



Officials closed the Transit Center in late September after just six weeks of operation when workmen discovered cracks in two massive steel beams. The beams support the elevated bus deck that runs the length of the terminal, as well as the facility's 5.4-acre rooftop park. The cracks appeared in a section of the terminal that forms a bridge over Fremont Street.

“There are many questions about what might have caused the beams to crack, who might be responsible, and how the beams will be repaired so that the Transit Center can reopen to the public,” the mayors wrote in their letter to MTC. “These questions must be answered quickly and the public needs to trust the answers.” Schaaf serves as the city of Oakland's representative on MTC's governing Commission.

The panel will produce a final report for presentation to the Transbay Joint Powers Authority, the owner/operator of the facility. MTC was a major funder for the Transit Center, providing more than \$360 million for the \$2.3 billion project.

### **Ford GoBike Is a Model for Equitable Bike Share Access in the US, Thanks to Community Engagement**

[New data](#) show 20 percent of Ford GoBike memberships are discounted “Bike Share for All” memberships for low-income riders, among the largest share of any bike share system in the country. By comparison, discounted memberships make up only 9 percent of bike share memberships on Indego in Philadelphia and just 3 percent for Bluebikes Boston — systems often lifted up as bike share pioneers based on their low-income programs.

The information was made available by TransForm, the nonprofit organization that coordinated community outreach about the discounted bike share memberships and other biking resources in low-income neighborhoods throughout the Bay Area. This equity outreach was funded by MTC and Motivate, the operator of Ford GoBike, and took place between September 2017 and March 2018. Ford GoBike launched in summer 2017 in San Francisco, San Jose, Oakland, Berkeley, and Emeryville.

Of the 16,000 Ford GoBike members, 3,300 — or 20 percent — are part of the discounted Bike Share for All program. This percentage gets close to the 25 percent of Bay Area residents who earned less than twice the Federal Poverty Level in 2014, and matches the 19.66 percent of low-income residents in the three counties where Ford GoBike operates.

“These numbers prove that targeted, multi-lingual outreach by local residents and organizations to their neighbors can help make bike share a tool for transportation equity and opportunity,” said Clarrissa Cabansagan, New Mobility Policy Director at TransForm. “Just creating a discounted membership option is no guarantee for uptake — authentic, culturally relevant outreach from trusted messengers makes all the difference.”

MTC supported TransForm and its community partners for the first year of outreach to low-income communities. “The outcomes of this work highlight the value of regional coordination for bike sharing and the value of a private mobility partner who is working with the community to make their bike share system more inclusive,” said MTC Chair Jake Mackenzie, adding that MTC remains committed to working with the community to make the system equitable for all.

This equity outreach was coordinated by TransForm and performed with a team of bike advocates from across the Bay Area, including the San Francisco Bicycle Coalition, Bike East Bay, the Silicon Valley Bicycle Coalition, Cycles of Change, Scraper Bike Team, Chinese Newcomers Service Center, and SF Yellow Bike Project.

### **Big & Bold Visions by the Dozen: MTC and ABAG Announce Transformative Project Finalists**

MTC and ABAG announced the selection of six Transformative Transportation Projects — plus six transformative operational strategies — as finalists in a public competition launched earlier this year to solicit big, bold and billion-dollar (or more) ideas for improving mobility across the nine-county Bay Area. The campaign is part of the Horizon initiative undertaken by MTC and ABAG to explore a wide range of the challenges and opportunities the Bay Area may face by 2050.

“The competition was meant to inspire big ideas and game-changing innovations,” explained MTC Chair and Rohnert Park City Councilmember Jake Mackenzie. “The selection committee initially planned to name no more than 10 finalists. But we received so many promising, outside-the-box ideas that would not just improve existing projects but also help expand the limits of what may be possible over the course of the next generation that the panelists decided to take a closer look at 12 proposals.”

These 12 finalists – selected from a pool of over 500 megaproject ideas submitted by individuals and non-governmental organizations – will be added to the Horizon Transportation Projects list along with 82 other potential new transportation projects. Each of these proposed projects will be analyzed to determine its efficacy in improving the region’s transportation system – depending on how they stack up, they may be considered for inclusion in Plan Bay Area 2050, the region’s next long-range plan for transportation, land use, economic development, and resilience. Plan Bay Area 2050 is slated for completion in 2021.

Once the competition closed in early September, a panel of regional transportation experts evaluated all the submissions for feasibility, potential regional benefits, alignment with Horizon's guiding principles, creativity, and consistency with the minimum cost threshold. The call was for both capacity-increasing projects that cost more than \$1 billion and for lower-cost operational strategies.

