



Metropolitan Transportation Commission

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

Meeting Agenda

Policy Advisory Council

Pamela Campos, Chair
Michael Baldini, Vice Chair

Friday, March 22, 2024

10:00 AM

Board Room - 1st Floor

This meeting shall consist of a simultaneous teleconference call at the following location(s):
NVRTA, Joann Busenbark Boardroom, 625 Burnell St., Napa, CA 94559

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/84062609769>

iPhone One-Tap: US: +14086380968,,84062609769#

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: 840 6260 9769

International numbers available: <https://bayareametro.zoom.us/u/kexK7x3z5D>

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 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.

Roster

Carline Au, Michael Baldini (Vice Chair), Diana Benitez, Gabriel Borden,
Pamela Campos (Chair), Zack Deutsch-Gross, Anne Olivia Eldred, Ilaf Esuf,
Christine (Chris) Fitzgerald, Gerry Glaser, William Goodwin, Dwayne Hankerson,
Wendi Kallins, Randi Kinman, Charley Lavery, Adina Levin, Carina Lieu,
Gabriela Orantes, Johnny Parker, Phillip Pierce, Vinay Pimple, Jeffrey Rhoads (Jeff),
Terry Scott, Howard Wong, and Roland Wong

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. Compensation Announcement – Clerk of the Council**3. Welcome and Chair's Report - Welcome and Chair's Report - Pamela Campos, MTC Council Chair**

- 3a. [24-0231](#) Chair's Report
(5 minutes)
- Action:** Information
- Presenter:** Pamela Campos, MTC Council Chair

4. Approval

- 4a. [24-0232](#) Approval of the February 23, 2024 Meeting Minutes
(5 minutes)
- Action:** Approval
- Presenter:** Pamela Campos, MTC Council Chair
- Attachments:** [4a 24-0232 2024-02-23 Policy Advisory Council Draft Minutes.pdf](#)

5. Public Comments / 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.*

6. Regional Transportation Measure Update

- 6a. [24-0278](#) Regional Transportation Measure Update
(30 minutes)
- Verbal update on the regional transportation measure, Senate Bill (SB) 1031 (Wiener/Wahab).
- Action:** Information
- Presenter:** Rebecca Long and Georgia Gann Dohrmann
- Attachments:** [6ai 24-0278 Summary Sheet Regional Transportation Measure.pdf](#)
[6aii 24-0278 Attachment A SB 1031 MTC ABAG Sacramento Trip Single](#)

7. Information

- 7a. [24-0302](#) Exploring the Past, Present, and Future of Highways
(45 minutes)
- Presentation highlighting relevant findings from various MTC initiatives related to future highway investments, including key policy tradeoffs related to reliability, mobility, climate, transit, and affordability.
- Action:** Information
- Presenter:** Dave Vautin
- Attachments:** [7ai 24-0302 Summary Sheet Exploring the Past Present and Future of H](#)
[7aii 24-0302 PowerPoint Exploring the Past Present and Future of Highw](#)
- 7b. [24-0233](#) Staff Liaison Report
(3 minutes)
- Overview of recent MTC policy decisions and other activities.
- Action:** Information
- Presenter:** Nalungo Conley, Acting Staff Liaison
- Attachments:** [7bi 24-0233 Summary Sheet March 2024 Staff Liaison Report.pdf](#)
[7bii 24-0233 2024 Bay Area Summer Academy Flyer.pdf](#)
[7biii 24-0233 Attachment C Title 1 Schools.pdf](#)

- 7c. [24-0234](#) Subcommittee Reports
(10 minutes)
- Action: Information
- Presenter: Christine Fitzgerald, Policy Advisory Council Equity & Access
Subcommittee Chair
- 7d. [24-0235](#) Council Member Reports
(5 minutes)
- Members of the Council may report on locally relevant issues or events.
- Action: Information
- Presenter: Pamela Campos, MTC Council Chair
- 7e. [24-0236](#) New Business
(5 minutes)
- Members of the Council may bring up new business for discussion or addition to a future agenda.
- Action: Discussion
- Presenter: Pamela Campos, MTC Council Chair

8. Adjournment / Next Meeting

The next meeting of the MTC Policy Advisory Council will be held on Friday, April 26, 2024, at 10:00 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

Policy Advisory Council

Pamela Campos, Chair
Michael Baldini, Vice Chair

Agenda Item 4a

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

Friday, February 23, 2024

10:00 AM

Board Room - 1st Floor

Roster

Carline Au, Michael Baldini (Vice Chair), Diana Benitez, Gabriel Borden, Pamela Campos (Chair), Zack Deutsch-Gross, Anne Olivia Eldred, Ilaf Esuf, Christine (Chris) Fitzgerald, Gerry Glaser, William Goodwin, Dwayne Hankerson, Wendi Kallins, Randi Kinman, Charley Lavery, Adina Levin, Carina Lieu, Zelly Lodin, Gabriela Orantes, Johnny Parker, Phillip Pierce, Vinay Pimple, Jeffrey Rhoads (Jeff), Terry Scott, Howard Wong, and Roland Wong

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

- Present:** 19 - Chair Campos, Vice Chair Baldini, Council Member Benitez, Council Member Borden, Council Member Deutsch-Gross, Council Member Esuf, Council Member Fitzgerald, Council Member Glaser, Council Member Hankerson, Council Member Kallins, Council Member Kinman, Council Member Levin, Council Member Lieu, Council Member Orantes, Council Member Parker, Council Member Pierce, Council Member Rhoads, Council Member Scott and Council Member Wong
- Excused:** 5 - Council Member Au, Council Member Eldred, Council Member Goodwin, Council Member Lavery and Council Member Wong
- Absent:** 1 - Council Member Pimple

The following individual participated from a noticed remote location: Member Esuf. Member Fitzgerald and Member Lieu invoked AB 2449.

Member Lodin submitted her resignation, effective February 22, 2024.

Metropolitan Transportation Commission Chair Alfredo Pedroza was also in attendance.

2. Compensation Announcement – Clerk of the Council

3. Welcome and Chair's Report - Pamela Campos, MTC Council Chair

- 3a. [24-0176](#) Chair's Report
(5 minutes)

Action: Information

Presenter: Pamela Campos, MTC Council Chair

Adina Levin was called to speak.

4. Approval

- 4a. [24-0177](#) Approval of the January 26, 2024 Meeting Minutes
(5 minutes)

Action: Approval

Presenter: Pamela Campos, MTC Council Chair

Attachments: [4a 24-0177 2024-01-26 Policy Advisory Council Draft Minutes.pdf](#)

Upon the motion by Council Member Kallins and second by Council Member Scott, the January 26, 2024 Meeting Minutes were unanimously approved. The motion carried by the following vote:

Aye: 18 - Chair Campos, Vice Chair Baldini, Council Member Benitez, Council Member Borden, Council Member Deutsch-Gross, Council Member Esuf, Council Member Fitzgerald, Council Member Glaser, Council Member Hankerson, Council Member Kallins, Council Member Kinman, Council Member Lieu, Council Member Orantes, Council Member Parker, Council Member Pierce, Council Member Rhoads, Council Member Scott and Council Member Wong

Absent: 7 - Council Member Au, Council Member Eldred, Council Member Goodwin, Council Member Lavery, Council Member Levin, Council Member Pimple and Council Member Wong

Council Members Levin arrived after the approval of the January 26, 2024 Meeting Minutes.

- 4b. [24-0275](#) Annual Work Plan Development
(30 minutes)

Council leadership met with MTC Commission Chair Alfredo Pedroza to discuss the Council's annual work plan.

Action:

Presenter: Pamela Campos, MTC Council Chair and Michael Baldini, MTC Council Vice Chair

Attachments: [4bi 24-0275 Summary Sheet PolicyAdvisoryCouncil Annual Work Plan.pdf](#)
[4bii 24-0275 PowerPoint Council Annual Work Plan.pdf](#)

The vote for the Annual Work Plan was tabled for a future meeting.

5. Public Comments / Other Business

Aleta Dupree, of Team Folder, spoke on this item.

Warren Cushman, of Community Resources for Independant Living, spoke on this item.

6. Regional Transportation Measure Update

- 6a. [24-0277](#) Regional Transportation Measure Update
(20 minutes)

Verbal update on the regional transportation measure, Senate Bill (SB) 925 (Wiener).

Action: Information

Presenter: Georgia Gann Dohrmann

Attachments: [6a 24-0277 Summary Sheet Regional Transportation Measure.pdf](#)

Warren Cushman spoke on this item.

Aleta Dupree, of Team Folder, spoke on this item.

7. Information

- 7a. [24-0182](#) Youth Programs Update
(20 minutes)

Overview of MTC/ABAG Youth Programs and Plans for 2024.

Action: Information

Presenter: John Kannegieser and Kỳ-Nam Miller

Attachments: [7ai 24-0182 Summary Sheet Youth Programs.pdf](#)

[7aii 24-0182 PowerPoint Attachment A Youth Programs.pdf](#)

The presentation on the Youth Programs Update was not presented in its entirety as the remote teleconference location went offline. Public c was not taken on this item.

