



# Metropolitan Transportation Commission

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

## Meeting Agenda

### Policy Advisory Council

*Randi Kinman, Chair*

*Ilaf Esuf, Vice Chair*

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Wednesday, October 12, 2022

1:35 PM

REMOTE

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In light of Governor Newsom's State of Emergency declaration regarding COVID-19 and in accordance with the recently signed Assembly Bill 361 allowing remote meetings, this meeting will be accessible via webcast, teleconference, and Zoom for all participants.

A Zoom panelist link for meeting participants will be sent separately to Policy Advisory Council members.

The meeting webcast will be available at <http://mtc.ca.gov/whats-happening/meetings>. Members of the public are encouraged to participate remotely via Zoom at the following link or phone number. Council 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. In order to get the full Zoom experience, please make sure your application is up to date.

Attendee Link: <https://bayareametro.zoom.us/j/82484123153>

iPhone One-Tap: US: +13126266799,,82484123153# or +16468769923,,82484123153#

Join by Telephone Dial (for higher quality, dial a number based on your current location) US:  
888 788 0099 (Toll Free) or 877 853 5247 (Toll Free)

Webinar ID: 824 8412 3153

International numbers available: <https://bayareametro.zoom.us/j/82484123153>

Detailed instructions on participating via Zoom are available at:

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

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

The Policy Advisory Council advises the Metropolitan Transportation Commission on transportation policies in the San Francisco Bay Area, incorporating diverse perspectives relating to the environment, the economy, and social equity.

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

*Quorum: A quorum of this council shall be a majority of its regular voting members (14).*

## 2. Welcome - Randi Kinman, Council Chair

- |    |                            |   |
|----|----------------------------|---|
| 3. | <a href="#">22-1404</a>    | Chair's Report<br>(10 minutes)  |
|    | <b><u>Action:</u></b>      | Information   |
|    | <b><u>Presenter:</u></b>   | Randi Kinman, Council Chair   |
| 4. | <a href="#">22-1405</a>    | Approval of the September 14, 2022 Meeting Minutes<br>(5 minutes)               |
|    | <b><u>Action:</u></b>      | Approval  |
|    | <b><u>Presenter:</u></b>   | Randi Kinman, Council Chair   |
|    | <b><u>Attachments:</u></b> | <a href="#">04 22-1405 2022-09-14 Policy Advisory Council Draft Minutes.pdf</a> |

## 5. Public Comments / Other Business

*Council 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.*

6. [22-1406](#) Subcommittee Reports  
(20 minutes)  
**Action:** Information  
**Presenter:** Ilaf Esuf, Policy Advisory Council Equity & Access Subcommittee Chair  
and  
Adina Levin, Policy Advisory Council Transit Transformation Action Plan Subcommittee Chair
7. [22-1408](#) NextGen Freeway Advisory Group Action Report  
(10 minutes)  
**Action:** Information  
**Presenter:** Anne Olivia Eldred, Council Member

8. [22-1409](#) Next Generation Bay Area Freeways Study - Public Engagement Update (40 minutes)

Update on summer 2022 engagement activities, including key takeaways and next steps.

**Action:** Information

**Presenter:** Leslie Lara-Enríquez and Anup Tapase

**Attachments:** [08i 22-1409 Summary Sheet Next Gen Bay Area Freeways Study Engage](#)  
[08ii 22-1409 PowerPoint Next Gen Freeways Study Engagement.pdf](#)  
[08iii Handout QUESTIONS Agenda Item 8.pdf](#)

9. [22-0757](#) Legislation and Public Affairs (LPA) Section Overview (30 minutes)

Summary of the LPA section's work.

**Action:** Information

**Presenter:** Rebecca Long, Section Director, Legislation and Public Affairs

**Attachments:** [09i 22-0757 Summary Sheet Legislation and Public Affairs Section Overvi](#)  
[09ii 22-0757 PowerPoint LPA Overview-Rev.pdf](#)  
[09iii Handout QUESTIONS Agenda Item 9.pdf](#)

10. [22-1410](#) Regional Early Action Planning Grant (REAP 2) Program (20 minutes)

Overview and proposed regional framework for the REAP 2 program to invest in planning and implementation projects to accelerate infill, housing development, reduce vehicle miles traveled, and affirmatively further fair housing.

**Action:** Information

**Presenter:** Mallory Atkinson

**Attachments:** [10i 22-1410 Summary Sheet Regional Early Action Planning Grant Progra](#)  
[10ii 22-1410 PowerPoint REAP 2.pdf](#)  
[10iii Handout QUESTIONS Agenda Item 10.pdf](#)

11. [22-1411](#) Staff Liaison Report  
(3 minutes)

Overview of recent MTC policy decisions and other activities.

**Action:** Information

**Presenter:** Marti Paschal, Acting Staff Liaison

**Attachments:** [11 22-1411 October 2022 Staff Liaison Report Summary Sheet.pdf](#)

12. [22-1412](#) Council Member Reports  
(5 minutes)

Members of the Council may report on locally relevant issues or events.

**Action:** Information

**Presenter:** Randi Kinman, Council Chair

13. [22-1413](#) New Business  
(5 minutes)

Members of the Council may bring up new business for discussion or addition to a future agenda.

**Action:** Discussion

**Presenter:** Randi Kinman, Council Chair

#### 14. Adjournment / Next Meeting

The next meeting of the Policy Advisory Council will be held Wednesday, November 9, 2022, at 1:30 p.m. Any changes to the schedule will be duly noticed to the public.

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

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

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

MTC's Chair and Vice-Chair are ex-officio voting members of all standing Committees.



# Metropolitan Transportation Commission

## Meeting Minutes - Draft

### Policy Advisory Council

*Randi Kinman, Chair*  
*Ilaf Esuf, Vice Chair*

#### Agenda Item 4

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

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Wednesday, September 14, 2022

1:30 PM

REMOTE

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

**Present:** 24 - Council Member Eldred, Council Member Florez, Council Member Hedges, Council Member Kallins, Chair Kinman, Council Member Levin, Council Member Gotuaco, Council Member Wilson, Council Member Baldini, Council Member Welte, Council Member Fitzgerald, Council Member Hankerson, Council Member Orantes, Council Member Glaser, Council Member Wong, Vice Chair Esuf, Council Member Campos, Council Member Pierce, Council Member Nickens, Council Member Pimple, Council Member Deutsch-Gross, Council Member Goodwin, Council Member Scott and Council Member Parker

**Excused:** 3 - Council Member Lieu, Council Member Markham and Council Member Zack

Effective July 17, 2022 John Parker Jr. was appointed to the Council to represent People of Color of Solano County.

San Francisco County Low-Income/Environmental Justice representative Christina Gotuaco resigned from the Council effective September 15, 2022.

#### 2. Welcome - Randi Kinman, Council Chair

3. [22-1092](#) Chair's Report  
(10 minutes)

**Action:** Information

**Presenter:** Randi Kinman, Council Chair

4. [22-1384](#) Oath of Office  
(2 minutes)

Randi Kinman, Policy Advisory Council Chair will welcome new Council Member Johnny Parker Jr. (Solano County) and administer the oath of office.

**Action:** Information

**Presenter:** Randi Kinman, Council Chair

**Attachments:** [04 Oath of Office.pdf](#)

5. [22-1093](#) Approval of the June 8, 2022 Meeting Minutes  
(5 minutes)

**Action:** Approval

**Presenter:** Randi Kinman, Council Chair

**Attachments:** [05\\_2022-06-08\\_Policy\\_Advisory\\_Council\\_Draft\\_Minutes.pdf](#)

**Upon the motion by Council Member Baldini and second by Council Member Florez, the June 8, 2022 Meeting Minutes were unanimously approved. The motion carried by the following vote:**

**Aye:** 23 - Council Member Eldred, Council Member Florez, Council Member Hedges, Council Member Kallins, Chair Kinman, Council Member Levin, Council Member Gotuaco, Council Member Wilson, Council Member Baldini, Council Member Fitzgerald, Council Member Hankerson, Council Member Orantes, Council Member Glaser, Council Member Wong, Vice Chair Esuf, Council Member Campos, Council Member Pierce, Council Member Nickens, Council Member Pimple, Council Member Deutsch-Gross, Council Member Goodwin, Council Member Scott and Council Member Parker

**Absent:** 4 - Council Member Welte, Council Member Lieu, Council Member Markham and Council Member Zack

Council Member Welte arrived after the approval of the June 8, 2022 Meeting Minutes.

## 6. Public Comments / Other Business

Aleta Dupree spoke on this item.

7. [22-1094](#) Subcommittee Reports  
(20 minutes)

**Action:** Information

**Presenter:** Ilaf Esuf, Policy Advisory Council Equity & Access Subcommittee Chair  
and

Adina Levin, Policy Advisory Council Fare Coordination and Integration  
Subcommittee Chair

8. [22-1095](#) Network Management Business Case Study Update  
(10 minutes)

**Action:** Information

**Presenter:** Adina Levin, Council Member

Warren Cushman spoke on this item.

9. [22-1096](#) NextGen Freeway Advisory Group Action Report  
(10 minutes)

**Action:** Information

**Presenter:** Anne Olivia Eldred, Council Member

10. [22-1383](#) Regional Transportation Measure Update  
(25 minutes)

Summary of next steps in seeking authorization for a regional transportation measure.

**Action:** Information

**Presenter:** Georgia Gann Dohrmann and Dave Vautin

**Attachments:** [10i\\_Summary\\_Sheet\\_Regional\\_Revenue\\_Measure.pdf](#)  
[10ii\\_Attachment\\_A\\_Regional\\_Transportation\\_Measure\\_Update.pdf](#)  
[10iii\\_PowerPoint\\_Regional\\_Transportation\\_Measure\\_Update.pdf](#)

Warren Cushman spoke on this item.

11. [22-1381](#) Creation of Transit Transformation Action Plan Subcommittee  
(15 minutes)

Creation of the Policy Advisory Council's Ad-Hoc Transit Transformation Action Plan Subcommittee.

**Action:** Information

**Presenter:** Melanie Choy

**Attachments:** [11i\\_Summary\\_Sheet\\_Creation\\_of\\_Transit\\_Transformation\\_Action\\_Plan\\_Subcommittee.pdf](#)  
[11ii\\_Attachment\\_A\\_T-TAP\\_Subcommittee.pdf](#)

Daveed Mandell spoke on this item.

Warren Cushman spoke on this item.



12. [22-1244](#) Clipper® And Fare Policy  
(30 minutes)

Update on Clipper, next generation Clipper, mobile payments, open payments, and fare policy.

**Action:** Information

**Presenter:** Jason Weinstein

**Attachments:** [12i Summary Sheet Clipper and Fare Policy.pdf](#)

[12ii Attachment A Share of Trips Paid with Clipper.pdf](#)

[12iii Presentation Clipper and Fare Policy.pdf](#)

Aleta Dupree spoke on this item.

13. [22-1100](#) Bay Area Housing Finance Authority Report  
(20 minutes)

Update on the Bay Area Housing Finance Authority (BAHFA) and recommendations for ongoing collaboration with the Policy Advisory Council (Council).

