



Metropolitan Transportation Commission

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

Meeting Agenda

Planning Committee

James P. Sperling, Chair Eddie Ahn, Vice Chair

Friday, March 8, 2024

9:40 AM

Board Room - 1st Floor

Joint meeting with the ABAG Administrative Committee

The MTC Planning Committee is scheduled to meet at 9:40 a.m. or immediately following the 9:35 Bay Area Infrastructure Financing Authority Network and Operations Committee meeting, whichever occurs later.

Meeting attendees may opt to attend in person for public comment and observation at 375 Beale Street, Board Room (1st Floor). In-person attendees must adhere to posted public health protocols while in the building. The meeting webcast will be available at <https://mtc.ca.gov/whats-happening/meetings/live-webcasts>. Members of the public are encouraged to participate remotely via Zoom at the following link or phone number. 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/87558790389>

iPhone One-Tap: US: +16694449171,,87558790389#

Join by Telephone (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: 875 5879 0389

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Detailed instructions on participating via Zoom are available at:

<https://bayareametro.zoom.us/j/87558790389>

<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 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.

Roster

Eddie Ahn (Vice Chair), David Canepa, Carol Dutra-Vernaci, Dorene M. Giacobini*, Matt Mahan, Stephanie Moulton-Peters, Sue Noack, David Rabbitt, and James P. Spering (Chair)

***Non-Voting Member**

1. Call to Order**2. MTC Planning Committee Roll Call / Confirm Quorum**

Quorum: A quorum of this committee shall be a majority of its regular non-ex-officio voting members (5).

3. MTC Planning Committee Consent Calendar

- 3a.** [24-0184](#) Approval of MTC Planning Committee Minutes of the February 9, 2024 Meeting

Action: MTC Planning Committee Approval

Attachments: [3a 24-0184 2024-02-09 MTC Planning Committee Meeting Minutes Draft.p](#)

- 3b.** [24-0260](#) Federal Performance Target-Setting Update - March 2024

Action: Information

Presenter: Elliot Huang

Attachments: [3b 24-0260 Federal-Performance-Target-Setting.pdf](#)

4. ABAG Administrative Committee Roll Call / Confirm Quorum

Quorum: A quorum of this committee shall be a majority of its regular non-ex-officio voting members (4).

5. ABAG Compensation Announcement – Clerk of the Board**6. ABAG Administrative Committee Consent Calendar**

- 6a.** [24-0185](#) Approval of ABAG Administrative Committee Summary Minutes of the February 9, 2024 Meeting

Action: ABAG Administrative Committee Approval

Attachments: [6a 24-0185 2024-02-09 ABAG Administrative Committee Meeting Minutes](#)

7. ABAG Approval

7a. [24-0274](#) Priority Conservation Area Framework Refresh

Update on the recommended path forward for the Priority Conservation Area (PCA) Framework, informed by a yearlong PCA Refresh effort, prior to consideration by the ABAG Executive Board in May 2024.

Action: ABAG Administrative Committee Approval / Release Report for Public Comment

Presenter: Michael Germeraad

Attachments: [7ai 24-0274 Summary Sheet Priority Conservation Areas Refresh.pdf](#)
[7aii 24-0274 PowerPoint Priority Conservation Areas Refresh.pdf](#)

8. Public Comment / Other Business

*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.*

9. Adjournment / Next Meeting

The next meeting of the MTC Planning Committee will be held on Friday, April 12, 2024 at 9:40 a.m. at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA. 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) 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.

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

Planning Committee

James P. Spering, Chair Eddie Ahn, Vice Chair

Agenda Item 3a

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

Friday, February 9, 2024

9:40 AM

Board Room - 1st Floor

Roster

**Eddie Ahn (Vice Chair), David Canepa, Carol Dutra-Vernaci, Dorene M. Giacomini*, Matt Mahan,
Stephanie Moulton-Peters, Sue Noack, David Rabbitt, and James P. Spering (Chair)**

***Non-Voting Member**

1. Call to Order

Non-Voting Member Present: Dorene M. Giacomini, MTC
Ex Officio Voting Member Present: Commission Chair Pedroza
Ad Hoc Non-Voting Member Present: Commissioner Papan

ABAG Administrative Committee Members Present: Eklund, Lee, Ramos, Romero, and Silva.

The following individuals participated from unnoticed remote locations. Their participation did not count toward the quorum, and they did not vote on any items: ABAG Member Arreguin.

2. MTC Planning Committee Roll Call / Confirm Quorum

Present: 5 - Chair Spering, Vice Chair Ahn, Commissioner Canepa, Commissioner Dutra-Vernaci and Commissioner Moulton-Peters

Absent: 3 - Commissioner Mahan, Commissioner Noack and Commissioner Rabbitt

3. Consent Calendar

Upon the motion by Commissioner Dutra-Vernaci and second by Commissioner Canepa, the Consent Calendar was unanimously approved. The motion carried by the following vote:

Aye: 5 - Chair Spering, Vice Chair Ahn, Commissioner Canepa, Commissioner Dutra-Vernaci and Commissioner Moulton-Peters

Absent: 3 - Commissioner Mahan, Commissioner Noack and Commissioner Rabbitt

3a. [24-0018](#) Approval of MTC Planning Committee Minutes of the January 12, 2024 Meeting

Action: MTC Planning Committee Approval

Attachments: [3a 24-0018 2024-01-12 Joint MTC Planning Committee with the A BAG Administrative Committee Meeting Minutes Draft.pdf](#)

4. ABAG Administrative Committee Roll Call / Confirm Quorum**5. ABAG Compensation Announcement – Clerk of the Board****6. ABAG Administrative Committee Consent Calendar**

- 6a. [24-0019](#) Approval of ABAG Administrative Committee Summary Minutes of the January 12, 2024 Meeting

Action: ABAG Administrative Committee Approval

Attachments: [6a 24-0019 2024-01-12 ABAG Administrative Committee Meeting Minutes Draft.pdf](#)

7. Information

- 7a. [24-0041](#) Transit 2050+: Existing Conditions & Preliminary Needs and Gaps Assessment

Update on the Transit 2050+ long-range plan, including preliminary findings related to existing conditions and identified needs and gaps for the region's transit system.

Action: Information

Presenter: Kara Vuicich, MTC and Andy Metz, AC Transit

Attachments: [7ai 24-0041 Summary Sheet Transit 2050 Plus.pdf](#)
[7aii 24-0041 Attachment A PowerPoint Transit 2050 plus.pdf](#)

Adina Levin was called to speak.

8. Public Comment / Other Business**9. Adjournment / Next Meeting**

The next meeting of the MTC Planning Committee will be held on Friday, March 8, 2024 at 9:40 a.m. at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA. Any changes to the schedule will be duly noticed to the public.

Metropolitan Transportation Commission

Planning Committee

March 8, 2024

Agenda Item 3b

Federal Performance Target-Setting Update – March 2024

Subject:

Update on performance measures related to Road Safety, including past performance and near-term targets.

Background:

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) established a Transportation Performance Management program to orient transportation investment decision-making around national transportation goals, while also moving toward a performance-based planning and programming paradigm. Through this program, State Departments of Transportation (DOTs), Metropolitan Planning Organizations (MPOs), and transit agencies are responsible for setting targets for 29 performance measures covering the following federal goal areas: Safety; Infrastructure Condition; System Reliability; Freight Movement and Economic Vitality; Congestion Reduction; and Environmental Sustainability (status shown in Attachment A). Under MTC Resolution No. 4295, adopted in June 2017, the Planning Committee delegated authority for target-setting to staff, requiring regular consultation with stakeholders through MTC's working groups and semiannual updates to the committee going forward.

This memorandum summarizes MTC's target-setting actions for Road Safety, and presents the methodology and rationale used to arrive at the targets. This will be the seventh 1-year performance period for performance measures related to Road Safety.

MTC's approach to setting targets for federally mandated performance measures is to support targets set by the state if state targets align with regional priorities and there is no regulatory requirement for MPOs to establish regional targets. In this cycle, MTC established regional targets for Road Safety to align with Vision Zero principles rather than supporting the state's less ambitious targets.

Issues:

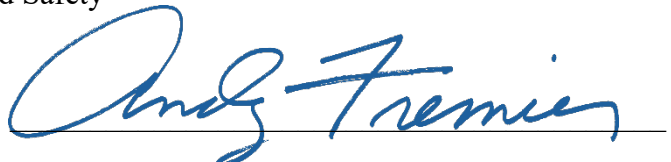
In recent years, fatalities from crashes, both in terms of absolute numbers and rate per vehicle miles traveled (VMT), have been increasing at the regional, state, and national levels. These trends make it challenging to set realistic Road Safety target goals in the context of Vision Zero, which aims to eliminate traffic deaths and serious vehicular injuries in the Bay Area by 2030. While these targets are aspirational, federal regulations mandate that these targets must be regularly updated, and MPOs are not penalized for failing to meet them.

