



# Metropolitan Transportation Commission

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

## Meeting Agenda

### Policy Advisory Council

*Randi Kinman, Chair*  
*Cynthia L. Murray, Vice Chair*

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Wednesday, November 10, 2021

1:30 PM

REMOTE

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

The meeting webcast will be available at <http://mtc.ca.gov/whats-happening/meetings>. Members of the public are encouraged to participate remotely via Zoom at the following link or phone number. Council Members and members of the public participating by Zoom wishing to speak should use the "raise hand" feature or dial \*9. When called upon, unmute yourself or dial \*6. In order to get the full Zoom experience, please make sure your application is up to date.

Attendee Link: <https://bayareametro.zoom.us/j/87800719175>

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Detailed instructions on participating via Zoom are available at:

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

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

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

## 1. Welcome

*Randi Kinman, Council Chair*

## 2. Roll Call / Confirm Quorum

*Quorum: A quorum of this council shall be a majority of its regular voting members (12).*

3. [21-1304](#)

Chair's Report  
(10 minutes)

**Action:** Information

**Presenter:** Randi Kinman, Council Chair

4. [21-1305](#)

Approval of the October 13, 2021 Meeting Minutes  
(5 minutes)

**Action:** Approval

**Attachments:** [04 Policy Advisory Council Minutes Oct 13 2021.pdf](#)

## 5. Public Comments / Other Business

*Council Members and members of the public participating by Zoom wishing to speak should use the "raise hand" feature or dial \*9. When called upon, unmute yourself or dial \*6.*

6. [21-1306](#)

Subcommittee Reports  
(10 minutes)

**Action:** Information

**Presenter:** Veda Florez, Policy Advisory Council Equity & Access Subcommittee  
Chair and

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

7. [21-1310](#)

One Bay Area Grant (OBAG 3) Proposed Framework  
(20 minutes)

The proposed program framework for the One Bay Area Grant (OBAG 3), including proposed focus areas, funding levels, and partnership approaches.

**Action:** Information

**Presenter:** Mallory Atkinson

**Attachments:** [07i One Bay Area Grant 3 Proposed Framework Summary Sheets.pdf](#)  
[07ii 3a-21-1181-OBAG3 Considerations Presentation.pdf](#)

8. [21-1522](#) Draft 2022 Joint Advocacy Program  
(45 minutes)
- Draft 2022 Joint Advocacy Program for MTC and ABAG, expressing the agencies' state and federal legislative priorities.
- Action:** Information
- Presenter:** Rebecca Long and Georgia Gann Dohrmann
- Attachments:** [08 Draft 2022 Joint Advocacy Program.pdf](#)
9. [21-1307](#) Staff Liaison Report  
(3 minutes)
- Relevant MTC policy decisions and other activities.
- Action:** Information
- Presenter:** Marti Paschal, Staff Liaison
- Attachments:** [09 Staff Liaison-November 2021.pdf](#)
10. [21-1308](#) Council Member Reports  
(5 minutes)
- Members of the Council may report on locally relevant issues or events.
- Action:** Information
- Presenter:** Randi Kinman, Council Chair
11. [21-1309](#) New Business  
(5 minutes)
- Members of the Council may bring up new business for discussion or addition to a future agenda.
- Action:** Discussion
- Presenter:** Randi Kinman, Council Chair

## 12. Adjournment / Next Meeting

The next meeting of the Policy Advisory Council will be held Wednesday, December 8, 2021, at 1:35 p.m. at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA or remotely and by webcast as appropriate depending on the status of any shelter in place orders. Any changes to the schedule will be duly noticed to the public.

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

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

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

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

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

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

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

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

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



# Metropolitan Transportation Commission

Agenda Item 4

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

## Meeting Minutes - Draft

## Policy Advisory Council

*Randi Kinman, Chair*  
*Cynthia L. Murray, Vice Chair*

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Wednesday, October 13, 2021

1:30 PM

REMOTE

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### 1. Welcome

Vice Chair Cynthia L. Murray chaired the meeting in the absence of Chair Randi Kinman.

### 2. Roll Call / Confirm Quorum

**Present:** 19 - Burnett, Castellanos, Coates, Eldred, Florez, Hedges, Kallins, Levin, Lopez, Madden, Mendoza, Momoh, Vice Chair Murray, Schweng, Scott, Glover, Gotuaco, Baldini and Welte

**Excused:** 2 - Hernandez and Chair Kinman

**Absent:** 1 - Wilson

### 3. [21-1202](#) Chair's Report (10 minutes)

**Action:** Information

**Presenter:** Cynthia L. Murray, Vice Chair

### 4. [21-1203](#) Approval of the September 8, 2021 Meeting Minutes (5 minutes)

**Action:** Approval

**Attachments:** [04\\_Council\\_Minutes\\_Sept 8 2021.pdf](#)

**Upon the motion by Hedges and second by Florez, the September 8, 2021 Meeting Minutes were unanimously approved. The motion carried by the following vote:**

**Aye:** 17 - Burnett, Coates, Florez, Hedges, Kallins, Levin, Lopez, Madden, Mendoza, Momoh, Vice Chair Murray, Schweng, Scott, Glover, Gotuaco, Baldini and Welte

**Excused:** 2 - Hernandez and Chair Kinman

**Absent:** 3 - Castellanos, Eldred and Wilson

Castellanos and Eldred arrived after the approval of the September 8, 2021 Meeting Minutes.

**5. Public Comments / Other Business**

6. [21-1204](#) Subcommittee Reports  
(10 minutes)

**Action:** Information

**Presenter:** Veda Florez, Policy Advisory Council Equity & Access Subcommittee  
Chair and

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

7. [21-1208](#) 2021 Legislative Scorecard  
(30 minutes)

Comparison of MTC/ABAG 2021 Advocacy Program with legislative  
outcomes in the 2021 state and federal legislative sessions.

**Action:** Information

**Presenter:** Rebecca Long and Georgia Gann Dohrmann

**Attachments:** [07 2021 Legislative Scorecard.pdf](#)

8. [21-1209](#) Final Plan Bay Area 2050  
(60 minutes)

Presentation on the Final Plan Bay Area 2050, the region's next-generation long-range plan, including revisions made based upon public and stakeholder feedback since the spring 2021 release of Draft Plan Bay Area 2050. The Commission and ABAG Executive Board will meet jointly on October 21, 2021 to consider Final Plan Bay Area 2050 for adoption.

**Action:** Information

**Presenter:** Dave Vautin

**Attachments:** [08i\\_Plan Bay Area 2050-Final Plan-EIR-IP Adoption\\_Cover Summary Sheet.pdf](#)  
[08ii\\_PLNG-5a\\_Final Plan Bay Area 2050\\_October 2021\\_PowerPoint.pdf](#)  
[08iii\\_PLNG-5b\\_MTC Res No. 4482-Final Transportation-Air Quality Conformity Analysis for Plan Bay Area 2050 and Amended 2021 Transportation Improvement Program.pdf](#)  
[08iv\\_PLNG-5c\\_MTC Resolution-4484 ABAG Resolution-08-21\\_Final Plan Bay Area 2050\\_Environmental Impact Report.pdf](#)  
[08v\\_PLNG-5di\\_MTC Resolution No. 4485 and ABAG Resolution No. 09-21-Final Plan Bay Area 2050.pdf](#)  
[08vi\\_PLNG-5dii\\_Attachment C Final Plan Bay Area 2050\\_Document.pdf](#)  
[08vii\\_PLNG-5diii\\_Attachment D-Summer 2021 Engagement.pdf](#)  
[08viii\\_PLNG-5e\\_MTC Res No. 4475-Revised – 2021 Transportation Improvement Program Amendment 2021-10.pdf](#)  
[08viiii\\_PLNG-5\\_Correspondence Received.pdf](#)

Written public comments were received from:  
 Sherman Lewis, Helen-Marie, City and County of San Francisco, West Bay Citizens Coalition, Hamilton, Marcia, Jeff, and Bill.

9. [21-0982](#) Fare Integration Task Force Report  
(40 minutes)

Update on the Fare Coordination/Integration Study and Business Case (FCIS) and a summary of policy recommendations for consideration from the project.

**Action:** Information

**Presenter:** William Bacon and Terence Lee

**Attachments:** [09\\_Fare Integration Task Force Report.pdf](#)

10. [21-1205](#) Staff Liaison Report  
(3 minutes)

Relevant MTC policy decisions and other activities.

**Action:** Information

**Presenter:** Marti Paschal, Staff Liaison

**Attachments:** [10\\_Staff Liaison-October 2021.pdf](#)

11. [21-1206](#) Council Member Reports  
(5 minutes)

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

**Action:** Information

**Presenter:** Cynthia L. Murray, Vice Chair

12. [21-1207](#) New Business  
(5 minutes)

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

**Action:** Discussion

**Presenter:** Cynthia L. Murray, Vice Chair

### 13. Adjournment / Next Meeting

**The next meeting of the Policy Advisory Council will be held Wednesday, November 10, 2021, at 1:35 p.m. remotely and by webcast as appropriate depending on the status of any shelter in place orders. Any changes to the schedule will be duly noticed to the public.**



**Metropolitan Transportation Commission  
Policy Advisory Council**

November 10, 2021

Agenda Item 7

**One Bay Area Grant (OBAG 3) Proposed Framework**

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**Subject:**

The proposed program framework for the One Bay Area Grant (OBAG 3), including proposed focus areas, funding levels, and partnership approaches.

**Background:**

Policy Advisory Council Agenda Item 7, One Bay Area Grant (OBAG 3) Proposed Framework, is attached. The report was presented to the Programming and Allocations Committee meeting as an information item on November 10, 2021.

Staff will be at your November 10 meeting to deliver and discuss this presentation.

**Issues:**

None identified.

**Recommendations:**

Information.

**Attachments:**

- Attachment A: Agenda Item 3a- One Bay Area Grant (OBAG 3) Proposed Framework from the November 10, 2021 Programming and Allocations Committee meeting

**Metropolitan Transportation Commission  
Programming and Allocations Committee**

November 10, 2021

Agenda Item 3a - 21-1181

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**One Bay Area Grant (OBAG 3) Considerations**

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**Subject:**

Staff will present the proposed framework for the One Bay Area Grant (OBAG 3) program, including proposed focus areas, funding levels, policy provisions, and partnership approaches.

**Background:**

The One Bay Area Grant (OBAG) program is the policy and programming framework for investing certain funding such as Surface Transportation Block Grant Program (STP), Congestion Mitigation and Air Quality Improvement (CMAQ), and other funds throughout the San Francisco Bay Area. The current OBAG program, OBAG 2, establishes the commitments for STP/CMAQ funding through September 30, 2022. Staff is proposing to adopt an initial program framework for OBAG 3 by January 2022, to allow sufficient time to fully develop individual program components and carryout a robust call for county and local projects process in 2022.

This month, staff will present the proposed framework for the OBAG 3 program for Commission consideration and discussion.

