

## Meeting Agenda

### 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. Giacomini*

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Friday, April 13, 2018

10:00 AM

Board Room - 1st Floor

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#### PLEASE NOTE TIME

This meeting shall consist of a simultaneous teleconference call with respect to the ABAG Administrative Committee at the following location and will take place at 10:00 a.m.:  
Call-In - Valley Transportation Authority, River Oaks Campus, 3331 N. First Street, Room C-118,  
San Jose, California 95134.

Webcast live on the Metropolitan Transportation Commission's Website:  
<http://mtc.ca.gov/whats-happening/meetings>

#### 1. Roll Call / Confirm Quorum

*Quorum: A quorum of the ABAG Administrative Committee shall be a majority of its regular voting members (6).*

*Quorum: A quorum of the MTC Planning Committee shall be a majority of its regular voting members (4).*

#### 2. Pledge of Allegiance

#### 3. ABAG Compensation Announcement - Clerk of the Board

#### 4. ABAG Administrative Committee Consent Calendar

- 4a. [18-0189](#) Approval of ABAG Administrative Committee Summary Minutes of the March 9, 2018 Meeting

Action: ABAG Administrative Committee Approval

Attachments: [4a ABAG AC Minutes 20180309.pdf](#)

## 5. MTC Compensation Announcement - Clerk of the Committee

## 6. MTC Planning Committee Consent Calendar

- 6a. [18-0190](#) Approval of MTC Planning Committee Minutes of the March 9, 2018 Meeting
- Action:** MTC Planning Committee Approval
- Attachments:** [6a\\_MTC\\_PLNG\\_Minutes\\_Mar 9 2018.pdf](#)

## 7. Information

- 7a. [18-0040](#) Release of MTC's Draft 2018 Public Participation Plan
- Overview on the evaluation of Plan Bay Area 2040 outreach, and a preview of the next Public Participation Plan.
- Action:** Information
- Presenter:** Ursula Vogler
- Attachments:** [7a\\_Release of MTC's Draft 2018 PPP.pdf](#)
- 7b. [18-0191](#) Horizon: Preliminary Guiding Principles
- Overview of March pop-up outreach events and share preliminary Guiding Principles. The Guiding Principles identify regional aspirations over the next three decades and will be used to guide the Futures process. Staff will seek feedback from stakeholders on the preliminary Guiding Principles.
- Action:** Information
- Presenter:** Michael Germeraad and Ursula Vogler
- Attachments:** [7b\\_Horizon-Prelim Guiding Principles.pdf](#)  
[7b\\_Handout-Feedback on Prelim Principles.pdf](#)

## 8. MTC Planning Committee Approval

- 8a. [18-0224](#) MTC Resolution No. 4202, Revised: Approval of \$9.8 million in Priority Development Area (PDA) Planning, Staffing and Technical Assistance Grants and PDA Implementation

Refer MTC Resolution No. 4202, Revised, to distribute \$7.3 million in PDA Planning, Technical, and Staffing Assistance grants, and regional PDA implementation, to the Commission for approval, \$2 million for PDA Planning, Staffing and Technical assistance administration, and \$500,000 for supportive regional PDA implementation studies.

**Action:** MTC Commission Approval

**Presenter:** Mark Shorett

**Attachments:** [8a MTC Res. No. 4202, Revised.pdf](#)

## 9. Public Comment / Other Business

## 10. Adjournment / Next Meeting

The next meeting of the MTC Planning Committee will be Friday, May 11, 2018 at 10:05 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](http://mtc.ca.gov)) for public review for at least one year.

**Accessibility and Title VI:** MTC provides services/accommodations upon request to persons with disabilities and individuals who are limited-English proficient who wish to address Commission matters. For accommodations or translations assistance, please call 415.778.6757 or 415.778.6769 for TDD/TTY. We require three working days' notice to accommodate your request.

**可及性和法令第六章：**MTC 根據要求向希望來委員會討論有關事宜的殘疾人士及英語有限者提供服務/方便。需要便利設施或翻譯協助者，請致電 415.778.6757 或 415.778.6769 TDD / TTY。我們要求您在三個工作日前告知，以滿足您的要求。

**Acceso y el Título VI:** La MTC puede proveer asistencia/facilitar la comunicación a las personas discapacitadas y los individuos con conocimiento limitado del inglés quienes quieran dirigirse a la Comisión. Para solicitar asistencia, por favor llame al número 415.778.6757 o al 415.778.6769 para TDD/TTY. Requerimos que solicite asistencia con tres días hábiles de anticipación para poderle proveer asistencia.

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Attachments are sent to Committee members, key staff and others as appropriate. Copies will be available at the meeting.

All items on the agenda are subject to action and/or change by the Committee. Actions recommended by staff are subject to change by the Committee.



# Metropolitan Transportation Commission

## Legislation Details (With Text)

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**File #:** 18-0189      **Version:** 1      **Name:**

**Type:** Report      **Status:** Informational

**File created:** 3/8/2018      **In control:** Joint MTC Planning Committee with the ABAG Administrative Committee

**On agenda:** 4/13/2018      **Final action:**

**Title:** Approval of ABAG Administrative Committee Summary Minutes of the March 9, 2018 Meeting

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [4a ABAG AC Minutes 20180309.pdf](#)

Date	Ver.	Action By	Action	Result
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**Subject:**

Approval of ABAG Administrative Committee Summary Minutes of the March 9, 2018 Meeting

**Recommended Action:**

ABAG Administrative Committee Approval

**Attachments:**

**Agenda Item 4a**  
**SUMMARY MINUTES (DRAFT)**

ABAG Administrative Committee Special Meeting  
Friday, March 9, 2018  
Bay Area Metro Center  
375 Beale Street, Board Room  
San Francisco, California

**1. CALL TO ORDER / ROLL CALL / CONFIRM QUORUM**

ABAG Vice President and Committee Vice Chair Greg Scharff, Councilmember, City of Palo Alto, called the special meeting of the Administrative Committee of the Association of Bay Area Governments to order at about 10:08 a.m.

The ABAG Administrative Committee met jointly with the MTC Planning Committee.

Vice Chair Scharff directed the Clerk of the Board to conduct the roll call.

A quorum of the Committee was present at about 10:08 a.m.

**Members Present**

Cindy Chavez, Supervisor, County of Santa Clara  
Pradeep Gupta, Mayor, City of South San Francisco  
Scott Haggerty, Supervisor, County of Alameda  
Jake Mackenzie, Councilmember, City of Rohnert Park  
Karen Mitchoff, Supervisor, County of Contra Costa  
Julie Pierce, Councilmember, City of Clayton—*Ex officio*  
Belia Ramos, Supervisor, County of Napa  
Greg Scharff, Mayor, City of Palo Alto—*Vice Chair*

**Members Absent**

David Cortese, Supervisor, County of Santa Clara  
Raul Peralez, Councilmember, City of San Jose  
David Rabbitt, Supervisor, County of Sonoma—Chair

**Staff Present**

Steve Heminger, MTC Executive Director  
Adrienne Weil, MTC General Counsel  
Alix Bockelman, MTC Deputy Executive Director, Policy  
Andrew Fremier, MTC Deputy Executive Director, Operations  
Brad Paul, MTC Deputy Executive Director, Local Government Services  
Ken Kirkey, MTC Planning Director

**2. ABAG COMPENSATION ANNOUNCEMENT**

Fred Castro, ABAG Clerk of the Board, gave the ABAG compensation announcement.

**3. ABAG ADMINISTRATIVE COMMITTEE CONSENT CALENDAR**

**A. Approval of ABAG Administrative Committee Summary Minutes of Meeting on February 9, 2018**

Vice Chair Scharff recognized a motion by Scott Haggerty, Supervisor, County of Alameda, which was seconded by Cindy Chavez, Supervisor, County of Santa Clara, to approve the Consent Calendar.

There was no committee discussion.

There was no public comment.

Vice Chair Scharff directed the Clerk of the Board to conduct the roll call vote.

The aye votes were: Chavez, Gupta, Haggerty, Mackenzie, Mitchoff, Pierce, Ramos, Scharff.

The nay votes were: None

The abstentions were: None.

The absences were: Cortese, Peralez. Rabbitt

The ABAG Administrative Committee motion passed.

**4. MTC PLANNING COMMITTEE CONSENT CALENDAR**

**A. Approval of MTC Planning Committee Minutes of February 9, 2018 Meeting**

The MTC Planning Committee took action on this item.

**5. APPROVAL—PROPOSED AMENDMENT TO PLAN BAY AREA 2040**

Ken Kirkey, MTC Planning Director, and Adam Noeltig, MTC Principal Planner, gave the staff presentation on the Proposed Amendment to Plan Bay Area 2040.

(a) Transportation-Air Quality Conformity Analysis for the Amendment to Plan Bay Area 2040 and the 2017 Transportation Improvement Program, as amended by Revision Number 2017-28 (MTC Resolution No. 4325)

(b) Addendum to the Final EIR for Plan Bay Area 2040 (MTC Resolution No. 4326 and ABAG Resolution No. 02-18)

(c) Amendment to Plan Bay Area 2040 (MTC Resolution No. 4327 and ABAG Resolution No. 03-18)

(d) Amendment to 2017 Transportation Improvement Program, as amended by Revision Number 2017-28 (MTC Resolution No. 4275, Revised)

Members discussed the U.S. Highway 101 Managed Lanes Project.

The following individual gave public comment: Rich Hedges.

**ACTION:**

- (a) MTC Resolution No. 4325: Transportation-Air Quality Conformity Analysis for the Amendment to Plan Bay Area 2040 and the 2017 Transportation Improvement Program, as amended by Revision Number 2017-28
- (b) MTC Resolution No. 4326 and ABAG Resolution No. 02-18, respectively: Addendum to the Final Environmental Impact Report for Plan Bay Area 2040
- (c) MTC Resolution No. 4327 and ABAG Resolution No. 03-18, respectively: Approve the Proposed Amendment to Plan Bay Area 2040
- (d) MTC Resolution No. 4275, Revised: 2017 Transportation Improvement Program, as amended by Revision Number 2017-28

The MTC Planning Committee took action on MTC Resolution Nos. 4325, 4326, 4327, and 4275.

Vice Chair Scharff recognized a motion by Haggerty, which was seconded by Chavez, to recommend ABAG Executive Board adoption of ABAG Resolution Nos. 02-18 and 03-18.

The aye votes were: Chavez, Gupta, Haggerty, Mackenzie, Mitchoff, Pierce, Ramos, Scharff.

The nay votes were: None

The abstentions were: None.

The absences were: Cortese, Peralez, Rabbitt.

The ABAG Administrative Committee motion passed.

**6. PUBLIC COMMENT / OTHER BUSINESS**

There was no public comment.

**7. ADJOURNMENT / NEXT MEETING**

Vice Chair Scharff adjourned the meeting at about at 10:27 a.m.

The next meeting of the ABAG Administrative Committee will be announced.

Submitted:

Fred Castro  
Clerk of the Board

Date Submitted: March 22, 2018

Date Approved:

*For information, contact Fred Castro, Clerk of the Board, at (415) 820 7913 or [FCastro@bayareametro.gov](mailto:FCastro@bayareametro.gov) .*

# Metropolitan Transportation Commission

## Legislation Details (With Text)

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**File #:** 18-0190      **Version:** 1      **Name:**

**Type:** Minutes      **Status:** Consent

**File created:** 3/8/2018      **In control:** Joint MTC Planning Committee with the ABAG Administrative Committee

**On agenda:**      **Final action:**

**Title:** Approval of MTC Planning Committee Minutes of the March 9, 2018 Meeting

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [6a MTC PLNG Minutes Mar 9 2018.pdf](#)

Date	Ver.	Action By	Action	Result
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**Subject:**

Approval of MTC Planning Committee Minutes of the March 9, 2018 Meeting

**Recommended Action:**

MTC Planning 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. Giacomini*

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Friday, March 9, 2018

10:05 AM

Board Room - 1st Floor

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#### 1. Roll Call / Confirm Quorum

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

**Absent:** 1 - Commissioner Cortese

Non-Voting Members Present: Commissioner Azumbrado and Commissioner Giacomini

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

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

ABAG Administrative Committee Members Present: Chavez, Gupta, Haggerty, Mackenzie, Mitchoff,  
Ramos, and Scharff.

Ex Officio Voting Member Present: Pierce

#### 2. ABAG Compensation Announcement - Clerk of the Board

#### 3. ABAG Administrative Committee Consent Calendar

- 3a. [18-0106](#) Approval of ABAG Administrative Committee Summary Minutes of the  
February 9, 2018 Meeting

**Action:** ABAG Administrative Committee Approval

**Attachments:** [3a ABAG AC Minutes 20180209 Draft.pdf](#)

#### 4. MTC Planning Committee Consent Calendar

Approval of the Consent Calendar

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

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

**Absent:** 1 - Commissioner Cortese

**4a.**     [18-0107](#)     Approval of MTC Planning Committee Minutes of the February 9, 2018 Meeting

**Action:** MTC Planning Committee Approval

**Attachments:** [4a\\_MTC\\_PLNG\\_Minutes\\_Feb\\_9\\_2018.pdf](#)

#### 5. Approval

##### **Proposed Amendment to Plan Bay Area 2040:**

[18-0162](#)     (a) Transportation-Air Quality Conformity Analysis for the Amendment to Plan Bay Area 2040 and the 2017 Transportation Improvement Program, as amended by Revision Number 2017-28 (MTC Resolution No. 4325)

(b) Addendum to the Final EIR for Plan Bay Area 2040 (MTC Resolution No. 4326 and ABAG Resolution No. 02-18)

(c) Amendment to Plan Bay Area 2040 (MTC Resolution No. 4327 and ABAG Resolution No. 03-18)

(d) Amendment to 2017 Transportation Improvement Program, as amended by Revision Number 2017-28 (MTC Resolution No. 4275, Revised)

**Action:** (a) MTC Resolution No. 4325: Transportation-Air Quality Conformity Analysis for the Amendment to Plan Bay Area 2040 and the 2017 Transportation Improvement Program, as amended by Revision Number 2017-28  
MTC Commission Approval

(b) MTC Resolution No. 4326 and ABAG Resolution No. 02-18, respectively: Addendum to the Final Environmental Impact Report for Plan Bay Area 2040  
MTC Commission Approval and ABAG Executive Board Approval

- (c) MTC Resolution No. 4327 and ABAG Resolution No. 03-18, respectively: Approve the Proposed Amendment to Plan Bay Area 2040  
MTC Commission Approval and ABAG Executive Board Approval
- (d) MTC Resolution No. 4275, Revised: 2017 Transportation Improvement Program, as amended by Revision Number 2017-28  
MTC Commission Approval

**Presenter:** Adam Noelting

**Attachments:** [5\\_PBA2040\\_Amendment\\_presentation.pdf](#)  
[5\\_Memo, Attachment A, and Attachment B.pdf](#)  
[5a\\_MTC Res. No. 4325\\_Transportation-Air Quality Conformity Analysis for Amendments to PBA 2040 and 2017 TIP\\_Attachment C.pdf](#)  
[5b\\_MTC Res. No. 4326 and ABAG Res. No. 02-18\\_EIR Addendum\\_Attachment D.pdf](#)  
[5c\\_MTC Res. No. 4327 and ABAG Res. No. 03-18\\_Plan Amendment\\_Attachment E.pdf](#)  
[5d\\_MTC Res. No. 4275 TIP Amendment\\_Attachment F.pdf](#)

Rich Hedges was called to speak.

Upon the motion by Commissioner Pierce and second by Commissioner Aguirre, the following Resolutions were adopted to be forwarded to the Commission for approval: (a) MTC Resolution No. 4325: Transportation-Air Quality Conformity Analysis for the Amendment to Plan Bay Area 2040 and the 2017 Transportation Improvement Program, as amended by Revision Number 2017-28; (b) MTC Resolution No. 4326: Addendum to the Final Environmental Impact Report for Plan Bay Area 2040; (c) MTC Resolution No. 4327: Amendment to Plan Bay Area 2040; and (d) MTC Resolution No. 4275, Revised: 2017 Transportation Improvement Program, as amended by Revision Number 2017-28. The motion carried by the following vote:

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

**Absent:** 1 - Commissioner Cortese

## **6. Public Comment / Other Business**

## **7. Adjournment / Next Meeting**

The next meeting of the MTC Planning Committee will be Friday, April 13, 2018, at 9:30 a.m. at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA.



# Metropolitan Transportation Commission

## Legislation Details (With Text)

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**File #:** 18-0040      **Version:** 1      **Name:**

**Type:** Report      **Status:** Informational

**File created:** 1/9/2018      **In control:** Joint MTC Planning Committee with the ABAG Administrative Committee

**On agenda:** 4/13/2018      **Final action:**

**Title:** Release of MTC's Draft 2018 Public Participation Plan

Overview on the evaluation of Plan Bay Area 2040 outreach, and a preview of the next Public Participation Plan.

**Sponsors:****Indexes:****Code sections:****Attachments:** [7a Release of MTC's Draft 2018 PPP.pdf](#)

Date	Ver.	Action By	Action	Result
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**Subject:**

Release of MTC's Draft 2018 Public Participation Plan

Overview on the evaluation of Plan Bay Area 2040 outreach, and a preview of the next Public Participation Plan.

**Presenter:**

Ursula Vogler

**Recommended Action:**

Information

**Attachments:**



## *Memorandum*

TO: Joint MTC Planning Committee with the  
ABAG Administrative Committee

DATE: April 6, 2018

FR: Executive Director

W. I. 1112

RE: Release of MTC's Draft 2018 Public Participation Plan

### **Background**

On March 23, 2018, MTC's Draft 2018 Public Participation Plan (PPP) was released for public review (see Attachment A). The document is available in Spanish and Chinese as well as English via MTC's web site: <https://mtc.ca.gov/about-mtc/public-participation/public-participation-plan>

State and federal statutes require metropolitan planning organizations such as MTC to adopt participation plans to provide the public with opportunities to be involved in the transportation planning process. MTC's current PPP was adopted in 2015. This document informs interested residents on how to engage in MTC's planning work and funding allocations, and includes as a primary focus public engagement opportunities for the next Regional Transportation Plan/Sustainable Communities Strategy (Plan Bay Area 2050), the Bay Area's long-range transportation and land use blueprint. Specific information about the Plan Bay Area 2050 is included as Appendix A to the Draft 2018 PPP. Following is a summary of our efforts to gather input on best practices for public participation, as well as information on next steps.

### **Approach to the 2018 Update**

For this PPP, staff requested input from partners, stakeholders and the public using in-person, telephone and online outreach, including the following:

- 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 on outreach methods for their planning processes;
- Conducted focus groups with six community-based organizations representing communities of concern 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.

### **What We Heard: Online Survey**

Staff released the online survey in January, and received 769 complete survey responses by the closing date of February 28. The survey was promoted through Facebook, with a focus on hearing from residents in communities of color as well as from women and young people, groups that often are under-represented in MTC's public outreach efforts.