Next Steps:

In spring 2024, MTC will undertake the next round of target-setting for Transit Safety and State of Good Repair for Transit Assets. On December 7, 2023, the FHWA published a final rule establishing a performance measure for assessing the performance of the National Highway System related to greenhouse gas (GHG) emissions. MTC will undertake the first round of target-setting for the new GHG performance measure in the summer of 2024. MTC will also continue to monitor regional performance for all federal performance measures.

Attachments:

- Attachment A: List of Federally Required Performance Measures
- Attachment B: 2024 Target-Setting Summary: Road Safety
- Attachment C: 2024 Targets for Road Safety



Andrew B. Fremier

List of Federally Required Performance Measures

Federal Goals & Programs	General Measures in Law	Final Performance Measures	Target-Setting Frequency	Target-Setting Due Dates	Current Status
Safety	Number of Fatalities on Roads	1. Total number of road fatalities	Annual	State: in August MPO: in February	MTC set the 2024 targets in February 2024. Seven rounds of target-setting complete.
	Rate of Fatalities on Roads	2. Road fatalities per 100 million vehicle miles traveled	Annual	State: in August MPO: in February	
	Number of Serious Injuries on Roads	3. Total number of serious injuries on roads	Annual	State: in August MPO: in February	
	Rate of Serious Injuries on Roads	4. Serious injuries on roads per 100 million vehicle miles traveled	Annual	State: in August MPO: in February	
	Non-Motorized Safety on Roads	5. Combined total number of non-motorized fatalities and serious injuries	Annual	State: in August MPO: in February	

Federal Goals & Programs	General Measures in Law	Final Performance Measures	Target-Setting Frequency	Target-Setting Due Dates	Current Status
	Safety of Public Transit Systems	6. Total number of reportable transit fatalities 7. Reportable transit fatalities per revenue vehicle miles by mode (<i>example below</i>) <i>a. Motor bus</i> <i>b. Light rail</i> <i>c. etc.</i> 8. Total number of reportable transit injuries 9. Reportable transit injuries per revenue vehicle miles by mode 10. Total number of reportable transit safety events 11. Reportable transit safety events per revenue vehicle miles by mode 12. Mean distance between major mechanical failures by mode	Annual	Operators: in July MPO: in January	MTC set the 2023 targets in April 2023. Two rounds of target-setting complete.
Infrastructure Condition	Pavement Condition on	13. Percentage of pavements on the Interstate Highway System in good condition	Every 4 years	State: May 2022 MPO: November 2022	MTC set the 2025 targets

Federal Goals & Programs	General Measures in Law	Final Performance Measures	Target-Setting Frequency	Target-Setting Due Dates	Current Status
	the Interstate Highway System	14. Percentage of pavements on the Interstate Highway System in poor condition			in February 2023. Two rounds of target-setting complete.
	Pavement Condition on the National Highway System	15. Percentage of pavements on the non-Interstate National Highway System in good condition 16. Percentage of pavements on the non-Interstate National Highway System in poor condition	Every 4 years	State: May 2022 MPO: November 2022	
	Bridge Condition on the National Highway System	17. Percentage of National Highway System bridges by deck area classified in good condition 18. Percentage of National Highway System bridges by deck area classified in poor condition	Every 4 years	State: May 2022 MPO: November 2022	
	State of Good Repair for	19. Percentage of revenue vehicles that have met or exceeded their useful life benchmark by asset class (example below)	Annual	Operators: in October MPO: in April	MTC set the 2023 targets in April 2023.

Federal Goals & Programs	General Measures in Law	Final Performance Measures	Target-Setting Frequency	Target-Setting Due Dates	Current Status
	Public Transit Assets	<i>a. Motor bus</i> <i>b. Light rail vehicle</i> <i>c. etc.</i> 20. Percentage of facilities within a condition rating below fair by asset class (example below) <i>a. Administrative and maintenance facilities</i> <i>b. Passenger facilities</i> 21. Percentage of guideway directional route-miles with performance restrictions 22. Percentage of non-revenue vehicles that have met or exceeded their useful life benchmark			Five rounds of target-setting complete.
System Performance	Performance of the Interstate System	23. Percentage of person-miles traveled on the Interstate Highway System that are reliable	Every 4 years	State: December 2022 MPO: June 2023	MTC set the 2025 targets in February

Federal Goals & Programs	General Measures in Law	Final Performance Measures	Target-Setting Frequency	Target-Setting Due Dates	Current Status
	Performance of the National Highway System	<p>24. Percentage of person-miles traveled on the non-Interstate National Highway System that are reliable</p> <p>25. Percent change in tailpipe carbon dioxide (CO2) emissions on the NHS compared to the reference year (calendar year 2022).</p> <p><i>(eliminated by FHWA in spring 2018 but re-introduced by FHWA in winter 2023)</i></p>	Every 4 years	State: December 2022 MPO: June 2023	<p>2023. Two rounds of target-setting complete.</p> <p>Targets not set for #25 yet as this new measure is being phased-in mid-cycle.</p>
Freight Movement and Economic Vitality	Freight Movement on the Interstate System	26. Interstate Highway System truck travel reliability index	Every 4 years	State: December 2022 MPO: June 2023	MTC set the 2025 targets in February 2023. Two rounds of

Federal Goals & Programs	General Measures in Law	Final Performance Measures	Target-Setting Frequency	Target-Setting Due Dates	Current Status
					target-setting complete.
Congestion Reduction	Traffic Congestion	<p>27. Annual hours of peak-hour excessive delay per capita by urbanized area</p> <p><i>a. San Francisco-Oakland UA</i></p> <p><i>b. San Jose UA</i></p> <p><i>c. Concord UA**</i></p> <p><i>d. Santa Rosa UA**</i></p> <p><i>e. Antioch UA**</i></p> <p>28. Percent of non-single occupant vehicle travel by urbanized area</p> <p><i>a. San Francisco-Oakland UA</i></p> <p><i>b. San Jose UA</i></p> <p><i>c. Concord UA**</i></p> <p><i>d. Santa Rosa UA**</i></p>	Every 4 years	<p>State: December 2022</p> <p>MPO: June 2023</p>	MTC set the 2025 targets in February 2023. Two rounds of target-setting complete.

Federal Goals & Programs	General Measures in Law	Final Performance Measures	Target-Setting Frequency	Target-Setting Due Dates	Current Status
		<i>e. Antioch UA**</i> ** = not required during 1 st target-setting cycle			
Environmental Sustainability	On-Road Mobile Source Emissions	29. Total emissions reductions from Congestion Mitigation and Air Quality (CMAQ) Improvement Program funded projects by pollutant <i>a. PM_{2.5}</i> <i>b. PM₁₀</i> <i>c. CO</i> <i>d. VOC</i> <i>e. NO_x</i>	Every 4 years	State: December 2022 MPO: June 2023	MTC set the 2025 targets in May 2023. Two rounds of target-setting complete.
Reduced Project Delivery Delays	<i>none</i>	<i>none</i> (neither MAP-21 nor FAST included performance measures for this goal)	N/A	N/A	N/A

2024 Target-Setting Summary: Safety

Overview

The final rule from the Federal Highway Administration (FHWA) established five performance measures to assess performance for Safety. The rule contained new requirements for State Departments of Transportation (DOTs) and metropolitan planning organizations (MPOs). The major requirements of the rule related to Safety are:

- 1) **Safety Targets** – The final rule established five performance measures to assess progress towards the Safety goal, defined as such:

Measure	Definition
Number of fatalities	The number of people involved in a crash with the outcome fatal injury.
Rate of fatalities per 100 million vehicle miles traveled	The number of people involved in a crash with the outcome fatal injury, divided by the number of vehicle miles traveled on roads within the jurisdiction in hundreds of millions of miles.
Number of serious injuries	The number of people involved in a crash with the outcome suspected or confirmed serious injury.
Rate of serious injuries per 100 million vehicle miles traveled	The number of people involved in a crash with the outcome suspected or confirmed serious injury, divided by the number of vehicle miles traveled on roads within the jurisdiction in hundreds of millions of miles.
Number of non-motorized fatalities and non-motorized serious injuries	The number of pedestrians or cyclists involved in a crash with the outcome fatal injury or suspected serious injury.

State DOTs must set numerical targets and MPOs must support State targets or set numerical regional targets annually for each of the five safety targets to comply with the regulation.

- 2) **Reporting** – State DOTs must submit a report at the start of each performance period summarizing baseline conditions and targets. Additionally, State DOTs must submit progress reports at the midpoint and end of the performance period. MPOs and State DOTs must agree on reporting process as part of their Metropolitan Planning Agreements, though federal regulation does not require separate reports to be submitted to FHWA.
- 3) **Evaluation** – A State DOT is said to have made “significant progress” if it meets four out of five safety performance targets or if performance is better than baseline data for four out of five safety performance measures. FHWA will assess an MPO’s progress as part of ongoing transportation planning process reviews. If an MPO does not meet or achieved its targets, the MPO is encouraged to develop a statement that describes how the MPO will work with the State and other partners to meet targets during the next performance period.

MPOs are required to establish their 2024 targets for safety by February 27, 2024, 180 days after the state DOT sets its targets.

