



Metropolitan Transportation Commission

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

Meeting Agenda

Policy Advisory Council

Randi Kinman, Chair
Ilaf Esuf, Vice Chair

Wednesday, June 8, 2022

1:30 PM

REMOTE

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/83859953516>

iPhone One-Tap: US: +13462487799,,83859953516# or +14086380968,,83859953516#

Join by Telephone Dial (for higher quality, dial a number based on your current location) US:
888 788 0099 (Toll Free) or 877 853 5247 (Toll Free)

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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 council shall be a majority of its regular voting members (14).

2. Welcome - Randi Kinman, Council Chair

- | | | |
|----|----------------------------|---|
| 3. | 22-0910 | Chair's Report
(10 minutes) |
| | <u>Action:</u> | Information |
| | <u>Presenter:</u> | Randi Kinman, Council Chair |
| 4. | 22-0911 | Approval of the May 11, 2022 Meeting Minutes
(5 minutes) |
| | <u>Action:</u> | Approval |
| | <u>Presenter:</u> | Randi Kinman, Council Chair |
| | <u>Attachments:</u> | 04 2022-05-11 Policy Advisory Council Draft Minutes.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. | 22-0912 | Subcommittee Reports
(10 minutes)

<u>Action:</u> Information

<u>Presenter:</u> Ilaf Esuf, Policy Advisory Council Equity & Access Subcommittee Chair
and
Adina Levin, Policy Advisory Council Fare Coordination and Integration Subcommittee Chair |
| 7. | 22-0913 | NextGen Freeway Advisory Group Action Report
(10 minutes)

<u>Action:</u> Information

<u>Presenter:</u> Anne Olivia Eldred, Council Member |
| 8. | 22-0914 | Business Case Study Update
(10 minutes)

<u>Action:</u> Information

<u>Presenter:</u> Adina Levin, Council Member |

9. [22-0994](#) Transit-Oriented Communities (TOC) Policy
(25 minutes)
- Draft TOC Policy and summary of comments from the Joint MTC Planning Committee with the ABAG Administrative Committee.
- Action:** Information
- Presenter:** Kara Vuicich
- Attachments:** [9i Transit-Oriented Communities Policy Summary Sheet and Attachment A](#)
 [9ii PowerPoint Transit-Oriented Communities Policy.pdf](#)
 [9iii Correspondence Received 1 Question regarding item 9 June 8 Policy](#)
 [9iv Correspondence Received 2 Question regarding item 9 June 8 Policy](#)
10. [22-0921](#) Active Transportation Network & Five-Year Implementation Plan
(25 minutes)
- Update on the Active Transportation (AT) Network and the AT Five-Year Implementation Plan (IP).
- Action:** Information
- Presenter:** Kara Oberg
- Attachments:** [10i Active Transportation Network and Five-Year Implementation Plan Sun](#)
 [10ii PowerPoint Active Transportation Network and Five-Year Implementati](#)
 [10iii Correspondence Received 1 Question regarding item 10 June 8 Poli](#)
11. [22-0919](#) Potential Regional Revenue Options for Housing and Transportation
(20 minutes)
- Overview of the request to recommend that the Commission and ABAG Executive Board assign relevant MTC, Bay Area Housing Finance Authority (BAHFA) and ABAG Committees responsibility for overseeing next steps related to consideration of future housing and transportation revenue measures.
- Action:** Information
- Presenter:** Rebecca Long
- Attachments:** [11i Regional Measures Update-Transportation-&-Housing Cover Summary](#)
 [11ii LEGIS-3bi Potential Regional Revenue Options for Housing and Trans](#)
 [11iii LEGIS-3bii PowerPoint Nov-2024 Revenue Measure Considerations.pc](#)
 [11iv Correspondence Received 1 Question regarding item 11 June 8 Poli](#)

12. [22-0915](#) Staff Liaison Report
(3 minutes)

Overview of recent MTC policy decisions and other activities.

Action: Information

Presenter: Ky-Nam Miller, Staff Liaison

Attachments: [12 June 2022 Staff Liaison Report Summary Sheet.pdf](#)

13. [22-0916](#) Council Member Reports
(5 minutes)

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

Action: Information

Presenter: Randi Kinman, Council Chair

14. [22-0917](#) 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

15. Adjournment / Next Meeting

The next meeting of the Policy Advisory Council will be held Wednesday, July 13, 2022, at 1:30 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 Titulo VI: La MTC puede proveer asistencia/facilitar la comunicación a las personas discapacitadas y los individuos con conocimiento limitado del inglés quienes quieran dirigirse a la Comisión. Para solicitar asistencia, por favor llame al número 415.778.6757 o al 415.778.6769 para TDD/TTY. Requerimos que solicite asistencia con tres días hábiles de anticipación para poderle proveer asistencia.

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

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

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



Metropolitan Transportation Commission

Meeting Minutes - Draft

Policy Advisory Council

Randi Kinman, Chair
Ilaf Esuf, Vice Chair

Agenda Item 4

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

Wednesday, May 11, 2022

1:30 PM

REMOTE (In person option available)

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

Present: 25 - Council Member Eldred, Council Member Florez, Council Member Hedges, Council Member Kallins, Chair Kinman, Council Member Levin, Council Member Gotuaco, Council Member Wilson, Council Member Baldini, Council Member Welte, Council Member Lieu, Council Member Fitzgerald, Council Member Hankerson, Council Member Orantes, Council Member Glaser, Council Member Wong, Vice Chair Esuf, Council Member Campos, Council Member Pierce, Council Member Zack, Council Member Nickens, Council Member Pimple, Council Member Deutsch-Gross, Council Member Goodwin and Council Member Scott

Excused: 1 - Council Member Markham

2. Welcome - Randi Kinman, Council Chair

3. [22-0755](#) Chair's Report
(10 minutes)

Action: Information

Presenter: Randi Kinman, Council Chair

4. [22-0756](#) Approval of the April 13, 2022 Meeting Minutes
(5 minutes)

Action: Approval

Presenter: Randi Kinman, Council Chair

Attachments: [04_2022-04-13_Policy_Advisory_Council_Draft_Minutes.pdf](#)

Upon the motion by Council Member Baldini and second by Council Member Eldred, the April 13, 2022 Meeting Minutes were approved. The motion carried by the following vote:

Aye: 24 - Council Member Eldred, Council Member Florez, Council Member Hedges, Council Member Kallins, Chair Kinman, Council Member Levin, Council Member Gotuaco, Council Member Wilson, Council Member Baldini, Council Member Lieu, Council Member Fitzgerald, Council Member Hankerson, Council Member Orantes, Council Member Glaser, Council Member Wong, Vice Chair Esuf, Council Member Campos, Council Member Pierce, Council Member Zack, Council Member Nickens, Council Member Pimple, Council Member Deutsch-Gross, Council Member Goodwin and Council Member Scott

Nay: 1 - Council Member Welte

Absent: 1 - Council Member Markham

5. Public Comments / Other Business

6. [22-0847](#) Subcommittee Reports
(10 minutes)

Action: Information

Presenter: Anne Olivia Eldred, Acting Policy Advisory Council Equity & Access
Subcommittee Chair and
Adina Levin, Policy Advisory Council Fare Coordination and Integration
Subcommittee Chair

7. [22-0848](#) Work Plan Session with MTC Chair and Vice Chair Update
(10 minutes)

Action: Information

Presenter: Randi Kinman, Council Chair and Ilaf Esuf, Council Vice Chair

8. [22-0849](#) NextGen Freeway Advisory Group Action Report
(10 minutes)

Action: Information

Presenter: Anne Olivia Eldred, Council Member

9. [22-0850](#) Business Case Study Update
(10 minutes)
Action: Information
Presenter: Adina Levin, Council Member

Warren Cushman was called to speak.
10. [22-0758](#) Ralph M. Brown Act (Brown Act) Training
(25 minutes)

Brief overview of the Brown Act from MTC's General Counsel.
Action: Information
Presenter: Kathleen Kane, General Counsel
Attachments: [10 Brown Act Training Summary Sheet and PowerPoint.pdf](#)
11. [22-0759](#) Major Project Advancement Policy (MAP) Development and Outreach
(30 minutes)

Overview of the MAP including overarching framework, process for development and stakeholder engagement.
Action: Information
Presenter: Kenneth Folan and Anne Spevack
Attachments: [11i Major Project Advancement Policy Overview Cover Summary Sheet.pdf](#)
[11ii PAC 4a-22-0830-Major Project Advancement Policy PowerPoint.pdf](#)
12. [22-0760](#) Staff Liaison Report
(3 minutes)

Overview of recent MTC policy decisions and other activities.
Action: Information
Presenter: Ky-Nam Miller, Staff Liaison
Attachments: [12 May 2022 Staff Liaison Report Summary Sheet.pdf](#)
13. [22-0761](#) Council Member Reports
(5 minutes)

Members of the Council may report on locally relevant issues or events.
Action: Information
Presenter: Randi Kinman, Council Chair

14. [22-0762](#) 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

15. Adjournment / Next Meeting

The next meeting of the Policy Advisory Council will be held Wednesday, June 8, 2022, at 1:30 p.m. Any changes to the schedule will be duly noticed to the public.

Metropolitan Transportation Commission Policy Advisory Council

June 8, 2022

Agenda Item 9

Transit-Oriented Communities (TOC) Policy

Subject:

Draft TOC Policy and summary of comments from the Joint MTC Planning Committee with the ABAG Administrative Committee.

Background:

Staff presented a draft TOC Policy proposal to the Joint MTC Planning Committee with the ABAG Administrative Committee (Committee) at its [January 14, 2022 \(Agenda Item 5b\)](#) meeting. The Committee expressed general support for the draft TOC Policy proposal goals, and its overall focus on implementing Plan Bay Area 2050 strategies. The Committee also expressed concern that the proposed policy requirements did not sufficiently consider the varied land use and transportation needs and conditions that exist throughout the region, particularly in smaller jurisdictions, or the time necessary to achieve compliance. The Committee directed staff to conduct additional outreach with local jurisdictions to seek feedback on the proposed TOC Policy requirements and develop a revised draft policy.

In February and March 2022, staff met with local jurisdiction and other agency staff throughout the region. Staff also presented the draft policy approach to the [ABAG Executive Board on March 17, 2022 \(Agenda Item 11a\)](#), the Contra Costa County Transportation Authority Board, and the City/County Association of Governments of San Mateo County Board. Staff has also held several meetings with advocacy organizations, including Enterprise Community Partners, SPUR, Transform, and the East Bay Leadership Council.

Staff presented the draft TOC Policy Proposal to the [Policy Advisory Council \(Agenda Item 6\) on April 13, 2022](#). Council members requested that staff return to the Council once a revised, draft policy was developed.

Draft TOC Policy:

The draft TOC Policy is provided in **Attachment A**. Key revisions to the draft policy proposal are summarized below and reflect the feedback received from local jurisdictions and other stakeholders:

- **Focus on Priority Development Area (PDAs) and Transit Rich Area (TRAs) around existing and planned fixed-guideway transit stops and stations.** The TOC Policy would apply to PDAs and TRAs that are served by the following types of fixed-guideway transit: regional rail, commuter rail, light-rail transit (LRT), bus rapid transit (BRT), and ferries. The TOC Policy applies to the PDA or TRA area (if a PDA has not been designated) that is within one half-mile of the applicable transit station, stop, or terminal. For ferry terminals where no PDA has been designated, only the TOC Policy's station access and circulation requirements will apply.
- **Relationship to regional discretionary funding.** To provide jurisdictions with both funding support and time to comply with TOC Policy requirements, staff proposes that MTC use regional discretionary funding through the One Bay Area Grant (OBAG3) program and the Regional Early Action Planning Grants of 2021 (REAP 2.0) program to support local jurisdictions' actions to implement the TOC Policy. Staff also recommends that MTC prioritize funding in future regional discretionary funding cycles (i.e. OBAG4) to geographies that are in TOC Policy compliance.
- **Increased clarity around density requirements for new residential and commercial office development.** Staff have revised the proposed density requirements to accommodate a broader range of development intensities and reflect different types of transit and service levels around the region. The allowable densities continue to align with Plan Bay Area 2050.
- **Expanded menu of affordable housing policies for production, protection, and preservation.** The draft Policy includes additional policy options and greater specificity for affordable housing and anti-displacement policies, including policies that address potential displacement of small business.

- **Clarification of station access and circulation requirements.** Staff have added specificity to provide a clearer link to MTC's Complete Streets Policy and Active Transportation Plan implementation.

Joint MTC Planning and ABAG Administrative Committee (Committee) Feedback

Staff presented the draft TOC Policy to the [Committee \(Agenda Item 5b\) at its May 13, 2022 meeting](#). The Committee affirmed the draft Policy Goals and overall approach and policy requirements. The Committee directed staff to consider potential exceptions to the density requirements for environmental conditions or small lot sizes and to modify the Tier 1 parking minimums for new office development. Some Committee members supported making certain affordable housing policies mandatory, while others expressed concern about the inclusion of housing policies that would require jurisdictions to potentially go beyond state law or require local funding to implement.

Next Steps:

Based on feedback from the Committee, the Policy Advisory Council and other stakeholders, staff will revise the draft TOC Policy and return to the Committee with a draft final TOC Policy for review and action in July 2022.

Recommendation:

This is an information item.

Attachments:

- Attachment A: Draft TOC Policy
- Attachment B: Presentation

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DRAFT TRANSIT-ORIENTED COMMUNITIES POLICY

GOALS

MTC's Transit-Oriented Communities (TOC) Policy seeks to support the region's transit investments by creating communities around transit stations and along transit corridors that not only support transit ridership, but that are places where Bay Area residents of all incomes can live, work and access services, such as education, childcare and healthcare. The TOC Policy is rooted in Plan Bay Area 2050 (PBA2050), the region's Long Range Transportation Plan/Sustainable Communities Strategy, and addresses components in all four elements of the Plan, including transportation, housing, the economy, and the environment. Four goals guide the TOC Policy and advance PBA 2050 implementation:

- Increase residential densities for new development and prioritize affordable housing in transit-rich areas.
- Increase commercial densities for new development in transit-rich areas near regional transit hubs served by multiple transit providers.
- Prioritize bus transit, active transportation, and shared mobility within and to/from transit-rich areas, particularly to Equity Priority Communities located more than one half-mile from transit stops or stations.
- Support and facilitate partnerships to create equitable transit-oriented communities within the San Francisco Bay Area Region.

DEFINITIONS

Transit-oriented communities (TOCs) are locations within one half-mile, or about a ten-minute walk, from transit stops and stations, that are designed to enable people to access and use transit more often for more types of trips. TOCs accomplish this through greater land use density and diversity of uses, implementation of Complete Streets¹, effective parking management, and robust multimodal access that maximizes the geographic area accessible from a stop or station via space-efficient forms of mobility (walking, cycling, shared mobility, and public transit) over space-intensive modes (single-occupancy vehicle travel). **Equitable TOCs** seek to ensure

¹ See [MTC Resolution No. 4493](#).

opportunity for people from all income levels to live and work in transit-accessible locations by prioritizing the production, preservation, and protection of affordable housing and community-serving businesses from potential displacement that may result from new development and increasing land values or rents.

TOCs directly support implementation of PBA2050 *Strategies H3: Allow a greater mix of housing densities and types in Growth Geographies* and *EC4: Allow greater commercial densities in Growth Geographies*. More specifically, the TOC Policy applies to Priority Development Areas (PDAs) and Transit-Rich Areas (TRAs)² that are served by the following types of existing and planned **fixed-guideway transit**³: regional rail (e.g., Bay Area Rapid Transit, Caltrain), commuter rail (e.g., Capitol Corridor, Altamont Corridor Express, Sonoma-Marín Area Rail Transit), light-rail transit (LRT), bus rapid transit (BRT), and ferries. If a PDA has been designated, then the TOC Policy applies to the portion of the PDA area that is within one half-mile of the applicable transit station, stop, or terminal. If a PDA has not been designated, then the TOC Policy applies to the TRA within one half-mile of the applicable transit station, stop, or terminal. For ferry terminals where no PDA has been designated, only the TOC Policy station access and circulation requirements will apply.

² Plan Bay Area 2050 defines PDAs as “Areas generally near existing job centers or frequent transit that are locally identified (i.e., identified by towns, cities or counties) for housing and job growth” and TRAs as “Areas near rail, ferry or frequent bus service that were not already identified as PDAs. Specifically, these are areas where at least 50% of the area is within 1/2 mile of either an existing rail station or ferry terminal (with bus or rail service), a bus stop with peak service frequency of 15 minutes or less, or a planned rail station or planned ferry terminal (with bus or rail service).”

³ “Fixed guideway means a public transportation facility that uses and occupies a separate right-of-way or rail line for the exclusive use of public transportation and other high occupancy vehicles, or uses a fixed catenary system and a right of way usable by other forms of transportation. This includes, but is not limited to, rapid rail, light rail, commuter rail, automated guideway transit, people movers, ferry boat service, and fixed-guideway facilities for buses (such as bus rapid transit) and other high occupancy vehicles.” (49 CFR § 611.105)

Existing Transit and Transit Enhancements or Improvements

As noted, the TOC Policy will apply to jurisdictions with PDAs and TRAs served by fixed-guideway transit service, as defined above, as well as any enhancements and improvements to these services, including infill stations. Future OBAG funding cycles (i.e., OBAG 4) will consider funding revisions for the PDA minimum investments to prioritize investments in PDAs and TRAs that are subject to and comply with the TOC Policy. (Please see FUNDING section for further detail.)

