

# Meeting Agenda

## Bay Area Partnership Board

*Kate Miller, Chair*  
*Carolyn Gonot, Vice Chair*

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Friday, December 2, 2022

10:00 AM

HYBRID (In-Person Option Available)

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The Bay Area Partnership Board is scheduled to meet on Friday, December 2, 2022 at 10:00 a.m., in the Bay Area Metro Center (Remotely). 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, commission, or board members who will participate in the meeting from individual remote locations. A Zoom panelist link for meeting participants will be sent separately to committee, commission, or board members.

The meeting webcast will be available at <https://mtc.ca.gov/whats-happening/meetings/live-webcasts>. Members of the public are encouraged to participate remotely via Zoom at the following link or phone number.

Attendee Link: <https://bayareametro.zoom.us/j/85455959582>

iPhone One-tap US: +13462487799,,85455959582# or +16699006833,,85455959582#  
Join by Telephone (for higher quality, dial a number based on your current location) US:  
+1 669 900 6833 or +1 408 638 0968 or +1 346 248 7799 or  
+1 253 215 8782 or +1 646 876 9923 or +1 301 715 8592 or  
+1 312 626 6799 or 888 788 0099 (Toll Free) or 877 853 5247 (Toll Free)

Webinar ID: 854 5595 9582

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

Detailed instructions on participating via Zoom are available at: <https://mtc.ca.gov/how-provide-public-comment-board-meeting-zoom>. 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.

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

## 1. Call Meeting to Order / Roll Call / Confirm Quorum

*Quorum: A quorum of this committee shall be a majority of its regular voting members (23).*

## 2. Welcome-Kate Miller, Chair

## 3. Approval

- 3a. [22-1731](#) Approval of the Bay Area Partnership Board Minutes of the June 6, 2022 Meeting

**Action:** Board Approval

**Attachments:** [3a\\_06-06-2022\\_Bay\\_Area\\_Partnership\\_Board\\_Meeting\\_Minutes\\_Draft.](#)

## 4. Information

- 4a. [22-1732](#) MTC Electrification / Zero-Emission Transition Initiatives

Discussion of proposed investments and partnership opportunities to support transportation electrification in the Bay Area and an update on the Zero-Emission Bus Transition Strategy.

**Action:** Information

**Presenter:** Craig Bosman, MTC and James Choe, MTC

**Attachments:** [4ai\\_Transportation\\_Electrification](#)  
[4aii\\_Transportation\\_Electrification\\_Presentation](#)

- 4b. [22-1733](#) State Budget Strategy to Address Transit Agency Fiscal Cliff

Overview of the strategy to secure multi-year funding to stave off the fiscal cliff and rebuild ridership.

**Action:** Information

**Presenter:** Rebecca Long, MTC

**Attachments:** [4b\\_State\\_Budget\\_Strategy\\_to\\_Address\\_Transit\\_Agency\\_Fiscal\\_Cliff](#)  
[4bi\\_Attachment\\_A\\_Transit\\_Ridership\\_Recovery\\_Program\\_Summary](#)

**4c.** [22-1734](#) Network Management Business Case Update

MTC staff and Network Management Business Case Advisory Group members will provide an update on the progress of the Business Case analysis, and report on feedback received at the November Advisory Group meeting on the preliminary draft Regional Network Management Framework

**Action:** Information

**Presenter:** Denis Mulligan, GGBHTD and Shruti Hari, MTC

**Attachments:** [4ci Regional Network Management Business Case Evaluation](#)  
[4cii Network Management Update Presentation](#)

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

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

**6. Public Comment / Other Business**

*oard Members and members of the public participating by Zoom wishing to speak should use the "raise hand" feature or dial \*9. When called upon, unmute yourself or dial \*6.*

**7. Adjournment / Next Meeting**

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

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

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

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

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

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

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

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

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

# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 22-1731      **Version:** 1      **Name:**  
**Type:** Minutes      **Status:** Committee Approval  
**File created:** 10/31/2022      **In control:** Bay Area Partnership Board  
**On agenda:** 12/2/2022      **Final action:**  
**Title:** Approval of the Bay Area Partnership Board Minutes of the June 6, 2022 Meeting  
**Sponsors:**  
**Indexes:**  
**Code sections:**  
**Attachments:** [3a\\_06-06-2022\\_Bay\\_Area\\_Partnership\\_Board\\_Meeting\\_Minutes\\_Draft.](#)

Date	Ver.	Action By	Action	Result
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**Subject:**  
Approval of the Bay Area Partnership Board Minutes of the June 6, 2022 Meeting

**Recommended Action:**  
Board Approval

**Attachments:**

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

## Meeting Minutes - Draft

### Bay Area Partnership Board

*Kate Miller, Chair*  
*Carolyn Gonot, Vice Chair*

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Monday, June 6, 2022

10:00 AM

REMOTE

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#### 1. Call Meeting to Order / Roll Call / Confirm Quorum

**Present:** 27 - Board Member Krieg, Board Member Mulligan, Board Member Ede, Board Member Kranda, Chair Miller, Board Member Halls, Board Member Smith, Board Member Hoevertsz, Board Member Woldesenbet, Board Member McMillan, Board Member Ristow, Board Member Feinstein, Board Member Omishakin, Board Member Richman, Board Member Dagang, Board Member Lengyel, Board Member Adams, Board Member Albee, Board Member Chang, Board Member Hursh, Board Member Mau, Board Member Haile, Board Member Charpentier, Board Member Churchill, Board Member Van de Water, Board Member Breen, and Board Member Edwards

**Absent:** 17 - Board Member Whelan, Board Member Goldzband, Board Member Corey, Board Member Sanchez, Board Member Mammano, Board Member Powers, Board Member Russo, Board Member Tellis, Board Member Wan, Board Member Tumlin, Board Member Bouchard, Board Member El-Tawansy, Board Member Mitch, Vice Chair Gonot, Board Member Moran, Board Member Cumins, and Board Member Murphy

Nicole Ferrara acted as a delegate and voting member of the Board in place of Ryan Russo, City of Oakland. Actions noted below as "Russo" were taken by Ferrara.

Casey Fromson acted as a delegate and voting member of the Board in place of Michelle Bouchard, Caltrain. Actions noted below as "Bouchard" were taken by Fromson.

Richard Fuentes acted as a delegate and voting member of the Board in place of Robert Powers, Bay Area Rapid Transit District. Actions noted below as "Powers" were taken by Fuentes.

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

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

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

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

## 2. Welcome - Kate Miller, Chair

## 3. Approval

- 3a. [22-0909](#) Approval of the Bay Area Partnership Board Minutes of the March 30, 2022 Meeting

**Action:** Board Approval

**Attachments:** [03a 03-30-2022 Bay Area Partnership Board Meeting Minutes Draft.pdf](#)

**Upon the motion by Board Member Kranda and second by Board Member Smith, the Bay Area Partnership Board Minutes of the March 30, 2022 Meeting Minutes were approved. The motion carried by the following vote:**

- Aye:** 32 - Board Member Krieg, Board Member Mulligan, Board Member Ede, Board Member Kranda, Chair Miller, Board Member Halls, Board Member Smith, Board Member Hoevertsz, Board Member Woldesenbet, Board Member McMillan, Board Member Powers, Board Member Ristow, Board Member Russo, Board Member Tellis, Board Member Omishakin, Board Member Richman, Board Member Dagang, Board Member Lengyel, Board Member Albee, Board Member Chang, Board Member Hursh, Board Member Tumlin, Board Member Bouchard, Board Member Mau, Board Member Haile, Board Member Charpentier, Vice Chair Gonot, Board Member Cumins, Board Member Churchill, Board Member Van de Water, Board Member Breen and Board Member Edwards
- Absent:** 10 - Board Member Whelan, Board Member Goldzband, Board Member Corey, Board Member Sanchez, Board Member Mammano, Board Member Wan, Board Member El-Tawansy, Board Member Mitch, Board Member Moran and Board Member Murphy
- Abstain:** 2 - Board Member Feinstein and Board Member Adams

## 4. Information

- 4a. [22-1006](#) Major Project Advancement Policy (MAP) Update

Summary of the anticipated MAP financial envelope and overall project funding need based on recent sponsor project submittals; update on the MAP policy foundation, timeline, and upcoming decision opportunities; and request for input on an initial project evaluation approach.

