



Metropolitan Transportation Commission

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

Meeting Agenda

Policy Advisory Council Equity & Access Subcommittee

Vacant, Chair Vacant, Vice Chair

Members

*Ilaf Esuf, Christine Fitzgerald, Dwayne Hankerson,
Genay Markham, Gabriela Orantes, Vinay Pimple, Terry Scott,
Frank Welte, Walter Wilson, and Howard Wong*

Alternates

Pamela Campos and Anne Olivia Eldred

Friday, May 20, 2022

1:00 PM

REMOTE (In person option available)

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 Equity and Access Subcommittee members.

Meeting attendees may opt to attend in person for public comment and observation at 375 Beale Street, Board Room (1st Floor). In-person attendees must adhere to posted public health protocols while in the building.

The meeting webcast will be available at <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/83224669521>

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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 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. Call Meeting to Order / Roll Call / Confirm Quorum

Quorum: A quorum of this subcommittee shall be a majority of its regular voting members (6).

2. Welcome

Randi Kinman, Policy Advisory Council Chair and Ky-Nam Miller, Staff Liaison

3. [22-0776](#) Elections for 2022-2023 Policy Advisory Council Equity and Access Subcommittee Chair and Vice Chair

Elections for 2022-2023 Policy Advisory Council Equity and Access Subcommittee Chair and Vice Chair.

Action: Subcommittee Approval
Presenter: Ky-Nam Miller, Staff Liaison
Attachments: [03 Elections.pdf](#)
4. [22-0775](#) Approval of the April 22, 2022 Meeting Minutes

Action: Subcommittee Approval
Attachments: [04 04-22-2022 Policy Advisory Council Equity and Access Subcommittee](#)
5. [22-0744](#) Blue Ribbon Transit Recovery Task Force Action Plan: Proposed Accessibility Work Plan

Blue Ribbon Transit Recovery Task Force Action Plan: Proposed Accessibility Work Plan.

Action: Information
Presenter: Drennen Shelton
Attachments: [05 Blue Ribbon Action Plan Proposed Accessibility Work Plan Summary](#)
6. [22-0831](#) Next Generation Freeways Study: Equity and Engagement

Overview of the equity framework and planned community engagement for the Next Generation Bay Area Freeways Study.

Action: Information
Presenter: Anup Tapase and Leslie Lara-Enríquez
Attachments: [06i NextGen Freeways Study Summary Sheet Attachments A and B.pdf](#)
 [06ii PowerPoint NextGen Freeway Study Attachment C.pdf](#)

7. New Business

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

8. Public Comments / Other Business

Note: The subcommittee will not take action on items not listed on today's agenda.

*Equity and Access Subcommittee 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.*

9. Adjournment / Next Meeting

The next meeting of the Policy Advisory Council Equity and Access Subcommittee will be held Thursday, June 23, 2022 at 1:00 p.m. Any changes to the schedule will be duly noticed to the public.

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

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

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

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

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

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

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
Policy Advisory Council Equity and Access Subcommittee

May 20, 2022

Agenda Item 3

**Elections for 2022-2023 Policy Advisory Council Equity and Access Subcommittee Chair
and Vice Chair**

Subject:

Elections for 2022-2023 Policy Advisory Council Equity and Access Subcommittee Chair and Vice Chair.

Background:

At the May 20, 2022 meeting, we will begin with the election of a chair and vice chair for the 2022-2023 term. Following is the most recent list of nominees:

Nominees for Equity and Access Subcommittee Chair:

Ilaf Esuf

Dwayne Hankerson

Nominees for Equity and Access Subcommittee Vice Chair:

No nominees

A copy of the biographies of the nominees is attached. Should you have further nominations, please do not hesitate to contact Ky-Nam Miller at kmiller@bayareametro.gov and Martha Silver at MSilver@bayareametro.gov.

Nominations will also be accepted from the floor at the beginning of the May 20, 2022, meeting. The Chair and Vice Chair positions are two-year terms (effective upon election) ending December 2023.

Rules:

- Every Subcommittee Member must state their preference or abstain from voting via roll call vote.
- The winning candidate gets 50% + 1 of the present eligible votes (i.e., with ten current subcommittee members, the magic number is 6 to be elected).
- If no candidate wins, another round with the lowest voted candidate(s) is removed.
- In the event of a tie, candidates may opt to remove themselves from the vote; and Subcommittee Members may change votes.

Key Instructions for nominating and voting:

- To be included in the packet, self-nominations are due to Martha by 5:00 p.m. Thursday, May 19, 2022.
- Nominations can be made during the item and before the vote.
- For the actual vote, when your last name is called, please share your vote.

Issues:

None identified.


Recommendations:


Approval

Attachments:

- Attachment A: Candidates' Statements

Candidates' Statements

Nominees for Chair:	
<p>All of my endeavors—whether personal or professional—are rooted in my passion to advance equity for our communities. It's the reason I work in policy, the reason I joined MTC PAC, and it's the reason I spend my spare time supporting immigrants and youths of color in advancing economic mobility, accessing education, and excelling in the workforce.</p> <p>My interest in equity and access stems from my own background as a double-minority in my home country of Sri Lanka and as a low-income immigrant here, in the United States. These experiences taught me the importance of baking equity into every decision, program, and system from the forefront—not as an afterthought—because WE should not be an afterthought. For every organization I have been a part of, whether as an employee or volunteer, I have worked to embed equity principles into our internal and external functions. It's an expertise I'd love to bring to this committee, especially given the amount of work that needs to be done to ensure our transportation systems account for ALL of our residents, regardless of race, gender, age, preferred language, mobility, etc.</p> <p>If elected chair, I hope to create systems and structures to ensure equitable principles aren't restricted to our subcommittee. These principles should guide the entire MTC staff and PAC from the inception of our work, and include the community members who will be impacted by the decisions we make. As chair, I hope to work towards these goals with your support. Thank you.</p>	 <p>Ilaf Esuf Economy Representative</p>

Nominees for Chair:	
<p>My name is Dwayne Hankerson I represent the disabled of Solano County. I will bring the following to the table if elected:</p> <ul style="list-style-type: none">• Experience with reasonable accommodation for the disabled• Knowledge of the Bay Area geographically and demographically• Analysis of housing policy, and local, state, and federal laws and ordinances' regarding housing• Our 15 years of Administrative expertise <p>I am dedicated to providing access to opportunity to our diverse community, and efficiently reaching the goals of MTC for the Subcommittee.</p>	 <p>Dwayne Hankerson Representing the Disabled</p>



Metropolitan Transportation Commission

Meeting Minutes - Draft

Agenda Item 4

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

Policy Advisory Council Equity & Access Subcommittee

Vacant, Chair Vacant, Vice Chair

Members

*Ilaf Esuf, Christine Fitzgerald, Dwayne Hankerson,
Genay Markham, Gabriela Orantes, Vinay Pimple, Terry Scott,
Frank Welte, Walter Wilson, and Howard Wong*

Alternates

Pamela Campos and Anne Olivia Eldred

Friday, April 22, 2022

1:00 PM

REMOTE (In person option available)

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

Present: 12 - Member Pimple, Member Welte, Member Hankerson, Member Wilson, Member Scott, Member Wong, Member Fitzgerald, Member Orantes, Member Markham, Member Esuf, (Alternate) Eldred and (Alternate) Campos

Policy Advisory Council Members Michael Baldini and Rich Hedges were also in attendance.