Agenda Items 7b, 7c, 7d, and 7e were not presented as the remote teleconference location went offline.

- 7b. [24-0178](#) Staff Liaison Report
(3 minutes)

Overview of recent MTC policy decisions and other activities.

Action: Information

Presenter: Ky-Nam Miller, Staff Liaison

- 7c. [24-0179](#) Subcommittee Reports
(10 minutes)

Action: Information

Presenter: Christine Fitzgerald, Policy Advisory Council Equity & Access
Subcommittee Chair

- 7d. [24-0180](#) Council Member Reports
(5 minutes)

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

Action: Information

Presenter: Pamela Campos, MTC Council Chair

Attachments: [7d 24-0180 Handout VISION ZERO AND BEYOND Some Unconv
entional Thoughts.pdf](#)

- 7e. [24-0181](#) New Business
(5 minutes)

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

Action: Discussion

Presenter: Pamela Campos, MTC Council Chair

8. Adjournment / Next Meeting

The next meeting of the Policy Advisory Council will be held on Friday, March 22, 2024, at 10:00 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
Policy Advisory Council

March 22, 2024

Agenda Item 6a

Regional Transportation Measure Update

Subject:

Verbal update on the regional transportation measure, Senate Bill (SB) 1031 (Wiener/Wahab).

Background:

Staff will provide a verbal update and be available to answer questions related to SB 1013 (Wiener/Wahab), the enabling legislation for the regional transportation measure. A summary of the transportation revenue measure prepared for the March 11-12, 2024, advocacy visits in Sacramento is also attached.

Issues:

None identified.

Recommendations:

Information.

Attachments:

- Attachment A: Connect Bay Area: New Regional Transportation Revenue Measure

Connect Bay Area

New Regional Transportation Revenue Measure



(Photos, left to right: Joey Kotfica; Karl Neilsen; Noah Berger. All rights reserved.)

A safe, reliable and connected Bay Area transportation network is vital to achieving California's climate, social equity, economy and workforce goals. But existing resources alone are not enough to keep the Bay Area moving. New funds are needed to prevent major transit service cuts and jobs losses and to modernize and improve connectivity for Bay Area residents and workers, regardless of how they travel. MTC is sponsoring legislation (anticipated to be SB 1031 (Wiener)) to secure authorization to place a regional transportation revenue measure — **Connect Bay Area** — on the ballot in November 2026 or later.

Goals of Connect Bay Area

Connect Bay Area's core goal is to advance a climate-friendly transportation system in the Bay Area that is safe, accessible and convenient for all. Focus areas include:

- 1. Protect and enhance transit service.**
Ensure that current resources are maintained and used effectively; and enhance service frequency and areas served.
- 2. Make transit faster, safer and easier to use.** Create a seamless and convenient Bay Area transit system that attracts more riders by improving public safety on transit; implementing the Bay Area Transit Transformation Action Plan; and strengthening regional network management.
- 3. Enhance mobility and access for all.**
Make it safer and more accessible for people of all ages and abilities to get to where they need to go. Preserve and improve mobility for all transportation system users.

Who Depends on Bay Area Transit?



People:
900,000 daily riders in Sept. 2023

Schools:
Tens of thousands of K-12 students rely on public transit to get to school.



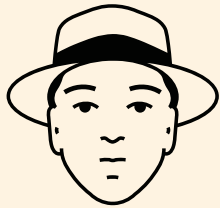
Economy:
The Bay Area's more than \$1 trillion economy depends on a well functioning transit network

Workers:
15,000 Transit Workers throughout the Bay Area



What Bay Area Voters and Bay Area Partners are Telling Us

Throughout 2022 and 2023, MTC convened key stakeholders – transit operators, county transportation agencies, business, labor, advocacy organizations and other regional partners – and sought feedback from the public to develop a regional transportation measure that meets the region’s top needs and priorities.



Most stakeholders, and the public at large, want to **maintain and improve public transit** but also want to **see investments in other transportation modes**.



There is a broad recognition that the Bay Area’s post-pandemic trajectory is uncertain and that **having the flexibility to modify priorities over time will be key**.

Simply maintaining the status quo is not sufficient — the public wants to see new revenues used to help transform our transportation system.



Voters Strongly Value Transit, But Also Support Improvements in Local Road Condition & Safety

- **78% of Bay Area voters think transit is important** with 47% ranking it as “very important” on a 7 out of 7 scale.
- **65% of Bay Area voters believe there’s a need for more money** to address transportation in the Bay Area.
- **Voters value** repairing and improving local roads, sidewalks and bike lanes as much as they support making transit safer, more reliable, affordable and connected. About 80% of voters consider these to be important priorities.

Everyone wants the same things:

An overwhelming majority of Bay Area residents think these features are important:

92% Real-time information on wait times and vehicle locations

91% More direct service, fewer transfers, and shorter wait times

88% A regional network that can set fares, align routes and schedules, and standardize information

92% Easy to use and uniform maps and signage

90% A single mobile app for planning, schedules, and information

89% A single set of fares, passes, discounts, and transfer policies

80% Dedicated travel lanes along key transit routes for buses and carpools

Source: Blue Ribbon Transit Recovery Task Force Public Opinion Poll, April 2021.



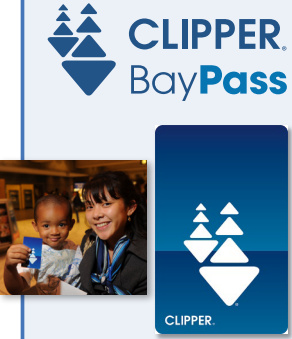
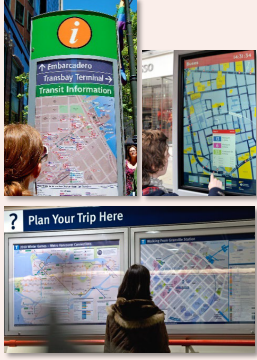
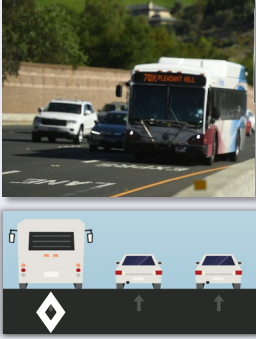

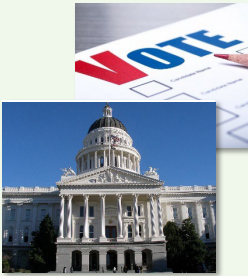
Photo: Noah Berger

Bay Area Voters Want a More Integrated Transit System With Stronger Oversight

In MTC's most recent poll, 73% of voters support a seamless transit network and 80% want stronger oversight and accountability.

Connect Bay Area must deliver results. To deliver customer-facing priorities sooner, the bill would strengthen MTC's ability to clearly establish rules and regulations that relate to the key initiatives the region agrees are most important for attracting new riders.

Focus Areas of Transit Transformation Action

Fares and Payment	Customer Information	Transit Network	Accessibility	Funding
<p>Simpler, consistent, and equitable fare and payment options.</p> 	<p>Make transit easier to navigate and more convenient.</p> 	<p>Transit services managed as a unified, efficient, and reliable network.</p> 	<p>Transit services for older adults, people with disabilities, and those with lower incomes are coordinated efficiently.</p> 	<p>Use existing resources more efficiently and secure new, dedicated revenue to meet funding needs.</p> 

Proposed Expenditure Categories

- 1. Transit transformation:** sustain, expand and improve transit service for both current and future riders; accelerate customer-focused initiatives from the Bay Area Transit Transformation Action Plan and other service improvements that are high priorities for Bay Area voters and riders; and help fund the transition to zero-emission transit.
- 2. Safe streets:** transform local streets and roads to support safety, equity and climate goals, including through pothole repair, investments in bicycle/pedestrian infrastructure, safe routes to transit and other safety enhancements.
- 3. Connectivity:** fund mobility improvements that close gaps and relieve bottlenecks in the existing transportation network in a climate-neutral way.

- 4. Climate resilience:** fund planning, design and/or construction work that protects transportation infrastructure and nearby communities from rising sea levels, flooding and extreme heat.



