



DATE: September 24, 2020

TO: Transportation Authority of Marin Board of Commissioners

FROM: Anne Richman, Executive Director *Anne Richman*
Derek McGill, Planning Manager

SUBJECT: MTC's Plan Bay Area 2050 Final Blueprint (Discussion), Agenda Item No. 11

RECOMMENDATION

Discussion item only. The Administration, Projects and Planning Executive Committee reviewed and discussed this item at its September 14, 2020 meeting.

BACKGROUND

Every four years, the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) are required to develop and adopt a Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS). The last RTP/SCS, known as Plan Bay Area 2040, was adopted in August of 2017. Immediately following the adoption of Plan Bay Area 2040, MTC staff began development of a scenario planning process, Horizon, and the update to the RTP/SCS known as Plan Bay Area 2050 (PBA 2050).

As the Congestion Management Agency (CMA) for Marin County, TAM is required to coordinate with MTC on the development of the RTP/SCS and to submit projects on behalf of Marin County. In April 2020, the TAM Board accepted its final list of projects for Marin County for consideration in PBA 2050. At that time, the Board authorized the Executive Director to sign a letter of commitment/support from the North Bay County Transportation Agencies for State Route (SR) 37, to support its inclusion into the final Transportation Element of the plan.

The submittal of the Marin County Project List completed a series of presentations at the TAM Board that occurred between December 2019 and February 2020. Since the development of the Marin County Project List, MTC released the final Transportation Element in July, and adoption of the final blueprint is expected to occur in September 2020.

DISCUSSION/ANALYSIS:

At the July 2020 TAM Board meeting, staff provided an update on which of Marin's transportation investments were proposed to be included in the transportation element of PBA 2050. At that meeting staff noted that most of the Marin County projects submitted by TAM were included in the plan. Staff also noted that MTC staff would continue to engage in discussions with North Bay transportation agencies on the inclusion of SR 37 improvements in the final blueprint.

Since that time, MTC staff has continued to support including SR 37 within the blueprint, and developed a flexible strategy that would allow discussions to continue regarding the future use of the Richmond-San Rafael Bridge Bike Path, and Golden Gate Transit service frequency enhancements. With these projects added, the updated list of Marin' projects is proposed to be fully included in the transportation element of the fiscally constrained plan.

MTC's recommendations are aligned to support the Senate Bill (SB) 375-mandated reduction in per-capita greenhouse gas emissions, as well as to advance the adopted PBA 2050 goals and objectives. In order to meet the mandated per-capita greenhouse gas (GHG) reductions from passenger vehicle travel, MTC has advanced a coordinated land use and transportation strategy that if fully implemented would:

- improve Marin's transportation system,
- maintain the operations of the existing transit service and local pavement condition index,
- improve safety on our transportation system,
- advance Sea Level Rise projects in Marin County,
- meet State GHG goals,
- continue the region's eligibility for future SB1 program funds, and
- support the advancement of equity for the region.

However, to achieve the outcomes identified in the plan including the GHG target, the region will need to further discuss implementation of many aspects of this plan in much greater detail than can be identified in the broad lens of a regional land use and transportation plan. For example, in addition to the transportation projects and the growth area designations, the Plan includes 35 broad policy strategies to achieve its goals. One of these strategies is tolling/ congestion pricing with means-based tolls that helps support the inclusion of projects in the plan, but would require additional study, likely legislation, and further public and stakeholder outreach.

The executive committee at its September 14th meeting noted that North Bay MTC commissioners provided comments to MTC on the proposed tolling strategy included as Attachment D. Additionally, the committee had clarification questions regarding equity and tolling on highway facilities.

FISCAL CONSIDERATION:

This item has no direct fiscal impact to TAM.

NEXT STEPS:

TAM will continue to monitor and report on PBA 2050 activities as they pertain to Marin County's transportation interests.

ATTACHMENTS:

Attachment A: List of PBA 2050 Projects
Attachment B: List of PBA 2050 Strategies
Attachment C: PBA 2050 Growth Geographies
Attachment D: North Bay Commissioners Letter to MTC
Attachment E: Staff Presentation

Final Blueprint: Transportation Element (Fiscally-Constrained Projects)

