action	Result
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Subject:

Authorizations to accept \$1,891,409 from the U.S. Environmental Protection (U.S. EPA) Agency to implement the Nature-Based Solutions for a Resilient Estuary project and to enter into subawards to advance components of the project.

Presenter:

Caitlin Sweeney

Recommended Action:

ABAG Administrative Committee Approval

Attachments:

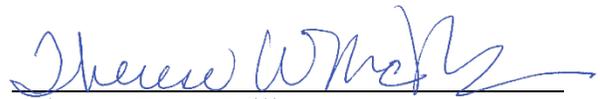
**Association of Bay Area Governments
Administrative Committee**

February 12, 2021

Agenda Item 3c

San Francisco Estuary Partnership

- Subject:** Authorizations to accept \$1,891,409 from the U.S. Environmental Protection (U.S. EPA) Agency to implement the Nature-Based Solutions for a Resilient Estuary project and to enter into subawards to advance components of the project.
- Background:** The San Francisco Estuary Partnership applied for a grant through the San Francisco Water Quality Improvement Fund administered by U.S. EPA Region 9, to foster effective linkages between local implementation of multi-benefit projects and regional assessment of environmental outcomes. The project includes: design and implementation of a multi-benefit “horizontal levee” in the City of Palo Alto; update of a comprehensive suite of actions in the Estuary Blueprint; and advancement of indicators to measure Estuary resilience. The project includes entering into several subawards as described in the grant, to advance various components of the project.
- Issues:** None
- Recommendation:** The ABAG Administrative Committee is requested to authorize the Executive Director of the Metropolitan Transportation Commission, or designee, on behalf of the Association of Bay Area Governments and the San Francisco Estuary Partnership, to accept \$1,891,409 from the U.S. Environmental Protection Agency to implement the Nature-Based Solutions for a Resilient Estuary project, and to authorize three subawards during the project period: up to \$125,000 to the San Francisco Estuary Institute for developing indicators of Estuary resilience and capacity building work on the project collaborative; up to \$500,000 to Environmental Science Associates to amend an existing contract to finalize designs of a horizontal levee; and up to \$700,000 to the City of Palo Alto for construction of a horizontal levee.
- Attachments:** Attachment A: Summary of ABAG Administrative Committee Approval


Therese W. McMillan

SUMMARY OF ABAG ADMINISTRATIVE COMMITTEE APPROVAL

Work Item No.:	1720 (FSRC TBD)
Funder:	United States Environmental Protection Agency (U.S. EPA)
Work Project Title:	Nature-Based Solutions for a Resilient Estuary
Purpose of Project:	Advancing nature-based solutions and building capacity for regional assessment of environmental outcomes.
Brief Scope of Work:	<ul style="list-style-type: none">• Complete design and begin implementation of the Palo Alto Horizontal Levee Pilot project;• Build capacity for local implementation projects throughout the region through the Transforming Shorelines Collaborative; and• Advance and track regional nature-based infrastructure approaches through the Estuary Blueprint and the State of the Estuary Report.
Project Award:	\$1,891,409 in Federal Funding
Funding Source:	U.S. EPA Region 9 San Francisco Bay Water Quality Improvement Fund
Fiscal Impact:	Funds programmed in FY20-21, FY21-22, FY22-23, FY23-24
Motion by Committee:	The ABAG Administrative Committee is requested to authorize the Executive Director of the Metropolitan Transportation Commission, or designee, on behalf of the Association of Bay Area Governments and the San Francisco Estuary Partnership, to accept \$1,891,409 from the U.S. Environmental Protection Agency to implement the Nature-Based Solutions for a Resilient Estuary project, and to authorize three subawards during the project period: up to \$125,000 to the San Francisco Estuary Institute for developing indicators of Estuary resilience and capacity building work on the project collaborative; up to \$500,000 to Environmental Science Associates to amend an existing contract to finalize designs of a horizontal levee; and up to \$700,000 to the City of Palo Alto for construction of a horizontal levee.

ABAG Administrative
Committee Approval:

Jesse Arreguin, ABAG President

Approval Date:

February 12, 2021

Metropolitan Transportation Commission

Legislation Details (With Text)

File #: 21-0257 **Version:** 1 **Name:**

Type: Report **Status:** Informational

File created: 1/25/2021 **In control:** Joint MTC Planning Committee with the ABAG Administrative Committee

On agenda: 2/12/2021 **Final action:**

Title: Authorization for Web Support Services for San Francisco Estuary Partnership Website.

Sponsors:

Indexes:

Code sections:

Attachments: [3d_SFEI Web Support Agreement and Summary Approval.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
Authorization for Web Support Services for San Francisco Estuary Partnership Website.

Presenter:
Caitlin Sweeney

Recommended Action:
ABAG Administrative Committee Approval

Attachments:

**Association of Bay Area Governments
Administrative Committee**

February 12, 2021

Agenda Item 3d

San Francisco Estuary Partnership

- Subject:** Authorization for Web Support Services for San Francisco Estuary Partnership Website.
- Background:** The San Francisco Estuary Partnership (SFEP) desires to enter into a long-term agreement with a provider for web support services for its website, www.sfestuary.org. The San Francisco Estuary Institute was selected by a competitive procurement process conducted in November 2020. The agreement will provide approximately \$12,000 per year for a period covering the end of fiscal year 20-21 through the beginning of fiscal year 28-29. Funding for the contract comes from SFEP's Environmental Protection Agency award under the National Estuaries Program.
- Issues:** None
- Recommendation:** The Administrative Committee is requested to authorize the Executive Director of the Metropolitan Transportation Commission, or designee, on behalf of ABAG and the San Francisco Estuary Partnership, a contract to San Francisco Estuary Institute to provide web support services for www.sfestuary.org for up to \$99,200 from December 1, 2020 through November 30, 2028.
- Attachments:** Attachment A: Summary of ABAG Administrative Committee Approval


Therese W. McMillan

SUMMARY OF ABAG ADMINISTRATIVE COMMITTEE APPROVAL

Work Item No.: 1720 1343

Funder: United States Environmental Protection Agency (U.S. EPA)

Work Project Title: Web Support Services for San Francisco Estuary Partnership Website

Purpose of Project: Supporting Comprehensive Conservation and Management Plan for San Francisco Estuary

Brief Scope of Work:

- Provide hosting, maintenance, and support for San Francisco Estuary Partnership's website, www.sfestuary.org; and
- Assist with content presentation and development to support SFEP's public engagement around Comprehensive Conservation and Management Plan

Project Award: \$662,500 in Federal Funding

Funding Source: U.S. EPA, National Estuaries Program

Fiscal Impact: Funds programmed in FY20-21 through FY28-29

Motion by Committee: The Administrative Committee is requested to authorize the Executive Director of the Metropolitan Transportation Commission, or designee, on behalf of ABAG and the San Francisco Estuary Partnership, a contract to San Francisco Estuary Institute to provide web support services for www.sfestuary.org for up to \$99,200 from December 1, 2020 through November 30, 2028.

ABAG Administrative Committee Approval:

Jesse Arreguin, ABAG President

Approval Date: February 12, 2021

Metropolitan Transportation Commission

Legislation Details (With Text)

File #: 21-0335 **Version:** 1 **Name:**

Type: Appointment **Status:** Informational

File created: 2/4/2021 **In control:** Joint MTC Planning Committee with the ABAG
Administrative Committee

On agenda: 2/12/2021 **Final action:**

Title: ABAG Regional Planning Committee (RPC) Appointments

Sponsors:

Indexes:

Code sections:

Attachments: [3e RPC Appointment.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
ABAG Regional Planning Committee (RPC) Appointments

Presenter:
President Arreguin

Recommended Action:
ABAG Administrative Committee Approval

Attachments:

**Association of Bay Area Governments
Administrative Committee**

February 12, 2021

Agenda Item 3e - Handout

ABAG Regional Planning Committee (RPC) Appointments

Subject: Ratification of Appointments to the RPC.

Background: According to the ABAG Bylaws, the ABAG President makes appointments to committees with the advice and consent of the Executive Board. Further, the ABAG Administrative Committee shall, subject to any constraint or limitation imposed by the Executive Board or the General Assembly, exercise all powers of the Executive Board between meetings of the Executive Board.

At the ABAG Administrative Committee meeting on February 12, 2021, ABAG President Arreguin will report on his appointments to committees.

ABAG Regional Planning Committee
Stephanie Moulton-Peters, Supervisor, County of Marin
Robert McConnell, Mayor, City of Vallejo

Issues: None

Recommendation: The Administrative Committee is requested to ratify the appointments of Stephanie Moulton-Peters, Supervisor, County of Marin, and Robert McConnell, Mayor, City of Vallejo to the ABAG Regional Planning Committee.

Attachments: None.



Therese W. McMillan

Metropolitan Transportation Commission

Legislation Details (With Text)

File #: 21-0192 **Version:** 1 **Name:**

Type: Minutes **Status:** Consent

File created: 1/8/2021 **In control:** Joint MTC Planning Committee with the ABAG Administrative Committee

On agenda: 2/12/2021 **Final action:**

Title: Approval of MTC Planning Committee Minutes of the January 8, 2021 Meeting

Sponsors:

Indexes:

Code sections:

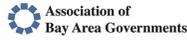
Attachments: [4a MTC PLNG Minutes Jan 8 2021.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
Approval of MTC Planning Committee Minutes of the January 8, 2021 Meeting

Recommended Action:
MTC Planning Committee Approval

Attachments:



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

Meeting Minutes - Draft

Joint MTC Planning Committee with the ABAG Administrative Committee

MTC Committee Members:

James P. Spering, Chair David Rabbitt, Vice Chair

*Eddie Ahn, Cindy Chavez, Damon Connolly,
Sam Liccardo, Jake Mackenzie, Warren Slocum*

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

Friday, January 8, 2021

9:40 AM

Board Room - 1st Floor (REMOTE)

1. Roll Call / Confirm Quorum

Present: 6 - Commissioner Connolly, Commissioner Liccardo, Commissioner Mackenzie, Chair Spering, Commissioner Ahn and Commissioner Chavez

Absent: 2 - Vice Chair Rabbitt and Commissioner Slocum

Non-Voting Members Present: Commissioner Giacopini and Commissioner Stracner

Non-Voting Member Absent:

Ex Officio Voting Members Present: Commission Chair Haggerty and Commission Vice Chair Pedroza

Ad Hoc Non-Voting Members Present: Commissioner Josefowitz, Commissioner Papan, and Commissioner Worth

ABAG Administrative Committee Members Present: Arreguin, Chavez, Mackenzie, Mitchoff, Peralez, Ramos, and Romero.