2. Welcome

3. [22-0743](#) Approval of the November 19, 2021 Meeting Minutes

Action: Subcommittee Approval

Attachments: [03 11-19-2021 Policy Advisory Council Equity and Access Subcommittee Meeting Minutes Draft.pdf](#)

Upon the motion by Member Esuf and second by Member Markham, the November 19, 2021 Meeting Minutes were unanimously approved. The motion carried by the following vote:

Aye: 10 - Member Pimple, Member Welte, Member Hankerson, Member Wilson, Member Scott, Member Wong, Member Fitzgerald, Member Orantes, Member Markham and Member Esuf

Abstain: 2 - (Alternate) Eldred and (Alternate) Campos

4. [22-0745](#) Interstate-880 Express Lanes Toll Discount Program Pilot

Update on the status of the pilot with a focus on the proposed public outreach plan.

Action: Information

Presenter: Pierce Gould and Lysa Hale

Attachments: [04i_880 Express Lanes Toll Discount Pilot Public Outreach_Summary Sheet.pdf](#)
[04ii_PowerPoint_880 Express Lanes Toll Discount Pilot Public Outreach.pdf](#)

Rich Hedges spoke on this item.

5. [22-0746](#) Nominations for 2022-2023 Policy Advisory Council Equity and Access Subcommittee Chair and Vice Chair

Nominations for the 2022-2023 Chair and Vice Chair of the Policy Advisory Council Equity and Access Subcommittee will open at the April 22, 2022 meeting. The nomination period will remain open until the election, which is currently scheduled for the May 20, 2022 meeting.

Action: Information

Presenter: Ky-Nam Miller, Staff Liaison

Attachments: [05_April 2022 Nominations for E&A Subcommittee Officers.pdf](#)

6. New Business

Warren Cushman spoke on this item.

Rich Hedges spoke on this item.

Daveed Mandell spoke on this item.

7. Public Comments / Other Business

Rich Hedges was called to speak.

Warren Cushman was called to speak.

8. Adjournment / Next Meeting

The next meeting of the Policy Advisory Council Equity and Access Subcommittee will be held Friday, May 20, 2022 at 1:00 p.m. Any changes to the schedule will be duly noticed to the public.

**Metropolitan Transportation Commission
Policy Advisory Council Equity and Access Subcommittee**

May 20, 2022

Agenda Item 5

Blue Ribbon Transit Recovery Task Force Action Plan: Proposed Accessibility Work Plan

Subject:

Blue Ribbon Transit Recovery Task Force Action Plan: Proposed Accessibility Work Plan

Background:

In July 2021, MTC’s Blue Ribbon Transit Recovery Task Force developed the Bay Area Transit Transformation Action Plan (Action Plan). The Action Plan identified five desired outcomes with associated near term action items to achieve a more connected, efficient and user-focused mobility network. One outcome was “Accessibility: Transit services for older adults, people with disabilities, and those with lower incomes are coordinated efficiently” and with it came five actions, listed below.

Action #	Action Description
Action 21	Designate a Mobility Manager to coordinate rides and function as a liaison between transit agencies in each county, consistent with the Coordinated Plan
Action 22	Fund additional subregional one-seat paratransit ride pilots and develop cost-sharing policies for cross jurisdictional paratransit trips
Action 23	Integration of ADA-paratransit services on Clipper Next Generation is an ongoing effort, led by Clipper staff.
Action 24	Identify key paratransit challenges and recommend reforms through the Coordinated Plan update
Action 25	Adopt standardized eligibility practices for programs that benefit people with disabilities (ADA-paratransit)

One Work Plan for Four Actions:

Staff is proposing to collectively package four of these actions into a comprehensive Blue Ribbon Action Plan Accessibility Work Plan. Packaging Action items 21, 22, 24 and 25 into one work plan will allow stakeholders to follow the progress of this work more easily. To advance the initiatives in a timely manner, staff is planning to procure consultant support. Attachment A includes activities that are included under this Work Plan for each of the four actions. Action 23,

the integration of ADA-paratransit service on to the Clipper system, is a stand-alone item under the larger Next Generation Clipper project (expected mid-2023).

Coordinated Plan Integration:

At the conclusion of the Accessibility Work Plan, each action item will have a final report that documents the work performed, findings and recommendations. These reports will become addendums of the Coordinated Public Transit-Human Services Transportation Plan, which is currently undergoing an update and will be presented to the Commission in mid-2023 for adoption. https://mtc.ca.gov/sites/default/files/MTC_Coordinated_Plan.pdf

Stakeholder Engagement:

The proposed Work Plan includes stakeholder engagement of riders in the form of interviews, focus groups, surveys, and discussion forums. Staff requests input from Policy Advisory Council members on individuals, agencies, and community groups to be engaged for this Work Plan. Beyond this required deep stakeholder engagement, staff will provide regular updates of ongoing work to MTC's Policy Advisory Council Equity and Access Subcommittee. Staff will also give regular updates to the Transit Caucus subcommittee and the Bay Area Partnership Accessibility Committee, both of which are working groups comprised of Bay Area transit agency staff.

Timeline and Next Steps:

After soliciting feedback, staff will begin the consultant procurement process and expects to kick-off activities for this Work Plan in Summer 2022, wrapping up in early 2024. For more information on the Blue Ribbon Transit Recovery Task Force Action Plan Accessibility Work Plan and to provide the names of individuals, agencies, and community groups for stakeholder engagement, please contact Drennen Shelton (dshelton@bayareametro.gov).