**Action:** Information

**Presenter:** Kate Hartley, Section Director, Bay Area Housing Finance Authority

**Attachments:** [13i Summary Sheet Bay Area Housing Finance Authority Report.pdf](#)

[13ii Presentation BAHFA Report.pdf](#)

14. [22-1097](#) Staff Liaison Report  
(3 minutes)

Overview of recent MTC policy decisions and other activities.

**Action:** Information

**Presenter:** Ky-Nam Miller, Staff Liaison

**Attachments:** [14 September 2022 Staff Liaison Report Summary Sheet.pdf](#)

15. [22-1098](#) Council Member Reports  
(5 minutes)

Members of the Council may report on locally relevant issues or events.

**Action:** Information

**Presenter:** Randi Kinman, Council Chair

16.     [22-1099](#)     New Business  
                    (5 minutes)

Members of the Council may bring up new business for discussion or addition to a future agenda.

**Action:** Discussion

**Presenter:** Randi Kinman, Council Chair

## 17. Adjournment / Next Meeting

The next meeting of the Policy Advisory Council will be held Wednesday, October 12, 2022, at 1:30 p.m. Any changes to the schedule will be duly noticed to the public.

# Metropolitan Transportation Commission Policy Advisory Council

October 12, 2022

Agenda Item 8

## Next Generation Bay Area Freeways Study — Public Engagement Update

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### **Subject:**

Update on summer 2022 engagement activities, including key takeaways and next steps.

### **Background:**

To reduce traffic congestion, discourage auto use, and drive down greenhouse gas emissions, Plan Bay Area 2050 includes a strategy to implement per-mile tolling on congested freeway corridors with parallel transit alternatives in a phased manner between 2030 and 2035 (Strategy T5). As a first and early action that was identified in the Plan Bay Area 2050 Implementation Plan, MTC staff launched the Next Generation Bay Area Freeways Study in February 2022 to understand if charging a fee to drive on congested freeway corridors has the potential to transform our freeways. With meaningful engagement as a core element of the study, staff presented the detailed community engagement strategy at the May 2022 Equity & Access Subcommittee meeting. Staff outlined the near-term approach to engagement with a focus on deep dialogue while uplifting voices of communities that have historically been left out of the decision-making process. This memo provides an initial summary of what we heard during these conversations and outlines next steps for public engagement.

### **Summer 2022 Engagement Activities:**

During August and early September 2022, staff conducted 15 focus groups with support from InterEthnica, a multicultural market research and engagement consultant. Of the 15 focus groups, 11 were conducted in English; four were conducted in languages other than English, including one each in Cantonese, Mandarin, Spanish and Vietnamese; one group was conducted in person (Vietnamese-speaking community); and two were conducted as in-person, one-on-one interviews (day laborers and unhoused community members). The majority of focus groups were conducted over Zoom, consistent with the preferences of participants.

As a reminder, the goals of the initial engagement were to: 1) understand the public's vision of a next generation freeway network; 2) gain a more nuanced understanding of the perceptions and concerns with road pricing; and 3) begin to identify complementary strategies that can make pricing more equitable. Staff was intentional about listening and learning early in the study with deep open-ended conversations. These conversations were not meant to make a case for pricing freeways, nor were they nuanced discussions of pricing policy tradeoffs.

### **What We Heard:**

In all, we heard from 115 community members that reflect the Bay Area's socially-, economically- and culturally-rich and diverse population. Key themes heard that speak to each of the engagement goals are summarized below and further illustrated in **Attachment A**.

#### ***Next Gen Freeways Vision***

Across all groups, participants wanted free-flowing freeways. Most participants expressed a desire for less congestion and less traffic, which could result in less stress, increased mental wellness and the ability to spend more time with loved ones and friends. Additionally, participants expressed the need for increased safety by addressing bad driver behavior — especially speeding, unsafe merging and road rage. Better maintenance and more lanes and wider freeways also rose to the top as key themes heard across all groups. For some, their vision of the perfect freeway was not having to use it at all. Across all groups, participants expressed a need to invest and provide alternatives to freeway driving in the form of better transit options. Several participants also expressed a need for better managing freight traffic on freeways.

#### ***Pricing Perceptions and Concerns***

When the concept of roadway pricing was introduced to participants, most expressed anger and frustration as to what they perceived as “double taxation.” Across all groups, most participants highlighted that they already pay gas taxes, vehicle registration fees and other tolls and yet didn't see any benefits from those investments. This perception of double taxation went hand-in-hand with a deep mistrust of government in general, and policy- and decision-makers specifically, and this mistrust led several participants to indicate their disbelief in pricing as a viable strategy to reduce congestion. Many of the participants were worried that pricing would displace freeway traffic to local streets.

In addition, the majority of participants stated concern with the disproportionate impacts pricing would have on residents with lower incomes, essential workers, residents who have been priced out of the region and workers who must use the freeways. Relatedly, many participants expressed that pricing does not address the root of the problem, which they expressed as the lack of housing and viable alternatives to freeway driving. When told that equity would be a key consideration of policy makers, participants again highlighted their lack of trust in government by expressing mistrust that policymakers would keep to that commitment. Surprisingly, many participants expressed that they would support pricing if policymakers could show “proof” with hard facts and sound data that pricing will work to reduce congestion.

### ***Complementary Strategies***

Across the board, participants want to have reliable, connected, affordable and safe public transit in place before implementing pricing. Some additional examples of complementary strategies and other ideas suggested by participants include:

- Adding additional lanes or a second deck to increase roadway capacity
- Income-based discount programs without the burden of proof and enrollment
- Incentive programs for *not* using the freeway/rewards or discounts for riding transit
- Shifting the cost burden to large companies, especially technology companies
- Pilot pricing in a wealthier geography
- “Miles allowances” where drivers are given a certain number of miles for free per month
- Limiting when drivers are allowed to use the freeways as they do in some other countries

### ***Reflections and Lessons Learned for Future Engagement***

Staff feels that this engagement method of small group discussions reached a broad and diverse audience while uplifting voices of underrepresented communities. Extended conversations in small group settings enabled a robust dialogue where participants thought out loud to find their true feelings about pricing and ideas for complementary strategies. Neutral facilitation without MTC-ABAG staff in the virtual room enabled participants to think past initial reactions and grapple with ways freeway pricing could work. Participants were glad to have this opportunity to share in a small environment, hear from their peers and have a voice on the matter early.

Participants emphasized that the concept of pricing, as presented in abstract, was not sufficient to provide an informed opinion. Most participants demanded more details before they could form an opinion. Participants sought basic information about where, how much and how pricing would be implemented before forming an opinion on the viability and benefits of pricing as a strategy for managing congestion in the Bay Area. Participants want “proof” that congestion pricing has worked elsewhere and that it could work in the Bay Area, with data, before deciding if it is a strategy that they could support.

In addition, several myths and misconceptions — such as the belief that more lanes help address congestion or that freeways are already paid for — rose to the top and need to be addressed to have more productive discussions. Further, a more nuanced conversation that centers around tradeoffs needs to happen to help the public understand the consequences of the status quo. This was not an objective of the first round of engagement but will be for future engagement.

**Engagement Next Steps:**

***Round 1B (Fall 2022):*** Staff will conduct webinars to begin engaging the broader public. These webinars will focus on informing the public about the challenges surrounding freeways, addressing some myths and misconceptions that were raised during the small group discussions, and refining the goals of the next generation freeway network.

***Round 2 (Spring/Summer 2023):*** Over the fall and winter 2022-23, staff will work with the study’s staff- and executive-level advisory groups to refine the goals for next-generation freeways and co-create initial pathway proposals (i.e., packages of pricing strategies and complementary strategies). Staff plans on providing a progress update to the Council in winter 2023. Staff will then conduct technical analysis to estimate potential benefits and burdens. With these initial proposals and a high-level understanding of impacts, staff will seek to have more in-depth conversations on policy and refine pathways during Round 2 of engagement, planned for spring/summer 2023. Staff plans to engage in more small group discussions as well as (potentially in-person) sub-regional scale workshops and webinars. This phase will engage a broader audience that includes community members and local stakeholders. In addition, staff also plans to conduct a statistically valid poll in 2023 to inform the study.

**Issues:**

None identified.

**Recommendations:**

Information item.

**Attachments:**

- Attachment A: Presentation
- [Link to Next Generation Freeways Study: Phase 1A Engagement YouTube video](#)

»»»» Next Gen Freeways



PLAN BAY AREA 2050



STRATEGY T5  
FREEWAY TOLLING



METROPOLITAN  
TRANSPORTATION  
COMMISSION

In partnership with  Caltrans

# Next Generation Bay Area Freeways Study

*What We Heard — Summer 2022 Public Engagement*

Policy Advisory Council  
October 12, 2022





# Refresher

- This study advances implementation of Plan Bay Area 2050 Strategy T5
- Kicked off in Feb 2022
- Duration ~2 years

## Three Main Components



Stakeholder  
and Public  
Engagement  
(two rounds)



In-Depth  
Technical  
Analysis  
(two rounds)



Exploration of  
Operational  
Deployment

## Study Objective

The objective of the study is not to price the freeway network, but to identify whether pricing strategies can play a role in enabling a shared vision of a next generation freeway network.

## Two Advisory Groups

- Staff-Level Advisory Group (includes five Council members)
- Exec-Level Advisory Group (includes Council Chair)

# Today's Presentation

Recap Engagement Strategy

What We Heard

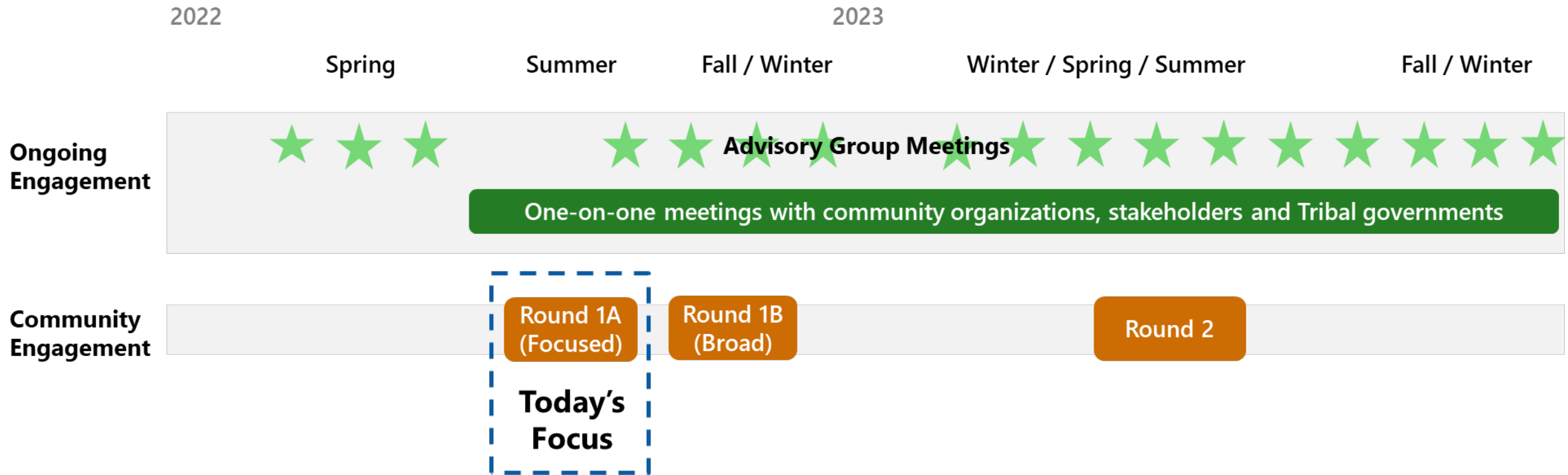
Next Steps



# Recap Engagement Strategy



# Engagement Timeline



# Round 1A: Early Focused Engagement



## Round 1A

### OBJECTIVES

1. Understand the communities' visions of a next generation freeway network
2. Gain a more nuanced understanding of the perceptions and concerns with road pricing
3. Learn about complementary strategies that can make pricing more equitable