Per federal guidelines, baseline and target performance are both reported as 5-year rolling averages, meaning baseline performance represents the average of the years 2017-2021 and the targets represent the years 2020-2024.

Target-Setting Approach

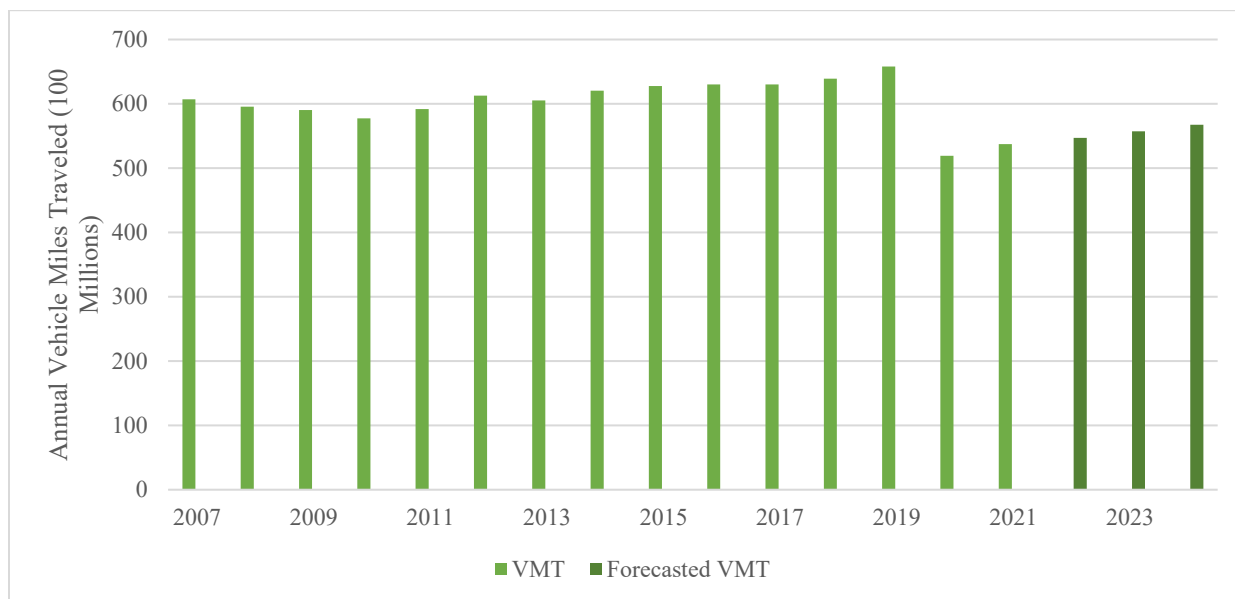
Given the Bay Area’s commitment to advancing road safety and the ongoing initiatives that seek to bend the curve of fatalities and serious injuries toward zero, MTC opted to set aspirational targets in line with Vision Zero, an approach the agency has taken over in previous target-setting cycles. Such initiatives include the adoption of MTC Resolution No. 4400, establishing a Regional Safety/Vision Zero Policy, the initiation of the development of a regional safety data system, and ongoing work to support local jurisdictions through technical assistance and information-sharing networks. Under MTC’s Vision Zero-based target-setting methodology, road safety targets were set based on a linear decline toward zero fatalities and serious injuries in the year 2030 starting in 2022.

This methodology differs from the methodology used by Caltrans to set targets at the state level, which sets targets based on the observed trends in fatalities and serious injuries. Under the

Caltrans framework, the percentage change in statewide reported fatalities or serious injuries over the past several years is used to forecast the expected number or rate of fatalities or serious injuries in 2024. For 2024 targets, Caltrans and California Office of Traffic Safety agreed on a target-setting methodology that considers the impacts of COVID-19 and other factors that are causing fatalities and serious injuries to increase, and set the expected 2026 five-year rolling average target equal to the 2021 five-year rolling average target. The average annual change is then used to calculate the annual 2022, 2023, 2024, and 2025 values, resulting in a 2.84% reduction in fatalities and a 3.69% reduction in serious injuries each year between 2022 and 2025. In comparison, targets for the Bay Area were set based on an annual decline of 11% of the 2021 value for fatalities, serious injuries, and non-motorized fatalities and serious injuries. A substantial time lag exists in the publishing of crash data due to the time-intensive process of collecting data from various reporting agencies and preparing data for public consumption. Final data for fatalities and serious injuries are available through 2021 from the Fatality Analysis Reporting System (FARS) and the Statewide Integrated Traffic Records System (SWITRS), respectively. While some data on the number of serious injuries for 2022 are available from SWITRS, they are considered provisional, and fatality data for 2022 are not yet available from FARS. As such, the regional targets are set using 2021 as a baseline, in line with the methodology used by Caltrans.

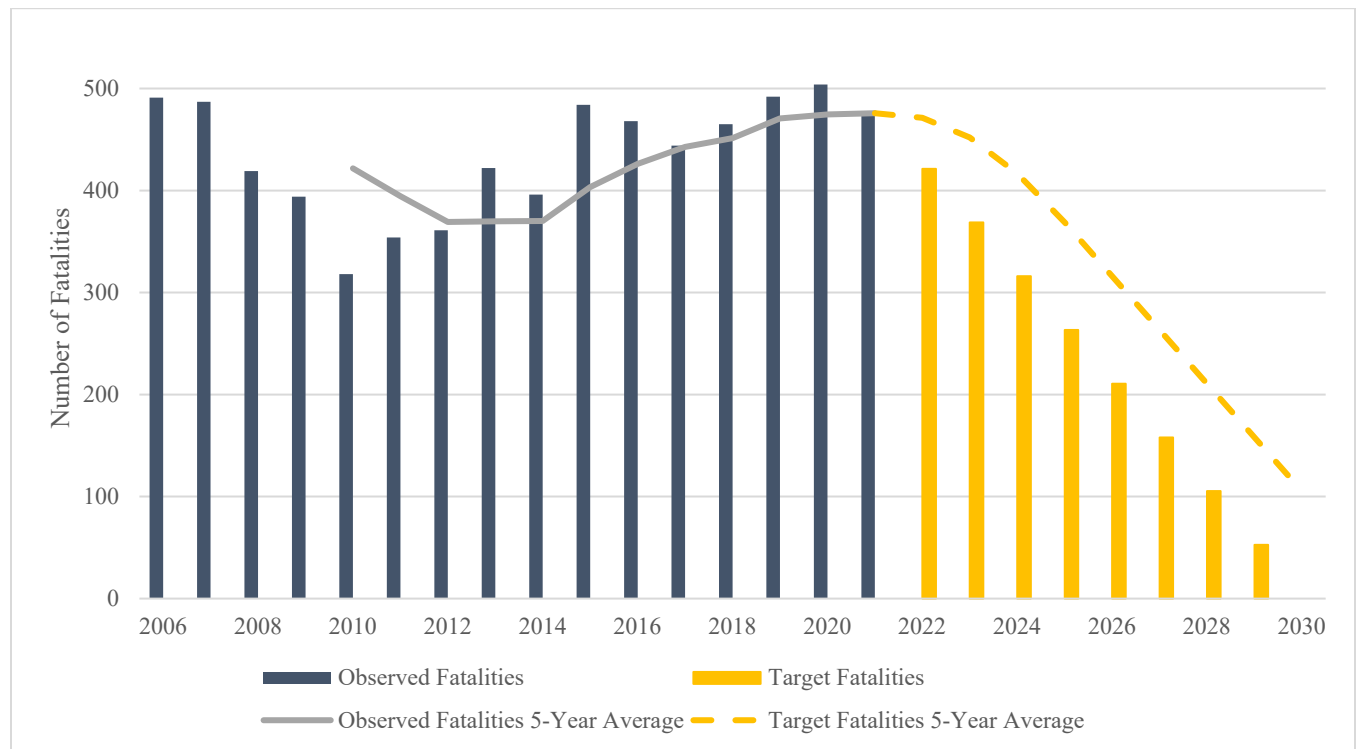
Annual vehicle miles traveled (VMT) data are used to set targets for the rate of fatalities and serious injuries per 100 million VMT. As finalized regional VMT data for years 2023 to 2024 are not yet available, MTC must make assumptions about what future VMT would look like. For the years 2022 through 2024, VMT in the Bay Area was assumed to increase at a rate on par with that observed in recent years prior to and after the COVID-19 pandemic. The average annual increase (starting with 2016 to 2017) was calculated for 2017 to 2019 as well as for 2021-2022, all ranging around slightly above 1%. The average of the five time periods was an increase of 1.2%. VMT was anticipated to increase by this factor each year beginning in 2022.

