



Metropolitan Transportation Commission

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

Meeting Agenda

Planning Committee

James P. Spering, Chair Anne W Halsted, Vice Chair

Alicia C. Aguirre, Damon Connolly,

Dave Cortese, Sam Liccardo, Julie Pierce

Non-Voting Members: Tom Azumbrado, Dorene M. Giacomini

Friday, June 8, 2018

10:00 AM

Board Room - 1st Floor

PLEASE NOTE TIME

This meeting is scheduled to be webcast live on the Metropolitan Transportation Commission's Web site: <http://mtc.ca.gov/whats-happening/meetings> and will take place at 10:00 a.m.

1. Roll Call / Confirm Quorum

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

2. Pledge of Allegiance

3. Compensation Announcement - Clerk of the Committee

4. Consent Calendar

4a. [18-0365](#) Minutes of the May 11, 2018 Meeting

Action: Committee Approval

Attachments: [4a_MTC PLNG_Minutes_May 11 2018.pdf](#)

4b. [18-0367](#) MTC Resolution No. 4174, Revised: Revised Draft 2018 MTC Public Participation Plan

Action: Commission Approval

Presenter: Ursula Vogler

Attachments: [4b_MTC Res. No. 4174 Rev- Revi Draft 2018 MTC PPP.pdf](#)

5. Information

5a. [18-0368](#)

Perspective Paper #1 Preview - Autonomous Vehicles

Preview of Horizon Perspective Paper #1, focused on strategies and policies to prepare the region for autonomous vehicles.

Action: Information

Presenter: Adam Noelting

Attachments: [5a Perspective Paper 1 Preview-AV.pdf](#)

5b. [18-0369](#)

Horizon and Plan Bay Area 2050: Project Performance Assessment Overview

Overview of the project performance assessment for major transportation investments, currently under development for use in Horizon and Plan Bay Area 2050.

Action: Information

Presenter: Dave Vautin

Attachments: [5b_Horizon and PBA 2050- Project Performance Assessment Overview.pdf](#)

6. Public Comment / Other Business

7. Adjournment / Next Meeting

The next meeting of the Planning Committee will be Friday, July 13, 2018 at 10:00 a.m. at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA.

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

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 18-0365 **Version:** 1 **Name:**
Type: Minutes **Status:** Consent
File created: 5/4/2018 **In control:** Planning Committee
On agenda: 6/8/2018 **Final action:**
Title: Minutes of the May 11, 2018 Meeting
Sponsors:
Indexes:
Code sections:
Attachments: [4a_MTC_PLNG_Minutes_May_11_2018.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
Minutes of the May 11, 2018 Meeting

Recommended Action:
Committee Approval

Attachments:

Meeting Minutes - Draft

Joint MTC Planning Committee with the ABAG Administrative Committee

MTC Committee Members:

James P. Spering, Chair Anne W Halsted, Vice Chair

*Alicia C. Aguirre, Damon Connolly,
Dave Cortese, Sam Liccardo, Julie Pierce*

Non-Voting Members: Tom Azumbrado, Dorene M. Giacobini

Friday, May 11, 2018

10:05 AM

Board Room - 1st Floor

1. Roll Call / Confirm Quorum

Rollcall

Present: 6 - Chair Spering, Vice Chair Halsted, Commissioner Aguirre, Commissioner Liccardo,
Commissioner Pierce and Commissioner Cortese

Absent: 1 - Commissioner Connolly

Non-Voting Member Present: Commissioner Giacobini

Non-Voting Member Absent: Commissioner Azumbrado

Ex Officio Voting Members Present: Commission Chair Mackenzie and
Commission Vice Chair Haggerty

Ad Hoc Non-Voting Members Present: Commissioner Josefowitz and Commissioner Worth

ABAG Administrative Committee Members Present: Cortese, Gupta, Haggerty, Mackenzie, and Mitchoff

Ex Officio Voting Member Present: Pierce

2. ABAG Compensation Announcement - Clerk of the Board

3. ABAG Administrative Committee Consent Calendar

- 3a. [18-0267](#) Approval of ABAG Administrative Committee Summary Minutes of the
April 13, 2018 Meeting

Action: ABAG Administrative Committee Approval

Attachments: [3a ABAG AC Minutes 20180413.pdf](#)

4. MTC Planning Committee Consent Calendar

Approval of the Consent Calendar

Upon the motion by Commissioner Aguirre and second by Commissioner Pierce, the Consent Calendar was unanimously approved by the following vote:

Aye: 6 - Chair Spering, Vice Chair Halsted, Commissioner Aguirre, Commissioner Liccardo, Commissioner Pierce and Commissioner Cortese

Absent: 1 - Commissioner Connolly

4a. [18-0268](#) Approval of MTC Planning Committee Minutes of the April 13, 2018 Meeting

Action: MTC Planning Committee Approval

Attachments: [4a_MTC_PLNG_Minutes_Apr_13_2018.pdf](#)

5. Information

5a. [18-0269](#) Plan Bay Area 2040, "Action Plan" - Implementation Efforts

Update on ABAG and MTC's progress toward implementing actions articulated in the Plan Bay Area 2040 Action Plan to address housing, economic development, and resilience challenges.

Action: Information

Presenter: Ken Kirkey

Attachments: [5a_PBA_2040_Action_Plan_-_Implementation_Efforts.pdf](#)

6. Public Comment / Other Business

7. Adjournment / Next Meeting

The next meeting of the MTC Planning Committee will be Friday, June 8, 2018 at 10:05 a.m. at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 18-0367 **Version:** 1 **Name:**

Type: Resolution **Status:** Commission Approval

File created: 5/4/2018 **In control:** Planning Committee

On agenda: 6/8/2018 **Final action:**

Title: MTC Resolution No. 4174, Revised: Revised Draft 2018 MTC Public Participation Plan

Sponsors:

Indexes:

Code sections:

Attachments: [4b_MTC Res. No. 4174 Rev- Revi Draft 2018 MTC PPP.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
MTC Resolution No. 4174, Revised: Revised Draft 2018 MTC Public Participation Plan

Presenter:
Ursula Vogler

Recommended Action:
Commission Approval

Attachments:



Memorandum

TO: Planning Committee

DATE: June 1, 2018

FR: Executive Director

RE: MTC Resolution No. 4174, Revised: Revised Draft 2018 MTC Public Participation Plan

State and federal statutes require MTC as the Bay Area's metropolitan planning organization to adopt participation plans to provide the public with opportunities to be involved in the transportation planning process. MTC's current Public Participation Plan (PPP) was adopted in 2015. A draft 2018 PPP was released for a 45-day comment period on March 23, 2018, which closed on May 7, 2018.

The Revised Draft PPP outlines how the public can participate in MTC's key policy and funding decisions. Included is information on how MTC, in conjunction with the Association of Bay Area Governments (ABAG), will involve the public in developing Plan Bay Area 2050, scheduled for adoption in mid-2021. Attached are:

- Summary of comments received on the Draft PPP as released March 23, 2018, along with responses (Attachment A). Note that full correspondence is available on the web (<https://mtc.ca.gov/about-mtc/public-participation/public-participation-plan>).
- MTC Resolution No. 4174, Revised
- Revised Draft 2018 Public Participation Plan

Approach to the 2018 Update

For this update to the Public Participation Plan, MTC requested input from partners, stakeholders and the public using in-person, telephone and online outreach, including via the following methods:

- Conducted an online survey that was promoted via news release, email, through MTC's partners and stakeholders, as well as digital advertising, social media and on MTC's website. The survey was translated into Spanish and Chinese;
- Surveyed seven Metropolitan Planning Organizations and partner agencies across the nation and within the region on outreach methods for their planning processes;
- Conducted six focus groups with community-based organizations representing communities of color and low-income communities and agency working groups to garner input on our current outreach methods and request ideas for new/innovative outreach methods; and
- Gave presentations to and requested input from MTC's Policy Advisory Council and the Regional Advisory Working Group (RAWG).

Key Messages Heard

We received 34 public comments in all (see Attachment A) and feedback from the RAWG and Policy Advisory Council. Comments fell into the following themes:

Vary traditional public outreach

In order to increase public participation, commenters stressed a desire to hold outreach meetings at different locales during commute times or traditional work hours, including at park-and-ride lots, office parks, rail stations, etc. Commenters also requested remote access to meetings via the web. The Revised Draft PPP calls for a variety of innovative outreach methods, including alternative meeting types, to ensure that the greatest number of people can participate in our outreach process. We have added the possibility of holding meetings remotely via the web to the PPP.

Broaden communities reached

Another theme included a request to increase the number of groups reached during our public engagement process. This includes groups in underserved communities to ensure that those who don't have a voice are represented. In addition, a few comments asked for us to include a focus on seniors and persons with disabilities in our outreach, which we have added to the PPP.

Communicate simply and clearly

Many commenters requested that we communicate in the simplest and clearest terms in order for the public to understand complex topics and to make it easier for the public to provide input. We were told that government tends to overwhelm citizens with text, data and graphics, when fewer words, simple graphics and consolidation of topics would help. We strive to make the complex simple by using fewer acronyms and jargon, but will work harder to simplify our information.

Focus on equity

Members of the RAWG and the Policy Advisory Council asked how we intended to address issues related to the equity analysis when developing Plan Bay Area 2050. During the development of the Plan, we intend to seek input on the equity analysis from RAWG and the Policy Advisory Council; more detailed information and requests for input will go to the Policy Advisory Council's Equity and Access Subcommittee on an as-needed basis. This information is spelled out in Appendix A, page 49.

Revisions to the March 2018 draft have been made to provide requested clarification or to expand upon public participation opportunities. These are shown as strike-through and underscore changes in the Revised Draft 2018 PPP. The Key Milestones Chart in Appendix A of the PPP also has also been edited to reflect schedule updates; to indicate that digital engagement will occur throughout the Horizon initiative and development Plan Bay Area 2050; to show the addition of a seventh Perspective Paper titled Crossings; and to show revised Project Performance activities.

Recommendation

MTC staff requests the Planning Committee forward MTC Resolution No. 4174, Revised, to the Commission to adopt the 2018 Public Participation Plan.



Steve Heminger

SH:eg

Attachments

J:\COMMITTEE\Planning Committee\2018\06_PLNG_June 2018\4bi_RevisedDraftPPP2018_Comments_V7.docx

Attachment A
Public Comments Received on Draft Public Participation Plan
(Draft released March 23, 2018; close of comments May 7, 2018)

All correspondence is posted online at:

<https://mtc.ca.gov/about-mtc/public-participation/public-participation-plan>.

General Public Comments:

	Name	Affiliation	Date	County
1	Vaughn Wolffe	None	3/23/2018	Alameda
2	Sandy Sanders	None	3/23/2018	Unknown
3	Justin Krause	None	3/23/2018	San Francisco
4	Howard Wong	None	3/24/2018	Unknown
5	Jack Lueder	None	3/24/2018	Santa Clara
6	Iris Starr	None	3/24/2018	Unknown
7	Sherman Lewis	None	3/25/2018	Alameda
8	Alan Scotch	None	3/25/2018	Unknown
9	Gerald Cauthen	None	3/25/2018	Unknown
10	Jerry Igra	None	3/26/2018	San Francisco
11	Bill Mayben	None	3/28/2018	Unknown
12	Gene Brown	None	4/2/2018	Unknown
13	Kirstin Miller	Ecocity Builders	4/10/2018	Alameda
14	Chad Brower	None	4/11/2018	Unknown
15	Dan Furtado	None	4/16/2018	Unknown
16	Lisa Hammon	Choice in Aging	5/7/2018	Contra Costa
17	Bobby Lee	None	5/7/2018	Unknown
18	Mary Bruns	Senior Mobility Action Council	5/7/2018	Contra Costa
19	Marty Martinez	Safe Routes to School National Partnership	5/7/2018	Region

**Summary of Comments and Responses to
MTC's 2018 Draft Public Participation Plan (PPP)**

COMMENTS <i>(Please note these comments are summarized.)</i>	MTC RESPONSE
<p>1. Email (Vaughn Wolfe)</p> <p>Exclude all elected officials, “stakeholders” who are usually developers and have real estate interests and construction or road workers who directly contribute and participate in election campaigns because they benefit directly.</p>	<p>We respectfully disagree with the idea that certain people should be excluded from MTC’s public consultation process. Moreover, pursuant to state and federal statutes and planning regulations, MTC must seek out and consider comments from all interested parties, including elected officials and a range of diverse groups.</p>
<p>2. Email (Vaughn Wolfe)</p> <p>Hold forums/presentations/group meetings at corporate offices, rail stations, park and ride lots during work hours or transit times that are announced in advance so people can manage their time to appear.</p>	<p>Please know that MTC conducts its special public workshops and open houses throughout the nine-county San Francisco Bay Area, at central, transit-accessible locations during non-work hours to encourage participation from residents who cannot attend day-time meetings. Meetings are publicized well in advance. Recently, we have been going to locations where people congregate and conducting “pop-up” meetings at locations such as libraries, farmers markets, shopping centers, community colleges, etc.</p>
<p>3. Email (Vaughn Wolfe)</p> <p>Have the above at school auditoriums, city council chambers or movie theaters linked electronically. They are usually nearer to home and not heavily used on most nights.</p>	<p>Thanks for the comment. MTC recognizes that the nine-county Bay Area is a geographically large and far-flung region with travel corridors that are frequently congested. All Commission meetings, including standing committees and advisory committees, are videocast and streamed live from MTC’s web site. MTC is exploring the feasibility of using programs that allow for audio and visual participation from remote locations for some meetings.</p>
<p>4. Email (Sandy Sanders)</p> <p>Formally ask the people, all eligible voters, what transportation improvements they want, then collect and tabulate responses and publish the results. Write-up proposed policies that solve the desires of the people. List possible policies on a ballot and allow the people to vote for them. List results of votes and selected policies with costs and existing revenues. Publish the results. Next, write and scenario policies and time line to completion and publish. Tax income of regional residents and businesses by ability to pay and raise adequate revenues. Then, implement the policy.</p>	<p>Thank you for the suggestion. Please know that MTC does conduct statistically representative public opinion polls as part of its long-range planning process, and we do ask residents and voters for their priorities with respect to transportation improvements and policies.</p>
<p>5. Email (Justin Krause)</p>	<p>Thanks for your ideas. We are pleased to report that a BART extension to San Jose is under construction</p>

<p>Where is the “bold” plan to extend BART to San Jose, build a second TransBay tube, connect high speed rail to Sacramento through the Capital Corridor, and create a single pass I can use on all Bay Area transit? I should be getting emails with maps, numbers, and dates on them. Look at what Seattle is doing right now. Where is that kind of energy/action in the Bay Area? I don’t think we need more ideas and public discourse; I think we need strong, opinionated leadership and advocacy, and organizations that have the authority to follow through.</p>	<p>and there is indeed one transit pass good on all Bay Area transit systems (the Clipper Card, visit Clipper.org). Moreover, MTC will be exploring options for additional Bay crossings.</p> <p>Regarding your desire for less public discourse and more action, it is no secret that Bay Area residents are not inclined to cede authority to government and in fact demand more, not less, public engagement in key decisions that affect them. There are consequences to extensive public processes in terms of increased costs and delays. And sometimes projects that are beneficial on a number of fronts but that are unpopular with certain constituencies do not advance. But in a representative democracy like ours, we find that public participation in fact adds value and that public consultation is a vital part of our process. We do follow with great interest activities in other regions, including Seattle. Finally, you may be pleased to know that we will be issuing a call for ideas for bold, transformative projects in the region this summer, with public agencies and interested residents being encouraged to share ideas for improvements. Please check MTC’s web site for more details starting in June.</p>
<p>6. Email (Howard Wong)</p> <p>Above all else, think in the simplest way to communicate. Government tends to overwhelm citizens with text, data, graphics, presentations, PowerPoints and endless banter---almost intentional confusion. Thus, many citizens don’t even want to participate. So, fewer words, simple graphics and much categorization of topics.</p>	<p>Thanks for your comment. It is one we hear frequently and one that we cannot hear frequently enough. Communicating clearly in plain language is absolutely essential. We strive to do this but can always do better. Examples where we have distilled lots of complicated, technical information into more understandable language is the information on MTC’s web site, the stories on MTC’s The Bay Link blog, and in displays created to educate interested residents in key planning and transportation funding issues.</p>
<p>7. Email (Howard Wong)</p> <p>People are giving their time. Provide some snacks and beverages (water at least) as incentives and energy-builders.</p>	<p>We appreciate your comment. At all of our public workshops and open houses, food and drink are an important part of the event.</p>
<p>8. Email (Howard Wong)</p> <p>Some people are verbal, some dominate the conversation. So, give everyone a simple page of homework with key topics for people to ponder and react to.</p>	<p>You raise an important point about needing to ensure that everyone has an opportunity to contribute their thoughts. We work hard to facilitate conversation at meetings from all participants, and especially work to ensure some of the less out-spoken have a chance to have their say. Your idea of</p>

	a short list of conversation starters or topics is a good one that we will consider for future public workshops.
<p>9. Email (Howard Wong)</p> <p>Bring some diverse expertise. Rather than starting from scratch and reinventing the wheel, show best practices from around the world. For example, which cities are the most livable in the world and why? Which cities have the best transportation systems and why?</p>	<p>Great idea. MTC does compare our region to others to see how we measure-up. We show how our region performs compared to others on our Vital Signs website, and via meetings with peer agencies. We could do more, however, to offer such comparisons in the work we do, and will keep your idea in mind as we set out on public engagement work for the Horizon initiative and Plan Bay Area 2050.</p>
<p>10. Email (Jack Lueder)</p> <p>The document is too complex to read and be understood by most of the public. It needs an Executive Summary.</p>	<p>You raise a valid point and we have added an executive summary to the final document.</p>
<p>11. Email (Iris Starr)</p> <p>Attending existing meetings is insufficient, if you are sincere about reaching more, new, and other community members besides the usual ones. These need to be IN-PERSON contacts. Reach out to Base-Building organizations (not community-based organizations or service organizations), to find out who is not being included in engagement (not outreach) activities.</p>	<p>Thanks for sharing your views. Please know that MTC's <i>Revised Draft Public Participation Plan</i> does not advocate meeting attendance as the sole means of public engagement, nor does it ignore the importance of meeting members of the public in person, where they are. Rather, the document details a range of ways the public can engage, including partnerships with groups working in low-income communities and communities of color and at "pop up" events out in the community. As stated on page 13 of the document, we will contract with community-based organizations, as well as conduct pop-up outreach.</p>
<p>12. Email (Sherman Lewis)</p> <p>If I were MTC, I would not send a 74 page single-spaced document laying out process after process in a pdf formatted to not allow any comment along the way and devoid of actual choices, which is needed.</p> <p>Why does MTC want public involvement? MTC's preference is to hold public workshops attended by the usual suspects who love walking and transit, have no unified opinion, and then staff hears what it wants to hear and produce a regional transportation plan of transit rhetoric and highway funding.</p> <p>A meaningful choice is not one the public, elected officials, or vested interests are likely to come-up with; only professional staff can. Elected officials don't like this because they lose ability to rig the process. Only one public process I know of provided citizens with informed choices, and that took place many years ago in the Portland metro. Staff produced three real</p>	<p>Thanks for your observations and advice. Please know that we did conduct a survey that we publicized via email, web and social media seeking ideas and suggestions before we issued the 2018 <i>Draft Public Participation Plan</i>. The draft document reflects many of the offered ideas and comments.</p> <p>Many of your comments refer to the technical work done as part of the long-range transportation plan and therefore are not germane to this draft document.</p>

<p>options, people were given real choices, and the region has been the most progressive and well-planned ever since.</p> <p>If MTC wants public involvement, you need to give us real choices that you are willing to live with, and they need to include land use and pricing and all non-auto modes. They need to be modeled using elasticities that will generally show that pricing combined with land use and support for non-auto modes works best.</p>	
<p>13. Email (Alan Scotch)</p> <p>MTC Interviews and appoints all applicants for the “Citizen Advisory Committee” so no candidate with opinions contrary to the establishment gets appointed! And, Citizen Advisory Committee meetings need to be in the evenings not daytime to attract the right people for the job.</p>	<p>We respectfully disagree with your comment. Our Commission actively selects a diverse group of individuals to serve on the Policy Advisory Council, bringing differing expertise and opinions in the areas of environment, social equity and the economy. The Council meets every second Wednesday afternoon, which has not hindered recruitment for high quality advisors.</p>
<p>14. Email (Gerald Cauthen)</p> <p>The problem is not insufficient outreach or deceptive outreach or even one-way outreach. The underlying flaw is that there’s “no there-there” in most (but not all) of the region’s transportation agencies and jurisdictions. No interest in or ability to grasp the big picture. No group of seasoned professionals determined to get it right. No checks. No balances.</p> <p>I worked for almost three years in Europe as an engineer and so have a pretty good understanding of how transportation infrastructure successfully develops there, and it’s not through outreach. There is outreach, but it’s not the desperate “outreach-is-our-only-hope” variety that seems to be increasingly in vogue in the Bay Area.</p> <p>Well thought out plans that are both comprehensive and long-range are presented. When people respond, their ideas are considered but not necessarily adopted. And the result usually makes sense, as anyone who has traveled in Europe can attest.</p>	<p>Thank you for your comment and observations about European-style planning and policy making. We disagree, however, with your assessment that most transportation agencies lack seasoned professionals who do not seek checks and balances. Quite the contrary, MTC holds itself to high professional standards and especially prizes work that measures trade-offs and performance (checks and balances) to inform the Commission’s decisions.</p>
<p>15. Email (Jerry Igra)</p> <p>The Draft of the Public Participation Plan is a prime example of process gone wild. Do we really need a 70 page plan so that we can make a traffic plan? How long did it take to write the Public Participation Plan? A plan to involve the public shouldn’t have taken more than a week for someone with knowledge, and the plan itself should have been no more than five pages.</p>	<p>Thank you for questioning the need for a (public participation) “plan for a (long-range transportation) plan.” For many years, federal and state legislation has required such public participation plans to ensure that those who pay taxes and tolls for transportation have an opportunity to engage on key decisions that affect them. While at times the process might seem cumbersome, the experience of thinking ahead about key planning and technical milestones, the key decisions to be made, and the ways the public can have a say adds considerable</p>

	<p>value and improves the overall plan. While writing the plan took less than a week, the consultation that went into putting it together, including looking at surveys and comments and considering modifications in response, takes many months. We started evaluating our public participation program in fall of 2017 based on experience from the recently concluded Plan Bay Area 2040 public engagement program. We surveyed residents and advisors for ideas and input, and then released a draft for a required 45-day comment period in March. MTC will consider final adoption in June.</p>
<p>16. Email (Jerry Igra)</p> <p>Are we really going to spend a lot of resources on a plan for 2050 when transportation is about to go through revolutionary change (autonomous vehicles, electric vehicles, drone delivery services, vehicle ownership patterns, robots, automation, etc.)? Better to invest our time and resources in finding near-term solutions that will affect our lives today!</p>	<p>Thanks for your comment. You are right that immediate steps are needed to address mounting congestion and integration of new technologies. MTC must update its long-range transportation every four years, so please know that it is a living document, frequently updated to reflect new funding, priorities and innovations. A long-term vision is needed, however, to help the region confront longer term issues like climate change, projected population and housing supply, and the like.</p>
<p>17. Email (Bill Mayben)</p> <p>While it is admirable that focus is placed on public inclusion in planning, it is the responsibility of MTC and ABAG to offer alternatives and solutions that can actually transform the underlying process.</p> <p>The financial modeling used a narrow range of largely flawed outcomes. MTC continues to rely on the gas tax, for instance. This creates more cars, more freeways, more pollution, more heat, and associated expense and climate degradation. MTC can involve the public in more planning around this failed model and the associated impossible economics, or it can take the lead in visualizing solutions that work.</p> <p>The strength of our environment depends on deeply reducing commute times and dependency on cars. This requires setting aside expectations of established economic interests, investing in regional public transportation and deeply committing to decentralization of not only housing, but all other components of complete communities. The shift in lifestyle and environment will make this solution a win for everyone. Or, we can fail by continuing to pursue an outdated and economically bankrupt planning model.</p>	<p>Thanks for your comments. However, you raise points concerning MTC's technical planning and forecasting work that exceeds the scope of the <i>Draft Public Participation Plan</i>. Likewise, the specifics of MTC's decisions relating to funding levels for public transportation are beyond the scope of this document. Rest assured that there will be early and continuing opportunities to comment on policy and investment options about the points you raise.</p>
<p>18. Email (Gene Brown)</p>	

<p>MTC needs to be reminded that they spent too much of OUR money building a new headquarters in downtown SF and on the Rusty Bolts Bay Bridge replacement. Also, congestion pricing on our bridges is charged on national holidays when there is no congestion, and the upcoming bridge toll hikes will pay for more toll lanes. I am tired of all the money-grabbing only to have it squandered. Rethink you budgets.</p>	<p>Thank you for your comments. However, the points you make about decisions relating to MTC's offices or the San Francisco-Oakland Bay Bridge exceed the scope of the this Public Participation Plan.</p>
<p>19. Email (Kirstin Miller, Ecocity Builders)</p> <p>Our Oakland based nonprofit, Ecocity Builders, supports participatory research and decision making for urban futures. Urges MTC to make this aspect of Plan Bay Area even more meaningful and participatory.</p>	<p>We agree that engagement in a participatory fashion on issues such as mapping, budgeting and the like shows promise, and we hope to offer online engagement that allows for deliberation and dialogue among individuals and agencies.</p>
<p>20. Email (Chad Brower)</p> <p>No deadlines for public input. People's preferences are constantly changing in response to new information and situations.</p>	<p>Comment noted. As noted on page 12 of the <i>Revised Draft Public Participation Plan</i>, members of the public may send comments via email or by telephone to MTC public information. Likewise, MTC has an item on every Commission meeting agenda for public comment. While public comment is always welcome, there comes a time when an action must be taken on a pending program, hence MTC encourages comments early in the process when they can be more useful in informing decisions (as outlined on page 2). Beginning on page 41, Appendix A outlines the Horizon initiative and Plan Bay Area 2050's process and opportunities for input.</p>
<p>21. Email (Chad Brower)</p> <p>Keep the proposals short (one paragraph) and frequent. I don't know what part of the public you are trying to involve, but most people read tweets, not 70-page documents.</p>	<p>We strive for simplicity and brevity, and keep staff memoranda in MTC meeting packets to two pages or less. That said, transportation can be complex and in the interests of transparency, context and accountability, we provide all necessary information to inform important policy and funding decisions.</p>
<p>22. Email (Chad Brower)</p> <p>Don't make people learn that MTA exists. It is far too much work to learn what problems are MTC's area of responsibility, versus VTA, local cities, some other non-transportation department, etc.</p>	<p>We agree that one should not need to be an expert in government organization or transportation to help shape policy and investment decisions. On MTC's web site we do try to provide different levels of detail for the public so that those interested in a cursory read of information can find it, while those wishing a deeper dive also have ready access to more information.</p>
<p>23. Email (Chad Brower)</p> <p>Let people just free-form message "the government" what they want changed, via a single point of contact, like a 311 mobile-friendly website. If it is too much</p>	<p>Thank you for your suggestion. Members of the public may email comments any time to info@bayareametro.gov.</p>

