

The Joseph P. Bort MetroCenter Remembered



The MetroCenter was conceived as an experiment in good government, bringing together three interrelated regional agencies to build a governmental condominium at a major transit hub, the Lake Merritt BART station. Ground was broken in March 1982, and in April 1984, the three partner agencies – MTC, the Association of Bay Area Governments (ABAG) and BART – hosted a celebration to mark the building’s official opening. In 1987, the three partner agencies jointly dedicated the MetroCenter in honor of a regional visionary, Joseph P. Bort – MTC’s first chair and a former president of ABAG. And in 1999, the building’s auditorium was named in honor of Lawrence D. Dahms, MTC’s longtime executive director. *Photo captions can be found on the back panel.*



MTC MetroCenter Moments

1984 MTC, ABAG and BART celebrate the grand opening of the 107,000-square foot MetroCenter, which is owned and operated by the three agencies in a unique condominium arrangement.

1986 State Legislature passes MTC-supported SB 878, which lays the groundwork for local transportation sales tax measures in Bay Area counties.

1987 MTC develops pavement management software to help public works departments assess and treat aging roadways; the latest version, known as Street-Saver®, is now used by all 101 cities and nine counties in the region, as well as clients around the nation.

1988 MTC adopts Resolution 1876, a historic consensus for expanding the regional rail system, including BART, Muni Metro and VTA light-rail extensions.

1988 Service Authority for Freeways and Expressways (SAFE) is established under MTC’s auspices to install and operate motorist-aid call boxes.

1988 MTC sponsors a bill passed by the state Legislature that paves the way for Regional Measure 1, which, when passed by voters, delivered the Richmond Parkway (2001); new Carquinez Bridge (2003); San Mateo-Hayward Bridge widening (2003); Bayfront Expressway widening (2004); Richmond-San Rafael Bridge rehab (2006); new Benicia-Martinez Bridge (2007); rehab of the 1962 Benicia-Martinez Bridge (2009); and reconstruction of the Interstate 880/State Route 92 interchange (2011).

1989 Following the Loma Prieta earthquake, the MetroCenter becomes Ground Zero for emergency transit planning, and MTC shepherds the launch of new ferry service between Oakland, Alameda and San Francisco.

1991 Intercity Rail Corridor Upgrade Study spurs inauguration of “Capitols” rail service between Sacramento, Oakland and San Jose.

1992 MTC teams with Caltrans and the CHP to establish the Bay Area’s Freeway Service Patrol fleet of roving tow trucks to aid stranded motorists and speed clearance of freeway incidents.

1992 MTC spearheads formation of the Bay Area Partnership to address traffic congestion and smog, and optimize funds flowing to the region from the new federal Intermodal Surface Transportation Efficiency Act.

1994 MTC brokers a pact with BART and AC Transit to direct regional, state and federal funds to overhaul and modernize the BART system and fund feeder bus service.

1997 Legislation establishes the Bay Area Toll Authority (BATA) under MTC’s auspices to administer toll revenue from the region’s seven state-owned toll bridges.

1997 MTC creates the Bay Bridge Design Task Force and Engineering and Design Advisory Panel to oversee the design process for the new East Span of the San Francisco-Oakland Bay Bridge.

1998 MTC creates the Transportation for Livable Communities (TLC) program to award matching grants to local governments, transit agencies and nonprofits for both planning and construction of small-scale projects that improve neighborhood vitality.

1999 MTC, BART and SamTrans agree to a financing pact for the BART extension to SFO, which opens for passenger service in 2003.

1999 MTC enters into a 10-year contract to develop the TransLink transit-fare payment smart card, which debuted as a pilot program in 2001 and was officially launched as Clipper® in 2010.

2000 MTC launches the High School Internship Program to expose youths, especially in disadvantaged communities, to transportation careers.

2001 MTC adopts Resolution 3434 to update the Regional Transit Expansion Plan, including extension of Caltrain to the Transbay Transit Center in San Francisco.

2002 MTC launches the 511 traveler information system, which now registers more than 500,000 phone calls, 1.9 million web visits and 120,000 mobile app visits each month.

2004 Passage by voters of the MTC-crafted Regional Measure 2 provides funding for dozens of major highway and transit capital projects, and operating support for key regional transit services.

2004 BATA forms a partnership with the Golden Gate Bridge, Highway and Transportation District to establish a consolidated operations center for the FasTrak® electronic toll payment system.

2005 MTC adopts a transit-oriented development policy to encourage new housing along high-frequency transit corridors.

2008 MTC joins forces with partner agencies to kick off construction of the region’s first combo high-occupancy/toll lane along a stretch of Interstate 680 known as the Sunol Grade.

2010 MTC launches a Climate Initiatives Program to promote innovative ways to reduce transportation-related greenhouse gas emissions throughout the Bay Area.

2011 Property at 375 Beale Street, San Francisco, is designated as the site of the future regional agency headquarters.

2012 MTC inaugurates the One Bay Area Grant program to align investment of the region’s federal transportation funds with land-use and housing targets mandated by California’s landmark SB 375.