**Action:** Information

**Presenter:** Kenneth Folan, MTC

**Attachments:** [4ai Major Project Advancement Policy Update Cover Summary Sheet.pdf](#)  
[4aii PAC-5a-22-0936-Major Project Advancement Policy.pdf](#)  
[4aiii PAC-5a-22-0936-PowerPoint Major Project Advancement Policy.pdf](#)

Aleta Dupree was called to speak.

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

**6. Public Comment / Other Business**

**7. Adjournment / Next Meeting**

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



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 22-1732      **Version:** 1      **Name:**  
**Type:** Report      **Status:** Informational  
**File created:** 10/31/2022      **In control:** Bay Area Partnership Board  
**On agenda:** 12/2/2022      **Final action:**  
**Title:** MTC Electrification / Zero-Emission Transition Initiatives

Discussion of proposed investments and partnership opportunities to support transportation electrification in the Bay Area and an update on the Zero-Emission Bus Transition Strategy.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [4ai Transportation Electrification](#)  
[4aii Transportation Electrification Presentation](#)

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

MTC Electrification / Zero-Emission Transition Initiatives

Discussion of proposed investments and partnership opportunities to support transportation electrification in the Bay Area and an update on the Zero-Emission Bus Transition Strategy.

**Presenter:**

Craig Bosman, MTC and James Choe, MTC

**Recommended Action:**

Information

**Attachments:**

# Bay Area Partnership Board

December 2, 2022

Agenda Item 4a

## MTC Transportation Electrification Initiatives

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### **Subject:**

Discussion of proposed investments and partnership opportunities to support transportation electrification in the Bay Area and an update on the Zero-Emission Bus Transition Strategy.

### **Background:**

MTC is developing a transportation electrification program that supports the related goals of Plan Bay Area 2050 (PBA 2050)— which includes clean vehicles strategies to achieve statutory greenhouse gas (GHG) emissions targets for automobiles and light-duty trucks—and helping Bay Area transit operators meet the California Air Resources Board’s Innovative Clean Transit regulation and related zero-emission vehicle regulations. MTC is considering a suite of efforts to support the equitable deployment of charging infrastructure and the electrification of bikeshare, transit, and municipal fleets.

### Transportation Electrification Program

MTC has previously worked to advance electric vehicles (EVs) and charging infrastructure, primarily through investment in existing Bay Area Air Quality Management District (BAAQMD) EV programs. MTC also works with BAAQMD to facilitate the Bay Area EV Coordinating Council.

Given the increased urgency to reduce GHG emissions and advance PBA 2050, staff invited local agencies to submit a letter of interest (LOI) in June 2022 to share their needs and barriers to advancing transportation electrification across the region. MTC received over 80 LOIs from cities, counties, county transportation authorities (CTAs), transit agencies, community choice aggregators (CCAs), and other local agencies, with LOIs submitted from every county. MTC staff also coordinated with Transportation Authority of Marin (TAM) staff to integrate information from TAM’s own request for EV LOIs from agencies in Marin County earlier in the year.

The top needs identified through the LOI include:

- Public charging infrastructure deployment

- Municipal fleet electrification
- Electric mobility (i.e., e-bikes, electric carshare, etc.) programs
- Planning or policy adoption

Respondents also identified key barriers to implementation, including:

- Staff capacity and expertise
- Uncertainty about electrical capacity
- Delays due to PG&E role
- Confusing array of stakeholders and programs
- Difficulty resolving charging infrastructure issues at multi-family developments

On October 26, 2022, the Commission approved \$65 million for electric vehicles and infrastructure, as part of the OBAG 3 programming item. Program funding is anticipated from two funding sources – the One Bay Area Grant Program (OBAG3), as well as the new federal Carbon Reduction Program (CRP) funding through the Bipartisan Infrastructure Law (BIL). Transportation Electrification is one component of a larger Climate Program which includes investment in other greenhouse gas reducing initiatives, such as the regional Mobility Hub program. In future funding cycles, mobility hubs will include opportunities for electrification.

Based on the needs identified, staff are considering directing the TE investments towards charging infrastructure, bikeshare electrification, and public fleet electrification. Staff is currently seeking input from the Partnership Board, transit agencies, CTAs, CCAs, and BAAQMD. Staff anticipates proposing program recommendations to the Commission in early 2023.

#### Regional Zero-Emission Transit Transition Strategy Update

MTC staff is also coordinating a Regional Zero-Emission Transit Transition Strategy in partnership with the transit operators. In March, the Partnership Board received an update on plans to implement the transition strategy. In the ensuing months, MTC and operator staff have worked closely to develop a comprehensive scope including:

- Summarization of current transit agency zero-emission transition plans, including an interactive map of facilities

- Analysis of technological approaches and feasibility of shared infrastructure
- Regional opportunities and challenges, including those related to electricity provision, hydrogen provision, multi-jurisdiction coordination, joint procurements, best practices and knowledge sharing, and workforce training opportunities; overview of broader electrification and zero-emission transition in non-transit sectors
- Future tasks as budget allows

MTC staff have conducted a procurement from the Regional Planning Bench and the MTC Administration Committee is expected to consider contract award at its December 14, 2022 meeting, with the project kicking off shortly thereafter.

**Issues:**

None identified.

**Recommendations:**

Information.