Transit Extensions

In the case of fixed-guideway transit extensions, jurisdictions must comply with TOC Policy requirements prior to the allocation of regional discretionary capital funding or endorsement for the transit project extension. For jurisdictions that have been planning for fixed-guideway transit extensions based on MTC's Resolution No. 3434⁴ Transit-Oriented Development Policy (TOD Policy)⁵, if the jurisdiction is in compliance with the existing TOD Policy, MTC may program or allocate regional discretionary capital funding for project construction, but the jurisdiction must commit to achieving TOC Policy compliance by the adoption of the One Bay Area Grant (OBAG) 4 program, estimated in 2026, through written documentation with MTC.

TOC POLICY REQUIREMENTS

TOC Policy requirements consist of the following four elements: 1) minimum required and allowed residential and/or commercial office densities for new development; 2) policies focused on housing production, preservation and protection, and commercial anti-displacement and stabilization policies; 3) parking management; and 4) transit station access and circulation. These requirements, described further below, apply to PDAs and TRAs with the following types of existing and planned fixed-guideway transit investments: regional rail, commuter rail, light-rail transit (LRT), and bus rapid transit (BRT). For ferry terminals where no PDA has been designated, only the TOC Policy station access and circulation requirements will apply.

⁴ See [MTC Resolution No. 3434](#).

⁵ See [MTC Resolution 3434 Transit-Oriented Development \(TOD\) Policy for Regional Transit Expansion Projects](#).

1A. Minimum Required and Allowed Density for New Residential Development

The TOC Policy seeks to ensure that any new residential development built within one half-mile of existing or planned fixed-guideway transit stops or stations is built at sufficiently high densities to support transit ridership and increase the proportion of trips taken by transit. The TOC Policy does not require that areas within a PDA or TRA be zoned for residential uses. It also does not specify any zoning standards for parcels that are currently occupied by existing single- or multi-family dwelling units to minimize the risk of potential displacement.

For parcels in PDAs or TRAs where residential uses are allowed but that are not currently occupied by existing single- or multi-family dwelling units, zoning should require or allow the residential densities described in Table 1 below. Jurisdictions may require or allow higher densities than those described in the table, if desired. While the TOC Policy does not specify requirements for building height limits, local jurisdictions should not limit building heights such that new residential development at the densities specified by the TOC Policy becomes infeasible.

As shown in Table 1 below, the TOC Policy establishes the following zoning standards for parcels where residential uses are allowed but that are not occupied by existing single-or multi-family residential units:

- **Required Minimum Density:** Zoning must require that new residential development be built at or above the minimum required densities specified in Table 1. In other words, a local jurisdiction's zoning could require minimum densities that are higher than those specified in Table 1, but zoning could not allow densities that are lower than those specified in Table 1.
- **Allowable Density:** Zoning must allow new residential development to be built at or above the specified allowable density. In other words, a local jurisdiction's zoning could allow higher densities than those specified in Table 1, but zoning could not set a density limit that is lower than that specified in Table 1. The allowable densities are based on PBA2050 modeling for Strategy H3 (see [Forecasting and Modeling Report](#), pp.44-45).

Table 1: Minimum Required and Allowed Density for New Residential Development

Level of Transit Service	Required Minimum Density ¹	Allowable Density ^{1, 2}
Tier 1: Rail station served by 3 BART lines or a BART line and Caltrain Baby Bullet	100 units/net acre	150 units/net acre
Tier 2: Stop/station served by 2 BART lines or Caltrain Baby Bullet	75 units/net acre	100 units/net acre
Tier 3: Stop/station served by 1 BART line, Caltrain, light rail transit, or bus rapid transit	50 units/net acre	75 units/net acre
Tier 4: Commuter rail (SMART, ACE, Capitol Corridor, Valley Link) or ferry terminal ³	25 units/net acre	35 units/net acre
<p>Notes:</p> <ol style="list-style-type: none"> 1. Or equivalent in Floor Area Ratio, or Form-Based development standards; excludes parcels currently occupied by homes. 2. The allowable densities are based on PBA2050 modeling for Strategy H3 (see Forecasting and Modeling Report, pp.44-45). 3. Density requirements only apply to PDAs (not TRAs) within one half-mile of ferry terminals. 		

1B. Minimum Required and Allowed Density for New Commercial Office development

The TOC Policy seeks to ensure that any new commercial office development built within one half-mile of existing or planned fixed-guideway transit stops or stations is built at sufficiently high densities to support transit ridership, increase the proportion of work trips taken by transit, and increase the number of jobs that are accessible via transit. While the TOC Policy does not specify requirements for other types of commercial uses, jurisdictions are strongly encouraged to plan and zone for a diverse mix of land uses within transit station areas to support the service and recreational needs of residents, workers, and/or visitors.

The TOC Policy does not require that areas within a PDA or TRA be zoned for commercial office uses. It also does not specify any zoning standards for parcels that are currently occupied by existing single- or multi-family dwelling units to minimize the risk of potential displacement.

For parcels in PDAs or TRAs where commercial office uses are allowed but that are not currently occupied by existing single- or multi-family dwelling units, zoning should require or allow the commercial office densities described in Table 2 below. Jurisdictions may require or allow higher densities than those described in the table, if desired. While the TOC Policy does not specify requirements for building height limits, local jurisdictions should not limit building heights such that new commercial office development at the densities specified by the TOC Policy becomes infeasible.

As shown in Table 2 below, the TOC Policy establishes the following zoning standards for parcels where commercial office uses are allowed but that are not occupied by existing single-or multi-family residential units:

- **Required Minimum Density:** Zoning must require that new commercial office development be built at or above the minimum required densities specified in Table 2. In other words, a local jurisdiction's zoning could require minimum densities that are higher than those specified in Table 2, but zoning could not allow densities that are lower than those specified in Table 2.

- **Allowable Density:** Zoning must allow new commercial office development to be built at or above the specified allowable density. In other words, a local jurisdiction's zoning could allow higher densities than those specified in Table 2, but zoning could not set a density limit that is lower than that specified in Table 2. The allowable densities are based on PBA 20505 modeling for Strategy EC4 (see [Forecasting and Modeling Report](#), pp. 57-58).

Table 2: Minimum Required and Allowed Density for New Commercial Office Development

Level of Transit Service	Required Minimum Density ¹	Allowable Density ^{1, 2}
Tier 1: Rail station served by 3 BART lines or a BART line and Caltrain Baby Bullet	4 Floor Area Ratio (FAR)	8 FAR
Tier 2: Stop/station served by 2 BART lines or Caltrain Baby Bullet	3 FAR	6 FAR
Tier 3: Stop/station served by 1 BART line, Caltrain, light rail transit, or bus rapid transit	2 FAR	4 FAR
Tier 4: Commuter rail (SMART, ACE, Capitol Corridor, Valley Link) or ferry terminal ³	1 FAR	3 FAR
<p>Note:</p> <ol style="list-style-type: none"> 1. For mixed-use projects that include a commercial office component, this figure shall not be less than the equivalent of the applicable allowed or permitted FAR standard. 2. The allowable densities are based on PBA 20505 modeling for Strategy EC4 (see Forecasting and Modeling Report, pp. 57-58). 3. Density requirements only apply to PDAs (not TRAs) within one half-mile of ferry terminals. 		

2A. Affordable Housing Production

Two (2) or more of the policies listed in Table 3 below should apply in PDAs or TRAs (except ferry terminal TRAs) that are subject to the TOC Policy. MTC/ABAG will issue subsequent guidance that provides further detail as to what should be included in affordable housing production policies for them to be considered compliant with the TOC Policy requirement.

Table 3: Affordable Housing Production Policies that Fulfill TOC Policy Requirement

Affordable Housing Production Policy	Description
Inclusionary Zoning	Requires that 15% of units in new residential development projects above a certain number of units be deed-restricted affordable to low-income households.
Affordable Housing Funding	A dedicated local funding stream for production of deed-restricted affordable housing.
Affordable Housing Overlay Zones	Area-specific incentives, such as density bonuses and streamlined environmental review, for development projects that include at least 15% of deed-restricted affordable housing; exceeds any jurisdiction-wide inclusionary requirements or benefits from state density bonus.
Public Land for Affordable Housing	Policies to prioritize the reuse of publicly owned land for affordable and mixed-income housing that go beyond existing state law, typically accompanied by prioritization of available funding for projects on these sites.
Ministerial Approval	Grant ministerial approval of residential developments that include, at a minimum 15% affordable housing if projects have 11 or more units, or that exceed inclusionary or density bonus affordability requirements and does not exceed 0.5 parking spaces per unit.

Affordable Housing Production Policy	Description
Public/Community Land Trusts (This policy may be used to fulfill either the housing production or preservation requirement, but not both.)	Investments or policies to expand the amount of land held by public- and non-profit entities such as co-operatives, community land trusts, and land banks with permanent affordability protections.

2B. Affordable Housing Preservation

Two (2) or more of the policies listed in Table 4 below should apply in PDAs or TRAs (except ferry terminal TRAs) that are subject to the TOC Policy. MTC/ABAG will issue subsequent guidance that provides further detail as to what should be included in affordable housing preservation policies for them to be considered compliant with the TOC Policy requirement.

Table 4: Affordable Housing Preservation Policies that Fulfill TOC Policy Requirement

Affordable Housing Preservation Policy	Description
Funding to Preserve Unsubsidized Affordable Housing	Public investments to preserve unsubsidized housing affordable to lower- or moderate-income residents (sometimes referred to as "naturally occurring affordable housing") as permanently affordable.
Tenant/Community Opportunity to Purchase	Policies or programs that provide tenants or mission-driven nonprofits the right to purchase a property at the market price when it is offered for sale, retaining existing residents and ensuring long-term affordability of the units by requiring resale restrictions to maintain affordability.
SRO Preservation	Limits the conversion of occupied SRO rental units to condominiums or other uses that could result in displacement of existing residents.

Affordable Housing Preservation Policy	Description
Condominium Conversion Restrictions	Require that units converted to condos be replaced 1:1 with comparable rental units, unless purchased by current long-term tenants or converted to permanently affordable housing with protections for existing tenants.
Public/Community Land Trusts (This policy may be used to fulfill either the housing production or preservation requirement, but not both.)	Investments or policies to expand the amount of land held by public- and non-profit entities such as co-operatives, community land trusts, and land banks with permanent affordability protections.
Funding to Support Preservation Capacity	Dedicated local funding for capacity building or other material support for community land trusts or other community-based organizations engaged in affordable housing preservation.
Mobile Home Preservation	Policy or program to preserve mobile homes from conversion to other uses that may result in displacement of existing residents.
Preventing Displacement from Substandard Conditions and Associated Code Enforcement Activities (This policy may be used to fulfill either the housing preservation or protection requirement, but not both.)	Policies, programs, or procedures designed to minimize the risk of displacement caused by substandard conditions, including through local code enforcement activities.

2C. Affordable Housing Protection and Anti-Displacement

Two (2) or more of the policies listed in Table 5 below should apply in PDAs or TRAs (except ferry terminal TRAs) that are subject to the TOC Policy. MTC/ABAG will issue subsequent guidance that provides further detail as to what should be included in affordable housing protection and anti-displacement policies for them to be considered compliant with the TOC Policy requirement.

Table 5: Affordable Housing Protection and Anti-Displacement Policies that Fulfill TOC Policy Requirement

Affordable Housing Protection and Anti-Displacement Policy	Description
“Just Cause” Eviction	Defines the circumstances for evictions, such as nonpayment of rent, violation of lease terms, or permanent removal of a dwelling from the rental market, with provisions that are more protective of tenants than those established by AB 1482 (2019, Chiu) . ⁶
No Net Loss and Right to Return to Demolished Homes	Include the no net loss provisions currently outlined in SB 330 (2019, Skinner) without a sunset date. Require one-to-one replacement of units that applies the same or a deeper level of affordability, the same number of bedrooms and bathrooms, and comparable square footage to the units demolished. Provide displaced tenants with right of first refusal to rent new comparable units at the same rent as demolished units.
Legal Assistance for Tenants	Investments or programs that expand access to legal assistance for tenants threatened with displacement. This

⁶ This could include, for example, greater limitations on no fault evictions such as “substantial remodels” and/or permanently implementing just cause protections (the protections provided by AB 1482 expire on January 1, 2030).

Affordable Housing Protection and Anti-Displacement Policy	Description
	could range from a “right to counsel” ⁷ to dedicated public funding for tenant legal assistance.
Foreclosure Assistance	Provide a dedicated funding source to support owner-occupied homeowners (up to 120% AMI) at-risk of foreclosure, including direct financial assistance (e.g., mortgage assistance, property tax delinquency, HOA dues, etc.), foreclosure prevention counseling, legal assistance, and/or outreach.
Rental Assistance Program	Provide a dedicated funding source and program for rental assistance to low-income households.
Rent Stabilization	Restricts annual rent increases based upon a measure of inflation or other metric, with provisions exceeding those established by AB 1482 (2019, Chiu) . ⁸
Preventing Displacement from Substandard Conditions and Associated Code Enforcement Activities (This policy may be used to fulfill either the housing preservation or protection requirement, but not both.)	Policies, programs, or procedures designed to minimize the risk of displacement caused by substandard conditions, including through local code enforcement activities. This may include, but not be limited to, proactive rental inspection programs, assistance to landlords for property improvements in exchange for anti-displacement commitments, and enhanced relocation assistance requirements for temporary displacement due to substandard conditions that pose an immediate threat to health and safety.

⁷ “Right to counsel” extends the right to an attorney, required in criminal procedures, to tenants in eviction trials, which are civil procedures.

⁸ For example, restricting maximum annual rent increases to the percent change in the Consumer Price Index, or permanently implementing rent stabilization protections.

Affordable Housing Protection and Anti-Displacement Policy	Description
Tenant Relocation Assistance	Policy or program that provides relocation assistance (financial and/or other services) to tenants displaced through no fault of their own, with assistance exceeding that required under state law.
Mobile Home Rent Stabilization	Restricts annual rent increases on mobile home residents based upon a measure of inflation or other metric.
Fair Housing Enforcement	Policy, program, or investments that support fair housing testing, compliance monitoring, and enforcement.
Tenant Anti-Harassment Protections	Policy or program that grants tenants legal protection from unreasonable, abusive, or coercive landlord behavior.

2D. Commercial Protection and Stabilization

One (1) or more of the policies in Table 6 should apply in PDAs or TRAs (except ferry terminal TRAs) that are subject to the TOC Policy unless the jurisdiction can document that there are no potential impacts to small businesses and/or community non-profits. MTC/ABAG will issue subsequent guidance that provides further detail as to what should be included in commercial protection and stabilization policies for them to be considered compliant with the TOC Policy requirement.

Table 6: Commercial Protection and Stabilization Policies that Fulfill TOC Policy Requirement

Commercial Protection and Stabilization Policy	Description
Small Business and Non-Profit Overlay Zone	Establish boundaries designated for an overlay, triggering a set of protections and benefits should development impact small businesses (including public markets) or community-serving non-profits.
Small Business and Non-Profit Preference Policy	Give priority and a right of first offer to local small businesses and/or community-serving non-profits when selecting a tenant for new market-rate commercial space.
Small Business and Non-Profit Financial Assistance Program	Dedicated funding program for any impacted small business and community-serving non-profits.
Small Business Advocate Office	Provide a single point of contact for small business owners and/or a small business alliance.

3. Parking Management

Off-street vehicle parking standards for new residential or commercial office development should meet the standards listed in Table 7 below. Standards may apply to individual projects or may be met through creation of a parking district that provides shared vehicle parking for multiple land uses within an area.

All new residential or commercial office development should provide the following:

- A minimum of one secure bicycle parking space per dwelling unit.
- A minimum of one secure bicycle parking space per 5,000 occupied square feet for commercial office.
- Allow unbundled parking for residential uses.
- Allow shared parking between different land uses.

Jurisdictions with PDAs or TRAs (except ferry terminal TRAs) subject to the TOC Policy should also adopt policies or programs included in MTC's [Parking Policy Playbook](#) to address transportation demand management (TDM) and curb management in these locations.

Table 7: Parking Management Requirements

Level of Transit Service	New Residential Development	New Commercial Office Development
Tier 1: Rail station served by 3 BART lines or a BART line and Caltrain Baby Bullet	No minimum parking requirement allowed. Parking maximum of 0.375 spaces per unit or lower.	No minimum parking requirement allowed. No parking allowed (e.g., parking maximum of 0).
Tier 2: Stop/station served by 2 BART lines or Caltrain Baby Bullet	No minimum parking requirement allowed. Parking maximum of 0.5 spaces per unit or lower.	No minimum parking requirement allowed. Parking maximum of 1.6 per 1,000 square feet or lower.
Tier 3: Stop/station served by 1 BART line, Caltrain, light rail transit, or bus rapid transit	No minimum parking requirement allowed. Parking maximum of 1.0 spaces per unit or lower.	No minimum parking requirement allowed. Parking maximum of 2.5 spaces per 1,000 square feet or lower.
Tier 4: Commuter rail (SMART, ACE, Capitol Corridor, Valley Link) or ferry terminal ¹	No minimum parking requirement allowed. Parking maximum of 1.5 spaces per unit or lower.	No minimum parking requirement allowed. Parking maximum of 4.0 spaces per 1,000 square feet or lower.
<p>Note:</p> <ol style="list-style-type: none"> 1. Parking management requirements only apply to PDAs (not TRAs) within one half-mile of ferry terminals. 		