Figure 1: MTC Observed and Forecasted Vehicle Miles Traveled for Target-Setting



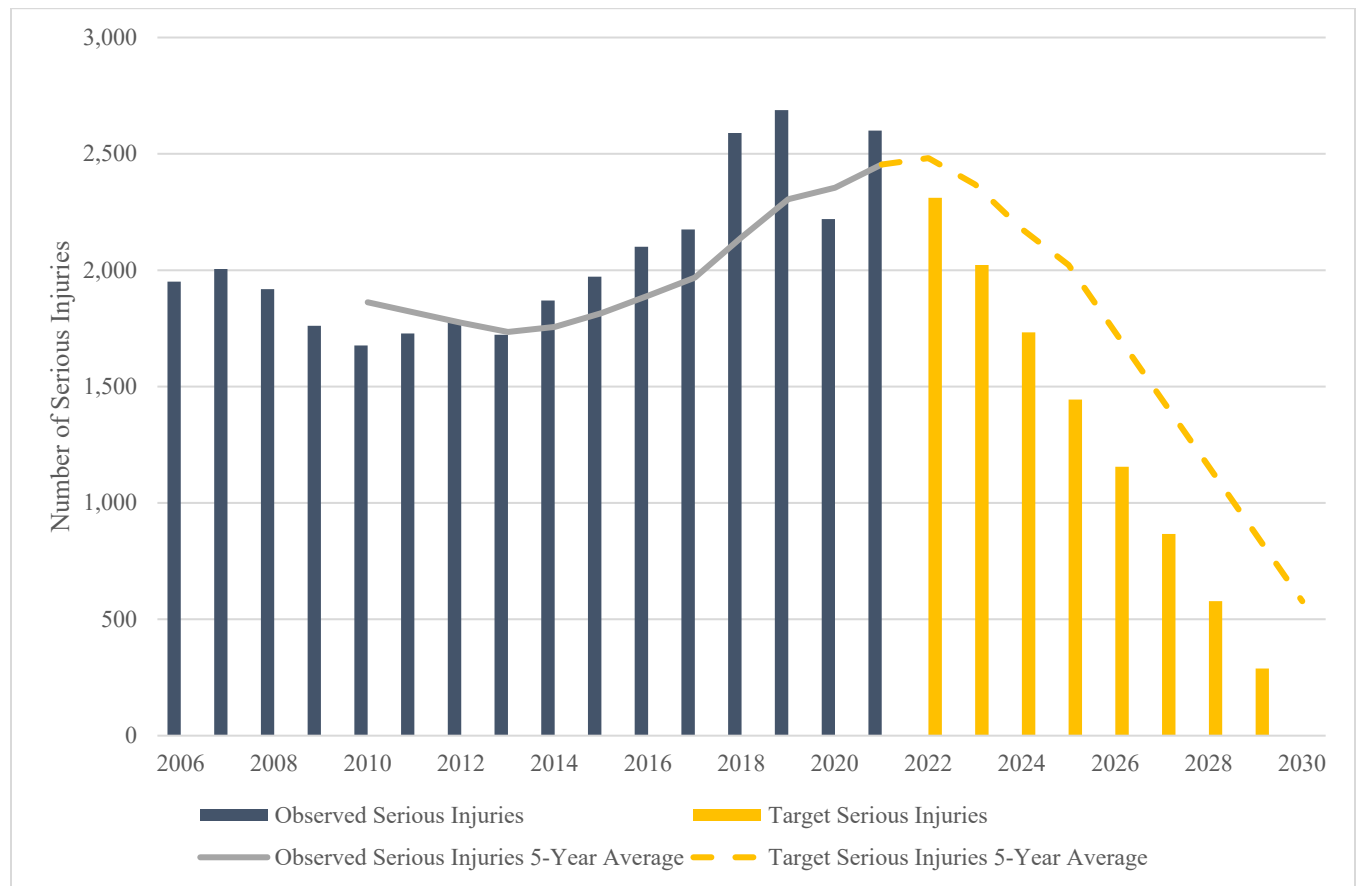
Figures 2 through 4 summarize the Bay Area's past performance and estimated future performance, upon which the targets are based, for number of fatalities, number of serious injuries, and number of non-motorized fatalities and serious injuries. The target number of fatalities or serious injuries is then divided by VMT (Figure 1) to calculate performance and targets for rate of fatalities and serious injuries per 100 million annual VMT.

Figure 2: MTC Regional Performance and Targets for Number of Fatalities



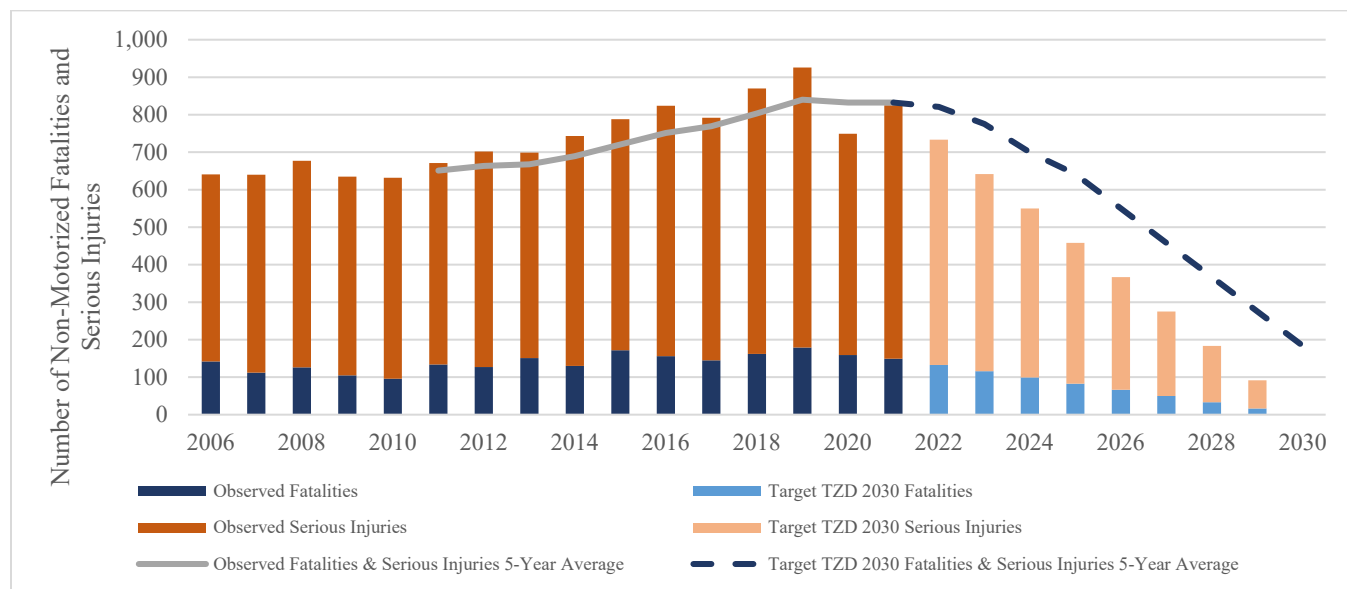
Road fatalities in the Bay Area have historically been linked with VMT – which historically has peaked during periods of high economic activity. In turn, this pattern has the potential to translate to more fatalities if safety measures are not implemented. While VMT was reduced in 2020 as people opted to take fewer discretionary trips and telecommute, when possible, this did not translate to a dip in fatalities; the number of fatalities on Bay Area roads slightly increased to 504 in 2020, compared with 492 in 2019. However, in 2021, while VMT increased, the number of fatalities on Bay Area roads fell from 504 in 2020 to 474 in 2021. In order to arrive at zero fatalities on Bay Area roads by the year 2030, the region would need to eliminate 53 fatalities each year.

Figure 3: MTC Regional Performance and Targets for Number of Serious Injuries



As with fatalities, the number of serious injuries increased as the region recovered from the Great Recession in the early 2010s, reaching consecutive new highs every year between 2016 and 2019 with over 2,600 serious injuries occurring on the region's roads in 2019. The spike in serious injuries in 2018 and 2019 can be attributed in part to a change in the way serious injuries are quantified. In mid-2017, the definition of serious injuries was revised to include suspected serious injuries, making 2018 the first full year of this expanded definition. Between 2019 and 2020, the number of serious injuries in the Bay Area decreased from 2,688 to 2,220. By contrast, fatalities increased during this time period. In 2021, the number of serious injuries in the Bay Area returned to near pre-pandemic levels. In order to arrive at zero serious injuries on Bay Area roads by the year 2030, the region would need to eliminate 289 serious injuries each year.

Figure 4: MTC Regional Performance and Targets for Number of Non-Motorized Fatalities and Serious Injuries



Pedestrians, cyclists, and those using other non-auto personal mobility options such as scooters or skateboards, referred to as “non-motorized” travelers in the context of target-setting, face a higher risk of fatality or serious injury in the event of a collision. The number of non-motorized fatalities has generally increased at a slow but steady pace, peaking in 2019 at just over 900 fatalities and serious injuries. In 2020, there was a sizeable decrease in the number of non-motorized serious injuries and a smaller reduction in the number of non-motorized fatalities, with the number of these adverse outcomes falling to the lowest number since 2014. The reduction in VMT is likely a factor, as most collisions resulting in a fatality or serious injury involve a vehicle. Additionally, local street closures such as the Slow Streets program in various Bay Area jurisdictions, which provided spaces for people to walk, bike, and roll with minimal auto traffic, could have also improved safety conditions. VMT began to increase in 2021 and so did the total non-motorized serious injuries and fatalities. In order to arrive at zero non-motorized fatalities and serious injuries by the year 2030, the region would need to eliminate 17 non-motorized fatalities and 76 non-motorized serious injuries each year.