**Attachments:**

None



Therese W. McMillan

# MTC Transportation Electrification Initiatives

**Partnership Board  
December 2, 2022**

**James Choe & Craig Bosman, MTC**



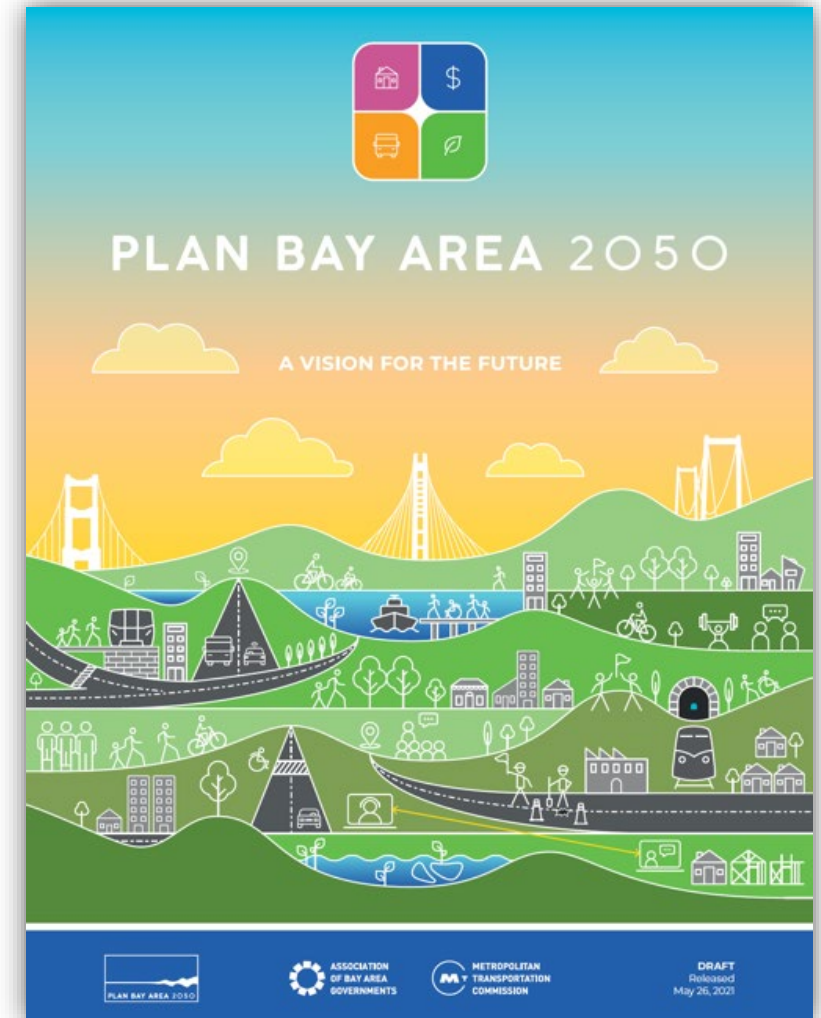
ASSOCIATION OF BAY AREA GOVERNMENTS  
METROPOLITAN TRANSPORTATION COMMISSION

# Transportation Electrification Policy Background

PLAN BAY AREA 2050

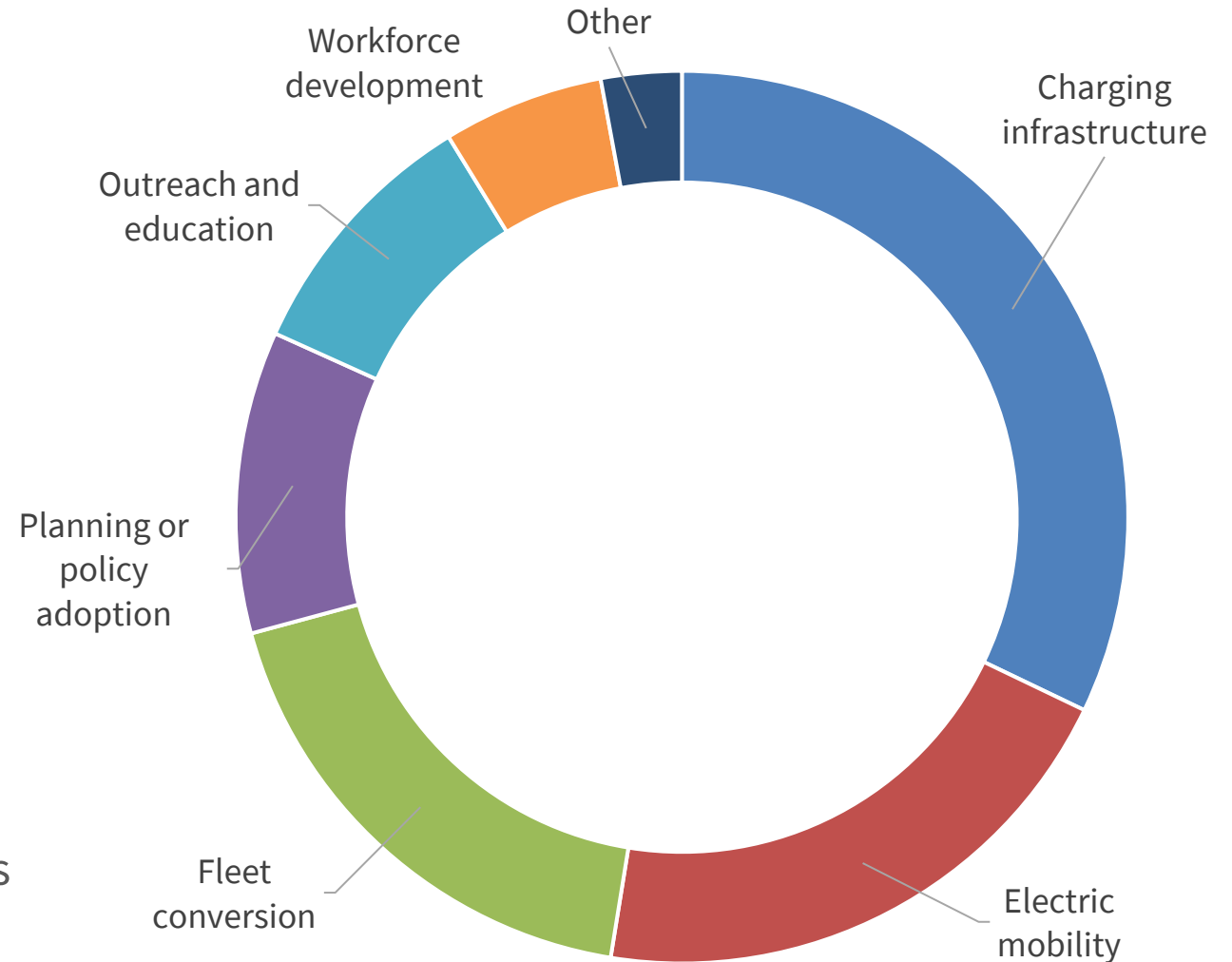
STRATEGY EN8  
CLEAN VEHICLES

- Accelerating transportation electrification (Strategy EN8) is a key Plan Bay Area 2050 strategy to help achieve greenhouse gas reduction target for passenger vehicles
- California Air Resources Board's Innovative Clean Transit regulation and related rules driving transition to zero-emission transit



# Transportation Electrification Letter of Interest

- To inform investments, staff invited public agencies to submit a Letter of Interest (LOI) in June
- Received 80 LOIs from agencies in every county
- Top project types submitted:
  - Charging infrastructure
  - Electric mobility
  - Fleet conversion
  - Planning or policy adoption
- Barriers cited:
  - Staff capacity and expertise
  - Uncertainty about electrical capacity
  - Delays due to PG&E role
  - Confusing array of stakeholders and programs
  - Difficulty resolving charging infrastructure issues at multi-family developments



# Potential Transportation Electrification Initiatives

- Charging Infrastructure Implementation (\$35m-\$40m)
  - Transit station lots
  - Partnerships with BAAQMD, Community Choice Aggregators (CCAs)
  - Focus on Equity Priority Communities (EPCs)
- Electric Bikeshare (\$15m-\$20m)
  - Electrifying docking stations
  - Increase in regional e-bike fleet with focus on BayWheels
  - Focus on EPCs
- Public Fleet Electrification (\$8m)
  - Municipal fleet vehicle charging infrastructure
- Regional Transportation Electrification Program Evaluation and Strategic Plan (\$2m)