<p>work for your employees to summarize all the messages, then make the public choose from frequently-heard comments using something like search auto-complete.</p>	
<p>24. Email (Dan Furtado)</p> <p>As part of your overall development of the Regional Transportation Plan and Transportation Improvement Program, I suggest you invite the California Highway Patrol and other emergency service agencies to participate in this process (I realize you may have already done this).</p>	<p>Thank you for your suggestion. We do work closely with the California Highway Patrol and other emergency response agencies, particularly on programs such as MTC's Freeway Service Patrol, in planning for response to a major earthquake or other natural disaster, or on projects such as express lanes or roadside call boxes.</p>
<p>25. Email (Lisa Hammon, Choice in Aging serving adults with disabilities and Alzheimer's disease in Central Contra Costa County)</p> <p>Conventional public outreach methods cannot be used to reach our clients. Outreach to these groups needs to be more sophisticated and individualized. Local organizations are probably best at conducting this outreach, rather than on a regional level through MTC. New ways of reaching those using dial-a-ride and paratransit need to be the focus.</p>	<p>Thank you for your suggestions on ways to engage older adults. One of the primary means of touching base with representatives from senior organizations as well as persons with disabilities is through MTC's Policy Advisory Council, described on page 6 of the <i>Revised Draft Public Participation Plan</i>. Likewise, MTC works with a number of local senior organizations when developing its <i>Coordinated Public Transit-Human Services Transportation Plan</i>. In addition, we've added a focus on persons with disabilities and seniors as a focus for outreach in Appendix A, described on page 65.</p>
<p>26. Email (Bobby Lee)</p> <p>It is imperative that MTC allow the public to participate in meetings from as many locations as possible via web access. Not just submit comments electronically or watch a live feed from home after-the-fact, but actually listen and address commissioners, boards, and committees live, via the web from strategic/major locations throughout the Bay Area (Oakland and San Jose in particular).</p>	<p>Thank you for your comment about the need for remote participation in MTC meetings. Please see the response to comment number 3.</p>
<p>27. Email (Bobby Lee)</p> <p>MTC should appoint a citizen advisory committee focused solely on outreach to low income and disenfranchised communities. This would be something separate from the 27-member Policy Advisory Council, as engaging underrepresented communities is a task that should not be conflated with other matters.</p>	<p>We appreciate your suggestion to create a new committee to address issues in communities that are traditionally underserved. Please know that MTC created an Equity and Access Subcommittee to its Policy Advisory Council in order to consider the needs of low-income communities and communities of color; the Council is described on page 6 of the <i>Revised Draft Public Participation Plan</i>.</p>
<p>28. Email (Bobby Lee)</p> <p>MTC stacks committee or board meetings. Some of these meetings have no agenda and just need to be opened and adjourned as a formality. I would suggest that the MTC discourage the stacking of meetings or adopt a new policy that requires the meeting chair to</p>	<p>Thanks for your comment. MTC does hold multiple committee meetings on Wednesdays and Fridays, mostly due to the fact that it is the way to get a great deal of business accomplished by the very crowded schedules of MTC's policy board members, most of whom are locally elected officials. These meetings</p>

<p>explain what is happening to members of the public in simple terms before opening/closing a meeting for the sake of formality. I would like to ask MTC to consider including:</p> <ul style="list-style-type: none"> • A requirement that the board secretary or chair acknowledge each public comment out loud and, to the best of their ability, direct the individual to the proper channels so their question or comment can be addressed. Not responding does leaves members of the public wondering if they wasted their time by attending if there isn't an acknowledgement or follow up to their comment. • Require a designated staff be available and identifiable during meetings so that members of the public can have their questions answered without taking board time during public comments. 	<p>are formally adjourned and/or called to order by the committee or Commission chairperson, which helps the public who are present or who are listening remotely understand what is happening. Regarding your suggestion for a staff person to acknowledge all public comments, MTC's chairperson or committee chair always acknowledges each public speaker. The chairperson has the option of commenting directly, or asking a staff person to respond to questions or comments as appropriate, either during the meeting or at a later time.</p>
<p>29. Email (Bobby Lee)</p> <p>Under Section 3, Public Participation Techniques, MTC should include a section for engagement education in the form of simplified written literature or a short-form instructional video on topics such as: how meetings are run, how the public can engage with the MTC, the structure of boards and committees, etc. Further, in the same section, an additional technique should include consulting with user design and interactions experts to provide guidance on how to make important pieces of information more prominent, available, consistent, and identifiable.</p>	<p>Thank you for the reminder to write in concise, plain language. Please see the response to comment number 6.</p> <p>Regarding your suggestion on videos, we do create short videos to explain key events and upcoming decisions of the Commission (noted on page 14 of the <i>Revised Draft Public Participation Plan</i>), but your specific suggestion to have more "how to" videos is an excellent idea that we will consider as we look to enhance our public participation programs. Also, we do consult with user interface consultants when developing online games or surveys to engage members of the public. There is always room for improvement in this regard and we will keep your points in mind.</p>
<p>30. Email (Bobby Lee)</p> <p>Currently, the MTC website is a great repository of information. But as someone who visits the website often, I still find it confusing to locate important information, like deadlines, meeting location, and other critical information. Further, the consistency of messaging across all media (e.g., online, print, etc.) is lacking and varies project-to-project.</p>	<p>Thank you for your observations on the content of MTC's web site. We have been putting more effort of late into the BayLink blog, which is featured prominently on MTC's web site. You can find a description of the blog in the <i>Revised Draft Public Participation Plan</i> on page 11. We will have your points in mind about consistency in messaging and ease of search features as we update web content.</p>
<p>31. Email (Mary Bruns, Senior Mobility Action Council (SMAC). SMAC held a voluntary focus group; comments below)</p> <ul style="list-style-type: none"> • I did not see much mention about the specific needs and challenges of our senior population. On the other hand, there seems to be a lot of community involvement and outreach in their plan, so hopefully the topic of our seniors as well as that 	<p>Thank you for your comments on involving the older population in our outreach efforts, and on tracking the demographics of our outreach to ensure proportionate representation, especially of the growing senior population. In response, in Appendix A, on page 65, we have added the senior population as a group to target.</p>

<p>of people with disabilities will come up in those meetings.</p> <ul style="list-style-type: none"> • I would encourage MTC to ensure they have proportionate responses from the demographics in our community. Are they just getting responses from commuters, developers and parents? How do the responses compare to our demographics and how do they address the growing percentages of the aging population in Contra Costa County? • It seems every effort is being made to inform the public and seek comment, yet unless the public has expertise in a topic, their opinions are irrelevant. The trouble is that the public is largely ignorant about local government agencies. The public then participates at the ballot box to agree or disagree with the choices made. Trust in our public officials and legislators to do the right thing is the key. Partisan politics and corrupt politicians have eroded that trust. Voters are apathetic. How will MTC rebuild the public's trust and confidence to plan for the future and use our tax dollars wisely, in the best interest of all of our residents? • The Public Participation Plan is a detailed explanation of how the public will be reached on transportation priorities. Appendix A incorporates examples of how the public will be reached in some new and more innovative ways as well as the established ways. The plan mentions making sure low income people, those of limited English proficiency, and minorities will be reached. I would also like to see seniors being targeted as well. 	
<p>32. Email (Marty Martinez, Safe Routes to School National Partnership)</p> <p>There is a need for more targeted outreach to hard-to-reach communities and Communities of Concern. We believe MTC should show an increased commitment to outreach by increasing existing partnerships with community organizations and non-profits, and building new relationships with organizations. The draft PPP notes that MTC has given grants to organizations for outreach support, but it is unclear what that commitment has been. This issue is vitally important, and MTC should expand its grants program to support organizations to conduct targeted outreach to groups where there has been low participation in decision-making processes.</p>	<p>As noted, MTC contracts with community-based organizations working in low-income communities and communities of color — including in communities with limited English proficiency — to engage residents on key planning work. As budget allows, MTC will again partner with these groups to tailor engagement that best meets the needs of local residents. For Plan Bay Area 2040 MTC contracted with five organizations and plans to increase that number for the 2050 update.</p>
<p>33. Email (Marty Martinez, Safe Routes to School National Partnership)</p> <p>Create transparency in MTC's budget for outreach activities. There is no budgetary information included</p>	<p>Appendix A of the <i>Revised Draft Public Participation Plan</i> lays out key milestones and opportunities for engagement in updating Plan Bay Area over the next three years. The agency's budget,</p>

<p>in the draft materials for review, so we are unable to give recommendations on the prioritization of funding by MTC. For example, we do not know how much money has been used for grants to partner with organizations for outreach efforts, so we cannot recommend exactly how much that should be increased (per comment above).</p>	<p>however, is done on an annual basis. Staff will consider your suggestion to increase funding for grants to community partners to assist with engagement, as budget and resources allow. The public can track MTC's annual budget process by following MTC's Administration Committee, which recommends the budget to the full Commission.</p>
<p>34. Email (Marty Martinez, Safe Routes to School National Partnership)</p> <p>Develop an evaluation process with measures and goals to help assess the effectiveness of MTC's outreach activities. MTC should include demographic metrics in this effort to determine the engagement of Communities of Concern. Again, such activities should have a specified funding level.</p>	<p>The <i>Revised Draft Public Participation Plan</i> includes performance benchmarks to measure the effectiveness of the public participation program. As part of efforts to measure our effectiveness, evaluation forms are distributed at major outreach events to learn how we can improve. The evaluation forms also ask demographic data used to track how well we are reaching a wide range of individuals. In the past, evaluation forms were only distributed at major outreach events to learn how we can improve, which yielded lower than desired survey completion rates. Moving forward, we will also use electronic methods to increase our survey completion rate.</p>

###

Date: February 25, 2015
W.I.: 1112
Referred by: Planning
Revised: 06/27/18-C

ABSTRACT

Resolution No. 4174, Revised

This resolution adopts the MTC Public Participation Plan.

This resolution supersedes MTC Resolution No. 3821.

Attachment A of this resolution was revised on June 27, 2018 to reflect MTC's updated public participation program.

Further discussion of the MTC Public Participation Plan is contained in the Planning Committee memorandum dated June 6, 2018.

Date: February 25, 2015
W.I.: 1112
Referred by: Planning

Re: MTC Public Participation Plan

METROPOLITAN TRANSPORTATION COMMISSION

RESOLUTION 4174

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code Section 66500 *et seq.* and is the federally designated metropolitan planning organization for the San Francisco Bay Area; and

WHEREAS, MTC is committed to involving Bay Area residents, as well as public agencies and officials, Tribal governments, freight providers and other interested parties in the development of transportation plans and programs in a manner consistent with federal legislation, Moving Ahead for the 21st Century (Map 21, PL 112-141) and pursuant to requirements of the Federal Highway Administration and the Federal Transit Administration that metropolitan planning organizations adopt and periodically update public participation plans [23 CFR Part 450 and 49 CFR Part 613]; and

WHEREAS, MTC is committed to implementing California Senate Bill 375 (Chapter 728, 2008 Statutes), which calls upon metropolitan planning organizations to adopt participation plans to engage the public in development of the regional transportation plan/sustainable communities strategy; and

WHEREAS, MTC in March 2006, as part of adopting principles on Environmental Justice, committed to “Create an open and transparent public participation process that empowers low-income communities and communities of color to participate in decision making that affects them”; and

WHEREAS, MTC, recognizing the value to be gained from listening to and learning from many voices from throughout the diverse nine-county Bay Area, developed the attached Public Participation Plan after numerous conversations, meetings, surveys, focus groups and a public meeting; now, therefore, be it

RESOLVED, that MTC adopts the Public Participation Plan attached hereto and incorporated herein as Attachment A; be it further

RESOLVED, that Attachment A shall be revised periodically by MTC as part of its ongoing commitment to inform and include the people of the Bay Area in its decision-making process; and be it further

RESOLVED, that this resolution supersedes MTC resolutions 3821 (Public Participation Plan, 2007), 2648 (Federal Public Involvement Procedures, 2003) and 3351 (Public Involvement Action Plan, 2001), and be it further

RESOLVED that the Executive Director is authorized to implement and administer the Commission's Public Participation Plan, and shall submit a copy of this resolution to the Federal Highway Administration and the Federal Transit Administration, and to other agencies as appropriate.

METROPOLITAN TRANSPORTATION COMMISSION

Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California on February 25, 2015.

Date: February 25, 2015
W.I.: 1112
Referred by: Planning
Revised: 06/27/18-C

Attachment A
Resolution No. 4174

The Public Participation Plan is on file in the offices of the Metropolitan Transportation Commission, Metro Center, 375 Beale Street, Suite 800, San Francisco, CA 94105.

METROPOLITAN TRANSPORTATION COMMISSION
PUBLIC PARTICIPATION PLAN
for the SAN FRANCISCO BAY AREA

Revised Draft
June 1, 2018

*To request this document in other languages,
please call 415.778.6757*

請撥打電話 415.778.6757 來索取中文版公眾參與計劃的初稿。

Para solicitar una copia en español del
Borrador Preliminar del Plan para la Participación del Público llame al 415.778.6757.



**METROPOLITAN
TRANSPORTATION
COMMISSION**

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METROPOLITAN TRANSPORTATION COMMISSION PUBLIC PARTICIPATION PLAN

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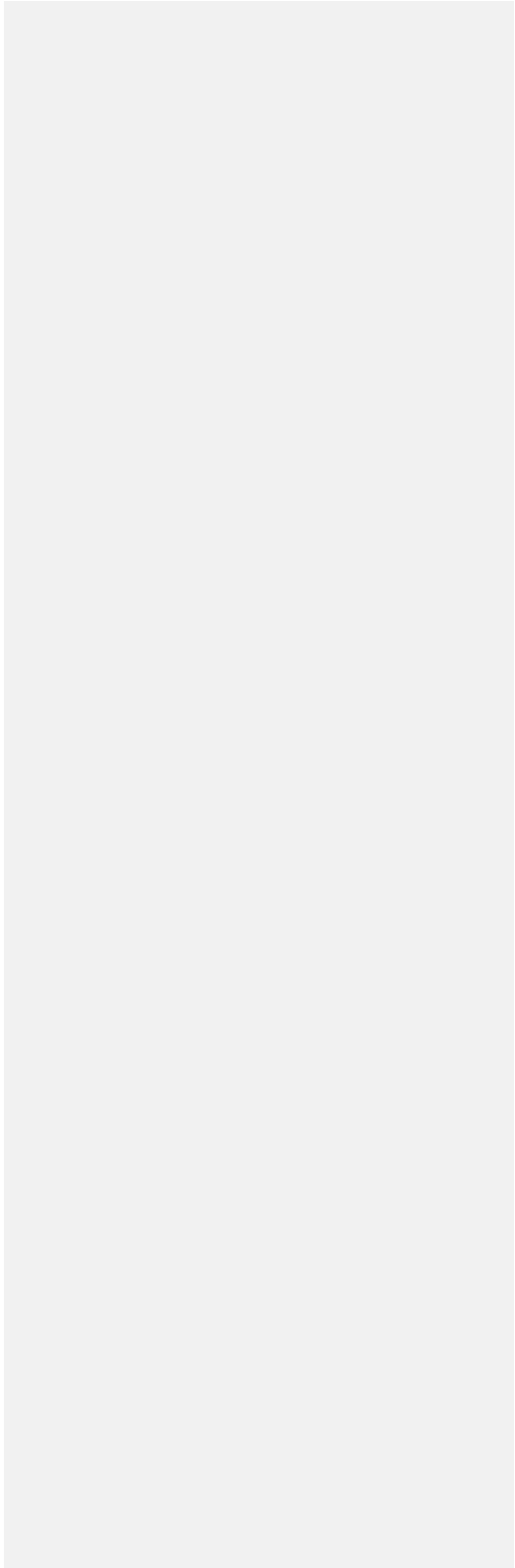
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Metropolitan Transportation Commission

Public Participation Plan

Executive Summary

This document gives an overview of how interested members of the public can participate in the key transportation planning, policy and investment decisions of the Metropolitan Transportation Commission (MTC). To answer very specific state and federal requirements, it is a lengthy document. But the intent is to illuminate how MTC conducts its business so that people can have a say in important decisions that affect them. MTC is committed to early and continuous public participation opportunities, and employs these strategies to encourage an open process:

- Engage early whenever possible
- Remove language or physical barriers to participation
- Respond to written comments
- Inform Commissioners and the public about areas of agreement and disagreement
- Notify the public about on outcomes

MTC's Public Participation Plan...

- Explains methods for providing continuing public engagement, including the role of advisory groups as well as the Commission's own committees and meeting structure, the basics of MTC public meetings, workshops and other events, how to be notified about news, activities and public comment opportunities, MTC's web site and social media. (see pages 6-12)
- Summarizes various methods for public engagement, including techniques for involving low-income communities, communities of color and persons with disabilities as well as those with limited-English proficiency, techniques for sharing public comments with Commissioners and relaying the impact of public comments on MTC's decisions (see pages 13-16)
- Details the process for updating, amending and modifying MTC's long-range Regional Transportation Plan and Transportation Improvement Program (see pages 17-34)
- Describes how MTC consults with tribal governments and other public agencies (pages 29-34)
- Discusses the process for evaluating and updating MTC's Public Participation Plan (see page 35)

Details the process and schedule for public engagement goals and opportunities relating to the next update to the region's long-range plan, known as Plan Bay Area 2050, including information about regional forecasting, the preferred land use and investment strategy process, and issuance of the draft and final plan (see Appendix A).

Metropolitan Transportation Commission

Public Participation Plan

I know of no safe depository of the ultimate powers of the society but the people themselves; and if we think them not enlightened enough to exercise their control with a wholesome discretion, the remedy is not to take it from them but to inform their discretion.

— Thomas Jefferson

I. Introduction

The Metropolitan Transportation Commission (MTC) is the transportation planning and financing agency for the nine-county San Francisco Bay Area. The Commission also serves as the Bay Area Toll Authority (BATA), with oversight of the toll revenue from the region's seven state-owned toll bridges, and the Service Authority for Freeways and Expressways (SAFE), with oversight of a region-wide network of freeway call boxes and roving tow trucks. MTC, through agreements with various state and local transportation agencies, also has responsibility to develop, operate, and finance an Express Lane Program. In addition, in July 2017, the staffs of the Association of Bay Area Governments (ABAG) and MTC consolidated and are now working as one integrated team to promote better collaboration and integration on common goals, and to achieve operating efficiencies. This combined work force supports the governing boards of both agencies. ABAG supports regional planning and cooperation among the cities and counties of the San Francisco Bay Area.

The Metropolitan Transportation Commission's public involvement process aims to give the public ample opportunities for early and continuing participation in critical transportation projects, plans and decisions, and to provide full public access to key decisions. Engaging the public early and often in the decision-making process is critical to the success of any transportation plan or program, and is required by numerous state and federal laws, as well as by the Commission's own internal procedures.

This Public Participation Plan spells out MTC's process for providing the public and interested parties with reasonable opportunities to be involved in the regional transportation planning process.

A. MTC'S COMMITMENT TO PUBLIC PARTICIPATION

Guiding Principles

The Metropolitan Transportation Commission's public involvement procedures are built on the following guiding principles:

1. Public participation is a dynamic activity that requires teamwork and commitment at all levels of the MTC organization.
2. One size does not fit all — input from diverse perspectives enhances the process.
3. Effective public outreach and involvement requires relationship building with local governments, stakeholders and advisory groups.
4. Engaging interested persons in 'regional' transportation issues is challenging, yet possible, by making it relevant, removing barriers to participation, and communicating in clear, compelling language and visuals.
5. An open and transparent public participation process empowers low-income communities and communities of color to participate in decision-making that affects them (adopted as an environmental justice principle by the Commission in 2006).

MTC undertakes specific strategies to involve the public, including low-income persons and communities of color, in MTC's planning and investment decisions.

Strategy 1: Early Engagement Is Best

MTC structures its major planning initiatives and funding decisions to provide for meaningful opportunities to help shape outcomes. For example, because MTC's long-range Regional Transportation Plan (RTP) is the blueprint for both new policies and new investments for the Bay Area, updates to the RTP are one of the best places for interested persons to get involved.

Strategy 2: Access to All

MTC works to provide all Bay Area residents opportunities for meaningful participation, regardless of disabilities or language barriers. Further, we recognize that one should not need to be a transportation professional to understand our written and oral communications.

Strategy 3: Response to Written Comments

MTC pays close attention to the views of the public. MTC is committed to responding to every letter and e-mail sent by individual members of the public.

Strategy 4: Inform Commissioners and Public of Areas of Agreement and Disagreement

MTC staff summarizes comments heard from various parties on items going before the Commission for action so that the Commissioners and the public have a clear understanding of the depth and breadth of opinion on a given issue.

Strategy 5: Notify Public of Proposed or Final Actions

We strive to inform participants about how public meetings and participation are helping to shape or have contributed to MTC's key decisions and actions. When outcomes don't correspond to the views expressed, every effort is made to explain why not.

B. FEDERAL AND STATE REQUIREMENTS

Fixing America's Surface Transportation (FAST)

Federal funding levels and regulations are established by Congress in surface transportation acts. The most recent act, Fixing America's Surface Transportation (FAST), was signed into law by President Obama on December 4, 2015, and underscores the need for public involvement. The law requires metropolitan planning agencies such as MTC to "provide citizens, affected public agencies, representatives of public transportation employees, public ports, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with a reasonable opportunity to comment" on transportation plans and programs.

The FAST Act also encourages MTC — when developing the Regional Transportation Plan and the Transportation Improvement Program (TIP) — to coordinate transportation plans with expected growth, economic development, tourism, natural disaster risk reduction, environmental protection and other related planning activities within our region. Toward this end, this Public Participation Plan outlines key decision points for consulting with affected local, regional, state and federal agencies and Tribal governments.

GET INVOLVED: ACCESSIBLE MEETINGS

All Commission public meetings or events are held in locations accessible to persons with disabilities. Monthly meetings of the Commission and its standing committees usually take place at MTC's offices.

Assistive listening devices or other auxiliary aids are available upon request. Sign-language interpreters, readers for persons with visual impairments, or language translators will be provided if requested through MTC Public Information (415.778.6757) at least three working days (72 hours) prior to the meeting (five or more days' notice is preferred).

Title VI of the Civil Rights Act of 1964

Title VI of the Civil Rights Act of 1964 provides that no person shall, on the basis of race, color or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance. Therefore, Title VI prohibits MTC from discriminating on the basis of race, color or national origin in carrying out its transportation planning and programming activities, which receive federal funding. Title VI was further clarified and supplemented by the Civil Rights Restoration Act of 1987 and a series of federal statutes enacted in the 1990s.

Executive Orders

An Executive Order is an order given by the president to federal agencies. As a recipient of federal revenues, MTC assists federal transportation agencies in complying with these orders.

- *Executive Order 12898: Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*
Executive Order 12898 mandates that federal agencies make achieving environmental justice part of their missions. The fundamental principles of environmental justice include:
 - Avoiding, minimizing or mitigating disproportionately high and adverse human health or environmental effects on minority and low-income populations;
 - Ensuring full and fair participation by all potentially affected communities in the transportation decision-making process; and
 - Preventing the denial, reduction or significant delay in the receipt of benefits by minority populations and low-income communities.

- *Executive Order 13166: Improving Access to Services for Persons with Limited English Proficiency*
Executive Order 13166 states that people who, as a result of national origin, are limited in their English proficiency, should have meaningful access to federally conducted and federally funded programs and activities. It requires that all federal agencies identify any need for services to those with limited English proficiency and develop and implement a system to provide those services so all persons can have meaningful access to services. MTC's Plan for Special Language Services to Limited English Proficient Populations can be found in English, Spanish and Chinese on

MTC's website at <https://mtc.ca.gov/about-mtc/public-participation/get-language-assistance>.

- *Executive Order 12372: Intergovernmental Review of Federal Programs*
Executive Order 12372 calls for intergovernmental review of projects to ensure that federally funded or assisted projects do not inadvertently interfere with state and local plans and priorities. The Executive Order does not replace public participation, comment, or review requirements of other federal laws, such as the National Environmental Policy Act (NEPA), but gives elected officials of state and local governments an additional mechanism to ensure federal agency responsiveness to state and local concerns.

2008 California Legislation

State law (SB 375, Steinberg, Chapter 728, 2008 Statutes) calls on MTC and the Association of Bay Area Governments to develop a Sustainable Communities Strategy — as part of the Regional Transportation Plan — to integrate planning for growth and housing with long-range transportation investments, and to reduce per-capita Carbon Dioxide (CO₂) emissions from cars and light trucks. The law also calls for a separate Public Participation Plan for development of the Regional Transportation Plan and the Sustainable Communities Strategy. Appendix A contains the Public Participation Plan for Plan Bay Area 2050, the region's next long-range transportation plan and Sustainable Communities Strategy.

Other Requirements

A number of other federal and state laws call on MTC to involve the public in or notify the public of its decisions. MTC complies with all other public notification or participation requirements of the state's Ralph M. Brown Act, the California Public Records Act, the California Environmental Quality Act, the federal Americans with Disabilities Act, and other applicable state and federal laws.

II. Continuing Public Engagement

MTC is committed to an active public involvement process that provides comprehensive information, timely public notice and full public access to key decisions. MTC provides the public with myriad opportunities for continuing involvement in the work of the agency, through the following methods:

A. MTC'S POLICY ADVISORY COUNCIL

The Policy Advisory Council is a 27-member advisory panel that brings a range of interests to a single table to offer the Commission policy advice. Formed in 2010, the Policy Advisory Council builds on MTC's long tradition of advisory committees and reflects efforts to improve the effectiveness of advisors by merging what were previously three separate advisory committees. The members of the Policy Advisory Council reflect the "Three E's" of the Economy, Environment and Social Equity.