4. TRANSIT STATION ACCESS AND CIRCULATION

Local jurisdictions, in coordination with transit agencies, community members, and other stakeholders, should complete the following in all PDAs or TRAs subject to the TOC Policy:

1. Adopt policies and design guidelines that comply with MTC's Complete Streets Policy⁹ and prioritize implementation of the regional Active Transportation Plan and any relevant [Community Based Transportation Plans](#).
2. Complete an access gap analysis and accompanying capital and/or service improvement program for station access via a 10-minute walk, and 15-minute bicycle or bus/shuttle trip (including areas outside PDA and TRA boundaries) that, at a minimum, includes the following:
 - a. The area that can currently be accessed via a 10- or 15-minute trip by these modes, with particular focus on access to Equity Priority Communities and other significant origins and/or destinations;
 - b. Infrastructure and/or service improvements that would expand the geographic area that can be accessed via a 10- or 15-minute trip by these modes; and
 - c. Incorporation of recommended improvements into a capital improvement or service plan for the local jurisdiction and/or transit agency (if applicable).
3. In coordination with transit operators, other mobility service providers, and the community, identify opportunities for [Mobility Hub](#) planning and implementation using [MTC Mobility Hub locations](#) and MTC's [Mobility Hub Implementation Playbook](#).

FUNDING

To assist jurisdictions with TOC Policy compliance, MTC's One Bay Area Grant (OBAG3) program and the Regional Early Access Planning Grants of 2021 (REAP 2.0) will offer and prioritize planning support to jurisdictions subject to the Policy.

⁹ See [MTC Resolution No. 4493](#).

Future OBAG funding cycles (i.e., OBAG 4) will consider funding revisions for the PDA minimum investments as follows: in the region's most populous counties (Alameda, Contra Costa, San Mateo, San Francisco, and Santa Clara), a minimum of 70% of County & Local Program investments will be directed to PDAs and TRAs that are subject to and compliant with the TOC Policy and to PDAs that are not subject to the TOC Policy because they are not served by fixed-guideway transit. In the remaining counties (Marin, Napa, Solano, and Sonoma), a minimum of 50% in County & Local Program investments will be directed to PDAs and TRAs that are subject to and compliant with the TOC Policy and to PDAs that are not subject to the TOC policy because they are not served by fixed-guideway transit.

IMPLEMENTATION

The TOC Policy shall be implemented by requiring local jurisdictions with PDAs and TRAs subject to the policy to provide documentation to MTC demonstrating that the policy requirements have been satisfied. MTC will provide specific guidance regarding documentation that local jurisdictions should provide to demonstrate TOC Policy compliance within six months of policy adoption.

The TOC Policy complements the regional PDA Planning and Technical Assistance Program, which provides funding and technical guidance for comprehensive community planning in PDAs. MTC/ABAG will update PDA planning guidelines to include TOC Policy requirements and will use the PDA Planning and Technical Assistance Program to assist local jurisdictions with TOC Policy implementation.

EVALUATION AND POLICY UPDATES

In conjunction with major Plan Bay Area updates, MTC will evaluate the TOC Policy and its outcomes every four (4) years. Staff will recommend any revisions or modifications to the TOC Policy based on these evaluations.

TECHNICAL ASSISTANCE

In addition to the guidance referenced in the Policy, MTC will provide further guidance on TOC Policy requirements to local jurisdictions with PDAs or TRAs subject to the Policy, including assistance with determining appropriate housing policies, transportation demand management, parking and curb management policies and programs, and transit station access and circulation.



Draft Transit-Oriented Communities Policy

MTC Policy Advisory Council

June 8, 2022



ASSOCIATION OF BAY AREA GOVERNMENTS
METROPOLITAN TRANSPORTATION COMMISSION

Photo credit: Karl Nielsen

What are Transit-Oriented Communities?

- Located within one half-mile (or ~10-min walk) of transit stations
- Places enabling more people to use transit more often for more types of trips through:
 - Land use density and diversity of use, including services like childcare facilities
 - Complete Streets
 - Parking management
 - Robust multimodal access that maximizes space for people
 - Urban design and placemaking
 - Providing opportunities for people of all income levels to live and work in transit-accessible locations
- TOC Policy focuses on core elements of land use density, affordable housing, parking management, and complete streets/multimodal access to implement Plan Bay Area 2050 strategies.





TOC Policy Goals

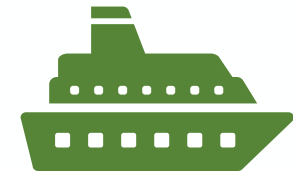
1. Increase residential densities for new development and prioritize affordable housing in transit-rich areas.
2. Increase commercial densities for new development in transit-rich areas near regional transit hubs served by multiple transit providers.
3. Prioritize bus transit, active transportation, and shared mobility within and to/from transit-rich areas, particularly to Equity Priority Communities.
4. Support and facilitate partnerships to create equitable transit-oriented communities within the San Francisco Bay Area Region.

Where will the TOC Policy Apply?



Priority Development Areas or Transit Rich Areas within the half-mile station/stop/terminal area of existing or planned **fixed-guideway transit**.

- Regional rail: BART, Caltrain
- Light Rail Transit: Muni Metro, VTA
- Bus Rapid Transit: AC Transit (1T) Tempo, Van Ness BRT, Geary BRT, San Pablo BRT, El Camino BRT
- Commuter rail: Capitol Corridor, ACE, SMART, Valley Link
- Ferry terminals (limited to certain requirements only)



Density for New Residential Development

- Requirement is for density, not use; zoning may allow residential, commercial, or mixed-use.
- Required or allowed densities can be higher, but should not be lower.



Level of Transit Service	Required Min Density	Allowable Density*	Examples
Tier 1: Rail station served by 3 BART lines or a BART line and Caltrain Baby Bullet	100 units/net acre or higher	150 units/net acre or higher	Mid- to High-Rise Housing
Tier 2: Stop/station served by 2 BART lines or Caltrain Baby Bullet	75 units/net acre or higher	100 units/net acre or higher	4-5 Stories
Tier 3: Stop/station served by 1 BART line, Caltrain, light rail transit, or bus rapid transit	50 units/net acre or higher	75 units/net acre or higher	3-4 Stories
Tier 4: Commuter rail (SMART, ACE, Capitol Corridor) or ferry terminal (only if PDA at ferry terminal)	25 units/net acre or higher	35 units/net acre or higher	2-3 Stories

*Allowable densities are based on PBA 2050 modeling for Strategy H3 (see [Forecasting and Modeling Report](#), p.44).



Density for New Commercial Office Development

- Requirement is for density, not use; zoning may allow residential, commercial, or mixed-use.
- Required or allowed densities can be higher, but should not be lower.



Level of Transit Service	Required Min Density	Allowable Density*	Examples
Tier 1: Rail station served by 3 BART lines or a BART line and Caltrain Baby Bullet	4 Floor Area Ratio (FAR) or higher	8 FAR or higher	6+ Stories
Tier 2: Stop/station served by 2 BART lines or Caltrain Baby Bullet	3 FAR or higher	6 FAR or higher	4-6 Stories
Tier 3: Stop/station served by 1 BART line, Caltrain, light rail transit, or bus rapid transit	2 FAR or higher	4 FAR or higher	3-5 Stories
Tier 4: Commuter rail (SMART, ACE, Capitol Corridor) or ferry terminal (only if PDA at ferry terminal)	1 FAR or higher	3 FAR or higher	2-4 Stories

*Allowable densities are based on PBA 2050 modeling for Strategy EC4 (see [Forecasting and Modeling Report](#), p. 57).



Parking Management

- No parking minimums for all Tiers (e.g, parking is allowed, but cannot be required)
- At least 1 secure bike parking space per dwelling unit; or per 5,000 square feet of office.
- Allow unbundled parking for residential uses.
- Allow shared parking between different uses.
- Additional policies or programs from the Parking Policy Playbook to address curb management and transportation demand management.
- Requirements met through individual projects or creation of a parking district.



Level of Transit Service	New Residential	New Office
Tier 1: Rail station served by 3 BART lines or a BART line and Caltrain Baby Bullet	<ul style="list-style-type: none"> • Parking max of 0.375 spaces/unit or lower 	<ul style="list-style-type: none"> • No parking allowed as part of project (parking maximum of 0)
Tier 2: Stop/station served by 2 BART lines or Caltrain Baby Bullet	<ul style="list-style-type: none"> • Parking max of 0.5/unit or lower 	<ul style="list-style-type: none"> • Parking max of 1.6 per 1000 square feet or lower
Tier 3: Stop/station served by 1 BART line, Caltrain, light rail transit, or bus rapid transit	<ul style="list-style-type: none"> • Parking max of 1.0 spaces/unit or lower 	<ul style="list-style-type: none"> • Parking max of 2.5 spaces per 1000 square feet or lower
Tier 4: Commuter rail (SMART, ACE, Capitol Corridor) or ferry terminal (only if PDA at ferry terminal)	<ul style="list-style-type: none"> • Parking max of 1.5 spaces/unit or lower 	<ul style="list-style-type: none"> • Parking max of 4.0 spaces per 1000 square feet or lower

Affordable Housing & Anti-Displacement

Two or more of the following from each category:

Production

- Inclusionary zoning
- Funding
- Overlay zones
- Public land
- Ministerial approval
- Land trusts

Preservation

- Funding to preserve unsubsidized housing for low/mod income
- Opportunity to purchase
- SRO preservation
- Condo conversion restrictions
- Land trusts
- Funding for preservation capacity
- Mobile home preservation
- Prevention of displacement from substandard conditions/code enforcement

Protection

- Just cause eviction
- No net loss and right to return to demolished homes
- Legal assistance for tenants
- Foreclosure assistance
- Rental assistance
- Rent stabilization
- Prevention of displacement from substandard conditions/code enforcement
- Tenant relocation assistance
- Mobile home rent stabilization
- Fair housing enforcement
- Tenant anti-harassment protections

PLAN BAY AREA 2050

 **STRATEGY H1**
RENTER PROTECTIONS

 **STRATEGY H2**
AFFORDABLE HOUSING PRESERVATION

 **STRATEGY H3**
GREATER HOUSING MIX

 **STRATEGY H4**
AFFORDABLE HOUSING PRODUCTION

 **STRATEGY H5**
INCLUSIONARY ZONING

 **STRATEGY H8**
PUBLIC LAND REUSE



ASSOCIATION OF BAY AREA GOVERNMENTS
METROPOLITAN TRANSPORTATION COMMISSION



Anti-Displacement: Commercial Protection & Stabilization

One of the following for small businesses:

- Overlay zone for protections/benefits
- Preference policy
- Financial assistance program
- Advocate office



Station Access and Circulation

- Adopt policies/guidelines that comply with Complete Streets Policy.
- Prioritize implementation of Active Transportation Plan and relevant Community Based Transportation Plans.
- Complete an access gap analysis and accompanying capital and/or service improvement program.
- Identify opportunities for Mobility Hub planning and implementation.



Image by Nelson Nygaard Consulting Associates

Policy Implementation & Relationship to Funding

- MTC/ABAG will issue further guidance after policy adoption.
- Initial 4-5 years after policy adoption to focus on implementation supported by regional funding.
- Later years (~2026 and beyond):
 - One Bay Area Grant (OBAG) funds prioritized for PDAs and TRAs that are subject to and comply with TOC Policy and PDAs with only bus service.
 - Jurisdictions that do not comply with TOC Policy will still be eligible for some OBAG funds, but amount will be smaller.



Next Steps to Policy Adoption

Staff contact:

Kara Vuicich, AICP
Principal Planner

kvuicich@bayareametro.gov

- July 8th: Draft Final TOC Policy to Joint MTC Planning/ABAG Administrative Committee for action
- July 27th: Adoption of TOC Policy by Commission (depending on Committee action)



ASSOCIATION OF BAY AREA GOVERNMENTS
METROPOLITAN TRANSPORTATION COMMISSION



From: [Martha Silver](#)
To: [Martha Silver](#)
Subject: FW: Question regarding item 9 on the June 8 MTC Policy Advisory Council agenda
Date: Tuesday, June 7, 2022 4:02:18 PM

From: Kara Vuicich <kvuicich@bayareametro.gov>
Sent: Monday, June 6, 2022 9:01 PM
To: Frank Welte [REDACTED]
Cc: Martha Silver <MSilver@bayareametro.gov>; Kì-Nam Miller <kmiller@bayareametro.gov>
Subject: RE: Question regarding item 9 on the June 8 MTC Policy Advisory Council agenda

Dear Mr. Welte,

By requiring adherence to MTC's Complete Streets' Policy, the draft TOC Policy incorporates the Complete Streets Policy's design standards and guidelines which directly address access for people with disabilities. The draft TOC Policy's Transit Station Access and Circulation requirement (please see p. 17 of 18 of Attachment A for Agenda Item 9) states that, to comply with the TOC Policy, jurisdictions must "Adopt policies and design guidelines that comply with MTC's Complete Streets Policy and prioritize implementation of the regional Active Transportation Plan and any relevant Community Based Transportation Plans."

The Complete Streets' Policy's design principles and standards include best practices for pedestrians and ADA accessibility at transit stops and also require that the [Proposed Public Rights-of-Way Accessibility Guidelines \(PROWAG\)](#) by the U.S. Access Board be referenced during facility design.

The draft TOC Policy does not include any provisions that would require local jurisdictions to adopt policies that would require or incentivize the development or maintenance of wheelchair-accessible dwelling units.

Yours,
Kara Vuicich (she/her), AICP
Principal Planner/ Analyst
Metropolitan Transportation Commission
375 Beale Street, Suite 800
San Francisco, CA 94105
(415) 820-7928 office
[REDACTED]
kvuicich@bayareametro.gov

From: Frank Welte [REDACTED]
Sent: Monday, June 6, 2022 5:51 PM
To: Kara Vuicich <kvuicich@bayareametro.gov>
Cc: Martha Silver <MSilver@bayareametro.gov>; Kì-Nam Miller <kmiller@bayareametro.gov>

Subject: Question regarding item 9 on the June 8 MTC Policy Advisory Council agenda

External Email

What explicit provisions does the Transit Oriented Communities plan include to ensure accessibility and accommodation for people with disabilities?

Does the plan have any provisions to ensure that transit oriented communities will be fully wheelchair accessible, so disabled residents who live in those communities can actually get to transit stops/stations?

Are there any provision to require the development or maintenance of wheelchair-accessible dwelling units? Since people who require wheelchair accessible housing are also likely to require accessible transportation, it stands to reason that the TOC plan should place a strong emphasis on increasing the supply of accessible housing units in these communities. There is a severe shortage of wheelchair-accessible housing in the Bay Area as it is, so placing many more accessible housing units in transit oriented communities needs to be a high priority.

In the report I read a reference to the use of complete streets design principles in TOCs. Do the existing complete street standards provide a high level of accessibility for people with mobility and other disabilities? What incentives does the TOC plan contain to ensure that accessible street design practices are implemented?

After living in the Bay Area for more than 30 years, I'd say there are more curb cuts at intersections, and we're gradually seeing more audible traffic signals, but otherwise, I see no evidence that our streets and sidewalks are any more accessible now than they were when I moved here in 1987. I suspect that the vast majority of sidewalks in our region have received no significant maintenance in at least a generation. What good is a curb cut or an accessible pedestrian signal if the pathway to that intersection is inaccessible?

Frank Welte

From: [Martha Silver](#)
To: [Martha Silver](#)
Subject: FW: Questions about Agenda Item 9
Date: Tuesday, June 7, 2022 5:23:06 PM

-----Original Message-----

From: Kara Vuicich <kvuicich@bayareametro.gov>
Sent: Tuesday, June 7, 2022 5:20 PM
To: Vinay Pimple [REDACTED]
Cc: Ky-Nam Miller <kmiller@bayareametro.gov>; Martha Silver <MSilver@bayareametro.gov>
Subject: RE: Questions about Agenda Item 9

Hi Vinay,

Research has found that low-income households use transit for a wide variety of trips, not just commuting to work. Just one research example: this recently completed report (<https://jmbarajas.com/publication/tod-report/>) studied the impact of transit-oriented development on BART ridership, including variations by income and time of day.

Answering the question of travel costs on transit v. travel costs in an older car is not straightforward. Many employers subsidize transit costs for their employees, and low-income households may qualify for discounted transit passes. The costs of owning and driving a car not only include its purchase, but also gas, maintenance, and insurance. Older cars often require more maintenance, and can be less reliable. Additionally, while an adult in a low-income household may be able to drive, the children in that household may not be able to drive, or their adult caregivers may not be able to transport them because they're working. The availability of nearby transit allows youth to access educational and other opportunities that they otherwise would not be able to access.