2. ABAG Compensation Announcement – Clerk of the Board

3. ABAG Administrative Committee Consent Calendar

3a. [21-0057](#) Approval of ABAG Administrative Committee Summary Minutes of the December 11, 2020 Meeting

Action: ABAG Administrative Committee Approval

Attachments: [3a ABAG AC Minutes 20201211 MTC Planning Draft.pdf](#)

3b. [21-0158](#) San Francisco Estuary Partnership

Action: ABAG Administrative Committee Approval

Presenter: Caitlin Sweeney

Attachments: [3b_SF Estuary Partnership.pdf](#)

4. MTC Planning Committee Consent Calendar

Upon the motion by Commissioner Mackenzie and second by Commissioner Connolly, the MTC Planning Committee Consent Calendar was unanimously approved. The motion carried by the following vote:

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

Absent: 2 - Vice Chair Rabbitt and Commissioner Slocum

- 4a. [21-0058](#) Approval of MTC Planning Committee Minutes of the December 11, 2020 Meeting

Action: MTC Planning Committee Approval

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

- 4b. [21-0059](#) Federal Performance Target-Setting Update - January 2021

Action: Information

Presenter: Raleigh McCoy

Attachments: [4b Federal Performance Target-Setting Update.pdf](#)

5. Approval

- 5a. [20-1685](#) MTC Resolution No. 4451 and ABAG Resolution No. 01-2021: Plan Bay Area 2050 Final Blueprint: Approval as Preferred Environmental Impact Report (EIR) Alternative

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

Action: ABAG Executive Board Approval
Metropolitan Transportation Commission Approval

Presenter: Dave Vautin and Lisa Zorn

Attachments: [5ai_PBA50_FinalBlueprint_PreferredEIRAlt_Summary Sheet and PPT.pdf](#)
[5aii_PBA50_FinalBlueprint_PreferredEIRAlt_Attachments B-G.pdf](#)
[5aiii_PBA50_FinalBlueprint_PreferredEIRAlt_MTC Res. No 4451 and ABAG Res. No. 01-2021.pdf](#)
[5a_Late Handout-1-RHNA-final letter.pdf](#)

Written public comment was received from:
The City of Monte Sereno.

The following individuals spoke on this item:
Roland Lebrun and Rich Hedges.

Upon the motion by Commissioner Ahn and second by Commissioner Liccardo, MTC Resolution No. 4451: Plan Bay Area 2050 Final Blueprint: Approval as Preferred Environmental Impact Report Alternative was forwarded to the Commission without recommendation. The motion carried by the following vote:

Aye: 5 - Commissioner Connolly, Commissioner Liccardo, Chair Spering, Commissioner Ahn and Commissioner Chavez

Nay: 1 - Commissioner Mackenzie

Absent: 2 - Vice Chair Rabbitt and Commissioner Slocum

5a. [20-1685](#) MTC Resolution No. 4451 and ABAG Resolution No. 01-2021: Plan Bay Area 2050 Final Blueprint: Approval as Preferred Environmental Impact Report (EIR) Alternative

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

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Presenter: Dave Vautin and Lisa Zorn

Attachments: [5ai_PBA50_FinalBlueprint_PreferredEIRAlt_Summary Sheet and PPT.pdf](#)
[5aii_PBA50_FinalBlueprint_PreferredEIRAlt_Attachments B-G.pdf](#)
[5aiii_PBA50_FinalBlueprint_PreferredEIRAlt_MTC Res. No 4451 and ABAG Res. No. 01-2021.pdf](#)
[5a_Late Handout-1-RHNA-final letter.pdf](#)

Upon the motion by Chair Spering and second by Commissioner Liccardo, the vote for MTC Resolution No. 4451: Plan Bay Area 2050 Final Blueprint: Approval as Preferred Environmental Impact Report Alternative was reconsidered. The motion carried by the following vote:

Aye: 5 - Commissioner Connolly, Commissioner Liccardo, Commissioner Mackenzie, Chair Spering and Commissioner Chavez

Nay: 1 - Commissioner Ahn

Absent: 2 - Vice Chair Rabbitt and Commissioner Slocum

Upon the motion by Chair Spering and second by Commissioner Mackenzie, MTC Resolution No. 4451: Plan Bay Area 2050 Final Blueprint: Approval as Preferred Environmental Impact Report Alternative was approved to be forwarded to the Commission. The motion carried by the following vote:

Aye: 5 - Commissioner Connolly, Commissioner Liccardo, Commissioner Mackenzie, Chair Spering and Commissioner Chavez

Absent: 2 - Vice Chair Rabbitt and Commissioner Slocum

Abstain: 1 - Commissioner Ahn

6. Public Comment / Other Business

Roland Lebrun was called to speak.

7. Adjournment / Next Meeting

The next meeting of the MTC Planning Committee will be Friday, February 12, 2021 at 9:40 a.m. remotely and by webcast as appropriate depending on the status of any shelter in place orders. Any changes to the schedule will be duly noticed to the public.

Metropolitan Transportation Commission

Legislation Details (With Text)

File #: 21-0193 **Version:** 1 **Name:**
Type: Report **Status:** Informational
File created: 1/8/2021 **In control:** Joint MTC Planning Committee with the ABAG
Administrative Committee
On agenda: 2/12/2021 **Final action:**
Title: Plan Bay Area 2050: Implementation Plan Update

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: [5ai_PBA50_Implementatio Plan_Update_Summary Sheet and Attachments B and C.pdf](#)
[5aii_PBA50_Implementation Plan_Update_Attachment A-PPT.pdf](#)
[5aiii_Handout_Ltr to McMillan re PBA 2050 Implementation Plan 2-9-21.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Plan Bay Area 2050: Implementation Plan Update

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 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

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:

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

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"> • 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	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • Collaborate with jurisdictions to initiate Priority Development Area (PDA) plans for all remaining PDAs by 2025 • 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