The Council is consulted during the development of MTC policies and strategies, and their recommendations on various issues are reported directly to the Commission. The Council may pursue its own policy/program discussions and forward independent ideas to the Commission for consideration. The Council addresses Commissioners directly at MTC committee and Commission meetings. MTC Resolution No. 3931 spells out the role and responsibilities of the Policy Advisory Council, including ways to encourage more dialogue between Commissioners and the Council.

All Policy Advisory Council meetings are videocast and archived on MTC's website. Meetings are open to the public. In fact, tracking the agenda and discussions of MTC's Policy Advisory Council is one of the best ways for interested persons to engage early in the major policy and fiscal issues confronting MTC. Agendas and packets are posted on MTC's website.

In addition to the panels listed above, MTC facilitates policy and technical discussions through numerous ad hoc working groups, and serves on other multi-agency advisory committees.

GET INVOLVED: SERVE ON MTC'S POLICY ADVISORY COUNCIL

A major recruitment is done periodically to fill advisory council seats. However, MTC may open recruitment to fill interim vacancies. Check MTC's website for current opportunities (mtc.ca.gov/about-mtc/what-mtc/mtc-organization/standing-committees/policy-advisory-council) or call MTC's Public Information Office at 415.778.6757.

B. THE HUB @ 375 BEALE AND THE MTC-ABAG LIBRARY

The public can access key documents at The Hub @ 375 Beale, located on the first floor in the Bay Area Metro Center (the building that houses MTC offices) at 375 Beale Street in San Francisco; agendas are posted adjacent to the front door of MTC's office building. The Hub @ 375 Beale also provides Bay Area Metro Center visitors with information and products related to the agencies housed in the building (Association of Bay Area Governments, Bay Area Air Quality Management District and the Metropolitan Transportation Commission).

The Hub offers the public two public access Internet terminals to conduct searches of information on MTC's projects and programs. The hours for the Hub are generally Monday-Friday from 8 a.m. to 6 p.m., and on Saturdays from 9 a.m. to 1 p.m., but are subject to change. Check the website or call MTC Public Information (415.778.6757) for exact hours.

The MTC-ABAG library is located on the seventh floor of Bay Area Metro Center and is open to the public by appointment; call 415.778.5236 or e-mail library@bayareametro.gov to schedule an appointment. The library has an extensive collection of reports, books and magazines, covering transportation planning, demographics, economic analysis, public policy issues and regional planning in the San Francisco Bay Area. It is designed to meet the information needs of government agencies, researchers, students, the media and anyone else who is interested in transportation, regional planning and related fields.

The commitment to using technology to extend public outreach continues with MTC-ABAG Library staff posting on MTC's website the headlines of transportation and related stories from Bay Area daily newspapers as well as key statewide and national journals and other such publications. Readers can view the headlines each morning on MTC's website or subscribe to the service via e-mail.

The library makes public resource materials available for download via its publicly available catalog at <http://slk060.liberty3.net/mtc/opac.htm>.

C. COMMISSION AND COMMITTEE MEETINGS

MTC encourages interested persons to attend MTC Commission and standing committee meetings to express their views. Items on the Commission agenda usually come in the form of recommendations from MTC's standing committees. Much of the detailed work of MTC is done at the committee level, and the

Commission encourages the public to participate at this stage, either in person or by tracking developments via the web. Occasionally the Commission may impose a time limit on public comments in order to allow all attendees the opportunity to speak.

At times it may be necessary to call a special meeting of the Commission or one of its committees— one that will be held on a different day of the week than called for in MTC’s regular meeting schedule. A “Call and Notice of Special Meeting” will be distributed at least 72 hours in advance of the meeting, or in accordance with the Brown Act. The notice will be posted on MTC’s website and in the display panel in front of the building; emailed to at least one newspaper of general circulation in each of the nine Bay Area counties; and emailed to any member of the news media upon request.

Current MTC standing committees are shown in the following table:

MTC Standing Committee Structure and Responsibilities

Administration Committee	Programming & Allocations Committee	Planning Committee*	Operations Committee	Legislation Committee*
<i>These committees regularly meet the second Wednesday of each month, in the morning, at MTC’s offices. Meeting dates and times are tentative; confirm at www.mtc.ca.gov.</i>		<i>These committees regularly meet the second Friday of each month, in the morning, at MTC’s offices. Meeting dates and times are tentative; confirm at www.mtc.ca.gov.</i>		
Oversight of Agency Budget and Agency Work Program Agency Financial Reports/Audits Contracts Commission Procedures Staff Salaries And Benefits	Annual Fund Estimate Fund Allocations State Transportation Improvement Program (STIP) Federal Transportation Improvement Program (TIP)	Regional Transportation Plan/Sustainable Communities Strategy Other Regional Plans (airports, seaports) State and Federal Air Quality Plans Corridor Planning Studies Transportation and Land Use Initiatives	Transportation System Management and Operational Activities Contracts Related to System Management and Operations Service Authority for Freeways and Expressways (SAFE)	Annual MTC Legislative Program Positions on Legislation & Regulations Public Participation Policy Advisory Council

*When agenda items warrant, Planning Committee meets jointly with the ABAG Administrative Committee, and Legislation Committee meets jointly with the ABAG Legislation Committee.

In addition to the above committees, MTC has other committees dedicated to specific issues, such as the Bay Area Toll Authority Oversight Committee, regarding toll-bridge accounts and improvement projects; the Bay Area Infrastructure Financing Agency, regarding express lanes; and the Bay Area Headquarters Authority to discuss issues relating to the regional headquarters building in San Francisco.

Access to MTC Meetings

Web Access to MTC Meetings https://mtc.ca.gov/whats-happening/meetings				If You Have Limited or No Web Access
Meeting Materials	WHAT ... is available on the web?	WHEN ... is it posted on the web?	HOW LONG... is it available on the web?	<i>Contact the MTC Public Information Office at 415.778.6757 to request meeting materials</i>
Meeting Agendas	<ul style="list-style-type: none"> ◆ MTC Commission ◆ Standing committees ◆ Advisory committees 	One week prior to meeting**	At least 6 months	Mailed to interested public or available at meeting
Meeting Packets	<i>Same as above</i>	<i>Same as above</i>	At least 6 months	<i>Same as above</i>
Webcast of Meetings	<ul style="list-style-type: none"> ◆ MTC Commission ◆ Standing committees ◆ Policy Advisory Council meetings 	Listen to meeting live	At least 6 months	View in a public library or at The Hub @ 375 Beale
MTC Meeting Schedule	Schedule of Commission and advisory committee meetings	Posted and updated continuously	Posted and updated continuously	<i>Contact the MTC Public Information Office to confirm dates</i>

**** Final agendas are posted 72 business hours in advance of the meeting time via an electronic screen adjacent to the front door of MTC's offices at 375 Beale Street, San Francisco.**

D. PUBLIC MEETINGS, WORKSHOPS AND FORUMS

Public meetings on specific issues are held as needed. If statutorily required, formal public hearings are conducted, and notice of these public hearings is placed in the legal section of numerous newspapers in the MTC region, including newspapers circulated in minority communities of the Bay Area. Materials to be considered at MTC public hearings are posted on MTC's website, and are made available to interested persons upon request. In addition, materials are placed in The Hub @ 375 Beale, located on the first floor of the Bay Area Metro Center.

MTC also conducts workshops, community forums, conferences and other events to keep the public informed and involved in various high-profile transportation projects and plans, and to elicit feedback from the public and MTC's partners. MTC holds meetings throughout the nine-county San Francisco Bay Area to solicit comments on major plans and programs, such as the long-range Regional Transportation Plan. Meetings are located and scheduled to maximize public participation (including evening meetings).

For major initiatives and events, MTC typically provides notice through posting information on MTC's website, and, if appropriate, through e-mail notices and news releases to local media outlets.

E. DATABASE KEEPS THE PUBLIC IN THE LOOP

MTC maintains a database of local government officials and staff, other public agency staff, and interested persons. The database allows MTC to send targeted mailings to keep the public updated on the specific issues they have requested to be kept up to date on, including information on how public meetings/participation have contributed to its key decisions and actions.

F. SOCIAL MEDIA

Another way to keep abreast of hot topics, events and comment opportunities is to follow MTC on social media, including Facebook, Twitter and Instagram. All of MTC's social media platforms are accessible via the footer (bottom section) of MTC's website: www.mtc.ca.gov.

Likewise you can sign up via a service called GovDelivery to receive MTC's e-newsletter, press releases and daily news headlines via email from MTC. The GovDelivery sign-up form is available in the footer (bottom section) of MTC's website: www.mtc.ca.gov.

GET INVOLVED: SIGN UP FOR MTC'S DATABASE

Stay informed by signing up to receive mailings or periodic emails concerning major MTC initiatives. Request to be added to MTC's database by calling MTC's Public Information Office at 415.778.6757 or e-mailing info@bayareametro.gov

G. WEBSITES: WWW.MTC.CA.GOV, VITAL SIGNS AND BAY AREA METRO WEB PORTAL

MTC's website — www.mtc.ca.gov — is targeted to audiences ranging from transit riders seeking bus schedules to transportation professionals, elected officials and news media seeking information on particular programs, projects and public meetings.

Updated daily, the site provides information about MTC's projects and programs, the agency's structure and governing body, and upcoming public meetings and workshops. It contains the names, e-mail addresses and phone numbers for staff and Commission members; all of MTC's current planning documents; information about the MTC-ABAG Library and a link to the library catalog; and data from the U.S. Census as well as detailed facts about the region's travel patterns. It also includes important links to partner government agencies as well as to other sites such as the Bay Area's 511.org for traveler information and the BayAreaFasTrak.org site for users of the region's automated toll system.

The Vital Signs website — www.vitalsigns.mtc.ca.gov — provides interested persons access to a wealth of data on Bay Area travel and commute patterns. Vital Signs tracks trends related to transportation, land and people, the economy, the environment and social equity. This data-driven website compiles dozens of indicators; each is presented with interactive visualizations that allow readers to explore historical trends, examine differences between cities and counties, and even compare the Bay Area with other peer metropolitan areas.

Bay Area Metro web portal — www.bayareametro.gov — MTC also manages a web portal that connects Bay Area residents with matters that are of interest to both MTC and its sister agency, the Association of Bay Area Governments (ABAG). A blog, The Bay Link, can be accessed via this portal, and includes news, views and analysis on a range of topics, including housing, land use, transportation, economic development, social equity, the environment, sustainability, climate change and resilience.

GET INVOLVED: TRACK MTC VIA WEB

Log onto MTC's website — www.mtc.ca.gov — for meeting agendas and packets. Live and archived webcasts of meetings make it possible for interested parties to "tune in" at their convenience to all Commission and standing committee meetings.

H. MEDIA OUTLETS HELP ENGAGE THE PUBLIC

MTC regularly issues news releases about Commission programs and actions of interest to the public. These include announcements of public workshops and hearings, recruitment for positions on MTC's advisory committees, and employment opportunities through MTC's high school and college internship programs. News releases are sent to local, regional and state media — including minority print and broadcast outlets — and some are translated into Spanish, Chinese and other languages. In addition to news releases, MTC staff and Commissioners also host press events and news conferences (often in conjunction with other transportation agencies), visit newspaper editorial boards, and conduct briefings with Bay Area reporters and editors to discuss key initiatives such as the Regional Transportation Plan. These briefings provide an opportunity for both print and broadcast journalists to learn about MTC programs that may not immediately produce traditional hard news stories, thus providing background context for subsequent articles or radio/TV pieces.

I. STAFF DEDICATED TO ASSISTANCE

In addition to the components of MTC's public outreach program detailed above, MTC's commitment to public participation includes staff dedicated to involving the public in MTC's work. Public Information staff provide the following materials and services:

- Public Information staff can make available to the public any item on the MTC website (including meeting notices, agendas, and materials that accompany agenda items for meetings of the Commission and its committees and advisory panels) if a person does not have Internet access.
- Public Information staff works with interested organizations to arrange for MTC staff and commissioners to make presentations to community groups.
- MTC staff participates in region-wide community and special events, especially events in targeted ethnic and under-represented communities.
- Public Information staff will respond to MTC-related inquiries from the public and media by telephone (415.778.6757), U.S. mail (375 Beale Street, Suite 800, San Francisco, CA 94105) or e-mail (info@bayareametro.gov).

GET INVOLVED: KEEP ON TOP OF TRANSPORTATION NEWS

MTC's Library compiles an electronic news summary with links to transportation-related articles appearing in major Bay Area and national news outlets. To subscribe, visit MTC's website: www.mtc.ca.gov/news/headlines.htm.

III. Public Participation Techniques

MTC uses various techniques to develop and execute specific public participation programs to inform its major decisions, such as for corridor studies, new funding policies or updates to the long-range Regional Transportation Plan.

A menu of participation techniques follows, and includes some tried-and-true approaches as well as an emphasis on digital engagement, based on what we heard from the public and partner agencies in response to recent outreach done in advance of updating this plan.

Public Engagement Methods

- Conduct meetings, workshops and open houses at varied times of day, including evening meetings, to encourage participation
- Provide remote access to meetings by webcasting meetings
- Present to existing groups and organizations; co-host events with community groups, business associations, etc.
- Participate in existing community events
- Host online meetings via telephone town halls or online webinars
- Contract with community-based organizations in low-income and minority communities for targeted outreach
- Use innovative outreach techniques such as “pop-up” meetings in public locales
- Organize small-group discussions such as focus groups with participants recruited randomly from telephone polls or recruited by stakeholder interest groups
- Sponsor a topical forum or summit with partner agencies, the media or other community organizations
- Host Question-and-Answer sessions with planners and policy board members

Use of the Internet/Electronic Access to Information

- Maintain website with updated content, interactive surveys and opportunities for comment
- Use social media to reach a larger audience
- Post video recordings of past public meetings/workshops
- Post open house/workshop written and display materials
- Encourage interaction among participants via web

- Provide access to planning data (such as maps, charts, background on travel models, forecasts, census data, research reports)
- Post information in advance of public meetings

Visualization Techniques

- Maps
- Charts, illustrations, photographs
- Table-top displays and models
- Online interactive surveys, polls
- Electronic voting at workshops
- PowerPoint slide shows
- Videos to summarize issues and meetings, and to interview key players

Polls/Surveys

- For major planning efforts (such as the Regional Transportation Plan and Sustainable Communities Strategy), conduct statistically valid telephone polls
- Electronic surveys via web
- Intercept interviews where people congregate, such as at transit hubs
- Printed surveys distributed at meetings, transit hubs, on-board transit vehicles, etc.

Online and Printed Materials

- User-friendly documents (including use of executive summaries)
- Outside review of publications to ensure clear, concise language
- Post cards
- Maps, charts, photographs and other visual means of displaying information

Targeted Mailings/Flyers

- Work with community-based organizations to distribute flyers
- E-mail to targeted database lists
- Distribute “Take-one” flyers to key community organizations
- Place notices on board transit vehicles and at transit hubs

Utilize local media

- News releases

- Invite reporters to news briefings
- Meet with editorial staff
- Opinion pieces/commentaries
- Purchase display ads
- Negotiate inserts into local printed media
- Visit minority media outlets to encourage use of MTC newsreleases
- Place speakers on Radio/TV talk shows
- Public Service Announcements on radio and TV
- Develop content for public access/cable television programming
- Civic journalism partnerships

Notify Public via

- Website
- Digital advertising
- Use of MTC-ABAG blog
- Blast e-mails
- Disseminate information through partnerships with local government, transit operators and community-based and interest organizations
- Electronic newsletters
- Social media outlets
- Local media

Techniques for Involving Low-Literacy Populations

- Train staff to be alert to and anticipate the needs of low-literacy participants in meetings, workshops
- Robust use of “visualization” techniques, including maps and graphics to illustrate trends, choices being debated, etc.
- Personal interviews or use of audio recording devices to obtain oral comments

Techniques for Involving Low Income Communities and Communities of Color

- Presentations and discussions with MTC’s Policy Advisory Council
- Grants to community-based organizations to co-host meetings and remove barriers to participation by offering such assistance as childcare or translation services
- “Take One” flyers on transit vehicles and at transit hubs

- Outreach in the community (such as pop-up meetings at flea markets, libraries, health centers, etc.)
- Use of community and minority media outlets to announce participation opportunities

Techniques for Involving Limited-English Proficient Populations

See also MTC's Final Revised Plan for Special Language Services to Limited English Proficient (LEP) Populations, which can be found in English, Spanish and Chinese on MTC's website at <https://mtc.ca.gov/about-mtc/public-participation/get-language-assistance>.

- Conduct meeting entirely in alternative language (e.g., Spanish, Chinese)
- Train staff to be alert to and anticipate the needs of Limited-English Proficient participants at meetings and workshops
- Personal interviews or use of audio recording devices to obtain oral comments in languages other than English
- Translated documents and web content on key initiatives
- Translate materials; have translators available at meetings as requested
- Include information on meeting notices on how to request translation assistance
- On-call translators for meetings on request
- Translated news releases and outreach to alternative language media, such as radio, television, newspapers and social media
- When conducting statistically valid polls, surveys or focus groups, offer the information in other languages such as Spanish or Chinese

Techniques for Reporting on Impact of Public Comments

- Summarize key themes of public comments in staff reports to MTC standing committees
- Notify participants when comments heard or survey results are reported to decision makers
- E-Newsletter articles
- Updated and interactive web content

IV. Public Participation Procedures for the Regional Transportation Plan and the Transportation Improvement Program

There are two key MTC transportation initiatives that are specially called out in federal law as needing early and continuing opportunities for public participation — development of the Regional Transportation Plan (RTP) and the Transportation Improvement Program (TIP).

Public Participation Opportunities in the RTP and TIP

Because of its comprehensive, long-term vision, the RTP provides the earliest and best opportunity for interested persons and public agencies to influence MTC's policy and investment priorities for Bay Area transportation. It is at this earlier RTP stage where investment priorities and major planning-level project design concepts are established, and broad, regional transportation impacts on the environment are addressed. Thus, it might be easier for a member of the public to influence decisions about projects at this stage. Another opportunity for public participation, but further along in the process, is the TIP, which is a programming document that identifies funding for only those programs and projects that are already included in the RTP. A mid-point between the RTP and TIP is the project-selection process. Interested residents can become versed in how a transportation project moves from an idea to implementation — including local project review, details for how projects are included in MTC's RTP, MTC's Project Selection Process, the TIP and environmental review/construction phases — in a publication titled "A Guide to the San Francisco Bay Area's Transportation Improvement Program, or TIP." This document is available on MTC's website (https://mtc.ca.gov/sites/default/files/Guide-to-the-2017-TIP_3-17_web2.pdf) and is also available for viewing in the MTC-ABAG Library.

Another easy way to engage on transportation policies and investment is to request to be added to MTC's RTP database (see sidebar at right for instructions).

A. REGIONAL TRANSPORTATION PLAN

The long-range Regional Transportation Plan (RTP) prioritizes and guides Bay Area transportation development for at least the next 20 years. The RTP is the comprehensive blueprint for transportation investments, and establishes the financial foundation for how the region invests in its surface transportation system by identifying how much funding is reasonably expected to be available to address

GET INVOLVED: SIGN UP FOR MTC'S RTP DATABASE

One of the ways to have the most impact on MTC's policy and investment decisions is to participate in an update of the regional transportation plan (RTP). Contact MTC's Public Information Office online at info@bayareametro.gov, or call 415.778.6757, and ask to be included in MTC's database.

critical transportation needs and describing how it should be prioritized. The RTP is updated at least once every four years to reflect reaffirmed or new planning priorities and changing projections of growth and travel demand, and includes a reasonable forecast of future revenues available to the region.

Under California Senate Bill 375 (Steinberg, Chapter 728, 2008 Statutes) the RTP must include a regional Sustainable Communities Strategy (SCS) for achieving a regional target for reducing per-capita CO₂ emissions from cars and light trucks and identify specific areas in the nine-county Bay Area to accommodate all the region's projected population growth, including all income groups, for at least the next 25 years. The legislation requires MTC and the Association of Bay Area Governments (ABAG) to jointly develop the regional Sustainable Communities Strategy to integrate planning for growth and housing with long-range transportation investments. In the Bay Area, the Bay Area Air Quality Management District and the Bay Conservation and Development Commission also develop plans that incorporate air quality objectives and shoreline planning, respectively.

The law also calls for a separate Public Participation Plan for development of the Regional Transportation Plan and Sustainable Communities Strategy. The current RTP is known as Plan Bay Area 2040, adopted by the MTC and ABAG governing boards in July 2017. The next update of the RTP/SCS will be known as Plan Bay Area 2050. Appendix A describes a Public Participation Plan for Plan Bay Area 2050.

MTC prepares several technical companion documents for RTP updates. These include a program-level Environmental Impact Report per California Environmental Quality Act (CEQA) guidelines, and transportation air quality conformity analyses (to ensure clean air mandates are met) per federal Clean Air Act requirements. Certain revisions to the RTP may warrant a revision or update to these technical documents. The process for preparing and conducting interagency consultation on the conformity analysis is described in MTC Resolution No. 3757.

MTC also prepares an equity analysis of RTP updates to determine whether minority and low-income communities in the Bay Area share equitably in the benefits of the regional transportation plan without bearing a disproportionate share of the burdens. As an assessment of the region's long-range transportation investment strategy, this analysis is conducted at a regional, program-level scale. This assessment of the long-range plan is intended to satisfy federal requirements

under Title VI of the Civil Rights Act and federal policies and guidance on environmental justice. For each update of the RTP, MTC will prepare a public participation plan (see below “RTP Update”) that will provide more information on how the equity analysis will be conducted throughout that update of the RTP.

Updating and Revising the Regional Transportation Plan

A complete update of an existing regional transportation plan is required at least once every four years. The RTP also may be revised in between major updates under certain circumstances, as described below in the table and narrative:

- **RTP Update**

This is a complete update of the most current long-range regional transportation plan, which is prepared pursuant to state and federal requirements.

RTP updates include extensive public consultation and participation involving thousands of Bay Area residents, public agency officials and stakeholder groups over many months. MTC’s Policy Advisory Council and other members of the public play key roles in providing feedback on the policy and investment strategies contained in the plan. Local and Tribal governments, transit operators, and other federal, state and regional agencies also actively participate in the development of an RTP update via existing and ad hoc forums.

For each RTP update MTC will prepare a multi-phased public outreach and involvement program to ensure that all those with a stake in the outcome are actively involved in its preparation. See Appendix A for specific information on public engagement for Plan Bay Area 2050, the next update to the RTP/SCS that is slated to be completed by 2021.

- **RTP Amendment**

An amendment is a major revision to an RTP, including adding or deleting a project, major changes in project/project phase costs, initiation dates, and/or design concept and scope (e.g., changing project locations or the number of through traffic lanes). Changes to projects that are included in the RTP only for illustrative purposes (such as in the financially unconstrained “vision” element) do not require an amendment. An amendment requires public review and comment, demonstration that the project can be completed based on expected funding, and/or a finding that the change is consistent with federal transportation conformity mandates. Amendments that require an update to the air quality conformity analysis will be subject to the conformity and interagency consultation procedures described in MTC Resolution No. 3757.

- **RTP Administrative Modification**

This is a minor revision to the RTP for minor changes to project/project phase costs, funding sources, and/or initiation dates. An administrative modification does not require public review and comment, demonstration that the project can be completed based on expected funding, nor a finding that the change is consistent with federal transportation conformity requirements. As with an RTP amendment, changes to projects that are included in the RTP's financially unconstrained "vision" element may be changed without going through this process.

[Updating and Revising the Regional Transportation Plan \(RTP\)](#)

Public Participation for an RTP Update
<p>① Prepare a public participation plan to provide early and continuing opportunities to comment. Review public outreach and involvement program with the public and advisory groups.</p>
<p>② Implement public outreach and involvement program, which may include:</p> <ul style="list-style-type: none"> • Numerous targeted workshops with local governments, partner agencies, advisory groups including MTC's Policy Advisory Council, and the general public • Opportunities to participate via the web, online surveys, statistically valid telephone poll, etc. • Posting draft documents to the web for public review and comment • Documents available for viewing at the MTC Library.
<p>③ Notify the public of opportunities to participate using such methods as local media outlets, web postings, electronic-mailings to MTC's database and advocacy groups.</p>
<p>④ Conduct inter-governmental consultation, as appropriate.</p>
<p>⑤ Conduct interagency consultation as appropriate based on Air Quality Conformity Protocol (MTC Resolution No. 3757).</p>
<p>⑥ Release Draft Plan for at least a 55-day public review period:</p> <ul style="list-style-type: none"> • Hold at least three public hearings in different parts of the region • Respond to significant comments • Provide additional review and comment opportunity of five days if the final RTP differs significantly from the Draft RTP and raises new material issues.
<p>⑦ Adoption by the MTC Commission at a public meeting. Notify the public about the Commission's action with electronic mailings to MTC's database.</p>

Public Participation for an RTP Amendment
1 Release proposed amendment for a 30-day public review: <ul style="list-style-type: none">• Notify the public of opportunities to participate and comment using such methods as local media outlets, email notice to MTC’s database or web postings• Post amendment on MTC’s website for public review• Amendment available for viewing at the MTC Library.
2 RTP Amendment reviewed at a public meeting of the MTC Planning Committee.
3 Approval at a public meeting by the MTC Commission.
4 Post approved RTP Amendment on the MTC website and notify the public about its approval via email to MTC’s database.

Public Participation for RTP Administrative Modification
1 No formal public review.
2 Approval by MTC Executive Director.
3 RTP Administrative Modification posted on MTC website following approval.

Countywide Transportation Plans

Bay Area counties are authorized by state law to develop Countywide Transportation Plans (CTP) on a voluntary basis and are completed approximately once every four years. MTC, however, is required to develop guidelines for the development of CTPs by the county Congestion Management Agencies, and these guidelines are required to be updated to be consistent with RTP/SCS.

The long-range planning and policy documents assess transportation needs and guide transportation priorities and funding decisions for that county over a 20-25 year horizon. These countywide plans inform the transportation projects and programs that are forwarded to MTC for consideration in the region’s long-range plan. Information on the CTP process is located here: <https://mtc.ca.gov/our-work/plans-projects/other-plans/countywide-transportation-plans>.

Congestion Management Process

Under federal regulations, MTC is required to prepare a congestion management process (CMP) for the Bay Area that provides, “accurate, up-to-date information on transportation system performance and assesses alternative strategies for congestion management that meet state and local needs.” In addition to the regional CMP, Congestion Management Agencies prepare countywide congestion management programs approximately every two years, with the results of this technical evaluation used to inform MTC decisions on program and investment priorities, including the Regional Transportation Plan. Generally, MTC’s Planning

Committee adopts guidelines every two years to guide the development and ensure consistency between the Regional Transportation Plan and countywide Congestion Management Programs. Those interested in this exercise may obtain copies of the relevant memoranda via MTC's website, or by requesting to be added to the Planning Committee's mailing list.