- Listening and learning early in the study to refine goals
- Deep conversations to help better understand concerns and formulate policy ideas
- Importantly, not trying to “sell” the idea of pricing
- Elevate voices of populations that may be disproportionately impacted



# Round 1A Methodology and Demographics

## Recruitment

- Comprehensive survey to screen potential participants
- Consultant (InterEthnica) leveraged their extensive contacts and breadth of existing relationships for recruitment

## Discussions

- 15 1.5-hour discussions followed by travel survey
- Created safe spaces with neutral facilitation
- MTC staff as observers and no presentations
- 1 in-person group, 14 virtual groups in 5 languages
- 14 one-on-one interviews in English or Spanish (with day laborers and persons who are unhoused)

## Demographics

*(Total 115 Participants)*

### Race/Ethnicity:

32% Asian, 29% Latinx, 17% Black, 17% White; 7 indigenous members of tribes

### Income:

- Under \$25K 24%
- \$25-50K 18%
- \$50-75K 29%
- \$75-100K 15%
- Above \$100K 15%

### Occupations:

- Construction/landscaping (20)
- Students/Teachers (17)
- Trucking/Delivery (12)
- Janitorial (8)
- Day laborers (7)

### Other Demographics:

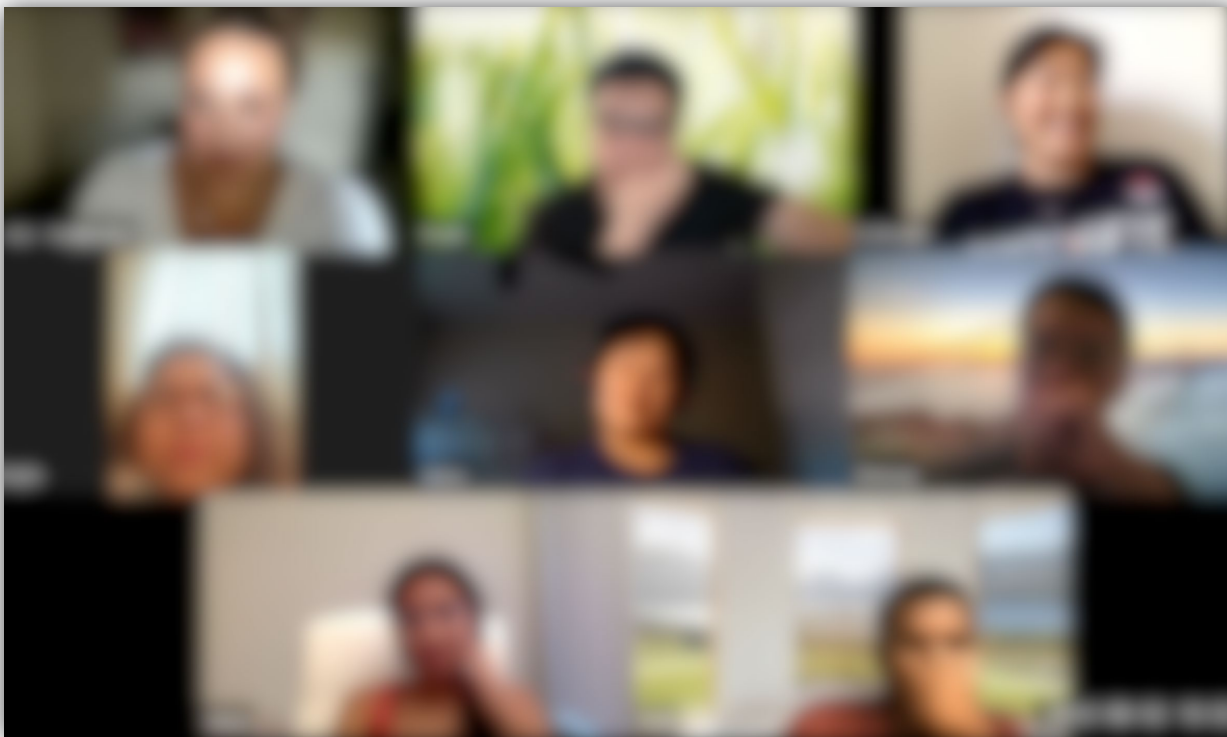
- 37 engaged in languages other than English
- 22 persons with disabilities
- 9 currently unhoused
- 23 persons above age 60

### Geography:

- Santa Clara (33)
- Alameda (28)
- San Mateo (17)
- Contra Costa (17)
- Solano (14)
- San Francisco (3)
- Marin/Napa/Sonoma (3)



# What We Heard



# Key Takeaways: Communities' Visions of a Next Generation Freeway Network

- Less traffic, less congestion
- Freeways that hold more capacity, noting that the carpool/EV lanes currently feel inequitable
- Safer drivers, better merges and better maintained roads — citing these as reasons for traffic
- Good alternative options — for some, their vision of a perfect freeway trip is not having to take the freeway at all
- Better management of freight truck traffic — to specific lanes, at specific times or off the freeway entirely
- Less time in traffic = more time for family, friends and community, and better health, improved mental wellness, more economic opportunities

**“Fixing all bottlenecks to reduce traffic. Speed limits for each lane to improve safety. Would give more time to stay at home with children, less time on freeways.”**

*- From a post-it note during focus group brainstorm exercise*





# Key Takeaways: Perceptions and Concerns with Road Pricing

- “We already pay for this” — perception of pricing as “double taxation”
- Deep belief that it will not reduce congestion — sounds like another “money grab”
- Concerned about inequities as those who need to drive have already been priced out of cities
- Pricing addresses the symptom, not the cause
- Happy to hear that equity would be a focus of policymakers, but many did not trust policymakers to keep that commitment
- Few could support pricing if provided with “proof” that it works and can be equitable
- Participants may be more open to pricing if other driving-related fees are removed

**“This feels like death by a thousand cuts. Gas tax, raise in the toll. Everything is expensive. At what point can we stop paying a tax for being here? You are not making it easy for those who are not in the 1% to be here.”**

*- Female, Black, workforce development, 50-59 years old, Alameda County*

# Key Takeaways: Complementary Strategies that can make Pricing More Equitable

## ***Participants first brainstormed burdens to help produce ideas for complementary strategies***

- Financial burdens
- Forces unfair decision-making about traveling within the region
- Adverse mental and physical health impacts
- Negative impacts to freeway-adjacent neighborhoods due to traffic divergence

## ***Complementary strategies started with transit first, then...***

- Provide incentives for **not** using the freeway and for riding transit
- Shift the financial burden to large companies, especially tech
- Invest revenues into specific community projects – and communicate
- Pilot pricing in a wealthier location
- Develop income-based discount programs — with concerns

**“We [construction workers] will likely be poorer, pinching pennies to go to work. Some of my construction friends already miss jobs because they couldn’t afford to pay for parking spots in a garage. Poverty will lead to mental health issues, which is already rampant in the construction industry and creates lots of alcohol/drug abuse.”**

*- Male, White non-Hispanic, Construction, 30-39 years old, Contra Costa County*

# Other Key Takeaways

- Participants agreed that freeways need to be reimagined and that equity should be at the forefront of the next generation of freeways
- There is deep mistrust with government institutions regarding equitable policy rollouts, taxation and transit improvements
- The concept of pricing was not met with positive reactions because participants felt that there is just so much to do first: regain the public's trust, provide excellent alternatives and address the perceptions that freeways are "already paid for"
- Participants demanded more details before they could form a more informed opinion – basic answers to where, how much and how pricing would be implemented
- Participants shared that this was "really bad timing" to talk about increasing the costs of their daily lives — freeway pricing on top of already higher gas prices, rents and inflation

**"I could spend more time with my family, could prepare more good food, more time to rest, more time to put towards earning money for my family."**

*- Mandarin-speaking female, mother, nurse, age 18-29, San Mateo County*

»»»» Next Gen Freeways

<https://youtu.be/v-ZuLCf2ydM>

# Next Steps



# Reflections on Engagement Round 1A Methodology

- Engagement method reached a richly-diverse audience while uplifting the voices of underrepresented communities
- Facilitation by experienced consultant who listened openly to people garnered honest conversations
- Small group setting enabled participants to be incredibly thoughtful — thinking out loud and doing the mental work to find their true feelings about pricing
- Robust dialogue where participants challenged themselves to think past initial reactions and grappled with ways freeway pricing could possibly work
- Participants were glad to have this opportunity to share in a small environment, to hear from their peers and have a voice on the matter early



# Learnings for Future Engagement

1. Talking about road pricing proposals in abstract and without context leads to more questions than opinions; people want to understand key details of the proposal and potential impacts
2. We need to address some misconceptions head-on to have more productive conversations (e.g., more capacity does not fix congestion in the long term; clarify bridge toll revenues are used for)
3. Discussion of pricing in isolation does not paint the full picture — we need to discuss pricing in the context of trade-offs against the status quo or alternative proposals
4. Clear frustration with both unaffordability and traffic (and lack of viable alternatives) — “pathway” proposals must address both



# Next Steps — Community Engagement

	Methods	Objectives
<b>Round 1B</b> Fall 2022	<ul style="list-style-type: none"><li>Public webinars (with traditional and digital promotion)</li></ul>	<ul style="list-style-type: none"><li>Reach a broader audience</li><li>Inform public about existing/future challenges with respect to freeways</li><li>Gather further input on goals</li></ul>
<b>Round 2</b> Spring/Summer 2023	<ul style="list-style-type: none"><li>Focused discussions</li><li>Potential in-person workshops</li><li>Public webinars</li></ul>	<ul style="list-style-type: none"><li>Introduce potential pathway ideas and initial analysis findings</li><li>Refine pathways with public feedback</li></ul>
<b>Ongoing</b>	<ul style="list-style-type: none"><li>One-on-one meetings</li></ul>	<ul style="list-style-type: none"><li>Reach stakeholders, community-based organizations and Tribes</li></ul>
<b>Other</b>	<ul style="list-style-type: none"><li>Statistically valid poll in 2023</li></ul>	<ul style="list-style-type: none"><li>TBD</li></ul>







## What's Next?

Round 1B Webinars

Oct/Nov 2022

Pathways Development

Fall/Winter 2022-23

Technical Analysis Round 1

Winter 2023

Public Engagement Round 2

Spring/Summer 2023

## Thank You.

## Questions?

**Anup Tapase**

Project Manager

[atapase@bayareametro.gov](mailto:atapase@bayareametro.gov)

**Leslie Lara-Enríquez**

Assistant Director,  
Engagement

[llara-enriquez@bayareametro.gov](mailto:llara-enriquez@bayareametro.gov)

**From:** [Martha Silver](#)  
**To:** [Martha Silver](#)  
**Subject:** FW: Question regarding Agenda Item 8, 10-12-2022 MTC Policy Advisory Council meeting  
**Date:** Tuesday, October 11, 2022 7:35:01 PM  
**Attachments:** [image001.png](#)

---

Good day, Frank,

Please consider the response below from staff regarding Agenda Item 8.