Project Title/Program		County	Anticipated Project Opening	Total Cost (YOE\$, Millions)	
Maintain & Optimize Existing Infrastructure					
1	T1. Restore, Operate & Maintain the Existing System				
2	Accelerate Restoration of Transit Operations to 2019 Levels	Regional	1. 2021-2035	\$3,000	2
3	BART Hayward Maintenance Complex Phase 1	Multi County	1. 2021-2035	\$465	3
4	BART Seismic Retrofit Program	Multi County	Various	\$1,830	4
5	Maintain & Operate Existing Local Streets & Roads	Regional	Various	\$62,100	5
6	Maintain & Operate Existing Transit Service	Regional	Various	\$208,000	6
7	Maintain Existing Local Bridges	Regional	Various	\$2,550	7
8	Maintain Existing Regional "Toll" Bridges	Regional	Various	\$21,900	8
9	Maintain Existing State Highways	Regional	Various	\$24,400	9
10	Maintain Existing Transit Capital Assets	Regional	Various	\$59,100	10
11	Marin Transit Operations & Maintenance Facility	Marin	1. 2021-2035	\$30	11
12	VINE Maintenance Facility	Napa	1. 2021-2035	\$40	12
13	Other Programmatic Investments to Operate & Maintain the Existing System	Multi County	Various	\$6,830	13
14	T2. Support Community-Led Transportation Enhancements in Communities of Concern	Regional	Various	\$8,000	14
15	T3. Enable a Seamless Mobility Experience		Various		15
16	Station Access & Mobility Improvements	Multi County	Various	\$2,400	16
17	Unified Trip Planning & Fare Payments	Regional	Various	\$1,000	17
18	Other Programmatic Investments to Enable a Seamless Mobility Experience	Multi County	Various	\$45	18
19	T4. Reform Regional Transit Fare Policy				19
20	Measure B Affordable Fare Program	Santa Clara	Various	\$45	20
21	Reform Regional Transit Fare Policy	Regional	Various	\$10,000	21
22	T5. Implement Per-Mile Tolling on Congested Freeways with Transit Alternatives	Regional	1. 2021-2035	\$1,000	22
23	T6. Improve Interchanges & Address Highway Bottlenecks				23
24	Bay Area Forward Program	Regional	1. 2021-2035	\$950	24
25	Dumbarton Bridge West Side Access Improvements	San Mateo	2. 2036-2050	\$60	25
26	I-80 Corridor & Interchange Improvements	Contra Costa	Various	\$130	26
27	I-80 Corridor & Interchange Improvements	Solano	Various	\$75	27
28	I-80 Yerba Buena Island Interchange Improvement	San Francisco	1. 2021-2035	\$280	28
29	I-80/I-680/SR-12 Interchange Improvements + Widening Packages 3-5, 6 & 7	Solano	Various Phases	\$660	29
30	I-280 Corridor & Interchange Improvements	San Francisco	1. 2021-2035	\$25	30
31	I-280 Corridor & Interchange Improvements	Santa Clara	Various	\$595	31
32	I-380 Corridor & Interchange Improvements	San Mateo	1. 2021-2035	\$45	32
33	I-580 Corridor & Interchange Improvements	Alameda	Various	\$315	33
34	I-680 Corridor & Interchange Improvements	Alameda	2. 2036-2050	\$45	34
35	I-680 Corridor & Interchange Improvements	Contra Costa	2. 2036-2050	\$35	35
36	I-680 Corridor & Interchange Improvements	Santa Clara	2. 2036-2050	\$95	36
37	I-680/SR-4 Interchange Improvements Phases 1, 2, 4, 5	Contra Costa	Various Phases	\$440	37
38	I-880 Corridor & Interchange Improvements	Alameda	1. 2021-2035	\$530	38
39	I-880 Corridor & Interchange Improvements	Santa Clara	2. 2036-2050	\$20	39
40	Richmond-San Rafael Bridge East Side Access Improvements	Contra Costa	1. 2021-2035	\$115	40
41	Richmond-San Rafael Bridge Reserve for Post Pilot Recommendation	Multi County	1. 2021-2035	\$60	41
42	Soscol Junction Improvements	Napa	1. 2021-2035	\$60	42
43	SR-4 Integrated Corridor Mobility	Contra Costa	2. 2036-2050	\$25	43
44	SR-4 Operational Improvements	Contra Costa	Various Phases	\$230	44
45	SR-4/Vasco Road Widening	Contra Costa	2. 2036-2050	\$510	45
46	SR-17 Corridor & Interchange Improvements	Santa Clara	1. 2021-2035	\$50	46
47	SR-24 Corridor & Interchange Improvements	Contra Costa	2. 2036-2050	\$40	47
48	SR-29 Corridor Improvements	Napa	Various Phases	\$105	48
49	SR-37 Interim Project (e.g., Widening + Tolling)	Multi County	1. 2021-2035	\$740	49
50	SR-85 Corridor & Interchange Improvements	Santa Clara	2. 2036-2050	\$80	50
51	SR-87 Corridor & Interchange Improvements	Santa Clara	2. 2036-2050	\$85	51
52	SR-92 Corridor & Interchange Improvements	Alameda	1. 2021-2035	\$40	52
53	SR-152 Environmental Studies for New Alignment	Contra Costa	1. 2021-2035	\$50	53
54	SR-237 Corridor & Interchange Improvements	Santa Clara	Various	\$415	54
55	SR-239 Feasibility Studies & Project Development	Contra Costa	1. 2021-2035	\$30	55
56	SR-242 Corridor & Interchange Improvements	Contra Costa	2. 2036-2050	\$90	56
57	SR-262 Safety & Interchange Improvements Phase 1	Alameda	2. 2036-2050	\$445	57
58	U.S. 101 Corridor & Interchange Improvements	San Mateo	1. 2021-2035	\$900	58
59	U.S. 101 Corridor & Interchange Improvements	Santa Clara	Various	\$1,170	59
60	U.S. 101 Corridor & Interchange Improvements	Sonoma	1. 2021-2035	\$240	60
61	U.S. 101 Marin-Sonoma Narrows	Multi County	1. 2021-2035	\$140	61
62	U.S. 101/I-580 Direct Connector	Marin	1. 2021-2035	\$171	62
63	Vasco Road/Byron Highway New Connector Road	Contra Costa	2. 2036-2050	\$185	63
64	Other Programmatic Investments to Improve Interchanges & Address Highway Bottlenecks	Regional	Various	\$620	64
65	T7. Advance Other Regional Programs & Local Priorities				65

Final Blueprint: Transportation Element (Fiscally-Constrained Projects)