B. TRANSPORTATION IMPROVEMENT PROGRAM

The Transportation Improvement Program (TIP) helps implement the policy and investment priorities expressed by the public and adopted by MTC in the Regional Transportation Plan (RTP). In this way, public comments made as part of the RTP are reflected in the TIP as well. The TIP covers at least a four-year timeframe, and all projects included in the TIP must be consistent with the RTP, which covers 20 or more years. The TIP is a comprehensive listing of Bay Area surface transportation projects — including transit, highway, local roadway, bicycle and pedestrian investments — that:

- receive federal surface transportation funding, or are
- subject to a federally required action, or are
- regionally significant, for federal air quality conformity purposes.

The TIP does not contain all funds or projects or programs identified in the Regional Transportation Plan. The majority of revenues identified in the Plan are never included in the TIP. These include local and state funds used to operate and maintain the transportation network that do not meet the criteria listed above. The TIP in itself does not implement the plan, but is a subset of projects that are consistent with implementing the Plan.

The TIP includes a financial plan that demonstrates there are sufficient revenues to ensure that the funds committed (or “programmed”) to the projects are available to implement the projects or project phases. Adoption of the TIP also requires a finding of conformity with federal transportation air quality conformity mandates.

Individual project listings may be viewed through MTC's web-based Fund Management System at <https://mtc.ca.gov/our-work/fund-invest/fund-management-system>. As part of MTC's commitment to public involvement, many projects in the TIP are mapped to present the online reader with a visual location of the project. Individuals without access to the internet may view a printed copy of the project listings in the MTC-ABAG library by scheduling an appointment by calling 415.778.5236 or e-mailing library@bayareametro.gov.

In addition to a Transportation Improvement Program that is accessible online at <https://mtc.ca.gov/our-work/fund-invest/transportation-improvement-program>, MTC maintains free, subscription-based e-mail distribution lists to inform interested individuals, transportation officials and staff of changes and actions related to the TIP. Through this list, individuals may be alerted as needed regarding the development and approval of a new TIP and updates, such as the notice of a TIP update or notice and approval of the TIP amendments. These notifications facilitate public review and comments as well as coordination with transportation and other public agencies. Sign up for the service by contacting MTC at info@bayareametro.gov.

To further assist in the public assessment of the TIP, and specifically to analyze the equity implications of the proposed TIP investments, MTC conducts an analysis for the TIP with a focus on specific populations, including minority and low-income communities.

Updating and Revising the TIP

Federal regulations require that the TIP be updated at least once every four years. State statute requires that the TIP be updated every two years. From time to time, circumstances dictate that revisions be made to the TIP between updates. MTC will consider such revisions when the circumstances prompting the change are compelling. The change must be consistent with the RTP, be consistent with (“conform to”) the federal air quality plan known as the State Implementation Plan (SIP), and must not negatively impact financial constraint.

In addition to a TIP update, revisions to the TIP may occur as TIP amendments, TIP administrative modifications, or TIP Technical Corrections. The criteria for administrative modifications and amendments are defined in federal regulations, specifically Title 23, CFR part 450.104.

The Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and California Department of Transportation (Caltrans) have developed amendment and administrative modification procedures for the TIP. These procedures are posted online at: https://mtc.ca.gov/sites/default/files/TIP_Revision_Procedures.pdf. Further explanation about TIP updates and how different types of revisions are processed are shown in the narrative and table that follows.

- **TIP Update**

This is a complete update of the existing TIP, to reflect new or revised transportation investment strategies and priorities. Federal regulations require an update of the TIP at least once every four years, while state statute requires an update of the TIP every two years. Because all projects included in the TIP are consistent with the RTP, MTC's extensive public outreach for development of the RTP is reflected in the TIP as well. The TIP supports implementation, in the short-term, of the financially constrained element of the RTP and is responsive to comments received during the development of the RTP. TIP updates will be subject to the conformity and interagency consultation procedures described in MTC Resolution No. 3757.

As the State of California requires a TIP update more frequently than the federally required four-year update cycle, MTC may perform a limited and less robust update and outreach effort by simply updating information reflecting updated project information using prior TIP reports, analysis and methodologies. In such circumstances, significant modification of analytical approaches and additional features to the TIP will be made on the federal four-year update cycle, and more in-line with the four-year update cycle of the RTP.

- **TIP Amendment**

This is a revision that involves a major change to the TIP, such as the addition or deletion of a project; a major change in project cost or project/project phase initiation date; or a major change in design concept or design scope (e.g., changing project termini or the number of through traffic lanes). An amendment is a revision that requires public review and comment, re-demonstration of fiscal constraint, or an air quality conformity determination. Amendments requiring a transportation-air quality conformity analysis will be subject to the conformity and interagency consultation procedures described in MTC Resolution No. 3757.

- **TIP Administrative Modification**

An administrative modification includes minor changes to a project's costs or to the cost of a project phase; minor changes to funding sources of previously included projects; and minor changes to the initiation date of a project or project phase. An administrative modification does not require public review and comment, re-demonstration of fiscal constraint, or conformity determination.

- **TIP Technical Correction**

Technical corrections may be made by MTC staff as necessary. Technical corrections are not subject to an administrative modification or an amendment,

and may include revisions such as: changes to information and projects that are included only for illustrative purposes; changes to information outside of the TIP period; changes to information not required to be included in the TIP per federal regulations; use of toll credits; identification of Advance Construction (AC) or conversion of AC for funds already in the TIP; changes to the informational expanded project description if such change does not change the TIP-required project description; changes to funding in prior years (if outside the TIP period); changes to a project phase following federal authorization to proceed for that phase of work; or changes to correct simple errors or omissions including data entry errors. These technical corrections cannot significantly impact the cost, scope or schedule within the TIP period, nor will they be subject to a public review and comment process, re-demonstration of fiscal constraint, or a conformity determination.

Public Participation for Updating and Revising the Transportation Improvement Program

TIP Update
<p>❶ Notify public of opportunities to participate; use appropriate lists within MTC’s database, including list of Regional Transportation Plan participants. Also notify the public using such methods as local media outlets; electronic-mailings to advocacy groups; or via an electronic subscription system that is open for anyone to sign up to be kept informed about the TIP, such as TIP-INFO e-mail notification.</p>
<p>❷ Notify Bay Area Partnership technical committees or working groups. Conduct intergovernmental review and consultation, as appropriate.</p>
<p>❸ Release Draft TIP for 30-day public review and comment period:</p> <ul style="list-style-type: none"> ▪ Draft TIP made available for viewing at MTC offices ▪ Sent to major libraries throughout the Bay Area upon request ▪ Posted on MTC website ▪ MTC staff may make minor, technical edits to the Draft TIP during the review and comment period; in these instances MTC will display the technical edits on MTC’s web site and notify interested parties via e-mail notification. <p>Provide additional review and comment opportunity of five days if the final TIP differs significantly from the Draft TIP and raises new material issues.</p>
<p>❹ Respond to significant material comments pertinent to the TIP; MTC’s response compiled into an appendix in the final TIP.</p>
<p>❺ Review by an MTC standing committee, typically the Programming & Allocations Committee (a public meeting); referral to Commission.</p>

<p>6 Adoption by Commission at a public meeting. Approval by California Department of Transportation (Caltrans). Approval by Federal Highway Administration and Federal Transit Administration (FHWA/FTA).</p>
<p>7 After approval:</p> <ul style="list-style-type: none"> • post in MTC’s offices • post on MTC website • notify Bay Area Partnership technical committees or working groups • notify the public about the Commission’s action with electronic notifications, such as TIP-INFO (an electronic subscription system anyone can sign up for to be kept informed about the TIP).

Public Participation for Updating and Revising the Transportation Improvement Program

TIP Amendment
<p>1 Notify public via TIP-INFO Notification (e-mail) or other electronic notification methods.</p>
<p>2 Notify Bay Area Partnership technical committees or working groups. Make available for viewing at MTC’s offices. Post on MTC website for public review.</p>
<p>3 TIP Amendment Review and Approval</p> <ul style="list-style-type: none"> • Amendments deleting or adding or changing a project subject to a new air quality conformity analysis: <ul style="list-style-type: none"> ○ Public review and comment period, as required by the air quality conformity consultation process with review by an MTC standing committee at a public meeting; and ○ Approval by the full Commission at a public meeting. • Amendments deleting or adding a project <i>not</i> subject to an air quality conformity analysis (such as a roadway rehabilitation): <ul style="list-style-type: none"> ○ Review and approval by an MTC standing committee or the full Commission at a public meeting. • Amendments changing an existing project that is not subject to an air quality conformity analysis, or changing an existing grouped project listing (such as the highway bridge program), or bringing a previously listed project or phase back into the TIP for financial purposes; or changing TIP funding revenues: <ul style="list-style-type: none"> ○ Approval by the MTC Executive Director or designee, following 5-day notice on MTC’s website; or ○ Review and approval by an MTC standing committee or the full Commission at a public meeting.
<p>4 Approval by Caltrans → Approval by FHWA/FTA</p>

5 After approval:

- post in MTC’s offices
- post on MTC website
- notify Bay Area Partnership technical committees or working groups
- notify public via electronic subscription system open to anyone who requests to be kept informed about the TIP, such as TIP-INFO email notification

TIP Administrative Modification

1 No public review

2 Approval by MTC Executive Director or designee by delegated authority (authority is delegated by the Federal Highway Administration/Federal Transit Administration), or Caltrans

3 After approval:

- post in MTC’s offices
- post on MTC website

TIP Technical Correction

1 No public review

2 Technical corrections by staff

3 No approval required

Federal Transit Administration Program of Projects Public Participation Requirements

Federal transit law and joint Federal Highway Administration (FHWA)/Federal Transit Administration (FTA) planning regulations governing the metropolitan planning process require a locality to include the public and solicit comment when the locality develops its metropolitan long-range transportation plan and its metropolitan TIP. FTA has determined that when a recipient follows the procedures of the public involvement process outlined in the FHWA/FTA planning regulations, the recipient satisfies the public participation requirements associated with development of the Program of Projects (POP) that recipients of Section 5307, Section 5337 and Section 5339 funds must meet. This Public Participation Plan is being used by the following recipient(s)* to satisfy their public participation process for the POP. This Public Participation Plan follows the procedures for public involvement associated with TIP development and therefore satisfies public participation requirements for the POP. All public notices of public involvement activities and times established for public review and comment on the TIP will state that they satisfy the POP requirements of the Section 5307, Section 5337 and Section 5339 Programs.

*Recipients using MTC's Public Participation Plan to satisfy their public participation process for the POP:

1. AC Transit (Alameda-Contra Costa Transit District)
2. ACE (Altamont Corridor Express)
3. BART (Bay Area Rapid Transit District)
4. Caltrain (Peninsula Corridor Joint Powers Board)
5. County Connection (Central Contra Costa Transit Authority)
6. City of Dixon Redit-Ride
7. FAST (Fairfield/Suisun Transit System)
8. Golden Gate Transit (Golden Gate Bridge, Highway and Transportation District)
9. LAVTA (Livermore-Amador Valley Transit Authority/Wheels)
10. Marin Transit (Marin County Transit District)
11. Petaluma Transit
12. Rio Vista Delta Breeze
13. SamTrans (San Mateo County Transit District)
14. San Francisco Bay Ferry (WETA/Water Emergency Transportation Authority)
15. SFMTA (San Francisco Municipal Transportation Agency)
16. Santa Rosa CityBus
17. SolTrans (Solano County Transit)
18. Sonoma County Transit
19. SMART (Sonoma Marin Area Rail Transit)
20. Tri Delta Transit (Eastern Contra Costa Transit Authority)
21. Union City Transit
22. Vacaville City Coach
23. VINE (Napa County Transportation and Planning Agency)
24. VTA (Santa Clara Valley Transportation Authority)
25. WestCAT (Western Contra Costa Transit Authority)

Annual Listing of Obligated Projects

By federal requirement, at the end of each calendar year MTC publishes an annual listing of obligated projects, which is a record of project delivery for the previous year. The listing also is intended to increase the awareness of government spending on transportation projects to the public. Copies of this annual listing may be obtained from MTC's website: <https://mtc.ca.gov/our-work/fund-invest/federal-funding/project-delivery> or by contacting MTC's Public Information Office at 415.778-6757.

V. Interagency and Tribal Government Consultation Procedures for the Regional Transportation Plan and the Transportation Improvement Program

A. PUBLIC AGENCY CONSULTATION

Fixing America's Surface Transportation Act, the FAST Act, is federal surface transportation legislation that specifies a public participation process, directing metropolitan transportation agencies like MTC to consult with officials responsible for other types of planning activities that are affected by transportation in the area, be that conservation and historic preservation or local planned growth and land use management.

The most effective time to involve the public and governmental agencies in the planning and programming process is as early as possible. As such, the development of the Regional Transportation Plan, with its long-range timeframe, is the earliest key decision point for the interagency consultation process. It is at this stage where funding priorities and major projects' planning-level design concepts and scopes are introduced, prioritized and considered for implementation. Furthermore, MTC's funding programs and any projects flowing from them are derived directly from the policies and transportation investments contained in the RTP. Because the RTP governs the selection and programming of projects in the TIP, MTC considers the agency consultation process as a continuum starting with the regional transportation plan. The RTP is the key decision point for policy decisions regarding project and program priorities that address mobility, congestion, air quality and other planning factors; the TIP is a short-term programming document detailing the funding for only those investments identified and adopted in the RTP.

MTC will use the following approaches to coordinate and consult with affected agencies in the development of the RTP and the TIP. Throughout the process, consultation will be based on the agency's needs and interests. At a minimum, all agencies will be provided an opportunity to comment on the RTP and TIP updates.

Regional Transportation Plan (RTP)

MTC's compliance with the California Environmental Quality Act (CEQA) serves as the framework to consult, as appropriate, in the development of the RTP with federal, state and local resource agencies responsible for land use management, natural resources, environmental protections, conservation and historic preservation. This consultation will include other agencies and officials responsible for other planning activities in the MTC region that are affected by transportation to the maximum extent practicable.

As required by CEQA, the Notice of Preparation (NOP) stating that MTC as the lead agency will prepare a program-level Environmental Impact Report (EIR) for the RTP is the first step in the environmental process. The NOP gives federal, state and local agencies as well as the public an early opportunity to identify areas of concern to be addressed in the EIR and to submit them in writing to MTC. Further, MTC also will hold agency and public scoping meeting(s) to explain the environmental process and solicit early input on areas of concern. During the development of the Draft EIR, MTC will consult with affected agencies on resource maps and inventories for use in the EIR analysis.

MTC will consider the issues raised during the NOP period and scoping meetings(s) during its preparation of the EIR. Subsequently, as soon as MTC completes the Draft EIR, MTC will file a Notice of Completion (NOC) with the State Clearinghouse and release the Draft EIR for a 45-day public review period. MTC will seek written comments from agencies and the public on the environmental effects and mitigation measures identified in the Draft EIR. During the comment period, MTC may consult directly with any agency or person with respect to any environmental impact or mitigation measure. MTC will respond to written comments received prior to the close of the comment period and make technical corrections to the Draft EIR where necessary. The Commission will be requested to certify the Final EIR, and MTC will file a Notice of Determination (NOD) within five days of Commission certification.

Note that while the RTP is not subject to the federal National Environmental Policy Act (NEPA), MTC will consult with federal agencies as appropriate during the preparation of the CEQA environmental document. Additionally, the involvement of federal agencies in the RTP can link the transportation planning process with the federal NEPA process. As the projects in the RTP and TIP continue down the pipeline toward construction or implementation, most must comply with NEPA to address individual project impacts.

Transportation Improvement Program (TIP)

As discussed above, crucial decisions about whether or not to support or fund a transportation program or project in the region first occurs at the RTP level. The TIP translates recommendations from the RTP into a short-term program of improvements focused on projects that have a federal interest. Therefore, the earlier, and more effective, timeframe for public comment on the merits of a particular transportation project is during the development of the long-range plan. The TIP defines project budgets, schedules and phasing for those programs and projects that are already part of the RTP. The TIP does not provide any additional information regarding environmental impacts, beyond that found in the program-level environmental analysis prepared for the RTP.

As such, starting at the RTP development stage, MTC staff will concurrently consult with all agencies regarding the TIP. Subsequent to the RTP, additional consultations at the TIP stage will be based on an agency's needs and interests. At a minimum, all agencies will be provided with an opportunity to review and comment on the TIP. Project sponsors — including the California Department of Transportation (Caltrans), local jurisdictions, transit operators and county congestion management agencies (CMAs) — review and consult with MTC on each of their respective projects in the TIP. These agencies (and any other interested agency) are involved every step of the way in the establishment of MTC programs, selection of projects and their inclusion in the TIP.

B. OTHER PROTOCOLS FOR WORKING WITH PUBLIC AGENCIES

The Bay Area Partnership Review and Coordination

MTC established the Bay Area Partnership to collaboratively assist the Commission in fashioning consensus among its federal, state, regional and local transportation agency partners regarding the policies, plans and programs to be adopted and implemented by the Commission. More recently, that focus has shifted to advising the Commission on specific transportation investment policies or matters related to the Regional Transportation Plan. Membership includes a chief staff officer from all public agencies representing the following transportation interests:

- Transit operations
- Transportation facilities
- Congestion management agencies
- Public works agencies

- Airports and seaports
- Regional, state and federal transportation, environmental, and land use agencies

The Partnership Board and its Partnership Technical Advisory Committee (PTAC) and working group(s) consider the on-going and more technical aspects of investment issues. The Partnership Board and PTAC meetings are open to the public. The Partnership Board's meetings at the Bay Area Metro Center are webcast live and later archived on MTC's website; its offsite meetings and all PTAC meeting are recorded and recordings may be requested. The status of TIP revisions are provided to the Partnership through email notifications. For TIP updates, PTAC and working group(s) will be kept informed and consulted throughout the process by e-mail notifications or presentations as appropriate.

Air Quality Conformity and Interagency Consultation

A dialogue between agencies over transportation air quality conformity considerations must take place in certain instances prior to MTC adoption of its RTP or TIP. These consultations are conducted through the Air Quality Conformity Task Force, which includes representatives of the U.S. Environmental Protection Agency, the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), the California Air Resources Board (CARB), Caltrans, the Bay Area Air Quality Management District, and other state and local transportation agencies. These agencies review updates and, in certain instances, amendments to the RTP and TIP to ensure they conform to federal transportation conformity regulations via transportation-air quality conformity analysis.

In accordance with Transportation Air Quality Conformity and Interagency Consultation Protocol procedures (MTC Resolution No. 3757), MTC must implement the interagency consultation process for the nine-county San Francisco Bay Area before making a transportation conformity determination on the RTP or TIP. In developing an update to the RTP/TIP, MTC will bring important issues to the Partnership or its technical committees/working groups for discussion and feedback. All materials that are relevant to interagency consultation, such as the RTP/TIP schedule, important RTP/TIP-related issues and draft RTP/TIP, will also be transmitted to the Conformity Task Force for discussion and feedback. Similar consultation will occur for RTP/TIP amendments requiring an air quality conformity analysis.

Intergovernmental Review via State Clearinghouse

The intent of intergovernmental review, per Executive Order 12372, is to ensure that federally funded or assisted projects do not inadvertently interfere with state and local plans and priorities. Applicants in the Bay Area with programs/projects for intergovernmental review are required to submit documentation to the State Clearinghouse via the Office of Planning and Research in Sacramento, which is the Single Point of Contact (SPOC) for the intergovernmental review of federal grant proposals and other activities. In this capacity, it is also the function of the Clearinghouse to coordinate state and local review of federal financial assistance applications, federally required state plans, direct federal development activities and federal environmental documents. The purpose of the clearinghouse is to facilitate state and local participation in federal activities occurring within California. The Executive Order does not replace public participation, comment or review requirements of other federal laws, such as the National Environmental Policy Act (NEPA), but gives the states an additional mechanism to ensure federal agency responsiveness to state and local concerns.

The clearinghouse also receives and distributes environmental documents prepared pursuant to the California Environmental Quality Act (CEQA) and coordinate the state-level environmental review process. The RTP is subject to CEQA and therefore is reviewed through the clearinghouse.

C. TRIBAL GOVERNMENT CONSULTATION

There are six federally recognized Native American tribes in the San Francisco Bay Area. MTC invites the tribes to conduct government-to-government consultation throughout the regional transportation planning process and the companion Transportation Improvement Program. MTC lays the groundwork for consultation early in the process of developing the regional transportation plan, and generally includes a “Tribal summit” for all six Tribal governments. MTC expresses to each tribe a willingness to conduct individual meetings at the tribe’s convenience.

MTC board members and executive staff participate in consultation with the Tribal governments. MTC will conduct consultation and associated activities in locations convenient for the Tribal governments. Past meetings have been held in Sonoma County, where most of the Tribal governments are located.

The Tribal summit often will include MTC’s partner agencies, the Association of Bay Area Governments, the state Department of Transportation and the

appropriate congestion management agencies. The Tribal summit also may include facilitation by an individual or organization known to the Tribal governments.

The Tribal summit will include discussion about how the Tribal governments will participate in development of the long-range plan, as well as the companion TIP. The Tribal summit also serves to introduce the Tribal governments to MTC's partner agencies.

As a next step after the tribal summit, MTC encourages individual meetings with each tribal government throughout development of the regional transportation plan to discuss issues and concerns specific to each tribe. MTC offers to conduct consultation at a time and location convenient for the tribe, which may include attendance at meetings of the tribal council or committees. The governments also receive material from MTC throughout the RTP planning effort.

VI. Evaluation and Update of the Public Participation Plan

MTC's Public Participation Plan is not a static document, but an on-going strategy that is periodically reviewed and updated based on our experiences and the changing circumstances of the Commission and transportation community it serves.

As part of every public outreach and involvement program developed for the regional transportation plan, MTC sets performance measures for the effectiveness of the participation program and reports on the results. These performance reports serve to inform and improve future outreach and involvement programs, including future updates to this Public Participation Plan.

Additionally, MTC periodically evaluates various components of items identified under Section II, "Continuing Public Engagement," which form the core of MTC's public involvement activities.

This Public Participation Plan may be subject to minor changes from time to time. Any major updates will include a review by MTC's advisory committees, 45-day public comment period with wide release and notification of the public about the proposed changes, review by the Commission's Planning Committee (a public meeting), and approval by the Commission. We will extend the public comment period by an additional 45 days in instances where major revisions are proposed in response to comments heard.

**MTC Public Participation Plan
Appendix A**

**A Public Participation Plan
for Plan Bay Area 2050**

Revised Draft
June 1, 2018

Metropolitan Transportation Commission
Attn: Public Information Office
Bay Area Metro Center
375 Beale Street, Suite 800, San Francisco, CA 94105
info@bayareametro.gov

*To request this document in other languages,
please call 415.778.6757*

請撥打電話415.778.6757 來索取中文版公眾參與計劃的初稿。

Para solicitar una copia en español del
Borrador Preliminar del Plan para la Participación del Público llame al 415.778.6757.

A Public Participation Plan for Plan Bay Area 2050

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I. Introduction

The Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) work together to adopt a long-range, regional housing and transportation plan every four years. This effort is required under state and federal law, and helps the Bay Area plan and prioritize transportation investments and policies that support a healthier, safer and more just region for our residents today and in the future. The current plan, known as Plan Bay Area 2040, was adopted by ABAG and MTC in July 2017. This was the second Regional Transportation Plan (RTP) for the nine-county San Francisco Bay Area that also includes a Sustainable Communities Strategy (SCS) as required by California Senate Bill 375 (2008).

Senate Bill 375 gives MTC and ABAG joint responsibility for preparing the RTP/SCS. The legislation also states that the two agencies “set forth a forecasted development pattern for the region, which, when integrated with the transportation network, and other transportation measures and policies, will reduce the greenhouse gas emissions from automobiles and light trucks to achieve, if there is a feasible way to do so, the greenhouse gas emission reduction targets approved by the state board.”

This Appendix A to MTC’s Public Participation Plan outlines the anticipated approach and schedule for the next update for the Bay Area’s RTP/SCS, known as Plan Bay Area 2050. Scheduled to begin in 2019 and be considered for adoption in 2021, Plan Bay Area 2050 will focus on where the region is expected to grow and what transportation investments will support that growth. ABAG and MTC seek to chart a course for accommodating anticipated growth while fostering an innovative, prosperous and competitive economy; preserving a healthy and safe environment; and allowing all Bay Area residents to share the benefits of vibrant communities connected by an efficient and well-maintained transportation network.

The RTP/SCS requires MTC and ABAG to work together with local governments, county congestion management agencies, public transit agencies, business and community groups, nonprofits, and interested residents to allow all who are interested the opportunity to be involved. We invite the participation of all Bay Area residents to make our region an even better, more livable place.

One key difference between Plan Bay Area 2050 and the 2017 adopted plan — known as Plan Bay Area 2040 — is that the update will build off of work under way in an Action Plan to address challenges of affordable housing, economic development and resiliency. In the realm of housing, MTC and ABAG have partnered with a number of organizations to launch CASA, the Committee to House the Bay Area. ABAG is considering a Comprehensive Economic Development Strategy and ABAG and MTC are partnering with the San Francisco Bay Conservation and Development Commission and other entities on a number of efforts to address hazards such as sea level rise, earthquakes, wildfires and the like. For more information on the Action Plan, see Plan Bay Area 2040 at <http://2040.planbayarea.org/action-plan>.

II. Developing Plan Bay Area 2050

In July of 2017, MTC and ABAG consolidated their staffs to create one integrated team to tackle the transportation, land use, economic and resilience efforts of the Bay Area. The integrated team will develop Plan Bay Area 2050, while continuing to serve both ABAG and MTC boards. In addition, MTC and ABAG will coordinate with regional partners – the Bay Area Air Quality Management District (BAAQMD), the Bay Conservation and Development Commission (BCDC) and the Bay Area Regional Collaborative (BARC) – on the plan’s development.

A. Process and Schedule

Since early 2010, MTC and ABAG staff have focused significant resources on developing the RTP/SCS, including the technical analysis, local engagement and public outreach necessary to produce the integrated plan. The culmination of these efforts – Plan Bay Area (2013) and Plan Bay Area 2040 (2017) – have moved toward a regional consensus on broadly-shared principles such as focused growth, investment in alternatives to single-occupant vehicles and “fixing it first” before expanding the system – all with an aim of reducing per-capita greenhouse gas emissions and adequately housing the region’s expected population growth. As we embark on the next RTP/SCS, Plan Bay Area 2050, much thought has gone into the planning process, especially how we can include additional factors to help us accommodate a growing number of challenges in our planning efforts and more aggressive greenhouse gas emissions reduction targets.