Credit: Noah Berger



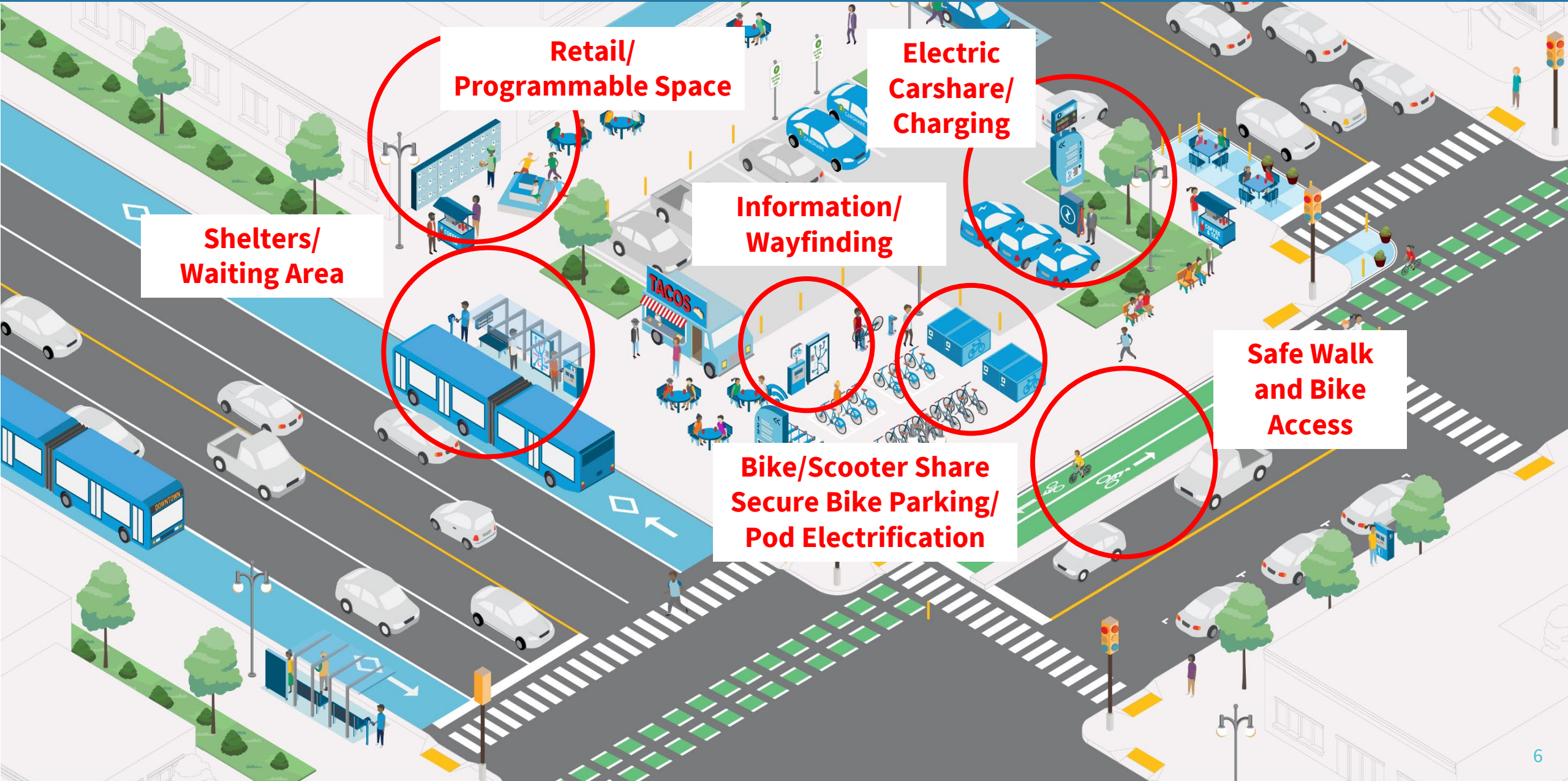
Credit: Lyft



# Potential Transportation Electrification Initiatives

Category	Investment
Charging Infrastructure Implementation <ul style="list-style-type: none"> <li>• Transit station lots</li> <li>• Partnerships with Air District, Community Choice Aggregators (CCAs)</li> <li>• Focus on Equity Priority Communities (EPCs)</li> </ul>	\$35m-\$40m
Electric Bikeshare <ul style="list-style-type: none"> <li>• Electrifying docking stations</li> <li>• Increase in regional e-bike fleet with focus on BayWheels</li> <li>• Focus on EPCs</li> </ul>	\$15-\$20m
Public Fleet Electrification <ul style="list-style-type: none"> <li>• Municipal fleet vehicle charging infrastructure</li> </ul>	\$8m
Regional Transportation Electrification Program Evaluation and Strategic Plan	\$2m
<b>Total</b>	<b>\$65m</b>

# Mobility Hub Program



**Retail/  
Programmable Space**

**Electric  
Carshare/  
Charging**

**Information/  
Wayfinding**

**Shelters/  
Waiting Area**

**Safe Walk  
and Bike  
Access**

**Bike/Scooter Share  
Secure Bike Parking/  
Pod Electrification**

# Regional Zero-Emission Transit Transition Strategy

Collaborating with transit operators to develop a zero-emission transit transition strategy

- Assess cost of transit electrification in compliance with CARB's Innovative Clean Transit rule
- Identify coordination opportunities and develop schedule and funding plans
- Pursue other federal and state funding sources for implementation of this effort (e.g., Federal Transit Administration, Transit and Intercity Rail Capital Program)



# Questions and Discussion

# Questions

## **Transportation Electrification Initiatives**

- Are there partnership opportunities to support the proposed initiatives?
- Are there particular barriers that partners can address in their efforts?
- What other opportunities to support local needs or address barriers are recommended?

## **Regional Zero-Emission Transit Transition Strategy**

- Are there opportunities for synergies with investments in transit zero emission transition and other electrification initiatives?

# Next Steps

## **Transportation Electrification Initiatives**

- Following December Planning Committee and partner feedback, staff will return to the committee in early 2023 with Transportation Electrification program recommendations

## **Regional Zero-Emission Transit Transition Strategy**

- December 2022 MTC Administration Committee contract approval, followed by strategy kick-off

# Thank You



ASSOCIATION OF BAY AREA GOVERNMENTS  
METROPOLITAN TRANSPORTATION COMMISSION

**James Choe, [jchoe@bayareametro.gov](mailto:jchoe@bayareametro.gov)**

**Craig Bosman, [cbosman@bayareametro.gov](mailto:cbosman@bayareametro.gov)**



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 22-1733      **Version:** 1      **Name:**  
**Type:** Report      **Status:** Informational  
**File created:** 10/31/2022      **In control:** Bay Area Partnership Board  
**On agenda:** 12/2/2022      **Final action:**  
**Title:** State Budget Strategy to Address Transit Agency Fiscal Cliff

Overview of the strategy to secure multi-year funding to stave off the fiscal cliff and rebuild ridership.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [4b State Budget Strategy to Address Transit Agency Fiscal Cliff](#)  
[4bi Attachment A Transit Ridership Recovery Program Summary](#)

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

State Budget Strategy to Address Transit Agency Fiscal Cliff

Overview of the strategy to secure multi-year funding to stave off the fiscal cliff and rebuild ridership.

**Presenter:**

Rebecca Long, MTC

**Recommended Action:**

Information

**Attachments:**



**Metropolitan Transportation Commission**  
**Bay Area Partnership Board**

**December 2, 2022**

**Agenda Item 4b**

**State Budget Strategy to Address Transit Agency Fiscal Cliff**

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**Subject:**

Overview of the strategy to secure multi-year funding to stave off the fiscal cliff and rebuild ridership.

**Overview:**

MTC staff's proposed top MTC/ABAG advocacy priority in 2022 is to secure multi-year funding to stave off the fiscal cliff facing many Bay Area transit agencies (and agencies statewide) while also investing in proven strategies to attract more riders to public transit. This item provides an update on discussions to date, an overview of the Bay Area coalition and statewide advocacy work underway, and a summary of the proposed request.

**No Funding Details Yet**

Note that specific funding details are not yet incorporated into the request summary (Attachment A), which is a draft subject to further refinement based on feedback over the next few weeks. This is for a number of reasons. First, operators are still refining their estimates of budget deficits by fiscal year and the final version of the Short Range Transit Plans, which provide service-impact details on a range of budgetary scenarios, is not due to MTC until the end of December. Second, prior to publicly releasing a specific target for state funding, it's critical that we coordinate with our statewide allies, including the California Transit Association, so as to develop a coordinated statewide ask.

With respect to the funding source, the preferred target is a portion of Cap and Trade funds that are subject to appropriation each year but could be secured in a specified amount or percentage for multiple years through legislation rather than subject to the annual budget process as is the case with funding from the state's General Fund. Moreover, the Legislative Analyst's Office recently forecast that the General Fund may face a \$25 billion deficit next year and recommends the Legislature consider pausing, delaying or reassessing recent augmentations, which make any additional demands on that fund especially challenging at a time when we will also be advocating to protect \$2 billion proposed for FY 2023-24 for transit capital purposes as part of

last year's transportation package. While staff believe Cap and Trade to be the preferred approach, we are exploring all options with key stakeholders as well as the Bay Area delegation.

**Preliminary Conversations Have Begun in Sacramento**

Given what's at stake for the Bay Area's transit systems, staff have already begun preliminary conversations with many key stakeholders in Sacramento, including the Governor's Office, staff within the California State Transportation Agency, staff at the California Transportation Commission, and staff with the Assembly and Senate transportation and budget committees. The California Transit Association has likewise begun these conversations which have the main goal of building awareness and providing a heads up that a funding request is forthcoming. Feedback to date has reflected general recognition that the success of transit is integral to the state's climate and equity goals; the question is whether transit will be able to make a case that it is more important than competing requests. At the same time, we received questions about the best metrics to determine (and drive) success and hold operators accountable for results.

**Coalition Building and "Campaign" Organization is Underway**

Staff is coordinating this advocacy strategy closely with transit operator legislative staff on a biweekly basis and intend to regularly update and consult with transit agency general managers. In addition, we are collaborating with non-governmental organizations, including SPUR, the Bay Area Council, the Silicon Valley Leadership Group, and Transform to ensure a cohesive communications message, develop an ever-expanding set of allies within the Bay Area and statewide, and coordinate on Sacramento legislative strategy.

**Timing – What's Next?**

With the Governor's Budget released the second week of January, staff is working with transit operators and other partners to continue to raise the profile of the issue this month. We do not anticipate the January budget to include any supplementary funding for transit operations, but we do want the topic to be top of mind when budget hearings begin in February. Recent news coverage in the East Bay Times/San Jose Mercury News shone a spotlight on the issue (See Attachment B), attracting some helpful attention. We plan to build on this coverage through OpEds and other means. We look forward to hearing the Partnership Board's feedback on the summary of the strategy and answering any questions you may have.