**Comprehensive Funding Approach**

The primary objective of prior OBAG cycles has been to support many of the interconnected strategies of Plan Bay Area and Plan Bay Area 2040. However, STP/CMAQ revenues delivered through the OBAG program account for only 1.3% of the transportation revenues forecast in Plan Bay Area 2050. As such, the OBAG 3 program framework should be considered within the context of a larger, comprehensive funding approach to deliver on important regional initiatives.

**Funding Assumptions**

Staff proposes a four-year program horizon for OBAG 3, which will guide STP/CMAQ investments from FY 2022-23 through FY 2025-26. A departure from the five-year programs in OBAG 1 and OBAG 2, the four-year program proposal for OBAG 3 aims to better align with the development cycle of Plan Bay Area.

Approximately \$750 million in federal STP/CMAQ revenues is anticipated over the four-year OBAG 3 program, or roughly \$188 million per year. These revenue estimates are based on 2% annual escalation over current year STP/CMAQ revenues. Actual revenue levels will depend upon the federal surface transportation authorization (either extensions of the current FAST Act, or the passage of a new authorization as currently under consideration in D.C.) as well as annual Congressional appropriations. Should actual revenues deviate from these estimates significantly following the adoption of the OBAG 3 program, staff will return to the Commission to revise the framework.

### **Proposed OBAG 3 Framework**

MTC established the OBAG program in 2013 to strengthen the connection between transportation investments and regional goals for focused growth in Priority Development Areas (PDAs), affordable housing, and emissions reductions to implement the regional transportation plan. Staff recommends maintaining that focus while making strategic adjustments and changes to address the overarching considerations presented at the July Programming and Allocations Committee meeting: to better align with Plan Bay Area 2050 strategies, advance regional goals for equity and safety, and address federal programming requirements.

### ***Program Categories and Focus Areas***

The following program categories carry forward elements from previous OBAG cycles, reorganized for clarity and expanded to accommodate additional focus areas detailed above. More information on the proposed program categories for OBAG 3 is provided in **Attachment 1**.

- **Planning & Program Implementation:** Carry out coordinated regional and countywide planning and programming activities within MTC's performance-based planning and programming processes, consistent with federal requirements and regional policies. Additionally, commit staffing resources necessary to deliver OBAG 3 projects and programs.
- **Growth Framework Implementation:** Support and assistance for local efforts to create a range of housing options in Priority Development Areas (PDAs), select Transit-Rich

Areas (TRAs), and select High-Resource Areas (HRAs), and carryout other regional studies and pilots to advance the Plan Bay Area 2050 growth framework.

- **Climate, Conservation, and Resilience:** Reduce emissions and solo vehicle trips through accelerated electrification and clean vehicle programs and expanded transportation demand management programs. Additionally, protect high-priority natural and agricultural lands; modernize and expand access to parks, trails and recreation facilities; and increase transportation system resiliency to the impacts of climate change.
- **Complete Streets and Community Choice:** Improve and maintain local streets and roads to meet the needs of all users while improving safety, promoting walking, biking and other micro-mobility, and sustainable infrastructure. In addition, support community-led planning efforts and assist with the development and advancement of community-led transportation enhancements in Equity Priority Communities (EPCs).
- **Multimodal Systems Operations and Performance:** Support and coordinate efforts to achieve an integrated, efficient, reliable, and easy to navigate public transit network to increase ridership and improve mobility options consistent with the Transit Transformative Action Plan recommendations. Additionally, continue to optimize existing freeways, highways, and key arterials and communications infrastructure to maximize person throughput and multimodal system performance.

### ***Partnership Approach***

MTC proposes directing 50% of the program funds (\$375 million, or roughly \$188 million annual) to leverage existing partnerships with County Transportation Agencies (CTAs), local jurisdictions, and transit operators to deliver the OBAG 3 program. This increase in the share of funds directed to local projects, up from 45% in OBAG 2, is in recognition of the critical role our local partners will be expected to play in successfully implementing the growth framework through local planning, reaching the aggressive safety and mode shift targets in Plan Bay Area 2050, building the local priority projects that have been identified by community-led processes in Equity Priority Communities (EPCs), and accelerating affordable and transit-supportive growth and access improvements at key transit hubs. Additional information on the partnerships

embedded in the OBAG 3 framework at the county and local level are provided in **Attachment 1**.

Staff proposes to focus the remaining 50% of OBAG 3 funds for regional investments in select program areas. Regional programs are targeted to critical climate and focused growth goals of Plan Bay Area 2050, and to coordinate and deploy strategies that are best suited to regional implementation. Additional details and proposed funding levels to support regional programs are included in Table 1.

**Table 1. OBAG 3 Regional Program Investments**

Program Category	Regional Program Details	Funding (millions)
Planning & Program Implementation	<ul style="list-style-type: none"> <li>• Regional planning &amp; fund programming activities</li> <li>• OBAG 3 project implementation</li> </ul>	\$40
Growth Framework Implementation	<ul style="list-style-type: none"> <li>• Planning and Technical Assistance Grant program and Regional Housing Technical Assistance program</li> <li>• Transit Oriented Development (TOD) Policy update implementation</li> <li>• Regional studies and pilots (ex. Priority Production Areas)</li> </ul>	\$25
Climate, Conservation, and Resilience	<ul style="list-style-type: none"> <li>• Significant investment in clean vehicles, charging infrastructure, and transportation demand management programs (ex. Mobility Hubs, Commuter Benefits Program)</li> <li>• Priority Conservation Area (PCA) Grant program, reflecting updated PCA planning framework</li> <li>• Resilience/sea level rise studies and/or pilots</li> </ul>	\$98
Complete Streets and Community Choice	<ul style="list-style-type: none"> <li>• Regional Active Transportation Plan, updated Complete Streets Policy Regional Safety/Vision Zero Policy implementation; Quick-Build</li> </ul>	\$54

Program Category	Regional Program Details	Funding (millions)
	Technical Assistance; Bay Trail planning and construction <ul style="list-style-type: none"> <li>Local streets and roads asset management, including system expansion to support complete streets, safety, and green infrastructure efforts</li> <li>Regional guidelines and technical assistance for CBTPs and PB processes; develop and advance locally-identified projects in EPCs</li> </ul>	
Multimodal Systems Operations and Performance	<ul style="list-style-type: none"> <li>Transit Action Plan near-term investments</li> <li>Near-term operational improvements, incident management, and regional fiber communications</li> <li>Includes Bay Area Forwards, other freeway and arterial operations improvements and vehicle occupancy detection pilots</li> </ul>	\$158
<b>Total</b>		<b>\$375 (50%)</b>

*Note: Totals may not add due to rounding.*

The proposed OBAG 3 regional program investments are part of a comprehensive funding approach, which is contingent on additional anticipated/potential future funding sources to deliver regional priorities. While the proposed 50% regional share of projected STP/CMAQ funds alone is insufficient to support key regional projects and initiatives, staff are considering the following sources to supplement regional OBAG programs:

- Blue Ribbon Funding: approximately \$85 million of one-time state and federal funding identified for implementation of near-term projects identified in the Bay Area Transit Transformation Action Plan. These funds would help address regional transit needs included in the Multimodal Systems Operations and Performance program category.
- Regional Early Action Planning Round 2 (REAP 2.0): approximately \$100 million in one-time funding from the State budget surplus, administered by the California

Department of Housing and Community Development (HDC). This flexible funding source is intended to advance regional Sustainable Communities Strategies, and staff expect that most OBAG 3 regional program categories will be eligible.

- Carbon Reduction: this potential new FHWA formula allocation may provide approximately \$60 million to the Bay Area for greenhouse gas reduction efforts as part of the anticipated federal infrastructure bill. If realized, these funds could be used to supplement regional Climate, Conservation, and Resilience projects and programs.

### *Policy Provisions*

The proposed OBAG 3 policy maintains core elements from prior cycles, with updates to align with Plan Bay Area 2050 strategies, ensure compliance with current state and regional requirements, and address federal corrective actions.

- The **PDA investment targets** have been retained, with consideration for new growth geographies and a uniform definition for proximate access to PDAs.
- **Local compliance** with state and local housing policy remains a requirement, with updates to reflect recent changes to state housing law and MTC's Complete Streets Policy.
- In response to **federal corrective action**, staff are proposing clarifications to the county program project selection process, including clearer MTC oversight over the CTA-assisted call for projects and initial screening, nomination targets for each county that maintain incentives for housing production and planned growth, and a second tier of regional project evaluation by MTC.
- For potential **CMAQ-funded projects**, MTC will also complete an emissions benefit and cost effectiveness assessment prior to selection. Additional information on the key policy provisions proposed for OBAG 3 are provided in Attachment 2.

### **Issues:**

#### **Funding Regional Initiatives**

Sufficient funding for regional initiatives is contingent upon the comprehensive funding approach detailed above, which relies on uncertain and one-time fund sources. However, staff

expect more details to be available on each of these sources in advance of the January 2022 Commission meeting, which will help inform the final framework proposal.

**Federal Programming Requirements**

The proposed framework includes clarifications and revisions to address federal corrective actions regarding the administration of FHWA funds, both from MTC's 2020 certification review and statewide Caltrans findings from the 2021 FSTIP. While staff believe that proposed policy changes fully address each corrective action, further effort is needed to define implementation strategies consistent with federal requirements.

**Recommendations:**

Information. No action required.

**Attachments:**

- Presentation – OBAG 3 Proposed Framework
- Attachment 1 – Proposed Program Areas and Partnership Approaches
- Attachment 2 – Proposed Program Provisions



Therese W. McMillan



OBAG 3 Proposed Program Areas & Partnership Approaches

\*Regional programs which include grant opportunities and/or pilot efforts for local implementation.

Program Area Regional Funding	Purpose	Proposed Regional Roles Regional program highlights	Proposed County & Local Roles County & local program highlights
<p><b>1. Planning &amp; Program Implementation</b> \$40 million</p>	<ul style="list-style-type: none"> <li>• Planning and programming activities to carry out federal performance-based planning and programming and deliver OBAG 3 projects and programs.</li> </ul>	<ul style="list-style-type: none"> <li>• Regional planning and programming to implement <i>Plan Bay Area (PBA) 2050</i> and federal performance-based planning and programming requirements.</li> <li>• OBAG 3 program and project implementation.</li> </ul>	<ul style="list-style-type: none"> <li>• Dedicated funding for CTA planning (in addition to the \$40 million for regional planning)</li> <li>• CTA planning and programming to cooperatively implement <i>PBA 2050</i> and associated regional policies; develop countywide transportation plans; and develop other plans and projects as identified in CTA Planning Agreements.</li> <li>• CTAs may augment base planning fund levels through the local project nomination process.</li> </ul>
<p><b>2. Growth Framework</b> \$25million*</p>	<ul style="list-style-type: none"> <li>• Support and assist local efforts to create a range of housing options in Priority Development Areas (PDAs), select Transit-Rich Areas (TRAs), and select High-Resource Areas (HRAs).</li> <li>• Carry out other regional studies and pilots to advance growth framework.</li> </ul>	<ul style="list-style-type: none"> <li>• Provide capacity-enhancing support for local jurisdictions through the Planning and Technical Assistance Grant program and Regional Housing Technical Assistance program.</li> <li>• Implement the Transit Oriented Development (TOD) Policy update to ensure land use supports transit investments.</li> <li>• Carryout regional studies and pilots (ex. redevelopment of malls and office parks; reuse of public and community-owned land; and Priority Production Area pilot program).</li> </ul>	<ul style="list-style-type: none"> <li>• <b><i>PDA investment targets</i></b> (50% for the North Bay counties and 70% for the remaining counties) to support PDAs implementation while also reflecting investment needs of new growth geographies.</li> <li>• CTAs maintain active role in engaging with jurisdictions and transit operators on local growth, specific plans, PDA plans, to coordinate local and countywide transportation investments.</li> <li>• Local jurisdictions maintain eligibility for funding by having a certified Housing Element, annual progress reporting, and demonstrating compliance with current state laws governing surplus lands, density bonus, and accessory dwelling units.</li> </ul>

\*Regional programs which include grant opportunities and/or pilot efforts for local implementation.