Development of Plan Bay Area 2050 will take place over the next three years. Public participation is critical to ensure an open process, in which all interested residents have the opportunity to offer input and share their vision for what the Bay Area will look like decades from now.

The process will require flexibility and is subject to change in response to input received. To help direct Bay Area residents and organizations interested in participating in key actions and decisions, any changes as well as additional detail will be posted on the Plan Bay Area website and communicated via social media.

B. Summary of Key Milestones

This section describes key milestones along the path to developing Plan Bay Area 2050. For more detail also see Attachment A.

1. *Horizon* Initiative

For the past two planning cycles, MTC and ABAG have engaged in more traditional planning and outreach techniques and strategies for the Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS). However, given ever-changing economic, technological and climate conditions in the Bay Area, a more innovative planning and engagement program is warranted, one that can assist with analyzing a range of future impacts and developing solutions to these impacts. This upcoming planning and outreach initiative, known as *Horizon*, will help create a broad range of options for the Bay Area. Although a separate effort, the results of the *Horizon* work will help inform Plan Bay Area 2050.

Horizon will explore topics ranging from transportation and land use to economic development and resilience, with the end goal of identifying a series of policies, strategies and investments that perform well regardless of what happens in the decades ahead. In turn, these strategies will be integrated into the preferred scenario for Plan Bay Area 2050.

a) “Futures” Planning

In lieu of traditional scenario planning where funding and growth are distributed based on fixed control totals and fixed future assumptions, this initiative will create a handful of divergent “futures” where the Bay Area must respond in very different ways. The purpose of this work will be to identify strategies and investments that allow the Bay Area to move forward with high-performing strategies and investments that perform well regardless of what happens in the decades ahead.

- *Opportunities for Input:* Early 2018 “Pop-up” outreach around the region at public events and locales, an electronic survey, and discussion at MTC’s Regional Advisory Working Group. Fall 2018 will include additional outreach with stakeholders and the public using multiple outreach methods to discuss policy strategies.

- *Decision-Making Roles:* Direction from MTC's Planning Committee and ABAG's Administrative Committee.
- *Timeframe:*
 - ~~Selection of specific and define~~ futures for analysis: July 2018
 - ~~Identification of current policy gaps~~ "Status Quo" analysis for each future: ~~October~~September 2018
 - Collaborative development of policy solutions for each future: Fall 2018
 - ~~Report detailing "win-win"~~Identify effective and resilient strategies across futures: May 2019

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b) Project Evaluation

This process will include a solicitation of major projects from public agencies, non-profit organizations and the public at-large in advance of the traditional Call for Projects ~~(in the spring of 2019) which that~~ will focus on smaller-scale projects and programmatic categories. Major projects will be screened and then evaluated to provide performance data used in the investment prioritization for the Preferred Scenario. Major projects submitted during this process will also be used to populate each future with specific transportation investments that align with its unique needs and revenue.

- *Opportunities for Input:* Discussion at the Regional Advisory Working Group, MTC's Policy Advisory Council and online or pop-up outreach with the public.
- *Decision-Making Roles:* Direction from MTC's Planning Committee and ABAG's Administrative Committee.
- *Timeframe:*
 - ~~Call for major projects: summer 2018~~
 - Finalization of project evaluation framework: July 2018
 - Release of draft project performance results: March 2019
 - Approval of final project performance results: June 2019

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c) Policy Analyses

To address a limitation of past planning cycles where individual policies were not explored in depth outside of the scenarios framework, staff will issue ~~roughly five to~~ seven policy perspective papers on broad, topical focus areas. The primary objective of each policy perspective will be to identify high-impact policies related to that topic area that support the

region's guiding principles.

- *Opportunities for Input:* Discussion at the Regional Advisory Working Group and MTC's Policy Advisory Council.
- *Decision-Making Roles:* Direction from MTC's Planning Committee and ABAG's Administrative Committee.
- *Timeframe for Policy Perspective Papers:*
 - Autonomous vehicles & future mobility: June 2018
 - Travel demand management & climate mitigation: September 2018
 - Regional growth strategies: December 2018
 - Crossings: January 2019
 - Future of jobs: March 2019
 - Regional governance: June 2019
 - Design & better buildings: September 2019

2. Regional Forecasting

a) Population, Employment, Housing and Travel Demand Forecasts

The total regional jobs, housing and population forecasts will provide essential information for Plan Bay Area 2050. MTC and ABAG will forecast regional employment by industry, population and households by age and income. This forecast will be built with several forecasting tools, including REMI (an econometric model) and Urban Sim (a demographic and housing model). These models will provide insights on the potential economic and demographic drivers for the Bay Area over the next 30 years. The forecast methodology and results will be reviewed by a technical advisory committee that includes regional agencies, consultants and scholars with substantial experience in regional analysis.

MTC and ABAG use the population, employment and housing forecasts to estimate and analyze regional travel patterns and demand on the transportation system and the resulting emissions.

- *Opportunities for Input:* Discussion at the Regional Advisory Working Group, ABAG's Regional Planning Committee and MTC's Policy Advisory Council.
- *Decision-Making Roles:* Direction from MTC's Planning Committee and ABAG's Administrative Committee; adoption by ABAG Executive Board and the Commission.

- *Significance:* This technical work sets the stage for future analysis by identifying anticipated employment, population and housing growth.
- *Timeframe:* Anticipated early 2019. Forecasts are needed before the scenarios are fully defined and evaluated (see Attachment A).

b) Revenue Forecasts

The investment strategy for Plan Bay Area 2050 will be based on an estimate of total funding available for at least 20 years, per federal requirements. MTC will work with partner agencies and use financial models to forecast how much revenue will be available for transportation purposes over the duration of the Plan. In addition, MTC will also investigate the potential of providing estimates of revenues that will be available for investment in the areas of housing and resiliency. The financial forecasts, coupled with needs assessments in the areas of transportation, housing and resiliency, will help identify funding gaps and plan investments that fit within the “financially constrained” envelope of revenues that are reasonably expected to be available.

Under the current Plan Bay Area 2040, transportation revenue forecasts total \$303 billion over a 24-year period, in year of expenditure dollars. Over two-thirds (70 percent) of these funds are from regional and local sources, including transit fares, dedicated sales tax programs, city and county revenues, and bridge tolls, among others. Making up the remainder are state and federal revenues (mainly derived from fuel taxes) and “anticipated” revenues, which are unspecified revenues that reasonably can be expected to become available within the Plan horizon.

- *Opportunities for Input:* Discussion at the Regional Advisory Working Group, MTC Policy Advisory Council and ABAG Regional Planning Committee.
- *Decision-Making Roles:* Direction from MTC’s Planning Committee and ABAG’s Administrative Committee.
- *Significance:* This technical work sets the stage for future investment strategies and identifies revenue expected to flow to region over the life of the plan (at least 20 years).
- *Timeframe:* Anticipated summer 2019. Forecasts are needed before the preferred land use pattern and investment strategy is fully defined and evaluated (see Attachment A).

3. Preferred Land Use Pattern and Investment Strategy Process

a) Needs Assessments

To identify the funding needed to operate and maintain the existing transportation network – between now and the year 2050 – MTC and ABAG will conduct a set of needs assessments to quantify financial needs. MTC and ABAG will also investigate the potential to conduct a similar analysis for the areas of housing and resilience. Staff will work with applicable public agencies, both on the local and regional levels, to develop these needs assessments.

- *Opportunities for Input:* Discussion at Regional Advisory Working Group, MTC's Policy Advisory Council and the relevant Partnership working groups.
- *Decision-Making Roles:* Direction from MTC's Planning Committee and ABAG's Administrative Committee.
- *Significance:* This technical evaluation will provide information on the funding needed to achieve key goals related to transportation infrastructure, affordable housing and climate adaptation.
- *Timeframe:* Anticipated in summer 2019. Precedes any decision by ABAG and MTC on a preferred scenario for the Plan (see Attachment A).

b) Call for Projects

The Call for Projects will allow public agencies to submit candidate transportation projects for consideration for both inclusion in Plan Bay Area 2050 and the Transportation Improvement Program (TIP). As major projects were submitted through the earlier solicitation under *Horizon*, the Call for Projects will primarily focus on smaller-scale projects and programmatic categories. Draft guidance for submitting projects will be released in advance ~~of this integrated Call for Projects~~, and staff may request additional information needed to include large projects in the Preferred Scenario and in the TIP.

- *Opportunities for Input:* Discussion at the Regional Advisory Working Group, MTC's Policy Advisory Council and locally through county Congestion Management Agencies. The call for projects occurs spring

2019; projects under consideration for inclusion in the Preferred Scenario will be highlighted at Plan Bay Area 2050 evening public open houses, slated for winter 2019/2020.

- *Decision-Making Roles:* CMA boards will approve project listings from each county; MTC's Planning Committee will provide overall direction.
- *Significance:* Opportunity to submit transportation projects for consideration in the Plan.
- *Timeframe:* Anticipated in spring 2019 ~~for smaller-scale projects (see Attachment A). Potential projects must be submitted for consideration and identified before the Preferred Scenario is developed (see Attachment A).~~

c) **Land Use and Travel Demand Forecasting**

Based on the control totals and revenue forecasts developed earlier in the Plan Bay Area 2050 process, simulation models will be run to determine how far investments, policies and strategies will get the region towards the Plan's goals. Furthermore, this process will identify a specific land use distribution working within the control totals as well as the efficacy of transportation network improvements that can be funded under the revenue forecast. Specific investments, policies and strategies will be collaboratively identified with stakeholders prior to model runs.

- *Opportunities for Input:* Discussion at the Regional Advisory Working Group, MTC's Policy Advisory Council and ABAG's Regional Planning Committee. Policies and strategies under consideration for inclusion in the Preferred Scenario will be highlighted at Plan Bay Area 2050 public meetings, slated for winter 2019/2020.
- *Decision-Making Roles:* Forecasting efforts will feed into the process for adopting the Preferred Scenario (see below), for which the MTC Commission and ABAG Executive Board will take final action.
- *Significance:* Simulation models are an important tool in determining whether or not specific policies, strategies and investments are sufficient to achieve the aspirational vision of the Plan.
- *Timeframe:* Anticipated in fall 2019. Precedes any decision by ABAG and MTC on a preferred scenario for the Plan (see Attachment A).

d) Adoption of the Preferred Scenario

Based on the results of the project performance assessments, MTC and ABAG will define a preferred scenario to advance to final environmental analysis. The preferred scenario will include a land use distribution, an investment strategy and policies that will best meet the Plan vision given identified fiscal and policy constraints.

- *Opportunities for Input:* Discussion at Regional Advisory Working Group, MTC’s Policy Advisory Council and ABAG’s Regional Planning Committee; comment at public meetings in the nine Bay Area counties.
- *Decision-Making Roles:* Direction from MTC’s Planning Committee and ABAG’s Administrative Committee; adoption by MTC Commission and ABAG Executive Board.
- *Significance:* The Preferred Scenario pairs a single land use distribution that is a flexible blueprint for accommodating growth over the long term with a financially-constrained investment strategy.
- *Timeframe:* Adoption expected early 2020. Selection of Preferred Scenario follows a round of evening public meetings in winter 2019/20, before the detailed environmental review work begins in earnest (see Attachment A).

4. Draft and Final Plan

a) Draft and Final Environmental Impact Report (EIR)

A programmatic environmental impact report on the Plan, including the preferred scenario and a limited set of alternatives, will identify the environmental impacts of the proposed long-range land-use changes and transportation investments and policies taken as a whole, as one large project, as required by the California Environmental Quality Act (CEQA). A Draft EIR will be released for public comment and submitted to the appropriate resource agencies for review and comment.

- *Opportunities for Input:* A Notice of Preparation will be issued and a public scoping meeting(s) will be held to explain the environmental process and solicit early input on areas of concern. The Draft EIR will be the subject of three public hearings. Discussion at Regional Advisory Working Group, MTC’s Policy Advisory Council and ABAG’s

Regional Planning Committee. A public comment period will be established for written and oral public comments, as per guidelines under the California Environmental Quality Act (CEQA); responses to comments will be in the Final EIR.

- *Decision-Making Roles:* Direction from MTC's Planning Committee and ABAG's Administrative Committee; approval from MTC Commission and ABAG Executive Board.
- *Significance:* Final set of actions leading to adoption of the updated Plan Bay Area 2050.
- *Timeframe:* Key Milestones (see Attachment A). Release Draft Plan Bay Area 2050 late 2020; final plan and final EIR expected adoption in June 2021.

b) Title VI and Environmental Justice Analysis

MTC and ABAG will conduct an equity analysis to satisfy federal requirements with respect to the metropolitan planning process. The analysis will measure both the benefits and burdens associated with the investments in Plan Bay Area 2050 to determine that minority, limited English proficient and low-income communities share equitably in the benefits of the investments without bearing a disproportionate share of the burdens.

- *Opportunities for Input:* Discussion at Regional Advisory Working Group and MTC's Policy Advisory Council. Detailed technical input will be sought at the Policy Advisory Council's Equity and Access Subcommittee on an as needed basis.
- *Decision-Making Roles:* Direction from MTC's Planning Committee.
- *Significance:* Provides information on the effects of Plan Bay Area 2050 on the region's minority, limited English proficient and low-income communities.
- *Timeframe:* Early 2021 (see Attachment A)

c) Air Quality Conformity Analysis

The air quality conformity analysis considers if the transportation projects in the financially constrained Plan Bay Area 2050, taken together, do not cause new air quality violations, worsen existing air quality or delay timely

attainment of the federal air quality standards pertaining to ozone, carbon monoxide and particulate matter (PM_{2.5}). The analysis is done to meet federal planning requirements in accordance with the latest U.S. Environmental Protection Agency transportation conformity regulations and the Bay Area Air Quality Conformity Protocol (MTC Resolution No. 3757).

- *Opportunities for Input:* Technical analysis will be discussed by the Regional Air Quality Conformity Task Force.
- *Decision-Making Roles:* Direction from MTC's Planning Committee; approval from MTC Commission.
- *Significance:* Final set of actions leading to adoption of the updated Plan Bay Area 2050.
- *Timeframe:* Early 2021 (see Attachment A)

d) Draft and Final Plan

Release of the Draft Plan will initiate another round of public meetings to gather comments on the draft in preparation for final Plan adoption. MTC and ABAG will seek input on the Draft Plan through a variety of methods.

As with Plan Bay Area 2040, staff anticipates a concurrent release of the Draft EIR and Draft Plan Bay Area 2050 documents for 45-day and 55-day public comment periods, respectively. The Draft EIR analysis, together with input from the public on the Draft Plan, will inform the policy discussions and public dialogue leading to the Final Plan adoption by both ABAG and MTC, anticipated to occur in June 2021.

- *Opportunities for Input:* The Draft Plan Bay Area 2050 will be the subject of public meetings, including at least three public hearings. Discussion at Regional Advisory Working Group, MTC's Policy Advisory Council and ABAG's Regional Planning Committee.
- *Decision-Making Roles:* Direction from MTC's Planning Committee and ABAG's Administrative Committee; approval from MTC Commission and ABAG Executive Board.
- *Significance:* Final set of actions leading to adoption of Plan Bay Area 2050.
- *Timeframe:* Adoption is expected in June 2021 (see Attachment A).

e) **Regional Housing Need Allocation**

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Staff also coordinates the state-mandated Regional Housing Need Allocation (RHNA) process, which will be informed by Plan Bay Area 2050. The California Department of Housing and Community Development (HCD) begins the process by determining the region's overall housing need, which staff uses to develop a methodology to identify the number of units, including affordable units, that each jurisdiction must plan in order to accommodate the housing needs of residents at all income levels. To guide staff in developing the methodology, a region-wide Housing Methodology Committee, made up of local government staff, elected officials and stakeholders from throughout the Bay Area, is convened.

The RHNA process includes the following major milestones:

- Staff consults with HCD about the determination of the region's total housing need;
 - ABAG delegates authority for the RHNA process to subregions formed by local jurisdictions, and issues each subregion a share of the total regional housing need;
 - Staff develops and releases draft allocation methodology (followed by a 60-day public comment period, including a public hearing);
 - ABAG Executive Board adopts a final methodology and releases a draft allocation (followed by a 60-day period in which jurisdictions can request a revision to the draft allocation);
 - Staff responds to revision requests and provides opportunity for local jurisdictions to appeal the staff response;
 - Staff convenes a committee to hold a public hearing on appeals submitted by local jurisdictions; and
 - ABAG releases final allocation and adoption of the final allocation after a public hearing.
-
- *Opportunities for Input:* Discussion at meetings of Housing Methodology Committee, ABAG Regional Planning Committee and ABAG Executive Board. Public comment periods and public hearings, as outlined in statute.
 - *Decision-Making Roles:* Guidance from ABAG Regional Planning Committee and ABAG Executive Board; approval by ABAG Executive Board.

- *Significance:* Each jurisdiction is required by law to update the Housing Element of its General Plan to show how it can accommodate the portion of the Bay Area's total housing need, across all income categories that it is allocated as part of the RHNA process.
- *Timeframe:* Discussion and approval of RHNA methodology will begin in 2019, in coordination with the development and approval of Plan Bay Area 2050. Anticipated approval date in 2021.

III. Related Work

A. Tracking Performance

MTC, in conjunction with its partners, has established an innovative monitoring initiative that tracks trends related to transportation, land and people, the economy, the environment, and social equity. Measurements in these areas are our region's Vital Signs helping us understand where we are succeeding and where we are falling short.

This data-driven website compiles dozens of indicators; each is presented with interactive visualizations that allow users to explore historical trends, examine differences between cities and counties, and even compare the Bay Area with other peer metropolitan areas. The web address for Vital Signs is: <http://www.vitalsigns.mtc.ca.gov/>.

B. Countywide Transportation Plans

Bay Area counties are authorized by state law to develop Countywide Transportation Plans on a voluntary basis. These countywide plans are an integral part of Plan Bay Area 2050. As long-range planning and policy documents, they assess transportation needs and guide transportation priorities and funding decisions for that county over a 20-25 year horizon. These countywide plans inform the transportation projects and programs that are forwarded to MTC for consideration in the region's long-range plan. Adopted countywide transportation plans in the Bay Area can be found at the links shown below. MTC's guidelines for development of countywide plans by the county Congestion Management Agencies can be found here: https://mtc.ca.gov/sites/default/files/6b_Attachment-A.pdf

Alameda County: Alameda County Transportation Commission
http://www.alamedactc.org/app_pages/view/795

Contra Costa County: Contra Costa Transportation Authority
<http://ccta.net/sources/detail/11/1>

Marin County: No current plan

Napa County: Napa County Transportation and Planning Agency
<http://www.nctpa.net/countywide-plan-vision-2040>

San Francisco County: San Francisco County Transportation Authority
http://www.sfcta.org/sites/default/files/content/Planning/SFTP2/2017_revisio n/SFTP_final_report_10.24.17.pdf

San Mateo County: City/County Association of Governments of San Mateo County
<http://ccag.ca.gov/programs/planning/countywide-transportation-plan/>

Santa Clara County: Santa Clara Valley Transportation Authority
<http://www.vta.org/projects-and-programs/planning/valley-transportation-plan-2040-vtp-2040>

Solano County: Solano Transportation Authority
http://www.sta.ca.gov/Content/10153/Solano_Comprehensive_Transportation_Plan_Update.html

Sonoma County: Sonoma County Transportation Authority
<http://scta.ca.gov/planning/comprehensive-transportation-plan/>

C. Action Plan

The Bay Area's housing and transportation crisis reflects the cumulative impacts of the region's robust job market and its acute failure to keep pace with housing need, especially near growing job centers. The current RTP/SCS projects these problems will intensify if the region does not take significant corrective steps. As a path forward, MTC and ABAG developed an "Action Plan" to focus on performance targets where the plan was moving in the wrong direction, as well as emerging issues that require proactive regional policy solutions.

MTC and ABAG created strategies to address housing affordability, the region's widening income disparities and economic hardships faced by low- and middle-income workers, and finally the Bay Area's vulnerabilities to natural disasters such as earthquakes and floods. These three issue areas – Housing, Economic Development and Resilience – form the core of the Action Plan.

Action Plan Objectives

The following are the Action Plan's key objectives:

- **Housing:** Lower the share of income spent on housing and transportation costs, lessen displacement risk, and increase the availability of housing affordable to low- and moderate-income households.
- **Economic Development:** Improve transportation access to jobs, increase middle wage job creation and maintain the region's infrastructure.
- **Resilience:** Enhance climate protection and adaptation efforts, strengthen open space protections, create healthy and safe communities, and protect communities against natural hazards.

In order to meet these objectives, regional policymakers, local governments and civic organizations will need to prioritize these objectives in their future policies and programs. Public participation will be key to ensuring objectives are met.

D. CASA – Committee to House the Bay Area

As a first step to addressing the Bay Area’s housing crisis, MTC and ABAG are helping to coordinate CASA – The Committee to House the Bay Area. This initiative is bringing together a multi-sector set of partners to identify and agree upon significant regional solutions that address the region’s chronic housing challenges and advance equity and economic health in the nine-county Bay Area. Through stakeholder engagement, research and interviews, CASA will develop a comprehensive regional approach to the housing crisis, focusing on increasing housing supply, improving housing affordability, and strengthening preservation and anti-displacement measures. Objectives include a suite of legislative, financial, policy and regulatory recommendations, with partners agreeing on a path forward and working together on implementation. A final report is scheduled for release in 2019.

IV. Public Engagement

In developing Plan Bay Area 2050, MTC and ABAG strive to promote an open, transparent process that encourages the ongoing and active participation of local governments and a broad range of interest groups and individuals from the general public. The Plan has a greater focus on public engagement than past plans, which will entail using a variety of platforms to communicate with Bay Area residents and working with a variety of agencies and organizations in a multi-year planning effort.

A. General Public

The general public has several avenues for ongoing participation in the development of Plan Bay Area 2050.

- Key issues and policy matters will be presented at public meetings or open houses held in the evening. MTC and ABAG will hold a minimum of three public meetings in Alameda, Contra Costa, San Francisco, San Mateo and Santa Clara counties, and one or more meetings in the less populous Marin, Napa, Solano and Sonoma counties over the course of developing the Plan. Topics will include the *Horizon* Initiative, Preferred Scenario and the Draft Plan and Draft Environmental Impact report, as detailed in Attachment A, Key Milestones 2018-2021.
- For public meetings/open houses, MTC and ABAG will seek partnerships with cities and counties, Caltrans and other public agencies to explain the relationship of the regional plan to adopted local priorities for transportation and land use.
- MTC and ABAG policy board meetings present another opportunity for the public to keep abreast of the Plan's development. The committees are described below.
- Additionally, MTC and ABAG both have advisory panels that meet on a regular basis. The Plan's development will be presented to these groups for discussion and comment. The committees are described below; meetings are open to the public.
- The public is invited to be an active participant in meetings of the Regional Advisory Working Group, where a wide range of technical and policy issues will be discussed.
- The Plan Bay Area website is another way for the public to stay informed on the progress of the update or to participate in online surveys or comment forums.

- Regular updates will be sent to interested members of the public via electronic newsletters, email and social media.

B. Local Governments

Working with local governments — from elected officials to city managers, planning and public works directors, transit operators, and congestion management agencies — is critical to the development of Plan Bay Area 2050. Local officials can provide valuable context and specifics about local priorities and explain how the regional plan supports these priorities. One avenue for discussion with local government staff is through the Regional Advisory Working Group (RAWG), described below. In addition to the staff-to-staff discussions that will occur at the RAWG meetings, MTC and ABAG will work with members of their policy boards to coordinate meetings in each county with elected officials and local government staff. County Congestion Management Agencies (CMAs) provide a meeting structure that will also be used to discuss issues related to the Plan.

Regional Advisory Working Group (RAWG): Comprised of local government staff as well as staff from county Congestion Management Agencies, transit agencies and county health departments, the primary purpose of this ad hoc group is to enable MTC/ABAG staff to provide information to and receive input from local and county-level staff. Regular discussions on technical milestones will be held; the group will meet as needed. It is anticipated that the RAWG will meet approximately monthly throughout much of the Horizon and Plan Bay Area 2050 development process.

The Regional Advisory Working Group has no set membership, its meetings are open to the public and representatives from other organizations, and any individuals interested in the development of the Plan are invited to participate and provide feedback. Because it is primarily a staff-to-staff group, RAWG meets during the workday. Meeting materials are posted on the Plan Bay Area website; meetings are audiocast over the Internet and archived on the web.

ABAG Delegate Meetings: An elected official from each city, town and county in the Bay Area serves as a delegate to ABAG's General Assembly. ABAG meets with delegates by county. These conversations are helping inform ABAG and MTC about the challenges facing local jurisdictions as they seek to implement Plan Bay Area in ways that reflect their local land use controls as well as their unique assets and values.

C. Policy and Advisory Committees

Regularly scheduled meetings of ABAG's and MTC's policy and advisory committees present another opportunity for interested members of the public — whether government or non-government — to stay involved. Meeting times, locations and materials will be posted on the Plan Bay Area website.

Additionally, meetings of MTC's policy board are webcast and archived at mtc.ca.gov/meetings/schedule/. ABAG's major meetings (Executive Board, Legislation Committee, Finance Committee, Regional Planning Committee and General Assembly) are videotaped and available from ABAG's website abag.ca.gov/meetings/.

Policy Committees for Plan Bay Area 2050

The ABAG Executive Board: ABAG's Executive Board carries out policies established by the General Assembly, which is composed of representatives of the Bay Area's 101 cities, towns and counties. ABAG's Executive Board makes operating decisions, controls expenditures and acts on recommendations from other Association committees. The 38 voting memberships on the Executive Board include elected officials reflecting population size of the nine counties, with non-voting members representing state or federal agencies invited to serve at the pleasure of the Board. The Executive Board meets the third Thursday of every other month, in the Board Room of the Bay Area Metro Center.

ABAG General Assembly: ABAG's General Assembly meets annually (usually in spring) and determines policy matters for the Association, including adoption of the annual budget and work program, and reviews major policy actions and recommendations of the Executive Board. General Assembly delegates from each member city and county and their alternates must be elected officials from the jurisdiction they represent — except for the City of San Francisco, where the mayor may appoint as his or her alternate any officer of that government. Each member city and county has one vote in the General Assembly; San Francisco is counted as both a city and county for the purposes of membership. Votes are tabulated separately for county representatives and for city representatives, with a majority vote of each group required for action or adoption of policy recommendations.