Photo: Courtesy of VTA

Potential Sources of Funding

Significant new funds are needed to help Bay Area transit agencies sustain existing transit service, not to mention improve it, and invest in safe streets and other capital improvements. The bill will authorize a “menu” of revenue options that MTC could consider placing before voters in the nine-counties (or a subset) including:

- **Sales tax**
- **Payroll tax**
- **Square footage-based parcel tax**
- **Vehicle registration surcharge**

Connect Bay Area would also ask voters if they support updating the Bay Area Commuter Benefits Program to require large employers to incentivize their Bay Area employees to commute by means

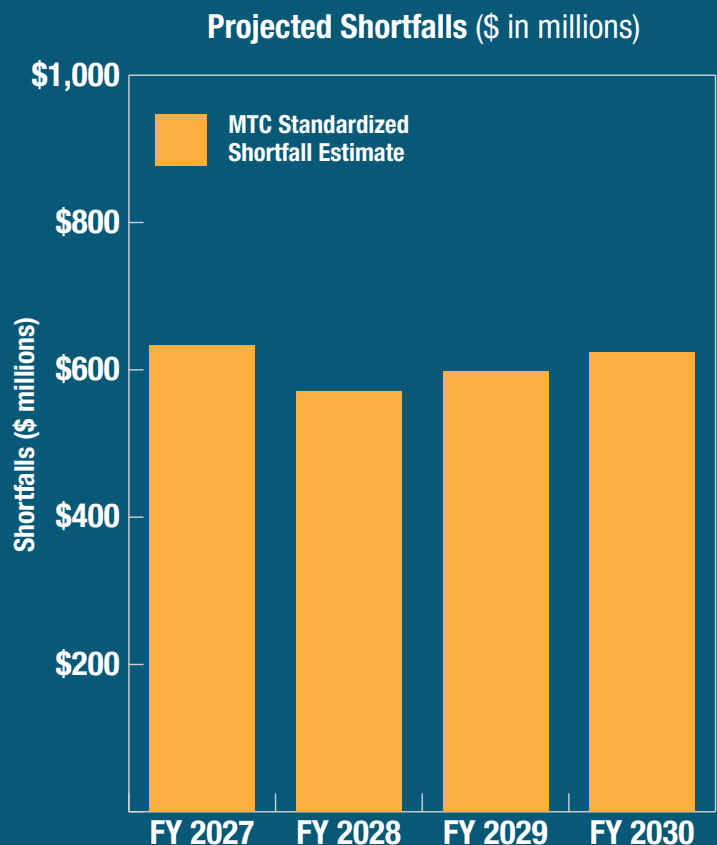


Photo: Noah Berger

other than driving solo (e.g., transit, carpool, vanpool, walking or biking). Those near transit could be required to provide employees a transit subsidy, like Clipper® BayPass — now in Phase 2 of a pilot — an all-agency transit pass.

State/Regional Aid Extended Lifeline, But Just Temporarily

Bay Area transit agencies continue to face daunting fiscal cliffs. State aid from last year's Senate Bill 125 paired with a \$300 million commitment of MTC regional funds extended the runway, but starting in mid-2026, Bay Area transit operators will face operating shortfalls on the order of \$600 million or more per year. As part of the SB 125 negotiations MTC committed to pursuing enabling legislation for a regional transportation revenue measure this year.



For more information contact:

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Assistant Director for Legislation and Research

email: ggannndohrmann@bayareametro.gov

web: www.mtc.ca.gov



ASSOCIATION OF BAY AREA GOVERNMENTS
METROPOLITAN TRANSPORTATION COMMISSION

Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105
www.mtc.ca.gov

Metropolitan Transportation Commission

Policy Advisory Council

March 22, 2024

Agenda Item 7a

Exploring the Past, Present, and Future of Highways

Subject:

Presentation highlighting relevant findings from various MTC initiatives related to future highway investments, including key policy tradeoffs related to reliability, mobility, climate, transit, and affordability.

Background:

Bay Area highways serve as the backbone of our region's transportation system, allowing people and goods to move across our nine-county region and beyond. Given the vast majority of Bay Area residents use these grade-separated highways (also commonly referred to as freeways) at least once per week, it is critical to explore how we can best invest in this system in a manner that aligns with 21st century policy goals. After all, the legacy of the 20th century – of new highways and continued general-purpose highway widening projects – did significant damage to communities of color by dividing neighborhoods and burdening them with severe traffic and air quality impacts. Thoughtfully balancing highway investments – between maintenance, optimization, and expansion – is essential for the region to equitably move forward.

Multiple MTC initiatives have explored aspects of this question in recent years. The Express Lanes Strategic Plan (adopted in 2021) explored policy questions that had emerged since the network's approval in 2011, including the need for greater climate and equity mitigations. Plan Bay Area 2050 (adopted in 2021 and approved by CARB in 2022) initially struggled with an even more ambitious climate target than prior cycles; it actively worked to maximize funding for transit and active transportation modes, while adding in robust pricing strategies like all-lane tolling for the first time. This sparked the ongoing Next-Generation Bay Area Freeways Study, which has been analyzing a suite of pricing strategies and engaging the public over the past two years (slated to conclude in late 2024). Going forward in the months ahead, highway policy questions are likely to continue through Plan Bay Area 2050+ and the 2026 transportation measure expenditure plan processes, while being informed by final findings and a ten-year implementation roadmap emerging from the Next-Generation Freeways Study.

Highway Investments Today and in the Decades Ahead:

While general-purpose highway widening has become relatively rare in the Bay Area in recent years, the region still has critical needs when it comes to highways, including but not limited to pavement & bridge rehabilitation, interchange modernizations, traffic safety upgrades, goods movement facilities, express lanes, and climate resilience investments. Unlike decades past, our region's current long-range plan, Plan Bay Area 2050, only allocates three percent of future transportation revenues towards road expansion, with more than three-quarters of all funding proposed to flow toward transit, active transportation, and climate projects. While Plan Bay Area 2050 would allow for a two percent increase in road capacity through mid-century, a significant share would be priced, including express lanes and State Route 37.

Despite that, the details matter when it comes to the path forward toward pricing. Expanding a facility to construct a new priced lane has strengths and weaknesses relative to converting an existing lane – providing more capacity for person-throughput but posing a greater risk of increasing vehicle miles traveled. Similarly, moving toward all-lane tolling may yield much more substantial progress toward climate goals while generating monies to reinvest in transit – but it could create greater affordability and equity challenges without thoughtful mitigations.

Exploring Tradeoffs:

Attachment A describes findings from this recent set of different planning initiatives to help illuminate tradeoffs between general-purpose widenings, express lane widenings, express lane conversions, and all-lane tolling – a core suite of common highway project types. While not intended to be exhaustive, the presentation looks at five key policy areas:

- **Reliability:** *Does the corridor provide reliable travel times when travelers need it most?*
- **Mobility:** *Does the corridor maximize the number of people who can get to their destination?*
- **Climate:** *Does the corridor align with state climate goals that require reductions in miles driven?*
- **Transit:** *Does the corridor integrate transit services that can grow ridership and advance equity?*
- **Affordability:** *Does the corridor ensure that all travelers can get where they need to go affordably?*

Additionally, several key analyses are slated to be released later this year that will add further context, including at the highway corridor level. The Plan Bay Area 2050+/Transit 2050+ Project Performance Assessment will include evaluations of major highway projects, including their cost-effectiveness and equity performance relative to major transit projects. Perhaps most notably, the Next-Generation Bay Area Freeways Study will release final findings as it seeks an equitable and politically-acceptable path forward for expanded pricing, such as all-lane tolling.

Next Steps:

Staff will share a similar presentation with the MTC Planning Committee as part of its joint meeting with the ABAG Administrative Committee on April 12, 2024, to inform upcoming discussions on Plan Bay Area 2050+ and other related initiatives. Staff will return to the Policy Advisory Council later this spring and summer with further updates on Plan Bay Area 2050+ and the Next-Generation Bay Area Freeways Study, including the aforementioned analyses.

Issues:

None identified.

Recommendation:

Information.

Attachments:

- Attachment A: PowerPoint

EXPLORING THE PAST, PRESENT, AND FUTURE OF HIGHWAYS

Policy Advisory Council
March 22, 2024

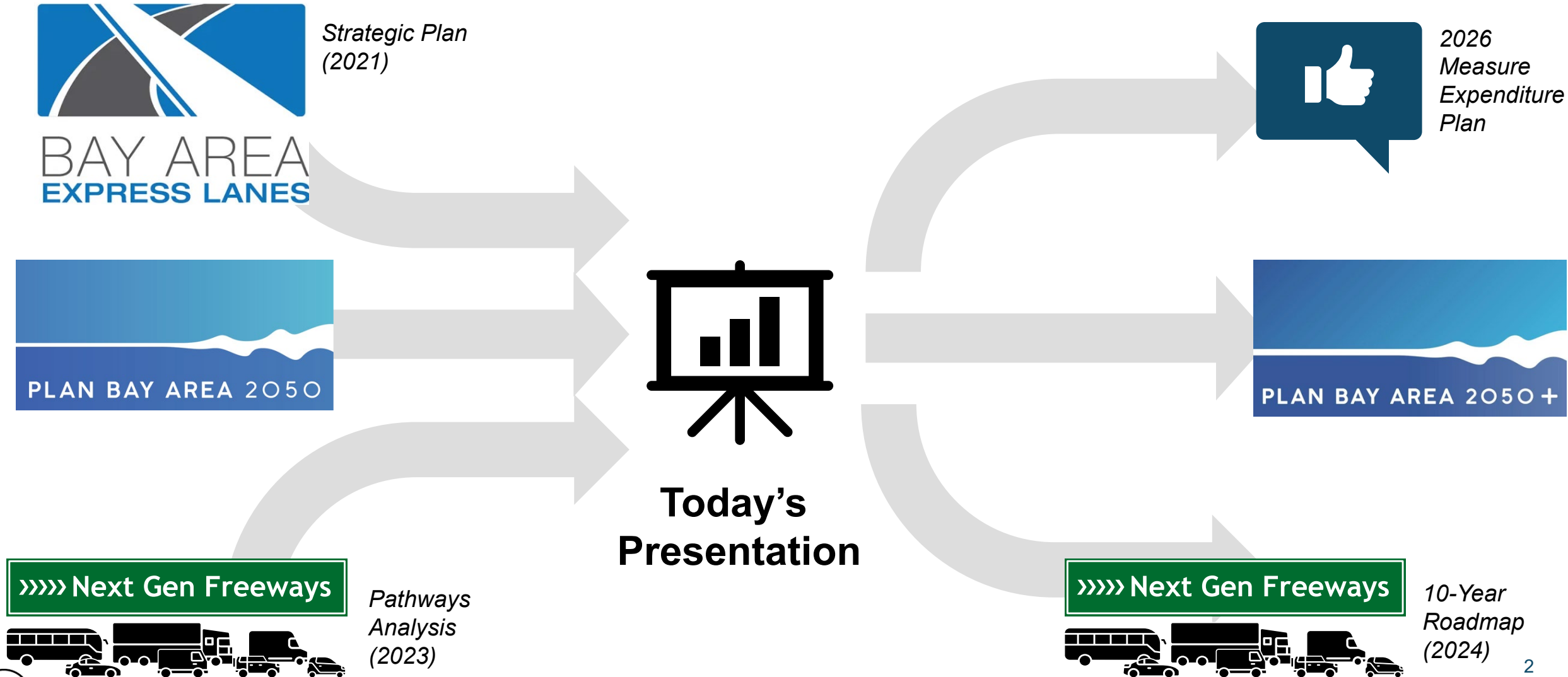


**METROPOLITAN
TRANSPORTATION
COMMISSION**

Image: Interstate 280/Santa Clara County
Credits: Caltrans; MTC/Karl Nielsen



Key decisions about how to improve our region's heavily-utilized highway network span across multiple initiatives.



While highways enhanced regional mobility, their construction and expansion contributed to social inequities, dividing communities.

Pre-World War II



Case Study: West Oakland
Post-World War II



21st Century

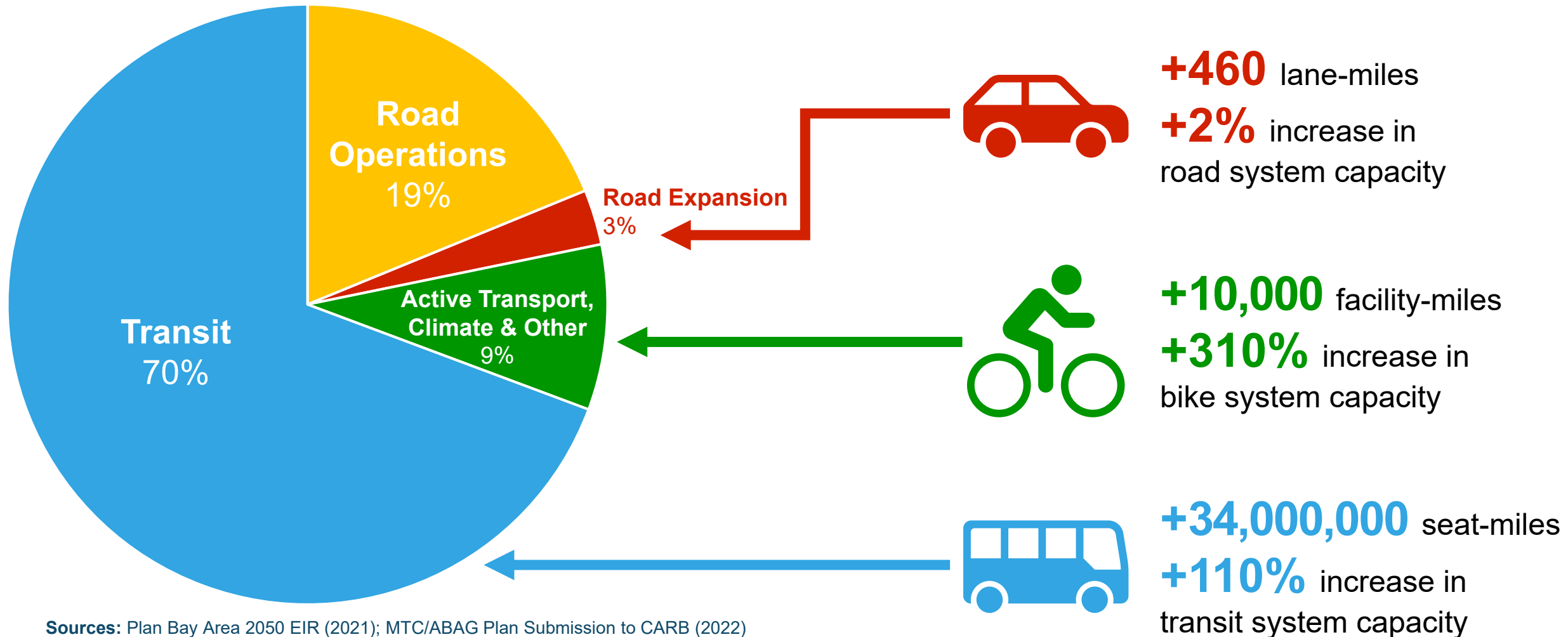


Image: 7th St/West Oakland
Credit: OaklandWiki

Image: I-880/West Oakland
Credit: Caltrans

Image: 7th St/West Oakland and BART Tracks
Credit: Flickr/Creative Commons (Thomas Hawk, 2022)

Compared to decades past, road expansion projects represent a small share of forecasted transportation spending through 2050.



Sources: Plan Bay Area 2050 EIR (2021); MTC/ABAG Plan Submission to CARB (2022)

Note: reflects Transportation Element, plus Environment Element strategies funded with transportation monies

Public agencies across the Bay Area have been seeking to balance longstanding voter commitments with emerging priorities.



Pavement & Bridge Rehabilitation



Traffic Safety



Express Lanes



Interchange Modernizations



Goods Movement



Climate Resilience

Looking into the decades ahead, MTC and Caltrans have been exploring how expanded pricing can accelerate progress.

Inclusion of equitable pricing strategies in Plan Bay Area 2050, such as all-lane tolling, was critical in meeting statutory climate targets set by the State – and it preserved our region’s eligibility for key Senate Bill 1 funding programs.

Late 2022: Round 1 Engagement

»»»» Next Gen Freeways



Mid-2023: Round 1 Analysis

Late 2023: Round 2 Engagement

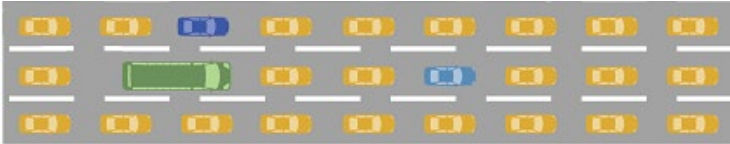
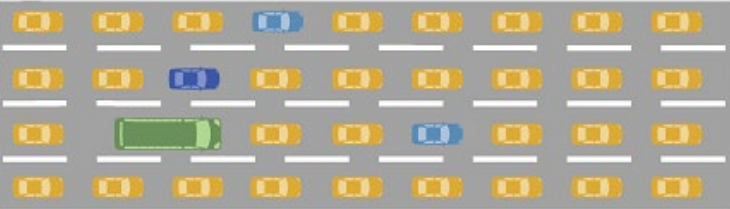
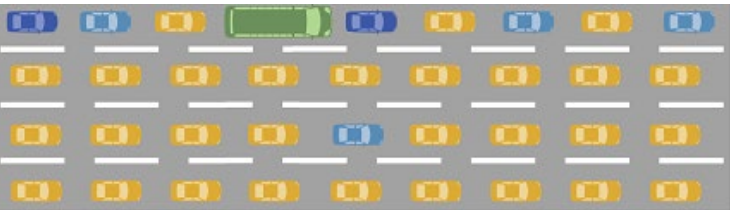

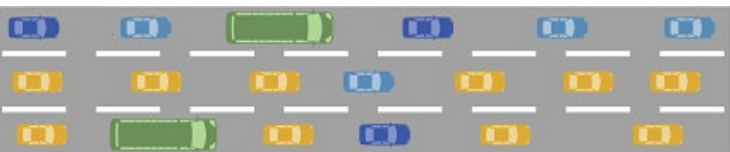
Early 2024: Round 2 Analysis

Late 2024: Implementation Roadmap



Image: Orange County All-Lane Tolling
Credit: The Toll Roads

How do different types of highway improvements compare in terms of key planning concepts?