	Project Title/Program	County	Anticipated Project Opening	Total Cost (YOE\$, Millions)	
66	7th Street Grade Separation East	Alameda	1. 2021-2035	\$315	66
67	7th Street Grade Separation West	Alameda	1. 2021-2035	\$310	67
68	511 Bay Area Program	Regional	2. 2036-2050	\$340	68
69	All Electronic Tolling	Regional	2. 2036-2050	\$200	69
70	Carpool/Vanpool Program	Regional	2. 2036-2050	\$800	70
71	Cost Contingency/Reserve	Regional	Various	\$2,000	71
72	Decoto Road Multimodal "Complete Street" Corridor	Alameda	1. 2021-2035	\$20	72
73	Goods Movement & Rail Safety	Alameda	Various	\$1,550	73
74	I-80 Westbound Truck Scales	Solano	1. 2021-2035	\$250	74
75	Management Systems, Travel Demand Management & Emission Reduction Technologies	Regional	Various	\$1,280	75
76	Minor Highway/Roadway Improvements (inclusive of local roadway widenings)	Regional	Various	\$5,280	76
77	Motorist Aid Services	Regional	2. 2036-2050	\$520	77
78	Oakland Army Base Infrastructure Improvements	Alameda	1. 2021-2035	\$300	78
79	Quarry Lakes Parkway	Alameda	Various Phases	\$210	79
80	Regional Communications Network	Regional	2. 2036-2050	\$600	80
81	Regional Planning/Programs	Regional	2. 2036-2050	\$3,000	81
82	<i>Other Programmatic Investments to Advance Other Regional Programs & Local Priorities</i>	Regional	Various	\$640	82
83					83
84	Create Healthy & Safe Streets				84
85	T8. Build a Complete Streets Network				85
86	* Bay Skyway	Multi County	2. 2036-2050	\$585	86
87	* Better Market Street	San Francisco	1. 2021-2035	\$300	87
88	Build A Complete Streets Network	Regional	Various	\$7,000	88
89	<i>Other Programmatic Investments to Build a Complete Streets Network</i>	Regional	Various	\$5,140	89
90	T9. Advance Regional Vision Zero Policy through Street Design & Reduced Speeds				90
91	Advance Regional Vision Zero Policy through Street Design & Reduced Speeds	Regional	2. 2036-2050	\$1,000	91
92	<i>Other Programmatic Investments to Advance Regional Vision Zero Policy</i>	Regional	Various	\$3,460	92
93					93
94	Enhance Regional & Local Transit				94
95	T10. Enhance Local Transit Frequency, Capacity & Reliability				95
96	AC Transit 23rd Street Corridor Rapid/Bus Rapit Transit	Contra Costa	1. 2021-2035	\$260	96
97	AC Transit Alameda Point Transit Network	Alameda	1. 2021-2035	\$500	97
98	AC Transit E 14th/Mission & Fremont Blvd Mulitmodal Corridor	Alameda	1. 2021-2035	\$330	98
99	AC Transit Local Service Frequency Increase	Multi County	1. 2021-2035	\$3,760	99
100	AC Transit Rapid Network	Multi County	Various	\$2,000	100
101	AC Transit San Pablo Bus Rapid Transit	Multi County	1. 2021-2035	\$300	101
102	County Connection Bus Service Expansion	Contra Costa	2. 2036-2050	\$35	102
103	NVTA Expanded Bus Frequencies	Napa	Various	\$165	103
104	SamTrans El Camino Bus Rapid Transit	San Mateo	2. 2036-2050	\$350	104
105	San Francisco Downtown San Francisco Congestion Pricing	San Francisco	1. 2021-2035	\$1,090	105
106	San Jose Downtown Coordinated Area Plan & Transit Center Improvements	Santa Clara	2. 2036-2050	\$300	106
107	San Rafael Transit Center Relocation	Marin	1. 2021-2035	\$50	107
108	SFMTA Geary Bus Rapid Transit Phase 2	San Francisco	1. 2021-2035	\$685	108
109	SFMTA Geneva-Harney Bus Rapid Transit	San Francisco	1. 2021-2035	\$70	109
110	SFMTA Historic Streetcar Extension - Fort Mason to 4th & King	San Francisco	1. 2021-2035	\$70	110
111	SFMTA Muni Forward	San Francisco	1. 2021-2035	\$2,630	111
112	SFMTA Southeast San Francisco Transit Improvements	San Francisco	1. 2021-2035	\$635	112
113	SFMTA T-Third Phase II: Central Subway	San Francisco	1. 2021-2035	\$225	113
114	** SFMTA Train Control Upgrade (Core Capacity)	San Francisco	1. 2021-2035	\$690	114
115	SFMTA Transit Fleet Expansion Buses	San Francisco	1. 2021-2035	\$260	115
116	SFMTA Transit Fleet Expansion Facilities	San Francisco	1. 2021-2035	\$295	116
117	SFMTA Transit Fleet Expansion Ligh Rail Vehicle (Core Capacity)	San Francisco	1. 2021-2035	\$205	117
118	SFMTA Van Ness Avenue Bus Rapid Transit	San Francisco	1. 2021-2035	\$1,580	118
119	Sonoma County Service Frequency Increase	Sonoma	1. 2021-2035	\$330	119
120	STA Solano Express Bus to BRT-lite	Solano	1. 2021-2035	\$25	120
121	Transit Extension (BRT) from Hillcrest eBART to Brentwood Intermodal Station	Contra Costa	2. 2036-2050	\$295	121
122	Treasure Island Congestion Pricing + New Ferry Service (WETA)	San Francisco	1. 2021-2035	\$1,300	122
123	VTa Extend Light Rail Transit from Eastridge to BART Regional Connector	Santa Clara	1. 2021-2035	\$590	123
124	VTa Extend Light Rail Transit from Winchester Station to SR-85 (Vasona Junction)	Santa Clara	2. 2036-2050	\$555	124
125	VTa Fast Transit Implementation	Santa Clara	2. 2036-2050	\$300	125
126	VTa High Capacity Transit Corridors	Santa Clara	Various	\$500	126
127	VTa Implement El Camino Rapid Transit	Santa Clara	2. 2036-2050	\$25	127
128	VTa Light Rail Modernization and Grade Separation Diridon to North San Jose	Santa Clara	2. 2036-2050	\$8,500	128
129	VTa Measure B Frequent Core Bus Network - 15 minutes	Santa Clara	2. 2036-2050	\$660	129
130	VTa SR 85 Corridor Improvements - Measure B	Santa Clara	2. 2036-2050	\$350	130
131	VTa Stevens Creek Rail	Santa Clara	2. 2036-2050	\$2,830	131