Attachments:

- Attachment A: Blue Ribbon Action Plan Proposed Accessibility Work Plan Activities

Blue Ribbon Action Plan Proposed Accessibility Work Plan Activities

Action	Action Description	Action Activities
21	Designate a Mobility Manager to coordinate rides and function as a liaison between transit agencies in each county, consistent with the Coordinated Plan	<ul style="list-style-type: none"> - Facilitate meetings with agencies, organizations, and other parties to discuss current condition of mobility management and find consensus on which entity should lead mobility management functions. - Document the process and create an analysis for each county.
22	Fund additional subregional one-seat paratransit ride pilots and develop cost-sharing policies for cross jurisdictional paratransit trips	<ul style="list-style-type: none"> - Design and issue one-seat ride pilot program call for projects; award project funding for up to three pilots. - Facilitate meetings with transit agency staff to document cost-sharing agreements and transfer practices and policies for cross jurisdiction trips. - Provide analysis of current agreements and practices; provide recommendations for improvements. - Map existing transfer points; provide criteria and minimum standards for safe transfer points.
23	<i>Integration of ADA-paratransit services on Clipper Next Generation</i>	<i>Not part of this work plan. Work is ongoing and is led by Clipper Staff.</i>
24	Identify key paratransit challenges and recommend reforms through the Coordinated Plan update	<ul style="list-style-type: none"> - Synthesize recent findings for top issues for paratransit riders. - Meet with paratransit coordinating councils, transit accessibility committee members and other paratransit riders in forums, focus groups, and other small setting meetings for deep engagement on top issues. - Meet with transit staff and paratransit providers to define the top paratransit provision challenges.

Action	Action Description	Action Activities
		- Prepare recommended solutions and strategies for service improvement along with detailed cost information to accompany each recommendation.
25	Adopt standardized eligibility practices for programs that benefit people with disabilities (ADA-paratransit)	<ul style="list-style-type: none">- Meet with transit staff to document current ADA-paratransit eligibility practices.- Provide analysis, recommendations, and detailed cost information on changes to make eligibility practices more standard across the region.

**Metropolitan Transportation Commission
Policy Advisory Council Equity and Access Subcommittee**

May 20, 2022

Agenda Item 6

Next Generation Freeways Study: Equity and Engagement

Subject:

Overview of the equity framework and planned community engagement for the Next Generation Bay Area Freeways Study.

Background:

In April 2022, staff introduced the Next Generation Freeways Study to the Policy Advisory Council. During this meeting, Council members raised multiple concerns regarding the goals of the study, how equity will be evaluated and the planned engagement — specifically who and how focused population groups and the larger public will be engaged. This item is a follow up to clarify some of these concerns and seek feedback on the equity framework and engagement plan.

Clarifying Goals of the Study:

Plan Bay Area 2050 found immense potential in freeway pricing strategies. The freeway pricing strategy (T5), which includes means-based discounts for low-income drivers, was forecasted to prevent a 20% to 30% rise in travel times on freeways. Further, it had a greater impact on reducing greenhouse gas (GHG) emissions than all of the plan's transit projects combined. Such findings are in line with what a handful of regions have experienced with road pricing strategies such as London, Stockholm and Milan (see [case studies](#)). However, the plan acknowledges that there are various challenges with implementing such a strategy, especially around equity and traffic diversion to local streets, and hence recommended a more detailed study as an early implementation action.

Recognizing the potential of pricing strategies and that the status quo is neither sustainable nor equitable, the Next Generation Freeways Study seeks to explore pricing strategies as a tool to reimagine our freeways for the next generation. Freeways, historically and currently, are associated with a range of inequities – communities of color divided by freeway barriers have faced historical disinvestment and must continue to live with unsightly and noisy barriers; transit access to opportunity is significantly lower than driving access; the gas tax penalizes lower-income drivers who are more likely to drive older vehicles; and today's freeway peak-period

users are skewed toward higher-income users. It is a firm goal of the study that any pathways developed for the region must advance an affirmative and equitable vision — one that stakeholders and communities shape together. Staff’s aim is to understand whether pricing can be used as a tool to bring about outcomes fairer than they are today, because just as pricing roadways may challenge equity, so does the status quo with “free” roadways. Charging residents to drive is in no way a finalized decision, but rather a potential option with demonstrated benefits in other parts of the world that deserves further study, to understand whether it could be equitably implemented in the Bay Area.

At the April 2022 Council meeting, potential outcomes of the study were expressed as pathways and corridors prioritized in the region for further studies and/or pilot initiatives. Staff emphasizes that such outcomes are potential and contingent on the current study determining that there is an equitable path forward that includes pricing. Staff is looking to this subcommittee to help shape the equity framework and engagement plan for this study, described briefly below and in more detail in the attachments.

Equity Framework:

Staff is committed to prioritizing racial and social equity in the Next Generation Bay Area Freeways Study. It is a firm goal of the study that any recommendations must advance an affirmative and equitable vision for freeway users and those impacted by freeways, including virtually all residents of the Bay Area and commuters from outside the region. Based on review of existing frameworks, staff proposes a set of five principles to guide the study process:

1. Identify priority populations.
2. Articulate clear goals, measurable outcomes and metrics that affirmatively address racial and social inequities.
3. Co-create pathways toward goals that a) avoid/redress past harms, and b) proactively address potential burdens of pricing strategies.
4. Determine benefits and burdens with criteria/guiding questions, including consideration of unintended consequences.
5. Recommend pathways that advance equitable outcomes.

Further details on these principles and their implementation can be found in **Attachment A**.

Community and Stakeholder Engagement Plan — Summer 2022 and Beyond:

Staff's near-term approach to engagement is to focus on deep dialogue and meaningful conversations with the priority populations identified for the study and organizations that represent the broader Bay Area population. This early focus on more nuanced, one-on-one conversations aims to elevate the voices of those who have historically been left out of the decision-making process. The goals of the engagement are to: 1) understand the communities' vision of a next generation of our freeways; 2) gain a more nuanced understanding of the perceptions and concerns with road pricing; and 3) learn about complementary strategies that can make pricing more equitable. Beyond the first round of focused engagement, staff acknowledges that general public engagement is important and valuable, and as such, will incorporate this into future engagement once staff develops more substantive policy ideas with the Next Generation Freeways Study Advisory Group ("Advisory Group"). Further details on this engagement plan can be found in **Attachment B**.

Feedback Requested

Equity Framework: Staff seeks the Subcommittee's feedback on 1) principles – do they resonate with the subcommittee members; 2) missing elements that should be identified for implementation of the principles.