Program Area Regional Funding	Purpose	Proposed Regional Roles Regional program highlights	Proposed County & Local Roles County & local program highlights
<p><b>3. Climate, Conservation, &amp; Resilience Initiatives</b> \$98 million*</p>	<ul style="list-style-type: none"> <li>• Reduce emissions and solo vehicle trips through accelerated electrification and clean vehicle programs and expanded transportation demand management programs.</li> <li>• Protect high-priority natural and agricultural lands; modernize and expand access to parks, trails and recreation facilities</li> <li>• Increase transportation system resiliency to the impacts of climate change.</li> </ul>	<ul style="list-style-type: none"> <li>• Expand investments in clean vehicle incentives and charging infrastructure, marketing and outreach efforts, and technical assistance to accelerate electrification.</li> <li>• Expand various regional transportation demand management programs such as Mobility Hubs, Targeted Transportation Alternatives, car sharing, bikeshare and e-bike incentives, carpool, Commuter Benefits Program, MTC SHIFT, and local parking and curb management policies.</li> <li>• Align existing Priority Conservation Area (PCA) grant program with the planned update to the PCA planning framework to fund critical conservation and open space projects.</li> <li>• Resilience/sea level rise program with focus on protecting transportation assets.</li> </ul>	<ul style="list-style-type: none"> <li>• CTAs maintain active role in coordinating and/or funding countywide air quality and vehicle miles traveled (VMT) reduction programs and projects, implementing and funding trail projects, and managing local sea level and resilience programs.</li> <li>• Conservation, urban greening, park access improvements and resilience projects may require non-federal funds due to eligibility limitations.</li> </ul>
<p><b>4. Complete Streets &amp; Community Choice</b> \$54 million*</p>	<ul style="list-style-type: none"> <li>• Improve and maintain local streets and roads to meet the needs of all users while improving safety, promoting walking, biking and other micro-mobility, and advancing sustainable infrastructure.</li> <li>• Support the development and advancement of community-led transportation enhancements in Equity Priority Communities.</li> </ul>	<ul style="list-style-type: none"> <li>• Implement recommendations of the Regional Active Transportation Plan, including the updated complete streets policy, development of the Regional Active Transportation Network, continuation of the Quick-Build Technical Assistance program, and completion of key Bay Trail gaps.</li> <li>• Advance the Regional Safety/Vision Zero Policy, including the Regional Integrated Safety Data System and other regional safety initiatives and coordination efforts.</li> <li>• Broaden current regional programs that support local streets and roads asset management (StreetSaver, StreetSaver Plus and Pavement Technical Assistance Program), including upgrades to the local roadway asset inventory to support complete streets and safety strategies and through encouraging green infrastructure, where possible.</li> <li>• Develop regional guidelines and technical assistance for Community Based Transportation Plans (CBTPs), Participatory Budgeting (PB) processes, and implementation; develop and advance locally identified transportation projects from CBTPs and PBs.</li> </ul>	<ul style="list-style-type: none"> <li>• <b>Investment target (\$200 million regionwide)</b> for active transportation projects, including Safe Routes to School (SRTS), in recognition of <i>PBA 2050</i> strategies for active transportation and safety.</li> <li>• CTAs maintain an active role in implementing regional complete streets, safety, asset management, and sustainability policies, including coordination and education efforts, development of High Injury Networks and/or Systemic Safety Reports, implementing SRTS programs, and sustainable streets and/or green infrastructure master planning.</li> <li>• CTAs maintain an active role in developing and coordinating CBTPs and/or PB processes, implementing projects identified, and monitoring program delivery.</li> <li>• Local jurisdictions maintain eligibility for funding by complying with MTC’s Complete Streets policy and Pavement Management Program requirements.</li> </ul>

\*Regional programs which include grant opportunities and/or pilot efforts for local implementation.

Program Area Regional Funding	Purpose	Proposed Regional Roles Regional program highlights	Proposed County & Local Roles County & local program highlights
<b>5. Multimodal Systems Operations &amp; Performance</b> \$158 million*	<ul style="list-style-type: none"> <li>Support efforts to achieve an integrated, efficient, reliable, and easy to navigate public transit network to increase ridership and improve mobility options.</li> <li>Optimize existing freeways, highways, and key arterials and communications infrastructure to maximize person throughput and system performance.</li> </ul>	<ul style="list-style-type: none"> <li>Implement near-term priorities identified through the Transit Transformation Action Plan, including the areas of mapping and wayfinding, transit priority, and technology and mobile standards.</li> <li>Planning, design, and implementation of near-term operational improvements, incident management, and deployment of regional fiber communications infrastructure.</li> <li>Includes Bay Area Forwards, other freeway and arterial operations improvements, and vehicle occupancy pilots.</li> </ul>	<ul style="list-style-type: none"> <li>CTAs maintain active role in coordinating with local transit operators and jurisdictions; identify local and countywide transit priority projects; and may plan and implement first/last mile improvements and programs.</li> <li>CTAs maintain active role in partnering with MTC in design alternatives assessments and express lane implementation. CTAs may also lead and/or partner on other freeway/corridor performance and operations projects, and congestion pricing efforts.</li> </ul>
<b>\$375 million</b> 50%	<b>Regional Programs Total</b>		

Note: Regional funding levels are proposed for discussion purposes. Final funding levels will be adopted as part of the OBAG 3 Program Framework, anticipated in January 2022.

OBAG 3 – Proposed Program Provisions

Program Element	Program Provision	OBAG 2 Comparison
<p><b>PDA investment targets</b> <i>County and Local Program</i></p>	<ul style="list-style-type: none"> <li>• <b>70% of investments</b> in Alameda, Contra Costa, San Francisco, San Mateo, Santa Clara Counties must be within or connected to Priority Development Areas (PDAs) or provide improved PDA access.</li> <li>• <b>50% of investments</b> in Marin, Napa, Solano, Sonoma Counties must be within or connected to PDAs, or provide improved PDA access.</li> </ul>	No change
	<ul style="list-style-type: none"> <li>• <b>Consideration for new growth areas</b> in achieving PDA investment targets – select Transit-Rich Areas (TRAs) and High-Resource Areas (HRAs).</li> </ul>	New
	<ul style="list-style-type: none"> <li>• Development of a <b>uniform definition</b> for investments that can be given credit towards providing improved access to PDAs.</li> </ul>	New
<p><b>Local Policy Adoption*</b> <i>County and Local Program</i></p>	<p>To maintain funding eligibility, local jurisdictions must:</p> <ul style="list-style-type: none"> <li>• Have their <b>Housing Element certified*</b> by California Housing and Community Development (HCD), submit annual Housing Element Annual Progress Reports to HCD throughout the funding cycle, adopt a resolution affirming compliance with the <b>Surplus Land Act</b>, and submit to HCD a local inventory of surplus land.</li> <li>• Demonstrate compliance with state laws governing <b>density bonuses, accessory dwelling units</b>, and the <b>Housing Accountability Act</b>.</li> <li>• Comply with MTC’s <b>Pavement Management Program (PMP)</b> policies (including having a certified PMP updated at least once every three years), participate in statewide local streets and roads needs assessment survey, and participate in providing annual updated information to the Highway Performance Monitoring System (HPMS).</li> <li>• Comply with MTC’s <b>Complete Streets Policy</b> and Complete Streets Checklist requirements, both of which are currently being updated as part of the Regional Active Transportation Plan update.</li> </ul>	Provision updated; compliance will require increased level of effort

Program Element	Program Provision	OBAG 2 Comparison
<p><b>Project nomination and selection process**</b> <i>County and Local Program</i></p>	<ul style="list-style-type: none"> <li>• MTC will initiate a <b>regionwide call for projects</b> process.</li> <li>• County Transportation Agencies (CTAs) will develop initial project screening and prioritization processes, and <b>MTC will review/accept each proposed approach.</b></li> <li>• CTAs will provide <b>local outreach and an initial screening</b> of projects within their counties to ensure projects are consistent with local and county plans and priorities.</li> </ul>	<p>Clarification of roles</p>
	<ul style="list-style-type: none"> <li>• CTAs will be given <b>nomination targets</b> to guide the maximum amount of funding requests from local jurisdictions and transit operators that they can advance to MTC for project selection.</li> <li>• Nomination targets are based, in part, on <b>recent housing outcomes and planned growth</b> of local jurisdictions, as these factors are recognized as necessary to promote consistency between transportation investments and the planned growth and development patterns in <i>Plan Bay Area (PBA) 2050</i>.</li> <li>• Nomination targets <b>do not imply pre-determined amounts or shares</b> for any individual jurisdiction. However, the targets carryforward the incentive provided through OBAG 1 and 2 for local jurisdictions to make progress in producing housing and committing to plan for future growth by allowing CTAs of those local jurisdictions to nominate additional funding requests to MTC for further consideration in the project selection process.</li> </ul>	<p>Clarification of the role of county targets</p>
	<ul style="list-style-type: none"> <li>• MTC will <b>select a program of projects</b> based on initial screening and prioritization provided by the CTAs, <b>regional considerations</b> to promote consistency between transportation improvements and the growth and development patterns reflected in <i>PBA 2050</i>, and to advance <b>federal performance-based programming.</b></li> </ul>	<p>Clarification of process</p>
<p><b>CMAQ funding**</b> <i>All programs</i></p>	<ul style="list-style-type: none"> <li>• MTC will complete an <b>emissions benefits and cost effectiveness assessment</b> on all projects prior to project selection for CMAQ funding.</li> </ul>	<p>New</p>