Metropolitan Transportation Commission: MTC is guided by a 21-member policy board composed of local officials from the nine Bay Area counties, including two members who represent regional agencies — ABAG and the Bay Conservation and Development Commission — as well as three nonvoting members appointed to represent the U.S. Department of Housing and Urban Development, the U.S. Department of Transportation, and the California Department of Transportation. Sixteen of the voting commissioners are appointed by local elected officials in each county, including the mayors of the three most populous cities in the region — San Jose, San Francisco and Oakland. The Commission generally meets monthly on the fourth Wednesday of the month, at approximately 9:30 a.m., at MTC's offices in San Francisco, in the Bay Area Metro Center.

Joint ABAG and MTC Meetings: To more fully collaborate, the **MTC Planning Committee** and **ABAG Administrative Committee** meet jointly as needed to oversee development of Plan Bay Area 2050, among other efforts. At major planning milestones, staff will present a summary of key comments heard from the Plan's public engagement efforts. ABAG's Administrative Committee submits reports and recommendations to the Executive Board or acts for the Executive Board in a month when the Board does not meet or in an emergency. MTC's Planning Committee considers issues related to the Plan and other regional plans, state and federal air quality plans, corridor studies, as well as connections between transportation and land use.

Additionally, both the full MTC Commission and ABAG Executive Board will meet jointly at key milestones throughout the process.

Advisory Committees for Plan Bay Area 2050

MTC's Policy Advisory Council: The Policy Advisory Council is a 27-seat advisory panel established to advise MTC on transportation policies in the San Francisco Bay Area, incorporating diverse perspectives relating to the environment, economy and social equity. This panel will be an active participant in the development of the Plan by providing input on regional planning efforts linking transportation, housing and land use to reduce greenhouse gas emissions. The Policy Advisory Council meets monthly, on the second Wednesday of the month, at 1:30 p.m. at MTC's offices in the Bay Area Metro Center, San Francisco.

ABAG's Regional Planning Committee (RPC): The RPC is composed of a minimum of 18 elected officials, including at least one supervisor from each member county and a city representative from each county. Members also include the Chairperson of the Bay Area Planning Directors' Association or designee; one representative each from the Bay Area Air Quality Management District (BAAQMD), Bay Conservation and Development Commission (BCDC), Metropolitan Transportation Commission (MTC), Regional Water Quality Control Board; and not less than ten citizens. RPC meets the first Wednesday of alternate months, from 12:30 to 2:30 p.m. in the Bay Area Metro Center in San Francisco.

The Bay Area Partnership: This group of top executives from Bay Area transit operators, county Congestion Management Agencies and public works departments, as well as regional, state and federal transportation, environmental and land use agencies, advises MTC periodically on key planning issues, including Plan Bay Area. Staff level working groups meet occasionally on issues such as local roads, public transit and transportation finance.

D. Additional Outreach to Governments

Federal, State and Other Government Agencies and Native American Tribal Governments

In addition to the local governments that will be involved with Plan Bay Area 2050, MTC and ABAG will consult with officials responsible for other types of planning activities that are affected by transportation in the area, such as federal and state conservation and historic preservation agencies. Consultation will be based on the agency's needs and interests. At a minimum, agencies will be informed about the process to develop the update and will be provided an opportunity to participate.

Consultation with the region's Native American governments also will occur. There are six federally recognized Native American tribes in the San Francisco Bay Area. MTC and ABAG will invite the tribes to participate in government-to-government consultation during development the Plan. The groundwork for consultation will occur early in the process of developing the regional transportation plan and will include a "Tribal summit" for all six Tribal governments. MTC and ABAG will also conduct individual meetings at each tribe's convenience.

Presentations to Local Government

As required by SB 375 legislation, at least two informational meetings in each county will be held for members of the county board of supervisors and city councils to review and discuss the Draft Plan and consider their input and recommendations. Notice of the meeting shall be sent to each city clerk and to the clerk of the board of supervisors. One informational meeting will be conducted if attendance at the one meeting includes county board of supervisors and city council members representing a majority of the cities representing a majority of the population in the incorporated areas of that county.

V. Public Participation Strategies

Development of Plan Bay Area 2050 will be a multi-year effort. Public participation strategies for major milestones will be identified and posted on the Plan Bay Area website (www.PlanBayArea.org). Detail for all milestones is described in Attachment A, although it is important to note that this is an iterative process that is subject to change. Throughout each phase, MTC and ABAG will use a variety of participation techniques to engage a wide range of residents, as described in this section.

A. Innovative Strategies

In the past two Plan Bay Area processes, MTC and ABAG engaged in more traditional planning and outreach techniques. However, the ever-changing economic, technological and climate conditions in the Bay Area warrant a more innovative planning and engagement program. This will allow MTC and ABAG to analyze a range of future impacts and develop solutions to these impacts.

In order to engage as many Bay Area residents as possible, MTC and ABAG will use strategies to reach people “where they are,” with a focus on youth and those in communities of concern. These strategies, outlined in Section C below, will be a departure from the more traditional outreach techniques used in past Plan Bay Area efforts. Although MTC and ABAG are statutorily required to hold public meetings at key milestones in the Plan’s development process, innovative strategies will be used when possible.

B. Voices from Underserved Communities

The success of the Plan is dependent on all voices in the region being represented and involved. MTC and ABAG will take special effort to engage minority and low-income residents that do not typically participate in regional government planning efforts.

In order to seek out and consider the needs of those traditionally under-represented in the planning process, including minority, low-income, disability and limited English proficient communities, we will work closely with community non-profit organizations in communities of concern. As we have in past Plans, we will complete a request for proposals (RFP) process for assistance from these groups to the residents they serve.

C. Participation Activities

The public participation efforts will include:

Advance Notice

- Develop details for the planning process and opportunities for public engagement in advance of each phase of Plan Bay Area 2050's development — and post these details on its website.
- Maintain an updated calendar of events on the Plan Bay Area website.
- Provide timely notice about upcoming meetings. Post agendas and meeting materials on the web one-week in advance of policy committee meetings or ad hoc advisory group meetings.
- Use a mailing list database to keep participants notified throughout the multi-year process (via e-mail or U.S. mail).
- Circulate a Draft Plan or Alternative Planning Strategy, if one is prepared, for public review at least 55 days before the adoption of the Final Plan Bay Area 2050.
- Work with media outlets to encourage news coverage in advance of meetings.

Meetings, Open Houses, Workshops, Public Hearings

- Provide opportunities for a discussion in each county on important issues surrounding how Plan Bay Area 2050 can better support local activities. Pursuant to state statute, MTC and ABAG will hold a minimum of three public meetings in Alameda, Contra Costa, San Francisco, San Mateo and Santa Clara counties, and one or more meetings in the less populous Marin, Napa, Solano and Sonoma counties.
- Promote a civil atmosphere at public meetings that provides an opportunity for all participant to speak free of disruptions or personal attacks.
- Host public meetings, open houses or workshops in convenient and accessible locations at a variety of times (evenings, weekends, as well as weekdays).
- As appropriate, host webinars or telephone town halls to encourage more participation.
- Hold at least three public hearings on the Draft Plan or Alternative Planning Strategy, if one is prepared; hold the public hearings in different parts of the

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region to maximize opportunities for participation by members of the public throughout the region.

- Use “visualization” techniques to communicate technical planning issues and strategies to the public, such as maps, videos, graphics, animation or computer simulations to depict alternatives under consideration.
- Provide a summary of comments heard at public meetings via the Plan Bay Area website (www.PlanBayArea.org).

Digital Engagement

- Use a single web address — www.PlanBayArea.org — so members of the public have a single place to go for current updates and to request to receive notices and information.
- Use social media to reach, educate and engage residents.
- Maintain an archive of past workshop meeting materials on the Plan Bay Area website.
- Offer interactive web polls, surveys, etc.
- Provide timely, easy-to-understand information on a website that is mobile-ready and accessible, per the Americans with Disabilities Act.

Media Outlets

- Issue press releases to media outlets, including ethnic, foreign-language and community media, to keep reporters apprised of progress and generate coverage on radio, television, newspapers and the Internet.
- Translate news releases about public meetings into Spanish and Chinese, or other languages as appropriate.

Other Innovative Strategies

- Engage in “pop-up” style intercept outreach at community events and popular locales (e.g., farmers’ markets, malls, festivals, etc.)
- Involve youth in helping to shape the draft Plan Bay Area 2050 through partnerships with academic or nonprofit organizations.
- Use short, captioned video to communicate complex concepts to the public;

video could use humor or animation in order to make the subject matter more relatable.

- Place kiosks with surveys or other online tools in public spaces (e.g., libraries, malls, community centers, etc.) for greater reach.

Outreach to Targeted Groups

- Ask partners to help spread the word about public comment opportunities.
- Piggy-back on existing meetings in order to attract greater attendance and participation.
- Seek out and consider the needs of those traditionally under-represented in the planning process, including minority, low-income, ~~and~~ limited English proficient communities and persons with disabilities. Also, consider the needs of the Bay Area's growing senior population.
- Provide assistance, if requested at least three working days prior to a meeting, to people with disabilities and language assistance to people with limited English proficiency. (Five or more days' notice is preferred.) Such requests may be made through the MTC Public Information Office at 415.778.6757.

Other

- Statistically relevant public opinion poll (also available in languages other than English).
- The methods MTC and ABAG will use to report progress on the Plan will include, but not be limited to, the web, e-mail updates, social media, electronic and print newsletters, and local media outlets.

VI. Public Participation Goals

People who take the time and energy to participate in public processes should feel their participation is valued. MTC and ABAG commit to the following goals and performance benchmarks to measure the effectiveness of the public participation program:

1. **Promote a transparent process:** MTC and ABAG should make every effort to make the often-complex planning process transparent so that the public has the opportunity to help shape policies and inform decisions.
2. **Encourage broad participation:** The process should include the greatest number of people possible from throughout the region and reflect the diverse Bay Area population, regardless of individuals' language, personal mobility or ability to attend a meeting, subject to available budget and resources.
3. **Engage for impact:** The feedback received through this Public Participation Plan should be analyzed and provided to policy makers in a timely manner to inform their decisions. Interested participants should be informed of actions by MTC and ABAG at key milestones throughout the planning process.
4. **Build knowledge:** This program is an opportunity for MTC and ABAG to inform a wide range of people about transportation and land-use issues in the Bay Area. Each step of the process should include an educational element to set context and promote increased understanding of the Plan and relevant topics.

Targeted Performance Measures

MTC and ABAG will survey participants in an effort to inform and improve future outreach. Results from the survey and other data will be used to conduct an evaluation of Plan Bay Area public engagement at the conclusion of the planning process. Following are specific performance metrics that will be tracked:

1. Promote a transparent process
 - For each major technical planning milestone, develop user-friendly content written in plain language explaining:
 - The purpose of the work

- Impact on the plan
- Opportunities for public input, and
- Decision-making roles.

2. Encourage broad participation

- Outreach will target demographic groups (age, ethnicity, income, primary language, geographic location, disability) roughly mirroring the demographics of the Bay Area’s population.
- Five thousand or more comments are logged on the Plan Bay Area 2050 or associated documents.
- There are 200,000 visits to or “page views” of the Plan Bay Area website.
- Online engagement options are available for those who are not able to attend meetings.
- Outreach conducted in all nine counties, in central locations and accessible by public transit to the extent feasible.
- Meetings are linguistically accessible to 100 percent of participants, with three (3) working days’ advance request for translation. (Meeting announcements offer translation services with advance request for translation services.)
- All meetings are accessible under the requirements of the Americans with Disabilities Act (ADA).
- Plan Bay Area 2050 or elements of it are mentioned in radio or TV broadcasts, online forums and blogs, social media, newspaper articles, editorials, commentaries, or other printed media.

3. Engage for impact

- One hundred percent of written correspondence received is logged, analyzed and shared in a timely manner with staff and policy makers for consideration.
- One hundred percent of written correspondence is acknowledged.
- Policy decisions and other actions are summarized and reported back to participants at key milestones in the process.

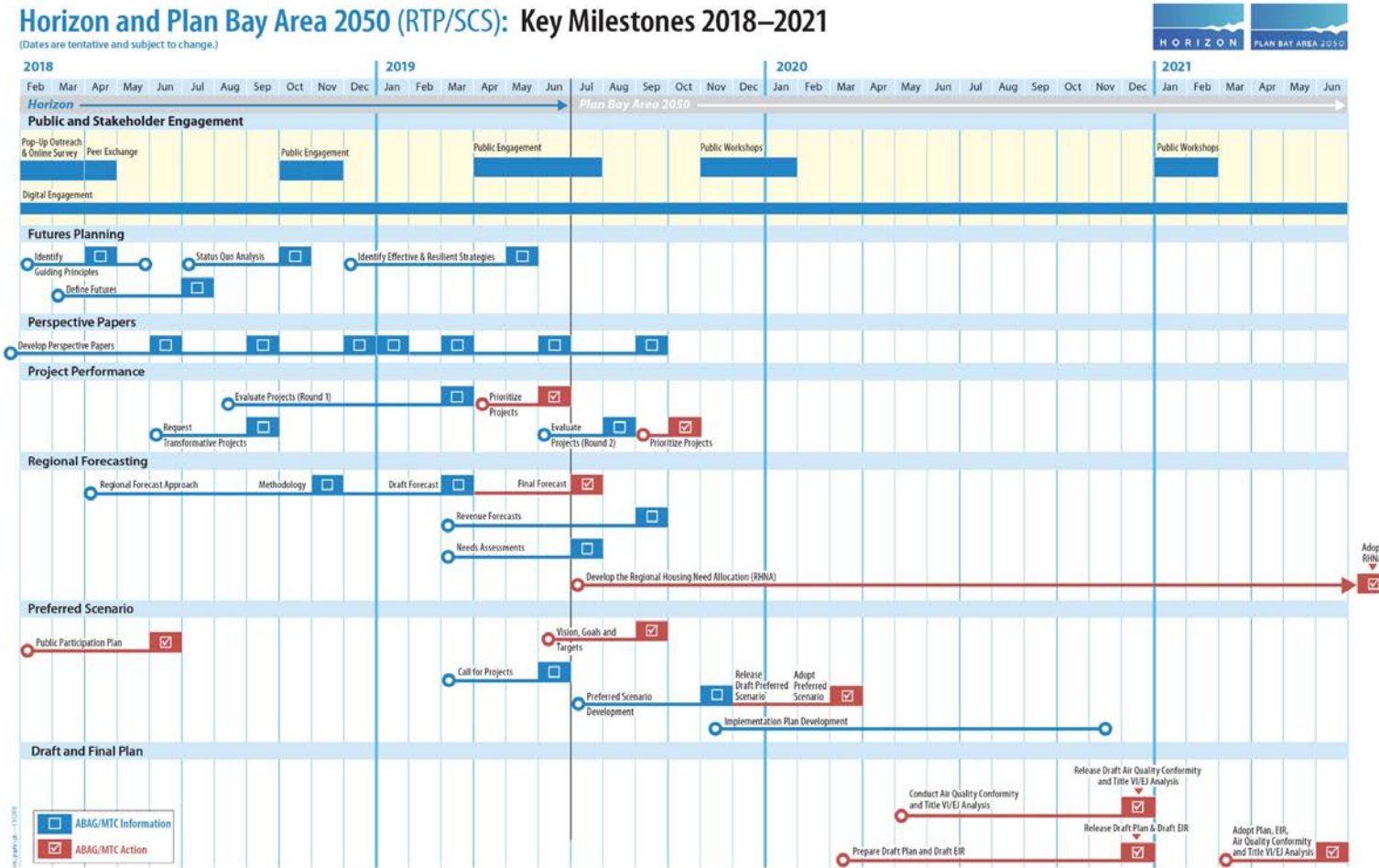
4. Build knowledge

- Seventy percent of participants surveyed agree that Plan Bay Area 2050 public participation efforts provided:
 - Sufficient opportunity to comment/ask questions
 - Clear information at an appropriate level of detail, and
 - An opportunity to learn about Plan Bay Area 2050 and related projects or programs.

Attachment A

Horizon and Plan Bay Area 2050 (RTP/SCS): Key Milestones 2018–2021

(Dates are tentative and subject to change.)



Attachment B – Responsibilities & Roles: Plan Bay Area 2050

Major Tasks	Advisory				Decision-Making		
	A	B	C	D	E	F	G
	Partnership Board	Regional Advisory Working Group	Policy Advisory Council	Regional Planning Committee	MTC Planning Committee & ABAG Administrative Committee	Executive Board	Commission
	MTC	Joint	MTC	ABAG	Joint	ABAG	MTC
1. Horizon Initiative							
Horizon Initiative Planning		●	●	●	☑		
Project Evaluation		●	●		☑		
Policy Analysis		●	●		☑		
2. Regional Forecasting							
Population/Employment/Housing/Travel Demand Forecasts		●	●	●	☑	☑	☑
Transportation, Housing & Resilience Revenue Forecast		●	●	●	☑		
3. Preferred Land Use Pattern & Investment Strategy							
Needs Assessments	●	●	●		☑		
Call for Projects		●	●		☑		
Land Use & Travel Demand Forecasting		●	●	●		☑	☑
Adoption of Preferred Scenario		●	●	●	☑	☑	☑
4. Draft and Final Plan							
Title VI & Environmental Justice Analysis		●	●		☑		
Air Quality Conformity Analysis					☑		☑
Draft & Final Environmental Impact Report (EIR)		●	●	●	☑	☑	☑
Draft & Final Plan		●	●	●	☑	☑	☑
Regional Housing Need Allocation (RHNA)				●		☑	

- Input/Information
- ☑ Action/Decision

NOTE: Information provided is tentative and subject to change.

Action items presented jointly to MTC’s Planning Committee and ABAG’s Administrative Committee may seek a recommendation from one or both committees.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 18-0368 **Version:** 1 **Name:**
Type: Report **Status:** Informational
File created: 5/4/2018 **In control:** Planning Committee
On agenda: 6/8/2018 **Final action:**
Title: Perspective Paper #1 Preview - Autonomous Vehicles

Preview of Horizon Perspective Paper #1, focused on strategies and policies to prepare the region for autonomous vehicles.

Sponsors:

Indexes:

Code sections:

Attachments: [5a_Perspective Paper 1 Preview-AV.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Perspective Paper #1 Preview - Autonomous Vehicles

Preview of Horizon Perspective Paper #1, focused on strategies and policies to prepare the region for autonomous vehicles.

Presenter:

Adam Noelting

Recommended Action:

Information

Attachments:



M E M O R A N D U M

Agenda Item 5a

TO: Planning Committee
FR: Executive Director
RE: Perspective Paper #1 Preview - Autonomous Vehicles

DATE: June 1, 2018

Background

Automated or autonomous vehicles (AVs) may be the most significant change to transportation since Henry Ford first made automobiles accessible to the working class. The technology is likely to have a profound impact on the Bay Area. AVs use an array of technological systems, including GPS, radar, and LIDAR backed by powerful computers and machine learning to navigate complex driving environments. With AV technologies, vehicles will eventually be capable of driving themselves – human operators and occupants optional. This capability could have dramatic implications for personal mobility, public transportation, and the movement of goods.

This report is the first in a series of *Perspective Papers* that will contribute to *Horizon*, a regional initiative exploring a range of external forces that have the potential to fundamentally alter the region's trajectory. The *Autonomous Vehicles Perspective Paper* focuses on priority policy interventions and planning strategies for the Bay Area to seize opportunities and proactively address challenges that AVs are likely to introduce. The strategies advanced via this report will be incorporated across a series of divergent *Futures* (planning scenarios), depending upon a range of assumptions including AV penetration, sharing preferences, and electric vehicle penetration.

Bay Area AV Pilot Programs and Policy Responses

Many communities in the Bay Area are beginning to proactively explore applications of AV technology. For instance, the City of San Jose has advanced a series of pilot programs to develop communications infrastructure, implement spatial data collection, and provide service with Level 4 (high automation) fleets. GoMentum Station (Concord) is a robust AV testing facility with city-like road networks, tunnels, over- and under-passes, and railroad crossings that accurately simulate real-world conditions. Bishop Ranch (San Ramon) is piloting AV shuttles to transport workers around the office park. The pilot will move into its final phase this year, operating outside of the office park to connect with local transit.

In addition to the explicit AV pilot programs, many other entities are exploring future-facing policies, programs, and regulations. The San Francisco Municipal Transportation Agency (SFMTA) recently developed *Guiding Principles for Emerging Mobility*, a policy framework to evaluate new mobility services for all SFMTA and SFCTA decisions. The Santa Clara Valley Transportation Authority (VTA) is developing an *Automated Driving System Draft Policy*, an effort to address the issues and opportunities AVs present and explore pathways to incrementally introduce automation into VTA's business model and practices. Finally, the California Public Utilities Commission (CPUC) has moved forward on releasing a proposed framework for regulating two AV pilot programs, one with drivers in the vehicle, and one without drivers in the vehicle.

Opportunities, Risks, and Strategies for the Bay Area

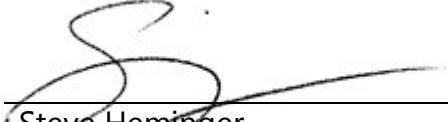
There remains tremendous uncertainty related to the timing and overall market penetration of autonomous vehicles, the extent to which driverless vehicles will be shared rather than owned, and the impacts they could have on labor, public transit, congestion, air quality, safety, and equity. To corral these uncertainties, the *Perspective Paper* relies heavily on the Horizon Guiding Principles— Affordable, Connected, Diverse, Healthy, and Vibrant— to describe the opportunities and risks of an AV future. For example, under the *Connected* principle, the Paper describes the opportunity that shared AV services could introduce a transit renaissance with improved on-demand services. However, there is also a risk that AVs would worsen congestion with more induced travel and empty vehicle circulation.

The Paper then turns to a shortlist of “priority strategies” to seize the opportunities or overcome the risks. Sticking with the *Connected* principle example, the paper describes the importance of pricing mobility fairly, designing smart streets, developing industry-wide data sharing protocols, and re-envisioning investments and innovations in our public transit system. While the presentation today focuses on a “shortlist” of strategies, the final *Perspective Paper* will also include a longer list of potential policy responses to explore, with more detail on feasibility and effectiveness. The Paper will also detail pilot programs and policy responses from across the U.S., and review the best available recent literature on the topic.

Next Steps

The *Automated Vehicles Perspective Paper* introduces opportunities and risks, while also introducing a set of priority strategies for the region to consider. It is important to emphasize that the paper is intended to serve as an interim deliverable of the overall *Horizon* process. The strategies described in the Paper serve as a starting point for a more robust discussion this fall, when MTC and ABAG staff will engage stakeholders on strategies that can overcome various challenges facing the region across multiple *Futures*. This process will identify a narrowed-down list of strategies most effective in multiple futures to carry forward into Plan Bay Area 2050.

Finally, MTC and ABAG will hold a public event releasing the Autonomous Vehicles Perspective Paper on the evening of Tuesday, June 26, 2018, here at the Bay Area MetroCenter, 375 Beale Street, San Francisco. The event will highlight a similar presentation of the material and engage experts and the audience in a panel discussion about these topics.



Steve Heminger

Attachment:

- Presentation

SH:an

J:\COMMITTEE\Planning Committee\2018\06_PLNG_June 2018\05ai_AV Perspective Paper.docx



HORIZON

Autonomous Vehicles Perspective Paper

Strategies for the Bay Area

Horizon is exploring how economic, environmental, technological, and political uncertainties may create new challenges – or exacerbate existing ones – for the Bay Area over the coming decades.

H O R I Z O N

Futures Planning

Perspective Papers

Project Performance

PLAN BAY AREA 2050

For more information, go to:
mtc.ca.gov/horizon

Source: <https://www.flickr.com/photos/kitkit201/33692723984/>

Overview

- **Autonomous Vehicles 101**
- **Implications and Strategies**
 - Horizon Guiding Principles
 - Opportunities and Risks
 - “Big Ideas” and Applications for the Bay Area
- **Next Steps**



HORIZON

Autonomous Vehicles 101

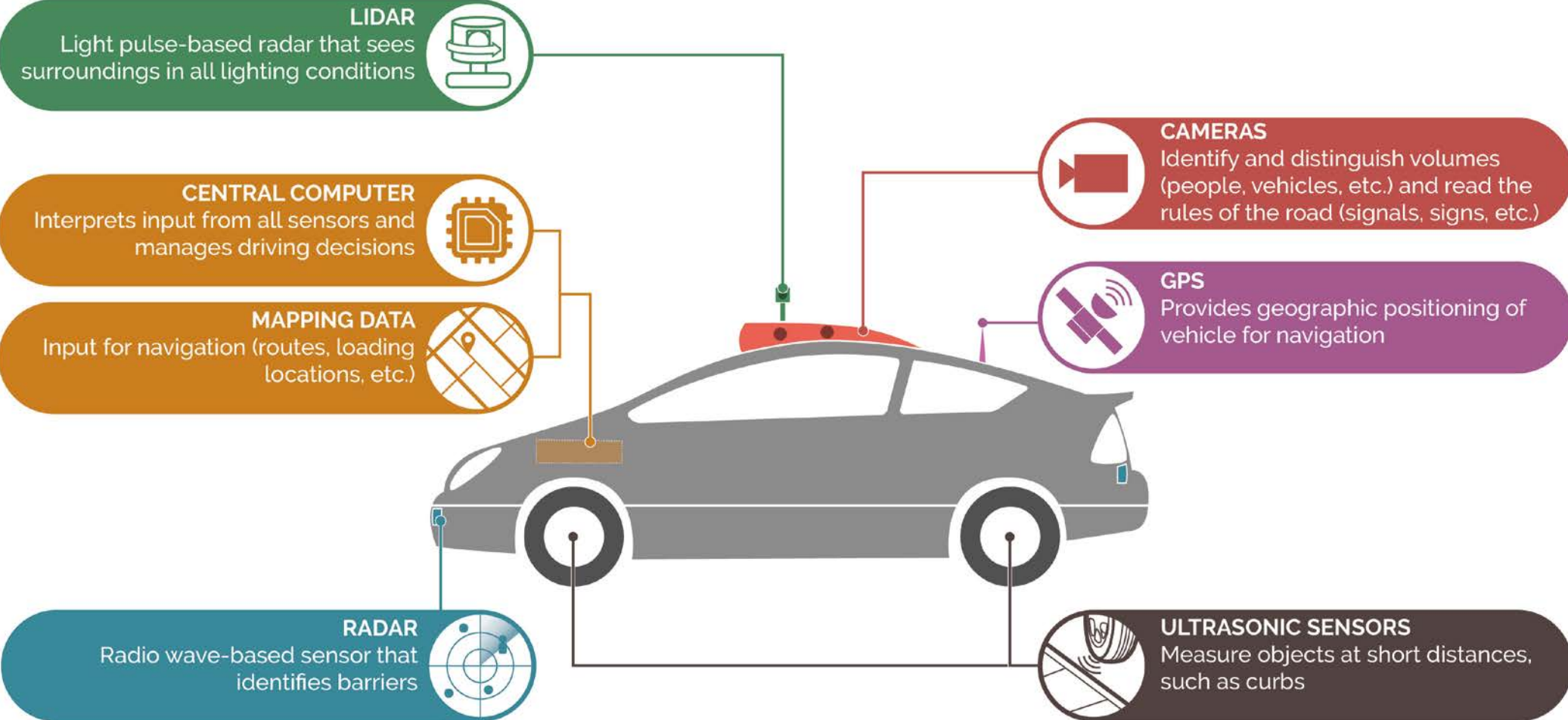
“Automated” versus “Connected”

AUTOMATED The increasing ability to drive without human assistance.