In this round of engagement, we sought to lift the voices of those who have historically been left out of the decision-making process and have deep, meaningful discussions. As such, we were deliberate and intentional in recruiting participants from historically excluded communities, including people of color, people with disabilities, low-income essential workers, the unhoused community, among others. We developed a thorough screening survey to ensure we recruited participants from the targeted populations we were trying to reach, we partnered with an experienced consultant and we did our best in inviting candidates to ensure a balanced representation from the various groups we were targeting, but we were not so precise to produce a statistically valid sample. To that end, we plan to conduct a statistically valid poll next year.

Future engagement will be designed based on the input that staff will need to inform the remaining phases of the study. Currently, we are envisioning continuing our focused discussions in combination with broader engagement in the form of in-person workshops with interested stakeholders and virtual interactive webinars that are open to the public.

Pricing implementation could result in tremendous public backlash. But to be clear, implementation of pricing is not a potential outcome of this study. As was described during our last interaction in April 2022, this study is a first and early action to determine whether pricing strategies have a role to play in the future of our freeways and that there are equitable pathways toward implementation. If the study does find equitable pathways, future studies would dive deeper into how pricing may be implemented and we would need to develop an engagement strategy that builds support from the ground up. In the meantime, this study will lay the groundwork for the public to understand tradeoffs and make better informed opinions about the challenges with status quo and various strategies to transform our freeway network.

Thank you  
Martha

---

**From:** Frank Welte  
**Sent:** Monday, October 10, 2022 3:46 PM  
**To:** Leslie Lara-Enríquez <[lara-enriquez@bayareametro.gov](mailto:lara-enriquez@bayareametro.gov)>; Anup Tapase <[atapase@bayareametro.gov](mailto:atapase@bayareametro.gov)>  
**Cc:** Marti Paschal <[mpaschal@bayareametro.gov](mailto:mpaschal@bayareametro.gov)>; Martha Silver <[MSilver@bayareametro.gov](mailto:MSilver@bayareametro.gov)>  
**Subject:** Question regarding Agenda Item 8, 10-12-2022 MTC Policy Advisory Council meeting

---

**\*External Email\***

Hello:

Because the focus groups discussed in this presentation were necessarily small, what steps were taken to ensure that they represented a statistically significant sampling of the targeted populations?

How will future rounds of the study differ in their focus, their approach and the nature and size of targeted populations?

I believe that implementation of a freeway pricing program will result in a severe public backlash. What steps are being taken to forestall this likely outcome?

Regards,

**Frank Welte** | Senior Accessible Media and Braille Specialist

**Phone:** +1 (415).694.7363

**Email:** [fwelte@lighthouse-sf.org](mailto:fwelte@lighthouse-sf.org)

**Pronouns:** he, him

—  
**:LIGHTHOUSE:**  
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**From:** [Martha Silver](#)  
**To:** [Martha Silver](#)  
**Subject:** FW: QUESTIONS---: Submit your Questions: October 12, 2022 MTC Policy Advisory Council Meeting Packet (925+Staff)  
**Date:** Tuesday, October 11, 2022 7:37:50 PM

---

**From:** Martha Silver <MSilver@bayareametro.gov>  
**Sent:** Tuesday, October 11, 2022 6:03 PM  
**To:** Howard  
**Cc:** Kÿ-Nam Miller <kmiller@bayareametro.gov>; Marti Paschal <mpaschal@bayareametro.gov>; Leslie Lara-Enríquez <llara-enriquez@bayareametro.gov>; Anup Tapase <atapase@bayareametro.gov>; Martha Silver <MSilver@bayareametro.gov>  
**Subject:** RE: QUESTIONS---: Submit your Questions: October 12, 2022 MTC Policy Advisory Council Meeting Packet (925+Staff)

Good day, Howard,

Please view the response below from staff regarding Agenda Item 8.

Some of the key feedback we heard during our initial round of engagement was to “prove” that pricing could work. Some focus group participants expressed interest in learning more about pricing from other places in the U.S. and around the world. However, participants were specifically interested in learning how pricing could work in the Bay Area. Separate from this engagement, we reviewed real-world case studies of all-lane pricing (Florida, Seattle, Orange County, LA, Singapore and London as well as underway studies) and their successes/failures with the study’s Advisory Group earlier this year and collectively learned lessons from them. As we move forward in the study’s engagement, we will incorporate these learnings as well as examples of how pricing has worked elsewhere.

Thank you  
Martha

---

**From:** Howard  
**Sent:** Monday, October 10, 2022 9:51 AM  
**To:** Martha Silver <[MSilver@bayareametro.gov](mailto:MSilver@bayareametro.gov)>  
**Cc:** Kÿ-Nam Miller <[kmiller@bayareametro.gov](mailto:kmiller@bayareametro.gov)>; Marti Paschal <[mpaschal@bayareametro.gov](mailto:mpaschal@bayareametro.gov)>  
**Subject:** QUESTIONS---: Submit your Questions: October 12, 2022 MTC Policy Advisory Council Meeting Packet (925+Staff)

**\*External Email\***

Hello Everyone: Some questions that may help clarify the presentations:  
**ITEM 22-1409: NEXT GEN FREEWAY STUDY:** Rather than starting from ground zero (so-to-speak), has there been a compilation of existing programs in other cities/ states/ countries? That is, best practices from around the world, lessons learned, successes/ failures etc. If those case studies are presented, people may better visualize various concepts, possibilities, portions of what they like/ dislike and parts

that could be adapted to the Bay Area.

**ITEM 22-0757: LEGISLATIVE & PUBLIC AFFAIRS:** Hope to hear about good examples of coordination of city/ state/ federal agencies. Rather than just information-sharing and creating a unified voice, can different agencies' actual legislation and policies be pushed towards more uniformity---easing the prospects of regional transit integration, sharing of resources and cutting costs?

Best, Howard Wong, AIA

# **Metropolitan Transportation Commission Policy Advisory Council**

**October 12, 2022**

**Agenda Item 9**

## **Legislation and Public Affairs (LPA) Section Overview**

---

### **Subject:**

Summary of the LPA section's work.

### **Background:**

LPA's work is focused on legislative advocacy, public information, and public engagement. The Policy Advisory Council has historically been staffed by LPA staff and the LPA Section Director reviews all material coming before the Policy Advisory Council and its subcommittees. The priorities and concerns of the Policy Advisory Council inform not just MTC's policies, but also the advocacy work that MTC does at the state and federal levels.

Over the next two months, LPA will be developing the 2023 advocacy program which will come before you in November. In addition to advocacy work, next year LPA staff will be involved in stakeholder and community outreach related to the content of a future regional transportation measure, an update to our Public Participation Plan, and public engagement related to the Regional Early Action Program (REAP) 2.0, also on your agenda this month as Agenda Item 11 among other activities.

### **Issues:**

None identified.

### **Recommendations:**

Informational only

### **Attachments:**

- Attachment A: Presentation



# **Legislation & Public Affairs (LPA)**

## **Overview**

October 2022

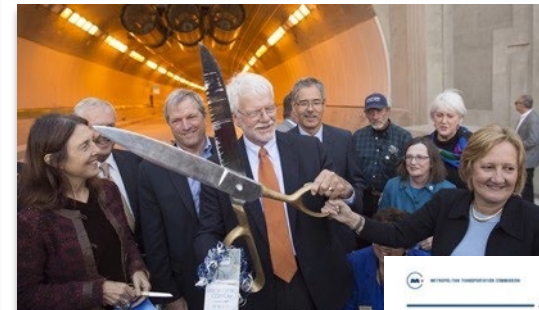
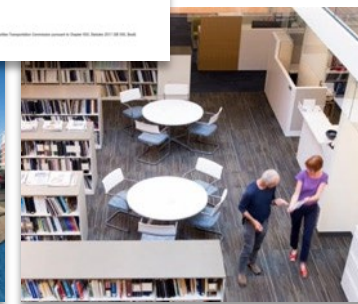
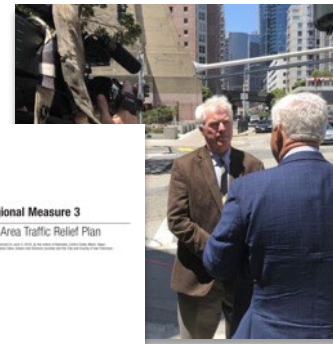


# Legislation and Public Affairs (LPA)

Rebecca Long, Section Director

LPA's work falls into three key pillars:

1. **Advocacy** – local, state, federal
2. **Public information** – earned, owned and purchased media, graphics, social media, event planning, etc.
3. **Public engagement** – outreach to ensure Bay Area residents are aware of and help shape our policies and priorities





## MY PATHWAY:

### **Rebecca Long** Director, Legislation & Public Affairs



## A little about me:

- Naturalized citizen (born in U.K.)
- Grew up in Berkeley
- BA in Politics from UC Santa Cruz
- MPP from U-Michigan Ford School
- Joined MTC in 2002
- Avid cyclist & swimmer
- Mom of two teenagers who attend Albany High School

# Legislative Advocacy

- MTC aims to coordinate the Bay Area's many transportation agencies to speak with one voice in Sacramento and Washington, D.C.
- LPA's advocacy team is continually seeking opportunities to implement the core goals of Plan Bay Area, including advancing equity, resilience and mobility.
- We develop our advocacy priorities each fall for the following year.