Program Element	Program Provision	OBAG 2 Comparison
<p><b>Equity Opportunities</b> <i>All programs</i></p>	<ul style="list-style-type: none"> <li>• <b>Equity lens</b> will be woven throughout the OBAG 3 program.</li> <li>• <b>Increased investment levels</b> for Community Based Transportation Plans (CBTPs) and Participatory Budgeting (PB) processes and <b>dedicated funding</b> to develop and implement projects identified by residents in Equity Priority Communities (EPCs).</li> <li>• Call for county and local projects process will <b>prioritize projects within EPCs</b> or that otherwise directly benefit historically marginalized or disadvantaged populations.</li> </ul>	<p>New/Expanded</p>
<p><b>Active Transportation &amp; Safety</b> <i>All programs</i></p>	<ul style="list-style-type: none"> <li>• <b>\$200 million regionwide</b> investment target for bicycle/pedestrian improvements and programs, including Safe Routes to School (SRTS) programs.</li> </ul> <p>Align program focus areas and investments with:</p> <ul style="list-style-type: none"> <li>• <b>Regional Active Transportation Plan</b> update, including implementation of the Regional Active Transportation Network.</li> <li>• <b>Regional Safety/Vision Zero Policy</b>, including emphasis on safety projects identified in local safety plans or on designated High Injury Networks.</li> </ul>	<p>New</p> <p>New/Expanded</p>
<p><b>Performance-Based Programming**</b> <i>All programs</i></p>	<p>Align investments and focus areas with:</p> <ul style="list-style-type: none"> <li>• <b>Federal performance goal areas</b> and measures, including roadway safety, asset management, and mode shift.</li> <li>• Performance outcomes of <b>PBA 2050 strategies</b>, including GHG reduction and affordability.</li> </ul>	<p>New/Expanded</p>
<p><b>Planning and programming activities</b> <i>All programs</i></p>	<ul style="list-style-type: none"> <li>• ~ 5% of proposed program revenues for <b>regional planning, programming</b> and OBAG 3 project implementation.</li> <li>• ~ 5% of proposed program revenues for <b>countywide planning and programming</b> as outlined in CTA Planning Agreements.</li> <li>• Continue provision that each <b>county’s base planning funding</b> will not exceed the amount of funding programmed to projects within that county (affects Napa County).</li> <li>• CTAs can <b>augment base planning</b> amounts through the local project nomination process.</li> </ul>	<p>No change</p> <p>15% increase</p>

- \* Housing Element law has changed significantly in recent years, and as such, the OBAG requirements for a city or county to have a certified housing element and submit annual progress reports will be much more meaningful leading up to the OBAG 3 cycle. Compliance with Housing Element law includes the adoption of an HCD-certified Housing Element in compliance with new site inventory and Affirmatively Furthering Fair Housing (AFFH) requirements. Annual progress reports (APRs) must also meet enhanced reporting requirements for rezoning, no net loss, and projects at various stages of the entitlement process.
- \*\* Addresses a federal requirement in response to the corrective actions provided to MTC as part of its 2020 recertification report, or to advance performance-driven and outcome-based approach to planning and fund programming.



# One Bay Area Grant OBAG 3 Framework Proposal

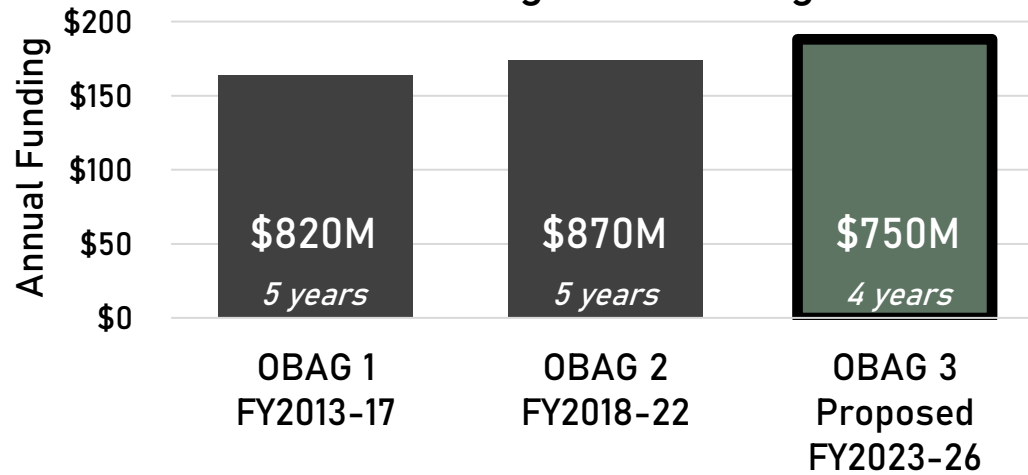
MTC Programming & Allocations Committee

November 10, 2021



# Program Revenues

## OBAG Program Funding

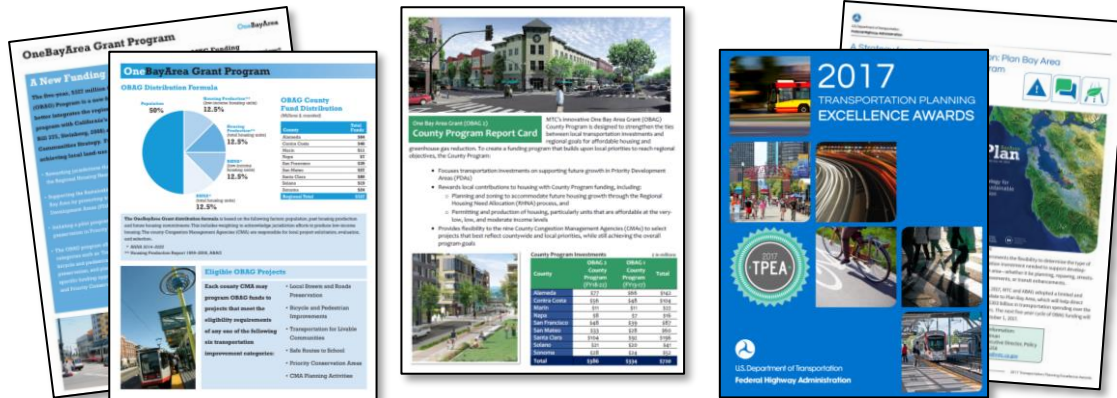


## Federal Fund Source

- ❖ Regional shares of federal STP/CMAQ
- ❖ STP/CMAQ account for only 1.3% of *Plan Bay Area 2050* transportation revenues

## OBAG 3 Funding Assumptions

- ❖ (New) 4-year program, FY2023-FY2026
- ❖ \$750 million total, or \$188 million/year
  - Assumes 2% annual increase over current funding levels
  - Actual program funding dependent upon passage of new surface transportation authorization and annual appropriations

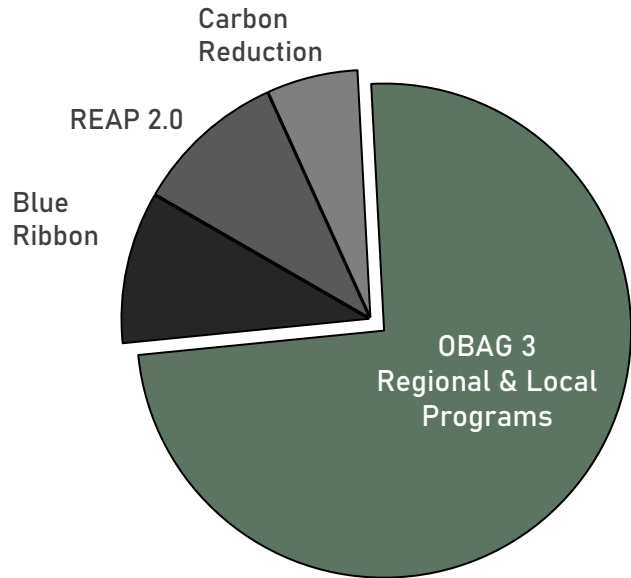




## O BAG 3 Considerations

- Preserve effective program features to support regional objectives
- Advance *Plan Bay Area 2050* implementation
- Incorporate recent policy initiatives and adapt to current landscape
- Advance equity through policies and investments
- Address federal requirements, including performance & recertification
- Coordinate with complementary fund sources
- Reflect a shared/partnership approach to program implementation

# Comprehensive Funding Approach



Amount	Fund Source	Purpose
\$750 million	OBAG 3 - STP/CMAQ <i>FHWA formula funds</i>	STP: Flexible federal fund source CMAQ: Emissions reductions focus
\$85 million	Blue Ribbon <i>One-time funding</i>	State and federal fund sources identified for near-term Blue Ribbon projects.
\$100 million	REAP 2.0 <i>One-time funding from State budget surplus</i>	Flexible source for projects that advance the Sustainable Communities Strategy
\$60 million	Carbon Reduction <i>Potential new FHWA formula program</i>	Flexible source for projects that reduce greenhouse gas emissions
~\$1 billion	Total	

# Proposed Focus Areas

Planning & Program Implementation	Growth Framework	Climate Initiatives, Conservation & Resilience	Complete Streets & Community Choice	Multimodal Systems Operations & Performance
<p>Coordinated and collaborative performance-based planning and programming activities</p>	<p>Assist local planning efforts to create range of housing options in <i>PBA 2050</i> growth areas</p> <p>Regional studies and pilots to advance growth framework</p>	<p>Reduce emissions and solo vehicle trips</p> <p>Protect priority natural and agricultural lands and improve access to parks and open space</p> <p>Protect transportation assets from impacts of climate change</p>	<p>Improve and maintain local streets and roads to meet the needs of all users, while improving safety</p> <p>Support development and advancement of community-led transportation enhancements in Equity Priority Communities (EPCs)</p>	<p>Support efforts to increase transit system integration, efficiency and reliability to increase ridership and improve mobility options</p> <p>Optimize existing highways and key arterials to maximize person throughput and multimodal system performance</p>

# Partnership Approach – County/Local

- ❖ Achieve desired outcomes through a shared approach with CTAs, jurisdictions, and transit operators
- ❖ Partnerships needed in key areas that are implemented at the local level:
  - Growth framework implementation – implementing local plans
  - Active transportation & safety – aggressive mode shift and safety targets
  - Community choice – delivering priority projects identified by Equity Priority Communities
  - Transit oriented development implementation – accelerating transit-supportive housing and access improvements

## County & Local Program Proposed Focus Areas

- Maintain program flexibility to identify range of project types to address *PBA 2050* goals
- Focus investments in PDAs and other select growth geographies
- Emphasize bicycle/pedestrian projects and programs, including SRTS and other safety efforts
- Prioritize projects within EPCs or that otherwise directly benefit disadvantaged populations
- Prioritize transit access improvements and other supportive infrastructure to accelerate TOD

# Partnership Approach - Regional

## OBAG 2 Regional Programs

Regional Programs	Funding (Annual)
Regional Planning Activities	\$2
PDA Planning & Implementation	\$4
Climate Initiatives	\$5
Pavement Management	\$2
Active Operational Management	\$35
Transit Capital Priorities	\$38
Priority Conservation Area Grants	\$3
Housing Initiatives	\$8
N/A	-
<b>OBAG 2 Regional Program Total</b>	<b>\$95 (55%)</b>

## OBAG 3 Regional Programs

Regional Programs - <i>Proposed</i>	Funding (Annual)
Planning & Program Implementation	\$10
Growth Framework	\$6
Climate, Conservation, & Resilience	\$25
<i>Pavement Mgmt. incl. in Complete Streets</i>	-
Multimodal Systems Operations & Performance	\$40
<i>PCA Grants incl. in Climate &amp; Conservation</i>	-
<i>Future housing initiative req. add'l revenue</i>	-
Complete Streets & Community Choice	\$14
<b>OBAG 3 Regional Program Total</b>	<b>\$94 (50%)</b>