Summary of Regional Targets

Staff propose the following targets for Safety for the 5-year performance period ending in 2024. The regional targets for this performance period are set based on a linear decrease in fatalities, serious injuries, and non-motorized fatalities and serious injuries to zero in the year 2030, in line with the Vision Zero framework.

Measure	Baseline*	2024 Target
Number of fatalities	475.8	416.8
Rate of fatalities per 100 million vehicle miles traveled	0.807	0.768
Number of serious injuries	2,454.6	2,177.3
Rate of serious injuries per 100 million vehicle miles traveled	4.141	4.005
Number of non-motorized fatalities and non-motorized serious injuries	832.4	699.8

** = based upon most recently available data (2021); uses five-year rolling average (2017-2021).*

2024 Targets for Safety

General Information

Goal	Safety
Performance Measure(s)	<ul style="list-style-type: none"> Number of fatalities Rate of fatalities per 100 million vehicle miles traveled Number of serious injuries Rate of serious injuries per 100 million vehicle miles traveled Number of non-motorized fatalities and non-motorized serious injuries
Target(s) for Year	2024
Target(s) Deadline for MTC Approval	February 27, 2024

Past Targets & Past Performance

Measure	Target (<u>2017-</u> <u>2021</u>)	Actual (<u>2017-</u> <u>2021</u>)*	Target Achieved?	Measure ID
Number of fatalities	392.6	475.8	No	1
Rate of fatalities per 100 million vehicle miles traveled	0.612	0.807	No	2
Number of serious injuries	2,248.0	2,454.6	No	3
Rate of serious injuries per 100 million vehicle miles traveled	3.499	4.141	No	4
Number of non-motorized fatalities and non-motorized serious injuries	755.5	832.4	No	5

* = based upon most recently available data (2021); uses five-year rolling average (2017-2021).

Current Conditions and Regional Targets

Measure	Baseline (2017-2021)*	Target (2020-2024)	Measure ID
Number of fatalities	475.8	416.8	1
Rate of fatalities per 100 million vehicle miles traveled	0.807	0.768	2
Number of serious injuries	2,454.6	2,177.3	3
Rate of serious injuries per 100 million vehicle miles traveled	4.141	4.005	4
Number of non-motorized fatalities and non-motorized serious injuries	832.4	699.8	5

* = based upon most recently available data (2021); uses five-year rolling average (2017-2021).



Meeting Minutes - Draft

ABAG Administrative Committee

Chair, Belia Ramos, Supervisor, County of Napa
Vice Chair, Jesse Arreguin, Mayor, City of Berkeley

Friday, February 9, 2024

9:40 AM

Board Room - 1st Floor

Roster

Jesse Arreguin, Pat Eklund, Otto Lee, David Rabbitt, Belia Ramos,
Carlos Romero, Cindy Silva

1. Call to Order

Quorum was present.

Present: 5 - Eklund, Lee, Ramos, Romero, and Silva

Absent: 2 - Arreguin, and Rabbitt

2. MTC Planning Committee Roll Call / Confirm Quorum

3. MTC Planning Committee Consent Calendar

The MTC Planning Committee took action on this item.

- 3a.** [24-0018](#) Approval of MTC Planning Committee Minutes of the January 12, 2024 Meeting

Action: MTC Planning Committee Approval

Attachments: [3a 24-0018 2024-01-12 Joint MTC Planning Committee with the ABAG Administrative Committee Meeting Minutes Draft.pdf](#)

4. ABAG Administrative Committee Roll Call / Confirm Quorum

5. ABAG Compensation Announcement – Clerk of the Board

6. ABAG Administrative Committee Consent Calendar

Upon the motion by Eklund and second by Silva, the ABAG Administrative Committee approved the Consent Calendar. The motion passed unanimously by the following vote:

Aye: 5 - Eklund, Lee, Ramos, Romero, and Silva

Absent: 2 - Arreguin, and Rabbitt

- 6a. [24-0276](#) Approval of ABAG Administrative Committee Summary Minutes of the January 12, 2024 Meeting

Action: ABAG Administrative Committee Approval

Attachments: [6a ABAG Administrative Committee Meeting Minutes Draft.pdf](#)

7. Information

- 7a. [24-0041](#) Transit 2050+: Existing Conditions & Preliminary Needs and Gaps Assessment

Update on the Transit 2050+ long-range plan, including preliminary findings related to existing conditions and identified needs and gaps for the region's transit system.

Action: Information

Presenter: Kara Vuicich, MTC and Andy Metz, AC Transit

Attachments: [7ai 24-0041 Summary Sheet Transit 2050 Plus.pdf](#)

[7aii 24-0041 Attachment A PowerPoint Transit 2050 plus.pdf](#)

Kara Vuicich and Andy Metz gave the report.

The following gave public comment: Adina Levin

8. Public Comment / Other Business

9. Adjournment / Next Meeting

The next regular meeting of the ABAG Administrative Committee is on March 8, 2024.

Metropolitan Transportation Commission
MTC Planning Committee

March 8, 2024

Agenda Item 7a

Priority Conservation Area Framework Refresh

Subject:

Update on the recommended path forward for the Priority Conservation Area (PCA) Framework, informed by a yearlong PCA Refresh effort, prior to consideration by the ABAG Executive Board in May 2024.

Background:

PCAs are a set of geographies aimed to support broad conservation efforts. The PCA planning framework was originally developed in 2007 and received a minor update in 2014. During that time, 185 PCAs were nominated through a voluntary, locally-driven process by cities, counties, and park/open space districts, and then designated by ABAG. As the growth framework and Priority Development Areas (PDAs) went through a significant update during Plan Bay Area 2050, many partners and stakeholders articulated a need to revamp the PCA planning framework as part of the Plan Bay Area 2050 Implementation Plan. MTC/ABAG committed in its adopted Implementation Plan to “engage with a variety of stakeholders and partners to provide guidelines and resources to support future conservation work, while also broadening the scope of the PCA program to promote climate resilience and equity.”

In spring 2022, MTC received a \$250,000 Sustainable Agricultural Lands Conservation (SALC) Program grant to understand the strengths and weaknesses of the current PCA framework, articulate a vision for next-generation PCAs, establish clear goals and objectives for PCAs, incorporate a wider range of policy concerns into the planning framework, and develop data and mapping tools available to program partners. Since fall 2022, the PCA Refresh has worked with stakeholders to explore how PCAs have functioned to date and better align the PCA Framework with state and regional policy goals. In summer 2023, an [Interim Memo](https://mtc.ca.gov/digital-library/5024449-priority-conservation-area-refresh-interim-memo) (<https://mtc.ca.gov/digital-library/5024449-priority-conservation-area-refresh-interim-memo>) was published that described the limitations of the existing Framework as well as goals for the Refresh effort. Since the publishing of the Interim Memo, staff have worked with partners in the

region to develop reforms to address the limitations of the existing PCAs and create a Framework for PCAs 2.0.

Challenges with the Existing PCA Framework

After analyzing existing PCAs and asking stakeholders for their input on the strengths and weaknesses of the existing Framework several challenges emerged. Analysis of the existing PCA mapping exposed four challenges:

- **PCAs have poorly defined geographic boundaries.** The limited clarity on geographic boundaries makes it difficult to incorporate the lands into analysis, planning, and advocacy efforts.
- **PCA types are inconsistently applied in the region.** Many PCAs were designated as all four PCA types: Natural Lands, Working Lands, Regional Recreation, and Urban Greening. In some cases, this comprehensive designation may have been appropriate, but when explored regionally, the PCA types led to a regional network of lands that did not hold together, particularly when compared with relevant scientific datasets.
- **The existing PCA definition is inconsistent with how PCAs are used and funded.** How PCAs had been designated and funded over the past decade-plus was not fully aligned with a protect-only definition for the program. There was also confusion about what it meant for a PCA to overlap with existing communities or growth geographies.

In workshops and surveys stakeholders shared additional weaknesses of the existing PCA Framework:

- **Climate adaptation and equity are not directly incorporated into PCAs.** Starting as feedback during the Plan Bay Area 2050 Implementation Plan, stakeholders desired a PCA Refresh that would emphasize equity and climate adaptation along with biodiversity.
- **Existing PCAs have incomplete coverage across the region.** Stakeholders recognized that not all communities in the region had been a part of the four prior nomination cycles and that there was inconsistent PCA coverage across the region.

- **Existing PCA funding is too restricted and insufficient to meet the needs.** The amount and flexibility of existing PCA grant funds was shared as a barrier to the implementation of PCAs.