The six finalists for transformative capacity-increasing projects are:

- **Optimized Express Lane Network + Regional Express Bus Network** – SPUR and TransForm
- **Bus Rapid Transit on All Bridges** – Tony Breslin
- **SMART to Richmond via a New Richmond-San Rafael Bridge** – William Manley, Joseph Naujokas, Christopher Sork and Sonoma County Transportation & Land Use Coalition
- **Interstate 80 Corridor Overhaul** – Arup
- **Regional Bicycle Superhighway Network** – Arup
- **Bay Trail Completion** – Jim Stallman

The six finalists for transformative operational strategies consist of:

- **Integrated Transit Fare System** – Eddy Ionescu & Jason Lee, Seamless Bay Area and SPUR
- **Free Transit** – Mark Apton, Christian Rodgers, Danielle Venton and Gabriela Zuniga
- **Higher-Occupancy HOV Lanes** – 3 Revolutions Book Club
- **Demand-Based Tolls on All Highways** – Jeremy Besmer and City of San Jose
- **Reversible Lanes on Congested Bridges and Freeways** – City of San Jose
- **Freight Delivery Timing Regulation** – Daniel Ayers, Marc Brenman, Kevin Brooks and Cesar Plata

A brief description of each of these transformative ideas is available on the MTC Web site at [mtc.ca.gov/tools-and-resources/digital-library/horizon-finalists-transformative-projects-competition-oct](http://mtc.ca.gov/tools-and-resources/digital-library/horizon-finalists-transformative-projects-competition-oct). A full list of proposals submitted through the competition may be found at [mtc.ca.gov/tools-and-resources/digital-library/attachment-c-full-list-submissions](http://mtc.ca.gov/tools-and-resources/digital-library/attachment-c-full-list-submissions)

### **MTC and Project Partners Broke Ground on New Southbound I-680 Express Lane**

On October 3, 2018, MTC, the Contra Costa Transportation Authority (CCTA) and Caltrans celebrated the start of construction on a new southbound Express Lane on Interstate 680 that will stretch 11 miles from south of Marina Vista Avenue in Martinez to Rudgear Road in Walnut Creek.

Anticipated to open to traffic in 2021, the new lane will connect with MTC's existing Express Lane between Walnut Creek and San Ramon – providing 24 miles of continuous Express Lane in Contra Costa County from Martinez to the Alameda County line. When completed, this will be the longest Express Lane in the Bay Area.

### **Executive Director's Report**

The following items are excerpts from the October 2018 Executive Director's Report to the Commission. To read the report in its entirety go to:

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

#### **AMPO Annual Meeting**

I gave a “farewell address” of sorts to my peers at the annual meeting of the Association of Metropolitan Planning Organizations (AMPO). [[Presentation](#)]

#### **United Nations IPCC Report**

The UN Intergovernmental Panel on Climate Change (IPCC) has released perhaps its most alarming report, concluding that limiting global warming to 1.5 degrees Celsius “would require rapid, far-reaching and unprecedented changes in all aspects of society.” According to the panel, global warming is likely to achieve that benchmark between the years 2030 and 2050 if it continues at its current rate. Here is a condensed [summary for policymakers](#).

#### **CASA Legislative Briefing**

Randy Rentschler and I joined CASA Co-chairs Michael Covarrubias and Leslye Corsiglia for a status report to Senate Transportation and Housing Committee Chair Jim Beall and Senate Local Government Committee Chair Mike McGuire.

#### **CASA Technical Committee**

This month's meeting of the CASA Technical Committee featured a lively discussion of 11 of the 17 planks of the proposed CASA Compact, including a presentation by Ken Kirkey and me about potential options for raising new revenue to implement the three goals of Protection, Preservation, and Production activities to house the Bay Area. The CASA Steering Committee will receive a similar briefing at its meeting on October 24th. As a reminder, we plan to present an in-depth information item on the latest CASA developments to the ABAG Executive Board meeting on November 15th and to an MTC Commission workshop on November 28th.

#### **Map of the Month**

October's Map of the Month is a different take on red and blue America. In this new analysis by the Washington Post, the colors represent voter turnout levels by county for the 2016 presidential election (red is lower turnout, blue is higher). The analysis shows that there is great variation by state and by county, with turnout in the 2016 election ranging from less than 40 percent of the citizen voting age population in Hawaii to nearly 70 percent in Maine and Minnesota. The variation is even more pronounced at the county level, with turnout in the election ranging from less than 20 percent in some Georgia counties, for instance, to nearly 100 percent in pockets of Arizona, Texas and Colorado. California's rates follow geography, with turnouts higher along the coast (including the Bay Area), and lower as you move inland and south.