Your hypothetical office space example is interesting, but unlikely given that land costs near transit stations in the Bay Area are generally very high. Data also indicate that most workers view office or work locations in close proximity to transit as a significant benefit. While driving can sometimes be faster than taking transit, one cannot check email or do other work (other than having a phone conversation) while driving. And depending on the origin and destination, taking transit can often be faster and trip times more reliable than driving.

Kara Vuicich (she/her), AICP
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-----Original Message-----

From: Vinay Pimple [REDACTED]
Sent: Tuesday, June 7, 2022 4:58 PM
To: Kara Vuicich <kvuicich@bayareametro.gov>
Cc: Ky-Nam Miller <kmiller@bayareametro.gov>; Martha Silver <MSilver@bayareametro.gov>
Subject: Questions about Agenda Item 9

External Email

Here are some questions.

Thanks

Vinay

Agenda Item 9

1. The first goal mentions prioritizing affordable housing in transit rich areas. This makes two assumptions:

1) Residents of affordable housing commute to work at least as much or greater than residents of market rate housing.

2) Commuting on public transit is cheaper (time cost + monetary cost) than commuting by car.

Therefore:

1) What does the research show about the percentage of transit rich affordable housing residents who commute to work on public transit relative to the percentage of market rate housing residents who commute to work on public transit?

2) What is the commute cost of public transit relative to that of commuting in a beater?

2. Parking maximums for commercial space could have unintended consequences if determined by sqft. A firm of attorneys or CPAs, or architects will prefer to rent a huge amount of space to allow parking for all their professionals rather than make those professionals whose services could be billed at \$200 - \$600 per hour to waste a lot of time commuting. This policy could result in palace offices!

Metropolitan Transportation Commission Policy Advisory Council

June 8, 2022

Agenda Item 10

Active Transportation Network & Five-Year Implementation Plan

Subject:

Update on the Active Transportation (AT) Network and the AT Five-Year Implementation Plan (IP).

Background:

MTC launched the Bay Area's first regional AT Plan in April 2021, to serve as a blueprint to guide strategic investments in active transportation infrastructure, regional policy development, and implementation. The AT Plan will directly support the Plan Bay Area (PBA) 2050 strategy to build a complete streets network and help meet PBA 2050 mode shift, safety, equity, health, resilience, and climate goals.

The scope includes the following essential tasks:

- Stakeholder Engagement
- Update to MTC's Complete Streets (CS) Policy
- Regional AT Network
- Five-Year Implementation Plan including a Funding Assessment.

During the February Policy Advisory Council meeting, staff collected and incorporated input on the draft CS Policy and provided an update on the AT Network. Adopted in March 2022, the goal of the CS Policy (MTC Resolution No. 4493) is to ensure that people biking, walking, rolling, and taking transit are safely accommodated within the transportation network. The two main components of the policy include local plan implementation when jurisdictions are applying for regional discretionary funding, and implementation of "All Ages and Abilities"¹

¹ https://nacto.org/wp-content/uploads/2017/12/NACTO_Designing-for-All-Ages-Abilities.pdf

design principles for projects on the AT Network. By designing high-comfort facilities that either separate users from fast moving automobiles or slow automobile speed, jurisdictions can attract people of all ages and abilities to use the facility.

The development of the AT Network is a key implementation element of the CS Policy and supportive of the PBA 2050 strategy to build a complete streets network. Focusing on the criteria of equity, safety and mode shift, it was developed from existing network data provided by County Transportation Agencies (CTAs) (based on local plans), as well as San Francisco, San Jose and Oakland. All projects seeking regional discretionary funds are subject to the CS Policy, with projects located on the AT Network held to higher design standards.

The first draft of the AT Network was released in December 2021 to the AT Plan Technical Advisory Committee (TAC), CTAs to share with local jurisdictions, and the Active Transportation Working Group, which consists of over 300 active transportation professionals and stakeholders in the region. Staff continued to seek feedback on the AT Network through May 2022. Over 800 comments have been received and incorporated into the final draft AT Network. ([Please find Version 3.0 with comments here](#)) Highlights of the AT Network include:

- **Flexibility:** The network is made up of complete corridors of varying widths depending on land use and geography, which allows jurisdictions to choose project alignments that best factor in local conditions.
- **Focus on the user:** The Complete Streets Policy requires All Ages and Abilities design principles to be incorporated into projects located on the Network, which facilitates the delivery of high-comfort facilities for all users.
- **Focus on equity, safety and mode shift:** The AT Network's complete corridors (based on locally-identify plans) emphasize safety, equity and mode shift, by focusing on, and connecting to MTC Priority Development Areas, Equity Priority Communities, and Mobility Hubs.
- **Evolving:** Recognizing the evolving nature of the AT Network as projects are completed and new projects are planned, staff anticipate updating the Network every two years, or as needed, through coordination with partner agencies.

Staff plan to present the final Regional AT Network to the Joint MTC Planning Committee with the ABAG Administrative Committee for adoption in July 2022, consistent with the One Bay Area Grant (OBAG) Program timeline.

Five-Year Implementation Plan

The Five-Year IP will identify and focus on near-term steps to begin implementation of the AT Plan following its adoption, anticipated in fall 2022. It will focus on MTC actions as well as partnerships with public, non-profit, and private organizations. The Five-Year IP will highlight opportunities to prioritize AT Network project implementation, as well as recommend technical assistance and training to help jurisdictions advance active transportation projects. Previous updates on the Five-Year IP can be found in the [February 9, 2022, Policy Advisory Council \(Agenda Item 7\)](#), and the [February 23, 2022, MTC Commission \(Agenda Item 12a\)](#) meeting packets.

Next Steps:

Following feedback from the Council, staff will finalize the AT Network in preparation for the July 2022 Joint MTC Planning Committee with the ABAG Administrative Committee meeting, where staff will seek AT Network adoption. Staff will return to the Council in the fall prior to adoption of the AT Plan, which will include the Five-Year IP component.

Issues:

None identified.

Recommendations:

Information

Attachments:

- Attachment A: Presentation

Regional Active Transportation Plan

AT Network & 5-Year Implementation Plan

Policy Advisory Council
June 8, 2022



Plan Bay Area & the Active Transportation (AT) Plan



Transportation Strategies

Create Healthy and Safe Streets	T8. Build a Complete Streets network. Enhance streets to promote walking, biking and other micro-mobility through sidewalk improvements, car-free slow streets, and 10,000 miles of bike lanes or multi-use paths.
	T9. Advance regional Vision Zero policy through street design and reduced speeds. Reduce speed limits to between 20 and 35 miles per hour on local streets and 55 miles per hour on freeways, relying on design elements on local streets and automated speed enforcement on freeways.



AT Network

- The Regional AT Network supports Plan Bay Area 2050 goals by focusing on
 - **providing high comfort active transportation connections** in areas with the **highest potential for shifting auto trips** to bicycling and walking trips,
 - where there is the **greatest need for affordable transportation options**
 - and where **active trips connect people with transit.**



Network Development

- **August 2021** – Network criteria
- **January 2022** – debuted draft network, introduced Web map for commenting
- **February 2022** – Shared feedback, proposed recalibrated approach
- **May 2022** – Present recalibrated approach
- **June 2022**– Network finalization for July adoption

Equity

- Connections to/within Equity Priority Communities
- Connections to transit
- Access to parks/open space

Mode Shift

- Connections to/within Priority Development Areas,
- Connections to major regional destinations

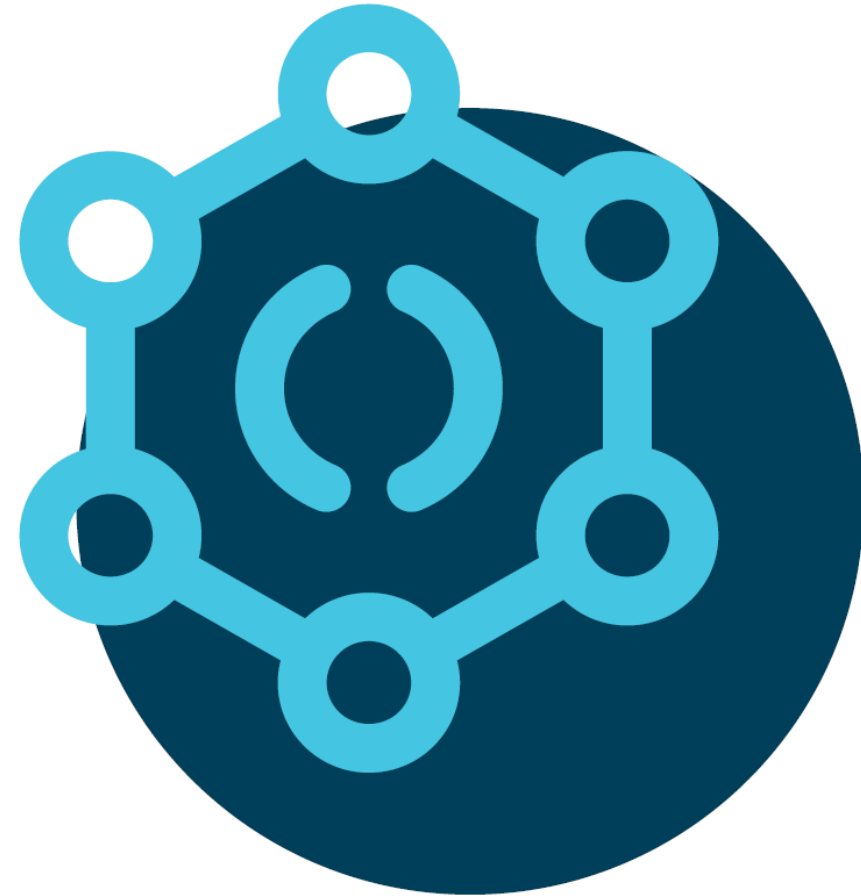
Safety

- High injury/Risk areas
- High stress gaps



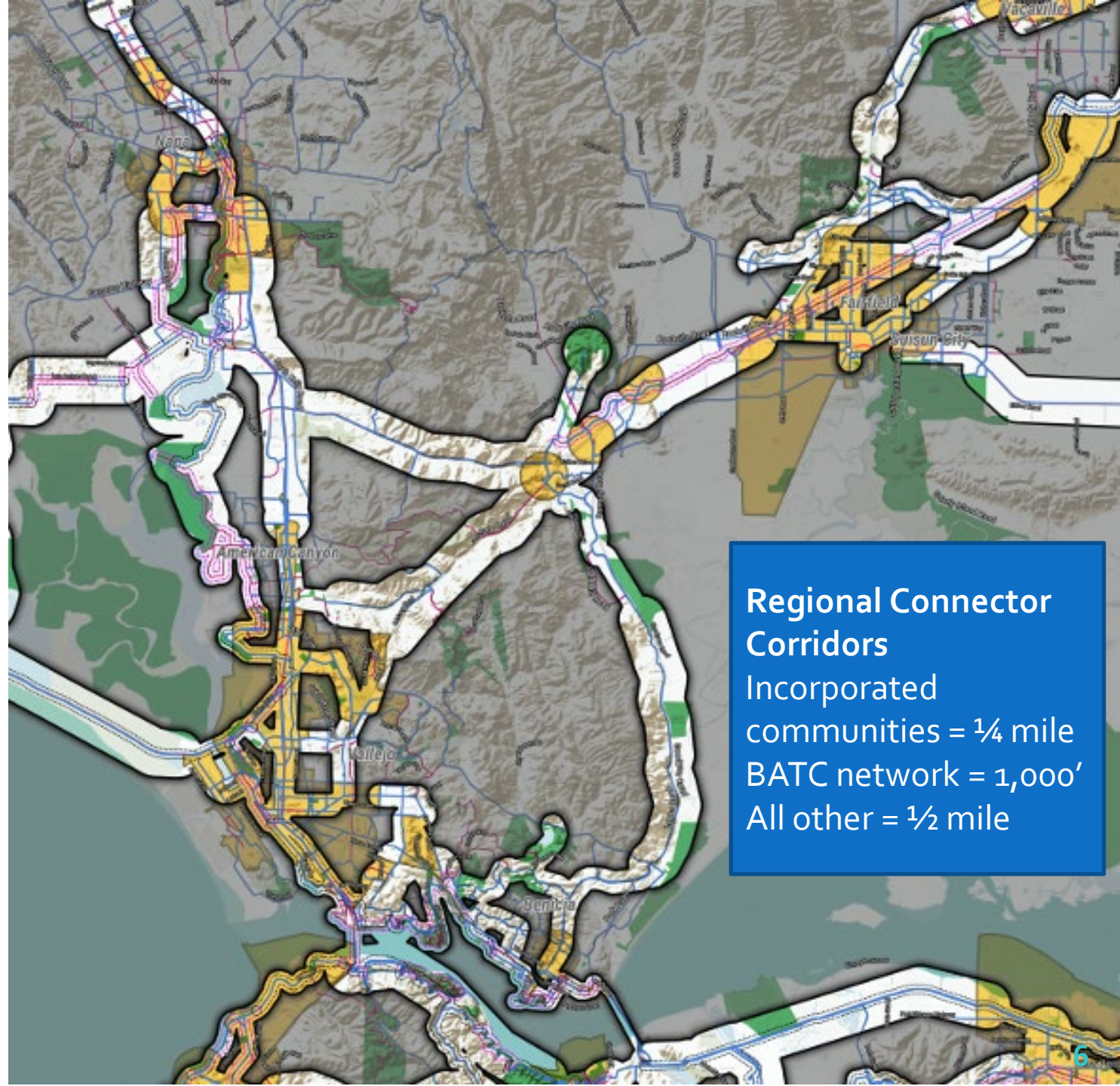
Data Sources

- Web Map Comments
- Plan Bay Area
 - Mobility Hubs
 - Priority Development Areas (PDAs)
 - Equity Priority Communities (EPCs)
- County Bicycle Networks
- Local Bicycle Networks
 - San Jose
 - Oakland
 - San Francisco
- Regional trail data
- Caltrans D4 Bike/Pedestrian Needs
- Regional Transit



Key Changes

- Does not focus on specific alignments
- Defines corridors within PDAs, EPCs, Mobility Hub areas
- Uses varying corridor widths based on land use context
- Includes all planned and existing Bay Area Trails Collaborative trails (except Ridge Trail)
- Makes connections between EPCs and parks/open space
- Incorporates connections identified by stakeholders



**Regional Connector
Corridors**
Incorporated
communities = $\frac{1}{4}$ mile
BATC network = 1,000'
All other = $\frac{1}{2}$ mile

Next Steps on AT Network

- Web Map
- Commission Adoption
- Prioritization
- Story Map

Equity

- Equity Priority Communities
- Community Based Transportation Plan

Mode Shift

Priority

Development Areas

- Transit Priority Area
- Mobility Hubs
- Open Space/Recreation

Safety

- Bicycle and Pedestrian Crashes



5-Year IP

- Why the next 5 years are important
- What's planned in next 5 years
- AT Network 5-Year Priority Heat Map
- Trainings/Workshops
- Technical Assistance
- Tracking Progress
- Case Studies
- Roles & Responsibilities

Topic Areas:

- Build out the AT Network
- Improve Efficiency of Funding Programs
- Address Regional AT maintenance & operation needs
- Prioritize AT funding in EPCs
- Support MTC CS Policy Implementation
- Implement Regional Bike Ped Count Program
- Adopt Bike/Micromobility Parking Guidelines
- Support Micromobility Policy Efforts