### OBAG 3 Regional Program Highlights

#### Consolidates:

- OBAG staff costs into single category (Planning & Prg. Imp.)
- Transit and highway investments into single multimodal program category

#### Significantly increases:

- Resources dedicated to Climate Initiatives

#### Creates new program:

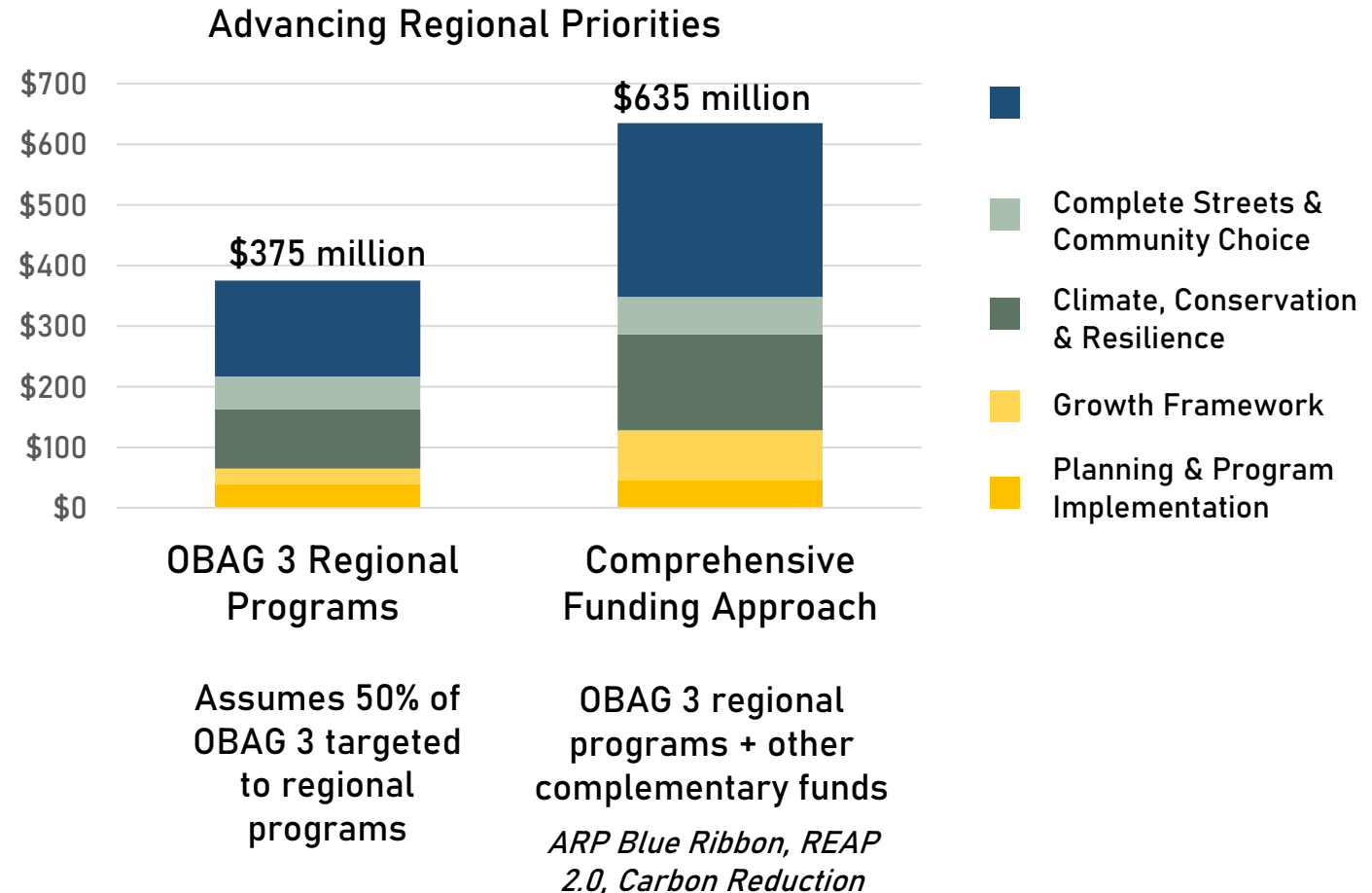
- Coordinating regional policies, tools, and assistance for safe, active and sustainable local streets

Notes: Amounts in millions. Totals may not add due to rounding. OBAG 2 total does not include Safe & Seamless Mobility Quick-Strike or Regional Strategic Initiatives as they were funded with one-time revenue increases and prior cycle savings.

# Partnership Approach - Regional

Significant resources are required to advance regional priorities:

- ❖ Catalytic investments to reach aggressive goals in *Plan Bay Area 2050*
  - Climate Initiatives
  - PDA & TOD implementation
- ❖ Coordinate and deploy strategies at a regional scale
  - Bay Area Forwards
  - Regional transit investments emerging from Transit Transformative Action Plan



# Key Program Provisions

## PDA Investment Targets

- ❖ Maintain PDA investment targets at OBAG 2 levels
  - 50% North Bay counties
  - 70% elsewhere
- ❖ Incorporate consideration for new *PBA 2050* growth areas
- ❖ Develop uniform definition for projects that are credited towards PDA targets

## Local Policy Adoption

For fund eligibility, local jurisdictions must maintain:

- ❖ Certified Housing Element annual progress reporting
- ❖ Compliance with current state laws governing surplus lands, density bonus, and accessory dwelling units, including the Housing Accountability Act
- ❖ Compliance with (updated) Complete Streets policy & checklist

## CMAQ Process

For all projects seeking CMAQ funding, MTC will:

- ❖ Assess emissions benefits and cost-effectiveness of projects prior to project selection
- ❖ Document CMAQ programming process in OBAG 3 guidelines



# Key Program Provisions

## Equity Opportunities

- ❖ Equity lens woven throughout program focus areas
- ❖ Increased investment in community-based planning and participatory budgeting efforts
- ❖ (New) dedicated funding to develop community projects for implementation
- ❖ County and Local Program: Prioritize projects within EPCs or that directly benefit disadvantaged populations

## Active Transportation & Safety

- ❖ (New) regionwide investment target to meet *PBA 2050* mode shift goals
  - \$200 million regionwide target, including SRTS
- ❖ (New) Regional Active Transportation Plan alignment, including AT Network implementation
- ❖ (New) Regional Safety/Vision Zero Policy alignment

## Federal Performance

- ❖ Align investments with federal goal areas – ex. safety & asset management
- ❖ Report on program performance outcomes

# Local Call for Projects Framework

## MTC and CTA Roles

- ❖ MTC initiates regionwide call for projects
- ❖ CTAs assist with local outreach and initial project screening process, using processes reviewed by MTC for consistency with guidelines
- ❖ MTC develops countywide nomination targets to guide CTAs in the maximum amount of funding requests that they can submit to MTC for project selection
- ❖ MTC selects projects based on initial screening & prioritization by CTAs and additional regional considerations

## Nomination targets:

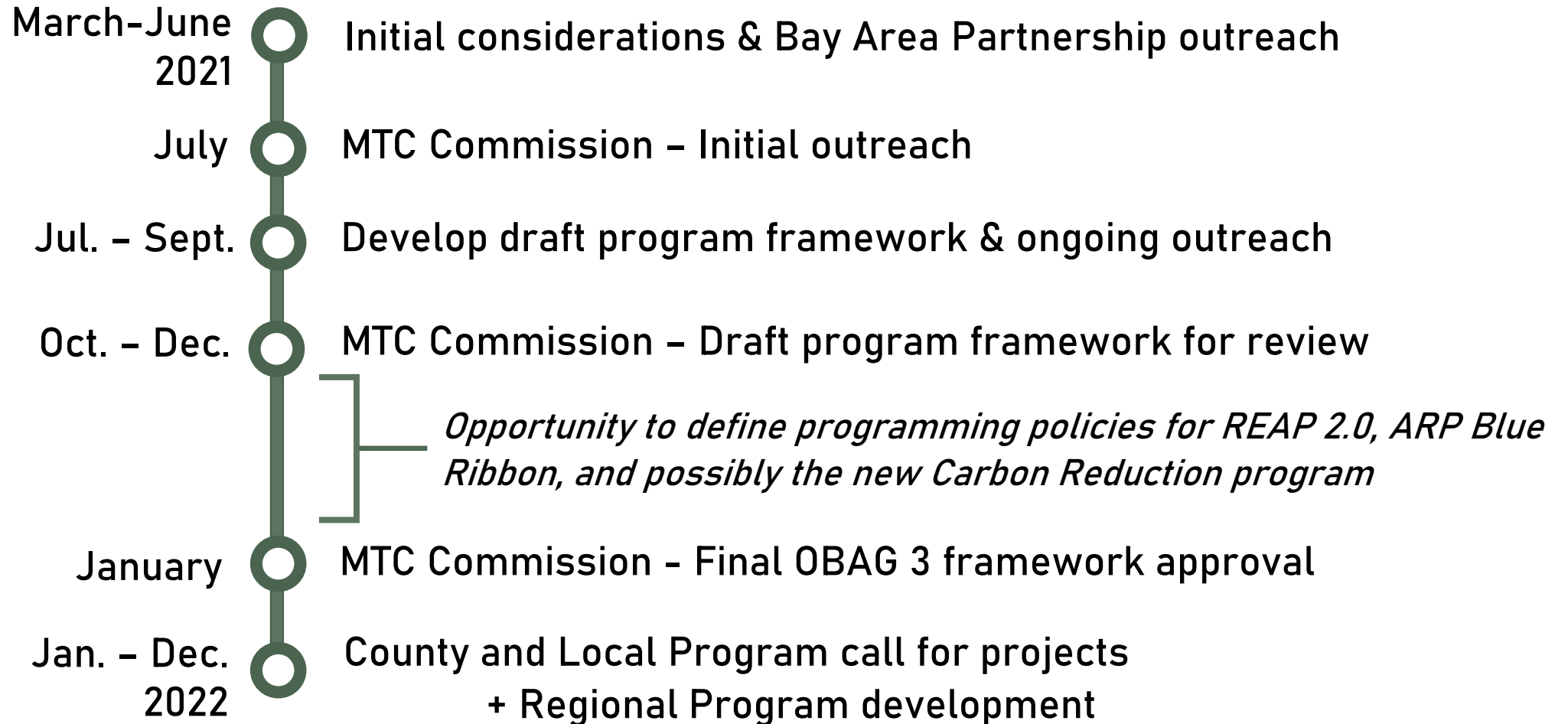
- ❖ Are based on housing outcomes and planned growth of local jurisdictions; and are based on considerations required to be addressed in MTC's performance-based planning process
- ❖ Do not imply guaranteed amounts for individual jurisdictions
- ❖ Carry forward the OBAG 1 & 2 incentive/reward for cities that make progress on housing outcomes by increasing the amount of funding requests that their county can submit to MTC for project selection

# Investment & Policy Priorities

- ❖ Proposed investment levels, partnership approaches, and policy provisions are intended to work together to address several overarching program considerations
- ❖ Delivering on regional priorities will require significant investment from OBAG 3, *and* giving top priority to regional initiatives when defining complementary fund programs

Amount	Fund Source
\$750 million	OBAG 3 - STP/CMAQ <i>FHWA formula funds</i>
\$85 million	Blue Ribbon <i>One-time state/federal funding</i>
\$100 million	REAP 2.0 <i>One-time funding from State budget surplus</i>
\$60 million	Carbon Reduction <i>Potential new FHWA formula program</i>
~\$1 billion+	Total

# OBAG 3 Development Schedule



**Metropolitan Transportation Commission  
Policy Advisory Council**

November 10, 2021

Agenda Item 8

**Draft 2022 Joint Advocacy Program**

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**Subject:**

Draft 2022 Joint Advocacy Program for MTC and ABAG, expressing the agencies' state and federal legislative priorities.