Engagement Plan: Staff seeks the Subcommittee's feedback on 1) timing and nature of planned activities; 2) defining and measuring success for the study's engagement.

Timeline and Next Steps:

Equity Framework: Staff will incorporate feedback from this Subcommittee and the Advisory Group to codify the framework and post it to the study webpage. Staff will then work closely with the Advisory Group to advance the study in line with the framework. If desired by the Subcommittee members, staff is willing to return and gather input at each step of the framework.

Engagement Plan: Staff is in the process of onboarding an experienced consultant to help conduct engagement activities. Engagement will be conducted through the summer and staff will bring findings to the Advisory Group and this subcommittee, if desired.

Attachments:

- Attachment A: Proposed Equity Framework
- Attachment B: Proposed Community and Stakeholder Engagement Plan
- Attachment C: Presentation

Attachment A

Next Generation Freeways Study: Draft Equity Framework

[Initial DRAFT to be refined with input from Next Gen Freeways Study Advisory Group and Policy Advisory Council Equity and Access Subcommittee in May/June 2022]

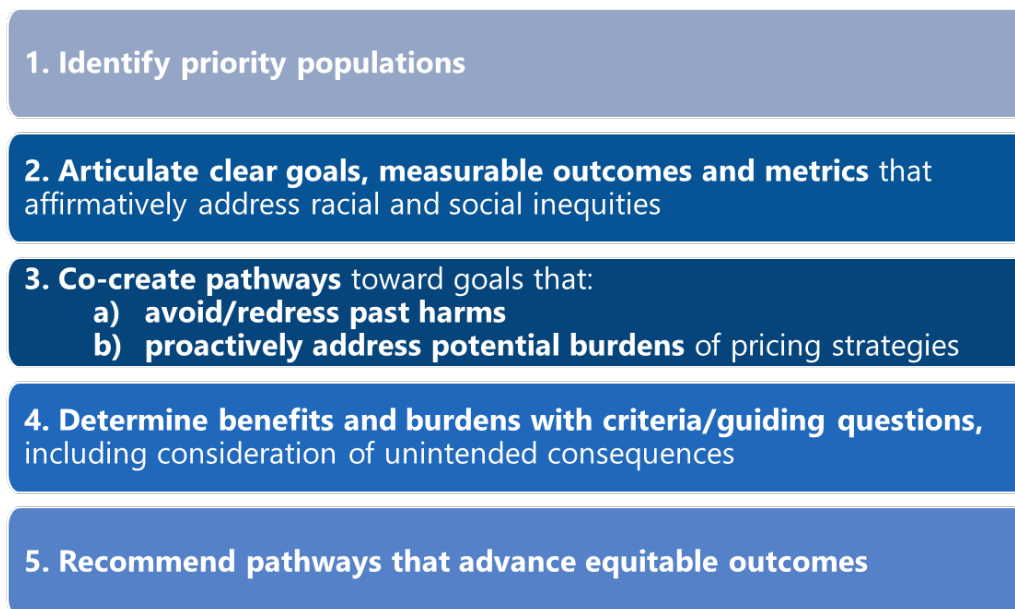
Background

Staff is committed to prioritizing racial and social equity in the Next Generation Bay Area Freeways Study. It is a firm goal of the study that any recommendations must advance an affirmative and equitable vision for freeway users and those impacted by freeways, including virtually all residents of the Bay Area and commuters from outside the region. The study recognizes that there are a range of existing inequities that render the status quo unfair, and that roadway pricing strategies have potential to exacerbate inequities and impose adverse unintended consequences on various population groups. Staff's intent is to address these issues head-on, in part through stakeholder and community engagement that will guide development of fair proposals and identify strategies for advancing equitable outcomes.

Proposed Equity Framework Principles

Suggested principles for the equity framework to guide the study are shown in the Figure 1 and described in further detail below.

Figure 1: Proposed Equity Framework Principles



1. Identify priority populations: Staff has identified a preliminary set of population groups based on MTC's existing Equity Priority Communities framework, as well as some specifically identified groups staff heard as recurring concerns in past meetings and saw identified in similar studies across other locations such as Oregon, Los Angeles, and San Francisco. The initial list of

priority populations can be found in Figure 2. The geographic scope of these populations is residents across the entire region and those commuting from outside the region. Further phases of the study will narrow the geographic scope based on corridors prioritized in the study.

Figure 2 Initial List of Priority Populations

- MTC Equity Priority Communities
- Workers with low incomes (janitorial, retail, food service, domestic services, other)
- Middle-income workers (construction/building service workers with vans/trucks, teachers who commute, health service workers, other)
- Super commuters/commuters from outside the region
- Working parents with school-aged children, with a focus on single mothers
- Students who commute via automobile
- Small business owners
- Rural residents

Implementation of Principle: This principle of the framework helps identify who should be the focus of the public engagement plan and partnerships for developing an equitable program. The list of priority populations may expand as staff identifies further groups. Staff will prioritize engagement with these communities and seek to understand their travel patterns to help understand benefits and burdens of policies being shaped in this study.

2. Articulate clear goals, measurable outcomes and metrics that affirmatively address racial and social inequities: The vision of a next generation freeway network must have clear goals that the success of pathways can be measured against. Goals must be Specific Measurable, Achievable, Relevant, Time-Bound – Inclusive Equitable (SMART-IE) and advance the Plan Bay Area 2050 vision – *An Affordable, Connected, Diverse, Healthy and Vibrant Bay Area for all residents* as well as the California Transportation Plan 2050 vision – *California’s safe, resilient, and universally accessible transportation system supports vibrant communities, advances racial and economic justice, and improves public and environmental health*. Each goal should be associated with outcomes and relevant metrics, forecasted for year 2035.

Implementation of Principle: Staff will discuss a preliminary vision with the Advisory Group in spring 2022. This dialogue will be enhanced by community and stakeholder input during the first round of engagement in summer 2022. Staff will synthesize input received and share revised goals for further discussion with the Advisory Group and other advisory bodies in fall 2022. Once finalized, staff will work with the Advisory Group to define outcomes and relevant metrics for each goal.

3. Co-create pathways toward goals that a) avoid/redress past harms and b) proactively address potential burdens of pricing strategies: This principle seeks to frame the pathways being studied and ensure that they seek to address historical, existing, and potential future

inequities from the start. Pathways are defined as packages of pricing strategies and complementary strategies that enable win-win outcomes across communities and stakeholders.