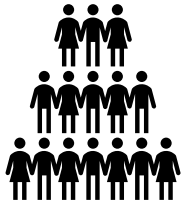
Project Type	Definition	Initial Capital Cost		<i>Existing</i> 25 mph 25 mph 25 mph
General Lane: New Capacity	Building an additional highway lane for all travelers with no price applied to it.	\$ \$ \$		30 mph 30 mph 30 mph 30 mph
Express Lane: New Capacity	Building an additional highway lane available to carpools and transit for free, as well as toll-paying single-occupant vehicles.	\$ \$ \$ \$		45 mph 30 mph 30 mph 30 mph
Express Lane: Conversion	Pricing an existing highway lane, while making it available to carpools and transit for free.	\$		45 mph 25 mph 25 mph
All-Lane Tolling	Pricing all existing highway lanes, while retaining one lane for transit with discounts for carpools.	\$		50 mph 50 mph 50 mph

How do different types of highway improvements compare in terms of key planning concepts?



Reliability

Does the corridor provide reliable travel times when travelers need it most?



Mobility

Does the corridor maximize the number of people who can get to their destination?



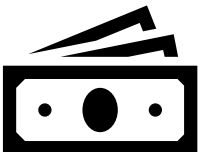
Climate

Does the corridor align with state climate goals that require reductions in miles driven?



Transit

Does the corridor help to regrow transit ridership while providing equitable access?



Affordability

Does the corridor ensure that all travelers can get where they need to go affordably?



Pricing one or more highway lanes helps to ensure that there is a reliable option for travelers.

Widening highways to add general-purpose lanes may improve travel time and reliability in the short term, but over time, congestion (and unreliability) inevitably return.

Express lanes have largely succeeded at providing reliable travel times to travelers when they need it most, but all-lane tolling presents opportunities to expand that benefit to all users.

14 out of 16

express lane toll zones were fully reliable (>45 mph)

10%

reduction in highway travel times under all-lane tolling

Project Type	<u>Reliability</u> Impacts
General Lane: New Capacity	<i>Negligible</i>
Express Lane: New Capacity	++
Express Lane: Conversion	++
All-Lane Tolling	+++

Source: BAIFA Express Lanes, 2023

Source: MTC/NextGen Freeways Round 1, 2023

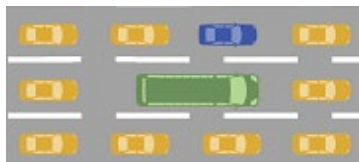


Assuming robust enforcement, pricing can encourage mode shift, increasing mobility (person-throughput).

Source: MTC Conceptual Analysis, 2024; assumes occupancy of 1.1, 1.3, 1.4, and 1.5 for four respective project types shown on right

~4,000

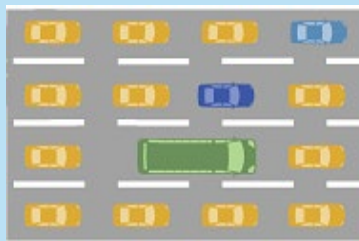
person-throughput
per hour



Existing Conceptual
Corridor

~6,000

person-throughput
per hour



General Lane:
New Capacity

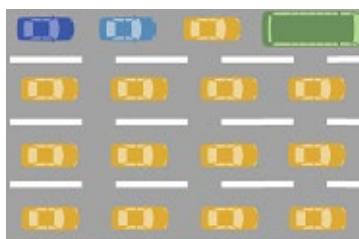
=



Express Lane:
Conversion

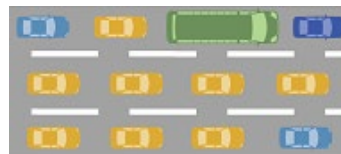
~8,000

person-throughput
per hour



Express Lane:
New Capacity

=



All-Lane Tolling

Project Type	<u>Mobility</u> Impacts
General Lane: New Capacity	+
Express Lane: New Capacity	++
Express Lane: Conversion	+
All-Lane Tolling	++



Capacity expansions can increase vehicle miles traveled, negating climate benefits of meaningful transit expansion.



Rail Megaprojects:

-1.2 million daily VMT

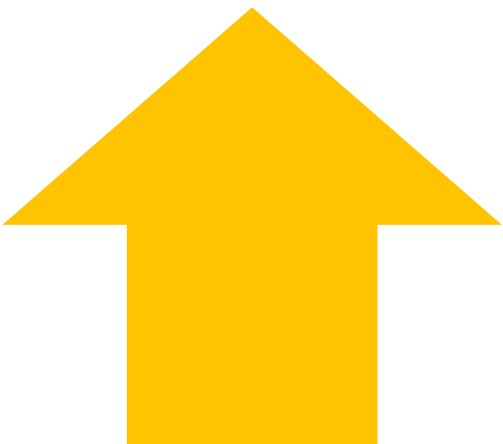
- BART Core Capacity
- BART to Silicon Valley Phase 2
- Caltrain Portal
- Valley Link
- Dumbarton Rail



Express Lanes:

+1.2 million daily VMT

- Bay Area Express Lanes Network (*full buildout across all operators; mix of new lanes & conversions*)



Project Type	<u>Climate</u> Impacts
General Lane: New Capacity	— — —
Express Lane: New Capacity	— —
Express Lane: Conversion	—
All-Lane Tolling	+ + +

Source: Plan Bay Area 2050 Project Performance, 2020; RTFF Future
Note: VMT increase from Express Lanes is likely underestimated due to induced land use; VMT reduction from rail projects are likely overestimated due to post-pandemic effects



Adding more highway transit service may only partially mitigate the environmental impacts of new capacity.



Los Angeles: J Line (Silver)
~14,000 weekday riders (2023)



Connectivity with the region's densest urban center



Direct access ramps to enable easy access to express lanes



Minimal direct competition from parallel rail services



Bay Area: Express Lane Corridors
Limited express bus utilization



Limited connectivity to the region's densest urban centers

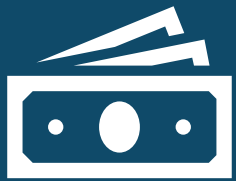


No direct access ramps to enable easy access to express lanes



Direct competition (in many corridors) from parallel rail services, including BART and Caltrain

Project Type	<u>Transit</u> Impacts
General Lane: New Capacity	— —
Express Lane: New Capacity	—
Express Lane: Conversion	+
All-Lane Tolling	++



Without meaningful equity strategies, affordability concerns remain a real roadblock.

The Bay Area faces many challenges today – but issues of crime, homelessness, and affordability have eclipsed pre-pandemic frustrations with traffic congestion.

Using pricing to manage congestion does not address residents' top issues and arguably risks being perceived as a burden, rather than a benefit, by the public.

28%

of Bay Area residents identified affordable housing or cost of living as top issue

6%


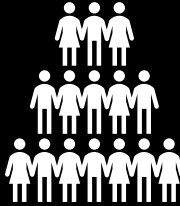


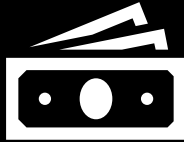
of very-low income households would pay >\$300 per year in all-lane tolls

Source: 2026 Transportation Rev. Measure Poll, 2023

Source: MTC/NextGen Freeways Round 1, 2023

Project Type	<u>Affordability</u> Impacts
General Lane: New Capacity	<i>Negligible</i>
Express Lane: New Capacity	■
Express Lane: Conversion	■
All-Lane Tolling	■ ■

All of the highway project types involve tradeoffs and prioritization between key policy goals.

Project Type	Initial Capital Cost	 Reliability	 Mobility	 Climate	 Transit	 Affordability
General Lane: New Capacity	\$ \$ \$	<i>Negligible</i>	+	- - -	- -	<i>Negligible</i>
Express Lane: New Capacity	\$ \$ \$ \$	+ +	+ +	- -	-	-
Express Lane: Conversion	\$	+ +	+	-	+	-
All-Lane Tolling	\$	+ + +	+ +	+ + +	+ +	- -

What are some key observations that can inform policy decisions in the the year ahead?

1

The State is pushing regions to grapple with highway investment tradeoffs – simply mitigating adverse impacts isn't so simple given financial constraints.

2

Investing in transit along highway corridors does not guarantee mode shift, but expanded pricing options present more opportunities for reinvestment.

3

Optimizing our existing infrastructure – rather than building new capacity – can advance near-term goals and remain relevant in a future with expanded pricing.

4

Reduced transportation revenue forecasts in Plan Bay Area 2050+ will require more challenging tradeoffs than past cycles, including for highway projects.

Notable Upcoming Analyses to Inform Policy Dialogue:

- **Spring 2024:** Plan Bay Area 2050+/Transit 2050+ Project Performance Findings
- **Summer 2024:** Next Generation Freeways Study Round 2 Findings



Questions and Discussion

- *When faced with inherent tradeoffs between policy goals, how should the Commission prioritize and balance investments in the region's highway system, both in the near- and long-term?*
- *What is the best way to reconcile a pipeline of partially-funded but voter-approved road projects, some of which may require costly unfunded mitigations?*
- *In situations where mitigations are required, how critical do you believe it is to invest in the highway itself (e.g., express bus) versus investing in nearby communities (e.g., arterial bus)?*

Metropolitan Transportation Commission
Policy Advisory Council

March 22, 2024

Agenda Item 7b

Staff Liaison Report

Subject:

Overview of recent MTC policy decisions and other activities.