# PBA 2050 Public Engagement

**160+** **public meetings** featuring discussion of Horizon & Plan Bay Area 2050

**150+** **public events** including in-person & virtual workshops, pop-up events, focus groups

**140+** **stakeholder events** including RAWG and REWG meetings, workshops, and webinars

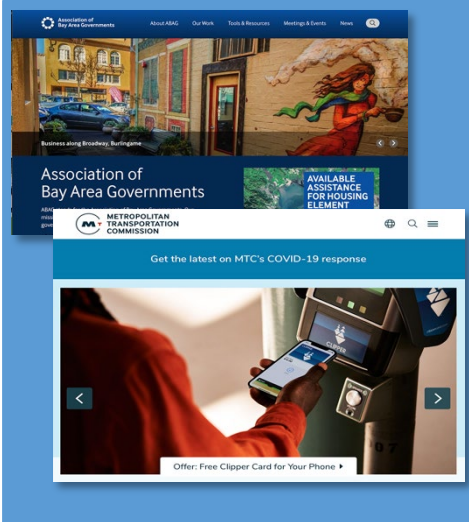
**234,000+** **public comments** received on Plan Bay Area 2050

**23,000+** **participants** in planning process

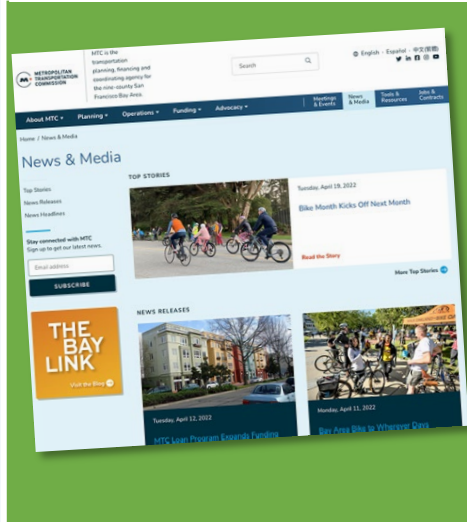
**60%+** **focused in Equity Priority Communities and other underserved communities**



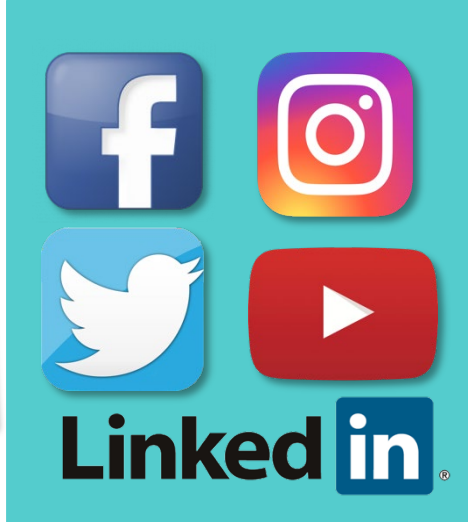
# Public Information — Getting the Word Out



Websites



Press Releases



Social Media



The Bay Link  
MTC-ABAG  
Blog



eNewsletters  
(eblasts)  
MTC, ABAG,  
Housing  
Programs







# Thank You.

Questions or concerns?

Please Contact:

**Rebecca Long**

Director, Legislation & Public Affairs

[rlong@bayareametro.gov](mailto:rlong@bayareametro.gov)







# **Legislation & Public Affairs (LPA)**

## **Overview**

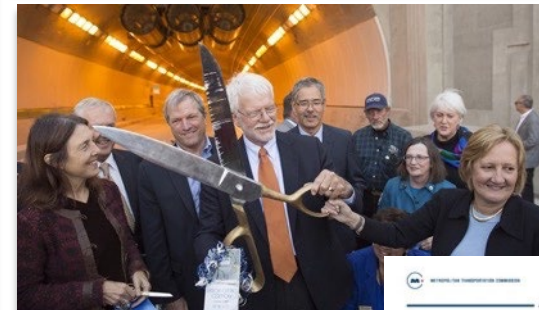
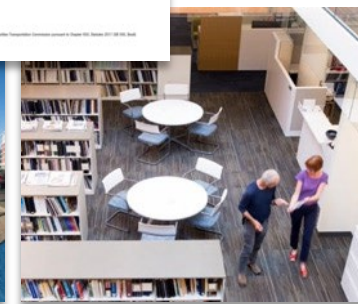
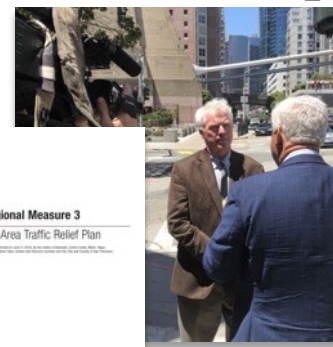
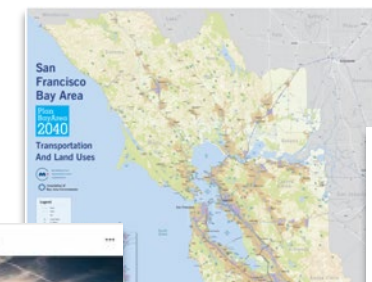
October 2022

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Rebecca Long, Section Director

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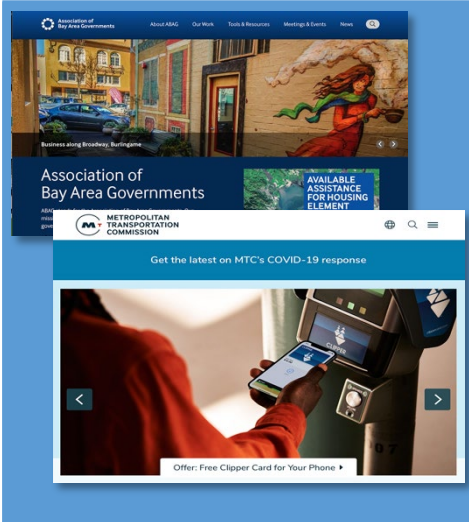
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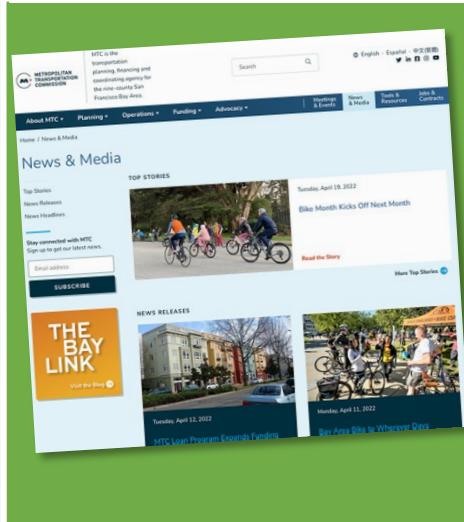




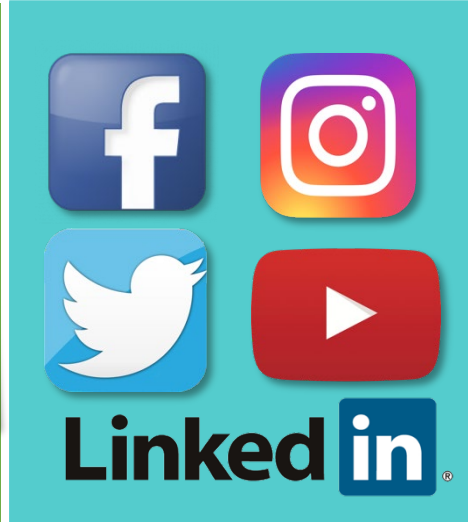
# Public Information — Getting the Word Out



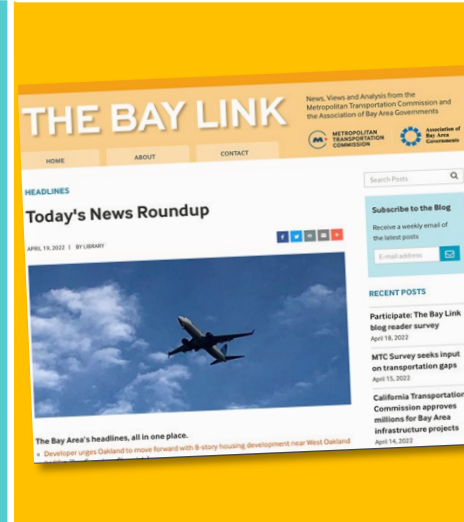
**Websites**



**Press Releases**



**Social Media**



**The Bay Link  
MTC-ABAG  
Blog**



**eNewsletters  
(eblasts)  
MTC, ABAG,  
Housing  
Programs**



An aerial photograph of the San Francisco Bay Bridge, showing the bridge spanning the water and connecting the city of San Francisco to the East Bay. The city skyline is visible in the background, and the water is a deep blue. The text "Thank You." is overlaid in large white letters on the left side of the image.

# Thank You.

Questions or concerns?

Please Contact:

**Rebecca Long**

Director, Legislation & Public Affairs

[rlong@bayareametro.gov](mailto:rlong@bayareametro.gov)

**From:** [Martha Silver](#)  
**To:** [Martha Silver](#)  
**Subject:** FW: RESPONSE: Agenda item 9, 10-12-2022 MTC Policy Advisory Council meeting  
**Date:** Tuesday, October 11, 2022 7:40:00 PM  
**Attachments:** [image001.png](#)

---

**From:** Martha Silver <MSilver@bayareametro.gov>  
**Sent:** Tuesday, October 11, 2022 5:57 PM  
**To:** Frank Welte Rebecca Long <rlong@bayareametro.gov>  
**Cc:** Marti Paschal <mpaschal@bayareametro.gov>; Martha Silver <MSilver@bayareametro.gov>  
**Subject:** RESPONSE: Agenda item 9, 10-12-2022 MTC Policy Advisory Council meeting

Good day, Frank,

The 2022 Legislative Scorecard will be presented Friday to the Joint MTC ABAG Legislation Committee. By visiting the [State Advocacy webpage](#), you can track the detailed list of bills the ABAG and MTC are tracking in Sacramento, including those ABAG or MTC supports or opposes. Furthermore, MTC did a web story I believe you may find helpful: [MTC, ABAG Supported Bills Signed Into Law as Key Issues Move Forward](#).

As a heads up, the 2023 Draft Advocacy Program is on the November 2022 Council Agenda.