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Project Title/Program		County	Anticipated Project Opening	Total Cost (YOE\$, Millions)	
132	<i>Other Programmatic Investments to Enhance Local Transit Frequency, Capacity & Reliability</i>	Regional	Various	\$1,600	132
133	T11. Expand and Modernize the Regional Rail Network				133
134	*** ACE Service Frequency Increase 8 Trains Per Day	Multi County	Various Phases	\$400	134
135	ACE/Capitol Corridor Capital Projects to Enhance Rail Service to Santa Clara (e.g. Alviso Wetlands)	Santa Clara	1. 2021-2035	\$200	135
136	BART Bay Fair Connection	Alameda	1. 2021-2035	\$235	136
137	BART Irvington Station	Alameda	1. 2021-2035	\$230	137
138	BART Rail Vehicle Expansion Procurement Phase 3	Multi County	1. 2021-2035	\$630	138
139	BART Service to Silicon Valley Phase II	Santa Clara	1. 2021-2035	\$10,100	139
140	BART System Expansion & Capacity Improvements	Multi County	Various	\$8,010	140
141	BART Transit Operations Facility	Multi County	Various	\$135	141
142	Caltrain Downtown Extension	San Francisco	1. 2021-2035	\$3,940	142
143	Caltrain Electricification	Multi County	1. 2021-2035	\$1,980	143
144	Caltrain Enhanced Frequency 8 Trains Per Hour	Multi County	2. 2036-2050	\$2,840	144
145	Caltrain Grade Separations	Multi County	Various	\$5,760	145
146	Capitol Corridor South Bay Connect	Alameda	1. 2021-2035	\$265	146
147	Diridon Station Improvements	Santa Clara	2. 2036-2050	\$3,250	147
148	Dumbarton Rail Group Rapid Transit	Multi County	2. 2036-2050	\$3,840	148
149	Ferry Service Antioch, Martinez & Hercules to San Francisco	Contra Costa	1. 2021-2035	\$110	149
150	GGBHTD Ferry Service Enhancements	Multi County	1. 2021-2035	\$485	150
146	High Speed Rail Millbrae SFO Station	San Mateo	1. 2021-2035	\$40	151
147	Millbrae SFO Guideway Improvement	San Mateo	1. 2021-2035	\$175	152
148	Mineta San Jose International Airport Connector Automated People Mover	Santa Clara	2. 2036-2050	\$500	153
149	Regional Hovercraft Pilot Project	San Mateo	1. 2021-2035	\$165	154
150	SMART Extension to Windsor	Sonoma	1. 2021-2035	\$142	155
151	Transbay Rail New San Francisco-Oakland Crossing	Multi County	2. 2036-2050	\$28,800	156
152	Valley Link New Bay Area Service	Alameda	1. 2021-2035	\$2,910	157
153	WETA Berkeley-San Francisco Ferry	Multi County	1. 2021-2035	\$300	158
154	WETA Existing Ferry Service Enhancement	Multi County	1. 2021-2035	\$1,480	159
155	WETA Mission Bay-East & North Bay Ferry	Multi County	1. 2021-2035	\$270	160
156	WETA Redwood City-San Francisco-Oakland Ferry	Multi County	1. 2021-2035	\$470	161
157	<i>Other Programmatic Investments to Expand & Modernize the Regional Rail Network</i>	Regional	Various	\$750	162
158	T12. Build an Integrated Regional Express Lane and Express Bus Network				163
159	AC Transit Transbay Service Increase Phase 1	Multi County	Various Phases	\$230	164
160	GGBHTD Bus Service Enhancements	Multi County	1. 2021-2035	\$395	165
161	I-80 Express Bus Service Improvements Phase 1	Contra Costa	1. 2021-2035	\$280	166
162	I-80 Express Lanes Implementation	Alameda	Various Phases	\$220	167
163	I-80 Express Lanes Implementation	Solano	Various Phases	\$570	168
164	I-280 Express Lanes Implementation	Santa Clara	2. 2036-2050	\$130	169
165	I-580 Express Lanes Implementation	Alameda	1. 2021-2035	\$255	170
166	I-680 Express Bus Service and Transit Improvements	Contra Costa	1. 2021-2035	\$230	171
167	I-680 Express Bus Service to Silicon Valley	Alameda	1. 2021-2035	\$170	172
168	I-680 Express Lanes Implementation	Alameda	Various Phases	\$675	173
169	I-680 Express Lanes Implementation	Contra Costa	1. 2021-2035	\$560	174
170	I-680 Express Lanes Implementation	Santa Clara	1. 2021-2035	\$50	175
171	I-880 Express Lanes Implementation	Alameda	Various Phases	\$395	176
172	I-880 Express Lanes Implementation	Santa Clara	1. 2021-2035	\$70	177
173	NVTA Express Bus Enhancements + Express Buses	Napa	1. 2021-2035	\$45	178
174	ReX Blue Line (Basic Express Bus from San Francisco to San Jose)	Multi County	1. 2021-2035	\$635	179
175	ReX Green Line (Premium Express Bus from Vallejo to SFO Airport)	Multi County	1. 2021-2035	\$1,220	180
176	ReX Red Line (Basic Express Bus from Oakland to Redwood City)	Multi County	1. 2021-2035	\$635	181
177	SamTrans New Regional Express Bus Routes	San Mateo	1. 2021-2035	\$480	182
178	SFMTA Express Bus Service on Express Lanes	San Francisco	1. 2021-2035	\$240	183
179	SR-4 Express Lanes Implementation	Contra Costa	1. 2021-2035	\$75	184
180	SR-84 Express Lanes Implementation	Alameda	2. 2036-2050	\$10	185
181	SR-85 Express Lanes Implementation	Santa Clara	1. 2021-2035	\$230	186
182	SR-85/U.S. 101 Express Lanes Implementation	Santa Clara	1. 2021-2035	\$50	187
183	SR-92 Express Lanes Implementation	Alameda	2. 2036-2050	\$15	188
184	SR-237 Express Lanes Implementation	Santa Clara	1. 2021-2035	\$45	189
185	U.S. 101 Bus Service on Shoulder	Marin	1. 2021-2035	\$10	190
186	U.S. 101 Express Lanes Implementation	San Mateo	1. 2021-2035	\$405	191
187	U.S. 101 Express Lanes Implementation	Santa Clara	1. 2021-2035	\$560	192
188	U.S. 101/I-280 Express Lanes Implementation	San Francisco	1. 2021-2035	\$210	193
189					194
190	Reduce Risks from Hazards (transportation projects only)				195
191	EN1. Adapt to Sea Level Rise				196
192	BART Climate Adaptation/Resiliency & Sustainability Program	Multi County	2. 2036-2050	\$360	197