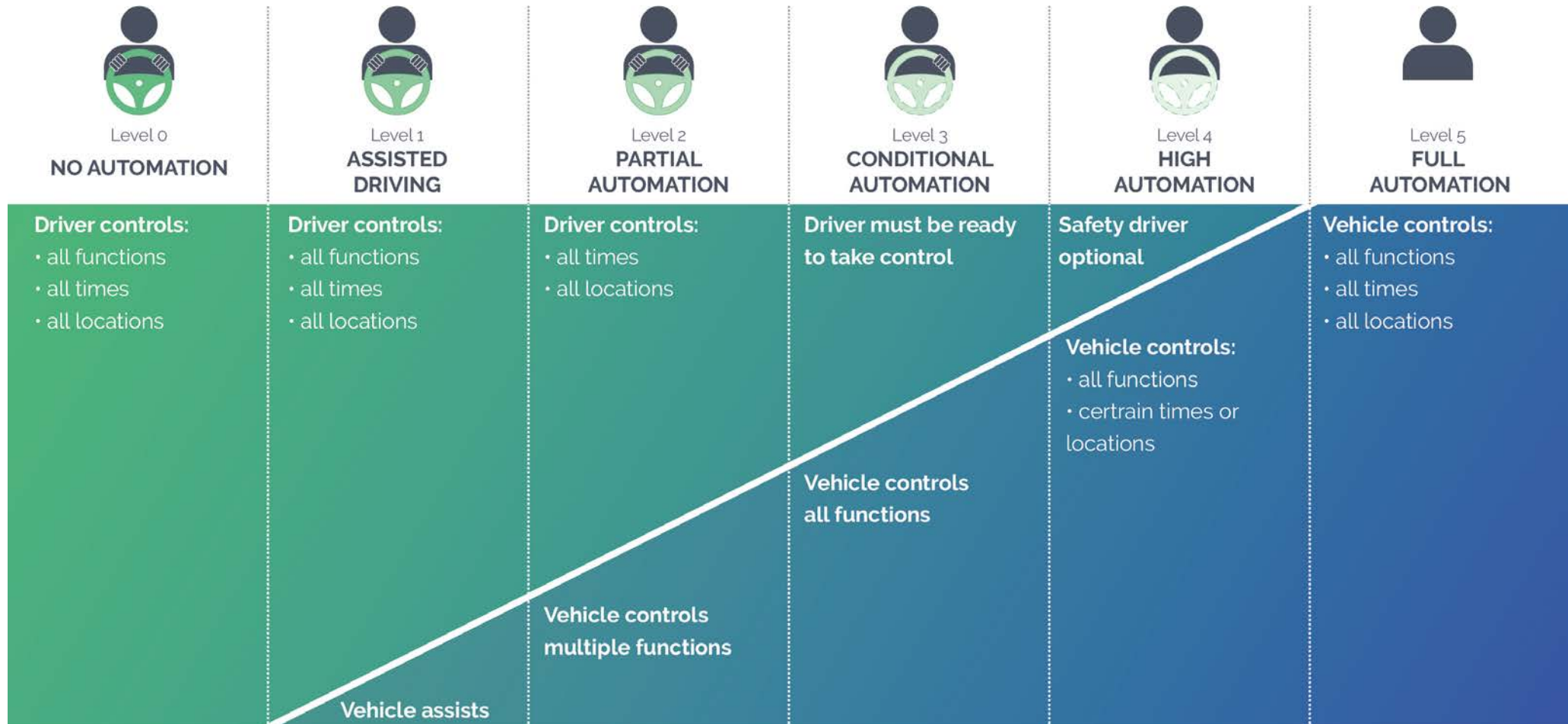
CONNECTED The increasing ability to share mobility or safety information among other vehicles, infrastructure, systems, etc.

None of the automation technologies require a vehicle to be connected.

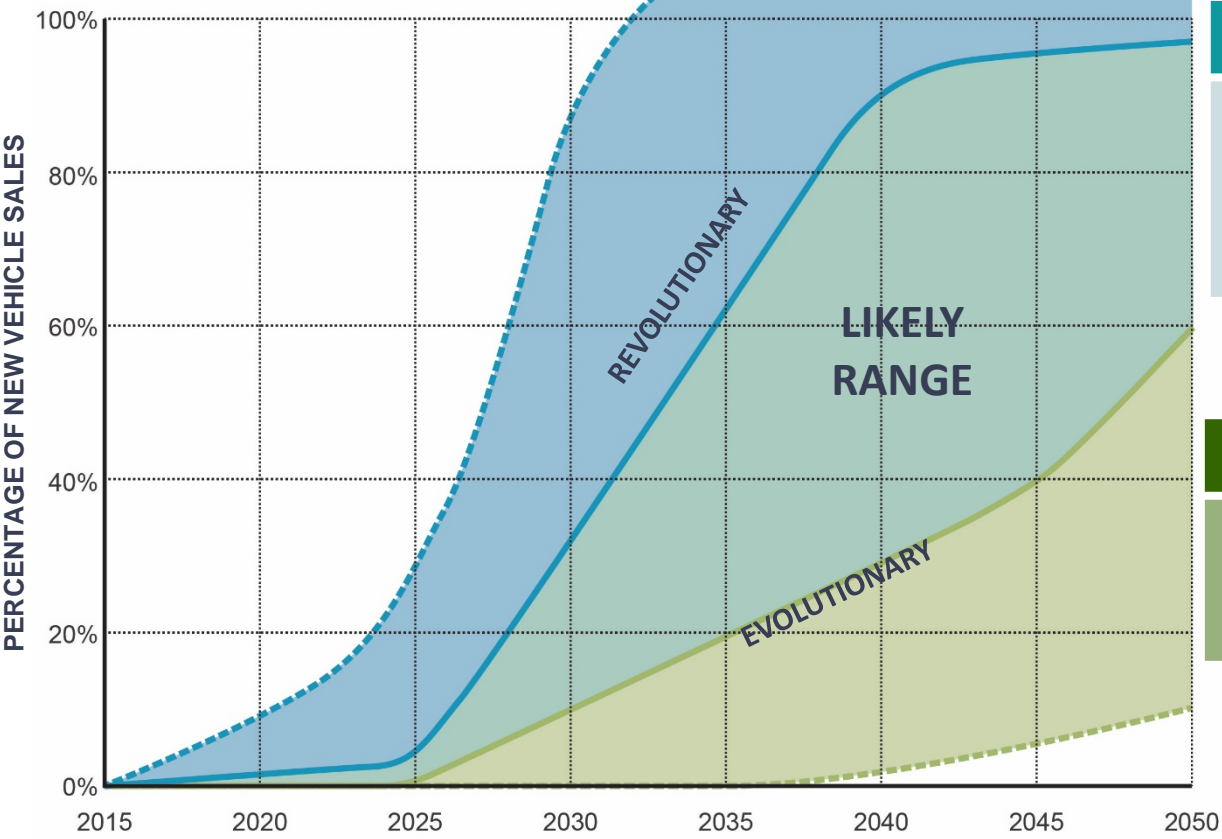
Autonomous Vehicles Components



Levels of Automation



When do AVs become commonplace?



Fully Autonomous Vehicle (L4/5) uptake predictions based on high disruption scenarios, indicates possible percentage of new car sales 2016 to 2050.

Revolutionary

- Technology breakthroughs
- Regulatory resolutions
- Shared model, at much lower cost than ownership
- Rapid adoption

Evolutionary

- Slower technology development and rollout
- Owned AV model with cost premium
- Slower adoption

The future is highly uncertain

TIMING 3 to 13 years until L5 AVs available for purchase

SAFETY +40% to +90% increase in safety

CAPACITY 0% to +45% increase in roadway capacity

DEMAND +5% to +40% increase in VMT

ENERGY/EMISSIONS -50% to + 100% change in GHGs

Bay Area Pilot Programs and Companies

Guiding Principles for Emerging Mobility, San Francisco

Lead Agency: SFMTA

Policy framework to evaluate new mobility services for all SFMTA and SFCTA decisions, including:

- Safety
- Transit
- Equitable Access
- Disabled Access
- Sustainability
- Congestion
- Accountability
- Labor
- Financial Impact
- Collaboration

Companies licensed to test AVs on California public roads

- | | |
|------------------------------------|---------------------------|
| Almotive | NVIDIA |
| Apex.AI | Phantom AI |
| Apple | PlusAi |
| Aurora Innovation | Pony.AI |
| AutoX Technologies Inc | Qualcomm Technologies |
| Baidu | Renovo.auto |
| Bauer's Intelligent Transportation | Roadstar.AI |
| BMW | SAIC Innovation Center |
| Bosch | Samsung Electronics |
| Continental Automotive Systems | SF Motors Inc. |
| CYNGN | Subaru |
| Delphi Automotive | Telenav |
| Drive.ai | Tesla Motors |
| Ford | Toyota Research Institute |
| GM Cruise | Uber |
| Jingchi CorpLyft | Udacity |
| Mercedes Benz | Valeo North America |
| NIO | Volkswagen |
| Nissan | Voyage |
| Nullmax | Waymo |
| Nuro | Zoox |

GoMentum Station, Concord

Lead Agency: CCTA

- Robust testing facility with city-like road networks, tunnels, over-and under-passes, and railroad crossings that simulate real world conditions.
- Testing partners include EasyMile (low-speed electric shuttles), Honda (passenger AVs), Toyota (passenger AVs), Otto (long-haul automated trucks), and Sumitomo Electric (supplier of electronics).

Shared Autonomous Vehicle Demonstration

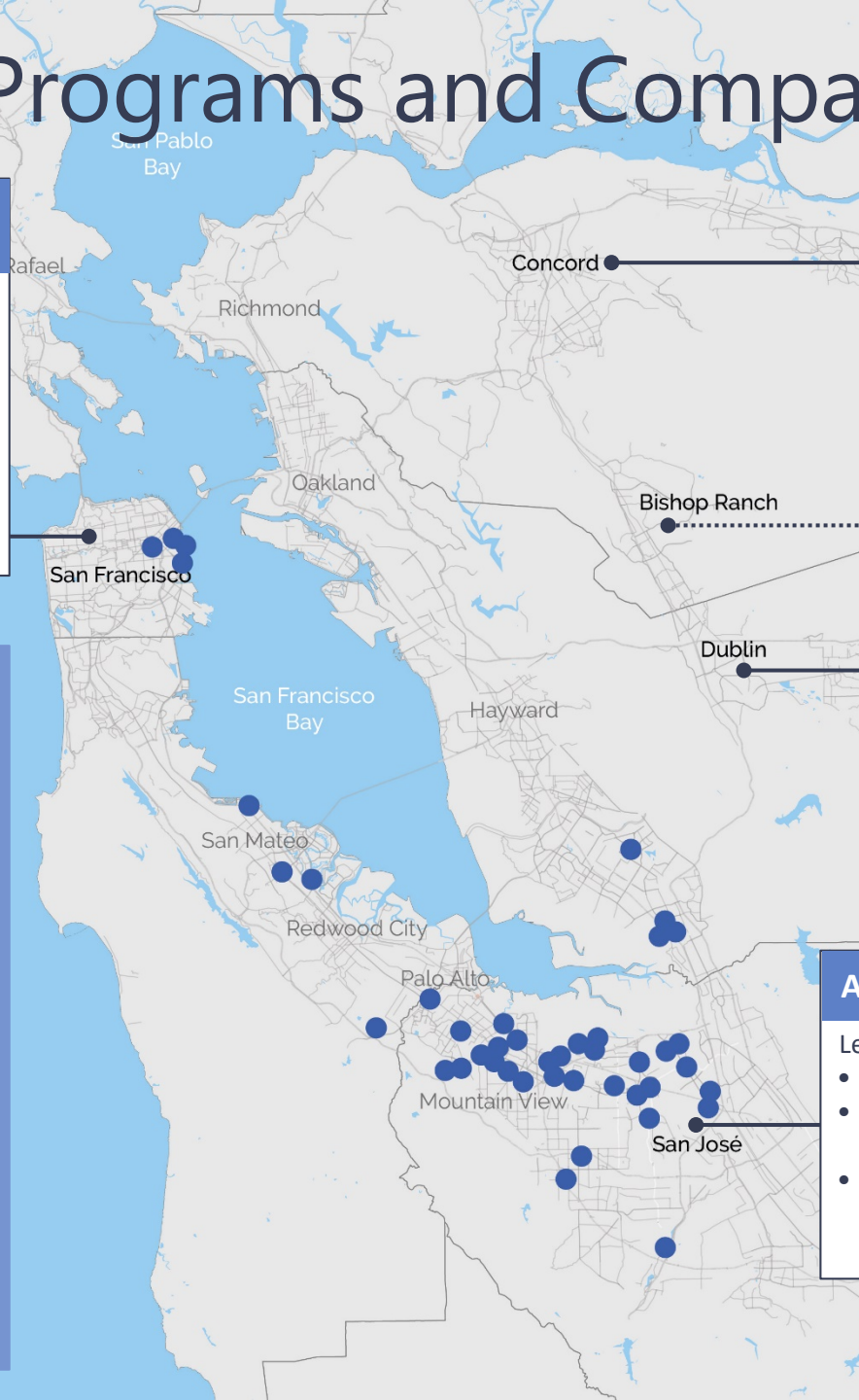
Lead Agency: LAVTA

- First/Last mile to Dublin-Pleasanton BART station
- Low speed autonomous shuttle on public streets
- Complements fixed route buses
- Funded with BAAQMD Grant
- Partnership with County Connection, GoMentum Station, City of Dublin

AV Pilot Program, San José

Lead Agency: City of San José

- RFI for how AVs could help advance broader goals for the city.
- Six specific project areas for AV deployment, but allowed respondents to propose their own project areas.
- Two main pilot programs: small-area or corridor-specific transit service and technology to support broader AV operations in the future.





HORIZON

Implications and Strategies

The San Francisco Bay Area Aspires To Be:



AFFORDABLE

All Bay Area residents and workers have sufficient housing options they can afford – households are economically secure.



CONNECTED

An expanded, well-functioning transportation system connects the Bay Area – fast, frequent and efficient intercity trips are complemented by a suite of local transportation options, connecting communities and creating a cohesive region.



DIVERSE

The Bay Area is an inclusive region where people from all backgrounds, abilities, and ages can remain in place – with access to the region's assets and resources.



HEALTHY

The region's natural resources, open space, clean water and clean air are conserved – the region actively reduces its environmental footprint and protects residents from environmental impacts.

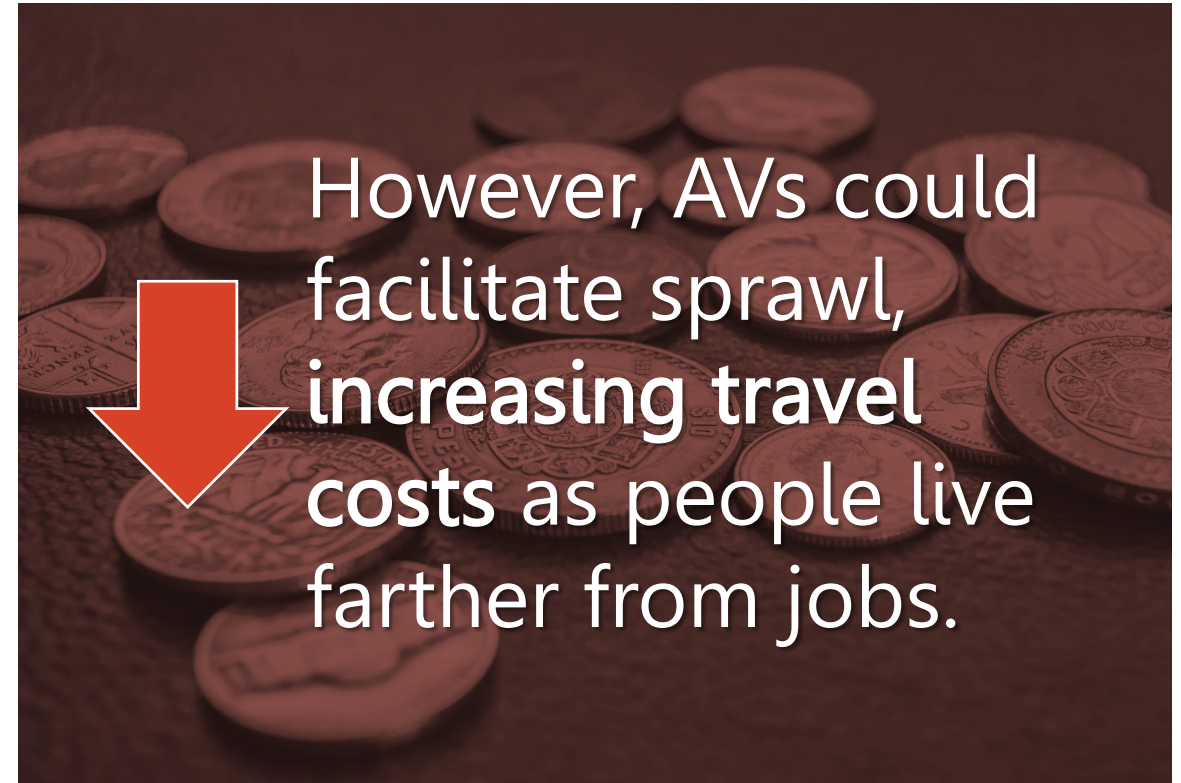


VIBRANT

The Bay Area region is an innovation leader, creating quality job opportunities for all and ample fiscal resources for communities.



For lower income households, housing and transportation costs could increase to 67% of household budgets by 2040.



Housing Opportunity Sites



AFFORDABLE



- Decreasing parking **demand** with AV services
- Reduce parking **requirements**
- Obsolete parking could be replaced with **infill development**

Priority Strategies

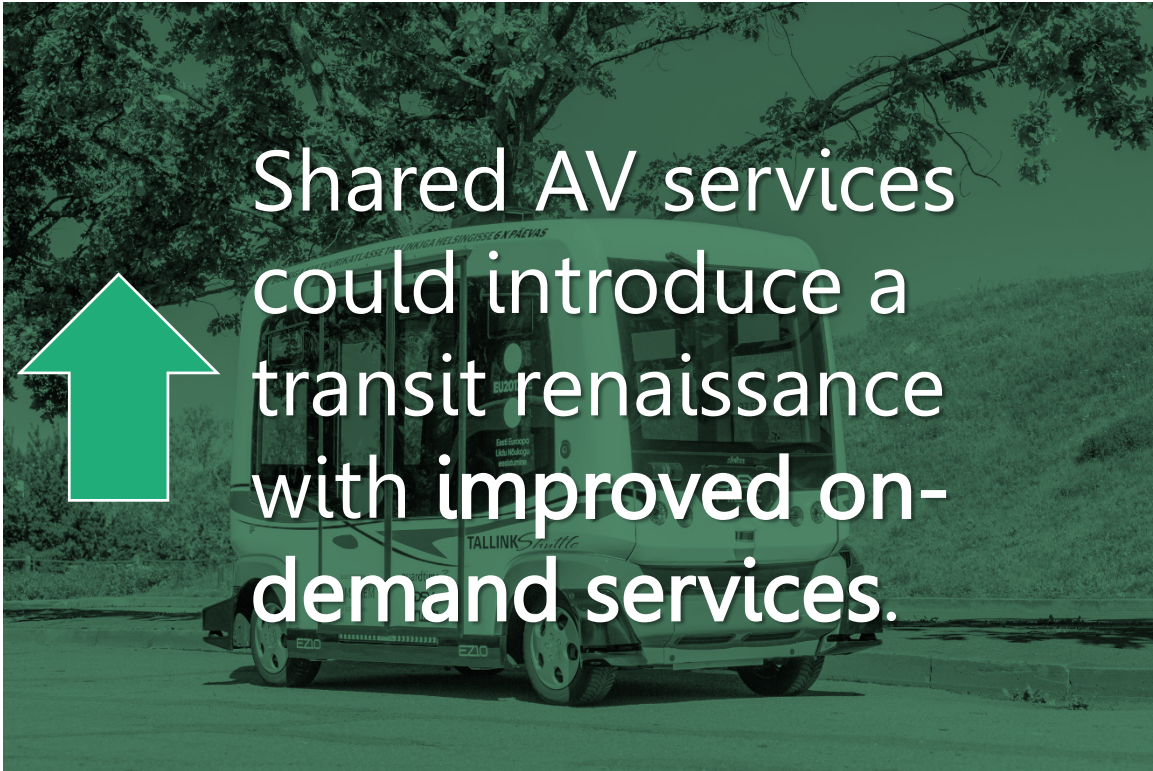
Repurpose off-street parking for **infill development**

Institute **parking maximums** for both on- and off-street parking supply

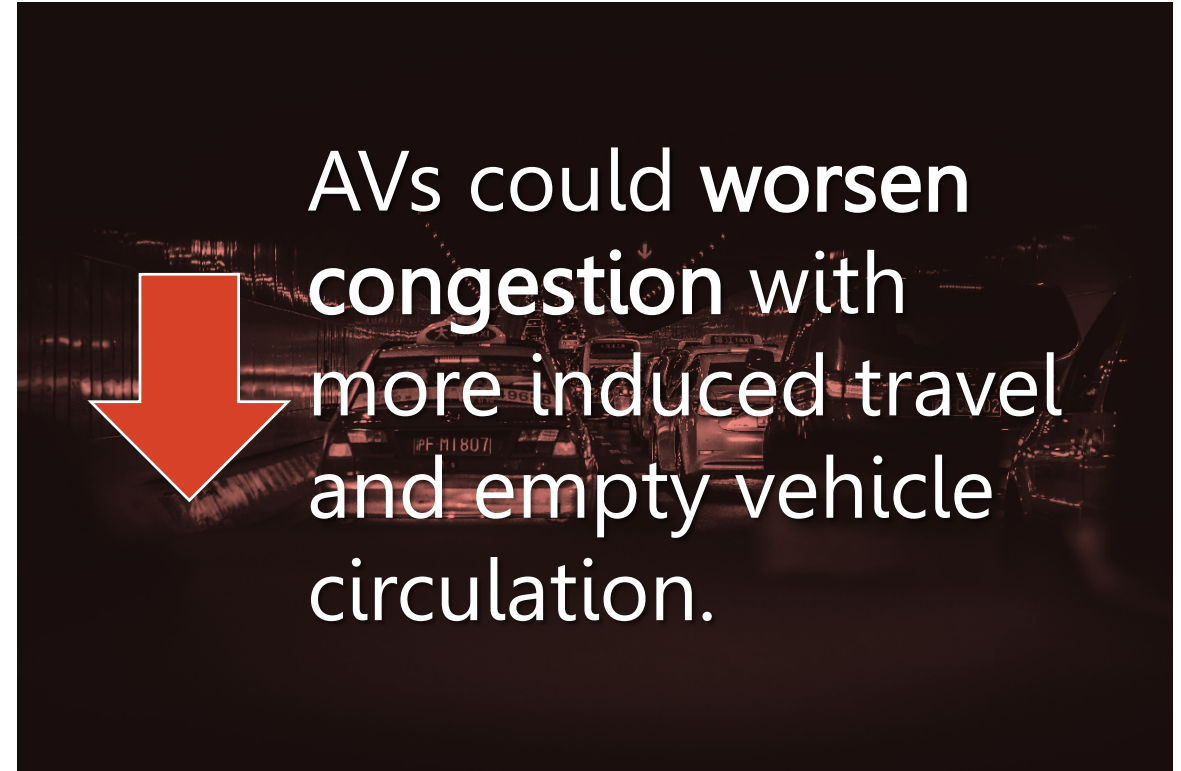
Retain urban growth boundaries to **control greenfield development**



Congestion in the Bay Area has worsened 64% since 2000, putting Bay Area traffic worst in the nation behind only Los Angeles.



Shared AV services could introduce a transit renaissance with improved on-demand services.



AVs could worsen congestion with more induced travel and empty vehicle circulation.