Implementation of Principle: Staff will begin the conversation about pricing concepts and complementary strategies in spring 2022. The engagement with communities can help us learn about concerns with pricing and strategies that might be part of these pathways. In fall 2022, staff and the Advisory Group will collectively define a few pathways for analysis, including one that does not include pricing strategies for comparative analysis. These pathways will be refined as the study advances further through analysis and the second round of engagement.

4. Determine benefits and burdens with criteria/guiding questions, including

consideration of unintended consequences: Impacts of pathways will be forecasted through quantitative analysis using MTC's transportation demand models as well as analyzed with qualitative analysis where necessary given that the models have limitations. Examples of benefits and burdens to consider include the availability and affordability of transportation alternatives, travel-time savings experienced by different users, and the impacts on freeway adjacent communities due to traffic diversion. These impacts would be compared among all the pathways to consider how they might help or hurt priority populations as well as the population at large.

Implementation of Principle: The first round of analysis is planned for winter 2022/23. Staff will work with the Advisory Group to determine the criteria to guide the analysis. Based on findings, criteria would be further refined for the second round of analysis – planned for spring/summer 2023.

5. Recommend pathways that advance equitable outcomes: Based on metrics and the analysis of benefits and burdens, the study will recommend pathways that advance equitable outcomes and the defined goals for the next generation freeway network.

Implementation of Principle: This step will involve iteration over the two rounds of analysis. With findings from the first round of analysis in winter 2023, staff will work with the Advisory Group and other advisory bodies to prioritize pathways for the second round of engagement and analysis at a corridor scale.

Attachment B

Next Generation Freeways Study: Draft Engagement Plan

Background

This memorandum proposes an engagement plan for the Next Generation Bay Area Freeways Study. The plan highlights 1) ongoing engagement with advisory groups created for the study and community organizations at large; 2) planned activities for Round 1 of engagement during the first year of the study; and 3) a vision for Round 2 of engagement during the second year of the study.

The concept of roadway pricing often generates immediate opposition due to concerns about equity impacts, making discussions about it challenging. Therefore, staff's initial approach to engagement on the topic is to facilitate nuanced, one-on-one conversations and small group discussions focused on the communities most affected. With this approach, staff is seeking to elevate the voices of those who have historically been left out of the decision-making process. At the same time, staff acknowledges that general public engagement is important and valuable, and as such, will incorporate this into the study's engagement strategy after the initial focused phase. The overall timeline for this engagement is shown in Figure 1 below.

Figure 1: Overall Engagement Timeline



Ongoing Engagement

A. Advisory Groups

Staff has convened a diverse Advisory Group with nineteen governmental and non-governmental stakeholders, including four appointees from the Policy Advisory Council (two regular members and two alternates), and is looking to engage this group regularly throughout the study. Playing a multi-faceted role of defining policy, advising on equity and engagement, advising on technical inputs and evaluating and developing recommendations, this group will serve as the primary stakeholder group for the study.

Staff is also in the process of creating an Ad-Hoc Executive Group as well, which will be convened at 4-5 key decision points during the study. Staff will share findings from the rest of the engagement activities with both of these groups.



B. One-on-One Meetings

While the advisory groups are diverse in their composition, staff would like to engage with additional community organizations interested in the topic of this study. These one-on-one meetings will give staff the opportunity to engage directly with community leaders, community-based organizations and other relevant stakeholders. The first set of meetings will be held starting in mid-May through August. Staff will seek to engage organizations on an ongoing basis throughout the study based on their desire for involvement. A list of potential organizations to engage is included in Table 1 below.

Table 1: Preliminary List of Organizations for One-on-One Meetings

6 Wins Coalition	Amigos de Guadalupe Center for Justice & Empowerment	Bay Area Council	East Bay Leadership Council	Greenbelt Alliance
League of Women Voters of the Bay Area	Lighthouse for the Blind and Visually Impaired	North Bay Leadership Council	Oakland Chinatown Coalition	Planting Justice
Prescott Community Council	Sacred Heart Community Service	SEIU 1021	South Hayward Parish	The Hayward Collective
TOGETHER Bay Area	Union City Family Center	West Oakland Environmental Indicators Project	West Oakland Neighbors	

C. Tribal Engagement and Government-to-government Consultation

To engage the Bay Area's six federally recognized Tribes, staff will invite the Tribes to initial one-on-one meetings to determine how they would like to stay involved in the study's process. Opportunity for government-to-government consultation also will be extended to each of the Tribes after the initial meetings. Staff also will organize small group discussions and/or one-on-one meetings with interested non-federally recognized Tribes. The first set of these meetings will be conducted starting in June through August 2022.

D. Policy Advisory Council and Equity and Access Subcommittee

Staff presented to the Council in February and to the Equity and Access Subcommittee in May and intends to return to both bodies at appropriate intervals. Staff will work with Council leadership to determine the appropriate times to provide updates and seek feedback from both bodies.

Community Engagement: Round 1

Round 1A — Focused (Summer 2022)

Through this initial round of community engagement, staff seeks to 1) understand the communities' vision of a next generation of our freeways; 2) gain a more nuanced understanding of the perceptions and concerns with road pricing; and 3) learn about complementary strategies that can make pricing more equitable. This round will utilize a more focused approach that will gradually phase in broader public engagement in Round 1B.

A. Small Group Discussions

Staff is engaging a consultant to identify trusted community leaders and relevant groups and organizations to help organize and conduct a series of small group discussions starting in June. The audiences for these discussions are the priority communities identified as part of the Equity Framework for the study, listed in Table 2 below.

In addition, staff will work with the consultant to build relationships and develop a network of Community Liaisons for additional ongoing community engagement to be defined in Round 2 of engagement. The goal is to identify these Community Liaisons from small group discussion participants.

B. Survey

In order to better understand travel patterns of the priority communities and develop pathways that take into account their needs and challenges, staff will conduct a brief travel survey with participants of small group discussions. This survey is intended to add color to discussions in formulating strategy ideas and is not meant to be a statistically valid survey of preferences — which is a potential activity in Round 2 of engagement.

Table 2: Preliminary List of Communities for Focused Engagement Phase

People of color with low/middle incomes

Seniors

Persons with disabilities

Workers with low incomes (janitors, retail, food service, domestic services, etc.)

Workers with middle incomes (construction workers, teachers, health service workers, etc.)