Here are the survey's summary results:

- When asked how they would like to receive information on MTC's activities and programs, respondents cited electronic newsletter/social media and MTC's website as the top two mediums, with use of maps, charts or other visual aids as the third most popular.
- When asked how they would like to express their views, respondents preferred online surveys or forms, email and in-person mediums (e.g., focus groups or meetings).
- When asked if they would like to use online platforms and alternate meeting types to express views, a majority of respondents were interested.
- Many comments urged MTC to vary outreach methods to capture more people, and improve communication by sharing outcomes of surveys and other outreach.

A summary of the survey results is shown in Attachment B, and the full set of comments are posted online at <https://mtc.ca.gov/about-mtc/public-participation/public-participation-plan>.

### **What we heard: Outreach to partners, community-based organizations, Policy Advisory Council, and Regional Advisory Working Group**

In January and February, we conducted focus groups and telephone calls with industry partners and stakeholders from community-based organizations. Since many of our partners and stakeholders were experienced in conducting outreach to the public, they were able to share which outreach methods work for them. Here are their top outreach methods:

- Use of online platforms for outreach, including online surveys, social media, telephone town halls, online services (e.g., Nextdoor) and QR codes;
- Outreach to youth via schools and youth groups;
- Participate in existing meetings and events to reach community members; and
- Use of creative marketing methods to promote outreach activities to increase participation.

### **Draft Public Participation Plan Schedule**

Many of these best-practices on public engagement are reflected in the Draft 2018 PPP. Key dates leading up to adoption of the Draft 2018 PPP include:

3/23/2018	Release Draft PPP for 45-day public comment period
4/13/2018	Joint MTC Planning Committee with ABAG Administrative Committee: presentation and discussion
5/7/2018	Close of 45-day public comment period
6/8/2018	Planning Committee: Present summary of comments and any recommended changes (if there are significant changes, release for a second comment period)
6/27/2018	Final MTC Action on Draft PPP (or September 2018 if second comment period is needed)

  
\_\_\_\_\_  
Steve Heminger

### **Attachments:**

- Attachment A: Draft 2018 Public Participation Plan
- Attachment B: Public Participation Plan Summary of Online Survey Results

SH:uv

J:\COMMITTEE\Planning Committee\2018\04\_PLNG\_Apr 2018\7ai\_MTCDraftPublicParticipationPlan.docx

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

Draft  
March 23, 2018

**Please send written comments  
by May 7, 2018, to:**  
Metropolitan Transportation Commission  
Attn: Public Information Office  
Bay Area Metro Center  
375 Beale Street, Suite 800, San Francisco, CA 94105  
Or Email comments to: [info@bayareametro.gov](mailto: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.



**METROPOLITAN  
TRANSPORTATION  
COMMISSION**

Bay Area Metro Center  
375 Beale Street, Suite 800  
San Francisco, CA 94105  
Fax: 415.536.9800  
Web: [www.mtc.ca.gov](http://www.mtc.ca.gov)



# **METROPOLITAN TRANSPORTATION COMMISSION**

# **PUBLIC PARTICIPATION PLAN**

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# 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 (CO<sub>2</sub>) 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](http://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](mailto: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://slko60.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***

<b>Administration Committee</b>	<b>Programming &amp; Allocations Committee</b>	<b>Planning Committee*</b>	<b>Operations Committee</b>	<b>Legislation Committee*</b>
<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 <a href="http://www.mtc.ca.gov">www.mtc.ca.gov</a>.</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 <a href="http://www.mtc.ca.gov">www.mtc.ca.gov</a>.</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***

<b>Web Access to MTC Meetings</b> <a href="https://mtc.ca.gov/whats-happening/meetings">https://mtc.ca.gov/whats-happening/meetings</a>				<b>If You Have Limited or No Web Access</b> <i>Contact the MTC Public Information Office at 415.778.6757 to request meeting materials</i>
Meeting Materials	<b>WHAT ...</b> is available on the web?	<b>WHEN ...</b> is it posted on the web?	<b>HOW LONG...</b> is it available on the web?	
Meeting Agendas	♦ 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	♦ 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](http://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](http://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](mailto:info@bayareametro.gov)

## G. WEBSITES: [WWW.MTC.CA.GOV](http://WWW.MTC.CA.GOV), VITAL SIGNS AND BAY AREA METRO WEB PORTAL

MTC's website — [www.mtc.ca.gov](http://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](http://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](http://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](http://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.

### 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](http://www.mtc.ca.gov/news/headlines.htm).

## 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](mailto:info@bayareametro.gov)).

### **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 child care 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](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](mailto: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 CO<sub>2</sub> 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)**

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

<b>Public Participation for an RTP Amendment</b>
<b>❶</b> Release proposed amendment for a 30-day public review: <ul style="list-style-type: none"> <li>• 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</li> <li>• Post amendment on MTC’s website for public review</li> <li>• Amendment available for viewing at the MTC Library.</li> </ul>
<b>❷</b> RTP Amendment reviewed at a public meeting of the MTC Planning Committee.
<b>❸</b> Approval at a public meeting by the MTC Commission.
<b>❹</b> Post approved RTP Amendment on the MTC website and notify the public about its approval via email to MTC’s database.

<b>Public Participation for RTP Administrative Modification</b>
<b>❶</b> No formal public review.
<b>❷</b> Approval by MTC Executive Director.
<b>❸</b> 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](mailto: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](mailto: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](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"> <li>▪ Draft TIP made available for viewing at MTC offices</li> <li>▪ Sent to major libraries throughout the Bay Area upon request</li> <li>▪ Posted on MTC website</li> <li>▪ 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.</li> </ul> <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 &amp; Allocations Committee (a public meeting); referral to Commission.</p>



<p>⑥ Adoption by Commission at a public meeting.</p> <p>Approval by California Department of Transportation (Caltrans).</p> <p>Approval by Federal Highway Administration and Federal Transit Administration (FHWA/FTA).</p>
<p>⑦ After approval:</p> <ul style="list-style-type: none"> <li>• post in MTC's offices</li> <li>• post on MTC website</li> <li>• notify Bay Area Partnership technical committees or working groups</li> <li>• 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).</li> </ul>

**Public Participation for Updating and Revising the Transportation Improvement Program**

<b>TIP Amendment</b>
<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"> <li>• Amendments deleting or adding or changing a project subject to a new air quality conformity analysis: <ul style="list-style-type: none"> <li>○ 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</li> <li>○ Approval by the full Commission at a public meeting.</li> </ul> </li> <li>• 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"> <li>○ Review and approval by an MTC standing committee or the full Commission at a public meeting.</li> </ul> </li> <li>• 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"> <li>○ Approval by the MTC Executive Director or designee, following 5-day notice on MTC's website; <b>or</b></li> <li>○ Review and approval by an MTC standing committee or the full Commission at a public meeting.</li> </ul> </li> </ul>
<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

⑤ After approval:

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

#### **TIP Technical Correction**

① No public review

② Technical corrections by staff

⑤ 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**

Draft  
March 23, 2018

**Please send written comments**  
**by May 7, 2018, to:**  
Metropolitan Transportation Commission  
Attn: Public Information Office  
Bay Area Metro Center  
375 Beale Street, Suite 800, San Francisco, CA 94105  
Or Email comments to: [info@bayareametro.gov](mailto: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 futures for analysis: July 2018
  - Identification of current policy gaps for each future: September 2018
  - Collaborative development of policy solutions for each future: Fall 2018
  - Report detailing “win-win” strategies across futures: May 2019

## **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, which 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:*
  - Finalization of project evaluation framework: July 2018
  - Release of draft project performance results: March 2019
  - Approval of final project performance results: June 2019

## **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
  - 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. 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.
- *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<sub>2.5</sub>). 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

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](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](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\\_revision/SFTP\\_final\\_report\\_10.24.17.pdf](http://www.sfcta.org/sites/default/files/content/Planning/SFTP2/2017_revision/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](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/](http://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/](http://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](http://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 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).
- 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 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](http://www.PlanBayArea.org)).

### *Digital Engagement*

- Use a single web address — [www.PlanBayArea.org](http://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.
- 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

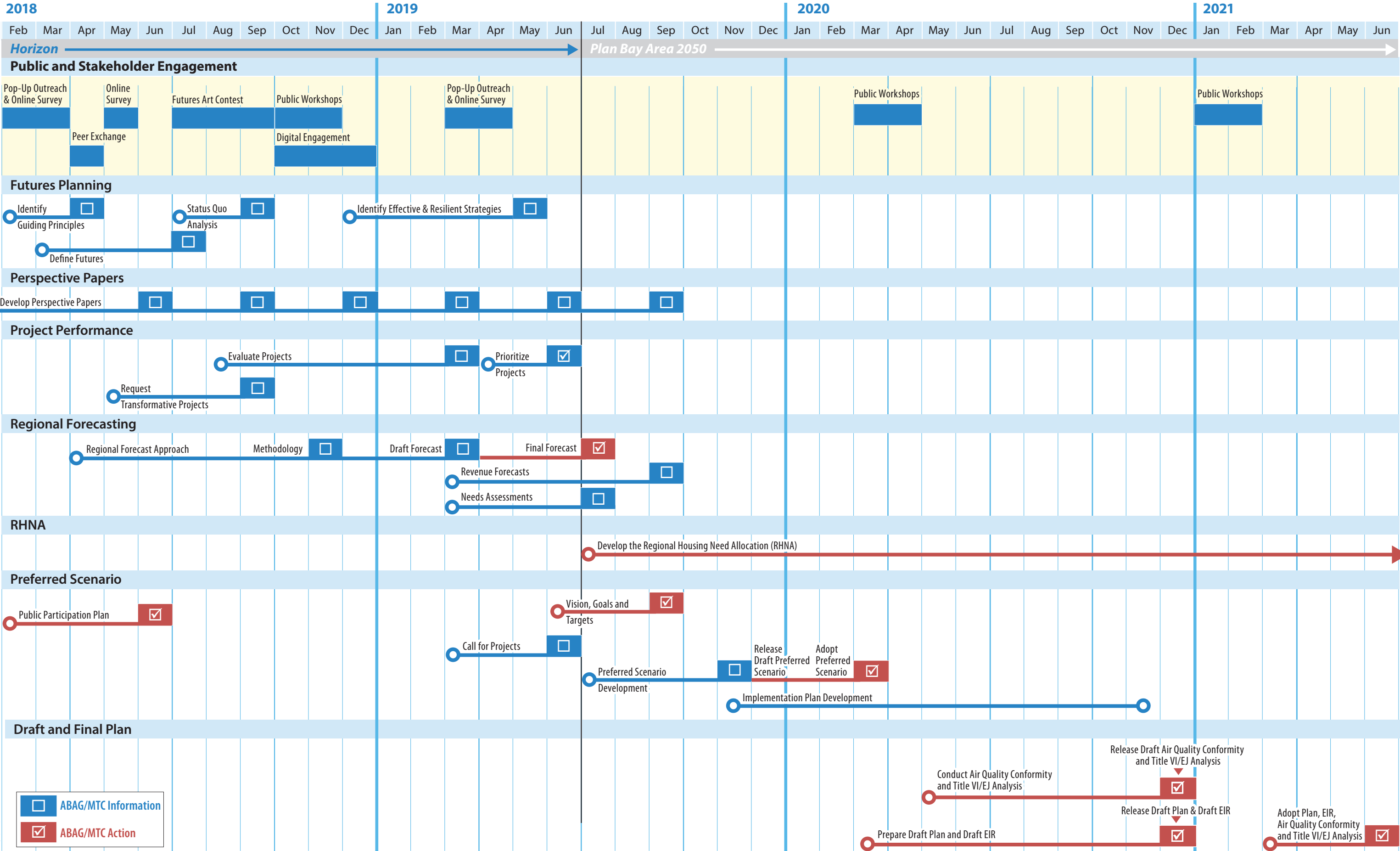
MTC and ABAG will survey participants in an effort to inform and improve future outreach. Results from the survey and other data will be used to conduct an evaluation of Plan Bay Area public engagement at the conclusion of the planning process. Following are specific performance metrics that will be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

# 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
<b>1. Horizon Initiative</b>							
Horizon Initiative Planning		●	●	●	☑		
Project Evaluation		●	●		☑		
Policy Analysis		●	●		☑		
<b>2. Regional Forecasting</b>							
Population/Employment/Housing/Travel Demand Forecasts		●	●	●	☑	☑	☑
Transportation, Housing & Resilience Revenue Forecast		●	●	●	☑		
<b>3. Preferred Land Use Pattern &amp; Investment Strategy</b>							
Needs Assessments	●	●	●		☑		
Call for Projects		●	●		☑		
Land Use & Travel Demand Forecasting		●	●	●		☑	☑
Adoption of Preferred Scenario		●	●	●	☑	☑	☑
<b>4. Draft and Final Plan</b>							
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

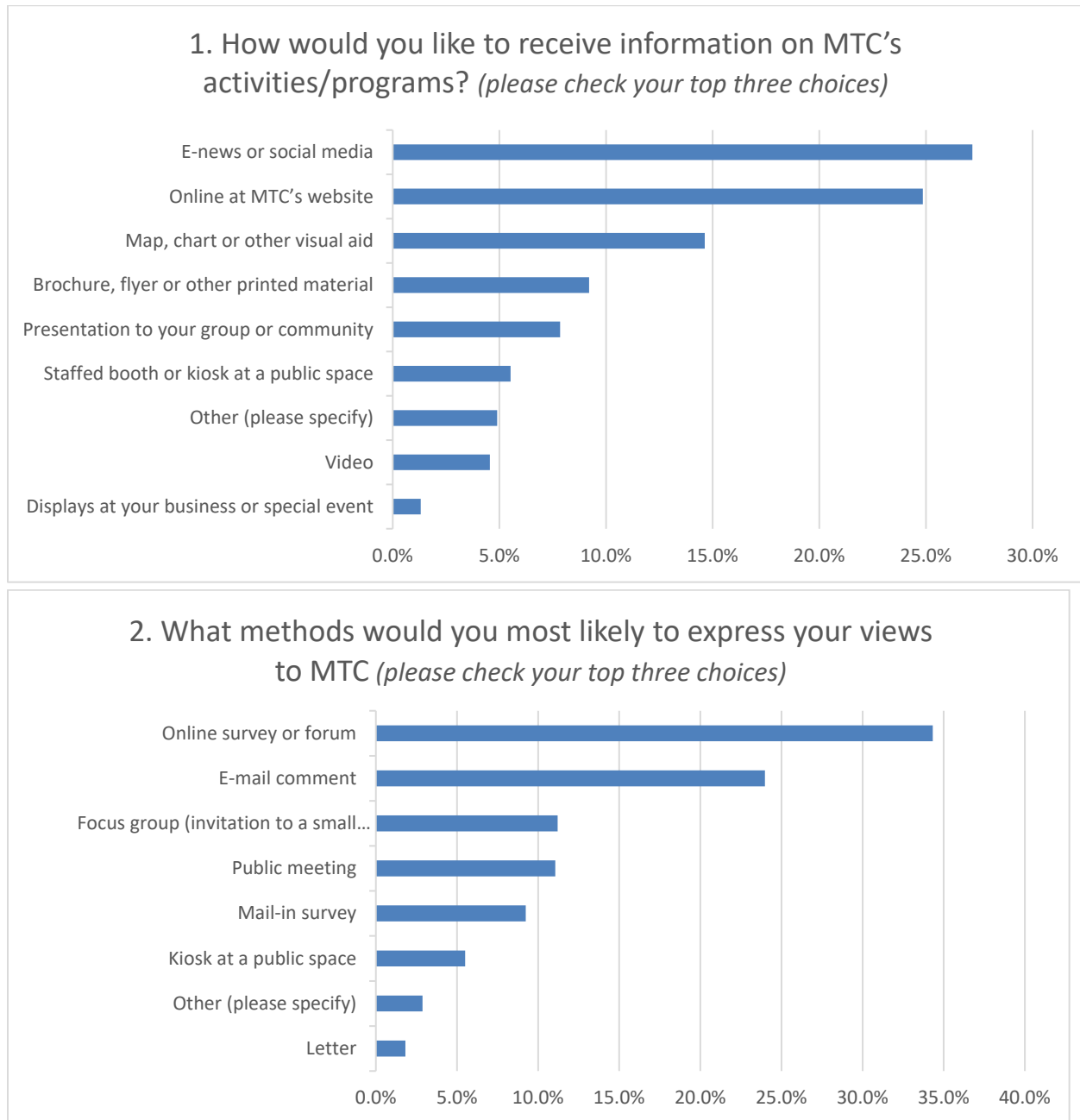
NOTE: Information provided is tentative and subject to change.

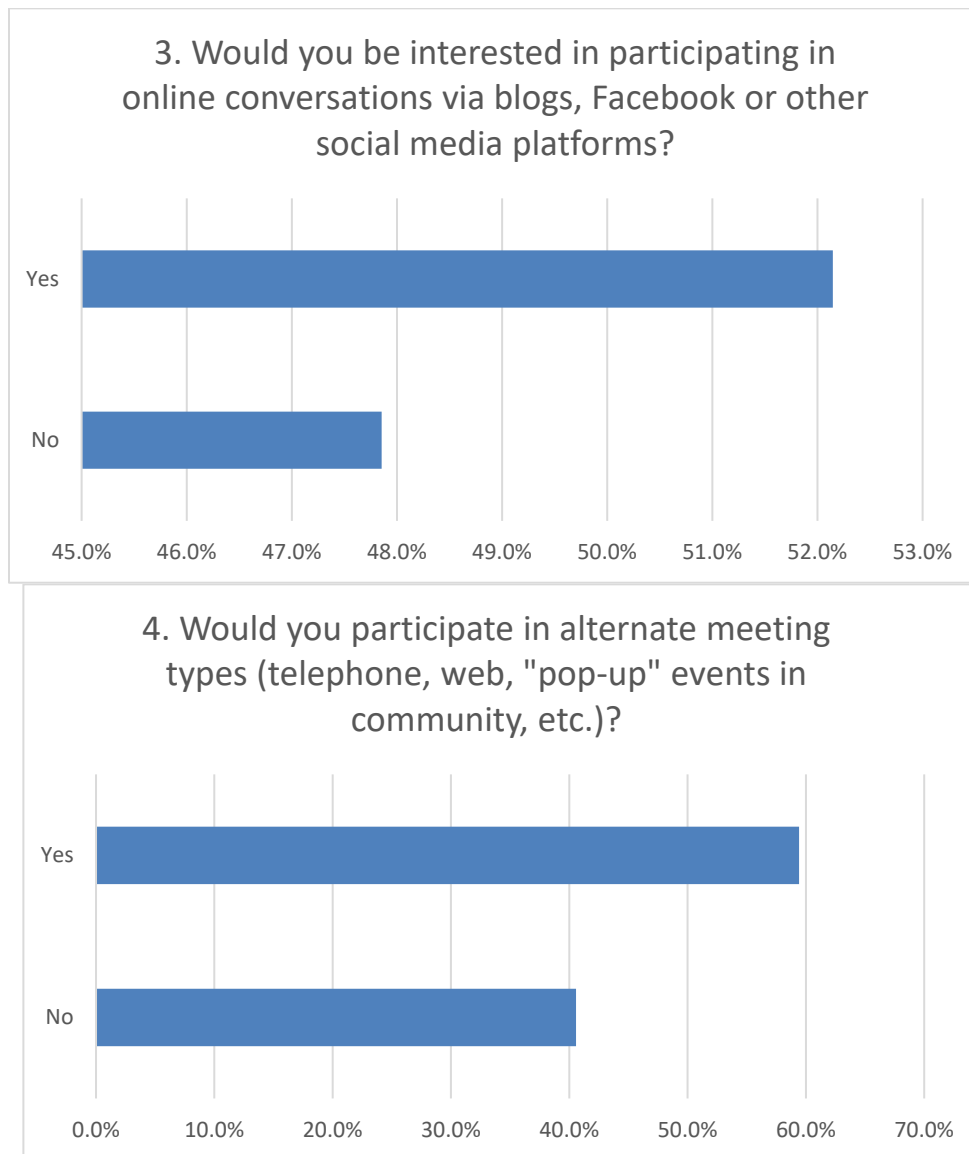
Action items presented jointly to MTC's Planning Committee and ABAG's Administrative Committee may seek a recommendation from one or both committees.