Proposed PCA Framework Reforms:

The proposed reforms aim to address these challenges and add structure to the PCA Framework to enable their use in a greater array of efforts, while still allowing local flexibility to raise local conservation priorities into the regional conservation fabric. While the reforms are described individually, they are reliant on one another to create the desired structure to fully address the identified challenges. The six key reforms are below, which are further delineated in the draft Final Report:

- **Refine the PCA definition to be clearer and reflect how they are used in practice.** The revised definition broadens PCAs from a protection-only framework to one that allows enhancement activities as well. This change removes any perceived conflict between PCAs within an existing community or Priority Development Area. It also ensures farm-to-market access, habitat restoration, or trail improvement enhancement projects continue to be covered by the PCA definition.
- **Add climate adaptation as a new PCA type and incorporate equity into each PCA type.** Climate adaptation and equity were key policy priorities raised from the beginning of the process. They are directly incorporated into the framework to complement biodiversity which has existed since the first PCA Framework.
- **Ensure PCAs have accurate and verified geographic boundaries.** One of the greatest challenges with existing PCAs is their poorly defined and overlapping boundaries. Having accurate and adjoining boundaries will enable their greater use in regional analysis and planning going forward.
- **Ensure consistency with minimum data standards for PCA types.** Likely the most significant change is the inclusion of minimum data standards within each PCA type. These minimum data standards are not intended to reduce the coverage of PCAs regionwide, but instead are included to ensure PCAs hold together when used regionally. The minimum data standards aim to strike a balance between adding sufficient structure to make the PCAs more useable for planning, technical assistance and funding, while also allowing for

local flexibility to raise key local conservation priorities. Over 30 datasets relevant to PCA type objectives are used to set minimum data standards. Examples of the datasets used are the Conservation Land Network Essential Lands, Farmland Mapping and Monitoring Program, Regional Trail Network, National Land Cover Tree Canopy, and Fire Hazard Severity Zones.

- **Incorporate regionally-identified PCAs to complement local nominations.** Similar to approaches taken in Plan Bay Area 2050 to broaden the Priority Development Area program to a set of growth geographies that include regionally-identified areas, regionally-identified PCAs will help ensure that regionally-significant and regionally-connective conservation opportunities are incorporated into the Framework. Regionally-identified PCAs are designed to complement locally-nominated PCAs with both sharing the same use and importance.
- **Elevate PCAs for new funding with refreshed Framework.** While there is not a specific funding reform within the Framework, we anticipate the structured and consistent approach that leverages more defensible data will potentially improve competitiveness for federal, state, and other regional funds.

Together, these changes add structure to the PCA Framework which will enable ABAG/MTC to incorporate PCAs into regional analysis, planning, and policy as well as provide more targeted technical assistance, including for funding. The PCA Refresh is the first step to reform the Framework, but follow-on activities will be required to implement the identified reforms.

Proposed Process to Implement the PCA Reforms:

Staff is first requesting that the ABAG Administrative Committee approve the release of the draft Final PCA Refresh Report for a public comment period through the end of March; the draft Final Report is available on the PCA webpage: <https://mtc.ca.gov/digital-library/5026939-priority-conservation-area-refresh-final-report-draft>. Once the proposed reforms receive a final approval from the ABAG Executive Board, staff will work throughout the remainder of 2024 to implement the changes, with two phases of work proposed:

Phase I: Evaluate and Amend Existing PCAs (summer 2024)

Before opening a call for new PCAs, MTC/ABAG staff recommend working to bring the existing 185 PCAs into the updated Framework. In some cases, no amendment will be necessary, in other cases limited revisions will be needed to adjust boundaries slightly, and in other cases more significant boundary changes or changes to PCA types will be necessary. MTC/ABAG staff plan to take an active role in identifying the needed reforms, as well as identifying options for how locals can choose to amend a PCA, to best assist local jurisdiction staff. In addition to evaluating all existing PCAs, MTC/ABAG will have an online data tool that will support with identifying issues and recommending amendments. Phase I is anticipated to start in late spring 2024 and extend through summer 2024.

Phase II: Nominate and Designate New PCAs (fall 2024 through early 2025)

After finalizing amendments to existing PCAs in Phase I, MTC/ABAG staff will open a call for new PCA nominations. The same data tool used for amending PCAs will be used to support local partners in exploring PCA opportunities and submitting nominations. Across both phases, MTC/ABAG staff will vet PCA boundaries and PCA Type selections to ensure our underlying data is more robust than in previous cycle. The ABAG Executive Board would consider and take action on new PCA nominations at the conclusion of this phase of work.

Next Steps:

As noted above, staff is requesting that the ABAG Administrative Committee release the draft Final Report for public comment through the end of March. After incorporating feedback and finalizing the Report, staff will present and seek approval to implement the proposed reforms at the ABAG Executive Board in May 2024. If approved, MTC/ABAG staff will begin work with partners to implement Phase I and develop a process to evaluate and amend existing PCAs. In parallel to implementing the PCA Refresh reforms, MTC anticipates announcing a call for OBAG3 PCA grant projects in March. This round of grants is not directly tied to the process to implement the PCA Refresh and will use the existing PCAs.

Issues:

None identified.

Recommendations:

ABAG Administrative Committee Approval / Release Report for Public Comment

Attachments:

- Attachment A: PowerPoint



Andrew Fremier

PRIORITY CONSERVATION AREA **REFRESH**



PRESENTATION ORGANIZATION

- 1. Introduction and background**
- 2. Overview of PCA challenges and proposed reforms**
- 3. Proposed changes to how PCAs are defined**
- 4. Using data to inform PCAs**
- 5. Next steps**

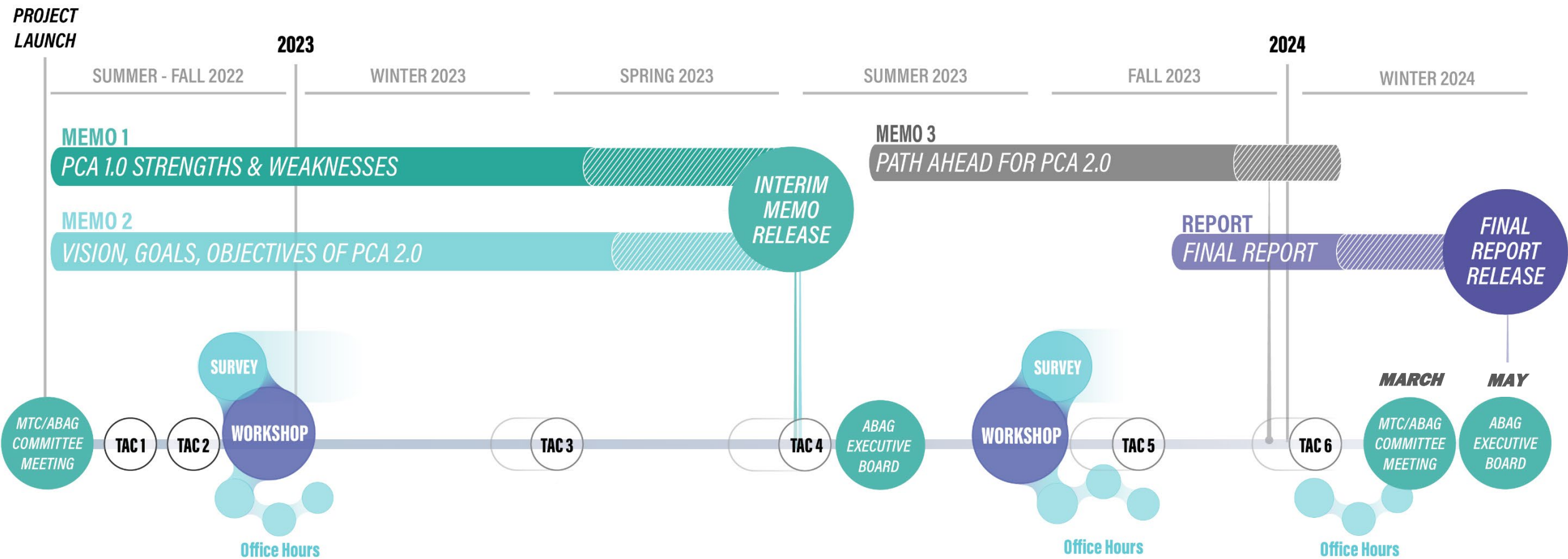


MTC PLANNING COMMITTEE
Joint meeting with the ABAG Administrative Committee
MARCH 8, 2024