Be kind to yourself and others.  
Martha Silver (she/her)

~~~~~  
Clerk of the Committee  
[MSilver@bayareametro.gov](mailto:MSilver@bayareametro.gov)  
**BAY AREA METRO** | [www.BayAreaMetro.gov](http://www.BayAreaMetro.gov)  
Association of Bay Area Governments | <https://abag.ca.gov/>  
Metropolitan Transportation Commission | <https://mtc.ca.gov/>

Bay Area Metro Center | 375 Beale Street | Suite 800  
San Francisco, CA 94105  
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---

**From:** Frank Welte  
**Sent:** Monday, October 10, 2022 3:49 PM  
**To:** Rebecca Long <[rlong@bayareametro.gov](mailto:rlong@bayareametro.gov)>  
**Cc:** Marti Paschal <[mpaschal@bayareametro.gov](mailto:mpaschal@bayareametro.gov)>; Martha Silver <[MSilver@bayareametro.gov](mailto:MSilver@bayareametro.gov)>  
**Subject:** Agenda item 9, 10-12-2022 MTC Policy Advisory Council meeting

**\*External Email\***

Hello:

Now that the 2022 California state legislative season has come to a close, will there be a final report on the results of this legislative session? This month's report doesn't appear to include that information.

Thanks,

**Frank Welte** | Senior Accessible Media and Braille Specialist

**Phone:** +1 (415).694.7363

**Email:** [fwelte@lighthouse-sf.org](mailto:fwelte@lighthouse-sf.org)

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**:LIGHTHOUSE:**  
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# Metropolitan Transportation Commission Policy Advisory Council

October 12, 2022

Agenda Item 10

## Regional Early Action Planning Grant (REAP 2) Program

---

### **Subject:**

Overview and proposed regional framework for the REAP 2 program to invest in planning and implementation projects to accelerate infill, housing development, reduce vehicle miles traveled, and affirmatively further fair housing.

### **Background:**

The Regional Early Action Planning Grant (REAP 2) Program is a one-time \$600 million state investment to advance implementation of adopted regional plans by funding transformative planning and implementation activities that accelerate infill housing development and reductions in per capita vehicle miles traveled (VMT). The REAP 2 program is administered by the California Department of Housing and Community Development (HCD), in collaboration with California Office of Planning and Research (OPR), Strategic Growth Council (SGC), and California Air Resources Board (CARB). The Bay Area's share of the Program is approximately \$103 million.

Unlike REAP 1, REAP 2 funding will be distributed to Metropolitan Planning Organizations (MPOs) rather than to Councils of Government (COGs). REAP 2 also significantly expands upon the project eligibilities introduced with REAP 1. In addition to planning activities, REAP 2 funds may also be used to implement and construct projects to help achieve regional goals for infill development and increased options for affordable housing and VMT-reducing transportation such as increasing transit ridership, walking, and biking.

Given the one-time opportunity presented by the REAP 2 program, staff recommends coordinating the REAP 2 funding proposal with other complementary fund sources, such as the One Bay Area Grant (OBAG 3) program and the Blue Ribbon funding for Transit Transformation Action Plan priority actions. A coordinated funding approach between these three programs advances *Plan Bay Area 2050* priorities while also allowing for the best matching of projects and programs to the most appropriate funding source.

### **Proposed Focus Areas**

Throughout the *Plan Bay Area 2050* plan development process Bay Area residents consistently prioritized addressing housing unaffordability and the need to modernize and improve transit service. Other priorities raised during the various phases of engagement included addressing greenhouse gas (GHG) emissions, improving biking and walking infrastructure, and the local economy.

Based on the stakeholder engagement and needs assessment conducted through the development of *Plan Bay Area 2050*, the OBAG 3 framework, and the Transit Transformation Action Plan, staff recommends the following focus areas and proposed shares for the REAP 2 program:

#### **1) Growth Framework Implementation**

- ***Regional Housing Technical Assistance & Local Grants (\$15 million):*** This would build upon the success of ABAG's REAP 1 funded Regional Housing Technical Assistance Program. REAP 2 funds could extend and enhance the program to support compliance with MTC's Transit Oriented Communities Policy (TOC), implementation of local Regional Housing Needs Allocations (RHNA) targets and Housing Element requirements, and ensure Bay Area jurisdictions remain competitive for state funding by assisting with the new "pro-housing" designation. Components of the program could include regional technical assistance (policy development, data, trainings, etc.), funding for county-based Planning Collaboratives and exploring a "race to the top" housing policy grant pilot program.
- ***Priority Sites Pilot (\$28 million):*** This pilot program would provide predevelopment funding to accelerate regionally significant projects that leverage public land or the redevelopment of aging malls/office parks – two of the most impactful Housing Strategies in *Plan Bay Area 2050*. The program could prioritize projects that advance multiple regional goals (affordability, climate, equity, etc.) and demonstrate success factors such as local support, a clear path to entitlements, and a realistic financing plan.



In addition, because the affordable housing for all Priority Sites are likely to leverage tax credits, these projects will include mobility features for a minimum of 15% of units, and communications features for a minimum of 10% of units. Developments for seniors and housing for people with special needs will generally include mobility features in 100% of units and communications features exceeding 10% of units, and developers must prioritize leasing of accessible units to households in need of those features.

- ***Housing Preservation Pilot (\$15 million):*** Building upon the recently revised Bay Area Preservation Pilot (BAPP) and the launch of the Bay Area Housing Finance Authority (BAHFA), these funds would establish the first in-house capital program focused on preservation of unsubsidized affordable housing. The program would provide financing to non-profit developers and community land trusts for acquisition and rehabilitation of properties to establish long-term affordability, prioritizing projects in systemically marginalized communities and near existing or planned transit infrastructure. Preservation projects will strive to include mobility and communication features as part of the building rehabilitation plans where possible, while also considering the driving twin goals that existing residents should not be displaced and unit counts should not be reduced.

## **2) Transit Transformation Action Plan Implementation**

- ***Accelerated Action Items (\$32 million):*** The Blue Ribbon Transit Recovery Task Force's 2021 Transit Transformation Action Plan (Action Plan) identifies a collection of 27 near-term actions to support the evolution of transit in the Bay Area; as we emerge from the pandemic. While some funding was identified to support the overall Action Plan, there remained a funding gap overall. The REAP 2 funding would augment existing funding and fill the funding gap, based on current anticipated needs for a 3-year period. A funding plan will be developed that maximizes the assignment of available funding sources across the collection of Action Plan projects. Specifically, it is anticipated that the REAP funds will support the advancement of accelerated initiatives that were central to the Action

Plan. These efforts include Fare Integration and Mapping and Wayfinding.

Implementation progress towards these priority initiatives has been underway.

### 3) Community Choice Implementation

- ***Community Choice Program (\$8 million):*** Staff recommends using REAP funds to accelerate the implementation of projects in completed Community-Based Transportation Plans (CBTPs) that have not yet been funded through other sources. In addition, funds could be used for technical assistance and to get a head start on developing new local transportation plans and budgeting processes in Equity Priority Communities (EPCs) that identify projects for future regional and state discretionary programs.

In addition, a small portion of the available REAP 2 (\$5 million) are proposed for program administration and support, including invoicing, progress reporting, and project delivery monitoring.

#### **Ongoing Engagement Strategy**

Guided by MTC's Equity Platform, staff is in process of developing an ongoing engagement strategy for the REAP 2 program, with the goal of increasing opportunities for participation to inform individual program design and project implementation, particularly for those who may be most impacted by the program's investments. Public engagement staff will develop unique strategies tailored to the individual needs of each proposed program focus area and the communities they may impact, and identify opportunities for deep, meaningful, and robust community and stakeholder engagement.

The REAP 2 engagement strategy will be modeled after the extensive engagement conducted during *Plan Bay Area 2050*, the Blue Ribbon Transit Recovery Task Force, and other similar efforts, will build upon the partnerships established during those efforts, and will proactively employ a variety of strategies to reach a diversity of voices while assuring engagement with EPCs and other disadvantaged and historically underserved communities, including Tribal governments. All engagement efforts will also carefully consider language access and other potential barriers to participation.

**Next Steps**

Staff will present the REAP 2 funding proposal at the November meetings of the Programming and Allocations Committee and Commission for consideration and approval. MTC must submit a REAP 2 application to HCD for the entirety of the region's share by December 31, 2022.

**Issues:**

None.

**Recommendations:**

Information.

**Attachments:**

- Attachment A: PowerPoint

# REAP 2 - Overview

Policy Advisory Council

October 12, 2022



ASSOCIATION OF BAY AREA GOVERNMENTS  
METROPOLITAN TRANSPORTATION COMMISSION

# What is the Regional Early Action Planning Grant (REAP 2)?

- \$600M statewide to MPOs, with \$103 to MTC
- Expands upon REAP 1 beyond planning to focus on implementation at intersection of climate, housing and equity; fund infrastructure and housing
- Designed to advance Sustainable Communities Strategies (*Plan Bay Area 2050* Growth Framework)
- Emphasis on “transformative” projects and quantifiable outcomes
- Application deadline: December 31, 2022
- Expenditure deadline: June 30, 2026



# How is REAP 2 different from REAP 1?

|                                | REAP 1                                                                                                          | REAP 2                                                                                                                                                                                                                                             |
|--------------------------------|-----------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Recipient</b>               | COGs (ABAG)                                                                                                     | MPOs (MTC)                                                                                                                                                                                                                                         |