## Attachment B

### Public Participation Plan Summary of Online Survey Results

Prior to release of the Draft Public Participation Plan, MTC staff polled partners, stakeholders and the public via an online survey – available in Spanish and Chinese as well as English – asking for ideas and suggestions about public engagement. We released the survey in mid-January and concluded it at the end of February. We received 769 complete survey responses (we promoted the poll through Facebook for an improved response rate, especially from women, young people and people of color). Here are the results of the survey:





# Metropolitan Transportation Commission

## Legislation Details (With Text)

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<b>File #:</b>	18-0191	<b>Version:</b>	1	<b>Name:</b>	
<b>Type:</b>	Report	<b>Status:</b>		Informational	
<b>File created:</b>	3/8/2018	<b>In control:</b>		Joint MTC Planning Committee with the ABAG Administrative Committee	
<b>On agenda:</b>	4/13/2018	<b>Final action:</b>			
<b>Title:</b>	Horizon: Preliminary Guiding Principles				

Overview of March pop-up outreach events and share preliminary Guiding Principles. The Guiding Principles identify regional aspirations over the next three decades and will be used to guide the Futures process. Staff will seek feedback from stakeholders on the preliminary Guiding Principles.

**Sponsors:****Indexes:****Code sections:**

**Attachments:** [7b\\_Horizon-Prelim Guiding Principles.pdf](#)  
[7b\\_Handout-Feedback on Prelim Principles.pdf](#)

Date	Ver.	Action By	Action	Result
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**Subject:**

Horizon: Preliminary Guiding Principles

Overview of March pop-up outreach events and share preliminary Guiding Principles. The Guiding Principles identify regional aspirations over the next three decades and will be used to guide the Futures process. Staff will seek feedback from stakeholders on the preliminary Guiding Principles.

**Presenter:**

Michael Germeraad and Ursula Vogler

**Recommended Action:**

Information

**Attachments:**





## Memorandum

TO: Joint MTC Planning Committee with the  
ABAG Administrative Committee

DATE: April 6, 2018

FR: Executive Director

RE: Horizon: Preliminary Guiding Principles

### Summary

Staff has crafted four preliminary Guiding Principles (Principles) which will be used to guide the *Horizon* initiative (previously referred to as *Futures*). The Principles are informed by a process that engaged thousands of Bay Area residents through 28 pop-up outreach events across the region, as well as an online survey. Together, the two efforts generated over 10,000 unique comments. Staff analyzed the comments for common themes, and studied regional consistency of the major themes.

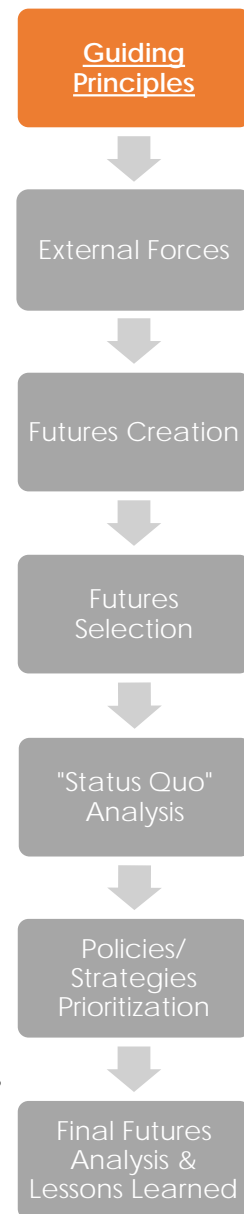
The Principles will be used throughout the 18-month *Horizon* initiative to guide decision-making across all key elements and inform:

- Evaluation of futures – the Principles will be used to prioritize strategies that maximize the region’s performance despite headwinds from external forces that exist in a given future.
- Broader impacts of *Perspective Papers* (previously referred to as *Policy Papers*) – the Principles will help ensure that each report identifies policies in alignment with a consistent regional vision.

For more details on the use of Principles in the *Horizon* initiative, please refer to the March 6, 2018 memorandum to the Regional Advisory Working Group.

### Overview of the *Horizon* initiative

Defining Guiding Principles is the first step of the *Horizon* initiative, which includes an exploration of potential futures, a suite of policy analyses, and a robust project evaluation process. *Horizon* is intended to address a range of topics, including but not limited to transportation, land use, economic development, and resilience. Based on a set of guiding principles, stakeholders and the public will identify policies, strategies, and investments that should be aligned with each future to make progress towards our regional vision despite potential headwinds. *Horizon* is expected to last through summer 2019, at which point high-performing policies, strategies, and investments will be integrated into the draft preferred scenario for *Plan Bay Area 2050*, the region’s next Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).



**Figure 1:** Primary steps of the *Horizon* initiative.

## Preliminary Guiding Principles

Staff recommends the following four guiding principles. These provide a focused framework to apply to the many elements of the *Horizon* initiative. Each Principle is informed by supporting pop-up outreach and online survey analysis, which is discussed in more detail in Attachment A, Preliminary Guiding Principles Outreach Analysis.

<b>Preliminary Guiding Principle</b>	<b>Rationale/Outreach Feedback</b>
<b>Affordable</b> All Bay Area residents have access to housing options they can afford – households are economically secure.	<p><i>At pop-ups, when discussing the future 61% of housing-related comments included the issue of affordability. The next closest term was homelessness, mentioned in 16% of housing comments.</i></p> <p><i>In the online survey, affordability was the number one issue for the region. Affordable housing was also the number one regional issue identified in the December 2017 RM3 telephone poll of likely June 2018 voters.</i></p>
<b>Connected</b> An expanded, well-functioning transit system connects the Bay Area – fast intercity trips are complemented by frequent service between neighborhoods.	<p><i>At pop-ups, participants identified public transit sixty-percent more often as roads, traffic, and cars combined. People generally wanted better transit, while many recommended greater coverage and frequency.</i></p> <p><i>In the online survey, public transit was mentioned nearly 3 times as often when compared to other modes. Coverage/expansion and fast/frequent were the most common transit-related themes.</i></p>
<b>Healthy</b> The region's natural resources, open space, clean water and clean air are preserved – the region actively reduces its environmental footprint and the impacts from climate events.	<p><i>At pop-ups, the environment was the most cited aspect of the region residents wanted to retain. In particular, they wanted to maintain open spaces, and preserve air and water resources.</i></p> <p><i>In the online survey, natural resources were cited in 53% of comments. Residents described the health of the Bay and waterways as well as open space resources above other natural resources. In the online survey, 25% of comments addressed sustainability and 20% addressed resilience.</i></p>
<b>Diverse</b> Bay Area residents support an inclusive region where people from all backgrounds, abilities, and ages can access the region's assets and resources.	<p><i>At pop-ups, nearly 50% of comments in the People and Community category expressed a desire to retain the region's diversity. Participants also mentioned wanting to maintain the inclusivity and sense of community.</i></p> <p><i>In the online survey, social cohesion, diversity, and inclusive communities were all discussed with similar frequency. Respondents' vision of the future included the diversity and unique qualities that make the Bay Area special.</i></p>

### **Analysis of Comments**

Responses from pop-ups and surveys were cataloged to study the most common themes and qualities, as well as the relationships between them. Staff analyzed geographic differences in responses to understand where there were consistent or divergent responses. There was geographic support for each guiding principle, and when a geographic weighting was applied to the online survey, the overall results did not deviate by more than one or two percent.

Staff are working to develop an interim outreach report to share in person on April 13, and will present a more developed set of analyses for the April 3 Regional Advisory Working Group and April 11 MTC Policy Advisory Council.

### **Next Steps**

Staff seeks feedback from *Horizon* stakeholders on the preliminary Guiding Principles – in terms of structure, content, and framing. Combined with feedback from the MTC Policy Advisory Council and the Regional Advisory Working Group, staff will further refine the Guiding Principles. The Guiding Principles will be used to influence the development of the Perspective Papers (currently underway), study the impacts of divergent futures, and to identify strategies to solve challenges that emerge in each future.



Steve Heminger

### **Attachments:**

- Attachment A: Preliminary Guiding Principles Interim Outreach Analysis
- Presentation

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# *Preliminary* Guiding Principles Outreach Analysis

**Association of Bay Area Governments & Metropolitan Transportation Commission**

**April 2018**

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## Summary of Outreach Methods

To craft guiding principles, the Metropolitan Transportation Commission and the Association of Bay Area Governments launched a six week public outreach initiative in late February 2018. The outreach consisted of two different outreach methods -- “pop-up” outreach in various locations throughout the Bay Area and an online survey promoted through social media. The approach attempted to reach a large number of residents “where they are,” those who may otherwise not provide input through more traditional approaches.

### Method 1: Pop-Up Outreach

Staff conducted 28 “pop-ups” throughout the Bay Area, which yielded over 2,100 comments, with each event averaging 75 comments. The total number of people engaged in the process is not known exactly. Assuming that the average person provided between two and three comments, we estimate the process engaged approximately 1,000 people.

Figure 1 highlights the number of pop-up comments received by county, contrasted with the percentage of the county’s population in the nine county Bay Area. Overall, the number of comments received in Napa, Marin, Sonoma, Solano, and San Francisco exceeded population share, and the number of comments received in Santa Clara, Alameda, and San Mateo were slightly below expectations. Contra Costa County, however, had the fewest comments compared to population share, due largely to inclement weather on days where outreach was planned. This underrepresentation is noticeable in topic-area breakdowns by county later in the document.

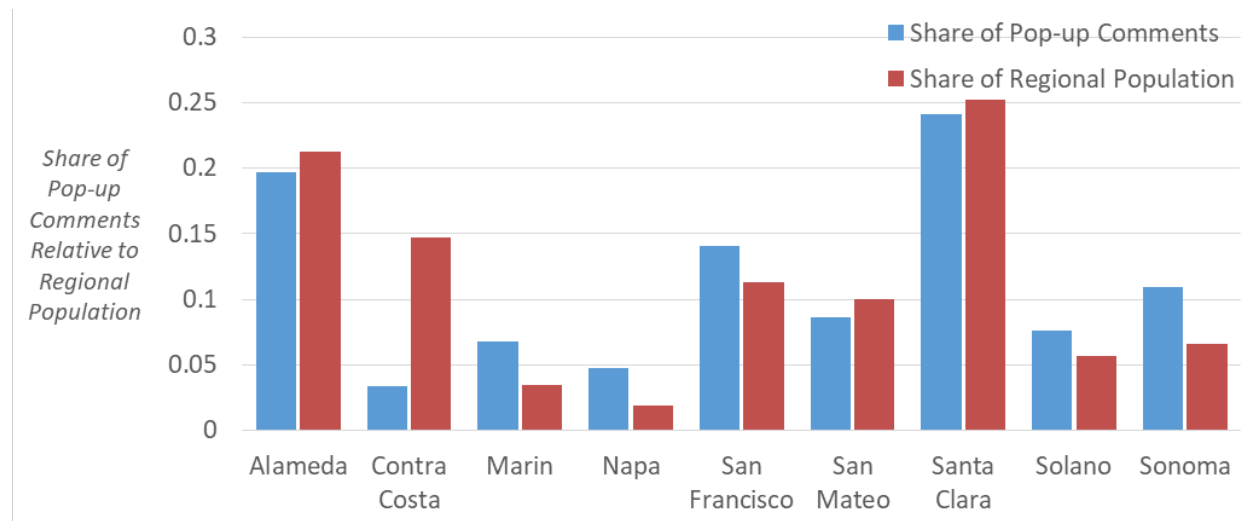


Figure 1: Share of Pop-Up Comments by County and Each County Share of Regional Population

## Method 2: Online Survey

Staff created the online survey to reach more residents, and to receive more detailed input than that received at the pop-up events. The survey was open from Feb. 26, 2018 to March 31, 2018; residents completed over 1,600 surveys. To promote the survey, MTC invited stakeholders to share the webpage, promoted the survey on the agency website and social media pages, and purchased ads on Facebook. The survey included five open-ended questions that produced over 120,000 words. Staff read each comment, and organized the data into major themes.

Figure 2 below highlights the number of online surveys received by county, contrasted with the percentage of the county's population in the nine county Bay Area. Overall, the number of responses received in Marin, San Francisco, Alameda, and Napa counties exceeded population share, and the number of comments received in Sonoma, Contra Costa, Santa Clara, San Mateo, and Solano counties did not exceed population share. Recognizing the discrepancies in geographic representation, staff applied a weighting factor to county results in the analysis to study the impact. When the weighting factor is applied, the results yielded less than a one or two percentage point difference from the regional total.

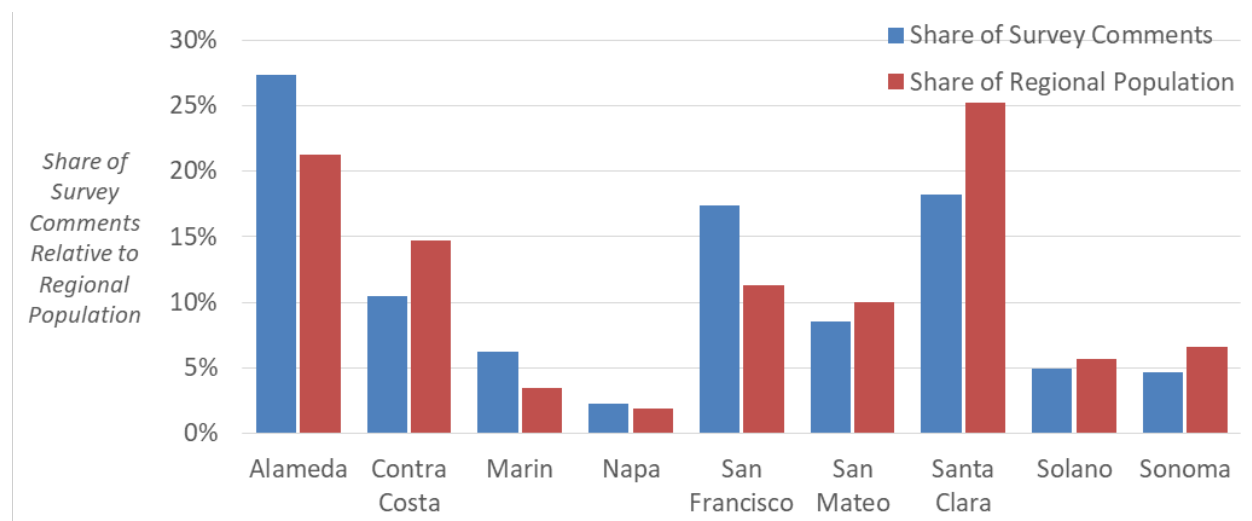


Figure 2: Share of Online Survey Responses and Share of Regional Population by County

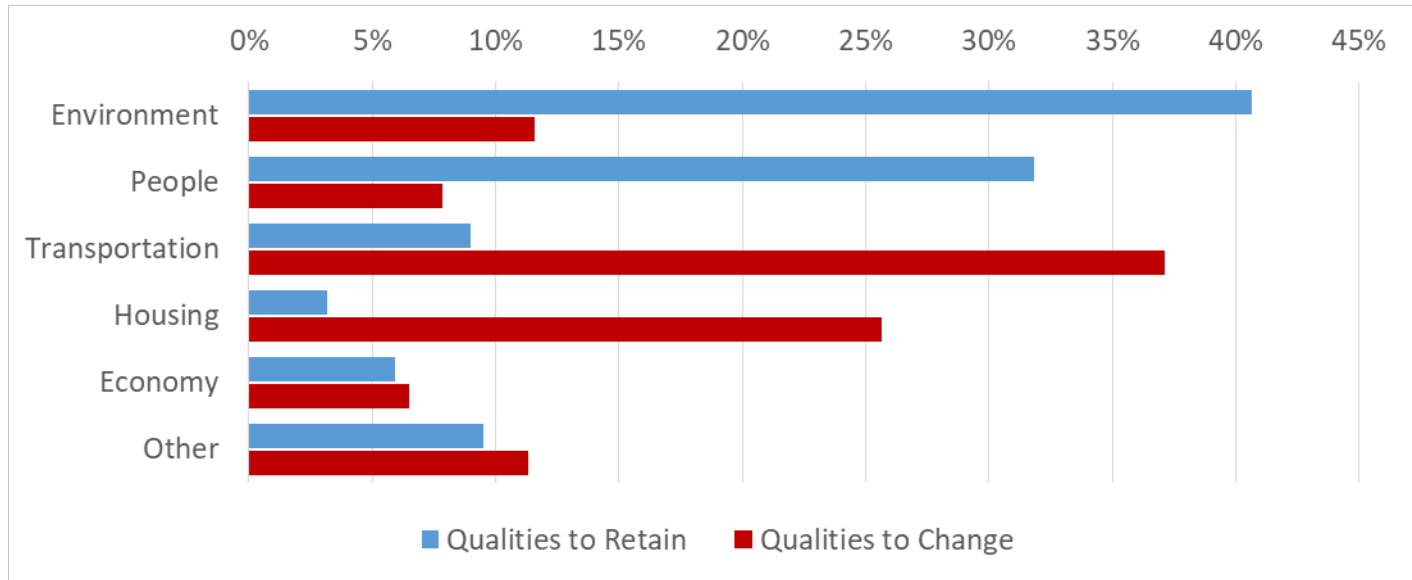
## Big Picture – Theme Relativity

Overall trends emerge by characterizing the main issue(s) people state as the most important. These big-picture trends include a desire for improvements to housing and transportation, and a recognition of the region's environmental and community assets.

## Pop-Up: Frequency of Comment Type by Question

At the public pop-up events, residents were asked two questions: (Q1) qualities they would like to retain by the year 2050, and (Q2) qualities they would like to change by the year 2050. The public was encouraged to focus comments in six main categories: environment, people and community, economy and jobs, housing, transportation, and other.

Figure 3 quantifies the number of responses submitted to “retain qualities” and the number of responses submitted to “change qualities.” When asked which qualities in today’s region they would like to retain, 73% of comments focused on environment and people. When asked which qualities in today’s region they would like to change, the responses flipped, with 63% of the comments focused on housing and transportation. In total, 758 comments were collected for question one, and 1,350 for question two.