[Visit our Map of the Month](http://gis.mtc.ca.gov/home/motm.html) page at <http://gis.mtc.ca.gov/home/motm.html> to review not just our current map, but those presented at previous Commission meetings as well.

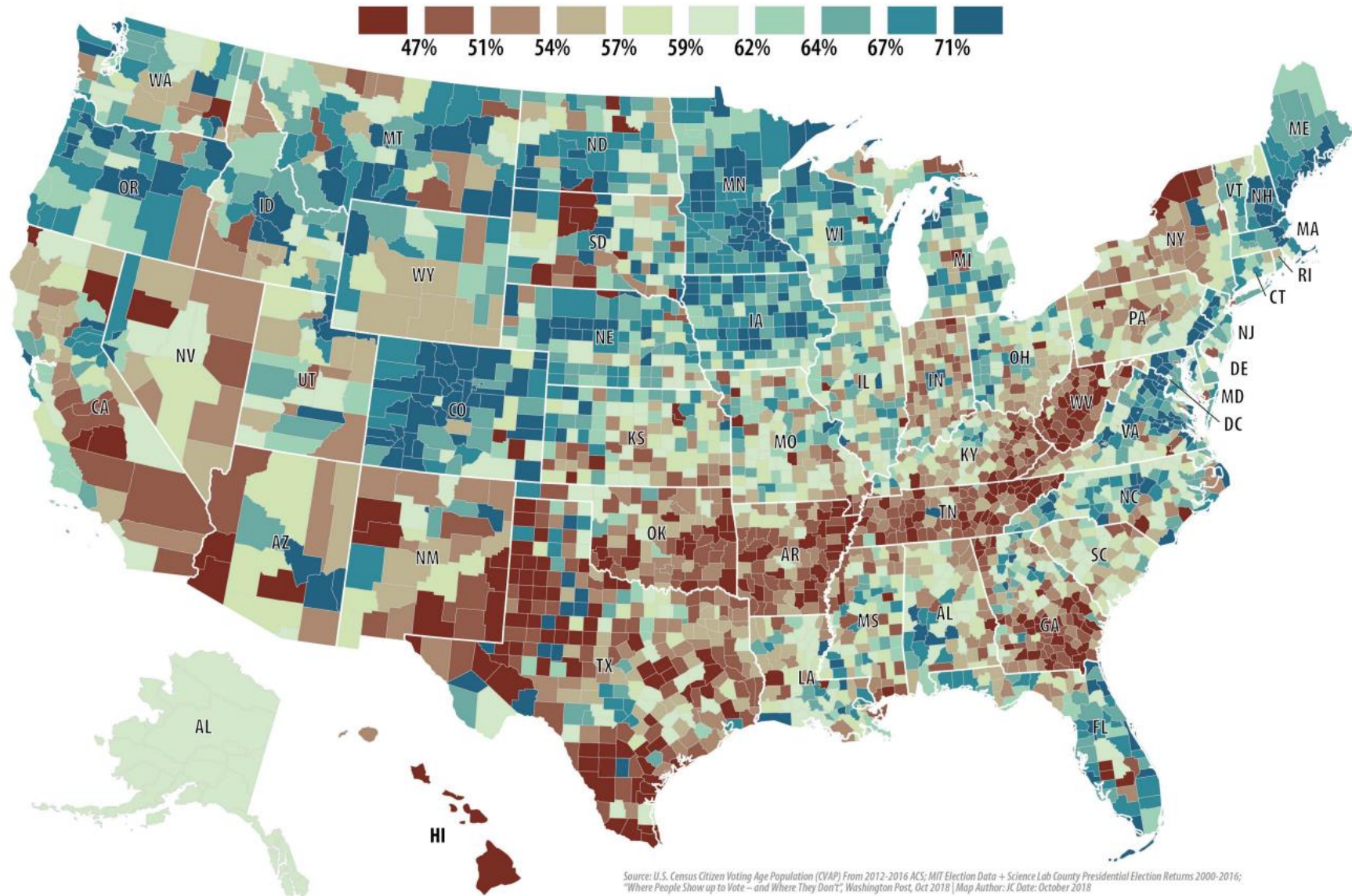




## Where People Show up to Vote – and Where They Don't

### Voter Turnout in 2016 (votes cast as share of citizen voting age population)

Map of the Month: October 2018



Source: U.S. Census Citizen Voting Age Population (CVAP) From 2012-2016 ACS; MIT Election Data + Science Lab County Presidential Election Returns 2000-2016; "Where People Show up to Vote – and Where They Don't", Washington Post, Oct 2018 | Map Author: JC Date: October 2018