PCA Refresh timeline and milestones



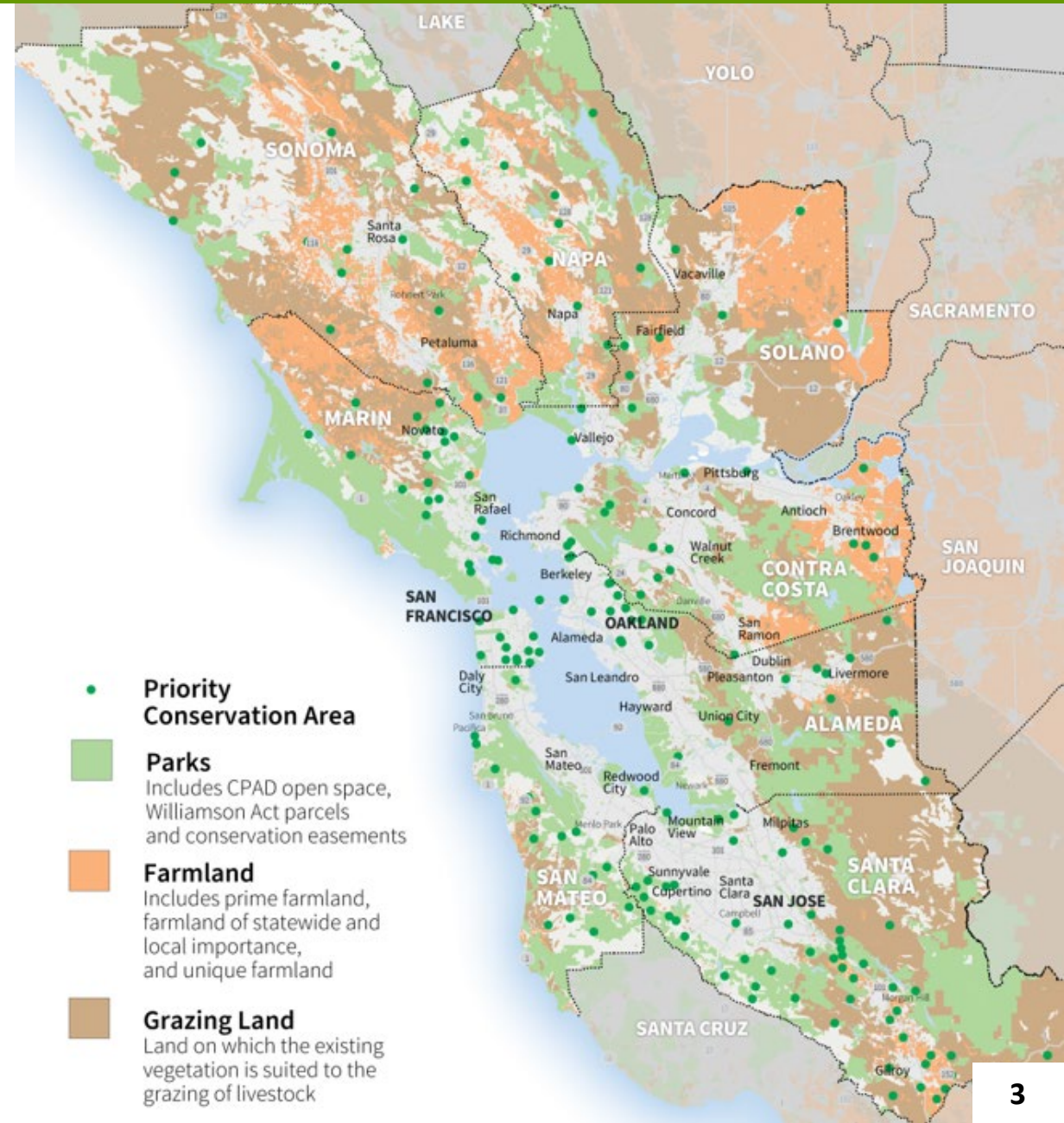
The PCA Refresh began in Fall 2022 and is targeting a final presentation to the ABAG Executive Board in May 2024.



Background on the PCA Planning Program



- Priority Conservation Areas (PCAs) were conceived at the same time as Priority Development Areas (PDAs) as part of a **planning framework established in 2007**.
- PCAs were identified and nominated through a **voluntary, locally-driven** process by cities, counties, and park/open space districts and designated by the ABAG Executive Board.
- Today, the region's **185 PCAs** encompass four primary designations: natural landscapes, agricultural lands, urban greening, and regional recreation.
- MTC and the State Coastal Conservancy administer the parallel PCA Grant Program, which has programmed over **\$30 million** in grants to support PCA projects since 2013.



How PCAs function today and goals for the future



PCAs 1.0

How substantially have PCAs been used in the past?

LIMITED

Primarily due to data limitations and inconsistency.

PCAs 2.0

How substantially can PCAs be used in the future?

SIGNIFICANTLY

Consistent PCAs enable incorporation into core work.

MORE THAN PREVIOUSLY

Increased use in regional plans should result in more advocacy.

MORE SIGNIFICANTLY

With a goal to advocate for more funding that is better-aligned.

**REGIONAL
PLANNING
& POLICY**

**ADVOCACY &
TECHNICAL
ASSISTANCE**

**PROGRAM
FUNDING**

GOALS OF THE PCA REFRESH

- Implement a regional land use pattern which supports the objectives of Plan Bay Area as well as applicable state and regional conservation strategies.
- Disseminate scientific data regarding conservation and provide platforms for local governments to share best practices and develop shared strategies.
- Provide specific tools and funding analyses for local governments and others.

Proposed PCA reforms



PCAs 1.0

Too little structure

1



The existing PCA definition is inconsistent with how PCAs are used and funded.

2



Climate adaptation and equity are not directly incorporated into PCAs.

3



PCAs have poorly defined geographic boundaries.

4



PCA types are inconsistently applied in the region.

5



Existing PCAs have incomplete coverage across the region.

6



Existing PCA funding is too restricted and insufficient to meet the needs.

PCAs 2.0

Data-supported and structured



Redefine PCAs to be clearer and reflect how they are used in practice.



Add climate adaptation as a new PCA type and integrate equity into each PCA type.



Ensure PCAs have accurate and verified geographic boundaries.



Ensure consistency with minimum data standards for PCA types.



Incorporate regionally-identified PCAs to complement local nominations.



The hope is that the product of the other reforms will elevate PCAs for new funding.

Updating the vision and definition for PCAs



VISION

By the year 2050, the Priority Conservation Area Program will ensure the region's biodiversity, natural resources, open spaces, agricultural lands, clean water and clean air are resilient to a changing climate and enjoyed by all.

DEFINITION

Priority Conservation Areas are locations nominated by cities, counties, and park/open space districts and designated by ABAG for protection and enhancement of natural lands, working lands, areas of regional recreation, urban greening, and climate adaptation needs.

INTENT BEHIND KEY CHANGES

Biodiversity, *resilience*, and *equity* are key topics that the Refresh seeks to elevate. The vision acknowledges each with language like: “biodiversity,” “resilient to a changing climate,” “enjoyed by all”.

The prior definition focused PCAs as areas for *protection* only. The updated definition expands to include *enhancement* to match both how PCAs had already been used, as well as how stakeholders would like to see them used.

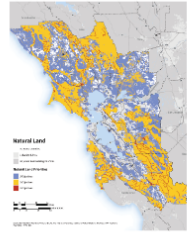
Climate adaptation has been added to the Framework as a fifth PCA type.

Proposed method to add structure to PCA types

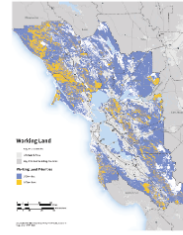


WHERE DOES THIS PCA TYPE EXIST?

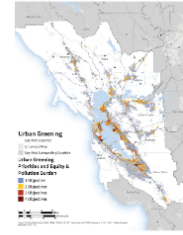
NATURAL LANDS



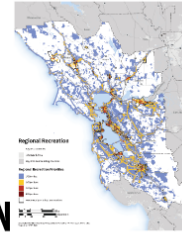
WORKING LANDS



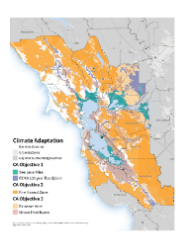
URBAN GREENING



REGIONAL RECREATION



CLIMATE ADAPTATION



IN LOCATIONS SUPPORTED BY DATA



INSIDE CITY LIMITS OR UGB



OUTSIDE CITY LIMITS OR UGB



WHAT ACTIVITY IS SUPPORTED BY THIS PCA TYPE?

PROTECTION AND PRESERVATION



ENHANCEMENT



WHAT APPROACH IS USED TO INTEGRATE EQUITY INTO PCAS?

PLACE-BASED APPROACHES



PROGRAMMATIC APPROACHES



*Eligible Natural Lands are inclusive of tidal areas (e.g. tidal wetlands, polder management, and non-urbanized upland migration areas.)