**Recommendation:**

Information

**Attachments:**

- Attachment A: Transit Recovery Package
- Attachment B: “*Doomsday Scenario for Sinking Bay Area Transit,*” by Eli Kamisher, Bay Area News Group



Therese W. McMillan

## Transit Recovery Package

### Draft

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#### **Subject:**

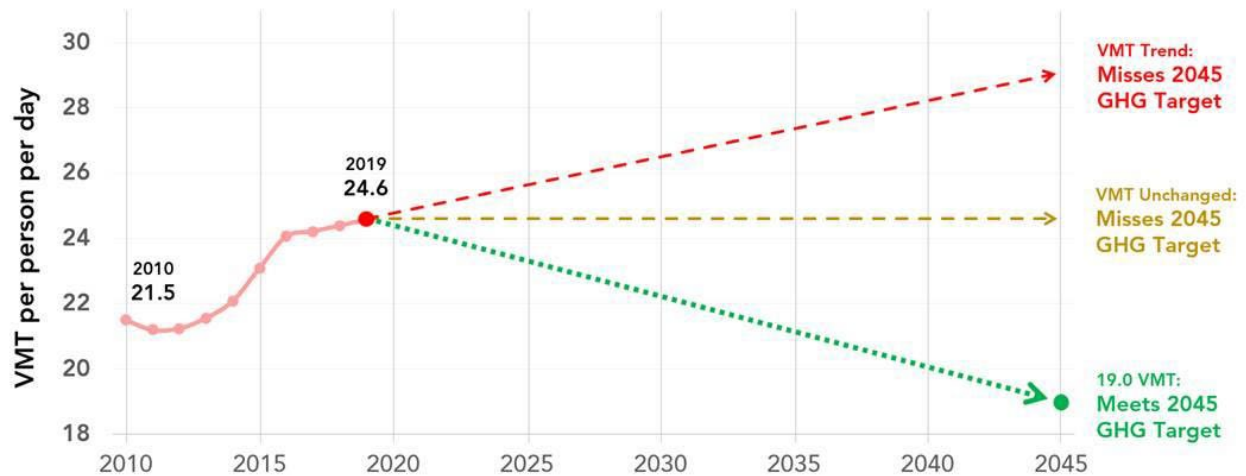
Secure California's At-Risk Transit Systems and Invest in Customer-Focused Enhancements to Accelerate Transit's Climate Protection Benefits

#### **Background:**

A strong public transit system is vital to creating an equitable and climate friendly future in the San Francisco Bay Area and California as a whole. We are fortunate in the Bay Area to have a solid foundation upon which to build. In the wake of the COVID 19 Pandemic, the Bay Area's transit systems have committed to pursuing a more unified, convenient and seamless transit system to attract new riders. However, without a multi-year commitment of state funds, the Bay Area is at risk of having many of its transit systems (including its two largest – BART and SFMTA) faced with no choice but to make severe cuts that would cut off reliable access to work, school, health care, shopping and other daily needs to hundreds of thousands of residents each day. These cuts would cause severe hardship to individual households and result in gridlock on our roadways with devastating long-term economic and environmental impacts, including severe job cuts, negative impacts on access to jobs, and worsening air quality.

#### **Transit is Key to State's Climate Strategy**

Transportation contributes 42 percent of the state's greenhouse gas emissions according to the Air Resources Board (ARB)'s 2022 Draft Scoping Plan (Scoping Plan). ARB notes that zero emission vehicles are not enough to solve the climate crisis; a significant reduction in driving is required. To achieve this, Californians need a reliable and attractive transit system that offers clear benefits over driving. The ARB recommends investing in "making public transit a viable alternative to driving by increasing affordability, reliability, coverage, service frequency, and consumer experience."



Source: 2022 Draft Scoping Plan, Air Resources Board, Appendix E, Sustainable Communities, Figure W.

### **Transit is an Essential Service; Protecting it Should be a Core Pillar of State's Equity Agenda**

Public transit remains a core public service, a critical lifeline as fundamental as schools, water, roads and electricity. Based on 2021 U.S. Census data, almost 60 percent of California residents who commute via public transit have a household income below \$35,000. Deep cuts to public transit will disproportionately impact the state's low-income and Black, Indigenous and People of Color (BIPOC) residents who are the most reliant upon public transit. Over half-million California households own no vehicle and count on public transit for their daily needs, including access to K-12 education and college. Sustaining our transit systems is a core task of any meaningful equity agenda as it serves as a cornerstone of our social safety net and ladder of economic opportunity. At a time of record inflation and high gas prices, public transit also provides a rare option to meaningfully cut down on household expenses.

### **Federal Funds Were a Temporary Lifeline; New Gap Funding is Needed to Avert Fiscal Cliff**

Congress stepped in within months of the COVID 19 pandemic to provide billions of dollars in assistance and thanks to these resources, transit agencies have been able to sustain their service, albeit at reduced service levels in many cases. In September 2022, California residents took over 65 million trips aboard transit, up almost 40 percent from the prior year, albeit only 58 percent of pre-COVID levels. With the rise of remote work, many bus operators have redesigned their routes to better meet demand and some agencies are experimenting with enhanced weekend schedules. Nonetheless, a growing fiscal cliff is on the horizon as ridership (and consequently passenger fare revenue) remains far below 2019, while the cost to run transit is subject to the same inflation pressures affecting the rest of the economy. Looking to FY 2023-24 and beyond, transit systems across California are facing multi-million dollar shortfalls as they approach the day when their federal COVID relief funds run out.

### **State Budget Proposal: Secure & Revive Public Transit**

Public transit is a lynchpin of California's transportation system; it's also vital to the achievement of our climate, social equity and economic goals. To prevent major service cuts and job losses that will disproportionately hurt those who continue to rely on transit the most, the state should begin a five-year Transit Recovery Program in FY 2023-24 to shore up the financial solvency of transit systems most at risk, while also providing competitive funding to address high priority, customer-focused improvements with a strong potential to attract new riders and thereby accelerate transit's climate protection benefits.

### **Track 1: Secure – Transit Service Preservation**

These funds would be limited to operators forecast to face a fiscal cliff within the next two fiscal years that cannot be addressed without significant and unacceptable service cuts to routes with a demonstrated demand for transit service. Funding would be made available to operators on the basis of need. Objective criteria would be identified to determine eligibility.

## **Track 2: Revive – Retooling for the Future**

It's time to retool. Transit ridership was declining even before the pandemic and the reasons riders give today for not wanting to ride transit are familiar ones. They want systems that are convenient, reliable, safe, and clean. To assist operators in retaining existing riders and attracting new riders – a critical goal for transit to deliver on its role in the state's climate strategy – the state should establish a new program to fund proven strategies that address the unique, pressing needs of different systems. Eligible expenditures to enhance the transit rider experience, should include, but aren't limited to:

- Service reliability and frequency improvements, including workforce development incentives to assist with a severe workforce shortage that is hampering transit's ability to deliver enhanced service levels (some agencies face vacancies as high as 30%)
- Transit priority projects to help buses bypass traffic and offer a travel time advantage, a proven strategy for boosting ridership
- Reliable, real-time transit information equipment and software
- Transit fare integration/transit passes that make transit more convenient and affordable
- Mapping/wayfinding enhancements to make it easier to navigate transit
- Enhancements to passenger facilities (e.g., stations and shade at bus stops to make them safer and more comfortable in the face of a changing climate)
- Resources to help transit riders experiencing homelessness access the services they need
- Public safety and cleanliness, top concerns of current customers and factors that surveys have indicated are deterrents for those who don't currently ride transit

# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 22-1734      **Version:** 1      **Name:**  
**Type:** Report      **Status:** Informational  
**File created:** 10/31/2022      **In control:** Bay Area Partnership Board  
**On agenda:** 12/2/2022      **Final action:**  
**Title:** Network Management Business Case Update

MTC staff and Network Management Business Case Advisory Group members will provide an update on the progress of the Business Case analysis, and report on feedback received at the November Advisory Group meeting on the preliminary draft Regional Network Management Framework

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [4ci Regional Network Management Business Case Evaluation](#)  
[4cij Network Management Update Presentation](#)

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

Network Management Business Case Update

MTC staff and Network Management Business Case Advisory Group members will provide an update on the progress of the Business Case analysis, and report on feedback received at the November Advisory Group meeting on the preliminary draft Regional Network Management Framework

**Presenter:**

Denis Mulligan, GGBHTD and Shruti Hari, MTC

**Recommended Action:**

Information

**Attachments:**



**Metropolitan Transportation Commission  
Bay Area Partnership Board**

December 2, 2022

Agenda Item 4c

**Regional Network Management Business Case Evaluation**

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**Subject:**

Regional Network Management Business Case Evaluation Update.

**Background:**

The Regional Network Management Business Case Evaluation project will identify a preferred framework for Regional Network Management (RNM) in a format that sets an adaptable structure for future improvement and recommends specific steps to achieve implementation.