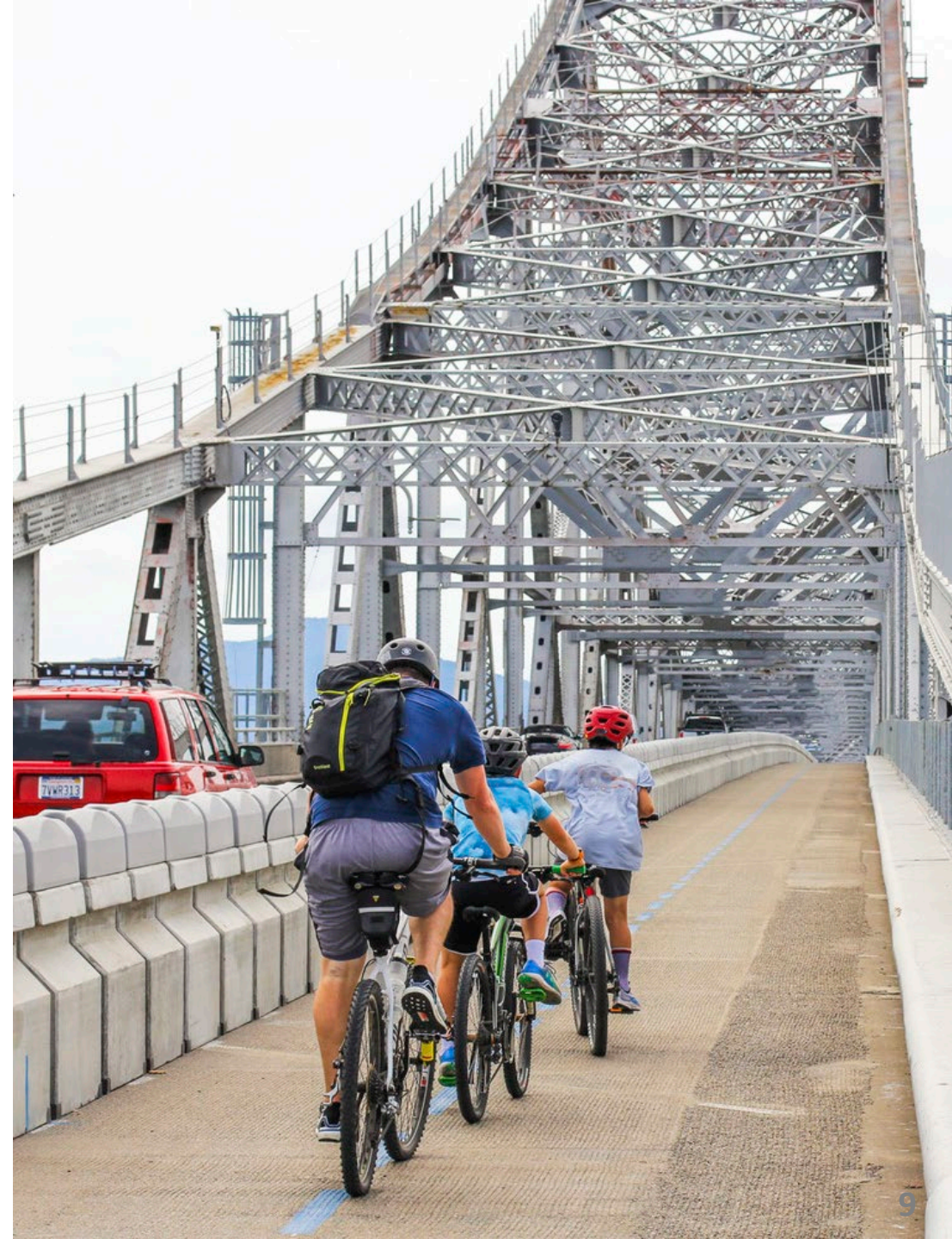
Support & Collaborate w/ MTC Programs

- Transit Oriented Community Policy
- Mobility Hubs
- Regional Wayfinding Program
- Regional Vision Zero
- Bay Trail



Plan Adoption Schedule

- **AT Network**
 - Planning & Administrative Committee, July
- **AT Plan and 5-Year IP**
 - Planning & Administrative Committee & MTC Commission, Fall





Questions and Discussion



From: [Martha Silver](#)
To: [Martha Silver](#)
Subject: FW: question about item 10 on the June 8 MTC policy Advisory Council meeting agenda
Date: Tuesday, June 7, 2022 5:12:05 PM

From: Kara Oberg <koberg@bayareametro.gov>
Sent: Tuesday, June 7, 2022 4:30 PM
To: Frank Welte [REDACTED]
Cc: Martha Silver <MSilver@bayareametro.gov>; Kì-Nam Miller <kmiller@bayareametro.gov>;
Therese Trivedi <TTrivedi@bayareametro.gov>; Matt Nichols <mnichols@bayareametro.gov>
Subject: Re: question about item 10 on the June 8 MTC policy Advisory Council meeting agenda

Frank,

Thank you very much for your comments and questions on the Active Transportation (AT) Plan. I've separated out your questions and comments and addressed them below. If you have additional thoughts or questions before tomorrow's meeting, please don't hesitate to reach out. Sharing your experience will help to make this a better plan.

Q1: What does the proposed Active Transportation plan say about protecting pedestrians with disabilities and wheelchair users from fast-moving cyclists and e-scooter riders on our sidewalks?

A: The AT Plan addresses pedestrians with disabilities and wheelchair user conflict with cyclist and e-scooter rides on our sidewalks in the following ways:

- Adopting All Ages and Abilities design principles in MTC's Complete Streets (CS) Policy (Resolution 4493)
- Including the Proposed Public-Rights-of-Way Accessibility Guidelines (PROWAG) by the U.S. Access Board in the design process for projects seeking regional discretionary funding
- Building off CA state laws on electric scooters

Adopting All Ages and Abilities design principles in MTC's Complete Streets Policy

The [MTC Complete Streets Policy](#) requires [All Ages and Abilities](#) design principles for projects seeking regional funding that are on the AT Network. **This design document has a focus on people biking that includes safe riding.** As stated in the All Ages and Abilities document, "Poor or inadequate infrastructure—which has disproportionately impacted low-income communities and communities of color—forces people bicycling to choose between feeling safe and following the rules of the road and induces wrong-way and sidewalk riding. Where street design provides safe places to ride and manages motor vehicle driver behavior, unsafe bicycling decisions disappear, making ordinary riding safe and legal and reaching more riders."

Additionally, this design guidance explicitly includes people with disabilities in the "All Ages and Abilities" population the design is seeking to reach. People with disabilities may use adaptive

bicycles including tricycles and recumbent handcycles, which often operate at lower speeds, are lower to the ground, or have a wider envelope than other bicycles. High-comfort bicycling conditions can provide mobility, health, and independence, often with a higher standard for bike infrastructure needed.

Including the Proposed Public-Rights-of-Way Accessibility Guidelines (PROWAG) by the U.S Access Board in the design process for projects seeking regional discretionary funding

The CS Policy states, “[The Proposed Public Rights-of-Way Accessibility Guidelines \(PROWAG\)](#) by the U.S. Access Board should be referenced during design.” This document contains scoping and technical requirements to ensure that facilities for pedestrian circulation and use located in the public right-of-way are readily accessible to and usable by pedestrians with disabilities.

Building off of CA state laws on electric scooters

Lastly, the AT Plan is working off CA state laws for bicycles and electric scooters. **Current CA law states that electric scooter riders ride at maximum speed of 15 mph, use bike lanes where available, ride alone, off the sidewalk, abide by crosswalk regulations and follow all rules that apply to motor vehicles.** Paired with state law, is what’s happening at the local level. Many local governments have taken steps to strengthen requirements of their scooter providers to reduce scooter use and inappropriate scooter parking on sidewalks. Nevertheless, we know that some scooter and bike users will continue to encroach on the sidewalks, illegally or not, if they feel undue physical risk. That is why comfortable, separated lanes (Class IV in bike facility jargon) are essential to ensuring that bicycles and e-scooters will use them, in real world conditions, and leave sidewalks to their appropriate users.

Comment 1: When I read about active transportation plans, there seems to be a lot of talk about separating cyclists from motor vehicle traffic, a policy that I fully support. However, it seems to me that many of the strategies for achieving this goal involve either deliberately or accidentally pushing cyclists onto sidewalks, which is a safety hazard to pedestrians, particularly those of us with disabilities or older adults who may be frail. The increasing use of e-scooters and other forms of small human-powered or electrical vehicles on sidewalks is compounding this problem.

Response 1: “All Ages and Abilities” design guidance operates under the principles that by designing high-comfort facilities that either separate users from fast moving automobiles or slow automobile speed, jurisdictions can attract people of all ages and abilities to use the facility. Design options for separating people biking from people driving do not direct people biking onto the exiting sidewalk. Instead, the design of these separated facilities can bring people biking up to sidewalk height, with tactical or vertical spacing between those using the existing sidewalk and those using the separated bike facility. Therefore, in these design cases, people biking, walking or rolling and driving have their own delineated space.

Comment 2: I get scared when I read terms like “shared streets” or “mixed used trails”. When I walk down a sidewalk with my white cane or with my guide dog, I absolutely do NOT want to share my walking space with bicycles, scooters, cars (slow-moving or parked) etc. Wheelchairs and baby

strollers are fine.

Too often, I see catch-all language like “bike, walk or roll” as if these forms of transportation are essentially interchangeable and compatible. Nothing could be further from the truth, and any “safe streets” or “active transportation” plans need to treat each of these forms of transportation as separate, each requiring its own separate spaces. To the extent that such spaces must intersect, overlap or be shared, the consequences of the resulting interactions must be carefully planned for to minimize harmful encounters.

Response 2: Thank you for sharing your concerns. These comments are helpful as we prepare the final Plan document. We welcome additional potential opportunities for addressing these concerns at the regional level.

Additionally, "multi-use paths" are a legally defined type of facility in California law. Also called Class I facilities, the detailed design guidance requires adequate width for bicycles, pedestrians, mobility devices such as wheelchairs, to share comfortably. Multi-use paths, such as major segments of the Bay Trail, are an important part of our region's Active Transportation Network and are currently enjoyed by people of all abilities. That said, we should also insist on evolving our best practices to achieve universal access.

Kara Oberg
O: (415) 778-6719

From: Frank Welte [REDACTED]
Date: Monday, June 6, 2022 at 9:24 PM
To: Kara Oberg <koberg@bayareametro.gov>
Cc: Martha Silver <MSilver@bayareametro.gov>, KỲ-Nam Miller <kmiller@bayareametro.gov>
Subject: question about item 10 on the June 8 MTC policy Advisory Council meeting agenda

External Email

Hello:

What does the proposed Active Transportation plan say about protecting pedestrians with disabilities and wheelchair users from fast-moving cyclists and e-scooter riders on our sidewalks?

When I read about active transportation plans, there seems to be a lot of talk about separating cyclists from motor vehicle traffic, a policy that I fully support. However, it seems to me that many of the strategies for achieving this goal involve either deliberately or accidentally pushing cyclists onto sidewalks, which is a safety hazard to pedestrians, particularly those of us with disabilities or older adults who may be frail. The increasing use of e-scooters and other forms of small human-powered or electrical vehicles on sidewalks is compounding this problem.

I get scared when I read terms like “shared streets” or “mixed used trails”. When I walk down a sidewalk with my white cane or with my guide dog, I absolutely do NOT want to share my walking space with bicycles, scooters, cars (slow-moving or parked) etc. Wheelchairs and baby strollers are fine.

Too often, I see catch-all language like “bike, walk or roll” as if these forms of transportation are essentially interchangeable and compatible. Nothing could be further from the truth, and any “safe streets” or “active transportation” plans need to treat each of these forms of transportation as separate, each requiring its own separate spaces. To the extent that such spaces must intersect, overlap or be shared, the consequences of the resulting interactions must be carefully planned for to minimize harmful encounters.

The Active Transportation plan as presented fails on this issue.

Frank Welte

Metropolitan Transportation Commission Policy Advisory Council

June 8, 2022

Agenda Item 11

Potential Regional Revenue Options for Housing and Transportation

Subject:

Overview of the request to recommend that the Commission and ABAG Executive Board assign relevant MTC, Bay Area Housing Finance Authority (BAHFA) and ABAG Committees responsibility for overseeing next steps related to consideration of future housing and transportation revenue measures.

Background:

Policy Advisory Council Agenda Item 11, Potential Regional Revenue Options for Housing and Transportation is attached. The report will be presented to the Joint MTC ABAG Legislation Committee meeting as an approval item on June 10, 2022.

Staff will be at your June 8 meeting to deliver and discuss this presentation.

The Potential Regional Revenue Options for Housing and Transportation was not previously presented.

Issues:

None identified.

Recommendations:

Information only

Attachments:

- Attachment A: Potential Regional Revenue Options for Housing and Transportation from the June 10, 2022, Joint MTC ABAG Legislation Committee meeting

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

June 10, 2022

Agenda Item 3b

Potential Regional Revenue Options for Housing and Transportation

Subject:

Next steps in pursuit of a regional housing bond, authorization for a future regional transportation measure and identification of other transportation funding opportunities.

Overview:

Assembly Bill 1487 (Chiu, 2019) authorized the Bay Area Housing Finance Authority (BAHFA) to place a regional housing measure on the ballot across the nine counties, in collaboration with the ABAG Executive Board. The measure authorized a variety of revenue mechanisms, including a general obligation bond, a parcel tax, a gross receipts tax and an employee head tax. In the Fiscal Year 2021-22 State Budget, MTC received a \$20 million earmark, on behalf of BAHFA, to develop pilot projects to demonstrate the added value that a regional housing finance agency can have in the Bay Area across the 3Ps of protection, preservation and production. Earlier this year, BAHFA hired its first director, affordable housing finance expert Kate Hartley, and is actively hiring project managers (on a limited term, four-year basis) to implement the pilot projects. See Attachment A for a BAHFA update shared with the Bay Area's state legislative delegation in March 2022.

With respect to transportation, while there is no denying that additional funding is needed to address a multitude of the needs—ranging from transit operations to implementation of the Transit Transformation Action Plan to capital project funding shortfalls for Plan Bay Area 2050 Tier 1 projects—there currently is no authorization to place a regional transportation funding measure on the ballot.

Recommendation: Approval / ABAG Executive Board

Approval / MTC

Approval / BAHFA


Discussion:

On May 11 2022, MTC and ABAG leadership received a request from the Bay Area Housing for All (BAHA) Coalition requesting that the agencies provide formal direction to staff to begin the preparations for placement of a regional housing bond of \$10-\$20 billion on the November 2024 ballot. In response to this request and given the need to simultaneously map out a strategy to address funding needs for transportation—with respect to transit operations in particular—this item seeks your approval as follows:

1. Request that the ABAG Executive Board and BAHFA direct the ABAG Housing Committee and BAHFA Oversight Committees, respectively, to collaborate on overseeing preparations for a regional housing bond on the November 2024 ballot.
2. Request that MTC direct the MTC Programming and Allocations Committee and, at key touchpoints, the MTC/ABAG Joint Legislation Committee, to oversee next steps for addressing regional transportation revenue needs, such as:
 - a. Research poll in Fall 2022 to inform spending plan and revenue mechanism options for a transportation measure authorizing bill
 - b. Stakeholder engagement with MTC Policy Advisory Council, Bay Area transit agencies, county transportation agencies, transportation advocacy organizations and the business community regarding content of a revenue measure.
 - c. Identify funding opportunities to bridge time gap until more continuous, stable revenues are available.

Attachments:

- Attachment A: Bay Area Housing Finance Authority Update, March 2022
- Attachment B: May 11, 2022 Bay Area Housing for All letter
- Attachment C: May 23, 2022 Voices for Public Transportation letter
- Attachment D: Presentation



Alix A. Bockelman



Building a Foundation for Transformational Housing Solutions

Bay Area Housing Finance Authority Update, March 2022

A secure and affordable home is the bedrock of a thriving community. When families have a safe, affordable place to live, kids learn better, health and well-being improves, and businesses thrive. However, in the San Francisco Bay Area, an affordable home is out of reach for far too many.

The Bay Area faces a shortfall of more than 220,000 homes affordable to its poorest residents. Roughly 45 percent of the region's renters spend more than thirty percent of their income on housing and nearly a quarter spend over 50 percent.¹ Black, indigenous and other people of color have been hit particularly hard by untenable housing costs, forcing all Bay Area residents to grapple with the legacy of discriminatory housing policies.

With the passage of AB 1487 (Chiu, 2019) and establishment of the Bay Area Housing Finance Authority (BAHFA), the Legislature took a big step toward creating a new future where all Bay Area residents can thrive. As the first regional housing finance authority in California, BAHFA embraces a collaborative approach to delivering housing affordability at scale. No longer must each Bay Area city and county struggle to solve its housing

and homelessness challenges on its own. BAHFA facilitates a new level of information sharing and capacity building with the core aim of bringing new resources to the table.

BAHFA is guided by the “3Ps” framework:

protect current residents from displacement, **preserve** existing affordable housing, and **produce** new housing to secure long-term affordability. BAHFA equips the region with a powerful new set of financing tools that can raise significant new housing revenue from a variety of sources, including a regional ballot measure, state or federal appropriations and philanthropic and corporate contributions.

The 3 Ps of Housing



Protection Existing renters and homeowners must have the tools and rights to remain in their homes



Preservation Existing affordable housing must be maintained at affordable levels



Production New housing units must be produced at a diversity of affordability levels



BAHFA Inaugural Director Kate Hartley and Growing the BAHFA Team

Thanks to the state appropriation, BAHFA in February 2022 welcomed its inaugural Director, Kate Hartley — a Bay Area affordable housing veteran. Kate previously worked as Chief Lending and Investment Officer for the nonprofit Housing Accelerator Fund, where she implemented a new financing and construction model that produced housing for homeless people more quickly and cost-effectively than conventional approaches. Before joining the Housing Accelerator Fund, Kate served as deputy director and then director of the San Francisco Mayor's Office of Housing and Community Development, and served in a senior position in the City of Berkeley's Department of Health, Housing and Community.

\$20 Million Secured for BAHFA in 2021-2022 State Budget

In 2020, the Bay Area was on track to pursue a \$10 billion General Obligation (GO) bond measure but the economic hardships resulting from the COVID 19 pandemic forced a postponement. Thanks to the tremendous leadership of the Bay Area's legislative delegation, BAHFA secured \$20 million from the FY 2021-22 State Budget to implement five pilot programs across the 3Ps. Step one in that effort is building the BAHFA team along with relationships with local jurisdictions and key housing stakeholders across the region.