Issues:

None identified.

Recommendations:

Information

Attachments:

- Attachment A: Staff Liaison Report – March 2024
- Attachment B: Norman Mineta High School Summer Academy Flyer
- Attachment C: Title I, Part A Recipients - Fiscal Year 2022–23

Staff Liaison Report – March 2024

Follow-up items:

Applications for the Norman Mineta High School Summer Academy are now being accepted through mid-April. The [application form is here](#) (https://forms.office.com/pages/responsepage.aspx?id=oMSEsBm7QkG3A4LqZaXust6YX1rAv_eJFIQvNV3IN8fRUNIRUTU1WODhIRVpSUEwzTEU4MkRBVzgxNS4u), a flyer is included as an attachment to this report, as well as a list of Title 1 schools serving low-income students. We appreciate your support in encouraging widespread participation in the program. Please contact Ky-Nam Miller (kmiller@bayareametro.gov) if you would like additional resources or have questions about the program.

Executive Director's Report:

The following items are excerpts from the February 2023 Executive Director's Report to the Commission. To read past reports in their entirety, check the agenda for a given Commission meeting [search for past meetings on [MTCs Legistar webpage](#) (<https://mtc.legistar.com/Calendar.aspx>)]

USDOT RAISE Grant Application

In late February, MTC applied for a \$25 million Rebuilding American Infrastructure with Sustainability and Equity (RAISE) discretionary grant from the U.S. Department of Transportation to help fund the construction of the West Oakland Link (a ~\$100 million project). The West Oakland Link is a 1.1-mile bicycle and pedestrian connection between West Oakland and the Bay Bridge East Span Path. As part of the Bay Skyway Phase 1, it will connect the East Bay with Treasure Island and downtown San Francisco via frequent electric ferry.

Bay Area Housing Element Update

January 31 marked a Housing Element milestone: jurisdictions that were late in obtaining their certification from state regulators faced a rezoning deadline. The original deadline for local governments to complete Housing Element updates was over a year ago, on January 31, 2023. Sixty-four jurisdictions currently have certified Housing Elements, and another eight are in "substantial compliance" with state law, together representing about two-thirds of the region. Twenty-three jurisdictions had to rezone by the January 31, 2024, deadline. We are working with our local partners to determine if they met that deadline. A bright spot is that San Jose, the most populous city in the region, with the largest RHNA obligation, has obtained its certification and completed rezoning. Congratulations!

Medium-High FTA Rating for Portal

The Federal Transit Administration confirmed MTC's overall Medium-High project rating for the Portal, also known as the Downtown Rail Extension (DTX) project, which extends Caltrain service from Fourth & King Street to the multimodal Salesforce Transit Center in downtown San Francisco. The project will be listed in next month's FTA's Capital Investment Grant Dashboard as only the 8th New Starts project in the nation with a positive rating, making the project eligible for a full funding grant agreement.

Federal Certification Review Feb. 26-28

Staff from the U.S. Department of Transportation are on site this week for MTC's quadrennial certification review of its role as a metropolitan planning organization. A public listening session was held Tuesday afternoon, February 27 at the Bay Area Metro Center.

North Bay League of Cities Meeting February 15

Commissioners Rabbitt and Fleming, as well as several ABAG Executive Board members, were in attendance for this meeting, at which I was joined by Brad Paul, Kate Hartley and Rebecca Long of the MTC-ABAG staff for a presentation and discussion of the proposed Bay Area affordable housing bond.

Bay Area Caucus Meeting February 7

Earlier this month, Kate Hartley, Section Director for BAHFA, along with representatives from Nonprofit Housing Association of Northern California, MidPen Housing and Enterprise Community Partners, presented an update on the proposed Bay Area affordable housing bond to the Bay Area Caucus at the invitation of Bay Area Caucus Chair Senator Josh Becker.

Statewide Transportation Policy Forums

I joined state and regional leaders on February 8 at the CalCOG Regional Leadership Forum in Monterey as a member of a panel discussing roadway pricing as a means of managing congestion. The panel included representatives from SCAG, SACOG, Caltrans, and CTC, and my discussion included MTC's efforts around express lanes and our next generation freeway study. On February 13 I participated as a panelist at the California Transportation Foundation's Transportation Forum in Sacramento. My panel was titled "Roads for All Modes" and I was joined by Executive Director Tanisha Taylor of the California Transportation Commission and Deputy CEO Ray Major, of SANDAG, to discuss complete streets and active transportation investments, bus transit improvements, and highway projects across the state. Key speakers at the forum included Assemblywoman Lori Wilson, CalSTA Secretary Toks Omishakin, and Caltrans Director Tony Tavares.

Building Updates

- **First Floor Reconfiguration Project:** Modifications to the first floor meeting rooms started on February 12 and are expected to be completed in July. The project will reconfigure the multipurpose rooms, upgrade existing audio-visual applications in the Temazcal room and expand the warming kitchen. With staff now in the office at least two days per week, these rooms are being used much more frequently, and these upgrades will be most welcome.
- **Building Façade:** Building façade repairs and maintenance work have started to comply with San Francisco ordinance AB-110 and are expected to be completed later this fall. This work includes repair of concrete spalls on the building's façade, along with further inspection of corroded sheet metal flashing at the Air Handling Unit, waterproofing of windows, metal cladding appendages, and terrace upgrades.

- **Fitwel 2-Star Rating:** The Bay Area Metro Center (BAMC) has achieved a Fitwel rating score of 108 out of 144 points. This certification, valid for three years, signifies dedication to prioritizing health and well-being within the building and the community. This accomplishment reflects ongoing efforts to design and operate the building with evidence-based strategies aimed at supporting physical, mental and social wellness.
- **LEED Certification Update:** The BAMC has also attained the prestigious Leadership in Energy and Environmental Design (LEED) v4.1 Operations and Management: Existing Buildings Platinum Certification. Platinum represents the pinnacle of achievement within this status. LEED certification recognizes various facets of environmental stewardship, such as energy efficiency, water conservation, indoor air quality, site management, proximity to public transportation, and sustainable material usage.

Looking Ahead

April Commission Workshop

At the request of Chair Pedroza, a Commission Workshop will follow the April Commission meeting. The workshop will begin in the afternoon of April 24 and conclude in the early afternoon on April 25. The location is not yet finalized, but we are aiming to hold it in the Peninsula or the South Bay.

News Headlines from [The Bay Link Blog](https://blog.bayareametro.gov/) (<https://blog.bayareametro.gov/>): (as of March 7, 2024)

Public Participation

- [Now open: Nominations for Bike Champions of the Year](https://blog.bayareametro.gov/posts/now-open-nominations-bike-champions-year)
(<https://blog.bayareametro.gov/posts/now-open-nominations-bike-champions-year>) Every year, each of the nine Bay Area counties selects their own Bike Champion of the Year as part of the [Bike to Wherever Days](https://bayareabiketowork.com/) (<https://bayareabiketowork.com/>) event in May. Now is the time to make nominations.

Transportation

- [Survey: Caltrans wants to hear from you about transit](https://blog.bayareametro.gov/posts/survey-caltrans-wants-hear-you-about-transit)
(<https://blog.bayareametro.gov/posts/survey-caltrans-wants-hear-you-about-transit>)
Caltrans Bay Area (District 4) is planning how to improve transit on the State Transportation Network (STN) in the Bay Area and wants public input on what investments would help access transit services and improve experiences using transit throughout the Bay Area.
- [Videos: See how easy it is to use Clipper on BART](https://blog.bayareametro.gov/posts/videos-see-how-easy-it-use-clipper-bart)
(<https://blog.bayareametro.gov/posts/videos-see-how-easy-it-use-clipper-bart>) MTC has posted new videos showing how using Clipper makes Bay Area journeys on BART easy with [iPhones](https://www.youtube.com/watch?v=r80wQYFvrOQ) (<https://www.youtube.com/watch?v=r80wQYFvrOQ>) and [Google Pay](https://www.youtube.com/watch?v=rqcYQL9XCuk).(<https://www.youtube.com/watch?v=rqcYQL9XCuk>)
- [Toll bridge dollars speed Muni bus electrification](https://blog.bayareametro.gov/posts/toll-bridge-dollars-speed-muni-bus-electrification)
(<https://blog.bayareametro.gov/posts/toll-bridge-dollars-speed-muni-bus-electrification>)
The Metropolitan Transportation Commission (MTC) today allocated \$7.6 million in [Regional Measure 3](https://mtc.ca.gov/funding/regional-funding/regional-measure-3) (<https://mtc.ca.gov/funding/regional-funding/regional-measure-3>) capital funds, including \$3.8 million for the San Francisco Municipal Transportation Agency's Kirkland Yard Electrification Project and \$2.4 million toward new Muni electric buses.
- [California on track to align state's transportation funding with climate goals](https://blog.bayareametro.gov/posts/california-track-align-states-transportation-funding-climate-goals)
(<https://blog.bayareametro.gov/posts/california-track-align-states-transportation-funding-climate-goals>) In just two years, California has nearly completed all the actions to align the state's transportation funding programs with its climate goals since adopting a new climate action strategy, according to a [report finalized earlier this month](https://calsta.ca.gov/-/media/calsta-media/documents/capti-2023-annual-report-finalreport-ally.pdf) (<https://calsta.ca.gov/-/media/calsta-media/documents/capti-2023-annual-report-finalreport-ally.pdf>) by the California State Transportation Agency (CalSTA).