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



PLAN BAY AREA 2050

Implementation Plan Update

February 2021

Chirag Rabari

MTC/ABAG Regional Planning Program

Implementation Plan: Timeline



Sept-Nov 2020



Nov-Jan 2021



Feb-Apr 2021



May-Jul 2021



Fall 2021

Phase 1: Internal Engagement

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

Phase 2: External Engagement

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

Phase 3: Draft Plan

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

Phase 4: Partnerships

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

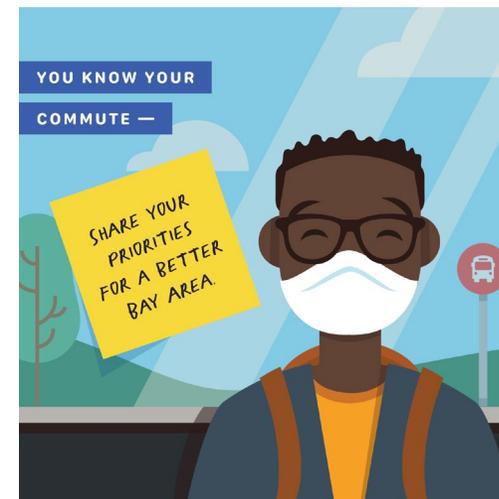
Phase 5: Final Plan

- 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



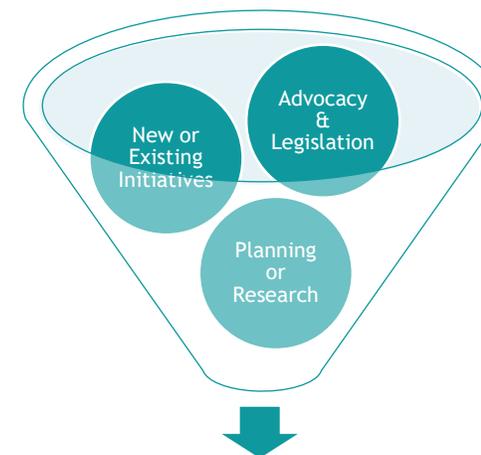
Lead



Partner



Support



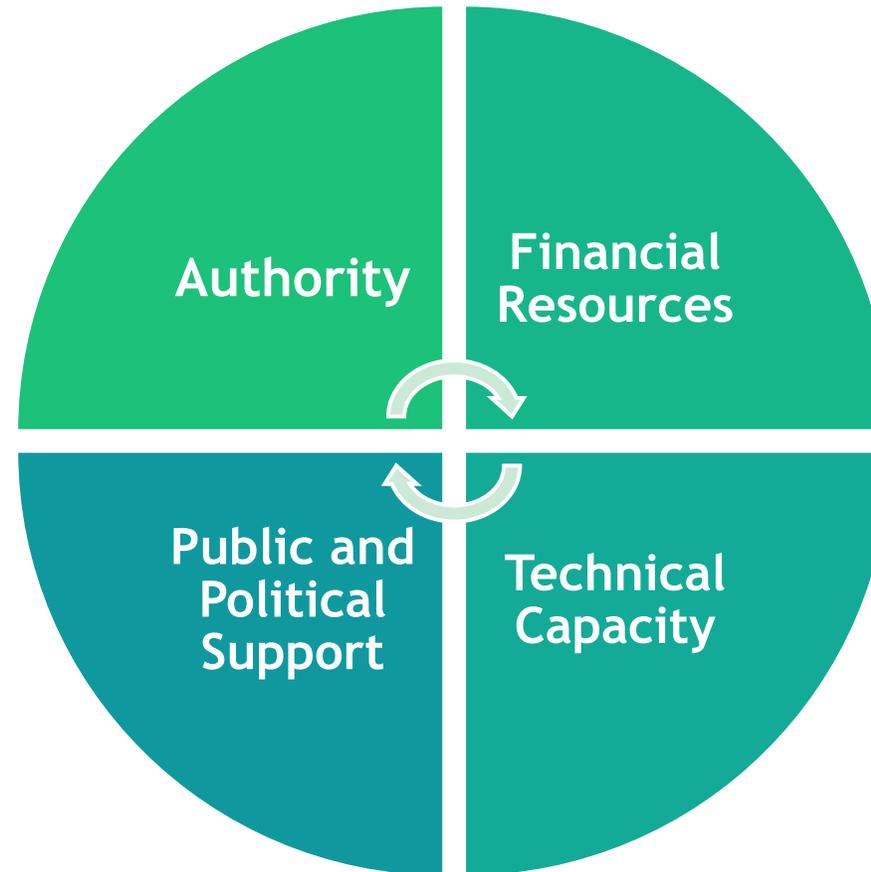
Implementation Actions

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	Existing	Partial	Existing	Existing	Partner
T2	Support Community-Led Transportation Enhancements in Communities of Concern	\$8	Existing	Limited	Existing	Partial	Partner
T3	Enable a Seamless Mobility Experience	\$3	Existing	Existing	Existing	Partial	Lead
T4	Reform Regional Fare Policy	\$10	Existing	Limited	Partial	Partial	Lead
T5	Implement Per-Mile Tolling on Congested Freeways with Transit Alternatives 	\$1	Limited	Partial	Limited	Partial	Lead
T6	Improve Interchanges and Address Highway Bottlenecks	\$11	Limited	Partial	Partial	Partial	Support
T7	Advance Other Regional Programs and Local Priorities	\$18	Existing	Partial	Existing	Existing	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	Limited	Partial	Existing	Partial	Partner
T9	Advance Regional Vision Zero Policy through Street Design and Reduced Speeds 	\$4	Partial	Partial	Partial	Partial	Partner
T10	Enhance Local Transit Frequency, Capacity, and Reliability	\$25	Partial	Limited	Existing	Existing	Partner
T11	Expand and Modernize the Regional Rail Network	\$72	Partial	Limited	Existing	Existing	Partner
T12	Build an Integrated Regional Express Lane and Express Bus Network	\$9	Partial	Partial	Partial	Existing	Partner

Legend: Limited Partial Existing

 = Key GHG Reduction Strategy

Draft Strategy Assessment: Housing

Legend: Limited Partial Existing
 = Key GHG Reduction Strategy

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	Limited	Limited	Partial	Partial	Support
H2	Preserve Existing Affordable Housing	\$237	Existing	Limited	Existing	Limited	Lead
H3	Allow a Greater Mix of Housing Densities and Types in Blueprint Growth Geographies 	-	Limited	Existing	Partial	Existing	Partner
H4	Build Adequate Affordable Housing to Ensure Homes for All	\$219	Existing	Limited	Partial	Limited	Lead
H5	Integrate Affordable Housing into All Major Housing Projects	-	Limited	Existing	Partial	Partial	Support
H6	Transform Aging Malls and Office Parks into Neighborhoods	-	Limited	Existing	Partial	Partial	Partner
H7	Provide Targeted Mortgage, Rental, and Small Business Assistance to Communities of Concern	\$10	Existing	Limited	Existing	Partial	Lead
H8	Accelerate Reuse of Public and Community Land for Mixed-Income Housing and Services	-	Existing	Existing	Partial	Partial	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	Limited	Limited	Existing	Limited	Support
EC2	Expand Job Training and Incubator Programs	\$5	Limited	Limited	Existing	Limited	Support
EC3	Invest in High-Speed Internet in Underserved Low-Income Communities	\$10	Limited	Limited	Existing	Limited	Partner
EC4	Allow Greater Commercial Densities in Growth Geographies 	-	Limited	Existing	Existing	Existing	Support
EC5	Provide Incentives to Employers to Shift Jobs to Housing-Rich Areas Well Served by Transit	\$10	Limited	Limited	Existing	Limited	Support
EC6	Retain and Invest in Key Industrial Lands	\$4	Limited	Existing	Existing	Existing	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	Existing	Limited	Existing	Existing	Lead
EN2	Provide Means-Based Financial Support to Retrofit Existing Buildings <i>(Energy, Water, Seismic, Fire)</i>	\$15	Existing	Limited	Existing	Existing	Partner
EN3	Fund Energy Upgrades to Enable Carbon-Neutrality in All Existing Commercial and Public Buildings	\$18	Existing	Limited	Existing	Existing	Support
EN4	Maintain Urban Growth Boundaries 	-	Limited	Existing	Existing	Existing	Support
EN5	Protect and Manage High-Value Conservation Lands	\$15	Existing	Limited	Existing	Existing	Partner
EN6	Modernize and Expand Parks, Trails, and Recreation Facilities	\$30	Limited	Limited	Existing	Existing	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 	-	Partial	Existing	Partial	Partial	Co-Lead (with Air District)
EN8	Expand Clean Vehicle Initiatives 	\$4	Partial	Partial	Existing	Partial	Partner
EN9	Expand Transportation Demand Management Initiatives 	\$1	Partial	Partial	Partial	Existing	Lead

Legend: Limited Partial Existing

 = Key GHG Reduction Strategy

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*



METROPOLITAN
TRANSPORTATION
COMMISSION

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	Partial	Partial	Existing	Existing	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	Partial	Limited	Existing	Partial	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	Partial	Existing	Existing	Partial	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.

MTC/ABAG Assessment Legend	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	Partial	Limited	Partial	Partial	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 	Limited	Partial	Limited	Partial	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	Limited	Partial	Partial	Partial	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	Partial	Partial	Existing	Existing	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.

MTC/ABAG Assessment Legend	Limited	Partial	Existing	 Key GHG Reduction Strategy
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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.

MTC/ABAG Assessment Legend	 Limited	 Partial	 Existing	 Key GHG Reduction Strategy
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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	Orange	Orange	Yellow	Yellow	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	Green	Orange	Green	Orange	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 	Orange	Green	Yellow	Yellow	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	Green	Orange	Yellow	Orange	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	Orange	Yellow	Green	 Key GHG Reduction Strategy
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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.

MTC/ABAG Assessment Legend	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	Partial	Limited	Existing	Partial	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)	Partial	Limited	Existing	Partial	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	Partial	Limited	Existing	Partial	Support	
Environment: Expand Access to Parks and Open Space						
EN4. Maintain Urban Growth Boundaries 	Limited	Existing	Existing	Partial	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.

MTC/ABAG Assessment Legend	Limited	Partial	Existing	 Key GHG Reduction Strategy
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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	Partial	Limited	Existing	Partial	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	Limited	Limited	Existing	Partial	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 	Partial	Existing	Partial	Partial	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.

MTC/ABAG Assessment Legend	Limited	Partial	Existing	 Key GHG Reduction Strategy
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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.

MTC/ABAG Assessment Legend	Limited	Partial	Existing		 Key GHG Reduction Strategy
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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 themselves¹. 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 options². 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

¹ 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.

² 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 7³ 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.

³ Numbers may not sum to exactly 100% due to rounding.

Figure 1. Priority Ranking: Reduce Climate Emissions

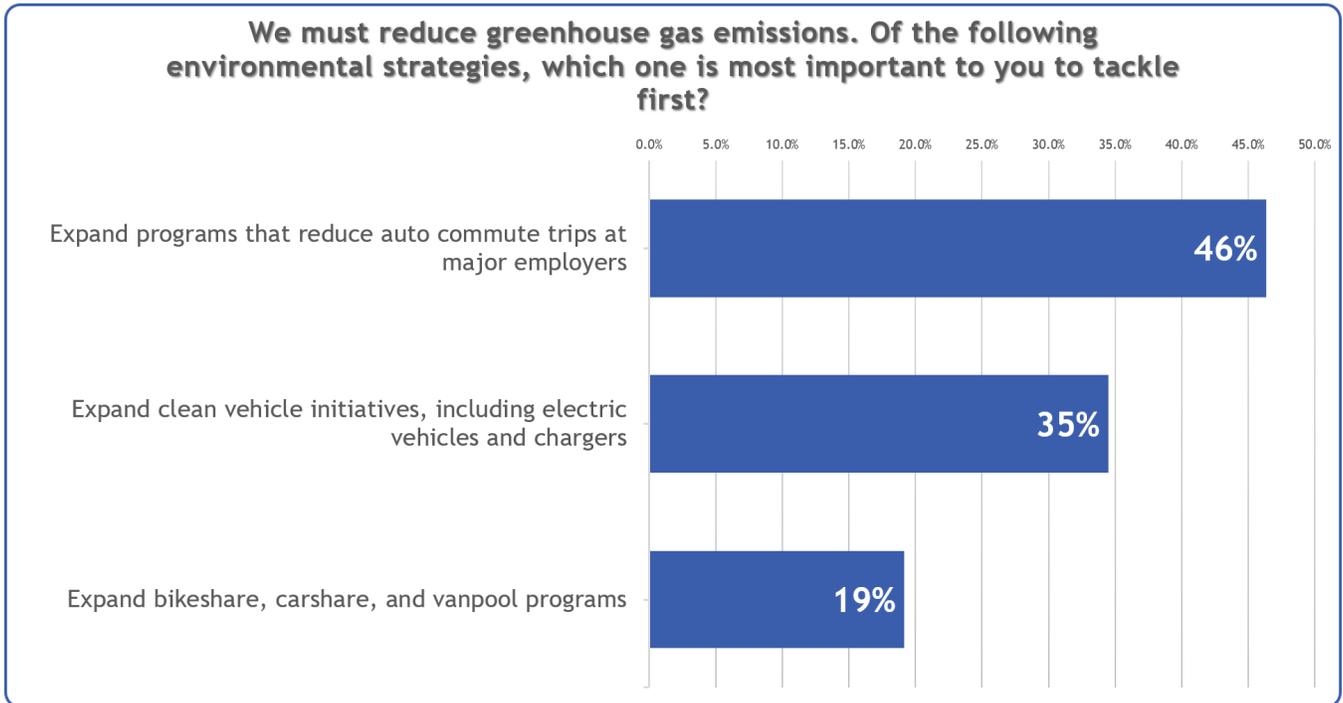


Figure 2. Priority Ranking: Reduce Risks from Hazards and Expand Access to Open Space