**Figure 3: Share of Comments by Major Topical Area for Pop-up Outreach Questions**

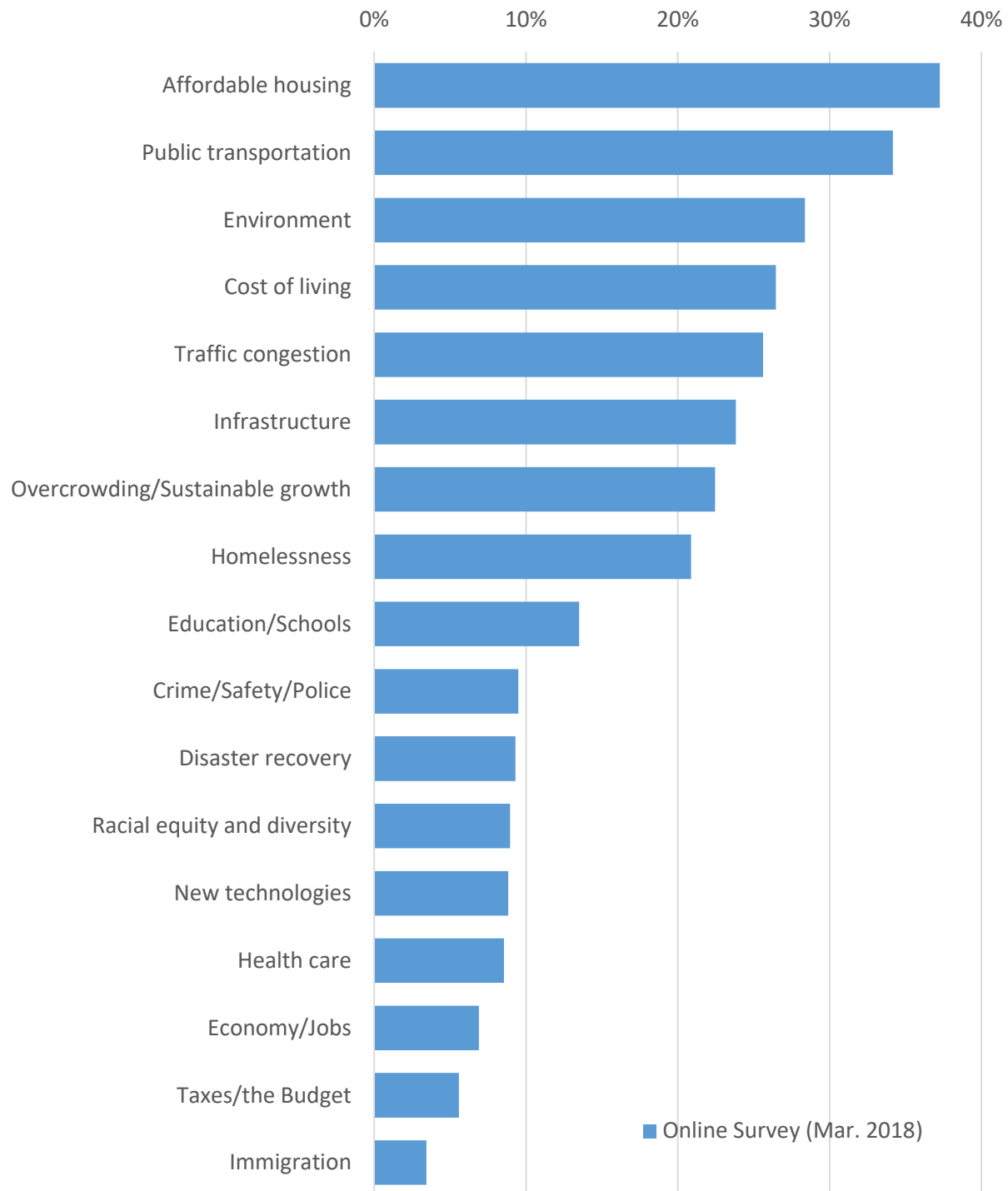
#### Horizon Online Survey and Statistically Valid Telephone Poll

The online survey started with the following multiple choice question: *What are the most pressing issues we should consider as we plan for life in 2050?* Participants were asked to select up to three choices. Figure 4 shows the distribution of responses among the 17 choices in blue. Affordable housing, public transportation, the environment, cost of living, and traffic congestion were the five most cited issues in rank order.

The importance of affordable housing was reinforced by an MTC conducted, statistically valid telephone poll from November 27 through December 11, 2017, which targeted likely June 2018 voters. With a sample size of 4,151 respondents, the poll asked Bay Area residents an open ended question: *What do you think is the one most important problem facing the Bay Area today?* This question allowed only one response by respondents, compared to the Online Survey that allowed participants to pick three issues from a similar list of seventeen topics (see Figure 5). In the phone poll, affordable housing, traffic congestion, homelessness, and safety were the four most cited problems. No matter how we ask the question, affordability was the number one regional issue.

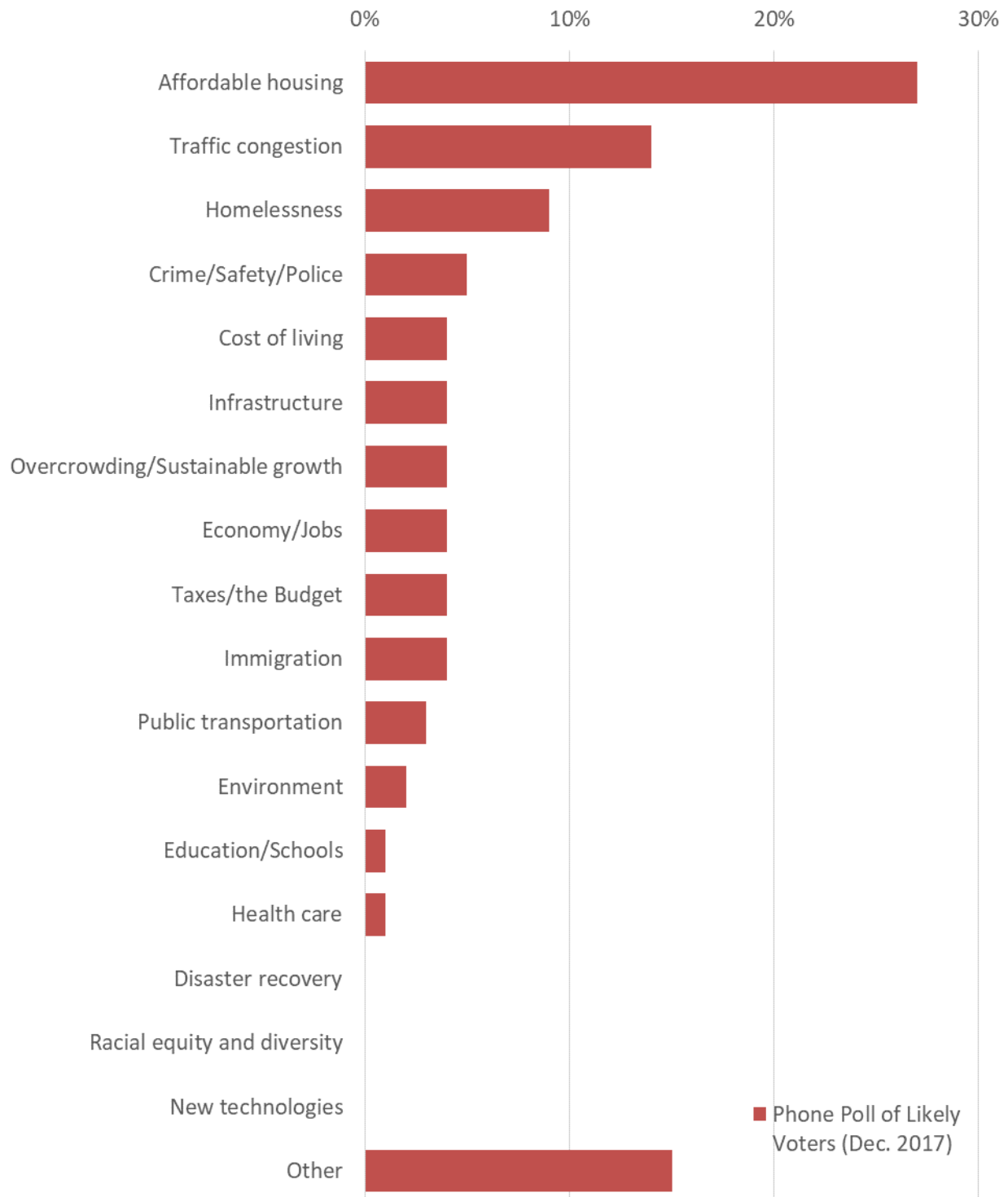


Preliminary Guiding Principles  
Outreach Analysis



**Figure 4: Online Survey Responses: What are the most pressing issues we should consider as we plan for life in 2050?**

Preliminary Guiding Principles  
Outreach Analysis



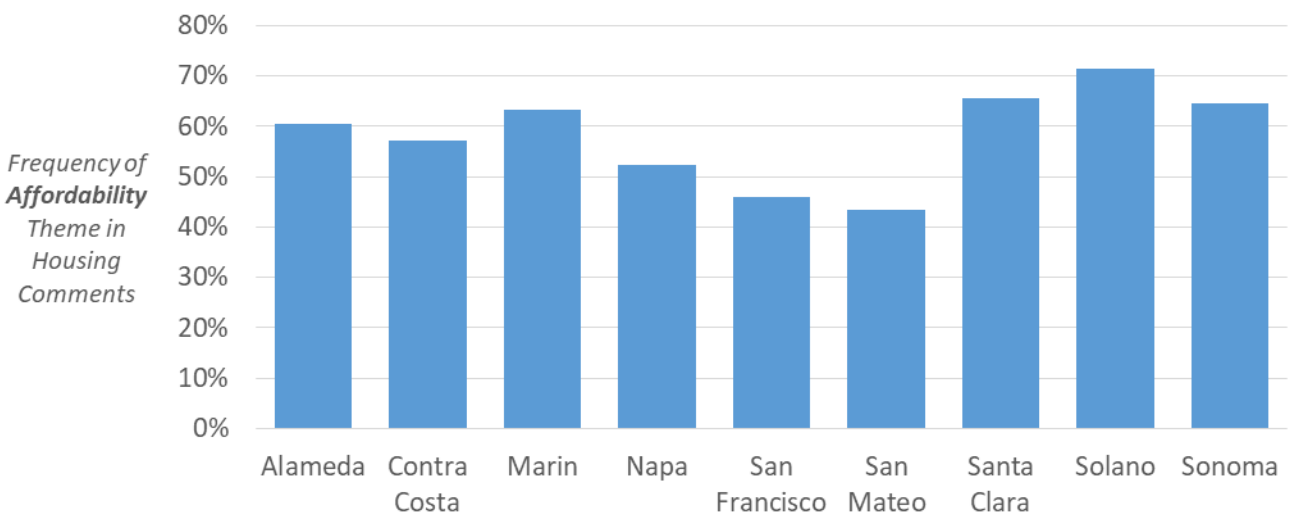
**Figure 5: Phone Poll Responses: What do you think is the one most important problem facing the Bay Area today?**

## Support for Guiding Principles

The comments from the pop-up outreach and online survey assisted staff in creating four guiding principles for the Horizon initiative: 1) Affordable, 2) Connected, 3) Healthy, and 4) Diverse. These provide a focused framework to apply to the many elements of the Horizon initiative. The guiding principles emerged in both regional-scale and county-level data. The following information details the data supporting each guiding principle, outlining the county-level comment data for both the pop-up outreach and online survey.

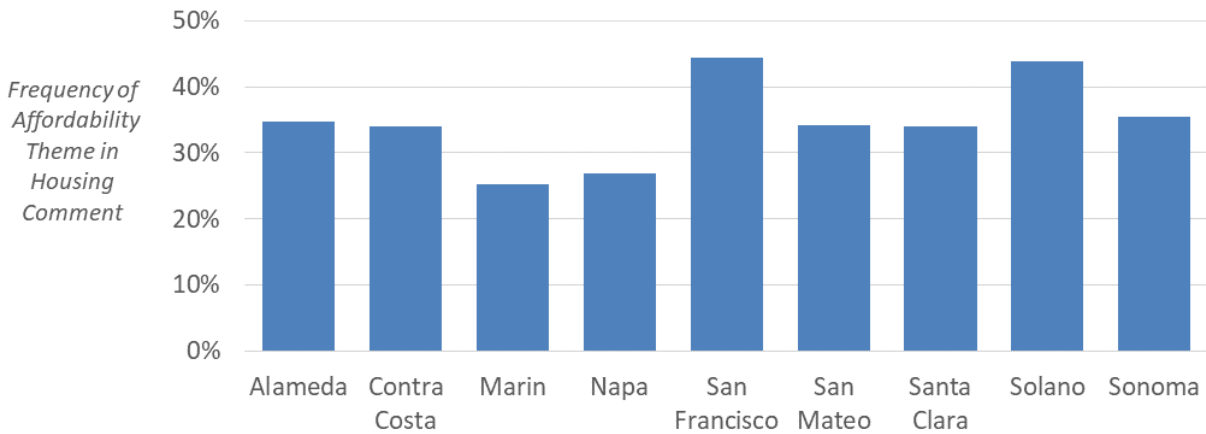
### Affordability

At the pop-up outreach events, 9 out of 10 housing comments were placed in the category of qualities residents would like to see changed. When aggregating the housing comments, the term “affordability” was mentioned in over 58% of all housing comments, with most residents describing a desire to see housing affordability improve by 2050. In the county-level data, the theme of affordability was mentioned in at least 4 in 10 comments (see Figure 5). The affordability theme was also well supported across the region in the online survey; Figure 6 shows the broad regional support for increased affordability.



**Figure 6: Pop-up Events: Frequency of Affordability Theme in Housing Comments by County**

## Preliminary Guiding Principles Outreach Analysis

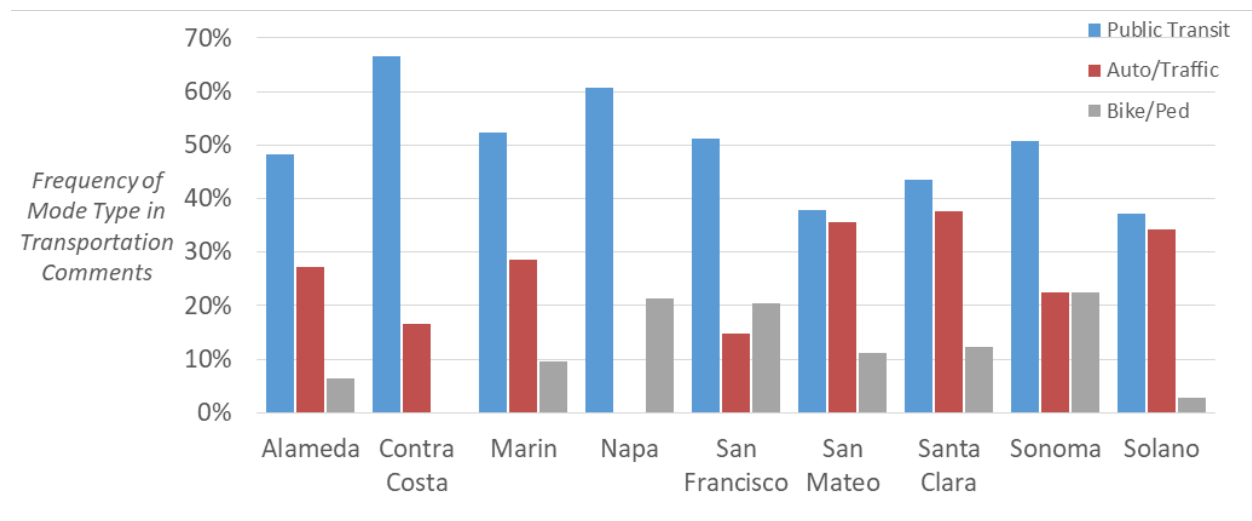


**Figure 7: Online Survey: Frequency of Affordability Theme in Housing Question by County**

### Connected

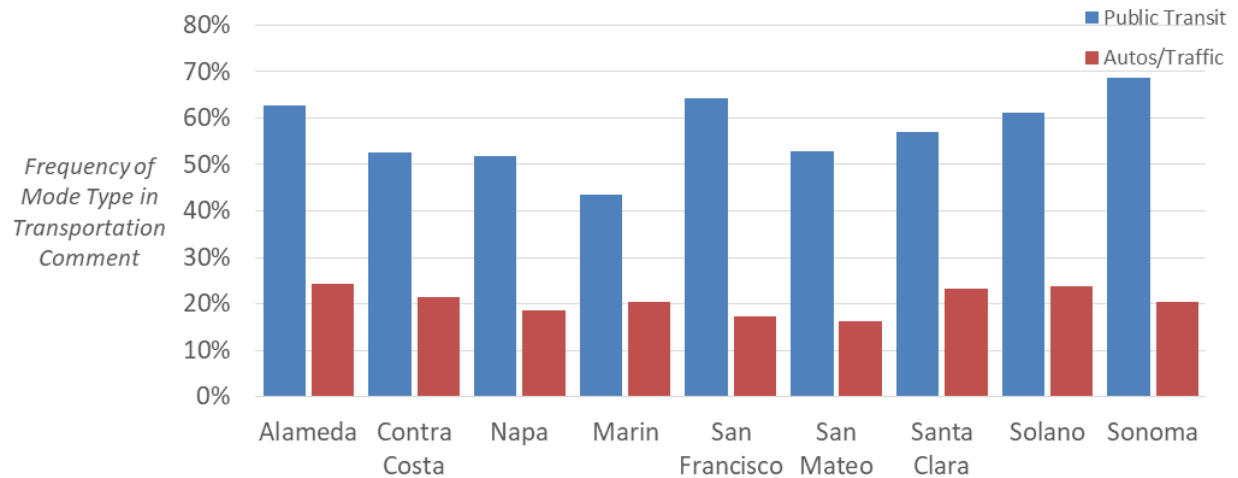
At the pop-up events, similar to housing, 88% of transportation comments were focused on changes residents would like to see rather than elements they would like to retain. In both the pop-up outreach and online survey results, residents' comments included public transit more frequently than autos; however, the pop-up events in San Mateo and Santa Clara counties had nearly equal shares of public transit and auto/traffic comments (see Figure 7). By contrast, the online survey's regional scale data yielded more consistent transportation-related comments, with all counties receiving at least twice as many "change" comments related to public transit as autos (see Figure 8).

Staff also began to understand the qualities that residents desired in the transportation system. In pop-up events, most residents qualified their comments with generic terms like "better," while the online survey comments included resident's desire for an expanded, fast, and cohesive system.