Early Progress on the Pilot Programs

We expect a formal launch of most of the pilots in the second half of 2022 once additional staff have been hired. A brief update on each pilot follows:

- 1. Doorway.** Doorway builds on the work of Bay Area cities and counties to create an online portal allowing tenants to search and apply for affordable housing opportunities throughout the region. The goal is to alleviate the challenges Bay Area households face finding affordable housing and to simplify the management and lease-up process for owners and managers. BAHFA staff is exploring an opportunity with a major technology company to embed a team of employees that would offer pro bono services to expedite the development of Doorway.
- 2. Bay Area Affordable Housing Pipeline.** In close partnership with Enterprise Community Partners, BAHFA is moving forward with an update and expansion of the two-year-old Bay Area Affordable Housing Pipeline to create the most comprehensive inventory of affordable housing developments across the nine-county Bay Area ever available. The Pipeline is critical to understanding the Bay Area's progress toward producing and preserving sufficient affordable housing to meet the region's needs, and to help funding and financing gaps.
- 3. Preservation.** This strategy is about protecting communities by locking in affordability before it's too late. BAHFA aims to help community-based organizations and individual households buy and rehabilitate existing market-rate (sometimes referred to as "naturally occurring") affordable housing and convert it to permanently affordable, deed-restricted housing, including home-ownership. BAHFA aims to leverage MTC's existing Preservation Pilot funding with additional state, local and

philanthropic sources, and to create partnerships that provide both affordable rents and greenhouse gas emission reductions.

The Partnership for the Bay's Future awarded BAHFA a Breakthrough Grant to accelerate our housing preservation work. Urban Habitat, the Bay Area Community Land Trust and The Unity Council joined the grant application as formal community partners.

- 4. Anti-Displacement Services Network.** Through this pilot, BAHFA will create an action plan for long-term anti-displacement work. In collaboration with key partners and stakeholders, BAHFA aims to help families remain in their homes and neighborhoods. The plan will be implemented in conjunction with the Preservation Pilot but will focus on tenant protections rather than property acquisition and rehabilitation. By developing best practices and supporting their adoption across the region, BAHFA will help ensure that Bay Area residents at risk of displacement are well-informed about their rights and know how to get the help they need. BAHFA will partner with trusted community-based organizations to deliver culturally relevant programs and reach people who face significant obstacles to accessing the resources available to support tenants.
- 5. Homelessness Prevention.** In conjunction with the Anti-Displacement Pilot, this work will focus on long-term, collaborative actions BAHFA can lead with key stakeholders to better protect Bay Area residents from many of the events—such as eviction, medical emergencies, or job loss—that can lead to homelessness.

BAHFA Business Plan

BAHFA is preparing a Business Plan to outline how the authority will advance the 3Ps framework by taking an equity-focused approach that prioritizes communities most impacted by the affordability crisis. While the five pilot programs aim for near-term impact and proof of concept to help demonstrate the benefits of a regional approach to addressing housing insecurity, the Business Plan will set a course for BAHFA to grow to the scale of its mandate and design programs and staffing options for the long-term, including a future ballot measure.

The Business Plan will be supported by a consultant team led by Forsyth Street and Bonnewit Development Services, with a target completion date of 2023. The team also features experts in housing policy, communications and finance, including UC Berkeley's Othering & Belonging Institute and the Turner Center for Housing Innovation, and Strategic Economics. This month, BAHFA and the Business Plan team expect to establish an Equity Working Group to guide the Plan's development.

Exploring Opportunities for Near-Term Capital Funding

Near-term capital funds are needed to grow BAHFA's impact; and the need will become increasingly urgent as rising housing unaffordability and homelessness take their economic, social and human toll on our region. BAHFA leadership and community partners are exploring opportunities to leverage additional state, local and philanthropic dollars for new BAHFA programs, including a preservation capital fund and a regional catalyst fund that will focus on accelerating transit-oriented affordable housing development on public land and on adaptive-reuse sites such as aging shopping malls and office parks.



Potential Ballot Measure in 2024

We are exploring placement of a \$10 billion GO bond dedicated to affordable housing on the November 2024 ballot across the region's nine counties. Such a measure would generate gap funding to produce and preserve more than 45,000 affordable homes, providing housing for half a million low-income households. Because affordable housing financing almost exclusively relies on leveraging local, state and federal funds, as well as private investments, the \$10 billion raised through this measure is estimated to leverage an additional \$15 billion in other affordable housing resources. Since reaching the two-thirds threshold for GO bonds remains a significant challenge, housing advocates are also exploring pursuit of a statewide ballot measure to simultaneously lower the approval threshold for local housing bonds to a simple majority.

For More Information:

Rebecca Long, MTC-ABAG Director of Legislation & Public Affairs, rlong@bayareametro.gov
510-778-5289

Kate Hartley, Section Director, Bay Area Housing Finance Authority, khartley@bayareametro.gov
415-778-6679

Endnotes

- 1 *California Housing Partnership analysis of 2018 PUMS data. Shortfall of homes affordable and available to "very low-income" (<50% of Area Median Income) and "extremely low-income" (<30% of Area Median Income) households. "Cost burdened" is defined as a household that spends more than 30% of its gross income on housing costs. "Severely cost burdened" is defined as a household that spends more than 50% of its gross income on housing costs.*



May 11, 2022

Supervisor Alfredo Pedroza, Chair, Metropolitan Transportation Commission
Mayor Jesse Arreguín, President, Association of Bay Area Governments
Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105

Dear Chair Pedroza and President Arreguín,

The Bay Area continues to face an unprecedented crisis of housing insecurity and rising unaffordability. Rents continue to rise, homeownership is increasingly unattainable, and the lack of sufficient resources to produce and preserve affordable housing is forcing longtime Bay Area residents to move further and further from their jobs, schools, and communities – or forced into homelessness. This crisis disproportionately burdens people of color, in particular Black residents, in our region. The Regional Housing Needs Allocation and local housing element updates currently underway are an important step to address our affordable housing shortfall, but significant resources are needed to bring this planning work to fruition and deliver new affordable homes to communities across the Bay Area.

That is why we, the Bay Area Housing for All Coalition (BAHA), remain committed to pursuing a regional housing ballot measure in 2024. Bay Area residents agree; polling has consistently demonstrated that [homelessness and housing are the top concerns for voters, especially in the last two years](#). We believe a housing measure can provide our region with the relief and resources needed to address our housing and homelessness challenges at the scale of the problem. These new local resources will also allow the Bay Area to more effectively leverage state, federal, and private resources to further accelerate affordable housing production, preservation, homelessness prevention, and tenant protections.

Since the Bay Area Housing Finance Authority (BAHFA) was created in 2019, our coalition has worked to do the coalition building, research and polling, and outreach to local officials and staff to chart a path forward to place a regional housing measure on the ballot. Even when the pandemic and related economic challenges of the last two years pushed us to delay a ballot measure until 2024, the BAHA Coalition, in partnership with ABAG and MTC, worked to secure \$20 million from the state budget to begin building the capacity and programs of BAHFA. Looking ahead to 2024, BAHFA is more ready than ever to mount a successful campaign and implement significant new resources across the region. Our coalition is now poised and ready to begin preparing and fundraising for a 2024 campaign.

We respectfully request that the BAHFA Oversight Committee and the ABAG Housing Committee recommend that the MTC Commission and ABAG Executive Board consider a formal action at their June meetings to direct staff to pursue in earnest the necessary next steps for a \$10-20 billion regional housing bond measure in November 2024.

We understand that the decision to place any measure on the ballot must ultimately be informed by research and polling that demonstrate a viable path to success. That is why it is essential that ABAG/MTC staff have clear direction to begin the internal steps to prepare for and assess viability of a measure. This will, in turn, provide the affordable housing community with the certainty we need to move forward with preparing and fundraising for a winning campaign.

We look forward to continuing to partner with you to make this effort a success and bring much needed resources to serve Bay Area residents impacted most acutely by our housing and homelessness crises.

Respectfully,

Judith Bell
Chief Impact Officer
The San Francisco Foundation

Amie Fishman
Executive Director
Non-Profit Housing Association of Northern California

Heather Hood
Vice President and Market Leader
Enterprise Community Partners, Northern California

Tomiquia Moss
Founder and Chief Executive
All Home

Alicia John-Baptiste
President and CEO
SPUR

Gina D. Dalma
Executive Vice President Community Action, Policy and Strategy
Silicon Valley Community Foundation

Jennifer Loving
Chief Executive Officer
Destination: Home

Kevin Zwick
CEO
United Way Bay Area

Matt Schwartz
President & CEO
California Housing Partnership

Regina Celestin Williams
Executive Director
SV@Home Action Fund

Larry Florin
President & CEO
Burbank Housing

Debra Ballinger
Executive Director
Monument Impact

Randy Tsuda
President and CEO
Alta Housing

Evelyn Stivers
Executive Director
Housing Leadership Council of San Mateo County

Gloria Bruce
Executive Director
East Bay Housing Organizations

Matthew O. Franklin
President & CEO
MidPen Housing Corporation

Ari Beliak
President and CEO
Merritt Community Capital

Carolyn Bookhart
Director of Real Estate Development
Resources for Community Development

Cc: Mayor Libby Schaaf, Chair, Bay Area Housing Finance Authority Oversight Committee
Councilmember Carlos Romero, Vice Chair, ABAG Housing Committee
Therese McMillan, Executive Director, MTC
Rebecca Long, Director of Legislation and Public Affairs, MTC/ABAG



May 23, 2022

Alfredo Pedroza, Chair
Metropolitan Transportation Commission
375 Beale St #800, San Francisco, CA 94105

**Re: May 25, 2022, Metropolitan Transportation Committee Meeting,
Agenda Item #3, Public Comment/ Other Business**
*Advance Authorizing Legislation in 2023 in Support of a Regional Transportation
Funding Measure*

Dear Chair Pedroza and MTC Commissioners:

Public transportation is key to an equitable and economically vibrant region, and our regional system's chronic underinvestment has left us with massive mobility injustice. The availability of quality, affordable public transit is a determinant of people's access to affordable housing, job, and educational opportunities. The COVID-19 crisis has driven transit agencies into financial instability and crisis, forcing service cuts and threatening many transit agencies' near and long-term ability to continue to deliver service - and exacerbating already deep social inequities. We must act now as a region to ensure public transit has the necessary resources to recover from the losses of the pandemic, rebuild service and ridership, and in doing so meet the needs of transit riders present and future, especially low-income communities, communities of color, and transit-dependent people.

We urge MTC to take immediate action toward introducing legislation in 2023 that would authorize a transformative regional funding measure.

Authorizing legislation in 2023 is critical for several reasons. First, this was a public commitment made to the region and all the transit agencies in the Blue Ribbon Transit Recovery Task Force process in 2021 as a fundamental part of transit recovery. Second, transit agencies across the region are in serious need of operations funding to prevent service cuts; [per their own data](#), many transit agencies face fiscal cliffs as soon as 2024 as federal funds run out. Much of the recently approved additional federal infrastructure funding that has been authorized is restricted to capital purposes only and will not help transit agencies avoid service cuts. Third, passing enabling legislation in 2023 gives our region the greatest flexibility as to when to put a measure on the ballot; should polling look favorable, a ballot measure can be advanced as early as 2024. Fourth, passing enabling legislation in 2023 shows state legislators and transit agencies in our region that MTC is serious about a regional measure, and is likely to improve the region's chances of getting one-time state budget funding for transit that would carry our region through to the year when we have a regional ballot measure. Your own listening session on this topic in

December indicated the need for action in the spring of this year – time is running out to develop the regional consensus needed. Now is the time to work with key stakeholders around the region, especially workers and riders, to develop a framework for legislation.

[Voices for Public Transportation](#) is a coalition of over 50 labor, environmental, community-based organizations, and equity advocates that support a regional funding measure. Our groups represent thousands of workers, riders, low-income community members, people with disabilities, and transit-dependent people. In order for a measure to succeed and address the dire need facing the Bay Area's transit system, a regional transportation funding measure must:

- Include primarily **operations funding**, to ensure frequent and reliable service;
- Fund **integrated and affordable fares** to ensure equitable access to the system;
- Be funded by a **progressive revenue source**—which is both more equitable and more passable.

Support for a measure built upon these three policy pillars is broad and growing, and should be the basis for the regional consensus that lawmakers will need to move forward with a bill in 2023.

In order to ensure we can introduce authorizing legislation in 2023, we encourage MTC to take the following actions:

- Undertake analysis of revenue options for a funding measure, including various progressive sources, [building on the research](#) our coalition conducted in 2019;
- In partnership with transit agencies and our coalition, develop high level expenditure plan scenarios that reflect agency operations deficits, and explore possible scales and geographic scope and local/regional splits;
- Continue to meet with the Voices for Public Transportation coalition to ensure alignment and collaboration.
- In partnership with stakeholder groups, begin meeting with state legislators in fall 2022 to build support and understanding to introduce authorizing legislation in 2023.

We need a long term and transformative investment in our public transportation system in order to meet our equity and climate goals. **MTC must take immediate action to develop a framework for legislation for a regional transportation funding measure to protect, maintain, and grow our regional transit system in the face of the current financial crisis.**

Sincerely,

Vinita Goyal
Executive Director
San Francisco Transit Riders

Ian Griffiths
Policy Director
Seamless Bay Area

Hayley Currier
Policy Advocacy Manager
TransForm

Richard Marcantonio
Managing Attorney
Public Advocates Inc.

Mary Lim-Lampe JD
Executive Director
Carol Taylor
Chair, Transit Disability Justice Task Force
Genesis

Bob Allen
Policy & Advocacy Campaign Director
Urban Habitat

Shiloh Ballard
Executive Director
Silicon Valley Bicycle Coalition

Maia Piccagli
Volunteer Organizer and Leader
Mothers Out Front SF

Derek Sagehorn
Chair
East Bay Transit Riders Union

Brian Haagsman
Vision Zero Organizer
Walk San Francisco

Daveed Mandell
Member, Transportation Committee
American Council of the Blind

...

REGIONAL REVENUE OPTIONS FOR HOUSING AND TRANSPORTATION

Joint MTC ABAG Legislation Committee

June 10, 2022



ASSOCIATION OF BAY AREA GOVERNMENTS
METROPOLITAN TRANSPORTATION COMMISSION

Key Questions Facing ABAG and MTC/BAHFA Policymakers

1. Should staff be directed to begin the work necessary to place a regional housing measure on the November 2024 General Election ballot, based on the existing enabling legislation, AB 1487 (Chiu, 2019)?
2. Should MTC and partners pursue state enabling legislation in 2023 to authorize a regional transportation measure for a to-be-determined future ballot and/or take other steps to address immediate needs?



What Do We Know About Bay Area Voter Sentiment Now?

- A March 2022 Bay Area Council poll of Bay Area registered voters found:
 - Voters are very concerned about the economy and inflation and almost 2/3 think Bay Area is **on the wrong track**;
 - A combined 45 percent think homelessness and housing costs/availability are the most important problem facing Bay Area, whereas only 5 percent identify traffic and congestion as the most important problem.
 - Only 57% said they would support a sales tax for transportation (9 percentage points below 2/3 req.)



Why the Urgency to Affirm Pursuit of a Regional Housing Measure in 2024 Now?

- The Bay Area Housing for All Coalition has requested a clear signal that BAHFA & ABAG intend to pursue an affordable housing bond to assist in their efforts to build the foundation for a winning campaign.
 - Such signal would demonstrate agency support for the preparatory work needed to place measure on November 2024 ballot, but ultimate decision requires polling closer to election.
 - Coalition building and fundraising for a November 2024 measure should begin soon.
- The Bay Area's first regional housing measure is a major endeavor that will require extensive planning, analysis and community engagement.
 - Staff need clear direction to ensure appropriate work plan and budgeting.



Near-Term Challenge: Looming Fiscal Cliff for Transit Operating Budgets

5

- Some Bay Area transit agencies forecast multi-million dollar operating deficits beginning in FY 2023-24 when cushion from federal COVID relief funds starts to run out.
- Balancing budgets will require looking at multiple options to reduce operating expenses and secure new revenue; a regional measure may be **one strategy**—but can't be the only one pursued.
- Next year's state budget may be an option to extend the “runway” to financial stability, but Legislature will want to see a long-term plan.



Near-Term Challenge: Major Capital Projects Face Headwinds

- While the RM 3 lawsuit is pending, the status of the funding plans for many regional priorities is unknown.
- Asking the voters to approve a new tax for specific projects before RM 3 is resolved will be challenging at best.
- Given the significant infusion of new capital funding from the federal Bipartisan Infrastructure Law and anticipated funding from the state, the value proposition of a regional measure could be more on the operational and programmatic side – funding those things that are hard to fund otherwise.



Transit Transformation Action Plan Items Require Additional Funding

In the medium-term, we estimate:

- one-time capital needs of approximately \$250 million for accelerated actions
- approximately \$100 million/year to offset lost fare revenue for most impactful fare integration policies.



What New Research About Transportation Would be Valuable?