Super commuters/commuters from outside the region

Working parents with school-aged children

Single parents of color

College students who commute via automobile to school

Small business owners

Rural residents

Round 1B — General (Fall/Winter 2022)

This round of engagement will seek to gather input from the broader public. Equipped with a better understanding of the concerns with pricing strategies and the potential strategies to complement pricing from Round 1A, staff will develop more substantive policy ideas with the Advisory Group. Staff feels that this approach of sharing more focused and structured policy proposals would enable more constructive feedback from a broader audience. The input from this round of engagement will help refine pathway definitions for further analysis.

A. Webinars

Webinars allow for live, interactive presentations to remote participants. This process will allow participation from a broad array of audiences, including participants with more specialized knowledge and the general public.

B. Pop-up Workshops

This format consists of meeting people “where they are” at public events/venues (e.g., farmers markets, art festivals, libraries and transit centers). Over the fall/winter — and depending on public health conditions — staff will attend public events throughout the region focusing on Equity Priority Communities to introduce the general public to the study and engage participants in meaningful conversations.

C. Digital Promotion

Staff will work with MTC’s social media team to develop a strategy to digitally promote relevant engagement opportunities to the general public.

Community Engagement: Round 2

With findings from the first round of analysis, staff will seek to prioritize pathways and corridors with the advisory groups for the second round of engagement — planned during the second year of the study. The objective of this round of engagement is to gather input to further refine *pathways* that will be evaluated during the second round of analysis.

The engagement strategy for this round will be developed with consultant support. This phase of engagement could utilize targeted outreach similar to Round 1 of engagement, along with videos to help visualize the pathways. Engagement will be focused along the prioritized corridors and include more local governmental and non-governmental partners. Staff also envisions conducting longer workshops with these partners and community members with engaging activities to refine pathways. In addition, staff has requested budget to conduct statistically valid public opinion polls with the general public.

Engagement Evaluation

Guided by MTC’s Public Participation Plan and Equity Platform, staff seeks to continually evaluate the study’s public engagement strategy to ensure historically underrepresented communities can meaningfully influence decision-making and ensure an open and transparent process with ample opportunity for engagement.



Staff is working to define “success” as it relates to the study’s engagement strategy and seeks the subcommittee’s feedback in developing this definition. The evaluation will seek to answer the following preliminary questions,

- Are the **right stakeholders at the table** and is anyone missing?
- Does the process and structure of activities **allow for all voices to be heard** and be equally valued?
- Does the process **increase opportunity for those most affected**?
- Does the process **shift decision-making power to those who are affected** by policies and solutions?
- Do the policies and solutions **address the needs of the affected communities**?

Additionally, staff is developing metrics to measure success. Metrics will be designed to focus on the following issues:

1. **Demographics.** Who is at the table? Who is missing? Do the demographics of participants roughly mirror the demographics of the Bay Area’s population?
2. **Content and materials.** Are the materials and content user-friendly and written in plain language? Do the materials explain the purpose of the work; the significance or impact; the opportunities for input; and the decision-making roles?
3. **Engagement activities.** Where and how are stakeholders involved in developing policies and solutions?
4. **Access.** Are events and activities linguistically accessible to 100% of participants? Are all meetings accessible under the requirements of the ADA?
5. **Participation.** Who is engaged/submitting comments? Do participants help conceptualize the project, establish project goals, and develop policies and solutions?

Staff is committed to ensuring an open, transparent and inclusive process. As such, staff seeks the subcommittee’s input in defining success as we work to identify appropriate metrics.