**Figure 8: Pop-up Outreach: Frequency of Transportation Mode Type in Transportation Comments by County**

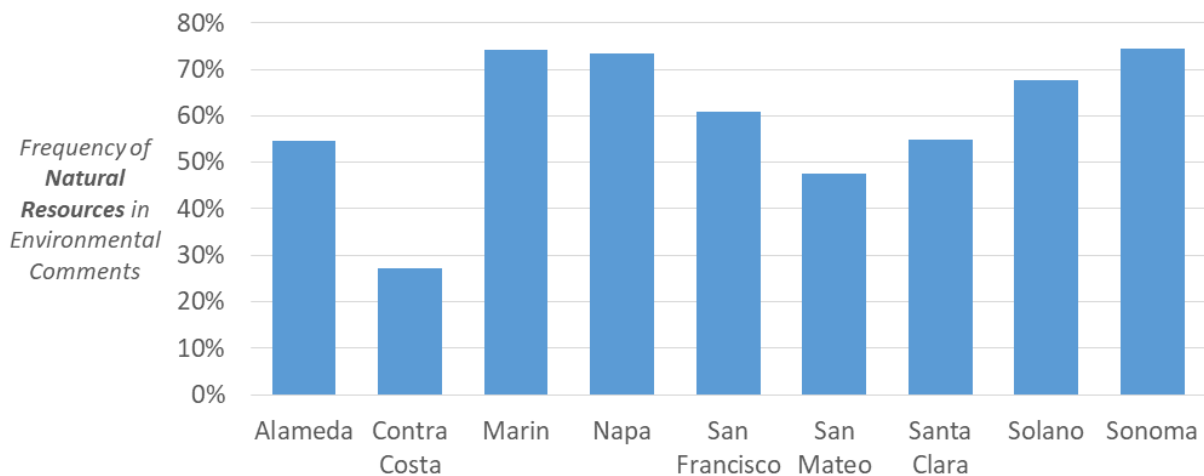
## Preliminary Guiding Principles Outreach Analysis



**Figure 9: Online Survey: Frequency of Transit and Road Modes in Transportation Question by County.**

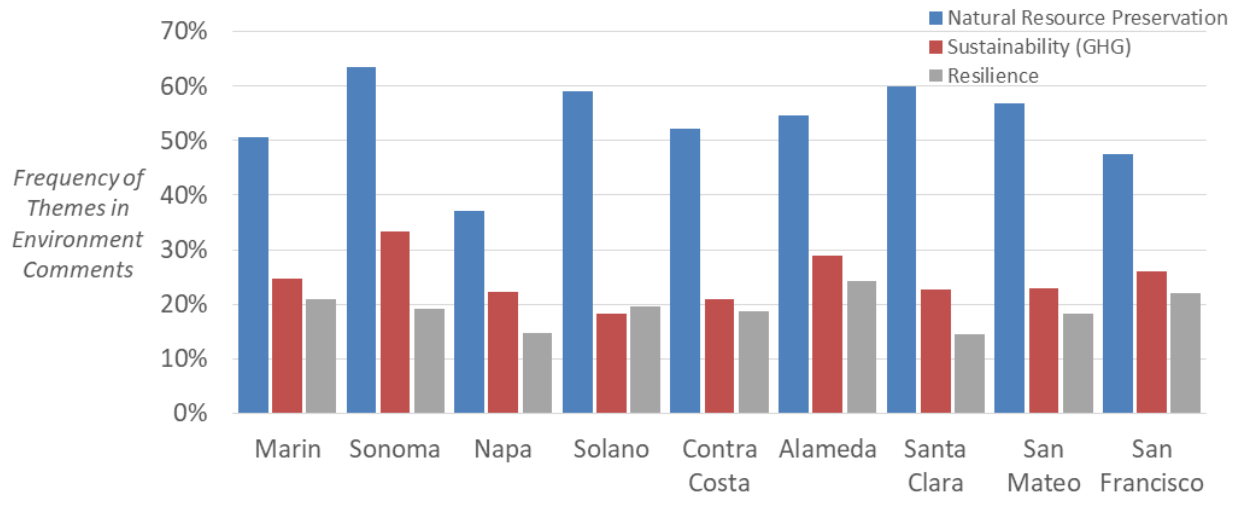
### Healthy

At both the pop-up events and in the online survey, residents had a consistent and overwhelming desire to maintain the region's natural resources. In the online survey, the responses also discussed sustainability and resilience, focusing on reducing greenhouse gas emissions and addressing future drought and sea level rise impacts. Support for natural resources was consistent across the region at pop-up events (Figure 9) as well as in the online survey (Figure 10). We believe that the lower support for natural resources at Contra Costa pop-up events was a reflection of the low response rate.



**Figure 10: Pop-up Outreach: Frequency of Natural Resources Theme in Environment Comments by County**

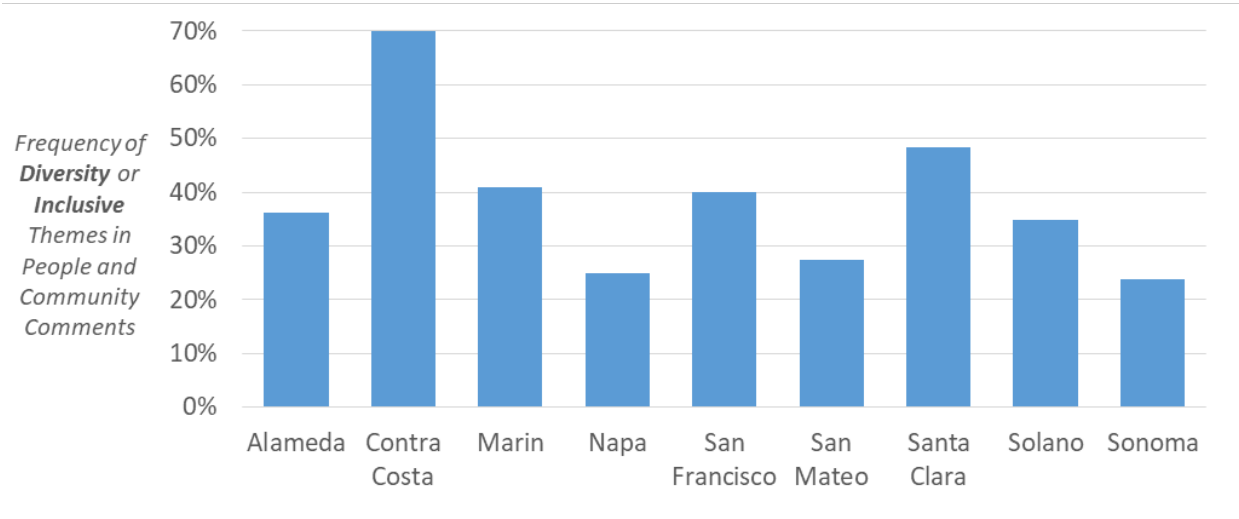
## Preliminary Guiding Principles Outreach Analysis



**Figure 11: Online Survey: Frequency of Environmental Themes in Environment Comments by County**

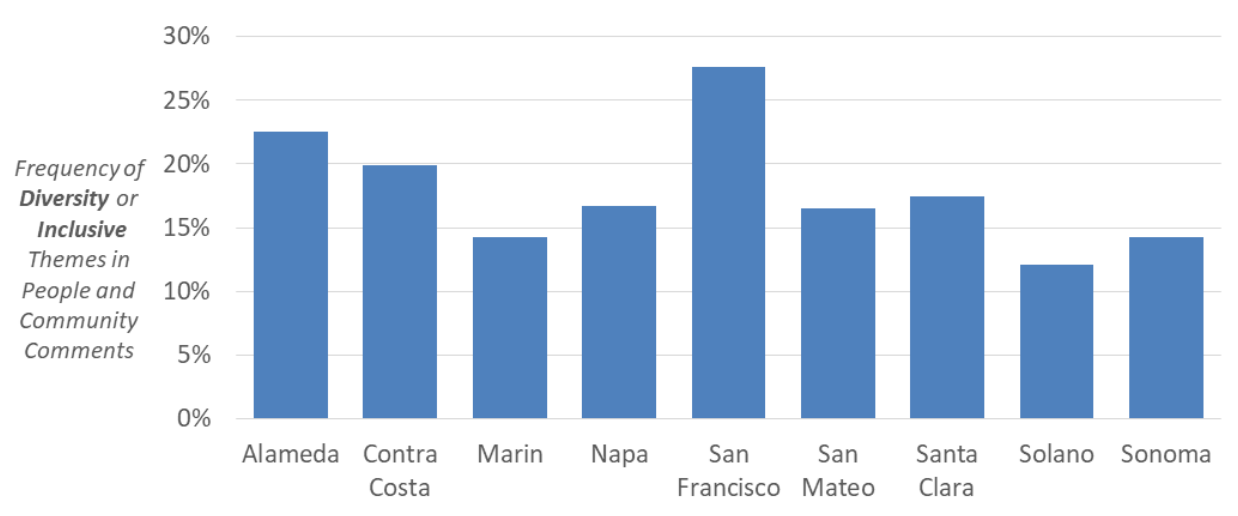
### Diverse

In pop-up events and the online survey, Bay Area residents mentioned a wide range of desires for their communities. Diversity was a key theme mentioned by respondents when asked what they would like to retain, and when broadened to contain comments that mentioned “inclusion,” both terms were captured in 39% of pop-up events, and 20% of online survey comments. Additional terms mentioned along with the term “inclusive” in both the pop-up outreach and the online survey: “openness,” “acceptance” and “integration of all people.” Figures 12 and 13 highlight the use of the terms “diversity” and “inclusive” during the pop-up outreach events and online survey comments.



**Figure 12: Pop-up Outreach: Frequency of Diversity or Inclusive Theme in People/Community Comments by County**

Preliminary Guiding Principles  
Outreach Analysis



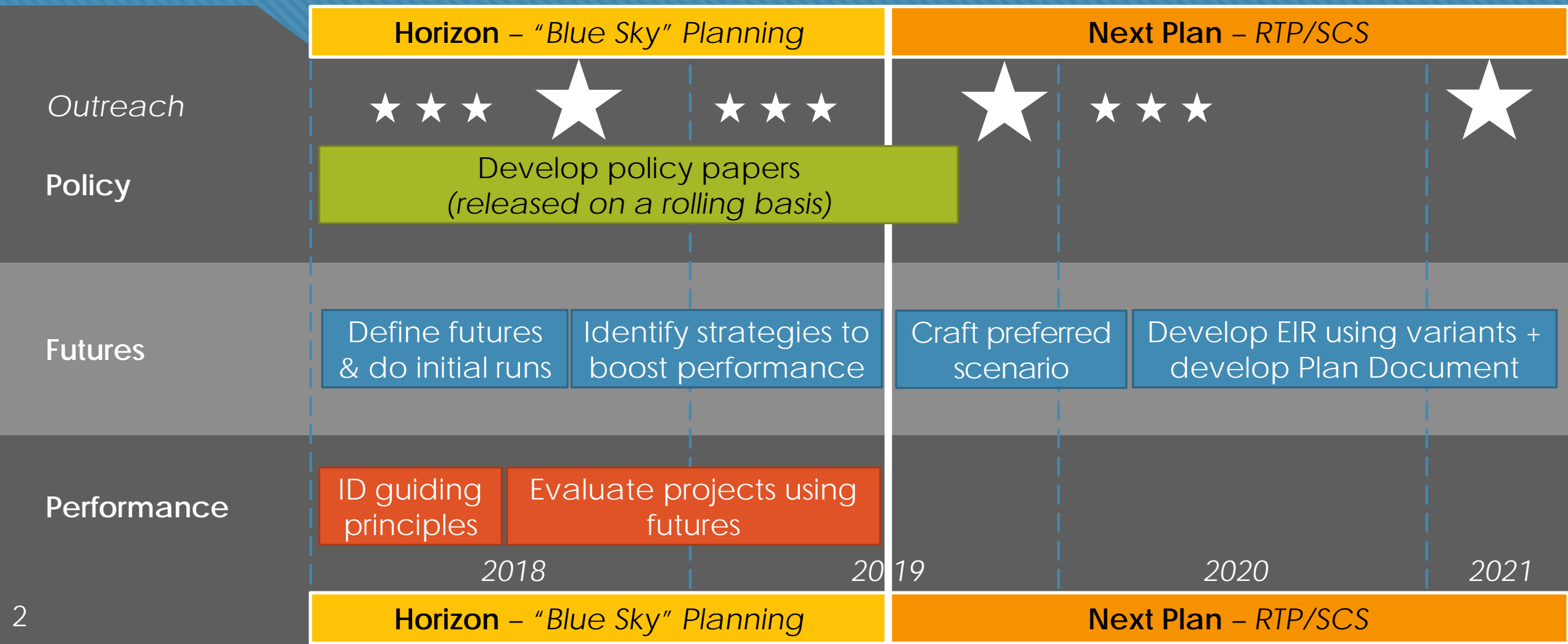
**Figure 13: Online Survey: Frequency of Diverse or Inclusive Theme in People/Community Comments by County**

# *Horizon:* *Preliminary* Guiding Principles

*Joint MTC Planning Committee with the ABAG Administrative Committee  
April 13, 2018*



# Process Overview





H O R I Z O N

# Public Outreach

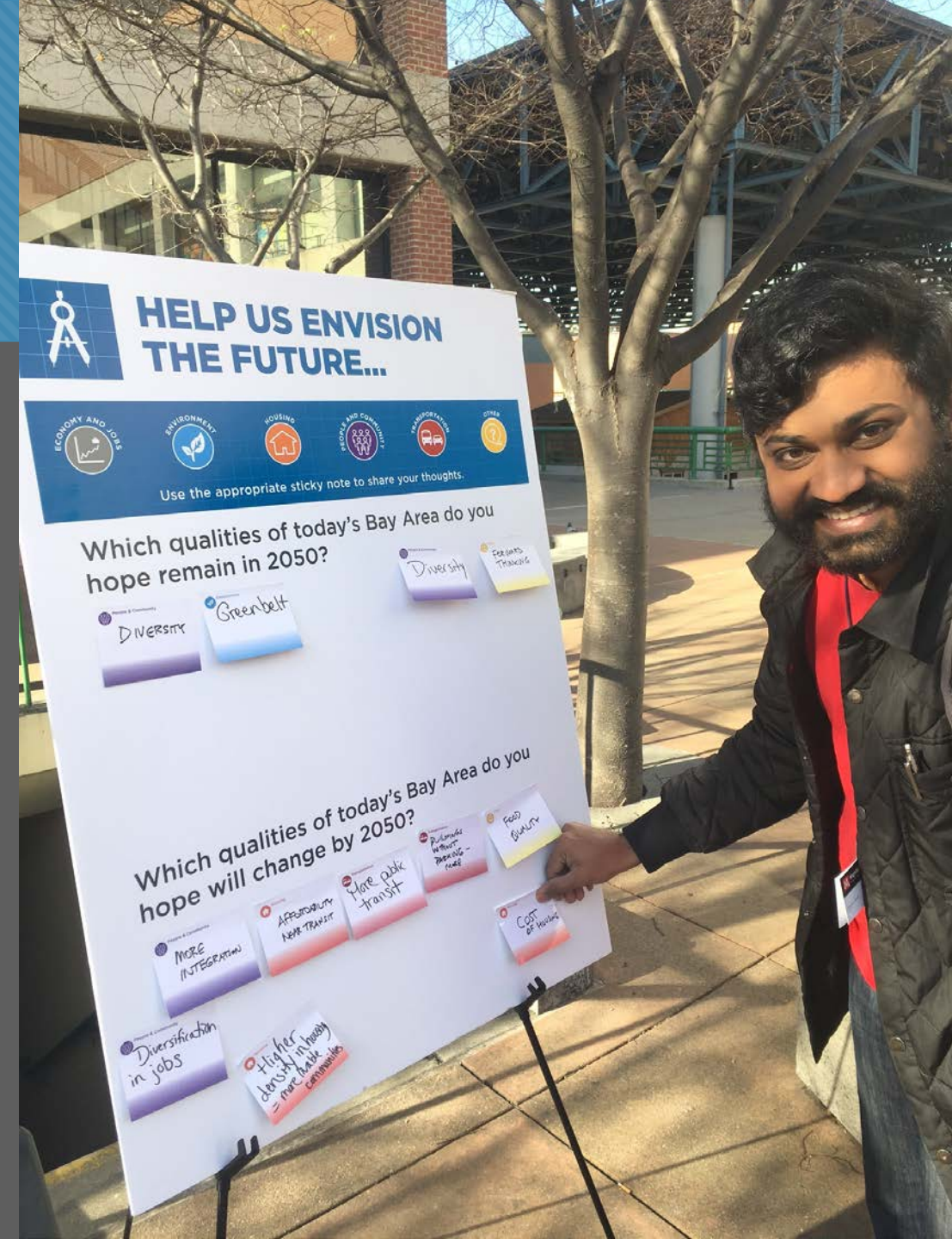


## Pop-Ups

- 28 Events
- 17 inside or serving communities of concern
- 2,100+ comments and counting

## Online Survey

- 1,600+ submissions
- x 5Q = 7,500+ comments





# Public Outreach Take-aways

## ○ Pop-up outreach

- Considerable coordination to plan, but easy to execute
- Use simple language to ask questions, require little of public to provide answers
- Sticky notes and board worked well

## ○ Online Survey

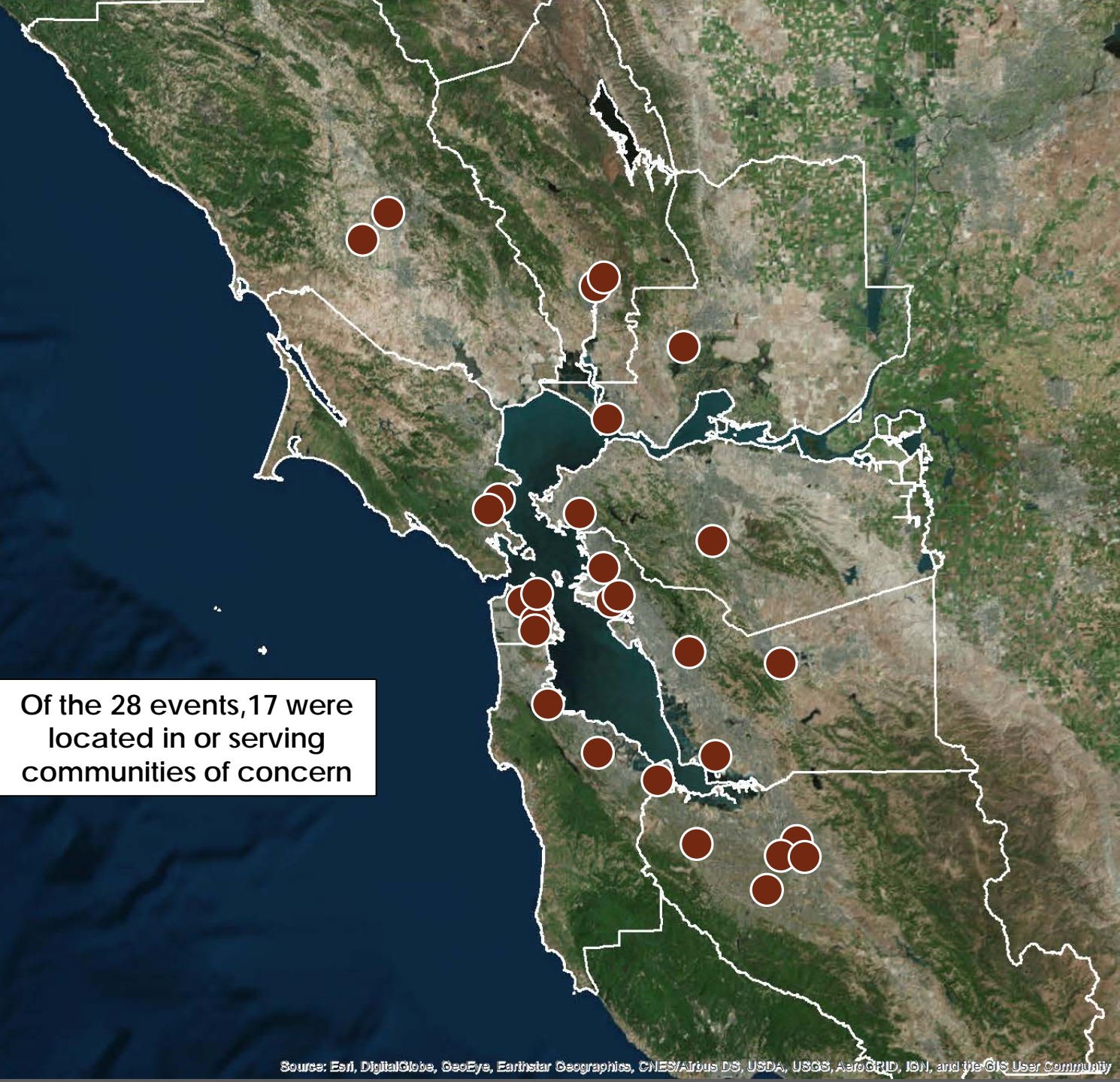
- Open-ended questions provide good opportunity for public input
- Difficult to categorize and process results
- Facebook advertising boosted response rate