| <b>Amount</b>                  | \$24 million                                                                                                    | \$103 million                                                                                                                                                                                                                                      |
| <b>State Agencies Involved</b> | HCD                                                                                                             | HCD, OPR, SGC, CARB                                                                                                                                                                                                                                |
| <b>Key Planning Documents</b>  | RHNA, Local Housing Elements                                                                                    | Sustainable Communities Strategies (SCS), Local Housing Elements                                                                                                                                                                                   |
| <b>Focus for Funding</b>       | Technical Assistance to comply with RHNA, adopt pro-housing policies                                            | Direct investment in transformative projects: housing, housing-supportive infrastructure, and planning                                                                                                                                             |
| <b>Required Outcomes</b>       | <ul style="list-style-type: none"> <li>- Adopted Housing Elements and pro-housing plans and policies</li> </ul> | <ul style="list-style-type: none"> <li>- Completed housing and housing-supportive infrastructure</li> <li>- Quantifiable reduction in Vehicle Miles Traveled and GHG</li> <li>- Quantifiable increase in equity, including fair housing</li> </ul> |





# REAP 2 Objectives

All Program Uses must have a nexus to:

- Accelerating Infill Development that Facilitates Housing Supply, Choice, and Affordability
- Affirmatively Furthering Fair Housing
- Reducing Vehicle Miles Traveled



# REAP 2 Proposal

## Considerations

- Clear connection to *Plan Bay Area 2050* goals for growth, affordability, and vehicle miles traveled (VMT) reduction
- Project readiness and deliverability within program deadlines
- Limit administrative burden of implementing one-time funding program
- Leverage complementary fund sources

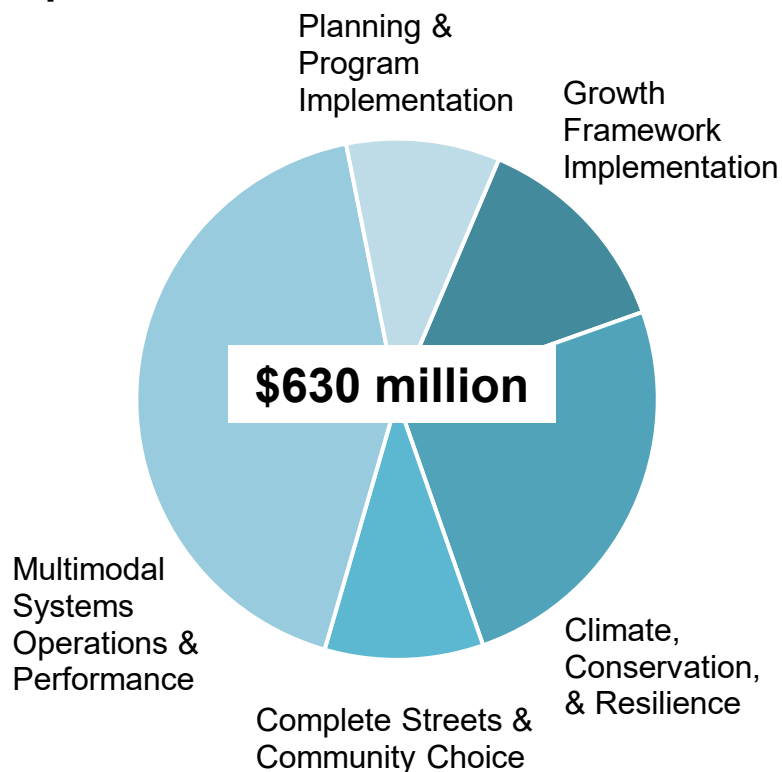




# REAP 2 Proposal

## Regional Investment Strategy

### Near-term Regional Investments, Proposed



\$, in millions

| Focus Areas                           | REAP 2<br><i>Proposed</i> | OBAG 3<br>Regional<br>Programs | Blue<br>Ribbon | Carbon<br>Reduction<br><i>Proposed</i> | Total        |
|---------------------------------------|---------------------------|--------------------------------|----------------|----------------------------------------|--------------|
| Planning & Program Implementation     | \$5                       | \$50                           | \$5            | \$0                                    | \$60         |
| Growth Framework Implementation       | \$58                      | \$25                           | \$0            | \$0                                    | \$83         |
| Climate, Conservation, & Resilience   | \$0                       | \$98                           | \$0            | \$60                                   | \$158        |
| Complete Streets & Community Choice   | \$8                       | \$54                           | \$0            | \$0                                    | \$62         |
| Multimodal Systems Ops. & Performance | \$32                      | \$156                          | \$80           | \$0                                    | \$267        |
| <b>Combined Investment Total</b>      | <b>\$103</b>              | <b>\$382</b>                   | <b>\$85</b>    | <b>\$60</b>                            | <b>\$630</b> |

Totals may not add due to rounding.



# REAP 2 Proposal

## Focus Areas

\$, in millions

| Proposed Focus Areas                                 | REAP 2       |
|------------------------------------------------------|--------------|
| 1. Regional Growth Framework Implementation          | \$58         |
| 2. Transit Transformation Action Plan Implementation | \$32         |
| 3. Community Choice Program Implementation           | \$8          |
| + Program Administration                             | \$5          |
| <b>Proposed Total</b>                                | <b>\$103</b> |

Totals may not add due to rounding.

Photo credit: Karl Nielsen



# REAP 2 Proposal

## Focus Areas

### 1. Regional Growth Framework Implementation

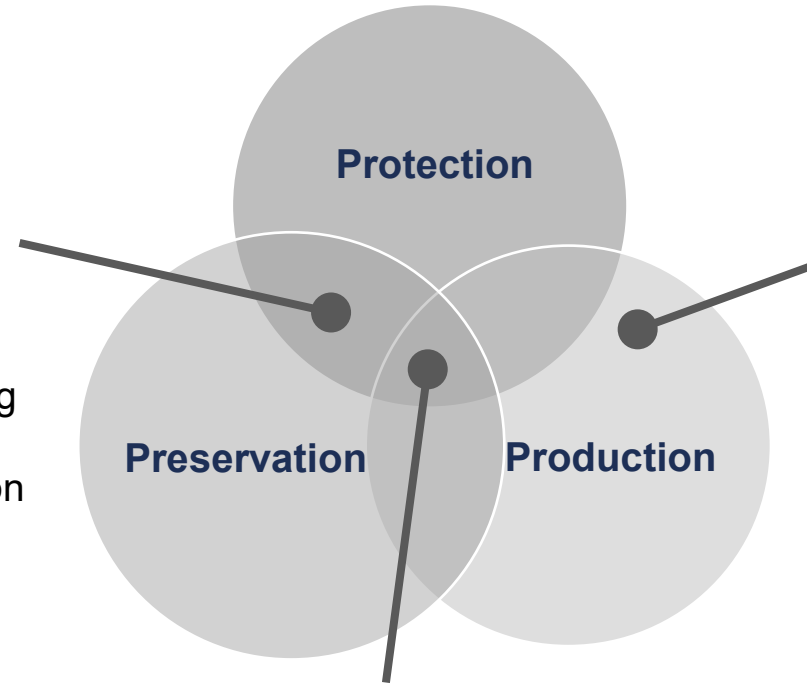
**\$58 million**



#### Housing Preservation Pilot

**\$15 million**

- Capital financing for acquisition and rehabilitation
- Build upon Bay Area Preservation Pilot (BAPP) experience



#### Priority Sites Pilot

**\$28 million**

- Fund high impact, regionally-significant affordable housing projects
- Establish pipeline of additional priority sites for future funding

#### Regional Housing Technical Assistance

**\$15 million**

- Continued support for county-based planning collaboratives, Housing Element implementation, and development of key housing strategies
- Local housing policy grants



# REAP 2 Proposal

## Focus Areas

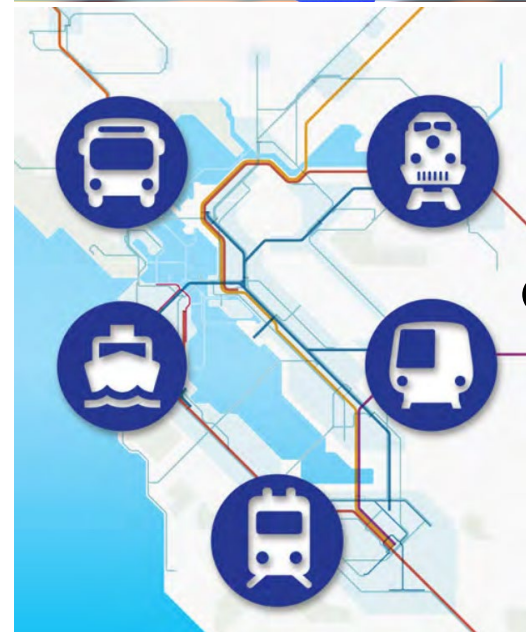
### 2. Transit Transformation Action Plan Implementation

**\$32 million**

- Support advancement of accelerated initiatives central to the Action Plan
- Implementation progress is already underway for fare integration and mapping & wayfinding, two efforts well-aligned with REAP 2 program goals



**Fare Coordination & Integration Pilot**



**Mapping & Wayfinding**





# REAP 2 Proposal

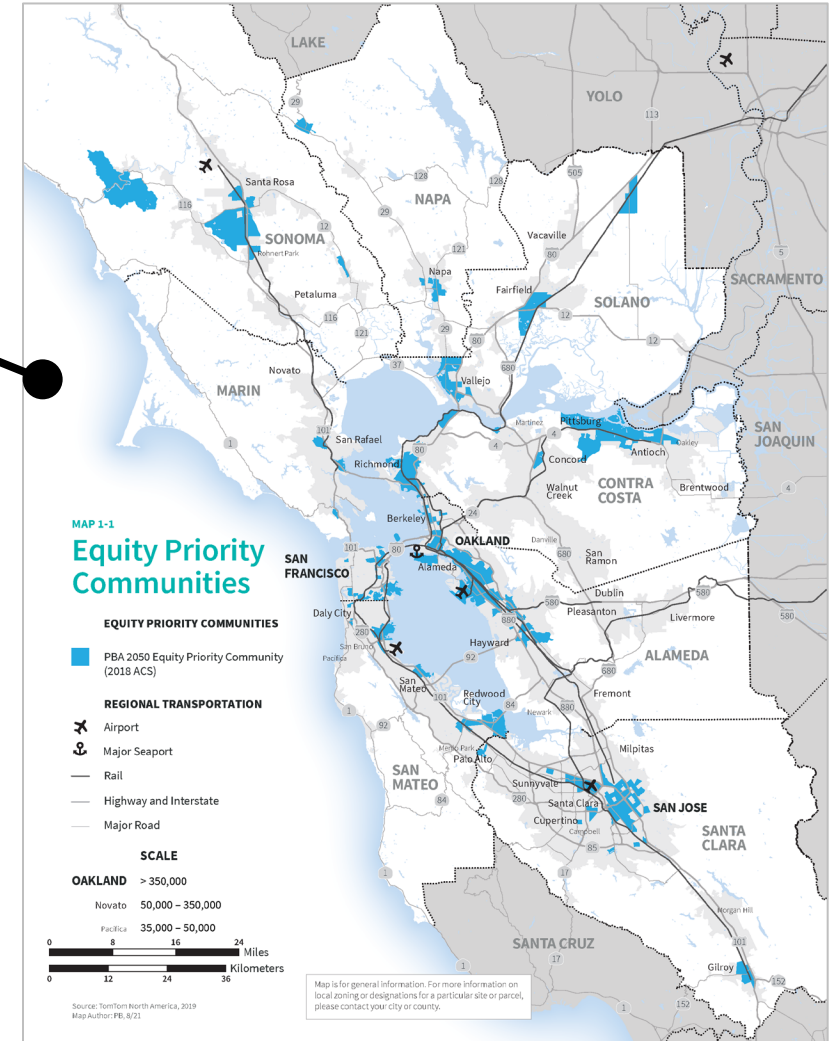
## Focus Areas

### 3. Community Choice Program Implementation

\$8 million

#### Project Implementation and Technical Assistance

- Help implement projects identified in Community-Based Transportation Plans (CBTPs) in Equity Priority Communities (EPCs)
- Community-based organization compensation
- Participatory budgeting pilots



# Next Steps



# Staff Contacts

## Daniel Saver

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## Mallory Atkinson

Principal, Fund Management and Program Delivery  
Funding Policy and Programs

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# Discussion



ASSOCIATION OF BAY AREA GOVERNMENTS  
METROPOLITAN TRANSPORTATION COMMISSION





**From:** [Martha Silver](#)  
**To:** [Martha Silver](#)  
**Subject:** FW: Agenda item 10, 10/12/2022 MTC Policy Advisory Council meeting question  
**Date:** Tuesday, October 11, 2022 7:32:07 PM  
**Attachments:** [image001.png](#)

---

**From:** Martha Silver <MSilver@bayareametro.gov>

**Sent:** Tuesday, October 11, 2022 6:11 PM

**To:** Frank Welte

**Cc:** Kate Hartley <khartley@bayareametro.gov>; Daniel Saver <dsaver@bayareametro.gov>; Somaya Abdelgany <sabdelgany@bayareametro.gov>; Martha Silver <MSilver@bayareametro.gov>; Mallory Atkinson <matkinson@bayareametro.gov>; Marti Paschal <mpaschal@bayareametro.gov>

**Subject:** RE: Agenda item 10, 10/12/2022 MTC Policy Advisory Council meeting question

Good day, Frank,

Please consider the response below from staff regarding Agenda Item 10.

Hello Mr. Welte,

Thank you for your questions about the REAP 2 overview.

1. We agree there is a severe shortage of accessible units in California and also a severe shortage of affordable housing, due largely to federal tax policies and state and local zoning laws, regulations and policies.
2. The REAP 2.0 "Pilot Sites" funding provides predevelopment resources to assist new construction of affordable housing. All of these buildings will include accessibility at a rate that significantly exceeds the level of accessibility required in privately funded developments. For affordable buildings designed for seniors and/or homeless households, 100% of the units will be accessible.
  - a. \$28 million of the Bay Area's \$102.8 million REAP 2.0 grant will be devoted to housing development that will include accessible units.
  - b. All of the developments funded with REAP 2.0 Priority Sites funding are anticipated to use low-income housing tax credits because this is the only source of affordable housing subsidies that enables multifamily affordable development, and the purpose of the REAP housing program is to facilitate the construction of new, affordable, transit-oriented housing. All developments will therefore be required to provide at least 15% mobility and 10% communications units. As noted above, if the developments include units specifically for senior or homeless households, that number increases to 100%.
    - i. Given the growing needs of low-income seniors in California, especially homeless seniors, the development of 100% fully accessible senior affordable housing buildings is continuing throughout the Bay Area.
3. The purpose of the REAP 2.0 "Preservation" funding is to protect low-income tenants in their

existing homes from the displacement that often happens when speculative buyers purchase buildings in market transactions. Further, the Preservation Pilot will prioritize investments in Equity Priority Communities, which include census tracts in which at least 12% of the population are people with disabilities. The Preservation Pilot will thus ensure that existing accessibility features in buildings are protected for the people already living there while also stabilizing existing tenants' rents and establishing long-term affordability.

4. MTC and BAHFA do not have data on the number of existing wheelchair-accessible housing.
5. Regarding your question of whether any of the government entities charged with developing and implementing housing policies are actually working on a specific, proactive plan to ameliorate the accessible housing shortage, we know that state and local policy makers are working to address the severe shortage of housing in the state generally, especially the severe shortage of affordable housing, and as part of that work, also trying to increase the number of accessible units. This is why state-funded accessibility requirements exceed the requirements applicable to privately financed housing.

Thank you,  
Mallory

BAY AREA METRO | [BayAreaMetro.gov](https://www.bayareametro.gov)  
Association of Bay Area Governments  
Metropolitan Transportation Commission

Bay Area Metro Center | 375 Beale Street | Suite 800  
San Francisco, CA 94105  
(415) 778-6793

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**From:** Frank Welte  
**Sent:** Monday, October 10, 2022 4:51 PM  
**To:** Mallory Atkinson <[matkinson@bayareametro.gov](mailto:matkinson@bayareametro.gov)>  
**Cc:** Marti Paschal <[mpaschal@bayareametro.gov](mailto:mpaschal@bayareametro.gov)>; Martha Silver <[MSilver@bayareametro.gov](mailto:MSilver@bayareametro.gov)>  
**Subject:** Agenda item 10, 10/12/2022 MTC Policy Advisory Council meeting question

**\*External Email\***

Hello:

I believe that the current regime of federal, state and local government housing and zoning laws, regulations and policies, coupled with current real estate development and financing practices, have created a severe shortage of wheelchair-accessible housing units in the Bay Area. How will the proposed REAP 2 program alter the status quo to stimulate substantial increases in the inventory of wheelchair-accessible housing units and to prevent such accessible units as are available from being snapped up by buyers who don't actually need these accommodations?