**Background:**

Policy Advisory Council Agenda Item 8, Draft 2022 Joint Advocacy Program, is attached. The report will be presented to the Joint MTC ABAG Legislation Committee meeting on November 12, 2021.

Staff will be at your November 10 meeting to deliver and discuss this presentation.

**Issues:**

None identified.

**Recommendations:**

Information.

**Attachments:**

- Attachment A: Agenda Item 4a- Draft 2022 Joint Advocacy Program from the November 12, 2021 Joint MTC ABAG Legislation Committee meeting

**Metropolitan Transportation Commission and Association of Bay Area Governments  
Joint MTC ABAG Legislation Committee**

November 12, 2021

Agenda Item 4a

**Draft 2022 Joint Advocacy Program**

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**Subject:**

Draft 2022 Joint Advocacy Program for MTC and ABAG, expressing the agencies' state and federal legislative priorities.

**Discussion:**

Attachment A is the first draft of the Joint Advocacy Program for 2022, the second year of the 2021-22 state legislative session. This draft program contains many provisions that were also contained in 2021, with some exceptions. Notably, we are not seeking a General Fund earmark to launch the Bay Area Housing Finance Authority since we succeeded in that effort this year, having secured \$20 million to launch five pilot programs across the 3Ps of protection, preservation and production. We also propose to stop pursuing clean-up legislation related to toll agencies and the handling of personally identifiable information that we had sought to stem litigation challenging BATA's ability to perform basic toll collection functions such as issuing toll violation notices. While clearly meritorious, this effort has proven unsuccessful several years in a row due to the challenge of enacting legislation related to pending litigation. We are in alignment with the toll agencies in Southern California on preferring not to pursue legislation on this item at this time. After the litigation is resolved, we may recommend we revisit the issue. Lastly some provisions of the program may become moot or need revision if Congress reaches agreement on the long-awaited infrastructure and reconciliation deal over the next month!

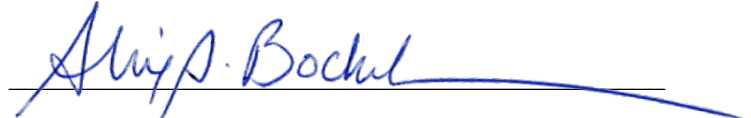
**Next Steps:**

Staff will seek additional feedback from Bay Area stakeholders and partner agencies over the next month. We are also sharing this draft with MTC's Policy Advisory Council on November 10, 2021. Based on discussion at your meeting and additional feedback received over the next month, staff will prepare a final 2022 Joint Advocacy Program for your consideration in December, prior to forwarding the document for final approval by the Commission and Executive Board.

We look forward to hearing the Committee's feedback and answering any questions you may have.

**Attachments:**

- Attachment A: 2022 Draft Advocacy Program



Alix A. Bockelman



METROPOLITAN  
TRANSPORTATION  
COMMISSION

## 2022 DRAFT ADVOCACY PROGRAM



Association of  
Bay Area Governments

Note: New or substantially changed items or wording shown in *italics*.

State Advocacy Goals and Objectives	
<p><b>1. Transportation Funding:</b> <i>Maximize funding to the Bay Area from new revenues that may be authorized through the federal infrastructure bill as well as through the State Budget.</i></p>	
<p>A. <i>Maximize the Bay Area’s share of any General Fund surplus revenues invested in local/regional transportation</i></p>	<p><i>Pursue a unified Bay Area advocacy strategy for General Fund support of transportation through the state budget in partnership with the region’s transit operators, county transportation agencies, as well as transportation, business and other advocacy organizations. Advocate for policy provisions that maximize the chances that the Bay Area’s public transit priorities will be competitive for receiving funding and pursue the use of regional targets (instead of earmarks) to help ensure the region receives funding commensurate with its needs. Oppose use of the State Transportation Improvement Program (STIP) formula as the mechanism for funding public transit.</i></p>
<p>B. <i>High Speed Rail Funding</i></p>	<p><i>Support the Newsom Administration’s budget request for the California High-Speed Rail Authority to fund the current phase of the project from Bakersfield to Merced. Oppose legislative efforts to divert Prop 1A funds to local rail priorities in Los Angeles or elsewhere. However, if the Legislature pursues redirection of funds to local priorities, ensure the region’s needs are addressed and that any Bay Area transit projects included in a final agreement assist with bringing the High-Speed Rail project to the Bay Area, are consistent with Plan Bay Area 2050 and are eligible for Prop 1A funding.</i></p>
<p>C. <i>Maximize Bay Area funding from any new programs established by a future federal surface transportation bill</i></p>	<p><i>Assuming enactment of a new federal surface transportation bill, partner with Bay Area and statewide partners on implementing legislation with the aim of maximizing funding to the Bay Area and in a manner that supports implementation of Plan Bay Area 2050, enabling continued flexibility.</i></p>



<p><i>D. Transit operating funding</i></p>	<p><i>Explore potential sources of supplemental, ongoing state funding for transit operations to address long-term structural deficits forecast as a result of ridership changes due to COVID-19 and the shift to remote work.</i></p>
<p><i>E. Regional revenue ballot measure</i></p>	<p><i>Convene key Bay Area stakeholders and engage with the public regarding a regional revenue ballot measure in 2024. Central to the discussion will be determining whether there is broad support for a regional transportation measure in 2024, including consensus around the purpose/goals of the measure, expenditure plan priorities and the source of new revenue. Any voter-approved transportation funding measure would require state authorizing legislation to be approved by the Legislature. A key topic of discussion will be the interplay between a regional transportation measure and a potential regional housing measure—which could be pursued by the Bay Area Housing Finance Authority (BAHFA) and ABAG pursuant to AB 1487 (Chiu, 2019)—as well as the option to develop a combined “quality of life” measure to address both affordable housing and transportation, as well as climate resilience and potentially other regional priorities.</i></p>
<p>F. State Route 37 improvements</p>	<p>Pursue legislation to authorize tolls on State Route 37 to help fund interim congestion relief and the long-term multi-modal reconstruction and resilience of the roadway.</p>
<p>G. Reduce Caltrans Administrative Overhead Charges to MTC and the BATA</p>	<p>Expand to MTC and the Bay Area Toll Authority (BATA) cost-savings provisions associated with Caltrans administrative overhead charges that have been approved for local agencies and the High Speed Rail Authority in order to reduce BATA administrative costs and free up more toll revenues for critical bridge maintenance and other BATA priorities.</p>
<p>H. Zero-emission bus mandate and ferry regulations</p>	<p>Building on <a href="#">Executive Order N-79-20</a>, support additional funding to help transit operators convert their bus fleets and ferries to zero-emission in order to meet the state’s Innovative Clean Transit rule and ferry regulations and accelerate the decarbonization of the transportation system.</p>

<p>I. Equitable access to transportation and supporting infrastructure/Disadvantaged Communities</p>	<p>Support broadening eligibility requirements in existing and/or new transportation funding streams to enable their use as a subsidy for low-income transportation system users (e.g., discounted fares for public transportation or shared mobility services). Ensure that legislation aimed at benefiting disadvantaged communities use a definition that includes low-income communities and does not rely exclusively on communities defined by the state’s CalEnviroScreen method, which disproportionately excludes the Bay Area low-income communities relative to other parts of the state.</p>
<p>J. Active Transportation: Regional trails and bicycle/pedestrian infrastructure improvements</p>	<p>Monitor and support opportunities for additional funding for active transportation, including enhanced active transportation access and safety improvements on existing roadways (i.e., “complete streets”) as well as funding for regional trails, such as the San Francisco Bay Trail, the Bay Area Ridge Trail, and the Great California Delta Trail.</p>
<p><b>2. Public Transit:</b> Support policies aimed at ensuring public transit is an affordable, reliable and convenient transportation option.</p>	
<p>A. <i>Transit Transformation Action Plan Implementation</i></p>	<p><i>Pursue legislation to help ensure timely implementation of the Transit Transformation Action Plan adopted by the Blue Ribbon Transit Recovery Task Force and MTC. Prioritize inclusion of provisions to help accelerate the early action items, namely transit fare integration, mapping and wayfinding, and transit priority.</i></p>
<p>B. <i>Get Buses Out of Traffic</i></p>	<p><i>Consistent with the recommendations of the Transit Transformation Action Plan, support part-time transit lanes (on shoulders) and other transit priority improvements. Support an extension of Senate Bill 288 (Wiener, 2020) exempting transit priority lanes (as well as active transportation projects) from the California Environmental Quality Act (CEQA).</i></p>
<p>C. Transportation Development Act (TDA) performance standards update</p>	<p>Monitor legislation related to any updates to the TDA’s (Transportation Development Act) eligibility requirements. While the Legislature has enacted legislation to waive minimum farebox requirements in the short-term (next two years), a new approach to performance measures is needed over the long run that is focused on incentivizing transit agencies to pursue actions aimed at increasing ridership versus measures focused on efficiency. Ensure discount</p>

	fares aimed at boosting ridership and improving social equity do not negatively impact an operator’s share of state transit funding.
<p><b>3. Housing:</b> Improve access to opportunity by supporting policies aimed at increasing production of housing and increasing funding to produce and preserve affordable housing and associated infrastructure to help build complete communities. Protect tenants and low-income communities from unjust evictions and displacement.</p>	
<p>A. <i>Statewide ballot measure to lower vote threshold for affordable housing bonds/new regional revenue measure</i></p>	<p><i>Engage in regional and statewide efforts to pursue a statewide ballot measure in November 2024 to amend California’s State Constitution to enable local and regional affordable housing bonds to be approved by less than 2/3 vote, similar to Proposition 39 (2000), which authorized local school bonds to approved by 55 percent. MTC/ABAG’s role would be to provide technical assistance to the proponents crafting the measure and to provide public information on the measure’s potential benefits should it qualify for the ballot. The most direct benefit to MTC/ABAG would be to increase the likelihood of passage for a future regional housing bond pursuant to AB 1487 (Chiu, 2019), as well as local affordable housing bonds.</i></p> <p><i>As noted in 1E, MTC/ABAG will facilitate conversations during 2022 regarding the relationship and sequencing of a regional housing measure with a regional transportation measure (or a broader “quality of life” measure), which would require legislative authorization in 2023 in order to be placed on the ballot in November 2024.</i></p>
<p>B. Increase funding available for affordable housing, homelessness prevention, and other supportive infrastructure while also reducing the cost of housing production.</p>	<p>Support efforts to provide additional state resources for housing, homelessness prevention, housing-supportive infrastructure, planning and services to ensure housing investments can be made in conjunction with improvements to parks/open space, and other resources to improve Bay Area resident’s quality of life. Support proposals to drive down the cost of affordable housing production.</p>
<p>C. Pursue a range of strategies to increase housing production and preservation to help meet the Bay Area’s Regional Housing Needs Allocation (RHNA) across all income levels</p>	<p>Support legislation to boost housing density and accelerate the production of housing near jobs-rich, high-quality transit, and high-resource areas with reasonable local flexibility provided. Support proposals to authorize housing as a permitted use in certain commercial zones, such as shopping malls, office parks and major commercial corridors, subject to local approval, but without requiring zoning changes. Advocate for the inclusion of anti-displacement provisions in bills aimed at incentivizing new construction and prioritize the construction of affordable housing.</p>