# Pop-up Locations

YES Conference	Feb. 24
NVTA Transit Center (Napa)	Feb. 28
Santa Rosa Junior College	Feb. 28
Pickleweed Library (Marin)	March 3
Newark Farmer's Market	March 4
Clement St. Farmer's Market (SF)	March 4
Berryessa Flea Market (San Jose)	March 4
Vallejo Art Walk	March 9
Stoneridge Mall (Pleasanton)	March 10
Campbell Farmers Market	March 11
Sunday Streets Mission District (SF)	March 11
Diridon Caltrain Station (San Jose)	March 13
Broadway Plaza Mall (Walnut Crk)	March 17
Strong Girls Conference (Sta Rosa)	March 17
Marin Farmer's Market	March 18
Sebastopol Farmer's Market	March 18
Castro Valley Middle School	March 19
SF Ferry Building	March 22
Berkeley Farmers Market	March 22
Lake Merritt	March 24
East Palo Alto Farmers Market	March 24
Sunday Streets Excelsior District (SF)	March 25
Mountain View Farmers Market	March 25
Redwood City Library	March 26
Richmond Library	March 26
Oxbow Market (Napa)	March 27
Jelly Belly Factory (Fairfield)	March 27
Daly City Farmers Market	March 29



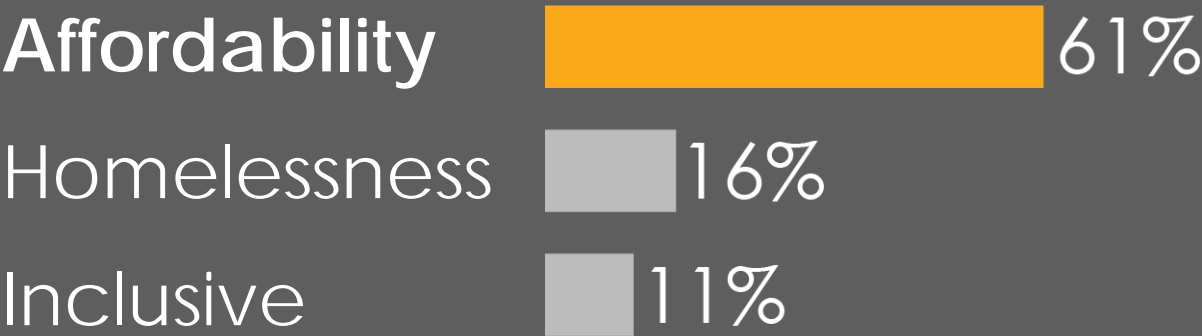
Of the 28 events, 17 were located in or serving communities of concern

# Preliminary Findings: Housing



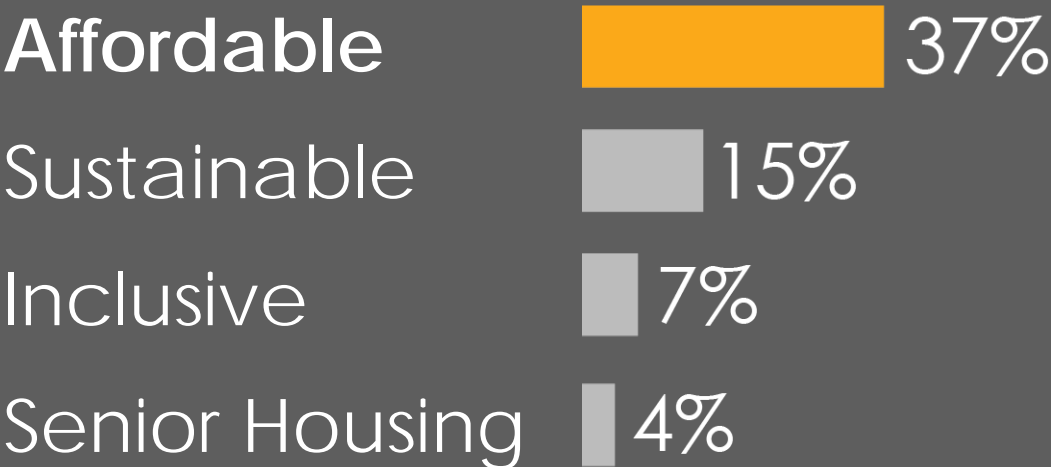
## Pop-Ups

*most discussed themes*



## Online Survey

*most discussed themes*



# Preliminary Findings: Economy



## Pop-Ups

*most discussed themes*



## Online Survey

*most discussed themes*





# Preliminary Findings: Environment



## Pop-Ups

*most discussed themes*

Nat. Resources 62%

Weather 11%

Waste mgmt. 8%

Reduce GHG 6%



## Online Survey

*most discussed themes*

Nat. Resources 53%

Reduce GHG 25%

Drought & Sea Level 20%

Waste mgmt. 9%

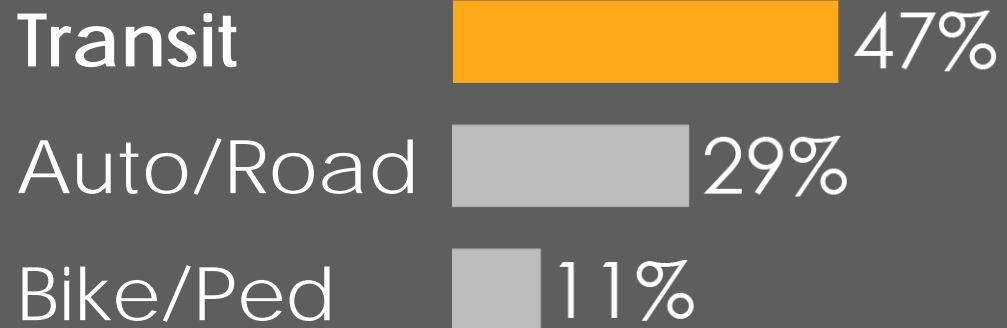


# Preliminary Findings: Transportation (Mode)



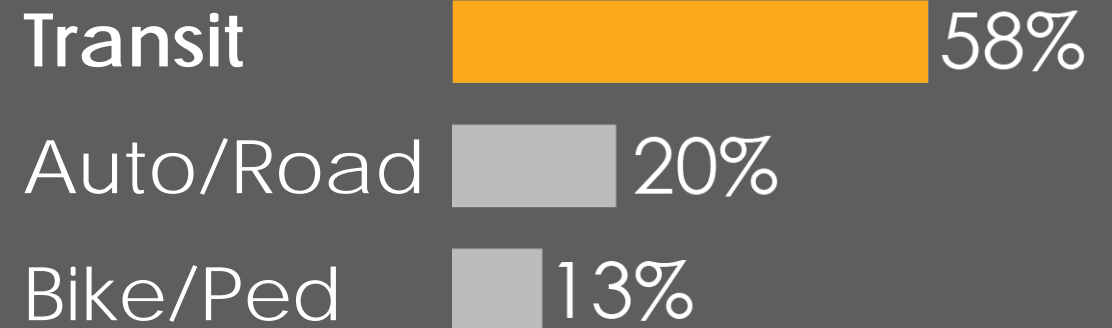
## Pop-Ups

*most discussed themes*



## Online Survey

*most discussed themes*



# Preliminary Findings: Transportation (Transit - Qualities)



## Pop-Ups

*most discussed themes*

Coverage  10%

Fast/Frequent  6%

Cohesive  6%

Affordable  4%



## Online Survey

*most discussed themes*

Coverage  27%

Fast/Frequent  21%

Cohesive  12%

Affordable  11%

# Preliminary Findings: Communities



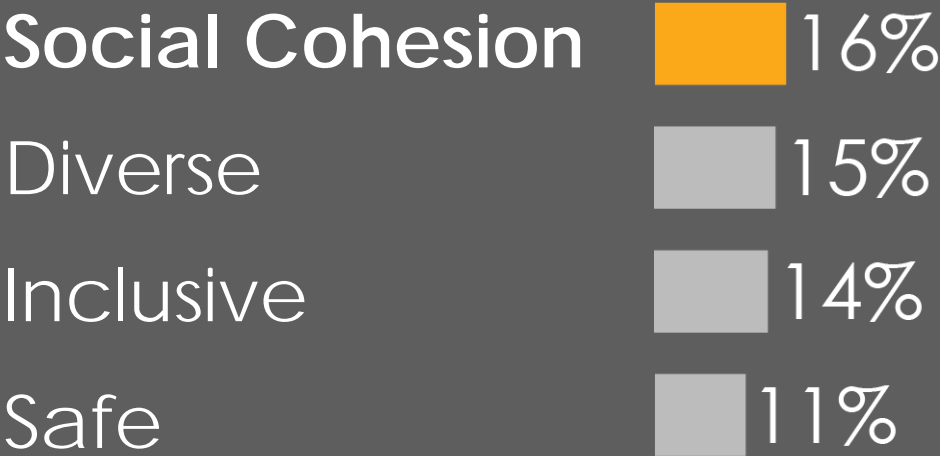
## Pop-Ups

*most discussed themes*



## Online Survey

*most discussed themes*







Affordable



Healthy



Connected



Diverse



**Affordable** – All Bay Area residents have access to housing options they can afford – households are economically secure.



Photo Credit: Flickr User Anthony Albright



**Connected** – An expanded , well-functioning transit system connects the Bay Area – fast intercity trips are complemented by frequent service between neighborhoods.



Photo Credit: Flickr User Aaron Anderer



Photo Credit: Flickr User Patrick Boury



**Healthy** – The region's natural resources, open space, clean water and clean air are preserved – the region actively reduces its environmental footprint and the impacts from climate events.





**Diverse** – Bay Area residents support an inclusive region where people from all backgrounds, abilities, and ages can access the region's assets and resources.



Photo Credit: Flickr User Ken Walton





Affordable



Healthy

supporting  
or  
conflicting?



Connected



Diverse

# Next Steps

## April

Peer exchange with experts on the technical aspects of futures creation

## May-September

Visionary projects submission process

## June

Finalize multiple futures

## Fall

Major outreach and engagement on the futures, including identification of policy solutions



## Feedback on Preliminary Guiding Principles to date

The Regional Advisory Working Group (April 3), and Policy Advisory Council (April 11) have provided feedback on the same Guiding Principles presented today. Below is a summary of feedback shared by both bodies. Staff feels confident we can incorporate much of the feedback into a revised set of Guiding Principles.

- **General Feedback**

- Comments on the guiding principles were generally positive. Members provided specific suggestions for improvement rather than requests for an overhaul.
- Equity is not included as a specific principle. If not included here, it should be addressed in other metrics we use to gauge the performance of the futures, strategies, and projects.
- The comments received reflect the present state of the region, including the thriving economy. We should consider future conditions that may not be top of mind today. Some members suggested that a prosperous economy should be a priority too.

- **Affordable**

- Should be modified to recognize the difference between having access versus *sufficient access*. Change the language to read “... have access to *sufficient* housing options...”
- Need to be clear what we mean by “affordable.” For example, clarify whether we mean “affordable housing” or housing that is affordable at all income levels.

- **Connected**

- Needs to be more comprehensive, and not focused on just transit.
  - Connected encompasses telecommuting, which should be an aspect of how we think about “trips” in the future.
  - Could include the term “efficiency” to encompass the importance of the road network.
  - Should include multi-modal, emerging mobility – otherwise there are many first and last mile modes that are missed.
  - As transportation experts we know that we have limited resources to expand transit coverage – other modes could be key to achieve this goal.

- **Healthy**

- Healthy is broader than any of the other principles. It could apply to active transportation, public health, as well as greenhouse gas emissions or climate adaptation. It feels like a different scale than the other principles.
  - The climate impacts could be re-written as “*changes to climate*” which describes a longer, ongoing process. The word “adaptation” could be included.
  - The public health benefits of active transportation should be incorporated into the language to reflect a broader principle.

- **Diverse**

- Consider addressing displacement in the principle. Change the language to read “...and ages can *remain in places with access*...”
- Consider rephrasing in more aspirational terms to be consistent with other principles.

# Metropolitan Transportation Commission

## Legislation Details (With Text)

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**File #:** 18-0224      **Version:** 1      **Name:**

**Type:** Report      **Status:** Commission Approval

**File created:** 3/13/2018      **In control:** Joint MTC Planning Committee with the ABAG Administrative Committee

**On agenda:** 4/13/2018      **Final action:**

**Title:** MTC Resolution No. 4202, Revised: Approval of \$9.8 million in Priority Development Area (PDA) Planning, Staffing and Technical Assistance Grants and PDA Implementation

Refer MTC Resolution No. 4202, Revised, to distribute \$7.3 million in PDA Planning, Technical, and Staffing Assistance grants, and regional PDA implementation, to the Commission for approval, \$2 million for PDA Planning, Staffing and Technical assistance administration, and \$500,000 for supportive regional PDA implementation studies.

**Sponsors:****Indexes:****Code sections:****Attachments:** [8a MTC Res. No. 4202, Revised.pdf](#)

Date	Ver.	Action By	Action	Result
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**Subject:**

MTC Resolution No. 4202, Revised: Approval of \$9.8 million in Priority Development Area (PDA) Planning, Staffing and Technical Assistance Grants and PDA Implementation

Refer MTC Resolution No. 4202, Revised, to distribute \$7.3 million in PDA Planning, Technical, and Staffing Assistance grants, and regional PDA implementation, to the Commission for approval, \$2 million for PDA Planning, Staffing and Technical assistance administration, and \$500,000 for supportive regional PDA implementation studies.

**Presenter:**

Mark Shorett

**Recommended Action:**

MTC Commission Approval

**Attachments:**



Staff issued the call for applications in December 2017, with projects due March 5, 2018. Staff emailed the call for applications announcement to local jurisdiction and CMA planning directors, created a call for applications webpage, hosted informational workshops in San Jose and San Francisco (each of which was webcast) and provided program overviews at county planning director meetings on request. Staff received 10 PDA planning, 10 staffing assistance and 6 technical assistance applications. Attachment A summarizes the project requests and recommended funding totaling \$7.3 million.

Projects were evaluated by MTC/ABAG staff based upon the following criteria: 1) located within community of concern or at risk of displacement; 2) located within top sixteen cities taking on over 70% of housing growth in PlanBayArea 2040 (Attachment B); 3) project impact; 4) existing policies; 5) planning process; 6) local commitment; 7) transportation agency support, and 8) implementation. Technical Assistance projects were also evaluated for their innovation approach to implementation/solutions.

Similar to previous funding cycles, this set of projects features a strong focus on specific plans and completion of programmatic Environmental Impact Reports to streamline implementation. See Attachment C for a breakdown by project category. More than two-thirds of the recommended funding is for cities projected to deliver over 70% of regional housing growth in PlanBayArea 2040. At least one project is recommended for funding in eight of the nine Bay Area counties, including an update to the Santa Rosa Downtown Station Area Plan to create additional housing capacity in response to the North Bay fires and growing market demand following the introduction of SMART service. Of the 26 projects submitted, 18 (69%) are located in communities of concern or at risk of displacement.

All projects submitted for funding are recommended for approval. MTC/ABAG staff will work with project applicants to refine work scopes for recommended projects prior to finalizing funding agreements. In some cases, modifications to work scopes will be required to better align project outcomes with regional program goals. Staff have initiated discussion with these applicants.

### **Next Steps**

In advance of a second call for applications anticipated in 2019 for the balance of funding, staff plans to return to the Planning Committee with an updated set of PDA Planning, Staffing and Technical Assistance program guidelines and criteria. Modifications may be informed by the outcome of an upcoming study to assess all technical assistance provided to local jurisdictions through the Integrated Regional Planning Program, as well as relevant planning recommendations emerging from CASA - the Committee to House the Bay Area.

While the majority of funding will be allocated directly to local jurisdictions for PDA planning, staff may initiate studies serving to benefit PDA implementation throughout the region. In the previous funding cycle, MTC funded an infrastructure financing white paper and launched the Planning Innovations regional forum series with funds reserved for regional PDA implementation. New topics may include evaluation of the PDA placetype framework or follow-up to CASA needs.

### **Recommendation**

Refer Resolution No. 4202, Revised, to approve the \$7.3 million in projects and regional priorities listed in Attachment A, \$2 million for PDA Planning, Staffing and Technical assistance administration, and \$500,000 for supportive regional PDA implementation studies, to the Commission for approval. Further, MTC Resolution No. 4202, Revised is also on the April Programming and Allocations Committee agenda for consideration of One Bay Area Grant (OBAG 2) program Revisions and updates on OBAG 1 and OBAG 2 Priority Conservation Area Program of Projects. Only the applicable recommendations approved by the Planning Committee and by the Programming and Allocations Committee will be referred to the Commission.