2013 After two years of development – and unprecedented public participation – MTC adopts *Plan Bay Area*, the region’s first integrated long-range transportation and land use strategy.

2013 MTC launches the Transit Core Capacity Challenge Grant Program, committing \$7.5 billion in federal, state and local funds over 15 years to finance capital improvements to the Bay Area’s largest transit systems, which together carry more than 80 percent of the region’s riders and 75 percent of low-income and minority passengers.

2014 The region celebrates the 20th anniversary of Bike to Work Day, sponsored annually by MTC.

2015 MTC approves a public/private partnership with Motivate under which the Bay Area Bike Share fleet will be expanded at no public cost to 7,000 bikes from the current 700, with the first-ever deployment of bikes and docking stations in the East Bay cities of Berkeley, Emeryville and Oakland.

2015 MTC begins construction to convert existing carpool lanes on Interstate 680 between San Ramon and Walnut Creek to Express Lanes, the first segment of a 270-mile network to be operated by MTC.

2016 Clipper® expands to three transit operators in Sonoma County, bringing the total number of participating transit systems to 20 and essentially completing deployment of MTC’s all-in-one fare card.



2016 Commission Roster

Dave Cortese, Chair
Santa Clara County

Jake Mackenzie, Vice Chair
Sonoma County and Cities

Alicia C. Aguirre
Cities of San Mateo County

Tom Azumbrado
U.S. Department of Housing and Urban Development

Jason Baker
Cities of Santa Clara County

Tom Bates
Cities of Alameda County

David Campos
City and County of San Francisco

Dorene M. Giacopini
U.S. Department of Transportation

Federal D. Glover
Contra Costa County

Scott Haggerty
Alameda County

Anne W. Halsted
San Francisco Bay Conservation and Development Commission

Steve Kinsey
Marin County and Cities

Sam Liccardo
San Jose Mayor's Appointee

Mark Luce
Napa County and Cities

Julie Pierce
Association of Bay Area Governments

Bijan Sartipi
California State Transportation Agency

Libby Schaaf
Oakland Mayor's Appointee

James P. Spering
Solano County and Cities

Adrienne J. Tissier
San Mateo County

Scott Wiener
San Francisco Mayor's Appointee

Amy Rein Worth
Cities of Contra Costa County

Executive Staff

Steve Heminger
Executive Director

Alix A. Bockelman
Deputy Executive Director, Policy

Andrew B. Fremier
Deputy Executive Director, Operations



MetroCenter Memories

March 23, 2016



METROPOLITAN
TRANSPORTATION
COMMISSION

Since 1984, the **Joseph P. Bort MetroCenter** has been the Bay Area's leading forum for debate and deliberation on important regional issues. Decisions made here have been instrumental in developing the diverse, multi-modal transportation network our region knows today. Through thoughtful planning, balanced investment and a commitment to consensus, MTC has helped shape the Bay Area's position as a global leader in economic growth, technical innovation and quality of life. As a new chapter in the MTC story begins in San Francisco, a quick review of milestones from the MetroCenter-era reminds us how much the men and women who serve on the Commission can accomplish.

Interior Collage Captions



1 Using an oversized shovel, officials from MTC, BART and ABAG symbolically break ground in March 1982 for the MetroCenter. Pictured (left to right) are Ralph C. Bolin, ABAG president and MTC commissioner; Eugene Garfinkle, BART Board president; Keith Bernard, BART general manager; William F. Hein, MTC deputy executive director; Revan Tranter, ABAG executive director; and W.R. "Bill" Lucius, MTC chair.



2 Unveiling a commemorative plaque at the MetroCenter's April 1984 opening ceremony are (left to right) BART Board President Arthur Shartsis, ABAG President and MTC Commissioner (and first MTC Chair) Joseph P. Bort, and MTC Chair Quentin Kopp.



3 (Left to right) ABAG President and MTC Commissioner Joseph P. Bort, Oakland Mayor Lionel Wilson, MTC Chair Quentin Kopp, and BART Board President Arthur Shartsis converse at the MetroCenter's opening ceremony in April 1984.



4 A highlight of the April 1984 MetroCenter opening celebration was the cutting of a cake in the shape of the building. Shown left to right are MTC Executive Director Lawrence D. Dahms, MTC Chair Quentin Kopp, ABAG President and MTC Commissioner Joseph P. Bort, ABAG Executive Director Revan Tranter and BART General Manager Keith Bernard.



5 MTC commissioners past and present gather in September 1984 for the unveiling of the MTC Former Commissioners Photo Gallery, with Chair Quentin Kopp (left), presiding.



6 With his wife Jackie at his side, Joseph P. Bort speaks to the crowd at the April 1987 unveiling of the plaque dedicating the MetroCenter in his name.



7 Showing off the newly etched glass gracing the front of the Joseph P. Bort MetroCenter are (left to right) Jackie Bort, Joseph P. Bort, ABAG Executive Director Revan Tranter and MTC Executive Director Lawrence D. Dahms.