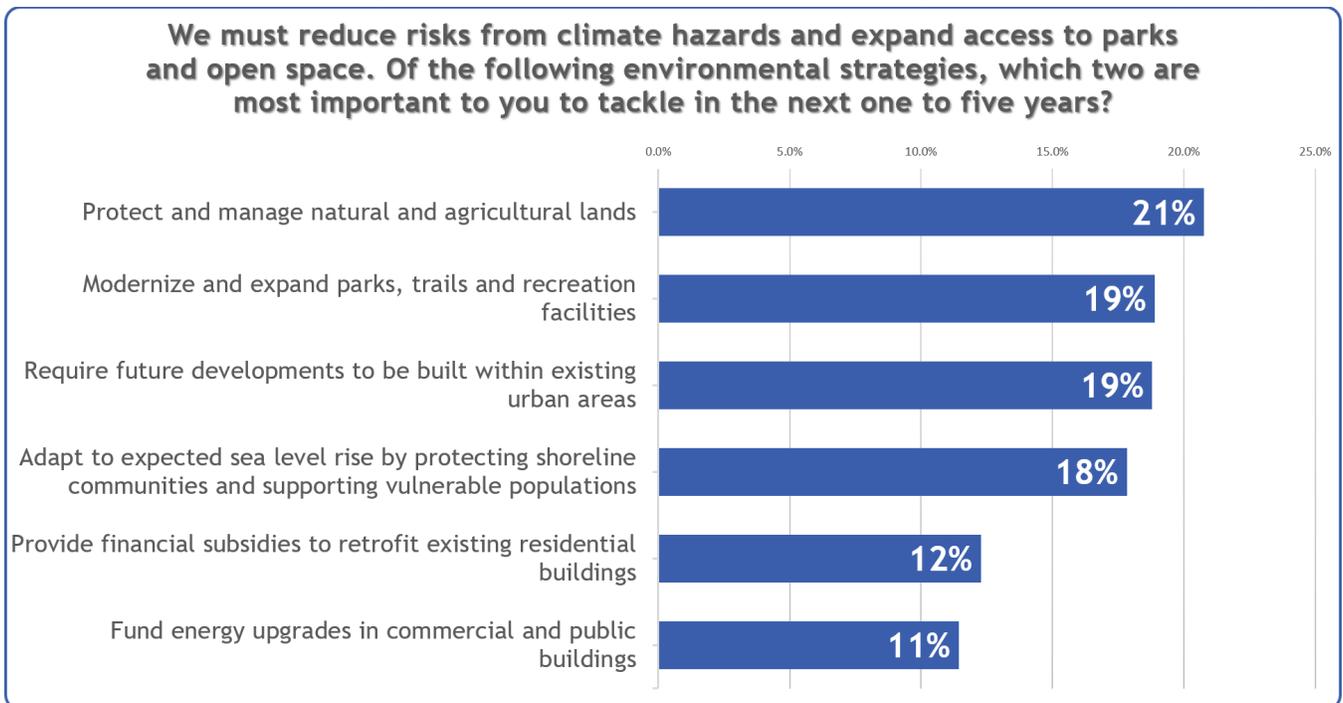


Figure 3. Priority Ranking: Maintain and Optimize Our Existing Transportation Network

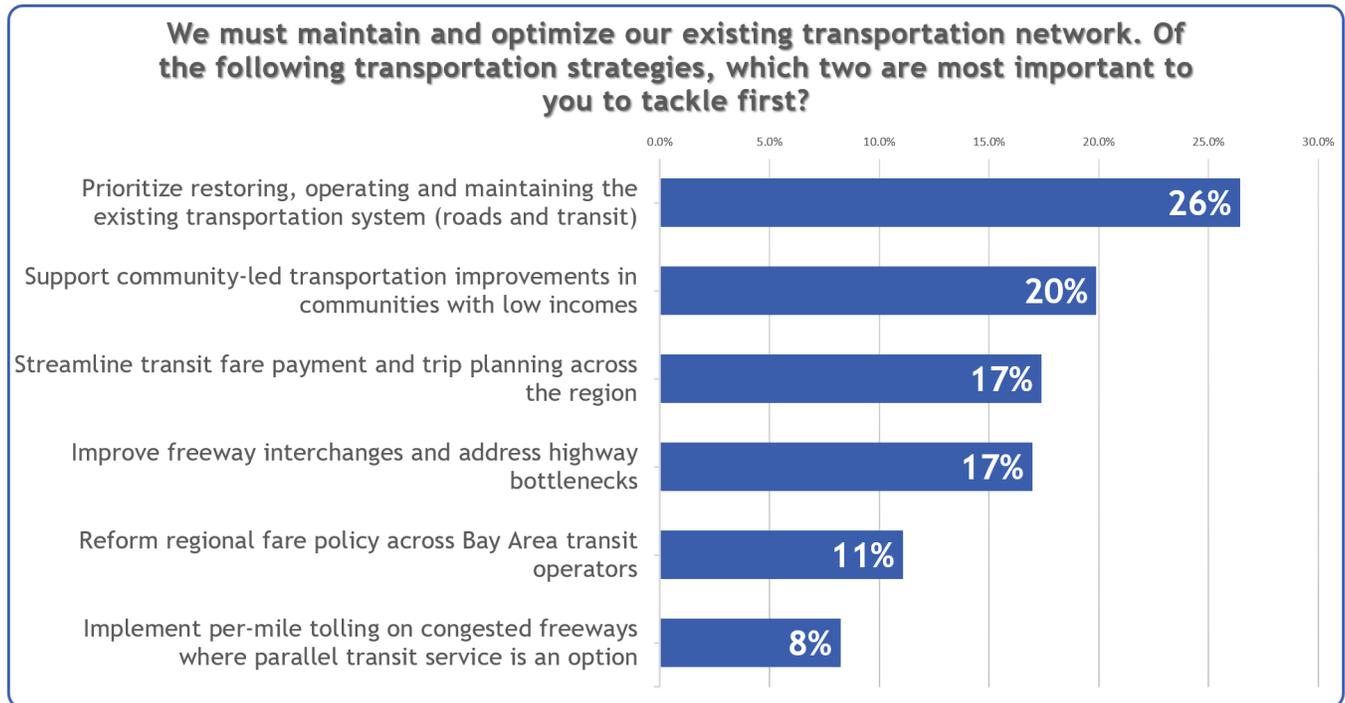


Figure 4. Priority Ranking: Create Healthy and Safe Streets and Build a Next-Generation Transit Network

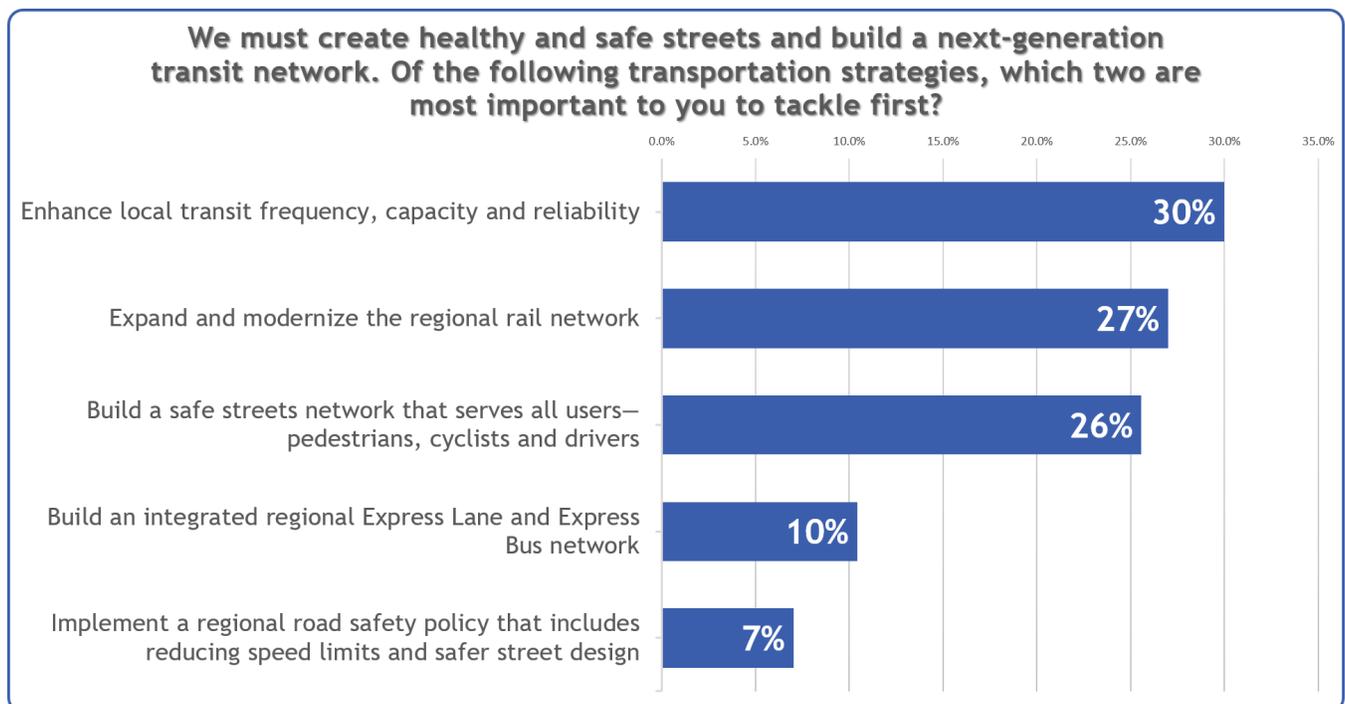


Figure 5. Priority Ranking: Protect and Preserve Affordable Housing and Create Inclusive Communities