  
\_\_\_\_\_  
Steve Heminger

### **Attachments:**

- Attachment A: Proposed Program of Projects
- Attachment B: PlanBayArea 2040 Ranking by Housing Unit Growth
- Attachment C: PDA Planning, Technical and Staffing Assistance Project Categories
- MTC Resolution 4202, Revised



Recommended Program of Projects PDA Planning, Staffing and Technical Assistance					
PDA Planning					
County	City	Application Name	Project Description	Score	Recommended Funding
SN	Santa Rosa	Downtown Station Area Specific Plan Update/Amendment	Update to the existing Specific Plan, and associated amendments to the General Plan and Zoning Code.	95	\$800,000
SC	San Jose	Diridon Integrated Station Area Concept Plan	Concept plan to enhance multi-modal connections to station and interface with surrounding area	85	\$800,000
SF	San Francisco	Market Street Hub Area EIR	Envionmental Impact Report (EIR) for Hub Area amendment to Market/Octavia Plan	83	\$500,000
AL	Union City	Decoto Industrial Parkway Study Area Specific Plan 2.0	Update existing Specific Plan consistent with vision created for the area, create new zoning to guide future development	81	\$800,000
SC	San Jose	SW Expressway/Race Street Light Rail Urban Village Plans	Urban Village Plan	80	\$500,000
CC	El Cerrito	San Pablo Avenue Specific Plan and EIR Update/Amendments	Amendment to Specific Plan EIR and Zoning in response to development proposals well above the capacity provided in current EIR	78	\$308,000
MA	San Rafael	Downtown Precise Plan	Preparation and adoption of Downtown Precise Plan establishing detailed development standards; supportive technical studies for environmental review.	75	\$500,000
SF	San Francisco	Transit Corridors Study	Study to identify opportunities to increase transit service capacity and quality on critical corridors to meet reidential and employment development needs	73	\$500,000
CC	Moraga	Moraga Center Specific Plan Implementation Project	Zoning ordinance to complete/implement adopted Specific Plan	71	\$140,000
SOL	Vacaville	Downtown Specific Plan	Specific Plan and EIR	71	\$350,000

PDA Planning Total\$5,198,000

Staffing Assistance					
County	City	Application Name	Project Description	Score	Recommended Funding
AL	Oakland	Oakland Innovative Construction Initiative (increasing transit-supportive housing)	Update citywide design guidelines for transit-oriented residential and commercial development	93	\$200,000
SC	San Jose	PDA/Citywide Design Guidelines	Update citywide design guidelines for transit-oriented residential and commercial development	91	\$200,000
AL	Emeryville	Mitigate Regulation-Induced Displacement and Streamlined Asset Management	Affordable housing policy development and implementation, related to City's expanding portfolio of affordable units, in transit-oriented locations	90	\$180,000
CC	Concord	VMT-based Transportation Impact Standards*	Development of VMT-based Transportation Impact Standards for CEQA	87	\$150,000
AL	Hayward	SB743 Implementation	Conversion of LOS to VMT transportation analysis for CEQA purposes	86	\$150,000
AL	Oakland	Oakland ADU Initiative (incrfeasing transit-supportive housing)	Accessory Dwelling Unit initiative to support transit-oriented neighborhoods, with regulatory reforms and public outreach campaign	83	\$200,000
AL	Fremont	SB743 Implementation	Establish methodology, thresholds and procedures for analysis of land use and planning documents for compliance with SB 743	79	\$150,000
CC	Concord	Galindo Street Corridor Plan	Concept Plan to redesign and enhance public right-of-way for pedestrians, bicyclists,and transit users	73	\$200,000
SON	Windsor	Parking Management and Pricing	Preparation of a parking management plan for the Downtown PDA	70	\$120,000
CC	Lafayette	Updated Lafayette Parking Ordinance and strategies	Implement the updated Lafayette Parking Ordinance and strategies	70	\$150,000

\* Initially submitted as a TA application - shifted to SA based on scope similar to Fremont,

HaywardStaffing Assistance Total\$1,700,000

Technical Assistance					
County	City	Project Name and/or TA Topic(s)	Project Description	Score	Recommended Funding
SF	San Francisco	PDA Density Bonus Program	Technical analysis to create a local density bonus program in areas with adopted form-based codes	93	\$65,000
AL	Emeryville	Developing the Highest and Best Use of the Public Curb	Sample conditions of approval best practices, standard improvement dimensions and trade-offs to assign curb space within city policies	91	\$65,000
SF	San Francisco	Mission-San Jose PDA Housing Feasibility Analysis	Analyze how zoning affects the feasibility of transit-oriented mixed-use housing on opportunity sites in PDA	86	\$65,000
AL	Oakland	Framework for the Oakland General Plan - PDA Community Engagement Program	Framework for updating the General Plan to include a PDA community engagement program	83	\$65,000
SM	Belmont	Belmont Transportation Demand Management Program	Create a transportation demand management program of policies, strategies, monitoring criteria and an administration plan	73	\$65,000
SON	Rohnert Park	Central Rohnert Park PDA / Creekside Neighborhood Subarea Connector Path Rehabilitation	Design, engineering and construction documents for ped/bike connector path from PDA to surrounding neighborhoods	73	\$65,000

Technical Assistance Total\$390,000  
All Categories Total\$7,288,000

**PDA Planning, Technical Assistance and Staffing Assistance Programs**

***PlanBayArea 2040 Housing Unit Growth (2010-2040)***

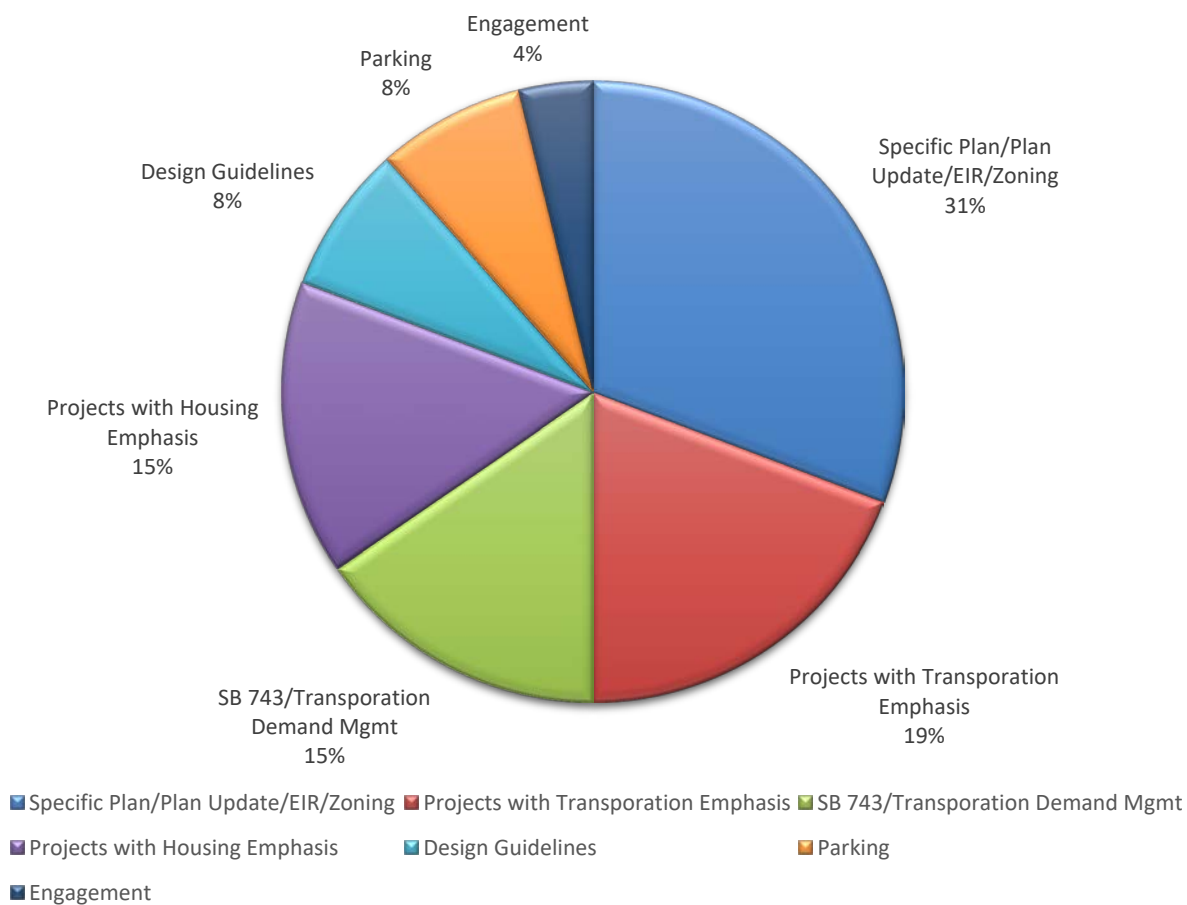
Ranking by Housing Unit Growth\*

<b>Rank</b>	<b>County</b>	<b>City</b>	<b>Housing Unit Growth</b>
1	Santa Clara	San Jose	149,900
2	San Francisco	San Francisco	137,800
3	Alameda	Oakland	87,700
4	Santa Clara	Sunnyvale	30,800
5	Santa Clara	Mountain View	26,300
6	Contra Costa	Concord	20,100
7	Alameda	Fremont	19,200
8	Contra Costa	Richmond	18,800
9	Sonoma	Santa Rosa	16,400
10	Santa Clara	Santa Clara	14,000
11	Alameda	Emeryville	13,200
12	San Mateo	San Mateo	12,600
13	Alameda	Dublin	11,600
14	Santa Clara	Milpitas	11,200
15	Alameda	Livermore	10,600
16	San Mateo	Redwood City	10,100
<b><i>Total</i></b>			<b><i>590,300</i></b>
<b><i>Cumulative Share of Regional Growth: 72%</i></b> <b><i>(590,300/818,700) (top 16)</i></b>			

\* Source: Plan Bay Area Supplementary Report, Land Use Modeling Report, PlanBayArea 2040 Final Supplemental Report



## PDA Planning, Technical and Staffing Assistance Project Categories



Date: November 18, 2015  
W.I.: 1512  
Referred by: PAC  
Revised: 07/27/16-C 10/26/16-C 12/21/16-C  
03/22/17-C 04/26/17-C 05/24/17-C  
06/28/17-C 07/26/17-C 09/27/17-C  
10/25/17-C 11/15/17-C 12/20/17-C  
01/24/18-C 02/28/18-C 03/28/18-C  
04/25/18-C

### ABSTRACT

Resolution No. 4202, Revised

Adoption of the project selection policies and project programming for the second round of the One Bay Area Grant program (OBAG 2). The project selection criteria and programming policy contain the project categories that are to be funded with various fund sources including federal surface transportation act funding available to MTC for its programming discretion to be included in the federal Transportation Improvement Program (TIP) for the OBAG 2 funding period.

The resolution includes the following attachments:

- Attachment A – OBAG 2 Project Selection Criteria and Programming Policy
- Attachment B-1 – OBAG 2 Regional Program Project List
- Attachment B-2 – OBAG 2 County Program Project List

On July 27, 2016, Attachment A, and Attachments B-1 and B-2 were revised to add additional funding and projects to the OBAG 2 framework, including \$72 million in additional Fixing America's Surface Transportation Act (FAST) funding, and to incorporate housing-related policies.

On October 26, 2016, Attachment A, and Attachment B-1 were revised to clarify language related to the North Bay Priority Conservation Area (PCA) Program in Attachment A and to deprogram \$2,500,000 from the Water Emergency Transportation Authority (WETA) Ferry Service Enhancement Pilot within the Regional Active Operational Management Program.

On December 21, 2016, Attachments B-1 and B-2 were revised to redirect \$417,000 in un-programmed balances from the Regional Active Operational Management program to MTC's Spare the Air Youth within the Climate Initiatives Program; divide MTC's Rideshare Program into three subcomponents totaling \$10,000,000: \$720,000 for Rideshare Implementation, \$7,280,000 for the Carpool Program, and \$2,000,000 for the Vanpool Program; direct \$1,785,000 from 511 Next Gen to the Commuter Benefits program; direct \$1,000,000 in un-programmed balances to SMART's

## ABSTRACT

MTC Resolution No. 4202, Revised

Page 2

Multi-Use Pathway; transfer \$1,000,000 from MTC's Casual Carpool project to MTC's Eastbay Commuter Parking project within the Bay Bridge Forward program, as the former will be funded with non-federal funds; transfer \$500,000 from the Freeway Performance Initiative program and \$500,000 in un-programmed balances to US 101/Marin Sonoma Narrow's B2 Phase 2 project in the Regional Active Operational Management Program; shift \$40,000,000 from the BART Car Replacement/Expansion project to the Golden Gate Bridge Suicide Deterrent project and \$13 million from MTC's Clipper project to un-programmed balances within the Transit Priorities program as part of a RM2 funding action to address a cost increase on the Golden Gate Bridge Suicide Deterrent project; and program \$5,990,000 to Alameda County's Safe Routes to School Program in the County Program.

On March 22, 2017, Attachment B-1 was revised to program \$17,000,000 in un-programmed balances within the Regional Transit Priorities Program to MTC's Clipper Program, as part of the FY17 Transit Capital Priorities program.

On April 26, 2017, Attachment B-2 was revised to program \$1,655,000 to the Sonoma Safe Routes to School program; and redirect \$1,000 from Contra Costa Transportation Authority's Planning Activities Base to its discretionary balance and \$1,000 from San Francisco County Transportation Authority's Planning Activities Base to its discretionary balance to address an inconsistency between amounts programmed to planning activities in Appendix A-3 and reflect actual amounts obligated for planning.

On May 24, 2017, Attachment B-1 was revised to redirect \$1,237,000 from 511 Next Gen to AOM Implementation within the Regional Active Operational Management program to reflect re-organization of staff between program elements; direct \$18,000,000 in Arterial/Transit Performance to the Program for Arterial System Synchronization (\$5,000,000) and the Next Gen Arterial Operations Program (\$13,000,000) within the Regional Active Operational Management program; direct \$19,000,000 from the Transportation Management System (TMS) Field Equipment Devices Operations and Maintenance to TMS Implementation (\$2,910,000), Performance-Based Intelligent Transportation Systems Device Maintenance and Rehabilitation (\$5,940,000), Transportation Management Center Asset Upgrade and Replacement (\$4,000,000), I-880 Communication Upgrade and Infrastructure Gap Closures (\$4,000,000) and a Detection Technology Pilot (\$5,000,000) within the Regional Active Operational Management program; and remove \$290,556 in un-programmed balances from the Regional Active Operational Management program to address over-programming in a previous cycles of the STP/CMAQ regional programs.

## ABSTRACT

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On June 28, 2017, Attachments B-1 and B-2 were revised to reprogram \$1,000,000 from the SMART Pathway – 2<sup>nd</sup> to Andersen to San Rafael's Grand Ave Bike/Pedestrian Improvements within the Regional Climate Initiatives program as part of a funding exchange within the City of San Rafael, conditioned on San Rafael committing \$1 million in non-federal funds to the construction of the pathway, and a resolution of local support for the use of federal funds on the Grand Ave project, and TAM approval of the redirection of local measure funds between the projects; split out \$8,729,000 from the 511 Next Gen program to 511 Implementation within the Regional Active Operational Management program; program \$1,250,000 to Golden Gate Bridge Highway and Transportation District for the Bettini Transit Center as part of the Marin County Program; and program \$2,617,000 within the San Mateo County Program to the San Mateo County Office of Education for the SRTS program, including \$223,000 in supplemental funds from San Mateo's discretionary balance.

On July 26, 2017, Attachment B-1 was revised to program \$12,000,000 to the US 101 Marin Sonoma Narrows project as part of a fund exchange agreement with Sonoma County Transportation Authority; \$11,000,000 in exchange funds are added to the program for tracking purposes, with the final \$1 million in exchange funds to be identified through a future Commission action.

On September 27, 2017, Attachment B-1 was revised to change the name of the Next Gen Arterial Operations Program (NGAOP) to Innovative Deployment for Enhanced Arterials (IDEA) to reflect program rebranding and additional focus on advanced technologies; program \$4,160,000 to Incident Management Implementation and \$8,840,000 to I-880 Integrated Corridor Mobility project within the Regional Active Operational Management program; split out the Connected Vehicles/Shared Mobility program into the Connected Vehicles/Automated Vehicles program for \$2,500,000 and the Shared Use Mobility program for \$2,500,000; and program \$16,000,000 for three corridors within the Freeway Performance Program, with \$8,000,000 for I-680, \$3,000,000 for I-880, and \$5,000,000 for SR-84.

On October 25, 2017, Attachment B-1 was revised to program \$10,000,000 to the Bay Area Air Quality Management District for the Spare the Air program, in lieu of the Electric Vehicle Programs within the Regional Climate Initiatives Program, conditioned on the Air District contribution of an additional \$10 million to advance implementation of electric vehicles within the region.

## ABSTRACT

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On November 15, 2017, Attachment B-2 was revised to program \$200,000 in the Alameda County Program to the I-580 Corridor Study, to support a joint corridor study between Alameda County Transportation Commission (ACTC) and MTC; \$122,000 within the Napa County Program to Napa Valley Transportation Authority (NVTa) for the Napa County Safe Routes to School (SRTS) Program; and \$300,000 within the Contra Costa County Program to San Ramon for the San Ramon Valley Street Smarts Program.

On December 20, 2017, Attachments A, Appendix A-3, B-1, and B-2 were revised to program \$334 million in the County Program to local and county projects recommended by the nine Congestion Management Agencies (CMAs); redirect \$10,248,000 from BART Car Replacement/Expansion to Clipper within the Regional Transit Priorities Program; revise the CMA Planning Activities funding amounts to reflect the supplementary funds requested by several CMAs through their County Programs; and clarify the program details for the Local Housing Production Incentive program (also known as the *80K by 2020 Challenge Grant*).

On January 24, 2018, Attachment B-1 was revised to redirect \$4,100,000 from Performance-Based ITS Device Maintenance and Rehabilitation to I-880 Communication Upgrade and Infrastructure Gap Closures, within the Transportation Management System program.

On February 28, 2018, Attachments B-1 and B-2 were revised to program \$13 million in Innovative Deployments to Enhance Arterials (IDEA) program grants within the Regional Active Operational Management Program; redirect \$822,000 within Contra Costa County's Safe Routes to School Program (SRTS) for future SRTS projects; program \$2,813,000 to San Francisco SRTS Non-Infrastructure Program within the San Francisco County Program; and clarify MTC exchange fund projects.

On March 28, 2018, Attachment B-1 was revised to distribute the \$1.5 million Community-Based Transportation Planning Program among the nine county Congestion Management Areas (CMAs); clarify the limits of three Freeway Performance Program projects within the Regional Active Operational Management Program; and reflect the programming of \$30,000 in MTC exchange funds for Bay Area Greenprint Functionality Improvements, as part of the PCA program.

On April 25, 2018, Attachment B-1 was revised to program \$8,200,000 in Priority Conservation Area (PCA) grants within the North Bay PCA Program; \$3,400,000 to Sonoma County

## ABSTRACT

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Transportation Authority (SCTA) for the Marin Sonoma Narrows B2 Phase 2 project, as part of an exchange agreement in which an equal amount of SCTA's future Regional Transportation Improvement Program (RTIP) funds will be programmed at MTC's discretion; \$7,288,000 in PDA Planning and Implementation grants; and \$500,000 to MTC for PDA Implementation.

Further discussion of the project selection criteria and programming policy is contained in the memorandum to the Programming and Allocations Committee dated November 4, 2015, July 13, 2016, October 12, 2016, December 14, 2016, February 8, 2017 (action deferred to March 2017), March 8, 2017, April 12, 2017, May 10, 2017, June 14, 2017, July 12, 2017, September 13, 2017, October 11, 2017, November 8, 2017, December 13, 2017, January 10, 2018, February 14, 2018, March 7, 2018, and April 11, 2018; and the Planning Committee dated April 6, 2018.