Regional On-Demand, Autonomous Microtransit



CONNECTED

- High frequency regional **trunk lines** + on demand local service
- Autonomous **BRT** network
- On-demand, **door-to-door** and first/last-mile service
- **Mobility as a Service** models

- Railway network
- ⋯ Railway: Future Extension
- Autonomous BRT / Urban Bus
- Intercity Express Bus
- Suburban Microtransit



Priority Strategies

Double down on high-capacity bus and rail corridors

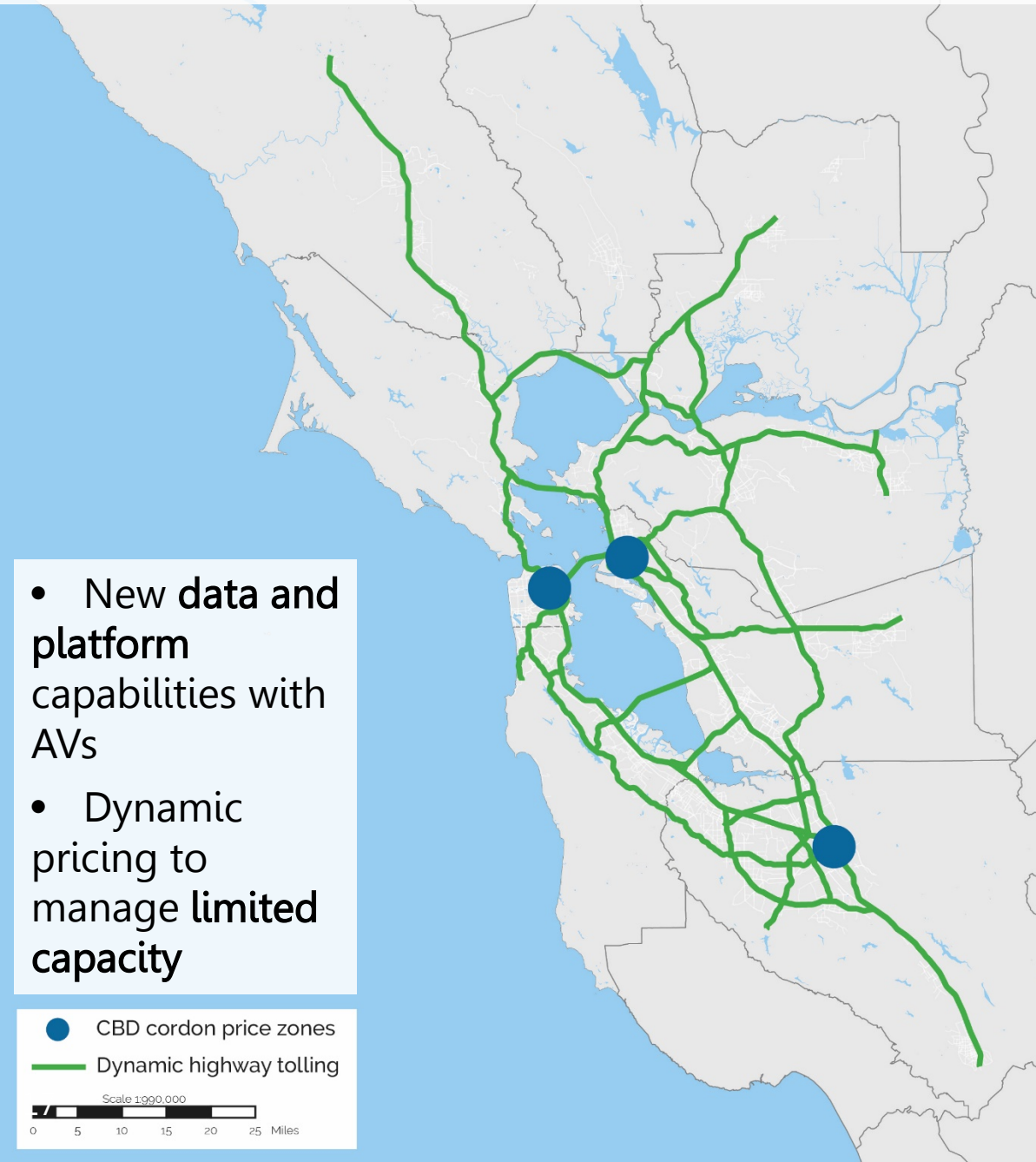
Innovate suburban transit with autonomous, on-demand microtransit

Develop a mobility as a service platform to provide a unified and equitable gateway to services and information

Price Mobility Fairly



CONNECTED




Priority Strategies

Price mobility fairly through dynamic road user charging

Design smart streets with dynamic allocation of street and curb space

Develop industry-wide data sharing protocols to provide real-time information to connected vehicles

Over the last 15 years, more than 6,500 people have died on Bay Area roads with an average of 6 in 100,000 residents losing their lives in traffic incidents.



Significant reduction in human driving error could **save lives**. AVs that are EVs could **improve air quality**.



Hacking and cybersecurity could introduce new safety risks. AVs that are not EVs could **worsen air quality**.

Vision Zero 2.0



- Train **first responders**
- Address **cybersecurity** vulnerabilities
- Mandate **eco-driving**
- **EV** incentives and sharing infrastructure
- **Vehicle-to-grid** innovation

Priority Strategies

Cap speed limits in downtowns, neighborhoods

Mandate that **all AVs are EVs** and invest in the necessary infrastructure

Develop hacking vulnerability “bounty program”



Nearly 600,000 people were employed in the trade, transportation, and utilities industry in 2016.



"New Deal" for Mobility



VIBRANT

- Comprehensive program to maximize local **economic benefits** of the AV industry
- **Workforce advancement** programs
- Related **new industries** (manufacturing, data, services, goods, repair, etc.)

Priority Strategies

Strengthen the capacity of **training programs** to expand opportunities for workers in the AV industry

Target job clusters on **industrially-zoned land** for production, distribution, and repair

Pilot **innovative AV applications** that could spur new job opportunities

Racial minorities now make up 59% of the Bay Area's population.



Require Equitable Outcomes



DIVERSE

- **Require accountability:** targets, metrics, monitoring, improvement
- Target strategies for **specific equitable outcomes.**
- Focus all strategies on **inclusive prosperity.**

Priority Strategies

Mandate **equitable provision** of mobility services with transparent reporting

Subsidize public **transit innovations** replacing fixed route transit in Communities of Concern

Establish **prioritization programs** for AV mobility services that target Communities of Concern

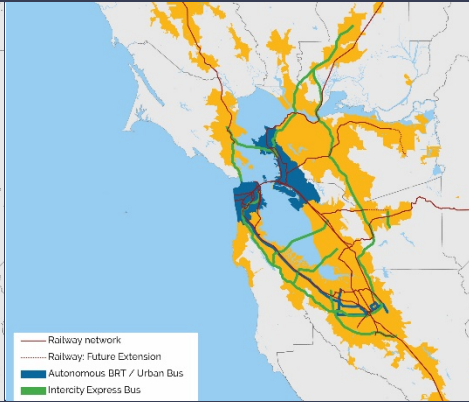
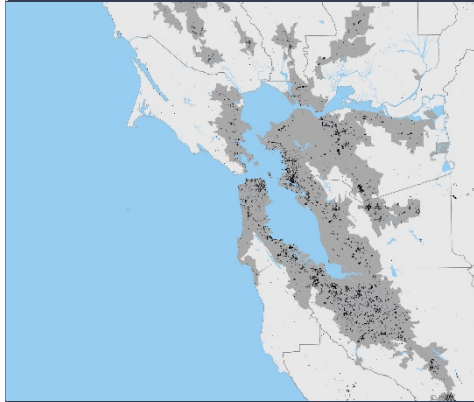
 **Affordable**

 **Connected**

 **Healthy**

 **Vibrant**

 **Diverse**



Housing Opportunity Sites

Fair Pricing & Autonomous Transit

Vision Zero 2.0

New Deal for Mobility

Equitable Outcomes

Increase affordable housing supply

Expand access to high quality transportation

Save lives and improve air quality

Expand prosperity and access to jobs

Hold mobility service providers accountable



HORIZON

Next Steps

Incorporating Strategies to Inform Horizon and Plan Bay Area 2040

Planning for an Uncertain Future



- This fall, the strategies advanced in the AV perspective paper will be incorporated across some or all futures, depending upon assumptions about AV penetration, sharing preferences, EV penetration, etc.
- We will identify a short-list of strategies most effective in multiple futures to carry forward into Plan Bay Area 2050.

HORIZON



Thank you!



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 18-0369 **Version:** 1 **Name:**

Type: Report **Status:** Informational

File created: 5/4/2018 **In control:** Planning Committee

On agenda: 6/8/2018 **Final action:**

Title: Horizon and Plan Bay Area 2050: Project Performance Assessment Overview

Overview of the project performance assessment for major transportation investments, currently under development for use in Horizon and Plan Bay Area 2050.

Sponsors:

Indexes:

Code sections:

Attachments: [5b_Horizon and PBA 2050- Project Performance Assessment Overview.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Horizon and Plan Bay Area 2050: Project Performance Assessment Overview

Overview of the project performance assessment for major transportation investments, currently under development for use in Horizon and Plan Bay Area 2050.

Presenter:

Dave Vautin

Recommended Action:

Information

Attachments:



M E M O R A N D U M

Agenda Item 5b

TO: Planning Committee

DATE: June 1, 2018

FR: Executive Director

RE: Horizon and Plan Bay Area 2050: Project Performance Assessment Overview

Summary

Similar to past long-range planning cycles, staff proposes to conduct a project performance assessment of major transportation investments for *Horizon* and *Plan Bay Area 2050*. This effort seeks to identify high- and low-performing projects both to understand the efficacy of specific projects under varying external conditions (i.e., futures) and to inform the development of the Preferred Scenario's transportation investment element. Over the next few months, staff will work with stakeholders through the Regional Advisory Working Group to refine the methodology and conduct technical data needed to analyze major investments. A public solicitation for transformative transportation investments was also announced earlier this week.

Background and Proposed Approach

Plan Bay Area 2040 was the region's second long-range plan with a comprehensive evaluation of uncommitted transportation investments, scoring them with a quantitative benefit-cost ratio – evaluated using Travel Model One – and a qualitative targets score based on the adopted performance targets of that plan. The project performance assessment helped to identify 11 high-performing projects that were prioritized for regional discretionary funding in the Plan and 18 low-performing projects that were subject to further scrutiny through the compelling case process. The project performance assessment helped to identify the most effective investments and provide a transparent process to redirect billions of dollars from low-performing projects to higher-performers, given the fiscally-constrained nature of the Plan. For those seeking additional information on this effort, documentation¹ and final results² can be found on MTC's website.

Staff recommends conducting a third cycle of project performance assessment using a methodology that would be consistent between *Horizon* and *Plan Bay Area 2050* to ensure comparable results. Each project would be evaluated in the following ways:

- **Benefit-cost assessment** using Travel Model Two – primary assessment
- **Guiding principles assessment** using qualitative criteria – secondary assessment
- **Supplemental assessments:** project-level equity analysis; benefit-cost confidence assessment – similar to prior planning cycles

Proposed Enhancements to *Plan Bay Area 2040* Framework

- **Analysis of each transportation project across multiple futures** (resulting in a range of benefit-cost ratios) – this will allow stakeholders to understand how a project's performance might differ under a range of external conditions (autonomous vehicle fleet penetration, population/employment, gas prices, growth distributions, etc.).
- **Use of Travel Model Two to incorporate wider range of impacts** – upgrades to our travel demand model include autonomous vehicles, TNCs, transit crowding, and smaller zone sizes that will improve our ability to forecast project benefits.

¹ http://2040.planbayarea.org/sites/default/files/2017-07/Performance%20Assessment%20Report_PBA2040_7-2017_0.pdf

² <http://bayareametro.github.io/performance/dashboard/>

- **Use of Travel Model Two to incorporate wider range of impacts** – upgrades to our travel demand model include autonomous vehicles, TNCs, transit crowding, and smaller zone sizes that will improve our ability to forecast project benefits.
- **Reforms to the qualitative assessment** – in lieu of the targets assessment, a new “guiding principles assessment” would use qualitative criteria to identify how a project would affect the Guiding Principles being developed for Horizon. Unlike past cycles, the assessment would be used solely to flag projects that do not support one or more of the Guiding Principles. It would play a secondary role compared to the benefit-cost analysis.
- **Evaluation of operational strategies & resilience investments** – in addition to the assessment’s traditional focus on capacity-increasing projects, lower-cost operational strategies and investments needed to protect existing infrastructure from sea level rise would be evaluated to understand their relative performance.

Projects Subject to Performance Assessment

Prior cycles of project performance focused on uncommitted³ capacity-increasing projects with costs⁴ greater than \$50 million (in *Plan Bay Area*) or \$100 million (in *Plan Bay Area 2040*). Staff proposes to raise the threshold for major projects subject to analysis this cycle, expand the definition to include operational strategies & resilience projects, and establish two cost tiers:

- **Tier 1** major projects – greater than **\$1 billion** [priority for Phase 1 analysis – Horizon]
- **Tier 2** major projects – greater than **\$250 million** but less than **\$1 billion**⁵ [priority for Phase 2 analysis – Plan Bay Area 2050]

Staff will first work with CMAs and major transit operators to identify baseline projects and update uncommitted major projects that have been submitted in prior planning cycles. Later this summer, staff will review and evaluate submissions of Tier 1 major projects from government agencies, NGOs, and the general public – potentially transformative megaprojects to solve current and future transportation challenges.

Next Steps

Staff will provide updates on the project performance assessment throughout the *Horizon* and *Plan Bay Area 2050*. In the short term, priorities include updating project data, soliciting transformative projects ideas from stakeholders and the public, and updating evaluation methodologies. Staff expects the first cycle of project performance results to be available in early 2019.



Steve Heminger

SH:DV

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³ Uncommitted projects are projects that are seeking discretionary funding (i.e., not fully funded), are not yet under construction, and are not 100% funded with local dollars.

⁴ Costs were defined in 2013 dollars for *Plan Bay Area* and 2017 dollars for *Plan Bay Area 2040*. Costs will be in 2021 dollars for *Horizon* and *Plan Bay Area 2050*. Costs include capital costs and gross operating & maintenance costs between years 2021 and 2050.

⁵ This could include packages of similar projects each of which falls below the \$250 million threshold, such as a countywide network of low-cost rapid bus lines.



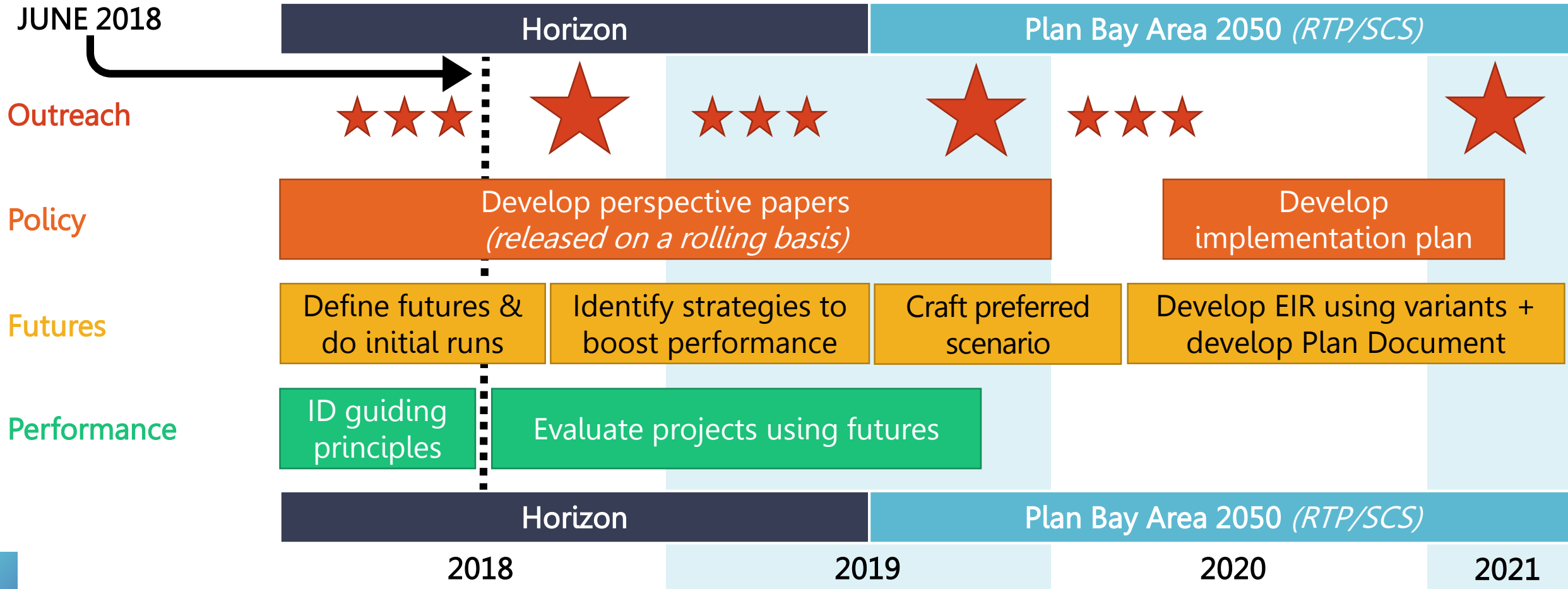
HORIZON

Project Performance Assessment Overview

Horizon & Plan Bay Area 2050

Dave Vautin, MTC/ABAG -- June 8, 2018

Horizon + Plan Bay Area 2050 Overview

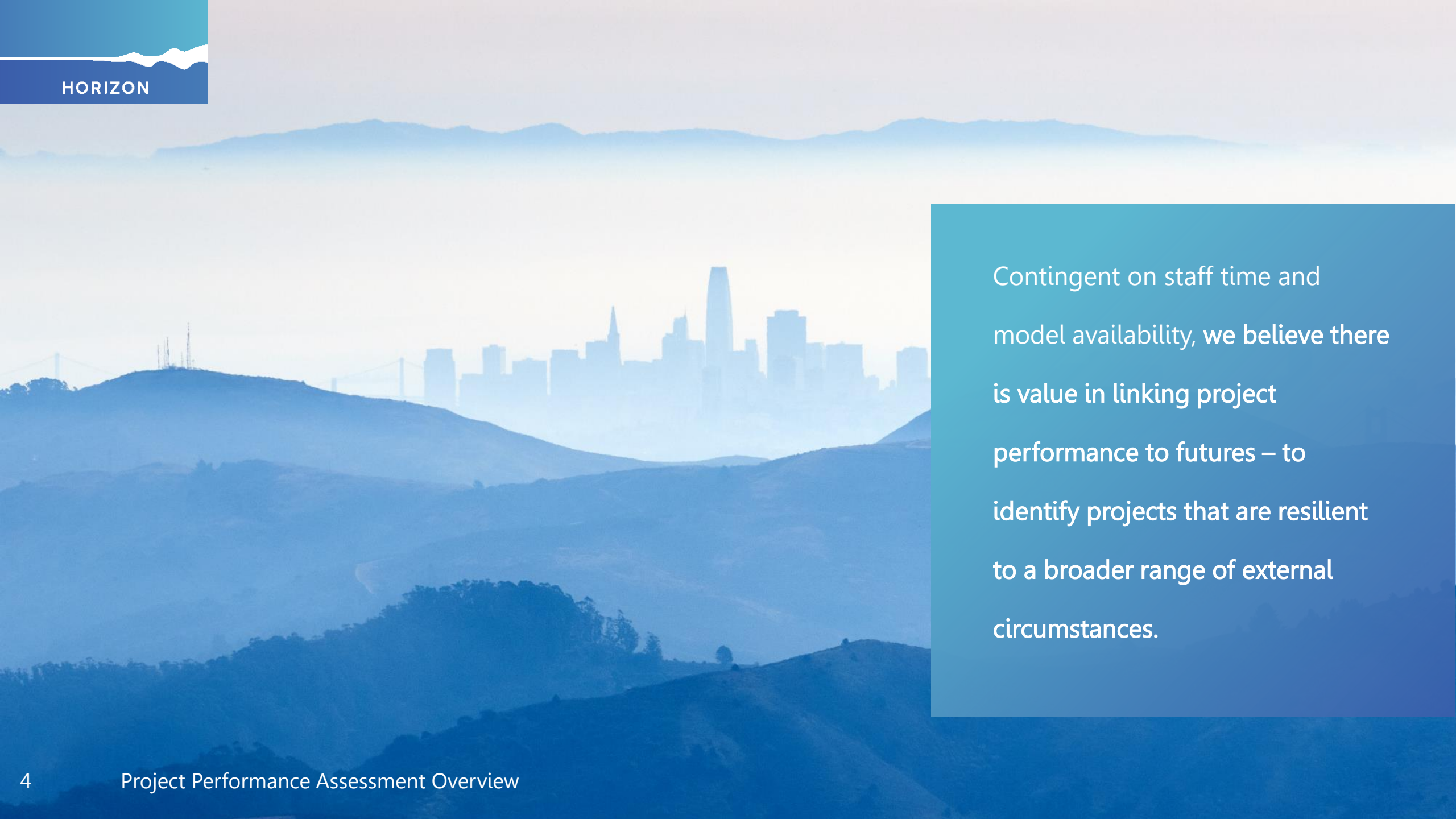


Two Primary Goals for Project Performance



Ensure
transparency and
accountability for
major investments

Assess next
generation of
transformative
projects



Contingent on staff time and model availability, we believe there is value in linking project performance to futures – to identify projects that are resilient to a broader range of external circumstances.

Building on Plan Bay Area 2040

Benefit-Cost
Assessment

Targets
Assessment

Supplemental
Assessments

Plan Bay Area 2040

Project Performance Assessment Overview



Benefit-Cost
Assessment

Guiding Principles
Assessment

Supplemental
Assessments

Horizon +
Plan Bay Area 2050

Proposed Approach for This Cycle

Benefit-Cost Assessment

- Propose analyzing cost-effectiveness in **each future**
- Update technical methodology to reflect current best practices & leverage new Travel Model Two features

Guiding Principles Assessment

- Use Final Guiding Principles as screening criteria to flag projects that do not support one or more principles

Supplemental Assessments

- Equity Assessment – similar to Plan Bay Area 2040
- Confidence Assessment – similar to Plan Bay Area 2040

Benefit-Cost Assessment *(draft)*

Benefits – for travelers & society



Travel Time



Noise



Travel Costs



Health



Safety

*Incorporates benefits
for all modes: autos,
trucks, transit,
walking, biking*



Emissions

Costs – for public sector



Capital Costs



Net Operating &
Maintenance Costs

$$\text{Benefit-Cost Ratio} = \frac{\text{Benefits}}{\text{Costs}}$$

The San Francisco Bay Area Aspires To Be:



AFFORDABLE

All Bay Area residents and workers have sufficient housing options they can afford – households are economically secure.



CONNECTED

An expanded, well-functioning transportation system connects the Bay Area – fast, frequent and efficient intercity trips are complemented by a suite of local transportation options, connecting communities and creating a cohesive region.



DIVERSE

The Bay Area is an inclusive region where people from all backgrounds, abilities, and ages can remain in place – with access to the region's assets and resources.



HEALTHY

The region's natural resources, open space, clean water and clean air are conserved – the region actively reduces its environmental footprint and protects residents from environmental impacts.



VIBRANT

The Bay Area region is an innovation leader, creating quality job opportunities for all and ample fiscal resources for communities.

Guiding Principles Assessment *(draft)*

A project would be flagged if it does not support one or more Principle(s) using the questions below:

<u>Principle</u>	<u>Evaluation Question</u>
AFFORDABLE	Does the project increase travel costs for lower-income residents?
CONNECTED	Does the project increase travel times or eliminate travel options?
DIVERSE	Does the project displace lower-income residents or divide communities?
HEALTHY	Does the project increase emissions or consume open space?
VIBRANT	Does the project eliminate jobs?

How Might Projects Be Scored?

<i>Examples for reference purposes only. Final thresholds would be set by PC/AC in 2019.</i>	Future A Benefit-Cost Ratio	Future B Benefit-Cost Ratio	Future C Benefit-Cost Ratio	Future D Benefit-Cost Ratio	Guiding Principles Rating
Example High-Performing Project	High	Medium	High	Low	Support
Example Medium-Performing Project	Medium	Medium	Low	Medium	Support
Example #1 Low-Performing Project	Low	Low	High	Low	Support
Example #2 Low-Performing Project	Medium	Low	High	High	Does Not Support Principle X

Thresholds & Project Types

Cost Threshold for Evaluation

> \$100 million

Project Types to be Evaluated

Uncommitted Capacity-Increasing Projects Only

Opportunities for Project Submission

CMA & Major Operator Submissions Only

> \$1 billion
for Horizon

> \$250 million
for Plan Bay Area 2050

Uncommitted Projects:

- Capacity-Increasing
- Operations
- Resilience

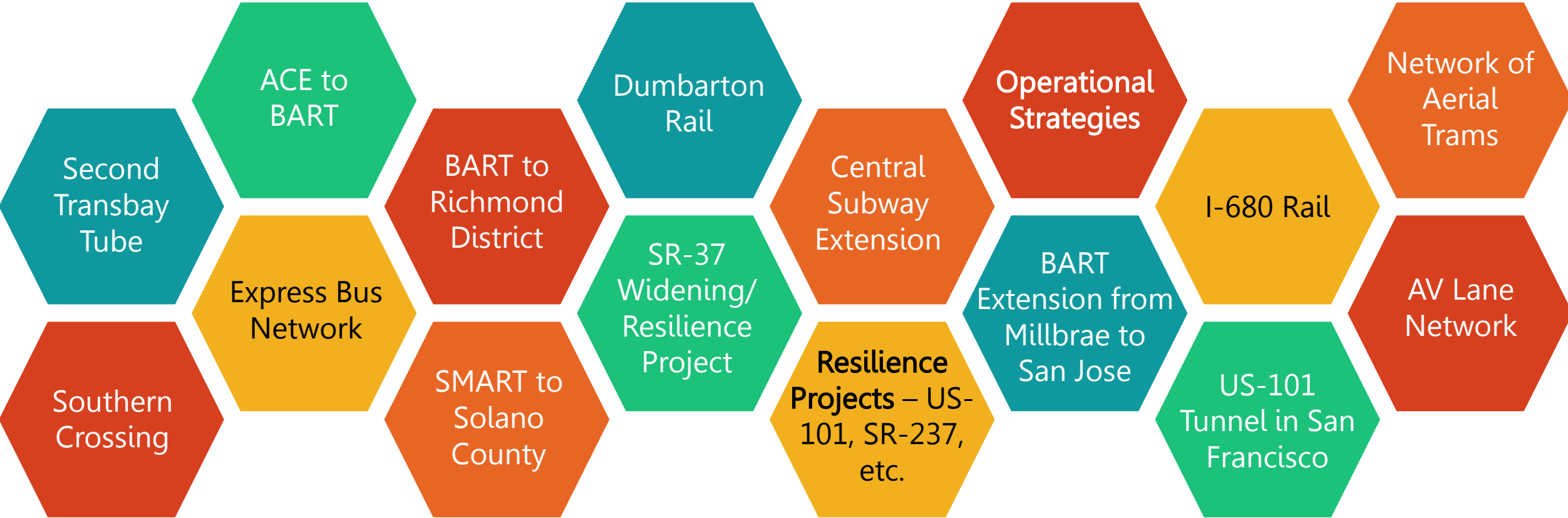
Submissions from:


- CMAs & Operators
- Other Public Agencies
- NGOs
- Public at Large

Plan Bay Area 2040

HORIZON
PLAN BAY AREA 2050

What New Projects Might Be Submitted?





Projects and strategies submitted by the public will be screened in September by a “jury” of public- and private-sector experts. Criteria to identify a shortlist for evaluation may include feasibility, alignment with Guiding Principles, and potential efficacy.

What's Next for Project Performance?

- **Major Projects Update Process** – currently underway with CMAs and transit operators
- **Request for Transformative Projects** – open to all through September 6th
- **Project Performance Methodology** – developed in collaboration with RAWG stakeholders throughout summer