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	Project Title/Program	County	Anticipated Project Opening	Total Cost (YOE\$, Millions)	
193	I-580/US-101/SMART Sea Level Rise Resilience Project	Marin	1. 2021-2035	\$1,045	198
194	SR-37 Long-Term Project (e.g., Sea Level Rise Resilience)	Multi County	2. 2036-2050	\$5,120	199
195	SR-84 Sea Level Rise Resilience Project	Alameda	2. 2036-2050	\$230	200
196	SR-237/VTA Sea Level Rise Resilience Project	Santa Clara	1. 2021-2035	\$180	201
197	US-101 Peninsula Sea Level Rise Resilience Project	San Mateo	2. 2036-2050	\$280	202
198	I-880 Sea Level Rise Resilience Project	Alameda	1. 2021-2035	\$50	203
199					204
200	Reduce Climate Emissions (transportation projects only)				205
201	EN8. Expand Clean Vehicle Initiatives	Regional	Various	\$4,500	206
202	EN9. Expand Transportation Demand Management Strategies	Regional	Various	\$500	207

Notes:

- * Costs overlap with regional program to build a complete streets network.
- ** Costs overlap with regional program to maintain existing transit capital assets.
- *** Capital costs overlap with capital projects program to enhance rail service to Santa Clara.

Other *'Programmatic Investments'* will be listed as projects or organized into programmatic categories for final Plan adoption.

This transportation project list is contingent on the inclusion of revenues from a regional all-lane tolling strategy.

PBA 2050 List of Strategies

Transportation: Maintain and Operate the Existing System –

- Strategy T1: Restore, Operate, and Maintain the Existing System \$390 billion
- Strategy T2: Support Community-Led Transportation Enhancements in Communities of Concern \$8 billion
- Strategy T3: Enable a Seamless Mobility Experience \$3 billion
- Strategy T4: Reform Regional Fare Policy \$10 billion
- Strategy T5: Implement Per-Mile Tolling on Congested Freeways with Transit Alternatives \$1 billion (in costs to construct related infrastructure)
- Strategy T6: Improve Interchanges and Address Highway Bottlenecks \$11 billion
- Strategy T7: Advance Other Regional Programs and Local Priorities \$18 billion

Transportation: Create Healthy and Safe Streets –

- Strategy T8: Build a Complete Streets Network \$13 billion
- Strategy T9: Advance Regional Vision Zero Policy through Street Design and Reduced Speeds \$4 billion

Transportation: Build a Next-Generation Transit Network –

- Strategy T10: Enhance Local Transit Frequency, Capacity, and Reliability \$34 billion
- Strategy T11: Expand and Modernize the Regional Rail Network \$78 billion
- Strategy T12: Build an Integrated Regional Express Lane and Express Bus Network \$9 billion

Housing: Protect and Preserve Affordable Housing –

- Strategy H1: Further Strengthen Renter Protections Beyond State Legislation \$2 billion
- Strategy H2: Preserve Existing Affordable Housing \$237 billion

Housing: Spur Housing Production at All Income Levels –

- Strategy H3: Allow a Greater Mix of Housing Densities and Types in Blueprint Growth Geographies \$N/A
- Strategy H4: Build Adequate Affordable Housing to Ensure Homes for All \$219 billion
- Strategy H5: Integrate Affordable Housing into All Major Housing Projects \$N/A
- Strategy H6: Transform Aging Malls and Office Parks into Neighborhoods \$N/A

Housing: Create Inclusive Communities –

- Strategy H7: Provide Targeted Mortgage, Rental, and Small Business Assistance to Communities of Concern \$10 billion
- Strategy H8: Accelerate Reuse of Public and Community Land for Mixed-Income Housing and Essential Services \$N/A

Economy: Improve Economic Mobility –

- Strategy EC1: Implement a Statewide Universal Basic Income \$205 billion
- Strategy EC2: Expand Job Training and Incubator Programs \$5 billion
- Strategy EC3: Invest in High-Speed Internet in Underserved Low-Income Communities \$10 billion

Economy: Shift the Location of Jobs –

- Strategy EC4: Allow Greater Commercial Densities in Growth Geographies \$N/A
- Strategy EC5: Provide Incentives to Employers to Shift Jobs to Housing-Rich Areas Well Served by Transit \$10 billion
- Strategy EC6: Retain and Invest in Key Industrial Lands \$4 billion

Environment: Reduce Risks from Hazards –

- Strategy EN1: Adapt to Sea Level Rise \$19 billion
- Strategy EN2: Provide Means-Based Financial Support to Retrofit Existing Residential Buildings (Energy, Water, Seismic, Fire) \$15 billion
- Strategy EN3: Fund Energy Upgrades to Enable Carbon-Neutrality in All Existing Commercial and Public Buildings \$18 billion
- Strategy EN4: Maintain Urban Growth Boundaries \$N/A