Date: November 18, 2015  
W.I.: 1512  
Referred By: Programming & Allocations

RE: One Bay Area Grant Program Second Round (OBAG 2) Project Selection Criteria and Programming Policy

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4202

WHEREAS, the Metropolitan Transportation Commission (MTC) is the Regional Transportation Planning Agency (RTPA) for the San Francisco Bay Area pursuant to Government Code Section 66500 et seq.; and

WHEREAS, MTC is the designated Metropolitan Planning Organization (MPO) for the nine-county San Francisco Bay Area region and is required to prepare and endorse a Transportation Improvement Program (TIP) which includes federal funds; and

WHEREAS, MTC is the designated recipient for state and federal funding assigned to the RTPA/MPO of the San Francisco Bay Area for the programming of projects; and

WHEREAS, state and federal funds assigned for RTPA/MPO programming discretion are subject to availability and must be used within prescribed funding deadlines regardless of project readiness; and

WHEREAS, MTC, in cooperation with the Association of Bay Area Governments (ABAG), the Bay Area Air Quality Management District (BAAQMD), the Bay Conservation and Development Commission (BCDC), California Department of Transportation (Caltrans), Congestion Management Agencies (CMAs), county Transportation Authorities (TAs), transit operators, counties, cities, and interested stakeholders, has developed criteria, policies and procedures to be used in the selection of projects to be funded with various funding including regional federal funds as set forth in Attachments A, B-1 and B-2 of this Resolution, incorporated herein as though set forth at length; and

WHEREAS, using the policies set forth in Attachment A of this Resolution, MTC, in cooperation with the Bay Area Partnership and interested stakeholders, will develop a program of projects to be funded with these funds for inclusion in the federal TIP, as set forth in Attachments B-1 and B-2 of this Resolution, incorporated herein as though set forth at length; and

WHEREAS the federal TIP and subsequent TIP amendments and updates are subject to public review and comment; now therefore be it

RESOLVED that MTC approves the “Project Selection Criteria and Programming Policy” for projects to be funded in the OBAG 2 Program as set forth in Attachments A, B-1 and B-2 of this Resolution; and be it further

RESOLVED that the regional discretionary funding shall be pooled and distributed on a regional basis for implementation of project selection criteria, policies, procedures and programming, consistent with the Regional Transportation Plan (RTP); and be it further

RESOLVED that the projects will be included in the federal TIP subject to final federal approval and requirements; and be it further

RESOLVED that the Executive Director or designee may make technical adjustments and other non-substantial revisions, including updates to fund sources and distributions to reflect final funding criteria and availability; and be it further

RESOLVED that the Executive Director or designee is authorized to revise Attachments B-1 and B-2 as necessary to reflect the programming of projects as the projects are selected, revised and included in the federal TIP; and be it further

RESOLVED that the Executive Director or designee shall make available a copy of this resolution, and attachments as may be required and appropriate.

METROPOLITAN TRANSPORTATION COMMISSION



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Dave Cortese, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in Oakland, California, on November 18, 2015



**Attachment B-1**  
**MTC Resolution No. 4202**  
**OBAG 2 Regional Programs**  
**FY 2017-18 through FY 2021-22**  
**April 2018**

MTC Res. No. 4202 Attachment B-1  
 Adopted: 11/18/15-C  
 Revised: 07/27/16-C 10/26/16-C 12/21/16-C 03/22/17-C 05/24/17-C 06/28/17-C  
 07/26/17-C 09/27/17-C 10/25/17-C 12/20/17-C 01/24/18-C 02/28/18-C  
 03/28/18-C 04/25/18-C

**OBAG 2 Regional Programs Project List**

PROJECT CATEGORY AND TITLE	COUNTY	SPONSOR	Total	Other
<b>OBAG 2 REGIONAL PROGRAMS</b>			<b>\$467,705,000</b>	<b>\$18,200,000</b>
<b>1. REGIONAL PLANNING ACTIVITIES</b>				
Regional Planning	Regionwide	MTC	\$9,555,000	
<b>1. REGIONAL PLANNING ACTIVITIES</b>		<b>TOTAL:</b>	<b>\$9,555,000</b>	
<b>2. PAVEMENT MANAGEMENT PROGRAM</b>				
Pavement Management Program	Regionwide	MTC	\$1,500,000	
Pavement Technical Advisory Program (PTAP)	Regionwide	MTC	\$7,500,000	
Statewide Local Streets and Roads (LSR) Needs Assessment	Regionwide	MTC/Caltrans	\$250,000	
<b>2. PAVEMENT MANAGEMENT PROGRAM</b>		<b>TOTAL:</b>	<b>\$9,250,000</b>	
<b>3. PDA PLANNING &amp; IMPLEMENTATION</b>				
PDA Planning and Implementation				
<b>PDA Implementation</b>	<b>Regionwide</b>	<b>MTC</b>	<b>\$500,000</b>	
PDA Planning				
<u>Union City: Decoto Industrial Parkway Study Area Specific Plan 2.0</u>	<u>Alameda</u>	<u>MTC</u>	<u>\$800,000</u>	
<u>El Cerrito: San Pablo Avenue Specific Plan and EIR Update/Amendments</u>	<u>Contra Costa</u>	<u>MTC</u>	<u>\$308,000</u>	
<u>Moraga: Moraga Center Specific Plan Implementation Project</u>	<u>Contra Costa</u>	<u>MTC</u>	<u>\$140,000</u>	
<u>San Rafael: Downtown Precise Plan</u>	<u>Marin</u>	<u>MTC</u>	<u>\$500,000</u>	
<u>San Francisco: HUB Area EIR</u>	<u>San Francisco</u>	<u>MTC</u>	<u>\$500,000</u>	
<u>San Francisco: Transit Corridors Study</u>	<u>San Francisco</u>	<u>MTC</u>	<u>\$500,000</u>	
<u>San Jose: Diridon Integrated Station Area Concept Plan</u>	<u>Santa Clara</u>	<u>MTC</u>	<u>\$800,000</u>	
<u>San Jose: SW Expressway/Race Street Light Rail Urban Village Plans</u>	<u>Santa Clara</u>	<u>MTC</u>	<u>\$500,000</u>	
<u>Vacaville: Downtown Specific Plan</u>	<u>Solano</u>	<u>MTC</u>	<u>\$350,000</u>	
<u>Santa Rosa: Downtown Station Area Specific Plan Update/Amendment</u>	<u>Sonoma</u>	<u>MTC</u>	<u>\$800,000</u>	
Staffing Assistance				
<u>Emeryville: Mitigate Regulation-Induced Displacement, Streamlined Asset Management</u>	<u>Alameda</u>	<u>MTC</u>	<u>\$180,000</u>	
<u>Fremont: SB743 Implementation</u>	<u>Alameda</u>	<u>MTC</u>	<u>\$150,000</u>	
<u>Hayward: SB743 Implementation</u>	<u>Alameda</u>	<u>MTC</u>	<u>\$150,000</u>	
<u>Oakland: ADU Initiative</u>	<u>Alameda</u>	<u>MTC</u>	<u>\$200,000</u>	
<u>Oakland: Innovative Construction Initiative</u>	<u>Alameda</u>	<u>MTC</u>	<u>\$200,000</u>	
<u>Concord: VMT-based Transportation Impact Standards</u>	<u>Contra Costa</u>	<u>MTC</u>	<u>\$150,000</u>	
<u>Concord: Galindo Street Corridor Plan</u>	<u>Contra Costa</u>	<u>MTC</u>	<u>\$200,000</u>	
<u>Lafayette: Updated Parking Ordinance and Strategies</u>	<u>Contra Costa</u>	<u>MTC</u>	<u>\$150,000</u>	
<u>San Jose: PDA/Citywide Design Guidelines</u>	<u>Santa Clara</u>	<u>MTC</u>	<u>\$200,000</u>	
<u>Windsor: Parking Management and Pricing</u>	<u>Sonoma</u>	<u>MTC</u>	<u>\$120,000</u>	
Technical Assistance				
<u>Emeryville: Developing the Highest and Best Use of the Public Curb</u>	<u>Alameda</u>	<u>MTC</u>	<u>\$65,000</u>	
<u>Oakland: General Plan Framework - PDA Community Engagement Program</u>	<u>Alameda</u>	<u>MTC</u>	<u>\$65,000</u>	
<u>San Francisco: Mission-San Jose PDA Housing Feasibility Analysis</u>	<u>San Francisco</u>	<u>MTC</u>	<u>\$65,000</u>	
<u>San Francisco: PDA Density Bonus Program</u>	<u>San Francisco</u>	<u>MTC</u>	<u>\$65,000</u>	
<u>Belmont: Transportation Demand Management Program</u>	<u>San Mateo</u>	<u>MTC</u>	<u>\$65,000</u>	
<u>Rohnert Park: Central Rohnert Park PDA/Creekside Neighb. Subarea Connector Path</u>	<u>Sonoma</u>	<u>MTC</u>	<u>\$65,000</u>	
<b>Unprogrammed balance</b>	<b>Regionwide</b>	<b>MTC</b>	<b>\$10,712,000</b>	
Community-Based Transportation Plan (CBTP) Updates	Regionwide	MTC		
ACTC: Community-Based Transportation Plans	Alameda	MTC	\$300,000	
CCTA: Community-Based Transportation Plans	Contra Costa	MTC	\$215,000	
TAM: Community-Based Transportation Plans	Marin	MTC	\$75,000	
NVTA: Community-Based Transportation Plans	Napa	MTC	\$75,000	
SFCTA: Community-Based Transportation Plans	San Francisco	MTC	\$175,000	
C/CAG: Community-Based Transportation Plans	San Mateo	MTC	\$120,000	
VTa: Community-Based Transportation Plans	Santa Clara	MTC	\$300,000	
STA: Community-Based Transportation Plans	Solano	MTC	\$95,000	
SCTA: Community-Based Transportation Plans	Sonoma	MTC	\$110,000	
CBTP Program Evaluation	Regionwide	MTC	\$35,000	
<b>3. PDA PLANNING &amp; IMPLEMENTATION</b>		<b>TOTAL:</b>	<b>\$20,000,000</b>	
<b>4. CLIMATE INITIATIVES</b>				
Climate Initiatives Program of Projects	TBD	TBD	\$12,000,000	
Spare the Air & EV Program Outreach (for Electric Vehicle Programs)	Regionwide	BAAQMD	\$10,000,000	
Spare the Air Youth Program - 2	Regionwide	MTC	\$1,417,000	
Grand Ave Bike/Ped Imps (for SMART 2nd to Andersen Pathway)	Marin	San Rafael	\$1,000,000	
<b>4. CLIMATE INITIATIVES</b>		<b>TOTAL:</b>	<b>\$24,417,000</b>	
<b>5. REGIONAL ACTIVE OPERATIONAL MANAGEMENT</b>				
Active Operational Management				
AOM Implementation	Regionwide	MTC	\$23,737,000	

**Attachment B-1**  
**MTC Resolution No. 4202**  
**OBAG 2 Regional Programs**  
**FY 2017-18 through FY 2021-22**  
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**OBAG 2 Regional Programs Project List**

PROJECT CATEGORY AND TITLE	COUNTY	SPONSOR	Total	Other
<b>OBAG 2 REGIONAL PROGRAMS</b>			<b>\$467,705,000</b>	<b>\$18,200,000</b>
Bay Area 511 Traveler Information				
511 Next Gen	Regionwide	MTC	\$27,249,000	
511 Implementation	Regionwide	MTC	\$8,729,000	
Rideshare				
Rideshare Implementation	Regionwide	MTC	\$720,000	
Carpool Program	Regionwide	MTC	\$7,280,000	
Vanpool Program	Regionwide	MTC	\$2,000,000	
Commuter Benefits Implementation	Regionwide	MTC	\$674,000	
Commuter Benefits Program	Regionwide	MTC	\$1,111,000	
Bay Bridge Forward				
Transbay Higher Capacity Bus Fleet/Increased Service Frequencies	Alameda	AC Transit	\$1,200,000	
Pilot Transbay Express Bus Routes	Alameda	AC Transit	\$800,000	
Eastbay Commuter Parking	Alameda	MTC	\$2,500,000	
Transbay Higher Capacity Bus Fleet/Increased Service Frequencies	Contra Costa	WestCat	\$2,000,000	
Columbus Day Initiative (CDI)				
Freeway Performance Program	Regionwide	MTC	\$27,000,000	
FPP: I-880 (SR 237 to Hegenberger)	Alameda/Santa Clara	MTC	\$3,000,000	
FPP: I-680 (Alameda Co. Line to Solano Co. Line)	Contra Costa	MTC	\$8,000,000	
FPP: SR 84 (US 101 to I-880)	Alameda/San Mateo	MTC	\$5,000,000	
US 101/Marin Sonoma Narrows (MSN) B2 Phase 2	Sonoma	SCTA	\$1,000,000	
US 101/Marin Sonoma Narrows (MSN) B2 Phase 2 (Fund Exchange)	Sonoma	SCTA	<b>\$15,400,000</b>	
Program for Arterial System Synchronization (PASS)	Regionwide	MTC	\$5,000,000	
Innovative Deployments for Enhanced Arterials (IDEA)				
IDEA Technical Assistance	Various	MTC	\$1,547,000	
IDEA Category 1				
AC Transit: Dumbarton Express Route (SR84)	Various	MTC	\$2,300,000	
Alameda: Webster & Posey Tubes (SR 260), Park St	Alameda	MTC	\$276,000	
Hayward: Various Locations	Alameda	MTC	\$302,000	
Oakland: Bancroft Ave	Alameda	MTC	\$310,000	
Pleasanton: Various Locations	Alameda	MTC	\$290,000	
Union City: Union City Blvd & Decoto Rd	Alameda	MTC	\$710,000	
San Ramon: Bollinger Canyon Rd & Crow Canyon Rd	Contra Costa	MTC	\$563,000	
San Rafael: Downtown San Rafael	Marin	MTC	\$830,000	
South San Francisco: Various Locations	San Mateo	MTC	\$532,000	
San Jose: Citywide	Santa Clara	MTC	\$1,400,000	
IDEA Category 2				
Dublin: Citywide	Alameda	MTC	\$385,000	
Emeryville: Powell, Shellmound, Christie & 40th St	Alameda	MTC	\$785,000	
CCTA: Concord Blvd, Clayton Rd & Willow Pass Rd	Contra Costa	MTC	\$560,000	
Walnut Creek: Various locations	Contra Costa	MTC	\$680,000	
Los Gatos: Los Gatos Blvd	Santa Clara	MTC	\$700,000	
VTAs: Veterans Admin. Palo Alto Medical Center	Santa Clara	MTC	\$830,000	
Connected Vehicles/Automated Vehicles (CV/AV)	Regionwide	MTC	\$2,500,000	
Shared Use Mobility	Regionwide	MTC	\$2,500,000	
Transportation Management System				
TMS Implementation	Regionwide	MTC	\$2,910,000	
Performance-Based ITS Device Maintenance & Rehab.	Regionwide	MTC	\$1,840,000	
TMC Asset Upgrade and Replacement	Regionwide	MTC	\$1,150,000	
I-880 Communication Upgrade and Infrastructure Gap Closures	Various	MTC	\$8,100,000	
Detection Technology Pilot	Regionwide	MTC	\$5,000,000	
Incident Management				
Incident Management Implementation	Regionwide	MTC	\$4,160,000	
I-880 ICM Central	Alameda	MTC	\$8,840,000	
<b>5. REGIONAL ACTIVE OPERATIONAL MANAGEMENT</b>			<b>TOTAL: \$177,000,000</b>	
<b>6. TRANSIT PRIORITIES</b>				
BART Car Replacement/Expansion	Various	BART	\$99,752,000	
GGB Suicide Deterrent (for BART Car Replacement/Expansion)	SF/Marin	GGBH&TD	\$40,000,000	
Clipper	Regionwide	MTC	\$34,248,000	
Unprogrammed Balance			\$15,283,000	
<b>6. TRANSIT PRIORITIES</b>			<b>TOTAL: \$189,283,000</b>	
<b>7. PRIORITY CONSERVATION AREA (PCA)</b>				
<b>Regional Peninsula, Southern and Eastern Counties PCA Program</b>				

**Attachment B-1**  
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**OBAG 2 Regional Programs Project List**

PROJECT CATEGORY AND TITLE	COUNTY	SPONSOR	Total	Other
<b>OBAG 2 REGIONAL PROGRAMS</b>			<b>\$467,705,000</b>	<b>\$18,200,000</b>
Peninsula, Southern and Eastern Counties PCA (Funding Exchange)	TBD	MTC/CCC		\$8,170,000
Bay Area GreenPrint: PCA Functionality Improvements	Regionwide	MTC/GreenInfo Network		\$30,000
<b>Local Northbay PCA Program</b>				
<u>Marin County: Hicks Valley/Wilson Hill/Marshall-Petaluma Rehab. (for Corte Madera)</u>	<u>Marin</u>	<u>Marin County</u>	<u>\$312,000</u>	
<u>Marin County: Hicks Valley/Wilson Hill/Marshall-Petaluma Rd Rehabilitation</u>	<u>Marin</u>	<u>Marin County</u>	<u>\$869,000</u>	
<u>Novato: Nave Dr/Bell Marin Keys Rehab. (for Carmel Open Space Acquisition)</u>	<u>Marin</u>	<u>Novato</u>	<u>\$104,000</u>	
<u>Novato: Vineyard Rd Improvements (for Hill Recreation Area Improvements)</u>	<u>Marin</u>	<u>Novato</u>	<u>\$265,000</u>	
<u>National Parks Service: Fort Baker's Vista Point Trail</u>	<u>Marin</u>	<u>NPS</u>	<u>\$500,000</u>	
<u>NVTA: Vine Trail - St. Helena to Calistoga</u>	<u>Napa</u>	<u>NVTA</u>	<u>\$711,000</u>	
<u>Napa: Vine Trail - Soscol Ave Corridor</u>	<u>Napa</u>	<u>Napa</u>	<u>\$650,000</u>	
<u>Napa County: Silverado Trail Rehabilitation - Phase I</u>	<u>Napa</u>	<u>Napa County</u>	<u>\$689,000</u>	
<u>Solano County: Suisun Valley Farm-to-Market - Phase 3 Bike Improvements</u>	<u>Solano</u>	<u>Solano County</u>	<u>\$2,050,000</u>	
<u>Sonoma County: Crocker Bridge Bike/Pedestrian Bridge</u>	<u>Sonoma</u>	<u>Sonoma Coun</u>	<u>\$1,280,000</u>	
<u>Sonoma County: Joe Rodota Trail Bridge Replacement</u>	<u>Sonoma</u>	<u>Sonoma Coun</u>	<u>\$770,000</u>	
<b>7. PRIORITY CONSERVATION AREA (PCA)</b>		<b>TOTAL:</b>	<b>\$8,200,000</b>	<b>\$8,200,000</b>
<b>8. BAY AREA HOUSING INITIATIVES</b>				
Bay Area Preservation Pilot (BAPP) (Funding Exchange)	Regionwide	MTC		\$10,000,000
Local Housing Production Incentive	TBD	TBD	\$30,000,000	
<b>8. BAY AREA HOUSING INITIATIVES</b>		<b>TOTAL:</b>	<b>\$30,000,000</b>	<b>\$10,000,000</b>
<b>OBAG 2 REGIONAL PROGRAMS</b>			<b>TOTAL: \$467,705,000</b>	<b>\$18,200,000</b>