»»»» Next Gen Freeways



PLAN BAY AREA 2050



STRATEGY T5
FREEWAY TOLLING



METROPOLITAN
TRANSPORTATION
COMMISSION

Next Generation Bay Area Freeways Study

Equity Framework and Engagement Plan

Policy Advisory Council Equity and Access Subcommittee
May 2022



Today's Objectives

Clarify goals and outcomes of the study

Discuss how equity can be central to the study process

Review engagement plan for the summer

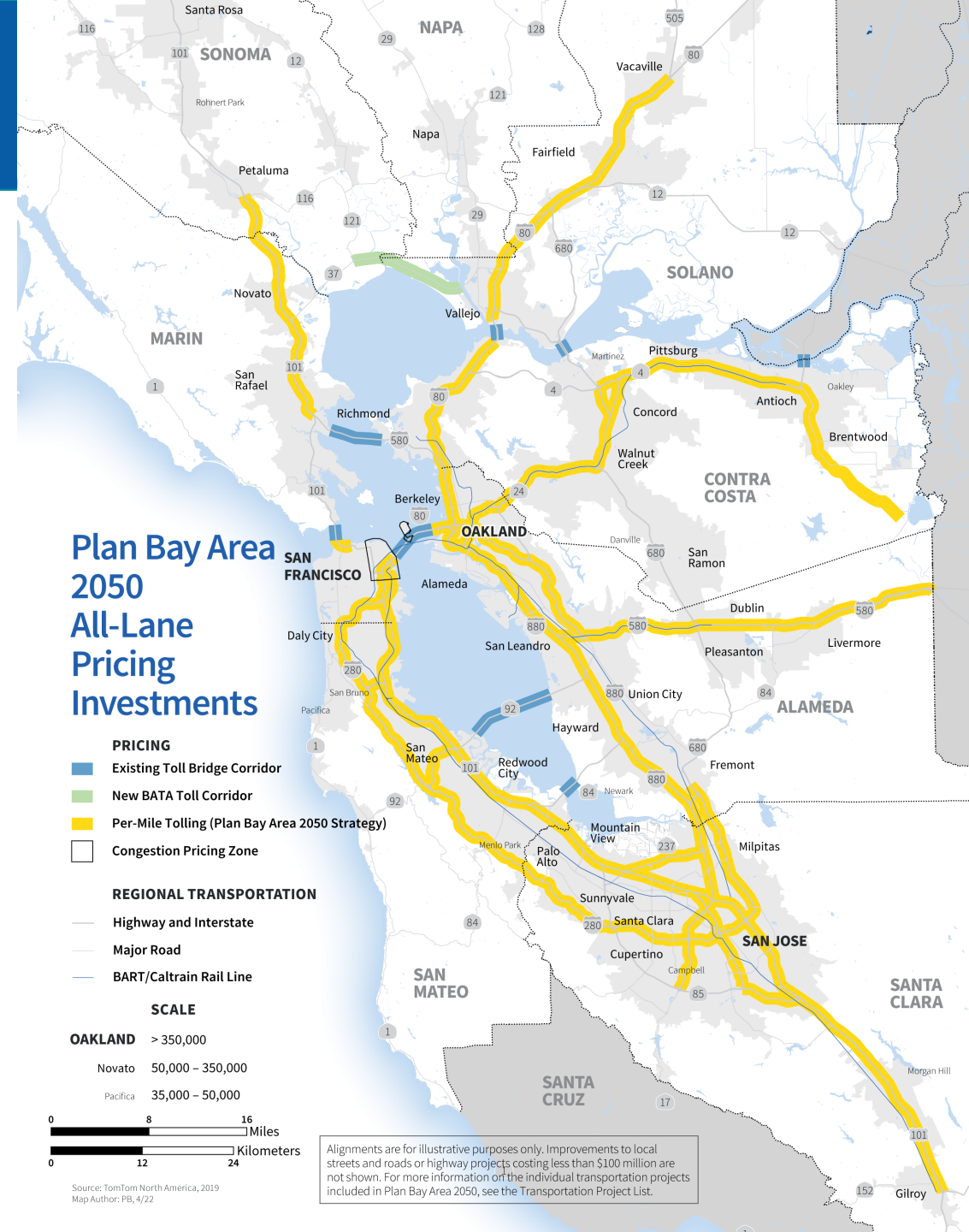


Background: Strategy T5 in Plan Bay Area 2050

Implement Per-Mile Tolling on Congested Freeways with Transit Alternatives

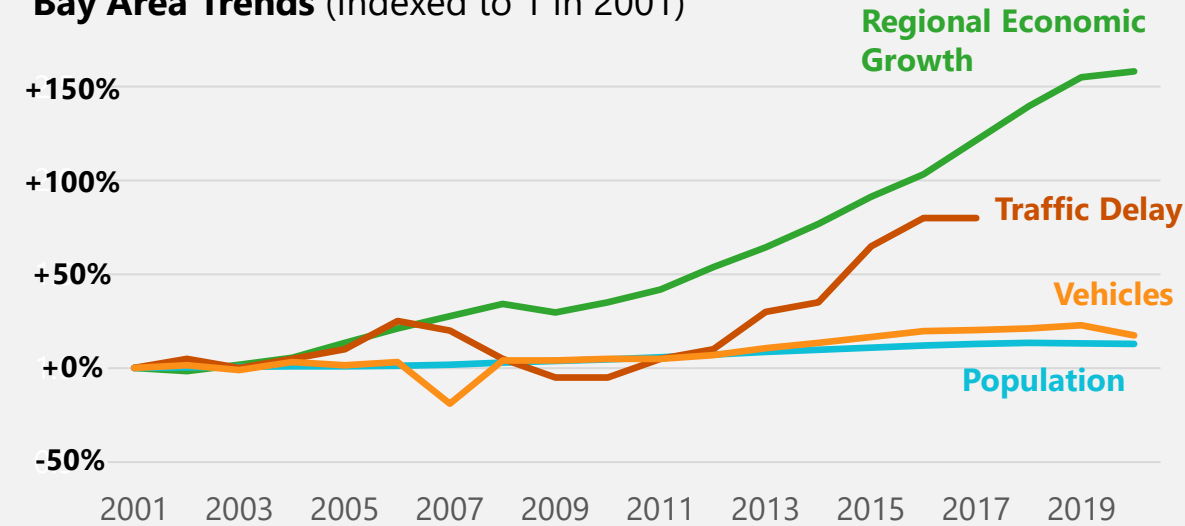
- Forecasted strategy impacts:
 - Prevent a 20% to 30% rise in travel times on freeways
 - Reduce GHG emissions by more than all of plan's transit projects combined, totaling more than \$100 billion
- Recommended across congested corridors with robust current or planned transit alternatives, with means-based discounts for drivers with low incomes and revenues reinvested into improving transportation services
- Acknowledges challenges with traffic diversion to local streets
- Recommendation for a more detailed study as an early implementation action to work through challenges

»»»» Next Gen Freeways



Recognizing that the status quo is neither sustainable nor equitable

Bay Area Trends (Indexed to 1 in 2001)



- Traffic delay has increased consistently, and our strategies have not kept up with the demands of our growing economy and population
- Bay Area drivers lost about 97 hours each in 2019 due to congested traffic
- Various existing inequities to grapple with, including:
 - Freeway peak-period users are skewed toward higher-income users
 - Gas tax penalizes lower-income drivers who are more likely to drive older vehicles
 - Communities of color divided by freeway barriers have faced historical disinvestment and must continue to live with unsightly and noisy barriers
 - Transit dependent users lack high-quality options
 - Transit access to opportunity is significantly lower than driving access

Exploring pricing strategies as a tool to advance a shared equitable vision

- The goal of the study is not to price the freeway network, but identify if pricing strategies can play a role in enabling the shared vision of a next generation freeway network
- If equitable “pathways” with pricing strategies are found, potential outcomes of the study may include:
 - One or more pathways prioritized for the region
 - A corridor with most promising potential recommended for further studies and pilot implementation
 - Ten-year roadmap for implementation across the region’s congested corridors
- **Key framing components to review today to ensure study process is equitable:**
 - **Equity Framework**
 - **Engagement Plan**

A next generation freeway network is _____

Overcome barriers for adjacent communities

Accessible and Reliable

Flexible – serve as option

A subset of the Bay Area transportation system

Means-based

Multimodal

Freeways that support side streets and adjacent communities

Provide choices

Clean but equitable

*** Initial feedback gathered from preliminary visioning exercise during the Next Generation Freeways Study Advisory Group during April 28th 2022 Meeting**