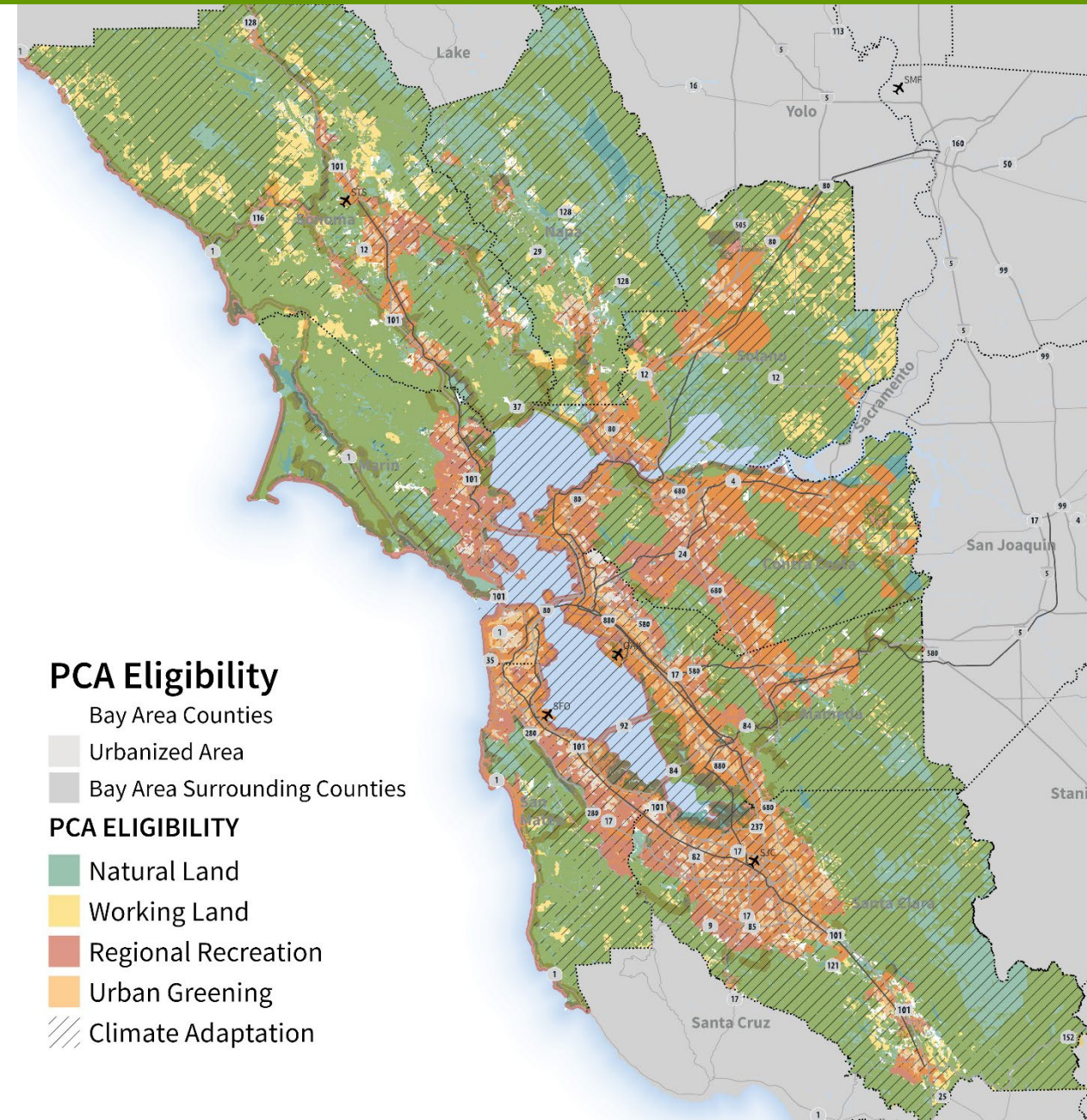
Map of Draft PCA Eligible Locations



KEY TAKEAWAYS FROM THE PCA ELIGIBLE MAP

- There is high coverage of PCA eligibility in the region. While most of the region can theoretically be identified by a local agency as a PCA, there will be careful review of which PCA types meet minimum data standards¹. The approach aims to maintain flexibility for locals to nominate priority areas, while ensuring cohesion across types within the region.
- Importantly, it is not the desire for all eligible locations to be nominated. Future local nominations should continue to prioritize conservation needs, leverage underlying data and local goals, to recommend a subset of eligible areas as PCAs.
- PCAs can be identified as multiple PCA types if they meet the minimum data standards for each type.

¹ Over 30 datasets relevant to PCA type objectives are used to set minimum data standards.



Map of Draft Regionally-Identified PCA Locations

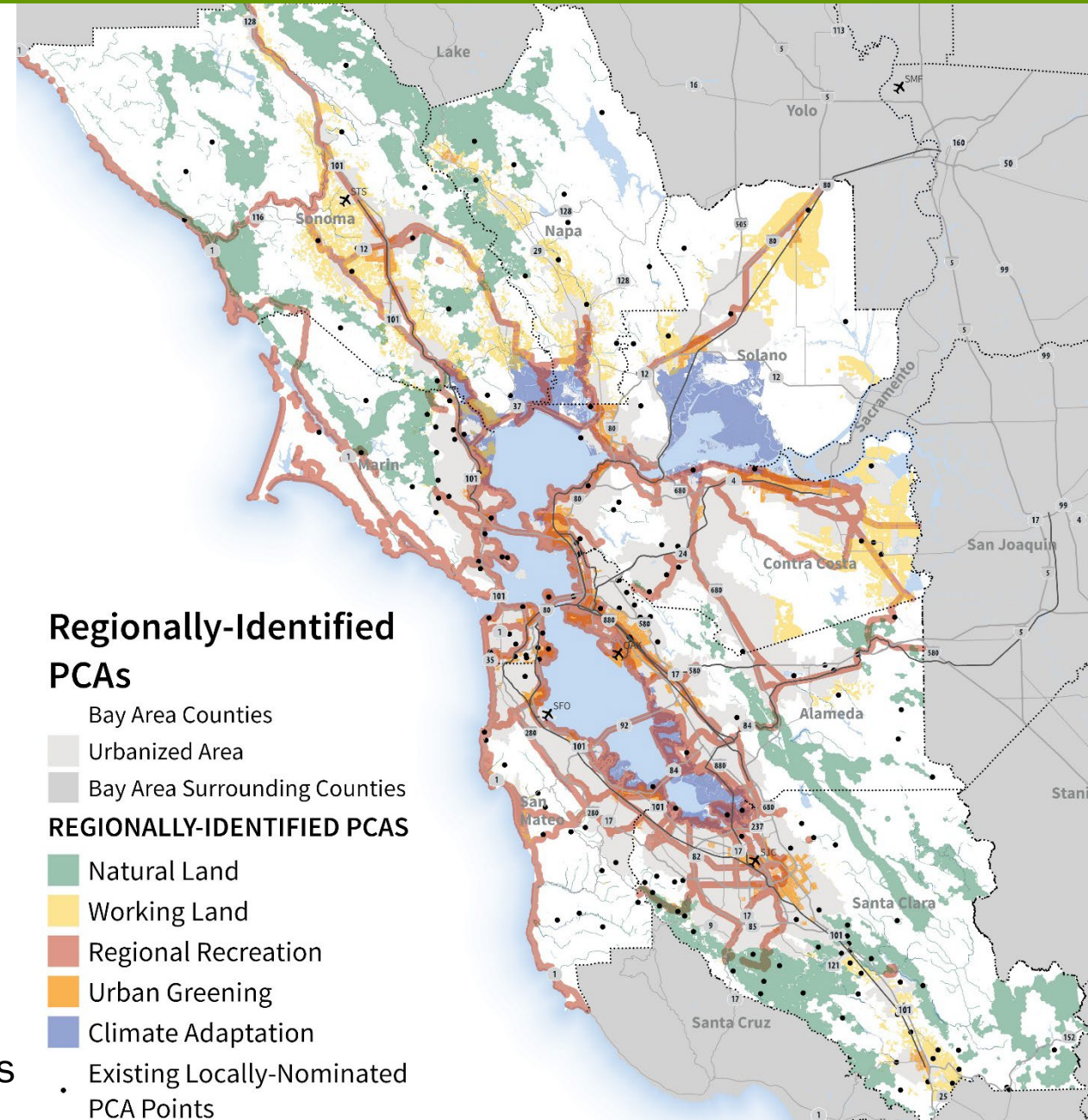


INTENT BEHIND REGIONALLY-IDENTIFIED PCAs

- Regionally-Identified PCAs are added to the Framework to ensure cohesive coverage across the region. Unlike the PCA eligible map which has high coverage, the regionally-identified PCAs focus more narrowly in areas that are regionally-significant or regionally-connective.
- Locally- and Regionally-Identified PCAs will be treated the same. MTC anticipates sharing a finalized map of regionally-identified PCAs ahead of a future round to locally-nominate new PCAs.

FOCUS OF REGIONALLY-IDENTIFIED PCAs

- **Natural Lands** – Wildlife corridors and priority streams.
- **Working Lands** – Agricultural lands nearest development.
- **Regional Recreation** – Regional trails.
- **Urban Greening** – Needs in Equity Priority Communities.
- **Climate Adaptation** – Tidal habitat with sea level rise impacts



Upcoming PCA Refresh Milestones



Staff is seeking approval from the ABAG Administrative Committee to release the draft Final Report for public comment through the end of March.

- **May 2024** ABAG Executive Board presentation

Pending Executive Board direction in May

- **Summer 2024** Launch Phase I Implementation to evaluate and amend existing PCAs
- **Fall 2024** Launch Phase II Implementation to open a call for new PCA nominations

PCA Grants continue to move forward in the interim

- **March** Round I grant call for projects
- **Fall/Winter 2024** Round II grant opportunity

PCA Refresh Project Manager

Michael Germeraad

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