- [Black History Month: MTC event notes transportation, housing contributions](https://blog.bayareametro.gov/posts/black-history-month-mtc-event-notes-transportation-housing-contributions)
(<https://blog.bayareametro.gov/posts/black-history-month-mtc-event-notes-transportation-housing-contributions>) MTC hosted a "Gallery of Heroes" exhibition this week highlighting transportation and housing contributions made by African Americans as part of Black History Month celebrations around the Bay Area.
- [SFO gets \\$31 million from feds for sustainability](https://blog.bayareametro.gov/posts/sfo-gets-31-million-feds-sustainability)
(<https://blog.bayareametro.gov/posts/sfo-gets-31-million-feds-sustainability>) The Federal Aviation Administration (FAA) is awarding \$970 million from President Biden's Bipartisan Investing in America agenda to 114 airports across the country, spanning 44 states and three territories.

Economy

- [Bay Area residents among hardest working, report says](https://blog.bayareametro.gov/posts/bay-area-residents-among-hardest-working-report-says)
(<https://blog.bayareametro.gov/posts/bay-area-residents-among-hardest-working-report-says>) Four Bay area cities are the hardest-working in America, according to a [new study from CoworkingCafe](https://www.coworkingcafe.com/blog/hardest-working-us-cities/) (<https://www.coworkingcafe.com/blog/hardest-working-us-cities/>).

Housing

- [Study: Sunnyvale tops list of Bay Area renter "sweet spots"](https://blog.bayareametro.gov/posts/study-sunnyvale-tops-list-bay-area-renter-sweet-spots)
(<https://blog.bayareametro.gov/posts/study-sunnyvale-tops-list-bay-area-renter-sweet-spots>) Renters' ability to deal with rising costs and sometimes stagnant wages is the subject of a new study by RentCafe, ["Top Renting Sweet Spots in the U.S.: Where Your Income Goes the Furthest"](https://www.rentcafe.com/blog/rental-market/market-snapshots/top-renting-sweet-spots-us/) (<https://www.rentcafe.com/blog/rental-market/market-snapshots/top-renting-sweet-spots-us/>).

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 Information can also be found on the [MTC-ABAG library webpage](https://mtc.ca.gov/tools-resources/mtc-abag-library) (<https://mtc.ca.gov/tools-resources/mtc-abag-library>).

For MTC and Plan Bay Area Glossaries:

- [Glossary of Transportation Planning Acronyms & Terms](https://mtc.ca.gov/tools-resources/mtcabag-library/glossary-transportation-planning-acronyms-terms) (https://mtc.ca.gov/tools-resources/mtcabag-library/glossary-transportation-planning-acronyms-terms)
- [Plan Bay Area Glossary](https://www.planbayarea.org/about/glossary) (https://www.planbayarea.org/about/glossary)



ASSOCIATION OF BAY AREA GOVERNMENTS
METROPOLITAN TRANSPORTATION COMMISSION



BAY AREA
AIR QUALITY
MANAGEMENT
DISTRICT

2024 Bay Area Summer Academy



APPLY TO A **PAID** SUMMER ACADEMY ON
URBAN PLANNING, EQUITY, HOUSING & MORE!

**FOR BAY AREA HIGH SCHOOL STUDENTS TO
LEARN ABOUT OUR REGIONAL GOVERNMENTS
AND CAREERS IN PUBLIC SERVICE**

REQUIREMENTS:

- Live in the Bay Area
- 15+ & completed 9th grade
- Can attend 2 in-person & 4 online seminars
- Parent/guardian consent

In-person Sessions:

June 28th & July 31st

Online Sessions:

July 11th, 18th, & 25th

Limited Slots - Apply Today!

<https://mtc.one/summer24>

Title I, Part A Recipients

California Department of Education

Fiscal Year 2022–23

Legend: FY = Fiscal Year; CDS = County-District-School Code

County Name	School Name
Alameda	Alameda County Community
Alameda	Alameda County Juvenile Hall/Court
Alameda	Envision Academy for Arts & Technology
Alameda	Community School for Creative Education
Alameda	Yu Ming Charter
Alameda	Urban Montessori Charter
Alameda	Alternatives in Action
Alameda	Hayward Collegiate Charter
Alameda	Cox Academy
Alameda	Lazear Charter Academy
Alameda	Nea Community Learning Center
Alameda	The Academy of Alameda
Alameda	Alameda Community Learning Center
Alameda	Berkeley Technology Academy
Alameda	Vista Alternative
Alameda	Circle of Independent Learning
Alameda	Robertson High (Continuation)
Alameda	John F. Kennedy High
Alameda	Faith Ringgold School of Arts and Science
Alameda	Brenkwitz High
Alameda	Tennyson High
Alameda	Hayward High
Alameda	Mt. Eden High
Alameda	Leadership Public Schools - Hayward
Alameda	Knowledge Enlightens You (KEY) Academy
Alameda	Hayward Twin Oaks Montessori
Alameda	Impact Academy of Arts & Technology
Alameda	Crossroads High (Alternative)
Alameda	Bridgepoint High
Alameda	Alternative Learning Academy at Conley-Caraballo High
Alameda	Core Learning Academy at Conley-Caraballo High
Alameda	Decoto School for Independent Study
Alameda	Itliong-Vera Cruz
Alameda	James Logan High
Alameda	Home and Hospital Program
Alameda	Ralph J. Bunche Continuation High
Alameda	Dewey Academy High
Alameda	Street Academy Alternative High
Alameda	Oakland International High
Alameda	MetWest High

Alameda	Melrose Leadership Academy
Alameda	McClymonds High
Alameda	La Escuelita
Alameda	LIFE Academy
Alameda	Highland Community
Alameda	Greenleaf
Alameda	Castlemont High
Alameda	Coliseum College Prep Academy
Alameda	Madison Park Academy 6-12
Alameda	Independent Study, Sojourner Truth
Alameda	Fremont High
Alameda	Oakland Technical High
Alameda	Skyline High
Alameda	Oakland High
Alameda	Oakland Unity High
Alameda	Bay Area Technology
Alameda	Lighthouse Community Charter High
Alameda	Aspire Berkley Maynard Academy
Alameda	Achieve Academy
Alameda	AIMS College Prep High
Alameda	American Indian Public Charter School II
Alameda	Oakland Charter High
Alameda	KIPP Bridge Academy
Alameda	ARISE High
Alameda	Learning Without Limits
Alameda	Aspire Golden State College Preparatory Academy
Alameda	LPS Oakland R & D Campus
Alameda	Aspire College Academy
Alameda	Downtown Charter Academy
Alameda	East Bay Innovation Academy
Alameda	Oakland Military Institute, College Preparatory Academy
Alameda	Lighthouse Community Charter
Alameda	Aspire Lionel Wilson College Preparatory Academy
Alameda	Aspire Triumph Technology Academy
Alameda	Francophone Charter School of Oakland
Alameda	Lodestar: A Lighthouse Community Charter Public
Alameda	Oakland School for the Arts
Alameda	Oakland Charter Academy
Alameda	North Oakland Community Charter
Alameda	ASCEND
Alameda	Lincoln High (Continuation)
Alameda	Royal Sunset (Continuation)
Alameda	East Bay Arts High
Alameda	San Lorenzo High
Alameda	KIPP Summit Academy
Alameda	KIPP King Collegiate High

Alameda	York Alternative Learning Center
Alameda	Valley High (Continuation)
Alameda	Dublin High
Alameda	Village High
Alameda	Latitude 37.8 High
Contra Costa	Floyd I. Marchus
Contra Costa	Mt. McKinley
Contra Costa	Golden Gate Community
Contra Costa	Making Waves Academy
Contra Costa	Caliber: Beta Academy
Contra Costa	Contra Costa School of Performing Arts
Contra Costa	Invictus Academy of Richmond
Contra Costa	Acalanes Center for Independent Study
Contra Costa	Las Lomas High
Contra Costa	Live Oak High (Continuation)
Contra Costa	Bidwell Continuation High
Contra Costa	Prospects High (Alternative)
Contra Costa	Dozier-Libbey Medical High
Contra Costa	Orchard Park
Contra Costa	Deer Valley High
Contra Costa	Thomas Gaines Virtual Academy
Contra Costa	Antioch High
Contra Costa	Rocketship Delta Prep
Contra Costa	Vista Oaks Charter
Contra Costa	Willow High
Contra Costa	John Swett High
Contra Costa	La Paloma High (Continuation)
Contra Costa	Liberty High
Contra Costa	Freedom High
Contra Costa	Vicente Martinez High
Contra Costa	Crossroads High
Contra Costa	Olympic Continuation High
Contra Costa	Ygnacio Valley High
Contra Costa	Mt. Diablo High
Contra Costa	Rocketship Futuro Academy
Contra Costa	Black Diamond High (Continuation)
Contra Costa	Greenwood Academy
Contra Costa	Middle College High
Contra Costa	Vista Independent Study / Virtual Academy
Contra Costa	Pinole Valley High
Contra Costa	John F. Kennedy High
Contra Costa	De Anza High
Contra Costa	Richmond High
Contra Costa	Leadership Public Schools: Richmond
Contra Costa	Richmond College Preparatory
Contra Costa	Richmond Charter Academy