<p><b>4. Project Delivery:</b> Support strategies to speed up the delivery of transportation and housing projects with the goal of delivering improvements faster and at a lower cost.</p>	
<p>A. Flexibility in Contracting &amp; Public-Private Partnerships</p>	<p>Support legislation aimed at expediting project delivery, including by increasing flexibility in the Caltrans design review process and providing broad authorization of the use of design-build and public-private partnerships by Caltrans and regional transportation agencies. Support policies that would authorize public agencies to partner with the private sector on public right of way to accelerate deployment of technology, such as fiber optic cable, necessary for connected vehicle deployment.</p>
<p>B. California Environmental Quality Act (CEQA)</p>	<p>Support an extension of SB 288 (Wiener, 2020) which provides CEQA exemption for active transportation and certain transit projects and explore opportunities to broaden its provisions to include additional bus transit priority projects. Monitor and engage on other CEQA-related legislation with the goal of accelerating transportation and housing development projects that are consistent with Plan Bay Area 2050 goals as well as local and regional plans while maintaining an opportunity for public review and environmental safeguards.</p>
<p><b>5. Congestion Relief:</b> Support policies aimed at reducing vehicle miles traveled and associated traffic congestion, including, but not limited to, pricing strategies and employer-based programs to help reduce the share of commuting by single-occupant vehicles. Keep equity impacts in mind when evaluating any such pricing strategies.</p>	
<p><b>6. System Effectiveness:</b> Advocate for policies that improve the effectiveness and service delivery of the Bay Area’s transportation system, including improved compliance with traffic laws while protecting user’s privacy. Expand the ability of transportation agencies to communicate with their customers to provide relevant transportation-related information and quality service while following industry best practices with regard to enabling customers to opt-in to receive non-essential communications.</p>	
<p>A. Toll bridge and toll road operations</p>	<p>Monitor legislation related to toll operations to protect the independence of toll agency operations. Seek opportunities to expand the ability of toll agencies to communicate with their customers about mobility options in the corridor,</p>

	including public transit (e.g., allow communication about Clipper START in FasTrak <sup>®</sup> communications as strategy to encourage mode shift to transit.)
B. High-Occupancy Vehicle Lanes (HOV) and Express Lanes Performance	Oppose legislation that could impede the operation and/or performance of HOV- or express lanes. Support legislation that could authorize the piloting of technology to enforce vehicle passenger occupancy requirements and other strategies to improve performance of the lanes.
<p><b>7. Mobility on Demand:</b> Engage in regulatory and legislative efforts to facilitate the deployment of new mobility technologies with the goal of accelerating their safety, accessibility, mobility, environmental, equity, economic and workforce benefits, including opportunities to increase access to transit and reduce the share of single-occupancy vehicle (SOV) trips. Advocate for increased access to critical travel pattern data by local, regional and state agencies for transportation and land use planning and operational purposes while ensuring privacy is protected.</p>	
<p><b>8. Climate Change, Energy Efficiency, Resilience &amp; Estuary Health:</b> Support funding and policy strategies to help achieve and better coordinate state and regional climate goals, advance energy efficiency and improve the Bay Area’s resilience to natural hazards and the impacts of climate change, including earthquakes, sea level rise and fire. Support proposals for increased funding to improve the health of the San Francisco Estuary.</p>	
A. SB 375 implementation and reform	<p><i>While continuing to support ambitious regional GHG reduction targets, continue to engage in legislative activity related to revisions to the now 12-year old law, SB 375 (Steinberg, 2008), including SB 475 (Cortese) and SB 261 (Allen), both of which were made two-year bills in 2021.</i></p> <p><i>Pursue changes to incentivize near-term, real-world progress on GHG emission reduction over the current approach, which places too great an emphasis on long-term modeling, and seek changes to provide greater alignment, rather than competition between regional and state GHG reduction strategies.</i></p> <p><i>Explore an expansion of the scope of the Sustainable Communities Strategy (SCS) to incorporate climate resilience and social equity goals to better harmonize policy directives from the state and provide regions with greater flexibility to balance these multiple, important goals.</i></p>

<p><i>B. Climate adaptation</i></p>	<p><i>Pursue funding for regional and local climate adaptation funding in the FY 2022-23 State Budget, including at least \$125 million for the new regional climate resilience planning and implementation grant program established in the FY 2021-22 State Budget and consistent with the FY 2022-23 funding level specified in SB 155 (2021), the multi-year climate adaptation trailer bill.</i></p> <p><i>Engage in the development of guidelines by the Strategic Growth Council and Office of Planning and Research established in the FY 2021-22.</i></p> <p><i>Advocate for a new transportation climate adaptation funding grant program from the General Fund. This would build on the inclusion of \$300 million for this purpose in this year's budget bill, AB 128, which divided the funds 50/50 for state and local needs. Unfortunately, the funds reverted to the General Fund in October 2021 due to the collapse of negotiations over high-speed rail.</i></p>
<p><b>9. Safety:</b> Improve transportation system safety for all users</p>	
<p>A. Zero traffic fatalities goal (Vision Zero)</p>	<p>Building on the <a href="#">recommendations of the Zero Traffic Fatalities Task Force</a>, support legislation aimed at achieving the Vision Zero goals of no roadway-related deaths or serious injuries by improving safety for all road users, including non-motorists. Continue to support authorization of automated speed enforcement technology to enforce speed limits.</p>
<p><b>10. Governance:</b> <i>Brown Act Reforms</i></p>	<p><i>Support legislative clean-up of AB 361 (Rivas) to provide greater flexibility to local and regional agencies to hold meetings virtually without the requirement to renew findings every 30 days. Monitor and support legislation to provide long-term flexibility for regional agencies to conduct their business remotely outside of emergency conditions as a means of increasing board member and public participation while also reducing the time and expenses associated with travel, vehicle miles traveled and the greenhouse gas and other tailpipe emissions from driving.</i></p>

<b>Federal Advocacy Goals and Objectives</b>	
<b>1. Transportation and Housing Funding:</b> Support robust federal investment in Bay Area transportation and housing infrastructure	
<i>A. Infrastructure Investment and Jobs Act</i>	<i>If not enacted by January 1, 2022, continue partnering with local, state, and national partners to advocate for passage of the Infrastructure Investment and Jobs Act (IIJA), the \$1 trillion bipartisan physical infrastructure bill that would invest in transportation, water, broadband, energy, and resilience infrastructure. See 2 for more detail on surface transportation advocacy priorities within the IIJA.</i>
<i>B. Build Back Better climate and social spending budget reconciliation bill</i>	<i>Support the inclusion of affordable housing, vehicle electrification, and other sustainable transportation investments in the climate and social spending budget reconciliation package—also referred to as the Build Back Better plan—under consideration in Congress.</i>
C. Fiscal Year 2023 transportation and housing programmatic appropriations	Partner with local, regional and statewide transportation agencies as well as national stakeholders to ensure that Congress funds highway, transit and rail programs consistent with levels authorized by the surface transportation bill and to maintain continued flexibility of suballocated programs. Additionally, work to defend and expand federal affordable housing funds and programs, including Section 8 housing vouchers, the HOME Investment Partnership Program (HOME) and the Community Development Block Grant Program (CDBG).
<i>D. Advocate for discretionary transportation grant awards, including for priority projects consistent with Plan Bay Area 2050</i>	<i>In the case that the IIJA is signed into law, engage with the Biden Administration during discretionary grant development to advocate for program policies and funding eligibilities that enhance Bay Area competitiveness. Work with Bay Area transportation agencies to secure discretionary funding for projects consistent with Plan Bay Area 2050.</i>  <i>With regard to Capital Investment Grants (CIG), support efforts to secure full funding grant agreements (FFGA) for the Bay Area’s next generation of transit projects and sufficient annual appropriations to meet the funding needs of Bay Area projects with existing FFGAs.</i>

<p><i>E. Affordable housing tax incentives</i></p>	<p><i>Work with our regional and national partners to support provisions in the reconciliation bill referenced in IB to expand federal housing production and preservation tax tools, including the Low-Income Housing Tax Credit Program, California’s largest source of federal funding for affordable housing construction and rehabilitation. Prioritize policy changes to increase California’s LIHTC financing capacity, including lowering to 25 percent from 50 percent the required state match of bond allocations and increasing California’s tax credit allocation.</i></p>
<p><i>F. Increase funding to local governments to invest in housing and community development</i></p>	<p><i>Consistent with IB, work with our partners to advocate for affordable housing spending to be a part of any final reconciliation bill. Support the inclusion of funding directed to local governments, including HOME and CBDG and new discretionary grants for which local governments can compete.</i></p>
<p><i>G. Bay Area Housing Finance Authority</i></p>	<p><i>Lead efforts to enable BAHFA to compete for Department of Housing and Urban Development discretionary grant funding to support BAHFA’s ability to pursue affordable housing and/or homelessness prevention projects. Seek to include regional planning agencies as eligible recipients of new HUD discretionary grants proposed in the reconciliation bill and, in the case that the bill is enacted, work with HUD on grant development.</i></p>
<p><b>2. Surface Transportation Reauthorization:</b> <i>If not enacted by January 1, 2022, continue to work with our regional and national partners to support passage of Infrastructure Investment and Jobs Act (IIJA), which includes a long-term transportation authorization that reflects the following priorities:</i></p> <ul style="list-style-type: none"> <li>• <i>Increased formula funding to support Bay Area progress on national goals related to infrastructure condition, safety, mobility, and air quality.</i></li> <li>• <i>Continued discretion for MTC and the state to invest funds in ways that further our region’s goals to improve equity, respond to a changing climate, and increase access to affordable, transit- and jobs-oriented housing.</i></li> <li>• <i>A performance-oriented approach to discretionary funding; new grant programs should support state of good repair, mobility, safety, and other national goals and to the extent practicable, be mode-neutral. Ensure discretionary grant eligibilities and criteria position Plan Bay Area 2050 projects to compete well.</i></li> <li>• <i>New resources to support climate adaptation and the deployment of new transportation technology to address the Bay Area’s mobility challenges.</i></li> </ul> <p><i>In the case that the IIJA is enacted, work with the U.S. Department of Transportation to ensure the law is implemented consistent with MTC and ABAG reauthorization and Plan Bay Area 2050 priorities.</i></p>	