Environment: Expand Access to Parks and Open Space –

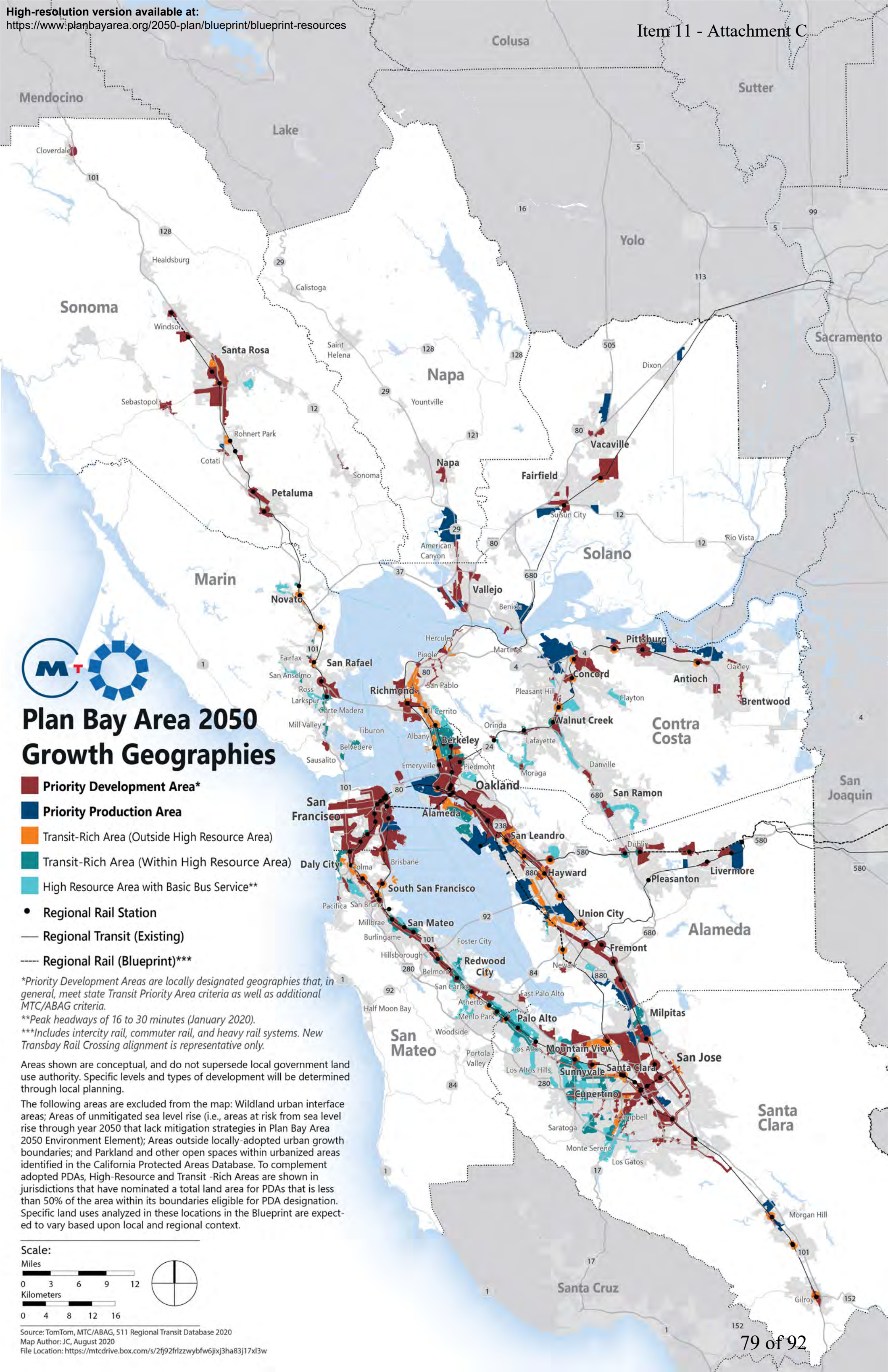
- Strategy EN5: Protect and Manage High-Value Conservation Lands \$15 billion
- Strategy EN6: Modernize and Expand Parks, Trails, and Recreation Facilities \$30 billion

Environment: Reduce Climate Emissions

- Strategy EN7: Institute Telecommuting Mandates for Major Office-Based Employers \$N/A
- Strategy EN8: Expand Clean Vehicle Initiatives \$4 billion
- Strategy EN9: Expand Transportation Demand Management Initiatives \$1 billion

For more information regarding these strategies, please visit the following link:

<http://mtc.legistar.com/gateway.aspx?M=F&ID=7994dcad-0487-452a-86b6-0600b223969e.pdf>



Plan Bay Area 2050 Growth Geographies

- Priority Development Area*
- Priority Production Area
- Transit-Rich Area (Outside High Resource Area)
- Transit-Rich Area (Within High Resource Area)
- High Resource Area with Basic Bus Service**

- Regional Rail Station
- Regional Transit (Existing)
- Regional Rail (Blueprint)***

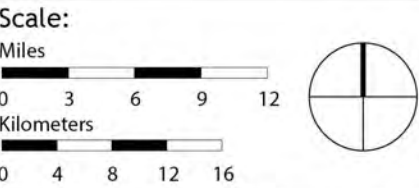
*Priority Development Areas are locally designated geographies that, in general, meet state Transit Priority Area criteria as well as additional MTC/ABAG criteria.

**Peak headways of 16 to 30 minutes (January 2020).

***Includes intercity rail, commuter rail, and heavy rail systems. New Transbay Rail Crossing alignment is representative only.

Areas shown are conceptual, and do not supersede local government land use authority. Specific levels and types of development will be determined through local planning.

The following areas are excluded from the map: Wildland urban interface areas; Areas of unmitigated sea level rise (i.e., areas at risk from sea level rise through year 2050 that lack mitigation strategies in Plan Bay Area 2050 Environment Element); Areas outside locally-adopted urban growth boundaries; and Parkland and other open spaces within urbanized areas identified in the California Protected Areas Database. To complement adopted PDAs, High-Resource and Transit -Rich Areas are shown in jurisdictions that have nominated a total land area for PDAs that is less than 50% of the area within its boundaries eligible for PDA designation. Specific land uses analyzed in these locations in the Blueprint are expected to vary based upon local and regional context.



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NORTH BAY COUNTY TRANSPORTATION AGENCIES

September 10, 2020

Via Electronic Mail

Page 1 of 2

Therese McMillan, Executive Director
Metropolitan Transportation Commission (MTC)
 Bay Area Metro Center
 375 Beale Street, #800
 San Francisco, CA 94105-2066

RE: Plan Bay Area 2050

Dear Therese:

We are extremely appreciative that staff is proposing to include many of the North Bay's highest priority projects in Plan Bay Area 2050, such as State Route 37 improvements and a number of other transit and roadway projects. Providing regional support is key to allowing these projects to advance, supporting much-needed mobility improvements for the area's workers, residents, and visitors. Continuing to make progress on these projects is especially important in these challenging economic times. The American Recovery and Reinvestment Act in 2009 taught us well that construction and infrastructure projects, including transportation, are an essential employment and economic activity that can spur economic growth.