The only language in the presentation document that speaks to this question is the following.

“In addition, because the affordable housing for all Priority Sites are likely to leverage tax credits, these projects will include mobility features for a minimum of 15% of units, and communications features for a minimum of 10% of units. Developments for seniors and housing for people with special needs will generally include mobility features in 100% of units and communications features exceeding 10% of units, and developers must prioritize leasing of accessible units to households in need of those features.”

By the way, as a person with a disability, I find the term “special needs” to be patronizing and frankly, infantilizing, like “special needs kids”.

I find this language to be overly vague and mostly wishful thinking.

Specifically, how many dollars of the proposed \$113 million BAY Area portion of the program will be allocated to grants to specifically stimulate the production of wheelchair-accessible and other forms of accessible housing units? What language in the implementing regulations and grant requirements will incentivize and/or mandate the construction/modification of wheelchair-accessible housing units. Will these requirements mandate specific targets for wheelchair-accessible units? Given the existence of the severe accessible housing shortage, is there anything in this program that can guarantee a sufficient increase in the accessible housing stock to make a significant dent in the ongoing shortage? Is there anything in the language of the proposed program to guarantee that anything more than the bare minimum number of accessible units required under current statute will ever be built?

Since the language quoted above specifically ties the specified minimum levels of accessible housing units to the receipt of tax credits, what measures, if any, will be taken to incentivize developers who don’t rely on such credits to develop any accessible units at all, and to hold such developers accountable for not developing accessible housing units?

What’s to prevent wealthy communities that aren’t defined as “affordable housing for all Priority Sites” from completely ignoring the issue of housing accessibility?

Does this program do anything to prevent the ghettoization of people with disabilities?

Why aren’t all new housing units required to be fully wheelchair accessible? Is there a shortage of inaccessible housing?

Is there an accurate count of the number of wheelchair-accessible housing units in the Bay Area?

Is there an accurate count of the number of additional wheelchair-accessible housing units required to meet the current and projected demand for such units? Does anybody even know if the indicated “minimum of 15% of units, and communications features for a minimum of 10% of units” constitutes anything more than a continuation of the existing shortage, if not a figure that could actually deepen the hole?

Given the aging of our population and the likely increase in the number of people with significant disabilities, is there any plan to accelerate the rate of production of accessible housing units to match the likely increased demand, let alone to begin to reduce the backlog of accessible housing units to any significant degree?

Are any of the government entities charged with developing and implementing housing policies actually working on a specific, proactive plan to ameliorate the accessible housing shortage?

I believe the answer to this final question is “no”. Can you prove me wrong?

Regards,

**Frank Welte** | Senior Accessible Media and Braille Specialist

**Phone:** +1 (415).694.7363

**Email:** [fwelte@lighthouse-sf.org](mailto:fwelte@lighthouse-sf.org)

**Pronouns:** he, him

—  
**:LIGHTHOUSE:**

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**Metropolitan Transportation Commission**  
**Policy Advisory Council**

**October 12, 2022**

**Agenda Item 11**

**Staff Liaison Report**

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**Subject:**

Overview of recent MTC policy decisions and other activities.

**Issues:**

None identified.

**Recommendations:**

Information

**Attachments:**

- Attachment A: Attachment A: Staff Liaison Report – October 2022

## Staff Liaison Report – October 2022

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### Legislative Updates:

The Governor took action on a number of bills supported by MTC on the last possible day to sign or veto bills. This included AB 2594 (Ting), which requires a variety of changes to toll violation policies applicable to toll bridges as well as toll roads and express lanes. The changes are aligned with the work MTC has already been doing as part of our Equity Action Plan but creates added urgency to implement a payment plan for unpaid toll penalties for low-income motorists, among other policies. In addition, the Governor signed SB 922 (Wiener) extending a California Environmental Quality Act (CEQA) exemption for clean transportation projects such as bicycle and pedestrian improvements and dedicated bus lanes. Finally, SB 942 (Newman) was signed, allowing funds known as the Low Carbon Transit Operations Program to be used beyond an initial trial period for fare reduction programs.

### Executive Director's Report:

The following items are excerpts from the September 28, 2022, Executive Director's Report to the Commission. To read this and past reports in their entirety check the agenda from a given Commission meeting (search for past meetings on [MTCs Legistar webpage](#)).

### Key Updates

*MTC-ABAG Executive Director Therese McMillan announces retirement:* Therese W.

McMillan, executive director of the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) since 2019, notified the Commission that she will retire from both positions on January 31, 2023.

*High-Speed Rail Update:* In August, the California High-Speed Rail Authority (Authority) Board of Directors certified the Final Environmental Impact Report/Environmental Impact Statement (Final EIR/EIS) and approved the approximately 43-mile project for the San Francisco to San Jose section. This action completes the environmental clearance for high-speed rail in Northern California and extends environmental clearance to 420 miles of the project's 500-mile alignment from San Francisco to Los Angeles/Anaheim.

*Bipartisan Infrastructure Law:* In early August, the Bay Area Toll Authority (BATA) submitted a grant application to the competitive Bridge Improvement Program in the Bipartisan Infrastructure Law seeking \$185M in grant funding for the San Francisco-Oakland Bay Bridge West Span Restoration Project. At that time, MTC also provided support for the application for the Golden Gate Bridge Seismic Retrofit project. The Commission's March 2022 grant strategy included the two projects and identified the Golden Gate Bridge project as the first priority for this fund source. As part of BATA's application, the project received letters of support from the Bay Area Congressional Delegation, Caltrans, and business and labor partners, as well as partners in local and regional transportation and local government. Caltrans is the implementing agency for the project.

*Bay Area Housing Finance Authority (BAHFA) Update:* Bay Area Housing Finance Authority (BAHFA) in early August closed its first-ever transaction through its Welfare Tax Exemption Preservation Program to enable nonprofit Eden Housing to convert its recently acquired 24-unit De Anza Terrace apartment complex in Alameda County's unincorporated Ashland community to permanently affordable housing.

*Clipper BayPass:* On August 25<sup>th</sup>, MTC in partnership with BART and all other transit agencies that participate in the Clipper fare payment systems launched a two-year pilot program to study the impact of a single pass that will provide close to 50,000 Bay Area residents with free access to all bus, rail and ferry services in the nine-county region. The new passes initially will be distributed to participating students at San Francisco State University, San Jose State University, the University of California's Berkeley campus and Santa Rosa Junior College and then expanded to include residents of select affordable housing communities managed by MidPen Housing. <https://mtc.ca.gov/news/clipperr-baypass-sets-sail-unlimited-transit-access>

*U.S. DOT Secretary Visit:* Secretary Pete Buttigieg this month visited the San Francisco Bay Area to tour the region's infrastructure projects and see the Bipartisan Infrastructure Law in practice. MTC Executive Director McMillan joined Secretary Buttigieg, Speaker Pelosi and others in San Francisco to celebrate the near completion of SFMTA's Central Subway project. The Secretary also visited other Bay Area projects, including the GoMentum Station in Contra Costa County. In Oakland, Commissioner Schaaf and Congresswoman Lee led him on a bus tour of "Reconnecting the Town" mobility improvements and rode down Interstate 980.

*ITS World Congress:* MTC was featured in a video produced for the ITS World Congress in Los Angeles last week. The video tells the story of how the Bay Area turned the COVID-19 crisis into an opportunity to rethink how the region's transit system operates and focus on rider experience. Watch the video: <https://www.youtube.com/watch?v=s5diGxDXSMA> .

*Transit Month:* In September MTC along with Bay Area transit agencies and others is celebrating Transit Month, a celebration of the role of public transit in the Bay Area's pandemic recovery. MTC is sponsoring the month-long event. On September 16, MTC Executive Director McMillan joined the General Managers/CEOs from 11 Bay Area transit agencies as they rode multiple modes of transit together, ending with a public happy hour in Oakland.

*Bay Area Rapid Transit (BART):* On September 10th, MTC Executive Director McMillan along with Commissioner Worth and Commissioner Glover attended the 50<sup>th</sup> Anniversary Celebration of the Bay Area Rapid Transit system. The celebration highlighted the changes over the last five decades that BART has been in service and showed how important this transportation system is to the Bay Area.

*International Bridge, Tunnel and Turnpike Association:* Deputy Executive Director Andrew Fremier, after serving a year as its Vice President, was appointed President of the International Bridge, Tunnel and Turnpike Association on September 22, 2022.



**Further News Updates:**

The [Bay Link blog](#) offers a more in-depth look at these topics, often in the context of the work that the Association of Bay Area Governments (ABAG) and MTC are doing, along with other stories of interest to Bay Area residents and professionals. The Bay Link Blog E-Newsletter, with the top Bay Link features of the week, is distributed every Tuesday. You can find more newsletters to subscribe to at this [link](#).

**Have a Question? Ask a Librarian**

If you need assistance locating information or are having difficulty navigating the MTC-ABAG websites, please feel free to contact the MTC-ABAG head librarian. Reference assistance is available by telephone (415-778-5236), or email [library@bayareametro.gov](mailto:library@bayareametro.gov) Information can also be found on the [MTC-ABAG library webpage](#).

**For MTC and Plan Bay Area glossaries:**

- [Glossary of Transportation Planning Acronyms & Terms](#)
- [Plan Bay Area Glossary](#)