Contra Costa	Aspire Richmond Ca. College Preparatory Academy
Contra Costa	Aspire Richmond Technology Academy
Contra Costa	Summit Public School: Tamalpais
Contra Costa	Voices College-Bound Language Academy at West Contra Costa County
Contra Costa	Del Amigo High (Continuation)
Contra Costa	John Henry High
Marin	Marin County Juvenile Court
Marin	Phoenix Academy
Marin	Marin's Community
Marin	Ross Valley Charter
Marin	Marin Oaks High
Marin	Hamilton Meadow Park
Marin	Madrone High Continuation
Marin	San Rafael High
Marin	Dr. Martin Luther King Jr. Academy
Marin	San Andreas High (Continuation)
Marin	Archie Williams High
Marin	Tamalpais High
Marin	Tomales High
Napa	Napa County Community
Napa	Valley Oak High
Napa	Napa Valley Language Academy
Napa	Saint Helena High
San Francisco	S.F. County Opportunity (Hilltop)
San Francisco	S.F. County Civic Center Secondary
San Francisco	Lee (Edwin and Anita) Newcomer
San Francisco	Mission Education Center
San Francisco	Malcolm X Academy
San Francisco	Drew (Charles) College Preparatory Academy
San Francisco	Tenderloin Community
San Francisco	Carmichael (Bessie)/FEC
San Francisco	KIPP Bayview Academy
San Francisco	KIPP San Francisco Bay Academy
San Francisco	City Arts & Leadership Academy
San Francisco	Mission Preparatory
San Francisco	KIPP San Francisco College Preparatory
San Francisco	Gateway High
San Francisco	Thomas Edison Charter Academy
San Francisco	Creative Arts Charter
San Francisco	The New School of San Francisco
San Mateo	Margaret J. Kemp
San Mateo	Gateway Center
San Mateo	Canyon Oaks Youth Center
San Mateo	Hillcrest at Youth Services Center
San Mateo	Oxford Day Academy
San Mateo	Pilarcitos Alternative High (Continuation)

San Mateo	Half Moon Bay High
San Mateo	California Virtual Academy San Mateo
San Mateo	Jefferson High
San Mateo	Summit Public School: Shasta
San Mateo	Aspire East Palo Alto Charter
San Mateo	KIPP Valiant Community Prep
San Mateo	Connect Community Charter
San Mateo	KIPP Excelencia Community Preparatory
San Mateo	Rocketship Redwood City
San Mateo	Burlingame High
San Mateo	Mills High
San Mateo	Aragon High
San Mateo	Peninsula High (Continuation)
San Mateo	Capuchino High
San Mateo	Hillsdale High
San Mateo	San Mateo High
San Mateo	Tide Academy
San Mateo	Redwood High
San Mateo	Woodside High
San Mateo	Menlo-Atherton High
San Mateo	Sequoia High
San Mateo	Summit Preparatory Charter High
San Mateo	Everest Public High
San Mateo	East Palo Alto Academy
San Mateo	KIPP Esperanza High
Santa Clara	Santa Clara County Community
Santa Clara	Santa Clara County Special Education
Santa Clara	Opportunity Youth Academy
Santa Clara	Santa Clara County Court
Santa Clara	University Preparatory Academy Charter
Santa Clara	ACE Empower Academy
Santa Clara	Rocketship Si Se Puede Academy
Santa Clara	Rocketship Los Suenos Academy
Santa Clara	Alpha: Cornerstone Academy Preparatory
Santa Clara	Downtown College Prep - Alum Rock
Santa Clara	Rocketship Discovery Prep
Santa Clara	Summit Public School: Tahoma
Santa Clara	Rocketship Academy Brilliant Minds
Santa Clara	Rocketship Alma Academy
Santa Clara	Summit Public School: Denali
Santa Clara	Alpha: Jose Hernandez
Santa Clara	Rocketship Fuerza Community Prep
Santa Clara	Voices College-Bound Language Academy at Morgan Hill
Santa Clara	Voices College-Bound Language Academy at Mt. Pleasant
Santa Clara	Rocketship Rising Stars
Santa Clara	KIPP Heartwood Academy

Santa Clara	Alpha: Blanca Alvarado
Santa Clara	Kipp Prize Preparatory Academy
Santa Clara	Sartorette Charter
Santa Clara	Farnham Charter
Santa Clara	Rosemary
Santa Clara	Boynton High
Santa Clara	Prospect High
Santa Clara	Del Mar High
Santa Clara	Phoenix High
Santa Clara	Pegasus High
Santa Clara	Calero High
Santa Clara	Apollo High
Santa Clara	Foothill High
Santa Clara	James Lick High
Santa Clara	Mt. Pleasant High
Santa Clara	Oak Grove High
Santa Clara	William C. Overfelt High
Santa Clara	Silver Creek High
Santa Clara	Yerba Buena High
Santa Clara	Andrew P. Hill High
Santa Clara	Independence High
Santa Clara	KIPP San Jose Collegiate
Santa Clara	ACE Charter High
Santa Clara	Luis Valdez Leadership Academy
Santa Clara	B. Roberto Cruz Leadership Academy
Santa Clara	Alpha Cindy Avitia High
Santa Clara	Latino College Preparatory Academy
Santa Clara	Escuela Popular Accelerated Family Learning
Santa Clara	Voices College-Bound Language Academy
Santa Clara	Rocketship Spark Academy
Santa Clara	KIPP Heritage Academy
Santa Clara	Community Day
Santa Clara	Fremont High
Santa Clara	Mt. Madonna High
Santa Clara	Gilroy Prep (a Navigator School)
Santa Clara	Latimer
Santa Clara	Central High (Continuation)
Santa Clara	El Toro Health Science Academy
Santa Clara	P. A. Walsh STEAM Academy
Santa Clara	San Martin Gwinn Environmental Science Academy
Santa Clara	Live Oak High
Santa Clara	Alta Vista High
Santa Clara	Broadway High
Santa Clara	Allen at Steinbeck
Santa Clara	Liberty (Alternative)
Santa Clara	Gunderson High

Santa Clara	San Jose High
Santa Clara	Abraham Lincoln High
Santa Clara	ACE Inspire Academy
Santa Clara	Downtown College Preparatory
Santa Clara	Calaveras Hills
Santa Clara	Perseverance Preparatory
Santa Clara	KIPP Navigate College Prep
Solano	Solano County Juvenile Detention Facility - Evergreen Academy
Solano	Solano County Community
Solano	Elite Public
Solano	Liberty High
Solano	Dixon Montessori Charter
Solano	Matt Garcia Career and College Academy
Solano	E. Ruth Sheldon Academy of Innovative Learning
Solano	Tolenas Academy of Music and Media
Solano	Weir Preparatory Academy
Solano	Ernest Kimme Charter Academy
Solano	Cave Language Academy
Solano	Vallejo Charter
Solano	Loma Vista Environmental Science Academy
Solano	Mare Island Health and Fitness Academy
Solano	Solano Widenmann Leadership Academy
Solano	Caliber: ChangeMakers Academy
Solano	Griffin Academy High
Solano	MIT Academy
Solano	Mare Island Technology Academy
Sonoma	Sonoma County Court
Sonoma	Sonoma County Alternative Education Programs
Sonoma	Laguna High
Sonoma	Analy High
Sonoma	Washington
Sonoma	California Pacific Charter - Sonoma
Sonoma	Pathways Charter
Sonoma	California Virtual Academy @ Sonoma
Sonoma	Heartwood Charter
Sonoma	Pivot Charter School - North Bay
Sonoma	Loma Vista Immersion Academy
Sonoma	Live Oak Charter
Sonoma	Sonoma Mountain High (Continuation)
Sonoma	Carpe Diem High (Continuation)
Sonoma	San Antonio High (Continuation)
Sonoma	Northwest Prep Charter
Sonoma	Morrice Schaefer Charter
Sonoma	Piner-Olivet Charter
Sonoma	Roseland Charter
Sonoma	Kid Street Learning Center Charter

Sonoma	Ridgway High (Continuation)
Sonoma	Elsie Allen High
Sonoma	Montgomery High
Sonoma	Santa Rosa High
Sonoma	Piner High
Sonoma	Sebastopol Independent Charter
Sonoma	Sonoma Charter
Sonoma	El Camino High
Sonoma	Thomas Page Academy
Sonoma	Cali Calmecac Language Academy
Sonoma	Marce Becerra Academy

Prepared by:

Student Achievement and Support Division

As of September 2023