**Next Steps:**

The Network Management Business Case Advisory Group last met on November 14, 2022 and a preliminary RNM framework was presented. Attachment A contains the RNM Progress Update, Functional Areas & Preliminary Draft RNM Framework Review presentation. This information can also be found on the [Network Management Business Case Advisory Group Meeting Detail Page](#) under Agenda Item 4a.

Staff will be at your December 2, 2022 meeting to discuss and solicit your feedback on the materials presented.

**Issues:**

None identified.

**Recommendations:**

Information

**Attachments:**

- Attachment A: Key Slides from the November 14, 2022 Network Management Business Case Advisory Group meeting packet

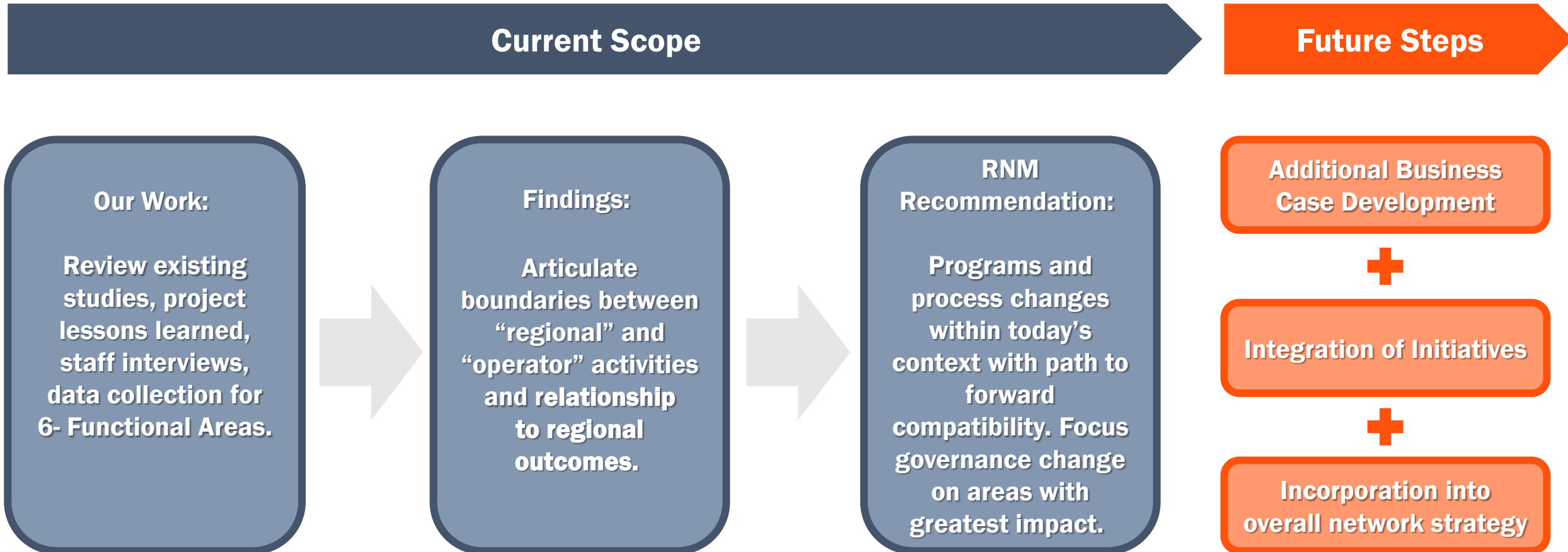
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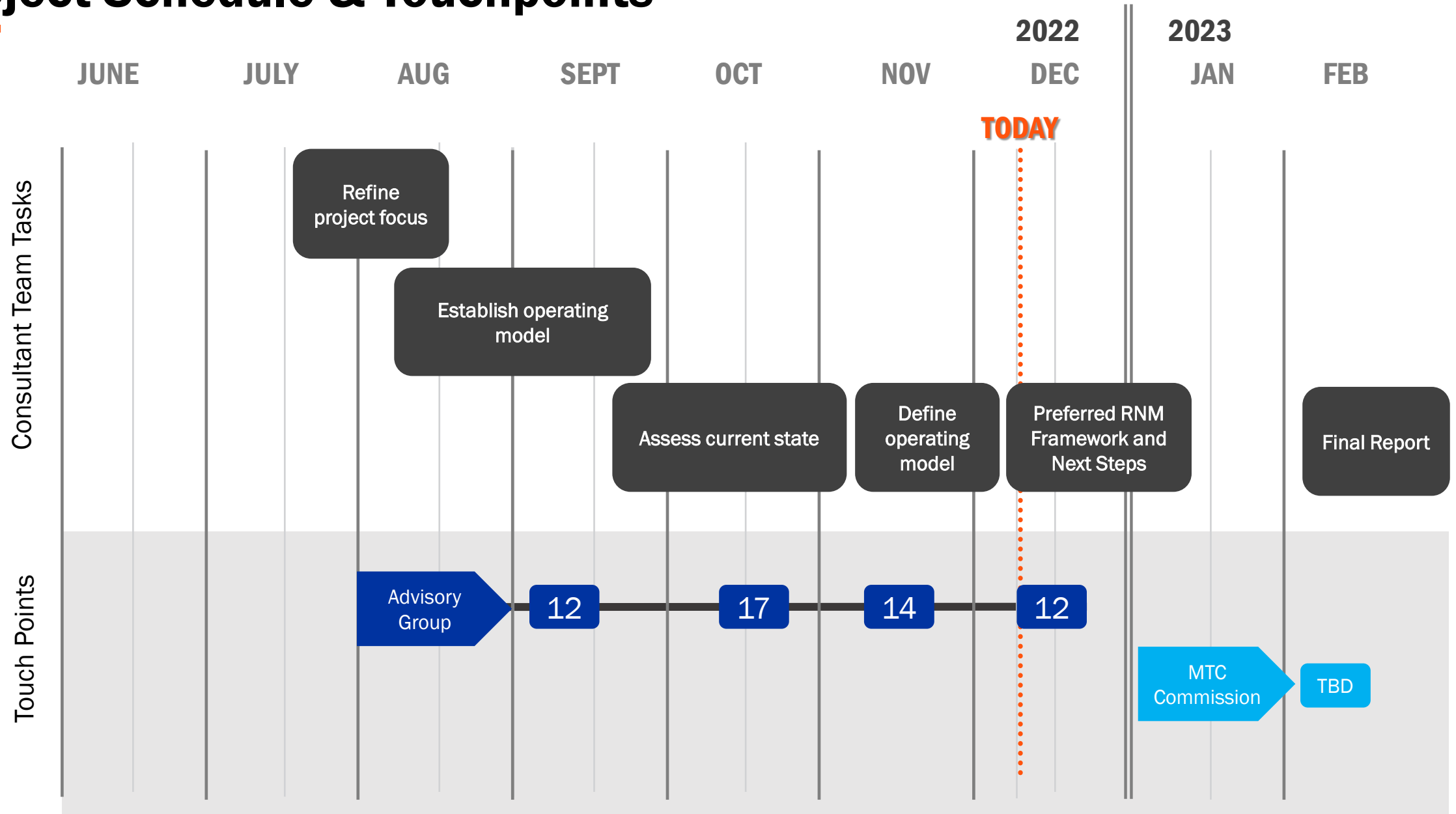
# Network Management

DRAFT PRELIMINARY FINDINGS  
BAY AREA PARTNERSHIP BOARD  
DECEMBER 2, 2022 AGENDA ITEM 4C

# Recap of Scope and Process



# Project Schedule & Touchpoints



# Regionalization for each Functional Area is based on the Regionalization Considerations & Categories:

Will “*regionalizing*” this accountability / responsibility...

## C Improve the Customer Experience

Such as:

- Reduce travel times
- Improve equity
- Simplify the user interface
- Enhance accessibility

and  
/ or

## E Unlock Efficiencies

Such as:

- Enable sharing of costs
- Generate economies of scale
- Reduce time spent on coordination activities
- Reduce duplicative efforts / activities

and

## F Be Feasible

Such as:

- Is not cost prohibitive
- Within achievable legal / regulatory limitations
- Agency has path to authority, where required
- Is operationally possible

# Preliminary Regional Role for Functional Area Activities

Fare Integration Policy

Wayfinding & Mapping

Accessibility

Connected  
Network Planning

Bus Transit Priority

Rail Network Mgmt.