- When it comes to elections and polling, timing is everything.
 - Results from polling conducted more than two years in advance of a potential election has limited value in informing the ultimate viability of a possible measure
- Polling to learn what Bay Area residents and voters' priorities are when it comes to transportation could help inform expenditure plan. For example, polling could indicate voter support/concern about:
 - Preserving existing transit service levels
 - Making transit more affordable and easier to navigate
 - Helping buses get out of traffic through dedicated bus lanes
 - Converting buses, ferries and trains to zero emission



Potential Features of a New Regional Transportation Revenue Measure Bill

- Flexible timing on when election would occur
- The spending plan should be programmatic versus project-specific
- Multiple revenue options



STAFF RECOMMENDATION

- **ABAG Executive Board and Bay Area Housing Finance Authority:** Direct the ABAG Housing Committee and BAHFA Oversight Committee, respectively, to collaborate on overseeing preparations for a regional housing bond on the November 2024 ballot.
- **MTC:** Direct the MTC Programming and Allocations Committee and, at key touchpoints, the MTC/ABAG Joint Legislation Committee to oversee next steps for addressing transportation needs, such as:
 - Research poll in Fall 2022 to inform spending plan and revenue mechanism options for a transportation measure authorizing bill
 - Stakeholder engagement regarding scope of a revenue measure
 - Identify funding opportunities to bridge time gap until more continuous, stable revenues are available.



www.bayareametro.gov

Rebecca Long (she/her)
Director, Legislation & Public Affairs
rlong@bayareametro.gov



ASSOCIATION OF BAY AREA GOVERNMENTS
METROPOLITAN TRANSPORTATION COMMISSION

From: [Martha Silver](#)
To: [Martha Silver](#)
Subject: FW: Questions on Agenda Item 11
Date: Wednesday, June 8, 2022 11:13:38 AM

From: Rebecca Long <rlong@bayareametro.gov>
Sent: Wednesday, June 8, 2022 10:26 AM
To: vinay [REDACTED]
Cc: KỲ-Nam Miller <kmiller@bayareametro.gov>; Martha Silver <MSilver@bayareametro.gov>
Subject: FW: Questions on Agenda Item 11

Hi Vinay – Thanks for your great questions. I reached out to our housing experts and they helped me craft the responses below in red.

I look forward to the discussion at Policy Advisory Council this afternoon.

Thanks,

Rebecca

From: Vinay Pimple [REDACTED]
Date: June 7, 2022 at 4:57:25 PM PDT
To: Rebecca Long <rlong@bayareametro.gov>, KỲ-Nam Miller <kmiller@bayareametro.gov>
Cc: Martha Silver <MSilver@bayareametro.gov>
Subject: Questions on Agenda Item 11

External Email

Here are my questions.

Thanks

Vinay

Agenda Item 11

1. Please properly present the fiscal implications of issuing bonds during a period that is likely to see high interest rates. For example, a 30 year bond with 8% interest generates only half the money as a 30year bond with 2% interest.

The effect of various interest rate modeling is seen in the property tax assessment, not the amount of money raised. Currently, 4.25% is the 30-year average of the 30-year Municipal Markets Data (MMD) Index, which is the benchmark for the tax-exempt muni bond market. We've modeled one standard deviation below that average (3%) and one standard deviation above

the average (5.5%) to gauge the effect on taxpayers. Polling will help us understand what an acceptable property tax rate will be.

2. How can 45K homes create housing for half a million households?

This number reflects the ongoing opportunity for housing that newly constructed and preserved buildings will provide over the 55-year term that the federal Low Income Housing Tax Credit requires affordability and an assumption that households will stay in an affordable home for an average of 5 years.

3. "Naturally occurring affordable housing" is often perceived as code for disproportionately minority owned housing. This is because minorities disproportionately own property in low income areas. Please conduct a demographic analysis of ownership patterns in areas targeted for "preservation," and compare it to other areas. If it's true that the areas targeted for "preservation" have disproportionate minority ownership, the laws will be considered as racial discrimination under a disparate impact analysis. Are there any plans to conduct such an analysis to prevent racial discrimination?

The primary purpose of the Preservation program is to keep existing residents housed- avoid displacement. While it may be true that NOAH buildings have disproportionately high rates of BIPOC owners (though we would need to verify that), the point is that whoever those owners are, they're selling. And with a sale transaction, existing residents are at risk of displacement, whether because the new owner raises rents (in areas without rent stabilization protections), conducts a "reno-viction", i.e., moves people out for a long period in the name of rehab, which often means they're gone for good, or simply harasses them to the point of departure, which we see in high-cost cities that do have rent stabilization protections and thus an incentive to take advantage of vacancy decontrol.

We don't think that a Preservation funding program we would implement would create a disparate impact and race-based damage claim. Again, the point is to *protect existing residents* where they are.

4. Please compare the cost per supported household of new affordable housing with that of housing voucher programs. Since the cost of housing vouchers would be very different in SF and in Richmond, please give the different costs for different rental markets, along with the size of those rental markets. A back of the envelope calculations suggests that in an area like Richmond twice as many families could be supported through a housing voucher program as through building new affordable housing. Will you conduct a cost-benefit analysis of the two in order to determine which

program will serve the largest number of low income families?

Access to new Housing Choice Vouchers from the federal government would be a dream come true. Currently, most public housing authorities, which administer the HUD voucher program, have closed waiting lists and only occasionally issue RFPs for project-based voucher assistance. Without access to this resource, which must be permanent to be effective, there's not much value comparing their impact in different rental markets. A proposed GO bond would not include a voucher program as those costs aren't eligible for bond proceeds.

5. Using the 30% figure for housing burden comes from the relative cost of housing and other goods and services at the national level. Since the relative cost of housing, and of other goods and services is very different in the Bay area, the 30% number has to be recalculated for the Bay Area. Consider the following: 1) Nationwide, the housing cost is \$30 and the cost of other good and services is \$70, for a given standard of living level. 2) Assume that the housing cost in the Bay Area is 4X the housing cost at the national level. 3) Assume that the cost of other goods and services in the Bay Area is 1.5X the cost at the national level. 4) To achieve the given standard of living level in the Bay Area, we need: $((\$30 \text{ Housing cost} * 4X) = \$120) + ((\$70 \text{ cost of other goods and services} * 1.5X) = \$105) = \text{Total Income of } \225 . 5) Thus, the Bay Area counterpart of the 30% housing burden at the national level is $(120 / 225) = 53\%$ 6) You can plug in different numbers in the assumptions in 2 and 3 to come up with more accurate numbers for the Bay Area. Will you recalculate a more accurate housing burden percentage for the bay Area? If not, why not?

I am assuming that this comment is in reference to Attachment A, the March 2022 BAHFA update, which notes that 45 percent of Bay Area renters spend more than 30% of their income on housing and nearly ¼ spend over 50%. The reference of 30% here is based on the federal definition of housing burden and is also used as the basis for setting rents for income restricted housing funded with federal tax credits. Since we plan to leverage BAHFA revenue with other state and federal funding sources, all of which require 30% of gross income as the housing payment standard, it remains a relevant metric to describe the Bay Area's housing affordability challenges.

Metropolitan Transportation Commission
Policy Advisory Council

June 8, 2022

Agenda Item 12

Staff Liaison Report

Subject:

Overview of recent MTC policy decisions and other activities.

Issues:

None identified.

Recommendations:

Information

Attachments:

- Attachment A: Attachment A: Staff Liaison Report – June 2022

Staff Liaison Report – June 2022

Legislative Updates:

State budget negotiations are in full swing and are looking promising for transportation, housing and climate adaptation—three core MTC/ABAG priorities. A final budget bill must be passed by the Legislature and sent to the Governor by June 15. On June 1, a joint budget agreement was released by the Assembly and Senate leadership proposing a \$10.9 billion transportation augmentation for public transit, active transportation, climate adaptation, freight and more over a four-year timeframe with \$5.5 billion available in FY 2022-23. No further details were released regarding how the funds would be divvied up by program.

Last month, many bills that MTC supports moved out of the house of origin, a key step in the legislative process, including SB 917 (Becker) related to seamless transit in the Bay Area, SB 1050 (Dodd), authorizing tolling on State Route 37, SB 1049 (Dodd) establishing a new transportation resilience program funded by federal highway funds, AB 1944 (Lee) related to facilitating remote meetings under the Brown Act outside of public health emergencies, and SB 922 (Wiener) related to exempting certain sustainable transportation projects from the California Environmental Quality Act (CEQA). For a list of the status of all bills MTC/ABAG are tracking see this [link](#) to our legislative monthly, updated monthly.

Executive Director's Report

The following items are excerpts from the May 2022 Executive Director's Report to the Commission. To read this and past reports in their entirety check the agenda from a given Commission meeting (search for past meetings on [MTCs Legistar webpage](#)).

Key Updates from Executive Director McMillan:

COVID-Related Activities

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

Clipper Update

For a limited time, Clipper customers can set up a new Clipper card on their phones for free (normally \$3). This free Clipper card promotion does not include new plastic cards and will be automatically applied for all new cards that are added to mobile devices (iOS or Android).

OBAG update

Earlier this month, MTC released a call for project priorities for **One Bay Area Grant program** focused on local transportation projects. Over the next several months, County transportation agencies (CTAs) will manage the call for projects within their counties and provide a prioritized list of project nominations to MTC this fall. The Commission is anticipated to approve projects in January 2023 and will select projects throughout the region that are best aligned with the environmental and equity targets of Plan Bay Area 2050. If needed, here are a few anticipated project types: bicycle and pedestrian projects, Complete Streets improvements, safety projects and SRTS programs, transit access improvements, and other multimodal transportation system improvements.

Blue Ribbon Transit Recovery Task Force

Another round of the **All Aboard Bay Area Transit campaign** kicked off May 15 and will run through June 15 on local television, connected TV, YouTube and social media. MTC and more than two dozen transit agencies have joined forces to launch the second phase of a multi-lingual advertising campaign in English, Spanish, Mandarin, Cantonese and Vietnamese, encouraging Bay Area residents of all ages to move forward together on the region's buses, trains, ferries and light-rail vehicles. The All Aboard Bay Area Transit campaign was initiated by the Blue Ribbon Transit Recovery Task Force.

Regional Housing Measure Framework

As you know, AB 1487 (Chiu, 2019) authorized the Bay Area Housing Finance Authority (BAHFA) to place a regional housing measure on the ballot across the nine counties, in collaboration with the ABAG Executive Board. On May 11, MTC and ABAG leadership received a request from the Bay Area Housing for All Coalition requesting that the agencies provide formal direction to staff to begin the preparations for placement of a regional housing bond of \$10-\$20 billion on the November 2024 ballot. In response to this request and given the need to simultaneously map out a strategy to address funding needs for transportation—with respect to transit operations in particular—we will have an item on the June 10th Joint Legislation Committee agenda seeking direction on how to prepare for future regional revenue considerations; committee direction will be forwarded as appropriate to the June 16 ABAG Executive Board meeting, and the June 22 meetings of the Commission and BAHFA.

Items to Note

- The **2022 Bay Area Summer Academy** as noted previously in the Chair's report, will be officially renamed as the **Norman Y. Mineta Summer Academy** in his honor. Norm Mineta represented the very best of the Bay Area and we hope to instill those values, that inclusionary spirit in the young people who participate in our academy. We received 109 applicants, compared to around 50 last year. MTC, ABAG, the Air District, and BCDC will put on a paid remote learning experience to encourage youth, particularly those from underrepresented backgrounds, to learn about regional governments and consider a career in public service. We will provide updates as the program progresses.

Other News Updates:

- **Extended: Input from senior, disabled and low-income communities sought for MTC transit planning:** Seniors, people with disabilities and those with low incomes now have until **Friday, May 27** [to provide input on the transportation challenges they face in the region](#). Residents who identify with these categories are invited to share their thoughts via a survey (links below). Respondents can win one of three \$100 gift cards. The MTC is preparing the next update to the [Coordinated Public Transit-Human Services Transportation Plan](#), which coordinates transit agencies and other transportation providers so that all Bay Area residents can get to where they need to go. The public's input will help prioritize funding and align services to better meet the needs of these communities. View the current [Coordinated Public Transit-Human Services Transportation Plan](#) and learn more about the plan.
- **MTC-led All Aboard Bay Area Transit effort continues with new video.** [A new video has been posted](#) as the Metropolitan Transportation Commission (MTC) and more than two dozen transit agencies continue with a multi-lingual advertising campaign encouraging Bay Area residents to hop aboard the region's buses, trains, ferries and light-rail vehicles.

MTC and the transit agencies also have established a website, [AllAboardBayArea.com](#), as a source for more information, including information about all participating transit agencies.

The "All Aboard Bay Area Transit" campaign was initiated by the [Blue Ribbon Transit Recovery Task Force](#) organized by MTC in May 2020 to help guide the future of the Bay Area's public transit network in the wake of the COVID-19 pandemic.

The campaign includes messaging in various languages to reach as many Bay Area residents as possible. The latest featured video can also be seen in:

- Spanish: <https://youtu.be/TLrlDw8VFUA>
- Vietnamese: <https://youtu.be/2eS-PvJ5gHk>
- Mandarin: https://youtu.be/P__mvv4Pbuo
- Cantonese: <https://youtu.be/eXptHenDnx8>

- **Caltrans spotlights top six pollutants degrading California's water quality.** As part of its "Let's Change This to That" public education campaign, Caltrans is sharing the top sources of stormwater pollution and ways to prevent them from contaminating California's waterways.

As stormwater travels into storm drains, it captures pollutants from highways, streets, sidewalks and yards that flow into waterways. The top six pollutants have an outsized impact on the water quality of lakes, rivers, streams and the ocean, Caltrans notes.

The [San Francisco Estuary Partnership](#) is also looking at stormwater. Its [Green Streets, Stormwater Spine, Urban Greening and other projects](#) address the issue.

The following lists the top six pollutants and actions to stop them at the source:

- **Trash and litter:** Properly secure items in truck beds and put trash and recycling in the correct bin.
- **Sediments:** Prevent soil erosion by using mulch in the garden, planting trees and shrubs, and sweeping driveways instead of hosing them off.
- **Nutrients:** Avoid overfertilizing lawns and plants and limit vegetation waste by keeping fallen leaves out of storm drains.
- **Bacteria:** Limit pet and RV waste by picking up after pets and using appropriate RV dumping stations.
- **Metals:** Regularly check tire pressure, change oil and fluids, and use commercial car washes to prevent metals generated from vehicle, tire, and brake wear from ending up on highways.
- **Pesticides:** Use organic pesticides and properly dispose of unused portions.

Caltrans is tasked with managing stormwater runoff and mitigating pollution within its 350,000 acres of right of way, which includes more than 15,000 centerline miles of highways. This effort involves picking up roadside litter and clearing out storm drains to preserve roadway safety and drivability during all types of weather conditions.

- **2022 Bike Champion of the Year Winners Announced:** Bay Area Bike to Wherever Days (BTWD) organizers have named the winners of the 2022 Bike Champion of the Year (BCOY) awards. Given to individuals for inspiring bicycling in their Bay Area communities, this award recognizes individuals in the nine San Francisco Bay Area counties for their commitment to bicycling as the primary mode of transport. The 2022 winners include Marin County's Marty Albion, who at the age of 85 still mountain and road bikes, keeping up with riders 20 years younger than him. Even an accident last year could not keep this inspiring rider from getting back on his bike. Alameda County's winner is Kellie Scott who is the founder and president of Major Taylor East Bay, a cycling club aimed at growing the community of competitive cyclists of color in the East Bay Area. [Here is the complete list of 2022 Bike Champion of the Year award winners.](#)

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. You can find more newsletters to subscribe to at this [link](#).

Have a Question? Ask a Librarian

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

For MTC and Plan Bay Area glossaries:

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

Follow Up Notes:

- Below please find links to the follow up notes that included written staff responses to Council Member questions from previous Council Meetings:
 - January 2022 Policy Advisory Council follow up note
 - February 2022 Policy Advisory Council follow up note
 - March 2022 Policy Advisory Council follow up note
 - April 2022 Policy Advisory Council follow up note
 - May 2022 Policy Advisory Council follow up note

January 2022 Policy Advisory Council follow up note

Greetings all,

Thanks to everyone for showing up and rolling with the punches with our delayed start and extended session with all the introductions. Below please find follow up items from the meeting (with my apologies for the lengthy note!).

Logistics:

- There is a [Zoom memorial](#) being planned for Dr. Michelle Hernandez by the Domestic Employers Alliance (you can sign up to find out the time and date when those are determined [here](#))
- All the orientation materials were shared to you via the thumb drive in the package mailed to you, and you can also find them in this [Box folder](#). The folder includes the [Council Roster](#), which has contact info shared by your peers.
- Don't forget to check out each other's [profiles](#) on the Council website!
- A reminder that if you would like to nominate yourself or others to be Chair or Vice-Chair of the Council, **simply let Martha and/or I know at or before the Council's next meeting on February 9.**
- Council Members can submit their names to be considered by the newly elected Chair for membership on the Equity & Access ("E&A") Subcommittee. Here is a [link](#) to past E&A meetings and materials to familiarize yourself with that body.
- In addition to the E&A Subcommittee, here are the ad-hoc and standing projects you may be invited to serve on:
 - Fare Coordination and Integration Subcommittee (ad-hoc)
 - Next Generation Freeway Advisory Group (TBD)
 - Discount Express Lanes Pilot Advisory group
 - Internship Programs Working group
 - Signage and Wayfinding Working Group
 - Clipper START Working Group (TBD)
 - Community Engagement (TBD)
 - Regional Equity Working Group (Plan Bay Area-related; TBD)

- To email any MTC staff member, use the following formula: first initial plus last name (no space or punctuation) @bayareametro.gov. Please be sure to cc Kỳ-Nam Miller at kmiller@bayareametro.gov and Martha Silver at MSilver@bayareametro.gov
- For those of you unfamiliar with the Brown Act, the First Amendment Coalition put together this [helpful primer](#).
- Zoom has a [feature](#) to set your pronouns on your Zoom profile once so you don't need to manually change it.
- To qualify for attending a remote MTC meeting, you must log-in via the Zoom link provided on the first page of the publicly noticed meeting. When/if we resume in-person meetings, roll call attendance will be sufficient. If you must depart for some portion of the meeting, you will still be credited with attending after the initial roll call.