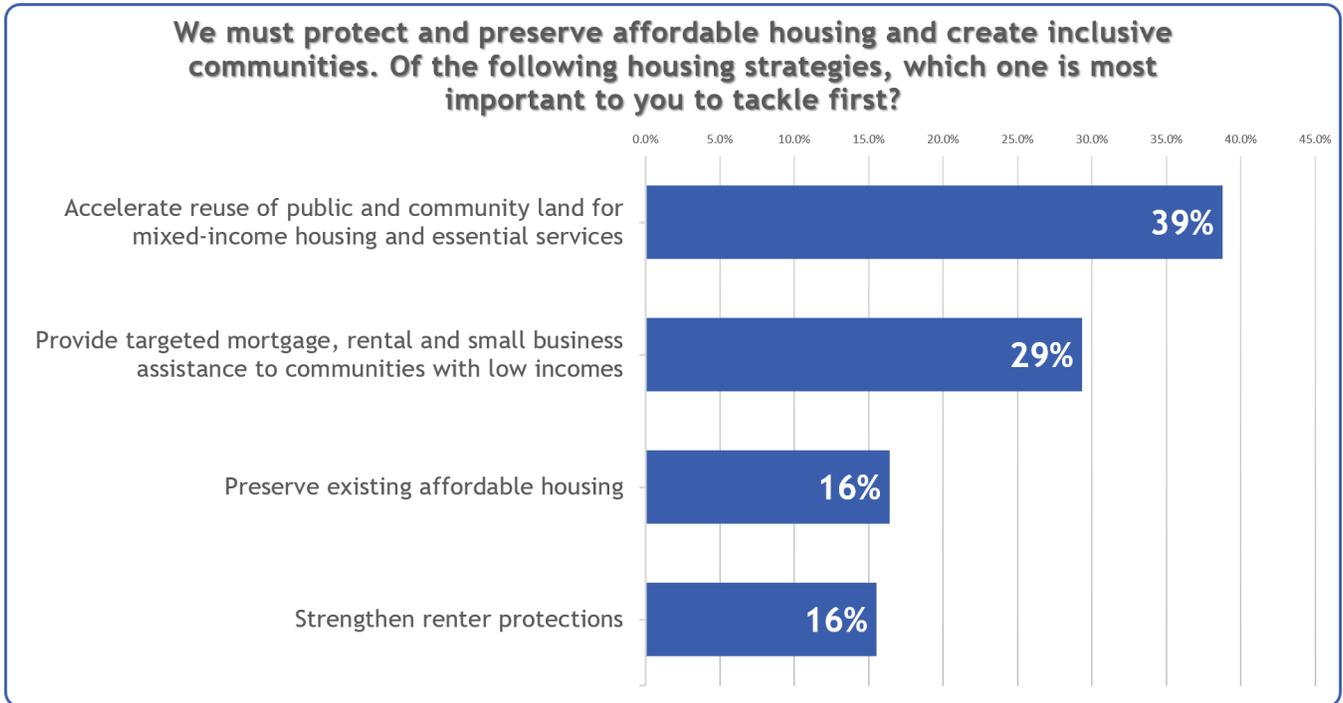


Figure 6. Priority Ranking: Produce Housing for People at All Income Levels

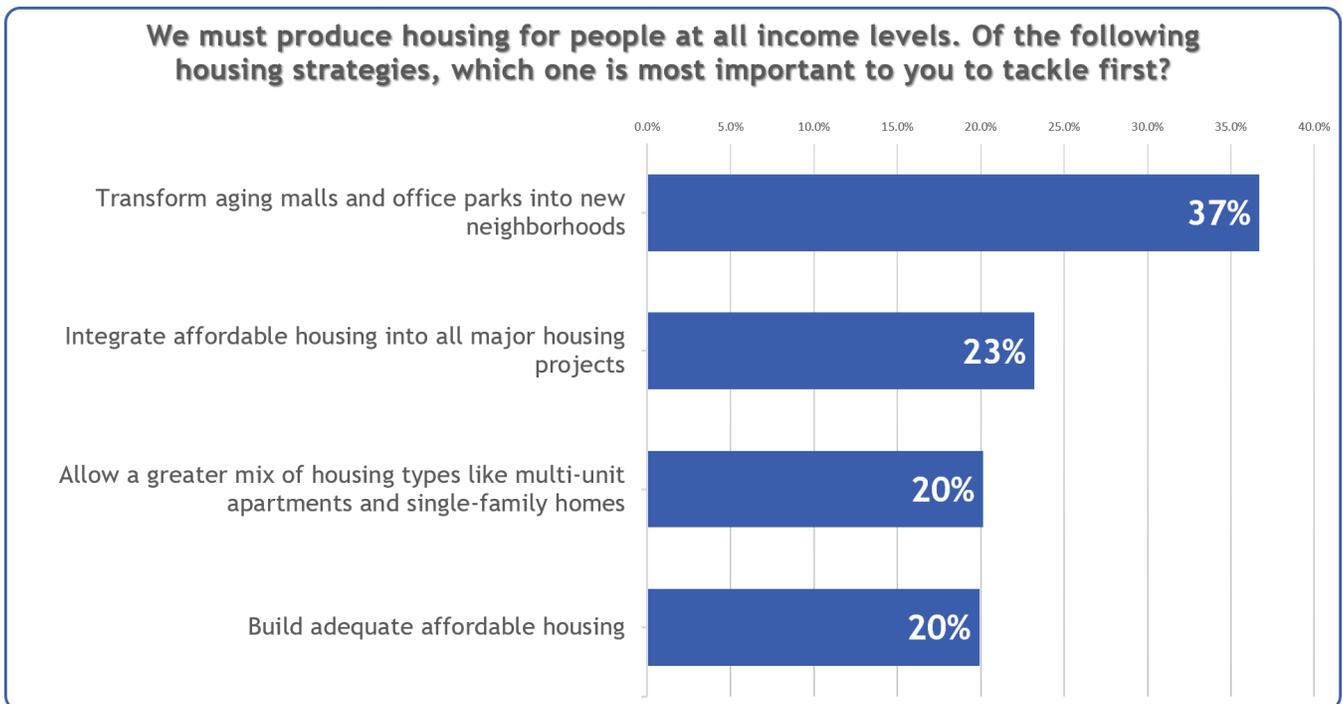


Figure 7. Priority Ranking: Shift the Location of Jobs and Improve Economic Mobility

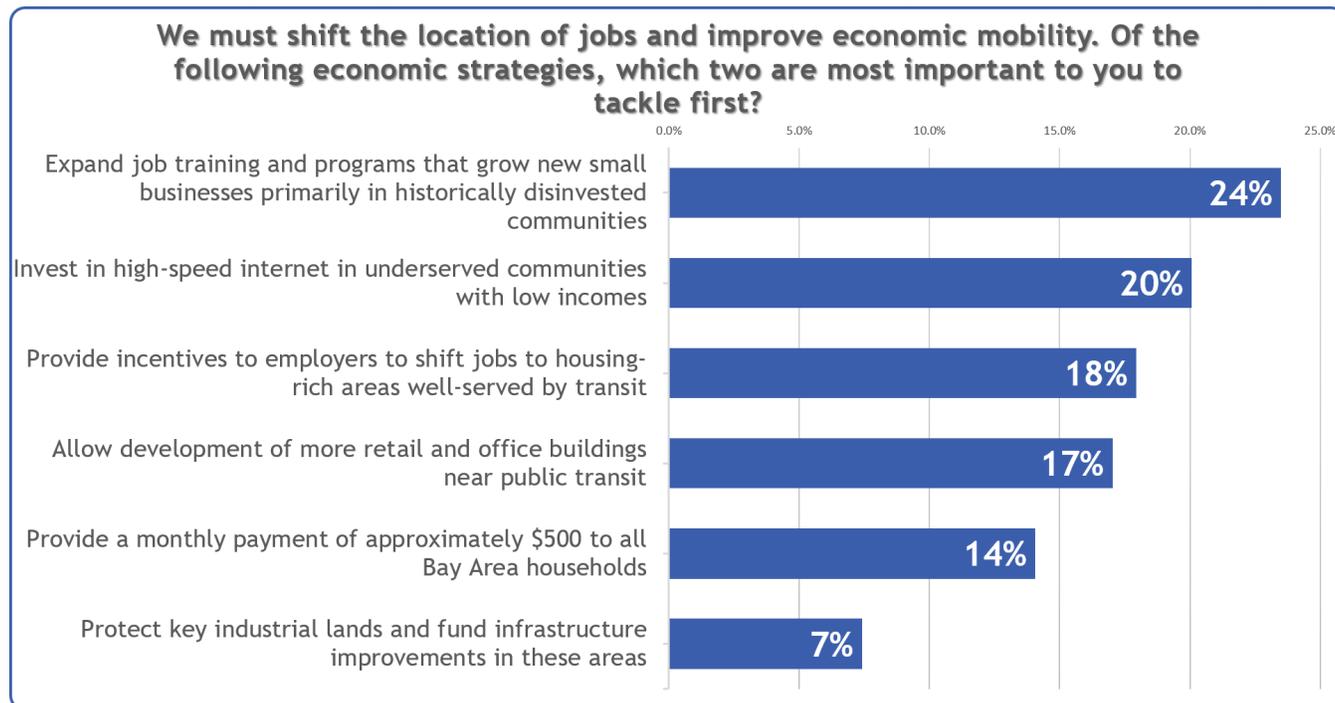


Table 1. Summary of Community-based and Youth Focus Group Feedback

Category	Highlighted Quotes from Focus Groups
Reduce Climate Emissions	<ul style="list-style-type: none"> • “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.” • “Expanding bikeshare, carshare, and vanpool programs is the easiest strategy to implement in a short time and would provide more convenience to more people.”
Hazards & Open Space	<ul style="list-style-type: none"> • “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.” • “Financial subsidies to retrofit existing residential buildings would create more job opportunities for people in the building trades.”
Maintain & Optimize the Existing System	<ul style="list-style-type: none"> • “The more you invest in the public transit system, the more people will use it. This would also be good for the environment.” • “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.”
Safe Streets & Next-Generation Transit	<ul style="list-style-type: none"> • “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?”
Affordable Housing & Inclusive Communities	<ul style="list-style-type: none"> • “With the evictions people are experiencing in Oakland and throughout the Bay Area, we need stronger renter protections.” • “Many families fall into homelessness because of rent increases that they cannot afford. Strengthening renter protections is a great step to prevent homelessness.”
Produce Housing for All Income Levels	<ul style="list-style-type: none"> • “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.” • “Transforming aging malls and office parks is less of a burden to the neighborhood and most cost effective.”
Shift Jobs & Improve Economic Mobility	<ul style="list-style-type: none"> • “Giving money to folks, especially on a consistent basis, gives people agency over how they need to improve their lives.” • “It is important to invest in training, jobs and workforce development to empower people.”