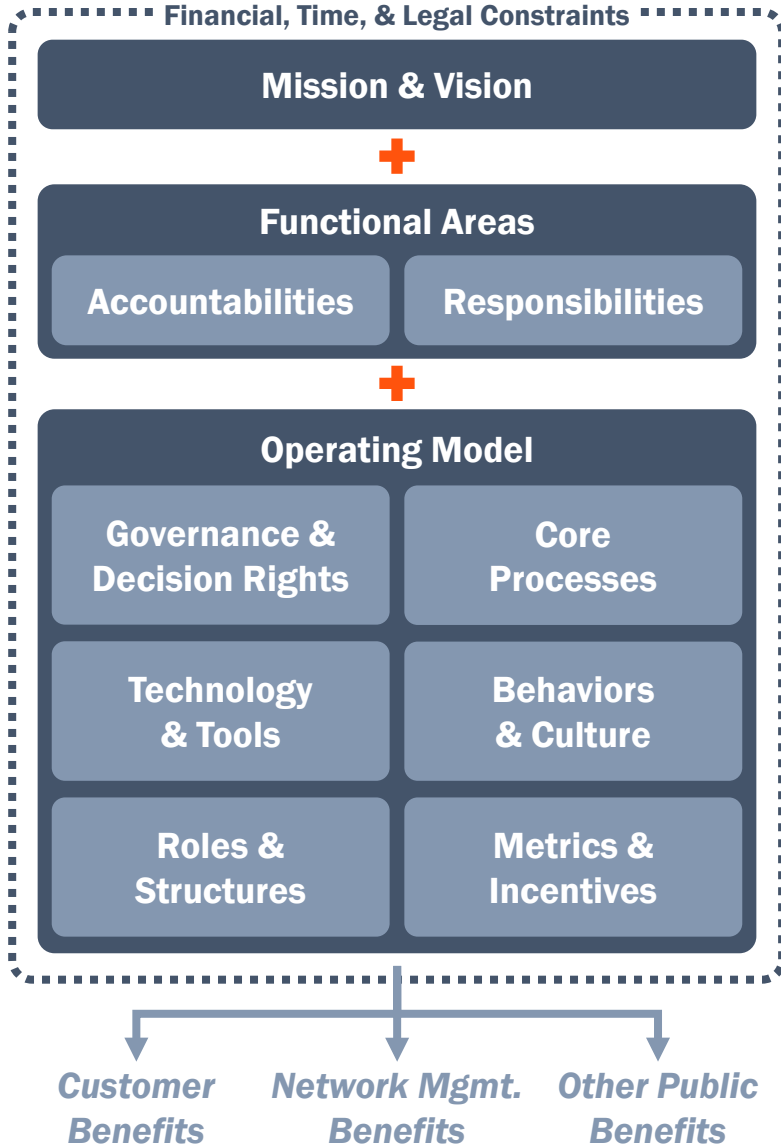
## Key Takeaways

- 1) Regional Role:** Regional entity will set the vision, make select funding decisions, develop the regional policies, create implementation plans, and implement regional programs (as needed) by coordinating stakeholders
- 2) Operator Role:** Operators will be highly involved in regional decision making, provide local stakeholder perspectives / needs, and implement regional policies
- 3) RNM Framework:** RNM Framework will need to be designed to facilitate the effective and efficient interplay of these two roles (see slide 14 for key operating model needs)

# The RNM Framework

The Regional Network Management Framework

Benefits of the RNM Framework



The **mission** (the RNM’s purpose) and **vision** (what the RNM hopes to accomplish) serve as guiding principles for the Functional Areas and Operating Model within the RNM

The **Accountabilities** and **Responsibilities** define what activities within each functional area for which the RNM is responsible (vs. the Operators or MTC)

The **Operating Model** defines *how* the RNM will deliver its Accountabilities and Responsibilities

The **Financial, Time, & Legal Constraints** place boundaries on the Mission, Vision, Functional Areas, and Operating Model for the RNM

# Proposed RNM Mission & Vision Statements

## Proposed Mission Statement

("Core Purpose")

To drive transformative improvements in the customer experience for regional Bay Area transit

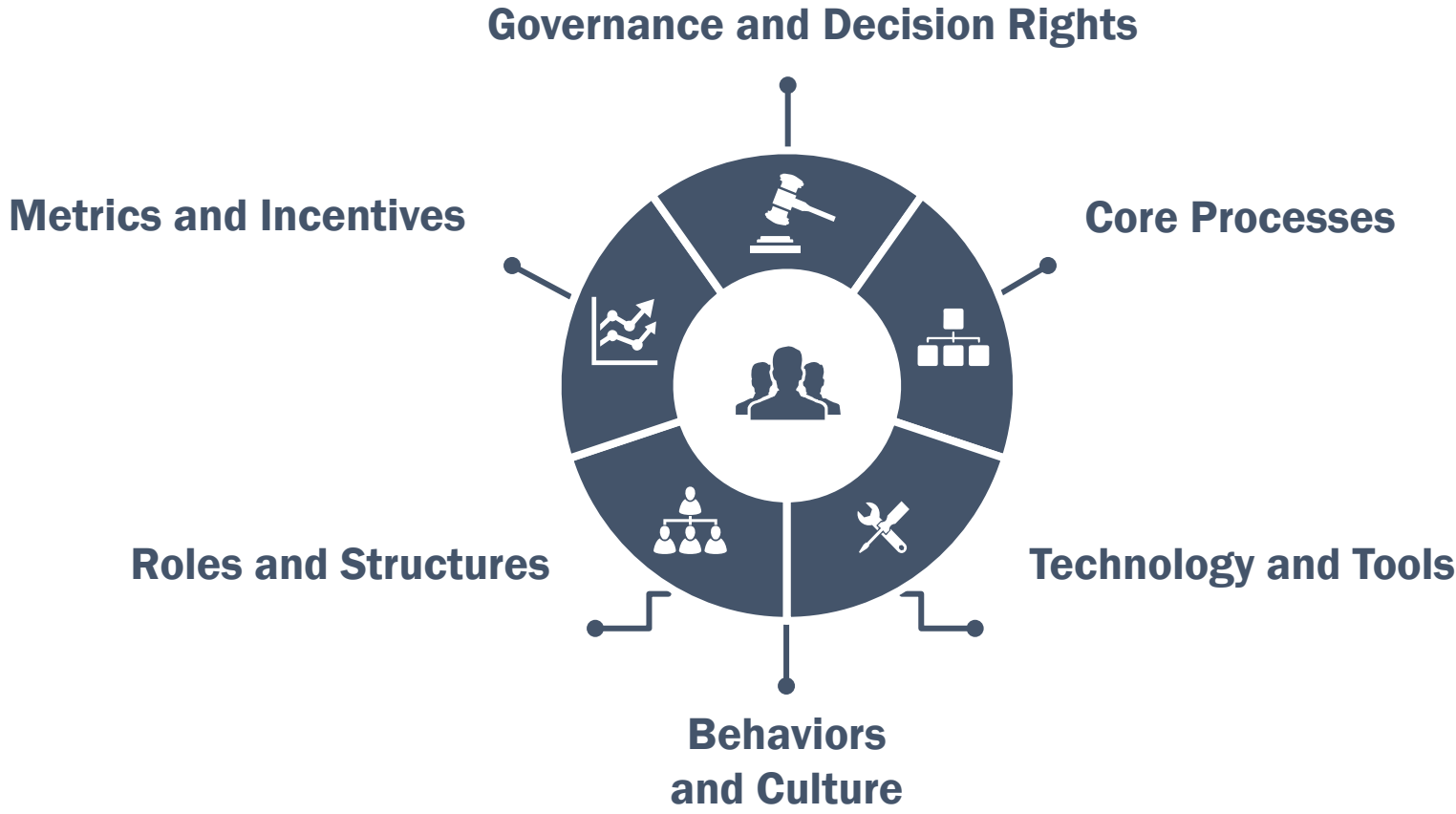
## Proposed Vision Statement

("Why")

To advance regional goals in affordability, connectivity, diversity, health, and vibrancy through a unified regional transit system that serves all Bay Area populations



# The current-state assessment revealed cross-cutting challenges for which the RNM Operating Model will be focused to address:



# To address these challenges, the RNM will need three key elements

## Regional Visioning Element

**MTC:** Leverage existing regional purview and planning capabilities to help set the regional vision for transit in the Bay Area and drive the direction of the RNM