Centering equity begins with acknowledging past harms

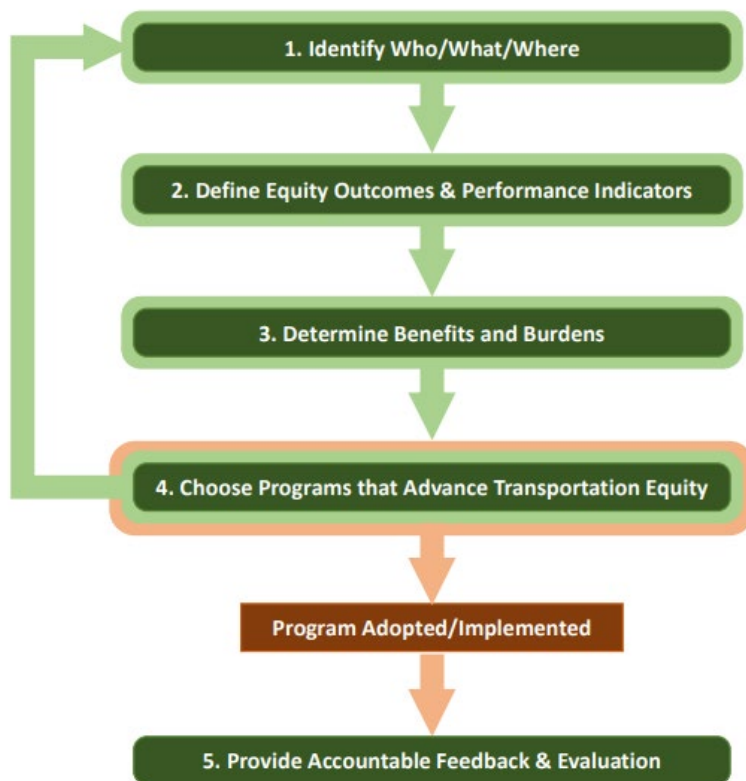
Many past land-use and transportation decisions, rooted in racism and classism, have had profound negative impacts on communities.

An equity framework for this study is intended to consciously prioritize equity as we shape new policy.

See MTC's Equity Platform [here](#)

Comparative transportation equity frameworks were reviewed to inform our study

TransForm Pricing Roads, Advancing Equity:
[Equity Toolkit](#) for Pricing Program Development



National Cooperative Highway Research Program (NCHRP)

[Assessing the Environmental Justice Effects of Toll Implementation or Rate Changes](#)



Greenlining Institute

[Mobility Equity Framework](#) – How To Make Transportation Work For People



Staff reviewed key themes from these frameworks and identified potential preliminary principles for this study.



1. Identify priority populations

Priority Population Subgroups for this Study

- MTC [Equity Priority Communities](#)
- Workers with low incomes (janitorial, retail, food service, domestic services, other)
- Middle-income workers (construction/building service workers with vans/trucks, teachers who commute, health service workers, other)
- Super commuters/commuters from outside the region
- Working parents with school-aged children, with a focus on single mothers
- Students who commute via automobile to school
- Small business owners
- Rural residents

*[Equity Priority Communities](#): People of color, people with low incomes, people with disabilities, older adults, single parent families, people with limited English proficiency, zero vehicle households, rent-burdened households

Geographic Scope

- Bay Area residents + commuters from outside the region
- Freeways being studied: Staff recommends this be guided by Plan Bay Area 2050 — Freeway corridors with transit alternatives
- Geographic scope of populations would be narrowed when corridors are prioritized for second round of analysis

Are there other groups that should be prioritized/considered?



2. Articulate clear goals and measurable outcomes that affirmatively address inequities (racial, social, etc.)



3. Co-create pathways that a) avoid/redress past harms, and b) proactively address potential burdens

Recap: What is a Pathway?



4. Determine benefits and burdens with criteria/guiding questions, including consideration of unintended consequences

Quantitative analysis using MTC's Travel Demand Model to determine benefits and burdens on different population subgroups.

Important to acknowledge strengths, weaknesses and limitations of the model.

Criteria/guiding questions to assess benefits and burdens where quantitative analysis is insufficient.

Examples of benefits and burdens to consider:

- What reasonable alternative transportation choices (roads, transit, etc.) will be available to those who cannot afford the toll?
- If pricing produces travel-time savings, are they experienced by all users?
- Will the project divert a substantial amount of traffic through a vulnerable community? What are related impacts?



Proposed Equity Framework Principles

Principles for Consideration in Equity Framework (Iterative Process)

1. Identify priority populations

2. Articulate clear goals, measurable outcomes and metrics that affirmatively address racial and social inequities

3. Co-create pathways toward goals that:
a) avoid/redress past harms
b) proactively address potential burdens of pricing strategies

4. Determine benefits and burdens with criteria/guiding questions, including consideration of unintended consequences

5. Recommend pathways that advance equitable outcomes

How can we ensure that equity is central in the process of developing pathways for the next generation network?

Do the principles resonate with you?

Are there other steps that are missing?



Community Engagement Plan



Ongoing Engagement: Preliminary List of Organizations

Community Based Organizations

- Amigos de Guadalupe Center for Justice & Empowerment
- Lighthouse for the Blind and Visually Impaired
- Oakland Chinatown Coalition
- Planting Justice
- Prescott Community Council
- Sacred Heart Community Service
- South Hayward Parish
- The Hayward Collective
- Union City Family Center
- West Oakland Environmental Indicators Project
- West Oakland Neighbors

Business/Labor

- Bay Area Council
- East Bay Leadership Council
- North Bay Leadership Council
- SEIU 1021

Other Organizations

- 6 Wins Coalition
- Greenbelt Alliance
- League of Women Voters of the Bay Area
- TOGETHER Bay Area

Community Engagement Objectives

Round 1A **Focused**

Nuanced and focused conversations to help better understand concerns and formulate policy ideas

Elevate voices of priority populations

Round 1B **General**

Discussion of more well-formulated policy ideas with the wider public through webinars and pop-up shops

Round 2

In-depth conversations with analysis findings

Focus on prioritized corridors

- Understand the communities' vision of a next generation of our freeways
- Gain a more nuanced understanding of the perceptions and concerns with road pricing
- Learn about complementary strategies that can make pricing more equitable

- Gather further feedback on goals
- Refine pathways for further analysis

- Review analysis findings, including impact on adjacent communities
- Refine complementary strategies to address adverse impacts with a better understanding of potential revenues from pricing

Planning for Successful Engagement

Goals: 1) ensure historically underrepresented communities can meaningfully influence decision-making; and 2) ensure an open and transparent process with ample opportunity for engagement.

Defining Success

- Are the right stakeholders at the table?
Who is missing?
- Does the process allow for all voices to be heard?
- Does the process increase opportunity?
- Does the process shift decision-making power?
- Do the policies and solutions address the needs of those most affected?

Metrics to Determine Success

- Demographics
- Quality of content and materials
- Engagement activities
- Access
- Participation
- Others?

Feedback Requested Today

Equity Framework

Do the principles resonate with you?

Are there any missing elements in implementation?

Engagement Plan

Do you have feedback on the timing and nature of planned activities?

How best can staff define and measure success for the engagement process?





What's Next?

Review Equity Framework & Preliminary Goals

Spring 2022

Pathways Concept Development

Spring/Summer 2022

Community Engagement Round 1

Summer 2022

Thank You.

Questions?

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