TRANSBAY JOINT POWERS AUTHORITY

Nila Gonzales • Interim Executive Director

February 9, 2021

Therese McMillan
Executive Director
Metropolitan Transportation Commission
375 Beale Street
San Francisco, CA 94105

Re: Plan Bay Area 2050 Implementation Plan

Dear Ms. McMillan,

The Transbay Joint Powers Authority (TJPA) commends the actions of the Metropolitan Transportation Commission (MTC) in undertaking Plan Bay Area 2050. We are pleased to be partners with MTC in this important process and recognize the tremendous regional benefits that can be realized through these collaborative, visionary and strategic efforts. Furthermore, we appreciate the continued support of MTC by including the Downtown Rail Extension (DTX) project in the Blueprint Strategy “Build a Next-Generation Transit Network: Expand and Modernize the Regional Rail Network.” As we look ahead to 2050, we urge MTC to prioritize the following actions in its Plan Bay Area 2050 Implementation Plan:

1. Maintain strong support and advocacy for the DTX project, including:
 - Maintaining DTX as a priority project in any update to Resolution 3434, the Regional Transit Expansion Program;
 - Supporting RM-3 funds for DTX and allocate the funds as soon as possible following the conclusion of the pending lawsuit to support DTX and Transit Center operations;
 - Supporting DTX as a Capital Investment Grants Program / New Starts candidate project, and support TJPA’s New Starts application process while advocating for increased CIG and New Starts funding for regional projects; and
 - Supporting the TJPA’s DTX project’s funding applications for competitive discretionary programs such as California’s Transit and Intercity Rail Capital Program.
2. Support and advocate for new funding measures such as a regional measure for transit capital projects and operations, including a regional measure and San Francisco’s sales tax renewal.
3. Marshall resources to complete "last mile" projects - Regional air quality, mobility and economic benefits will be realized once projects like the DTX project are in place. To achieve these goals, we ask for MTC's support in creating internal funding mechanisms which allow last mile projects to move to the front of the line so that last mile connectivity does not languish due to long wait times to access previously identified regional resources. We also encourage last mile projects to be prioritized for federal grant opportunities.

4. Support long-term operation and maintenance (O&M) of infrastructure investments - As we know all too well, infrastructure does not get better with age. To ensure that the important investments the region makes today, we recommend that MTC develop a regional O&M strategy that provides financial support to transit stations.
5. Promote safe and secure transit systems - Safety has always been, and will always be, the top priority for the transit community. However, funds to support transit security are scarce. We urge MTC to take a more active role in advocating for increased transit security funding at the federal level.

In partnership with MTC, we've delivered on the first half of the Transbay Program by constructing the iconic Salesforce Transit Center. Over the last decade, we have seen the addition of thousands of new housing units, the 5.4 acre rooftop park and other new public open spaces, construction and leasing of new commercial spaces and the expansion of businesses in this burgeoning neighborhood. Through DTX, we are delivering on the last important component of the Transbay Program by bringing an estimated 90,000 riders into downtown San Francisco from the regional Bay Area and the State, while further fostering the mega-region's economic vitality.

We need to deliver the regional vision planned over two decades ago by bringing rail service to downtown San Francisco through the DTX project. The trainbox has been built and we are ready to continue moving this project forward. As we continue to work with our transit partners through the San Francisco Peninsula Rail Program Executive Steering Committee, we are working to secure funding to build on the momentum of the planning and engineering phases of the DTX project. With the recent launch of the Link21 project by the Joint Powers Capitol Corridor Authority, the DTX project is an important linchpin to realizing the East Bay connection and mega-region's future integrated transportation system.

Again, we commend MTC for its leadership and are pleased to be a committed partner in moving the region forward. Thank you for the opportunity to shape regional goals in Plan Bay Area 2050.

Sincerely,



Nila Gonzales
Interim Executive Director

Metropolitan Transportation Commission

Legislation Details (With Text)

File #: 21-0194 **Version:** 1 **Name:**

Type: Report **Status:** Informational

File created: 1/8/2021 **In control:** Joint MTC Planning Committee with the ABAG Administrative Committee

On agenda: 2/12/2021 **Final action:**

Title: Climate Initiatives Program - Mobility Hubs Program Update
Update on MTC's Climate Initiatives Mobility Hubs Program.

Sponsors:

Indexes:

Code sections:

Attachments: [5b_Mobility Hubs_Climate Program Feb 2021 Committee.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
Climate Initiatives Program - Mobility Hubs Program Update
Update on MTC's Climate Initiatives Mobility Hubs Program.

Presenter:
Krute Singa

Recommended Action:
Information

Attachments:

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

February 12, 2021

Agenda Item 5b

Climate Initiatives Program – Mobility Hubs Program Update

Subject: Update on MTC’s Climate Initiatives Mobility Hubs Program.

Background: MTC’s Climate Initiatives Program identifies a variety of strategies and programs to help meet the per capita greenhouse gas (GHG) emissions reduction target established by the California Air Resources Board (CARB) for the region’s Sustainable Communities Strategy (SCS). For Plan Bay Area (PBA) 2040, the target was 15%; for PBA 2050, the region must achieve a 19% per capita GHG reduction.

In November 2015, MTC committed \$22 million through the One Bay Area Grant Program (OBAG2) to implement three Climate Initiatives strategies identified in Plan Bay Area 2040: carsharing, targeted transportation alternatives (TTA) and electric vehicle incentives and infrastructure. In June 2018, MTC allocated \$1.2 million for carshare and \$325,000 for TTA to initiate a pilot phase of implementation for these strategies. This item provides a progress update specifically on carshare and the strategy’s integration into a mobility hub concept, with a brief update on TTA. An update on the electric vehicles program was provided at the March 2020 Joint MTC Planning and ABAG Administrative Committee meeting.

Mobility Hubs/Carshare. Mobility hubs provide highly visible intermodal connections that encourage transit trips and first/last mile biking and connections, especially when co-located with other shared modes (e.g. bike or scooter share). Carshare provides access to an automobile for short-term use without the costs of individual ownership. Carsharing allows households to shed vehicles and reduce GHG by decreasing the number of trips people make by car, as well as traffic congestion and parking demand. Based on lessons learned from MTC’s previous investment in carsharing, the next generation of carshare implementation will be included in the broader development of mobility hubs, which serve as an ideal location for carsharing.

Using Bay Area travel pattern data, staff developed a location analysis framework to identify and prioritize candidate mobility hub locations with the highest potential of reducing GHG emissions and advancing regional and Plan Bay Area goals. Through this process, staff developed three key objectives to determine mobility hub sites:

- Coordinated Mobility: Mobility hubs should have frequent and interjurisdictional transit service consistent with Priority Development Area transit service requirements;
- Climate Action: Mobility hub sites should have high potential to convert low-occupancy and solo vehicle trips to other sustainable travel modes such as transit, shared mobility options like bike or scooter share, biking, and walking; and

- Equitable Mobility: Mobility hub sites should be focused on equity and consider locations within Communities of Concern that have transportation needs but are not near frequent and interjurisdictional transit service.

Based on these objectives and with input from transit agencies, county transportation agencies, and urban and suburban cities, staff compiled a list of candidate mobility hubs. Next, these locations were categorized to capture the land use context of the candidate hub locations to inform the hub design, features, and travel options available at each type of mobility hub:

- Regional Downtown: Regional central business districts including San Francisco, Oakland, and San Jose each with an established mix and scale of development, multiple destinations, and the highest residential and employment densities of all hub types.
- Urban District: Centers of moderate to high residential and employment densities with a mix of uses and inside Plan Bay Area 2050's Priority Development Areas (PDAs).
- Emerging Urban District: Areas of low to moderate residential and employment densities with a mix of uses, future development potential, and inside PDAs.
- Suburban and Rural: Areas with small neighborhood or auto-oriented characteristics with the lowest residential and employment densities of all hub types, and outside of PDAs.
- Pulse: Large trip generators, including airports, stadiums, universities, and major employers as well as Plan Bay Area 2050's Priority Production Areas (PPAs).
- Opportunity/Equity: An area of high mobility need lacking frequent or high-capacity transit or other mobility services located within a Community of Concern.

The third step prioritized the top 25 locations by land use type based on highest potential to meet the key objectives. Prioritization factors included locations with high transit frequencies and pedestrian and bicycle network connectivity, areas with significant potential for a shift from solo driving trips, and location in a Priority Development Area or Community of Concern.

This shortlist of sites will be advanced to the next step in the process which is to develop a pilot program. The goals of the pilot are to better understand mobility hub implementation, learn specifics about implementation challenges, operations and maintenance, successful partnership relationships, and how best to effectively incorporate mode shift and VMT reduction. Lessons learned from the pilot will inform a broader regional mobility hubs program. Staff expect to release a request for interest letters in the program in March. With the \$1.2 million available for the pilot, staff expects to support implementation of up to 5 mobility hub locations.

Staff will also be releasing a mobility hubs implementation guide in the coming months, which will be available to assist any agency with mobility hub implementation. The guide will contain details about community engagement, partnerships and contracting, curb management, implementation phasing, and operations and maintenance. Based on stakeholder feedback throughout the development of the guide, it will be a welcomed resource to jurisdictions as the information contained in the guide is not readily available elsewhere.

Targeted Transportation Alternatives (TTA). In addition to mobility hubs, staff is also advancing the Climate Initiatives TTA strategy. This travel behavior change program prompts a shift from driving alone to walking, biking, transit, or carpooling for any trip through targeted outreach, education and incentives. While encouraging people to make this shift is difficult, Santa Monica, Portland and Seattle have successfully decreased solo driving trips with their version of targeted travel assistance programs. TTA adapts these approaches to the Bay Area's landscape and outreach preferences. Staff is in the process of selecting a consultant who will help develop a pilot program. The pilot program will identify the target audience, test and evaluate incentives for changing behavior and provide recommendations for a broader regional TTA program. Staff anticipates pilot development to begin in March 2021, with the pilot program launching later in the year.

Issues: In closing out the Climate Initiatives Smart Driving program and associated public outreach campaigns, a \$445,390 balance remains. Staff recommend transferring this balance to the Climate Initiatives mobility hubs pilot program described above, increasing the pilot program budget to \$1.7 million and enabling additional sites to be funded. Staff will request the Programming and Allocations Committee to consider this request at an upcoming meeting.