## Steering Element

**RNM Executive Board:** Board comprised GM-level Operator and MTC representatives who understand transit operations and can represent the interests of their stakeholders, make critical decisions on regional policies, and provide leadership

**“Voice of the Customer” Advisory Function:** Group of stakeholders who represent the customer and can help inform decision-making with the customer in mind

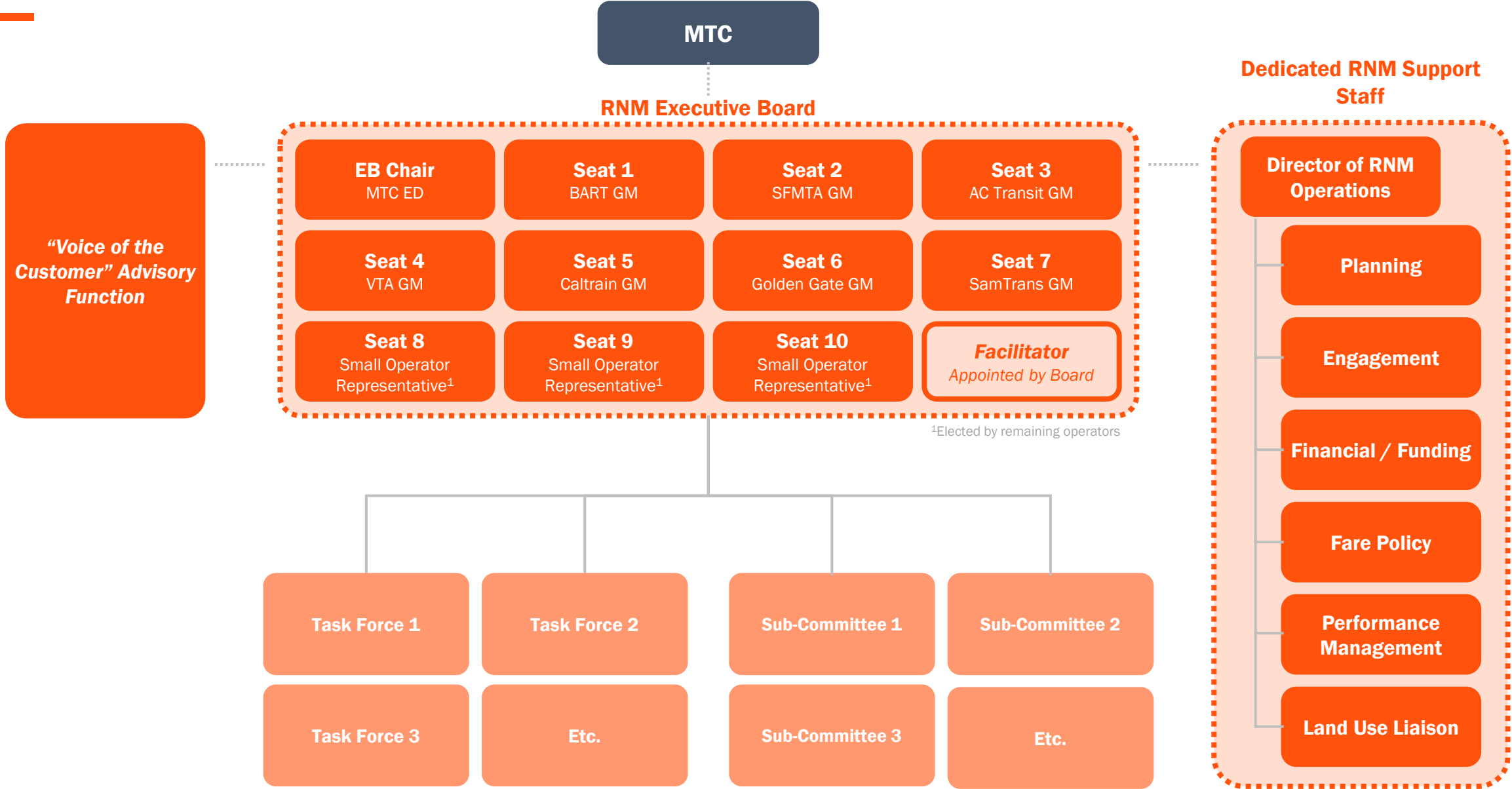
## Administrative / Operational Element

**Dedicated RNM Support Staff:** Group of dedicated staff (potential opportunity for seconded staff as well) with a broad range of capabilities and expertise to support the operations and analysis of the RNM

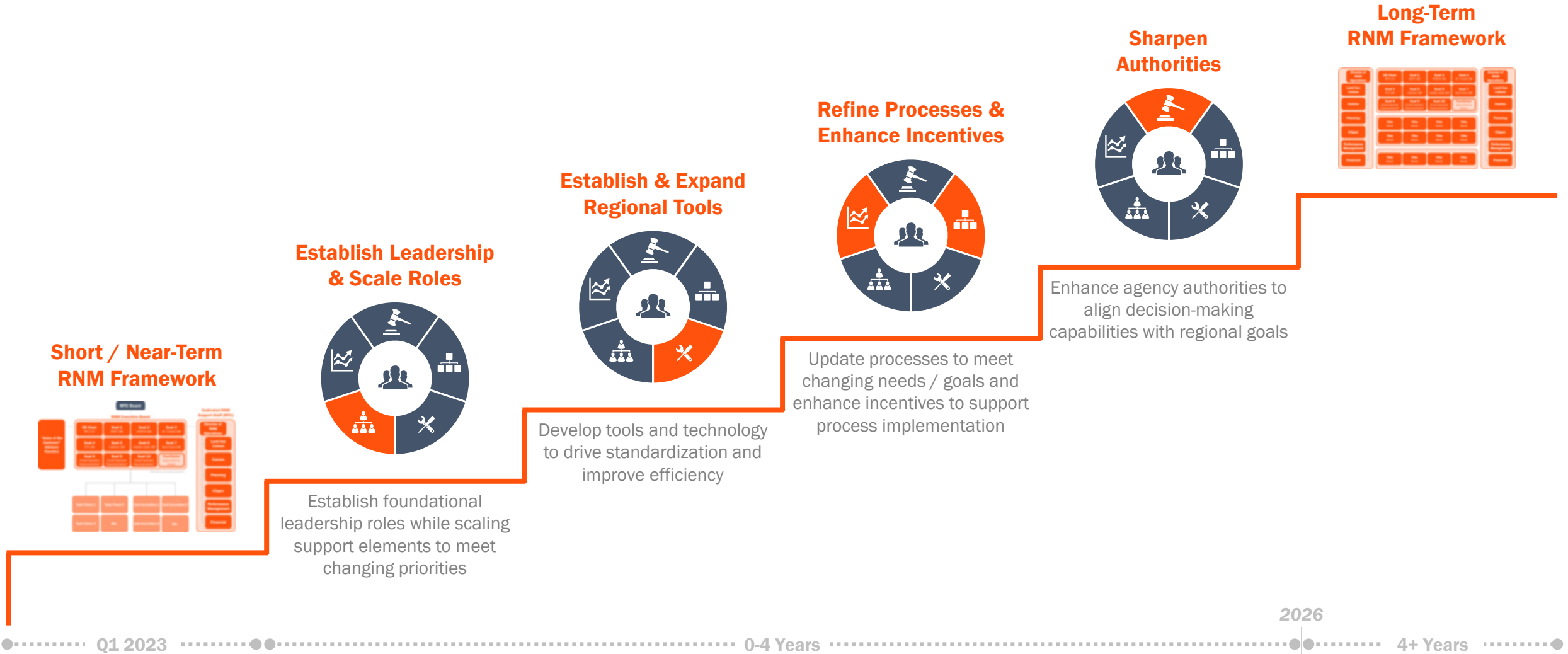
**Task Forces:** *Temporary* groups comprised a broad range of representatives, including Operators, stakeholders, and subject matter experts, that will help complete analysis and develop policy recommendations / options for *targeted* topics

**Sub-Committees:** *Longer-term* groups comprised a broad range of representatives, including Operators, stakeholders, and subject matter experts, that will help complete analysis and develop policy recommendations / options for *ongoing* topics

# Preliminary Short / Near-Term RNM Structure



# How the Operating Model Framework will Drive Long-Term Evolution of the RNM Framework



Note: Illustrative