Nevertheless, we are writing to convey some comments pertaining to the proposed "all-lane tolling" strategy for Plan Bay Area 2050.

First, tolling could create equity issues for many of the North Bay's low-income workers, and tolling freeways would be a significant change for all users of those facilities, but particularly for lower income workers. This is especially concerning at this time, when many in our communities are facing severe financial pressures. We urge you to pay particular heed to the challenges posed for low income communities in your assessment of the tolling strategy.

Second, we will likely get significant public push back from residents and travelers concerned about a tolling proposal – and our general concern is the timing and the potential that public outcry will delay the plan, projects, or both. It is crucial to consider the public reaction and to undertake significant public outreach before settling on any specific parameters. Since that outreach would primarily occur at the time of the study, it also seems premature to identify specific freeway segments or other operational details associated with this strategy as part of Plan Bay Area 2050.

We recognize the challenges presented by SB375 with respect to meeting regional GHG emission targets, as well as the extraordinary staff work that has gone into the Blueprint development so far. We do not argue that the region should be (and is) undertaking very serious efforts to both prevent and prepare for the impacts of climate change. It is also increasingly apparent that the need to demonstrate compliance with the state's established GHG targets is creating very challenging local dynamics. We may wish to consider dialoging with State agencies in coordination with the State's other mega-regions to identify tenets that result in more practicable long range plans and policies that achieve both regional and the state goals.


North Bay CTA Ltr. to MTC's TMcMillan dated September 10, 2020 re. Plan Bay Area 2050

Thank you for your consideration. Please don't hesitate to contact any of us for further discussion.

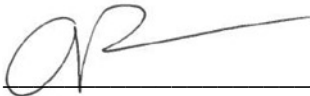
Sincerely,



Damon Connolly
MTC Commissioner, Marin County



Jake Mackenzie
MTC Commissioner, Sonoma County



Alfredo Pedroza, Vice Chair
MTC Commissioner, Napa County



David Rabbitt
MTC Commissioner, Sonoma County



James Spering
MTC Commissioner, Solano County

Cc: Scott Haggerty, MTC Chair and Alameda County Board of Supervisor



Item 11 - Attachment E

MTC Plan Bay Area 2050 Update

TAM Board of Commissioners
September 24, 2020

Plan Bay Area Background

- Regional Transportation Plan (RTP) is a federal and state mandated process
- In 2008, SB 375 integrated transportation & land use planning to meet greenhouse gas (GHG) reduction targets – Sustainable Community Strategy (SCS):
 - Show how region meets GHG goals
 - Show how the region will house its population
- Allows transportation projects to meet air quality requirements, a condition of regional, state and federal funding

MTC/ABAG's Plan Bay Area 2050 Overview

*Vision: Ensure by the year 2050 that the Bay Area is **affordable**, **connected**, **diverse**, **healthy** and **vibrant** for all.*