Recommendation: Information

Attachments: Attachment A: Mobility Hubs Update Presentation


Therese W. McMillan



Climate Initiatives

Mobility Hubs/Carsharing Program Update

**Joint MTC Planning Committee with the
ABAG Administrative Committee**

February 12, 2021

Krute Singa, MTC/ABAG

Mobility Hubs: Intersection of PBA2050 Transportation/Environment Strategies

- Support Community-Led Transportation Enhancements in Communities of Concern (T1)
- Enable a Seamless Mobility Experience (T2)
- Advance Local Priorities (T7)
- Build a Complete Streets Network (T8)
- Advance Regional Vision Zero (T9)
- Expand Transportation Demand Management Initiatives (ENg)



MOBILITY HUBS/CARSHARING

What the Initiative Is:

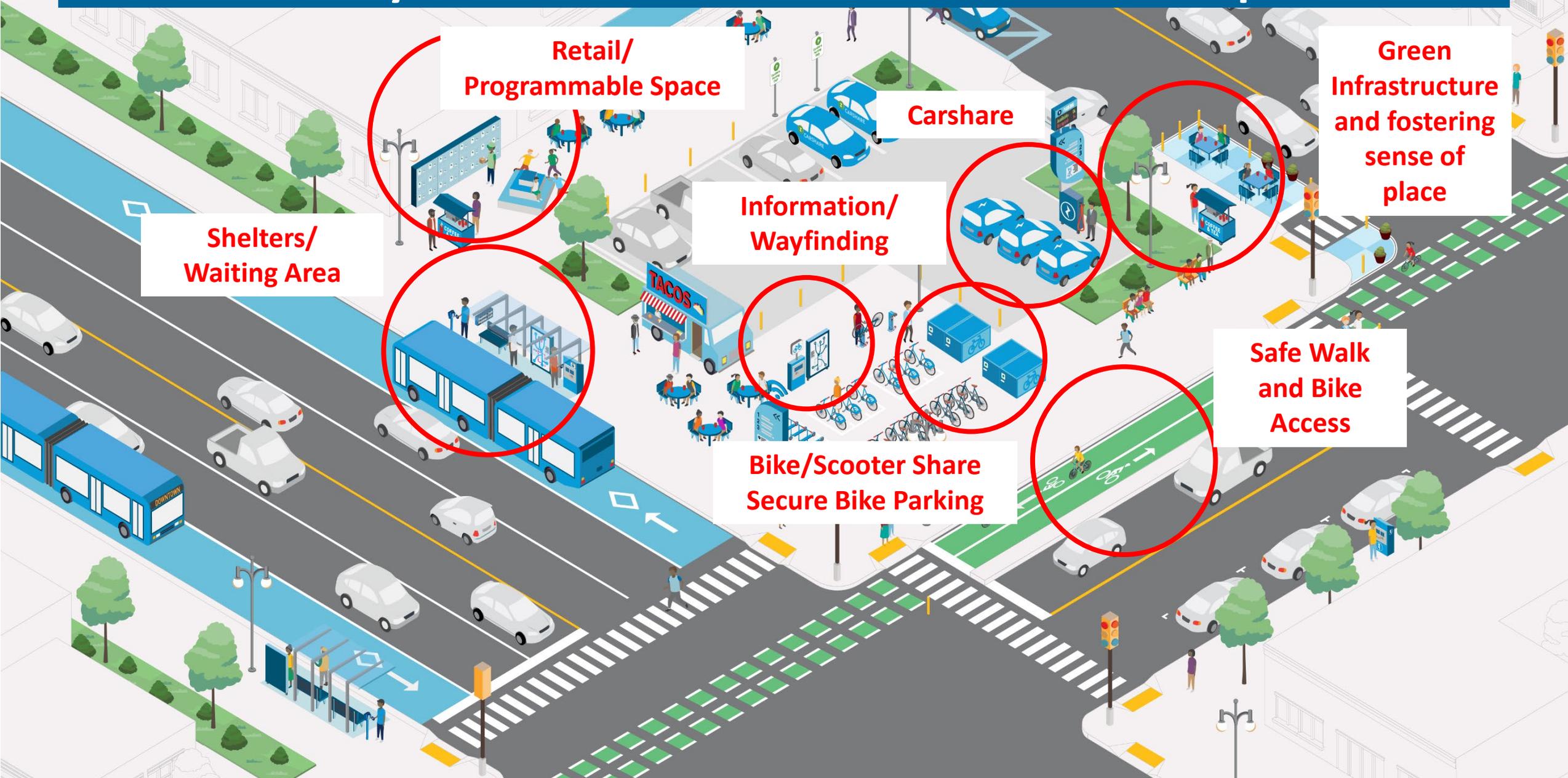
- Mobility hubs = locations for multi-modal connections – transit, biking, walking, shared mobility (car/bike/scooter)
- Carsharing = access to a car for short-term use without individual ownership

How It Advances GHG Reduction:

- Mobility hubs: supports transit, biking, walking shifts for first/last mile connections
- Carshare: reduced trips, parking and traffic congestion



What a Mobility Hub Could Look Like - Suburban Example with BRT



**Retail/
Programmable Space**

Carshare

**Green
Infrastructure
and fostering
sense of
place**

**Shelters/
Waiting Area**

**Information/
Wayfinding**

**Safe Walk
and Bike
Access**

**Bike/Scooter Share
Secure Bike Parking**

KEY FEATURES: EASY CONNECTIONS



Photo Source: Nelson\Nygaard

KEY FEATURES: SAFE, WELCOMING, INCLUSIVE SPACES



Photo Source: Nelson\Nygaard

KEY FEATURES: CUSTOMER ORIENTATION



KEY FEATURES: WAYFINDING INFORMATION



STAKEHOLDER ENGAGEMENT

Conducted 6 workshops with:

- Oakland, San Jose and San Francisco
- Suburban Cities
- Large Transit Agencies
- Suburban and Rural Transit Agencies
- County Transportation Agencies



STEP 1: CANDIDATE MOBILITY HUB LOCATIONS

Objectives – select sites with the highest potential to achieve:

- Coordinated Mobility: frequent and interjurisdictional transit service
- Climate Action: shift from solo/low occupancy trips to sustainable modes like transit, walking and biking
- Equitable Mobility: sites in Communities of Concern without frequent and interjurisdictional transit service



STEP 2: CATEGORIZE CANDIDATE LOCATIONS BY HUB TYPE

Purpose to capture the land use context of the candidate hub locations to inform the hub design, features, and travel options:

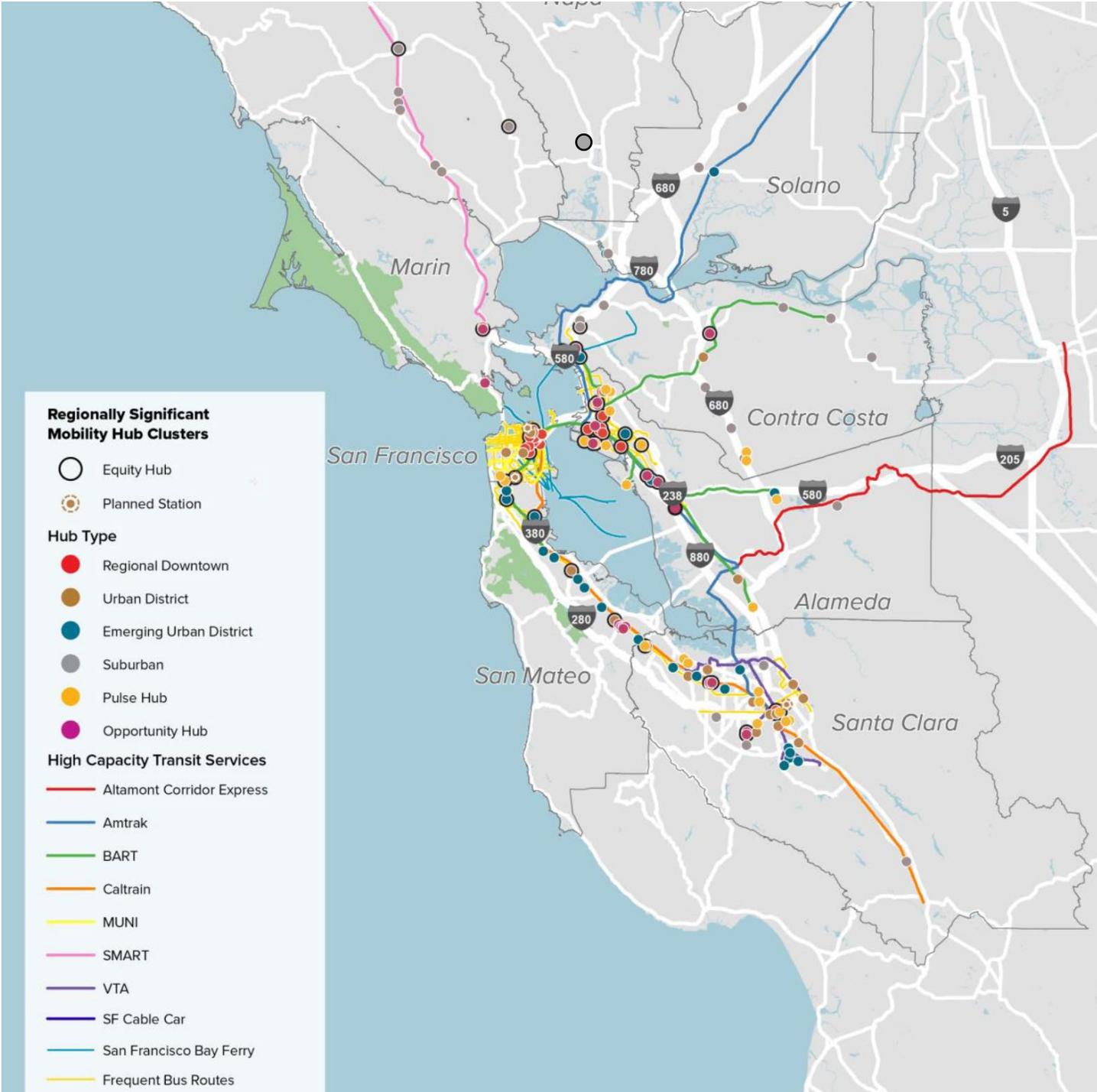
- Regional Downtown
- Urban District
- Emerging Urban District
- Suburban and Rural
- Pulse
- Opportunity/Equity



STEP 3: PRIORITIZED MOBILITY HUB LOCATIONS

Prioritized locations – 25 in each hub type:

- Greatest number of connections and mobility services
- Significant walking and bicycling connectivity
- Proximity to major trip generators (e.g. stadiums, university and employer campuses)
- Location in Community of Concern



IMPLEMENTATION GUIDANCE

Available for any agency implementing mobility hubs

Provides guidance on:

- Community engagement
- Partnerships and contracting
- Curb management
- Phasing
- Operations and maintenance

Guide information is not readily available elsewhere and responds to stakeholder input on mobility hub needs



Regional Mobility Hubs

CHALLENGE & OPPORTUNITY

Linking People, Places, and Mobility Options

With transportation services and infrastructure evolving rapidly, mobility hubs present an opportunity to flexibly design and integrate a variety of sustainable transportation options to enhance connectivity across the region. Unprecedented growth, affordability challenges, the climate crisis, and changing travel behaviors resulting from the pandemic show the need to prioritize low emission transportation options that support resiliency, choice, and embrace future changes in technology.