<p><b>3. Climate Protection, Adaptation, Environmental Justice:</b> Advocate for a strong federal partner in the Bay Area’s efforts to improve air quality, reduce greenhouse gas (GHG) emissions, and make our communities and transportation networks resilient to a changing climate, especially in communities of concern that are most vulnerable to the impacts of climate change. Advocate for passage of legislation to improve the health of the San Francisco Estuary.</p>	
<p>A. Climate change mitigation</p>	<p>Advocate for the federal government to take bold action to reduce greenhouse gas emissions and limit the magnitude of the climate crisis. Consistent with 1A and 1B, support investments in transit, rail, complete streets, and other sustainable transportation options in spending bills being debated in Congress. Additionally, support investments in charging infrastructure and tax incentives to accelerate the transition to a zero-emission transit, passenger, and commercial vehicle fleets.</p>
<p>B. Disaster mitigation and resilience</p>	<p>Seek to secure resources for the Bay Area to invest in disaster mitigation and resilience, including investing in strategically placed green and grey infrastructure to protect our communities and residents that are most vulnerable to the adverse effects of climate change. Support a strong regional role in disaster mitigation and resilience planning. Support policies to break down federal silos and encourage coordination of federal resources to support communities and regions in comprehensively addressing a climate threat.</p>
<p>C. San Francisco Estuary</p>	<p>Advocate for increased funding aimed at improving the health and resilience of the San Francisco Estuary.</p>
<p><b>4. Transportation Innovation and Shared Mobility:</b> Support policies that enable technological innovations to improve mobility, including connected and automated vehicle (CV/AV) deployment and mobility on demand, while protecting the public’s interest. Additionally, support expanding the pre-tax transportation fringe benefit to restore bicycle commuting eligibility, including costs associated with commuting on shared bicycle systems.</p>	

**Metropolitan Transportation Commission  
Policy Advisory Council**

November 10, 2021

Agenda Item 9

**Staff Liaison Report**

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**Subject:**

Relevant MTC policy decisions and other activities.

**Issues:**

None identified.

**Recommendations:**

Information

**Attachments:**

- Attachment A: Staff Liaison Report – November 2021

## Staff Liaison Report – November 2021

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### **ABAG, MTC Adopt Final Plan Bay Area 2050 And Environmental Impact Report**

On October 21, 2021, the Association of Bay Area Governments and the Metropolitan Transportation Commission adopted Plan Bay Area 2050 and its associated Environmental Impact Report. The unanimous votes by both boards capped a nearly four-year process during which more than 20,000 Bay Area residents contributed to the development of the new plan. Defined by 35 strategies for housing, transportation, economic vitality and the environment, Plan Bay Area 2050 lays out a \$1.4 trillion vision for policies and investments to make the nine-county region more affordable, connected, diverse, healthy and economically vibrant for all its residents through 2050 and beyond. From housing strategies that would produce more than 1 million new permanently affordable homes by 2050 to transit-fare reforms that would reduce cost burdens for riders with low incomes and paths to economic mobility through job training and a universal basic income, the goal of a more equitable Bay Area is interwoven throughout the plan. With a groundbreaking focus on climate change, strategies also are crafted for resilience against future uncertainties, including protection from hazards such sea-level rise and wildfires.

“Plan Bay Area 2050 reflects a shared vision that can’t be implemented by any single agency,” explained ABAG Executive Board President and Berkeley Mayor Jesse Arreguín. “To bring all these strategies to fruition will require ABAG and MTC to strengthen our existing partnerships and to form new ones — not just with our cities and counties and the state government, but also with the federal government, businesses and nonprofits.”

MTC Chair and Napa County Supervisor Alfredo Pedroza acknowledged the work ahead.

“Building and preserving affordable housing. Adapting to sea level rise. Getting more people closer to their jobs and more jobs closer to the people. Sharing prosperity equitably. All of these are big lifts. But the new plan can serve as a north star for the Bay Area’s journey to 2050.”

Among the features that distinguish Plan Bay Area 2050 from previous regional plans is an associated Implementation Plan that details the specific actions ABAG and MTC can take in the next five years to put the new plan into action.

“The Implementation Plan is a commitment to do hard things, not just think about them,” said MTC-ABAG Executive Director Therese W. McMillan. “Even if these steps have to be taken incrementally, they will lead us to a more equitable and resilient Bay Area.”

The adopted final Plan Bay Area 2050, the EIR, and all the supplemental reports accompanying the new plan are available online at [planbayarea.org/finalplan2050](http://planbayarea.org/finalplan2050).

### **Goods Movement and Greenhouse Gas Emissions**

A request was made at the Policy Advisory Council’s October 2021 meeting for information about goods movement in the Bay Area. MTC planning staff recommend the following two reports:

- San Francisco Bay Area Goods Movement Plan, which was adopted in 2016 with the Alameda County Transportation Commission and can be found at this [link](#); and
- MTC’s Goods Movement Investment Strategy, which was adopted in 2018 and looks at projects over a 10-year horizon that support goods movement in the region. Information on the strategy can be found on MTC’s web site at this [link](#).

### **Newsom signs two transportation bills supported by MTC**

Transportation-related bills supported by MTC addressing safety have now been signed into law by Governor Newsom. AB 43 (Friedman) allows greater flexibility for local jurisdictions to set speed limits on streets with high injuries and fatalities by enabling cities to lower speed limits below the 85th percentile on streets with high injuries and fatalities. MTC and ABAG supported the bill. “This long overdue bill is a cornerstone to the state taking action to reduce roadway injuries and fatalities and was a core recommendation coming out of the state’s Zero Traffic Fatalities Task Force,” MTC-ABAG Executive Director Therese McMillan wrote to Governor Newsom in support of the bill. MTC has established the [Vision Zero Working Group](#) to provide a forum for regional policy discussions about improving roadway safety.

The Governor also signed AB 917 (Bloom), supported by MTC. It authorizes transit operators statewide to use camera-based enforcement for transit stops and transit only lanes where it is already illegal to park. After the devastating impact COVID 19 had on public transit ridership, the bill enables transit agencies to improve service reliability and rider safety.

### **MTC, ABAG applaud action on housing bills**

Several key bills aimed at addressing the state’s housing crisis – including one supported by MTC and ABAG – [were also signed law by Governor Newsom](#).

MTC/ABAG supported [Senate Bill 10](#), which authorizes local agencies to update zoning (and any associated changes to a general plan) to enable up to 10 units per parcel without undergoing a CEQA analysis (California Environmental Quality Act) until Jan. 1, 2029.

“SB 10, while by no means a panacea to our state’s housing crisis, would aid local jurisdictions across the Bay Area and other regions throughout the state in their efforts to combat the state’s housing shortage by providing local governments a new tool to expedite the housing planning process,” MTC Executive Director Therese McMillan wrote to Gov. Newsom in support of the bill.

In all, Governor Newsom signed 31 housing bills into law. The Turner Center for Housing Innovation at UC Berkeley called the actions a [breakthrough in California housing policy](#).

Further policy changes and funding will be needed from the state and federal government to preserve and produce the affordable housing that’s needed for the Bay Area to thrive. MTC/ABAG’s advocacy platform will continue to prioritize this goal in 2022.

### **Transportation, Housing News Right to Your Inbox**

MTC offers a convenient [Daily News Headlines](#) subscription, delivering a curated list of stories about transportation, housing, development, the environment and more directly to your email inbox. The headlines are sent each weekday, arriving just in time to enjoy with your morning coffee.

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

[Sign up for each of these newsletters](#), along with others from the MTC-ABAG family, including the Plan Bay Area 2050 E-Newsletter and updates about MTC Express Lanes.

### **Have a Question? Ask a Librarian**

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

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

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

### **Executive Director's Report**

The following items are excerpts from the October 2021 Executive Director's Report to the Commission. To read the report in its entirety visit the [Executive Director's Report webpage](#).

### **Key Updates**

#### **COVID-Related Activities**

A reminder that all Covid-19 related reporting items can be found on our MTC webpage. We provide monthly updates on all related activities, and statistics that are affecting the region. For more information, visit [MTC's COVID-19 Response page](#).

#### **Technical Assistance Web Portal Launch**

As one example of the support tools that are critical to the PBA implementation plan and intersecting initiatives such as the Regional Housing Need Allocation (RHNA), the Regional Housing Technical Assistance program has released a Housing Element Site Selection tool. A webinar was held on the new Housing Element Site Selection tool, which was developed in house to assist jurisdictions with determining which sites meet state requirements for zoning. Twenty-Five (25) jurisdictions have begun working with a consultant to create a Housing Element update public engagement tool that they can host on their individual websites. This tool is currently only available to planning department staff through licensing agreements.

There are a variety of upcoming work groups, some of which are currently meeting, on housing related issues: "Making Middle Housing Work" and "Wildfires – How to Preserve and Protect Housing".

Visit the [Technical Assistance Portal](#) for more information on upcoming activities and information.

### **FTA Releases Formal Intention to Expedite Funding for BART Phase II Project**

On October 25, 2021, the Federal Transit Administration announced a Letter of Intent (LOI) for the VTA's BART Silicon Valley Phase II Project, announcing the project was formally selected for funding through the Expedited Project Delivery (EPD) Pilot Program. The project funding plan includes 25% of the costs to be funded through the EPD Program and the remaining 75% from state and local sources.

Through this LOI, FTA intends to obligate up to \$2.3 billion or 25 percent of the final project cost, whichever is less. The LOI will be in effect for two years, and during which VTA will continue to advance design, receive actual contractor bids, identify and mitigate or eliminate perceived risks, finalize an overall cost estimate, and solidify the funding plan to ultimately achieve a Full Funding Grant Agreement.

Find additional information in the [VTA press release](#).

### **Items to Note**

#### **State Discussions Resuming on General Fund Support for Transportation**

This month, the general managers of the large transit operators and I were invited to meet with Assemblymember Phil Ting and Senator Nancy Skinner, Chairs of the Assembly and Senate Budget Committees, respectively, regarding the region's transit priorities. Chairs Ting and Skinner are eager to advocate for the Bay Area's priorities when negotiations resume over funding for high-speed rail and potential General Fund support of public transit and other transportation needs. We delivered a unified message to invest in core transit needs by growing the Transit and Intercity Rail Capital Program and considering regional targets and some changes to eligibility to help projects such as electric vehicle charging facilities and storage facilities qualify. While the size of the General Fund surplus is still unknown, a recent Legislative Analyst's office report available at this link estimates it to be in the range of \$8 billion - \$30 billion, of which about 40 percent would be considered true "surplus." We will continue to keep the Commission apprised through the Legislation Committee on status of this fluid situation entering the next year.