Cross-Cutting Issues

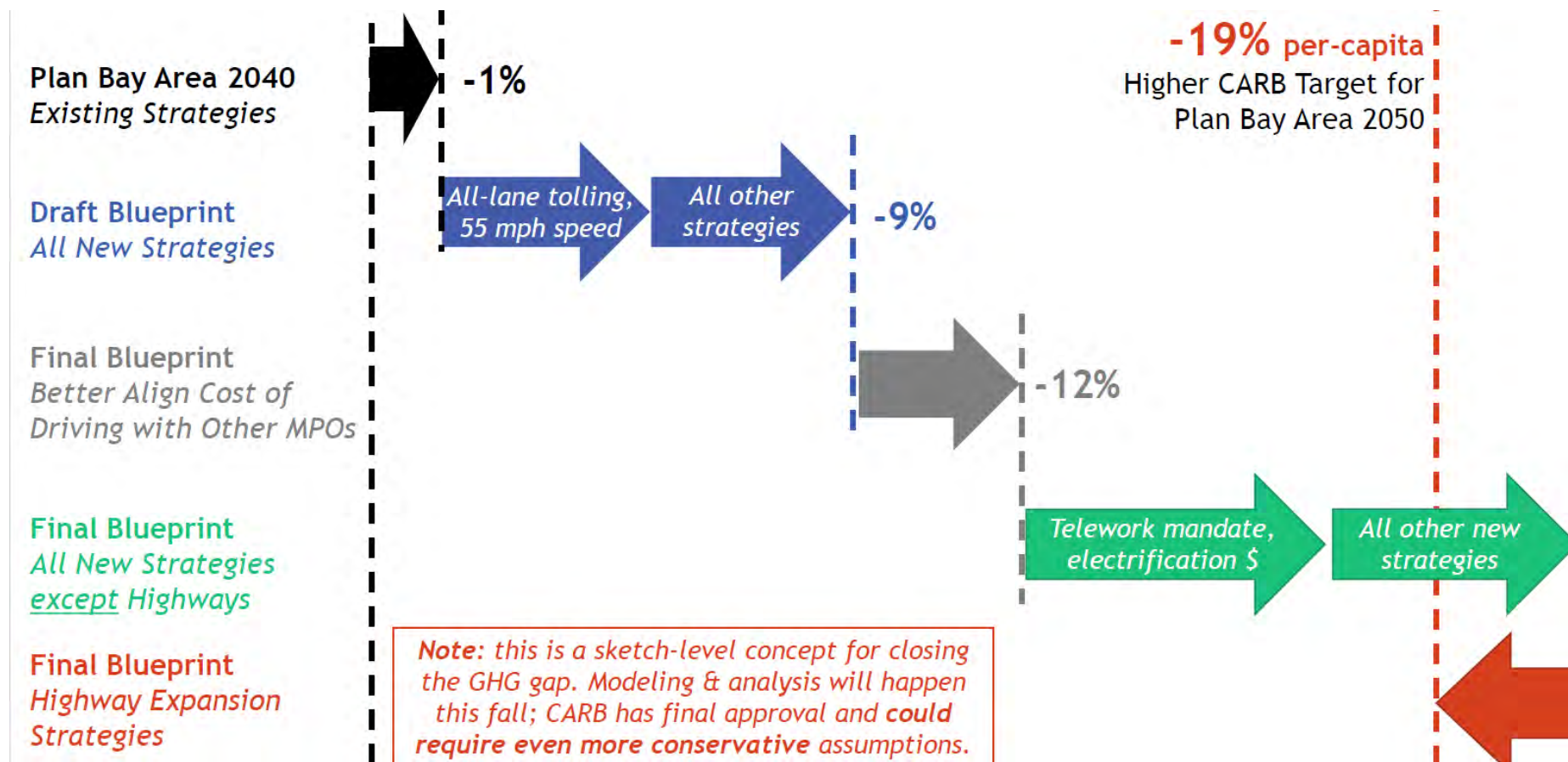


Plan Bay Area 2050

- **Transportation** Strategies
- **Housing** Geographies & Strategies
- **Economic** Geographies & Strategies
- **Environmental** Strategies



Plan Bay Area 2050 Must Meet a More Ambitious Greenhouse Gas Reduction Target Under SB 375

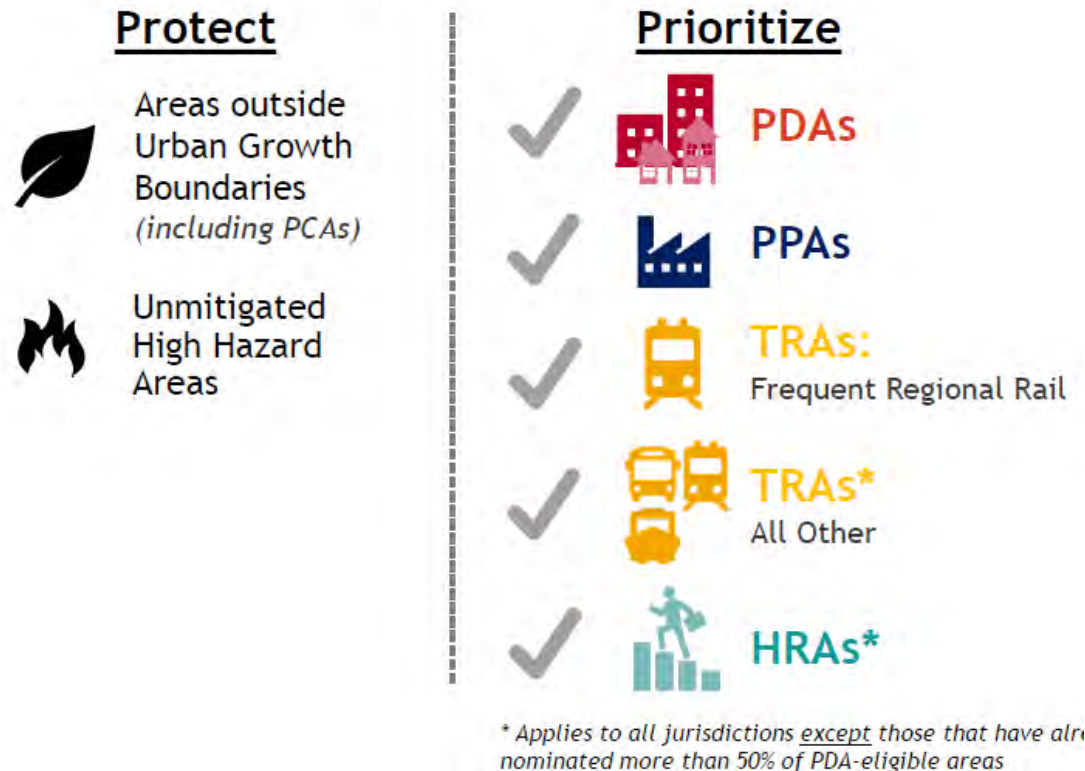


Transportation Projects

- All TAM requested projects included in the plan
 - State Route 37
 - GGBHTD Service Enhancements
 - RSR Westbound Joint Use Lane
- Marin Resilience Projects included

Transit Capacity Increasing	San Rafael Transit Center Relocation
	Marin Transit O&M Facility
	Larkspur Ferry Parking Garage
	Bus On Shoulder on Highway 101
Roadway Capacity Increasing	Marin Sonoma Narrows
	US 101/I-580 Direct Connector
	RSR Westbound Joint Use Lane
	Resilient State Route 37
Programmatic Category	Novato Boulevard
	Minor Highway Improvements
	New Bicycle & Pedestrian Facilities
	Management Systems
	Safety and Security
	Travel Demand Management
	Intersection Improvements
	Multimodal Streetscape Improvements
	Planning
	Emission Reduction Technology
O&M	Transit Operations
	<i>GGBHTD Express Bus and Ferry Expansion</i>
	Transit Capital
	Local Streets and Roads

Regional Growth Framework



Plan Strategies



Draft Blueprint

25

initial strategies



Final Blueprint

35

new & expanded strategies

What's next?



September

- Report Out on Public & Stakeholder Engagement
- Action on Final Blueprint Strategies & Growth Geographies

October

- Notice of Preparation for EIR
- Scoping Process & EIR Alternatives Development

November

- Kickoff for Implementation Plan (*focused on next 5 years*)

December

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

Spring 2021

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

RHNA Process

- Housing Methodology Committee recommendation to ABAG Executive Board in October
- Draft RHNA numbers and input process will occur in fall
- Final RHNA adoption in 2021



Item 11 - Attachment E

Questions and Discussion

Derek McGill
TAM Planning Manager

dmcgill@tam.ca.gov