The Metropolitan Transportation Commission (MTC) sees an opportunity to seamlessly integrate public and private mobility services in a way that enhances customer experience and travel resiliency. Expanding on initial direction in MTC's Transit Connectivity Report (2005), this project will create guidance and hub typologies and identify a set of regionally significant mobility hubs for a pilot program. By providing hub design guidance for anyone to use, we will establish a blueprint for successful mobility hub development and will invest in pilot implementation.

ABOUT

What is a Mobility Hub?

Serving as a community anchor, a mobility hub is a welcoming environment that enables travelers of all backgrounds to access multiple transportation options and supportive amenities. Built on a backbone of frequent and high capacity transit, mobility hubs offer a safe, comfortable, convenient, and accessible space to seamlessly transfer across different travel modes. Mobility hubs are critical, not only to achieve per capita GHG reductions associated with Plan Bay Area, the region's long-range transportation plan and Sustainable Communities Strategy, but also to increase the resiliency and redundancy of the transportation system emerging from the global COVID-19 pandemic.

Mobility Hubs Are the Intersection of Four Key Elements





Photo Source: Nelson\Nygaard

PILOT PROGRAM

Purpose: understand and address implementation challenges related to:

- Infrastructure coordination
- Mode shift & VMT reduction
- Operations & maintenance
- Partner relationships

Call for interest in Spring 2021

Support implementation of up to 5 mobility hub sites

Lessons learned to inform program expansion

MOBILITY HUBS NEXT STEPS

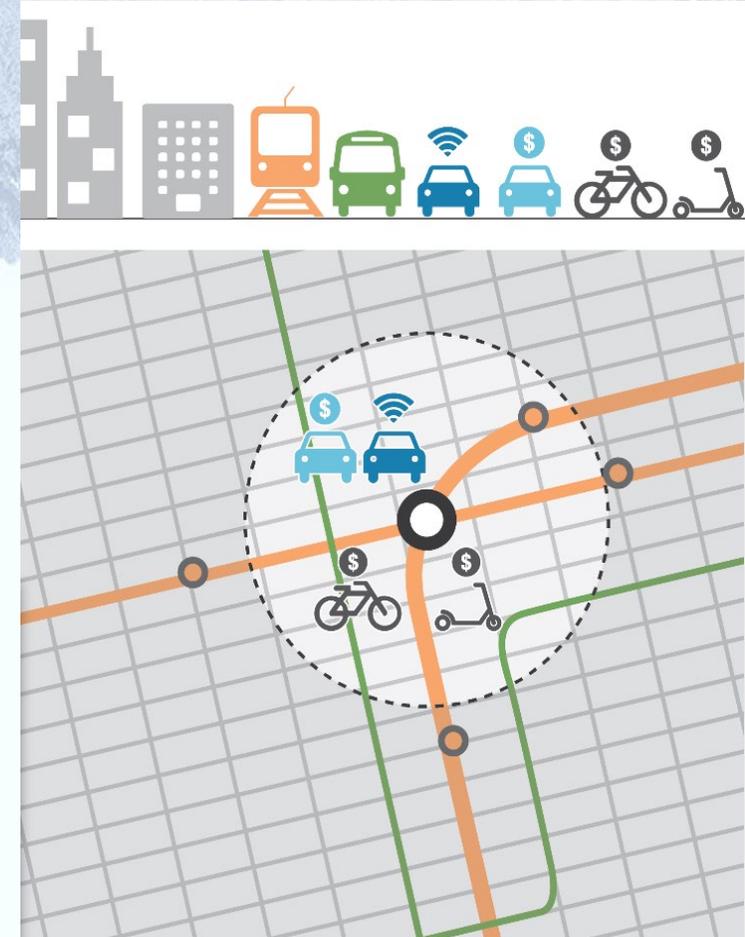
Release Call for Interest in Mobility Hub Pilot in Spring

Maintain Connection to Blue Ribbon Transit Recovery Task Force

- Presented Mobility Hub information to the Task Force Transit Caucus - Planning and Operations Subcommittee

Maintain Connection to Other Related Efforts

- Active Transportation Plan
- Regional Vision Zero
- Other Climate Initiatives Strategies



TARGETED TRANSPORTATION ALTERNATIVES

What It Is:

- Outreach and incentives to encourage shift from driving alone to biking, walking, shared mobility (car/bike/scooter)

How It Advances GHG Reduction:

- 5-8% shift in behavior from drive alone

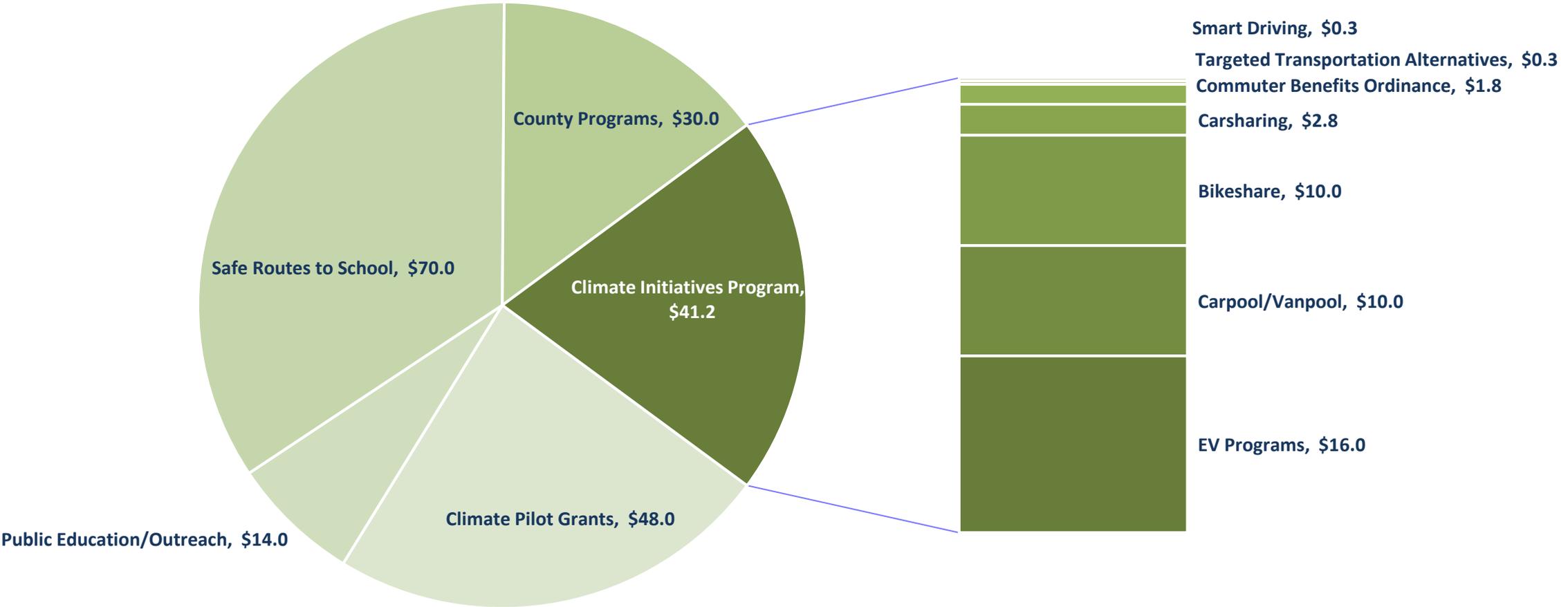
Current Actions and Next Steps:

- Consultant support to:
 - Identify target audience
 - Develop pilot
 - Test and evaluate (Fall 2021)
 - Expand pilot (Fall 2022)



GHG REDUCTION PROGRAM INVESTMENTS 2010 – 2020 (IN MILLIONS)

TOTAL: \$203 MILLION

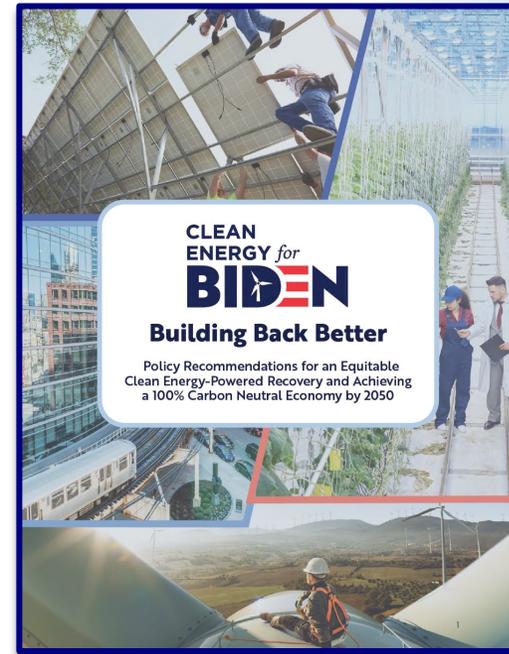


Plan Bay Area 2050 to expand investment in Climate Initiatives Program strategies to help achieve 19% GHG reduction target

CARSHARING AND MOBILITY HUBS IN AFFORDABLE HOUSING PILOT PROGRAM

What It Is:

- California Air Resources Board grant to pilot mobility options in three affordable housing developments in Oakland, Richmond and San Jose
- Initiated two years ago – lessons learned incorporated into implementation guide
- Project approach recommended to Biden/Harris administration to help improve mobility options in vulnerable communities





Thank You

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