Policy Items:

- Council Member Walter Wilson asked about the \$1.4 trillion in planned investments under [Plan Bay Area 2050](#). MTC Staffer Rebecca Long pointed out that this number represents an aggregate vision for investments spread out over a quarter century. The 35 strategies contained in Plan Bay Area 2050 have varying degrees of feasibility. The [Implementation Plan](#) is a good report to understand the investment strategies more likely to result in near term projects (within the next 1-5 years).
- Council Member Wilson also inquired about MTC's Disadvantaged Business Enterprise (DBE) practices. A DBE report is shared every three years. The [last report](#) was from 2019, and staff is currently drafting the next report due this summer. Here is MTC's [website](#) on its DBE program.
- Council Member Benjamin Edokpayi asked about any collaboration that happens between MTC and other public agencies on achieving climate goals and clean air. MTC regularly consults with the [Air Quality Conformity Task Force](#) to determine if transportation projects or investment plans meet state and federal air quality regulations. The Task Force includes other regional, state, and federal entities including the Bay Area Air Quality Management District, the California Air Resources Board, and the Federal

Transit Administration. The Task Force typically meets on the 4th Thursday of the month, with the [next meeting](#) taking place on January 27, 2022 at 9:30 a.m.

- Council Members Dwayne Hankerson and Christine Fitzgerald each asked about MTC's work in housing, with Christine asking whether an entity like the Equity and Access Subcommittee would have oversight over the new housing element. Note that Housing Elements are completed by local jurisdictions as part of fulfilling the Bay Area's Regional Housing Needs Allocation, a process conducted by the Association of Bay Area Governments. Housing *is* one of the four key issues that Plan Bay Area 2050 [focuses on](#). Plan Bay Area's housing strategies aim to protect and preserve affordable housing, spur housing production for residents at all income levels, and create inclusive communities. MTC's newest agency, the [Bay Area Housing Finance Authority](#) (BAHFA), is squarely focused on addressing housing affordability in the region. [The BAHFA Oversight Committee](#) is charged with overseeing the new agency, which recently hired its first director. The BAHFA Oversight committee meets quarterly, with the next meeting coming up on January 24, 2022 at 1 p.m. In coordination with the Council's leadership and work planning, staff will schedule a time for BAHFA leadership to brief the Council and answer questions.
- Council Members Michael Baldini & Hans Korve asked about the total passenger vs. commercial registered vehicles in the region. We need to do further analysis on this since DMV's and the [US Department of Transportation](#) data sources don't make this easy to decipher. In the past Council Member Baldini has asked about commercial freight and goods movement across the broader Mega-region, and further information in that area can be found in MTC's [Shared Goods Movement Report](#).

Thanks for reading this long follow-up, and please let me know if you have any questions ahead of our next meeting on February 9!

February 2022 Policy Advisory Council follow up note

Greetings all,

Below, please find follow up items from the Council's February 9, 2022 meeting.

Thank you in advance for getting through this somewhat lengthy note, and please let me know if you have any questions.

Time Sensitive Reminders:

- A reminder to send in your W-9 + Form 700 to Martha at your soonest convenience (both attached).
- Please fill out this 3-minute Survey to indicate which subcommittees and advisory groups you are interested in serving on.
- You may nominate anyone (including yourself) for Council leadership up to and through the next Council meeting (March 9), by emailing Martha and/or myself directly, or:
 - Nominees may write a brief outline of qualifications that Martha can distribute ahead of the next meeting; and may give a one-minute stump speech at the meeting.
 - Note that at the February 9 meeting, Randi Kinman was nominated to be Chair; Anne Olivia Eldred and Ilaf Esuf were nominated to be Vice Chair.
 - All who are nominated by others will be verified for acceptance (those who withdraw will also be noted)
 - You are encouraged to review the "Meet the Council Members" webpage to gain more familiarity with the 26 members of the Council, as well as the Council Roster, which includes contact information and LinkedIn pages for many members.
 - Nominees may write a brief outline of qualifications that Martha can distribute ahead of the next meeting;
 - The brief bio of Members nominated by March 1, 2022 will be included in the items summary sheet.

- At the March 9 meeting, candidates for Council Chair will be invited to make a brief (one minute) statement before the Council take a roll call vote to elect the Chair.
 - Following that vote, candidates for the Vice Chair will similarly have the option to make a brief (one minute) statement before the Council take a roll call vote elect the Vice Chair.
- Next Friday, February 18 from 1-2 p.m. PST a Zoom-based memorial is being held for former Policy Advisory Council Member and disability advocate Dr. Michelle Hernandez. You may register and request accommodations via this link: bit.ly/CelebrateDrMichelle)
- Bob Planthold, a longtime disability advocate and former member of a previous version of the MTC Policy Advisory Council, died last week.
- MTC Chair Alfredo Pedroza and Vice-Chair Nick Josefowitz invited Council Members to keep in touch, here is their contact info:
 - **Alfredo Pedroza**
Chair, Napa County Board of Supervisors
alfredo.pedroza@countyofnapa.org
(707) 253-4386
 - Nick Josefowitz
Chief of Policy, SPUR
njosefowitz@spur.org
(415) 322 0767
- Other MTC staff who presented to the Council on February 9, 2022:
 - Matt Maloney (Regional Planning Program (RPP) overview)
mmaloney@bayareametro.gov
 - Kara Oberg (Active Transportation Plan) koberg@bayareametro.gov
 - Raleigh McCoy (Community-Based Transportation Planning)
rmccoy@bayareametro.gov
 - Anup Tapase (NextGen Freeway Study) atapase@bayareametro.gov

- Here's a helpful transportation terminology glossary MTC maintains

Policy Questions:

- Council Member Frank Welte asked for explicit language in Plan Bay Area 2050 to address accessibility concerns for people with disabilities. As a preliminary response, staff highlights that Plan Bay Area 2050 is aligned with the MTC Coordinated Transportation-Human Services Plan, a plan that addresses the mobility needs of people with disabilities, low incomes, older adults and veterans. Staff also noted that the concentration of people with disabilities is one of eight factors used to identify Equity Priority Communities. In response to a detailed comment letter from Lighthouse for the Blind on the Draft Plan Bay Area 2050 last fall, the final version had additional strategy description language explicitly incorporating accessibility for people with disabilities, including adding wheelchair users or rollers in all mentions of active transportation for bikes and pedestrians, and new photos to represent people with disabilities. Staff is working with the Planning team on following up with Frank and the Council further on the important equity issues he raised.
- Council Members Walter Wilson and Rodney Nickens requested further information on MTC's Disadvantaged Business Enterprise goals. A DBE report is shared every three years. The last report was from 2019, and MTC Staff will be presenting on the next report to the Equity & Access Subcommittee in April before the report is finalized this summer. Here is MTC's website on its DBE program.
- Council Member Carina Lieu asked about Youth Engagement for Plan Bay Area. In addition to Plan Bay Area 2050's partnership with UC Berkeley's Y-PLAN, here are notable youth engagement efforts at MTC:
 - [Spare the Air Youth Program](#) (estb. 2011), includes BikeMobile and free bike repair workshops in Equity Priority Communities;
 - [Youth for Environment and Sustainability](#) (YES) conference;
 - [Technical Advisory Committee](#) for the Safe Routes to School Program has youth representatives;

- The Bay Area Regional Energy Network (BayREN) offers the [Green House Calls](#) program + [Climate Careers Program](#) for low-income youth and those that are disconnected from school and employment.
- The [Bay Area Summer Academy](#) is a paid program for Bay Area high school students to learn about our regional public agencies - applications opening soon.
- In addition, the San Jose State University Mineta Transportation Institute is hosting a [nationwide competition](#) for middle school students. Students can win up to \$1000 for a project focused on finding a sustainable solution to a transit related topic (deadline extended to February 17, 2022)
- Council Member Dwayne Hankerson asked about how equity is woven in throughout MTC and in implementing Plan Bay Area. Matt Maloney referenced MTC's Equity Platform as well as the Plan Bay Area 2050 Equity Analysis Report.
- Council Member Anne Olivia Eldred emphasized the importance of having early discussions to ensure that cars are not diverted into overburdened corridor adjacent neighborhoods, which tend to be Equity Priority Communities. Relatedly, Council Member Walter Wilson emphasized that carpooling should not be abandoned (Plan Bay Area 2050 encourages carpooling devoting \$9 billion to a regional express lane network accessible by carpools, buses, and toll-paying solo drivers – see strategy T-12 of Plan Bay Area 2050).
- Council Member Frank Welte pointed out that “Scramble” crosswalks (allowing for pedestrians to walk diagonally across an intersection) are not safer or more convenient for disabled people. This post from UCLA points to the drawbacks of Scrambles being designed without accessibility features.
- Council Member Genay Markham asked for further information about residents in Equity Priority Communities being disproportionately harmed by accidents along the regional “High Injury Network” (HIN). While still in draft form and slated for release early this year, other Bay Area jurisdictions have developed HINs reflecting disproportionate impacts in Equity Priority Communities:

- [San Francisco](#) (you can add the Equity Priority Communities layer to see how the HIN compares - labeled as MTC Communities of Concern)
 - Per [this presentation](#), half of the HIN segments are located in Equity Priority Communities, compared to only a third of city streets in the same communities.
- [Oakland](#) – While Oakland does not report the percentage of HIN segments located in Equity Priority Communities, the vast majority of segments appear to be in such communities.
- [San Jose](#) – While this map unfortunately does not show Equity Priority Communities, cross referencing with MTC’s EPC map shows a similar trend.
- Kara Oberg will share the following material as soon as it is available: the draft Active Transportation Plan resolution; the State of Safety in the Region Report; and the Memo that will be going to the Planning Committee in March. As a leaping off point, Kara recommends reviewing the AT Network Explainer document that provides good background.
- Council Member Benjamin Edokpayi raised a question about the impact of waste disposal vehicles on the health and safety of residents in Solano County. Staff will research what materials and information are available that may shed light on these issues.

March 2022 Policy Advisory Council follow up note

Greetings all,

Here are the follow up items from the March 9, 2022, Council meeting:

Please remember to fill out the [Survey](#) indicating your preferences for subcommittee and advisory group appointments for the term. Chair Kinman will be placing members based on your responses on **March 16**, so if you have yet to fill it out or seek to make an updated response, please do so before then.

Councilmember Gerry Glaser shared a list of acronyms he tracks, and staff will incorporate the items not included in [MTC Transportation Glossary](#) into that online resource, as well as the “ABCs of MTC” update due to be shared with the Council in the coming weeks.

Councilmember Walter Wilson emphasized the importance of creating a transparent, accessible database of contracting to ensure that Disadvantaged Business Enterprise (DBE) goals are being met. MTC’s lead staffer on DBE contracting, Michael Brinton, will be providing the Equity and Access Subcommittee with an overview of MTC’s DBE Program, SBE Program, Outreach and Title VI at the first meeting of that body in April.

From the One Bay Area Grant (OBAG) Presentation, here are specific follow up notes compiled by MTC Staff:

- OBAG 3 Call for Projects Guidelines can be accessed at this link: [OBAG 3 memo and guidelines](#) and at this link: [presentation slides from 3.9.22 Programming & Allocations meeting](#). Included in the guidelines are the detailed outreach requirements for the CTAs and MTC. Staff appreciated Randi’s comment about the duty to ensure that meaningful engagement is carried out at the county level.
- In response to the question about our ability to track or report on how the projects we select for funding line up with our various equity provisions, staff will track and report this information at a summary level (including the number of projects funded that came from an adopted Community-Based Transportation Plan, and/or the money invested in an Equity Priority Community).
- There was a great suggestion to share the list of Community Based Organizations (CBOs) with our County Transportation Agencies to incorporate into their outreach for the

OBAG call for projects, and for their other planning and programming activities. MTC is currently reforming its contracting practices to enable this type of cross-agency list of available CBOs to be developed.

- The Safe Routes to School (SRTS) funds provided through the call for projects is available for both non-infrastructure (NI) and infrastructure programs. In past cycles, most counties have used these funds to support their ongoing SRTS NI programs. There are no dedicated funds for climate change or resilience in the County & Local program call for projects, but we do anticipate piloting a resilience program on the Regional Programs side of OBAG 3.
- In response to a request for sources for best practices in design guidelines for bicycle and pedestrian projects, MTC staffer Kara Oberg offered the following resources:
 - National Association of City Transportation Officials' (NACTO) [Urban Street Design Guide](#)
 - NACTO's [Urban Bikeway Design Guide](#)
 - In addition, here is NACTO's [definition of "sharrow"](#), or "Shared Lane Markings (SLMs), which are road markings used to indicate a shared lane environment for bicycles and automobiles. Among other benefits shared lane markings reinforce the legitimacy of bicycle traffic on the street, recommend proper bicyclist positioning, and may be configured to offer directional and wayfinding guidance. The shared lane marking is a pavement marking with a variety of uses to support a complete bikeway network; it is not a facility type and should not be considered a substitute for bike lanes, cycle tracks, or other separation treatments where these types of facilities are otherwise warranted or space permits.
- Funding Policy and Programs (FPP) Director Theresa Romell wanted to relay from a programming standpoint that all sponsors requesting funds from MTC's regional discretionary funding pots (OBAG, Active Transportation Program, etc.) are required to fill out a Complete Streets checklist for their project and have that checklist reviewed by their county or local [Bicycle Pedestrian Advisory Committee](#) (BPAC) prior to receiving funding. That review process is intended to identify and address such concerns about

projects inadequately meeting the needs of the users of their facility or using outdated/less safe design interventions.

- There was also a request for a list of MTC's Transit and Intercity Rail Capital Program (TIRCP -pronounced "Terr-Sipp") endorsements. Here is a link to a [summary of the TIRCP endorsements](#) that went to Commission on this topic with attachments showing the projects endorsed.
- Finally, here is a link to [MTC's StreetSaver® program](#), which is designed to help cities and counties in the Bay Area and around the country make maintenance decisions that stretch their pavement budgets further.

Other items:

- Councilmember Howard Wong asked if there is any effort to maintain seating for seniors, who have lost out on forward-facing seats due to SFMTA reconfigurations and struggle to safely sit. MTC staff suggested getting directly in touch with SFMTA staffer [Annette Williams](#), who has directed accessibility services at MUNI since 1990. Her email is annette.williams@sfmta.com.
- Councilmember Adina Levin made a request for MTC to provide an updated schedule of transit board meetings where the agencies discuss Fare Integration Task Force and Transformation Action Plan/Network Management items. Chair Kinman further requested information regarding any upcoming briefing meetings or workshops MTC will be holding for transit agencies. Both these related requests have been noted and relayed to MTC executives.
- Councilmember Christina Gotuaco requested information on which agency is responsible for building light rail in the East Bay. No agency is currently proposing light rail in the East Bay - the only counties with light rail in the Bay Area are San Francisco and Santa Clara counties. AC Transit does have several Bus Rapid Transit (BRT) projects in the implementation and planning stages in the East Bay. AC Transit's predecessor was the privately owned Key System, which ran local streetcars and bus lines across the East Bay and even had rail service on the lower deck of the Bay Bridge. However, with the dissolution of the Key System and its rail network in the mid-20th century, light rail

ceased to exist in the East Bay. Here is an [interesting read](#) on the specific planners and decision makers who pushed to favor automobiles over rail lines in the Bay Area (and eventually across the country), taking a deep dive into the question of why there is no BART service to Marin.

- Councilmember Michael Baldini asked for further information and guidance on how remote, in-person, and hybrid meetings will be addressed in the future. In November 2021 the Policy Advisory Council shared with the Commission its strong support for Brown Act reforms that would:
 - allow for Council members to continue to meet virtually once hybrid meetings are implemented and/or in-person meetings resume;
 - allow for virtual public participation;
 - Continue exploring innovative meeting techniques that would allow for new ways to conduct transparent and accessible breakout groups and other practices facilitated by remote meetings.
 - [Remote public meetings have been extended under California state law until January 1, 2024](#). Until further notice, MTC's Policy Advisory Council meetings and all public meetings will remain remote. Staff will proactively share guidance from on any return to in-person and hybrid meetings as it becomes available.
- Councilmember Hedges flagged [this article about BART shutting down a major line](#) from Richmond to San Francisco for several days due to power issues. Also, there was a [significant accident on Caltrain](#) Thursday where over a dozen people were injured when a train struck a parked maintenance vehicle.

That's all for now. Please let me know if you have any questions on the above or in general as we swing into spring. MTC staff who presented this month are CC'd on this note.

April 2022 Policy Advisory Council follow up note

Good morning all – one quick correction courtesy of Councilmember Rachel Zack regarding the congestion pricing outreach and study conducted by the SF County Transportation Authority: Rachel was referring to SFCTA's [congestion pricing outreach work](#) which explored similar questions about equity & pricing. About 35% of the text and online survey respondents live in the greater Bay Area region. Full study [here](#).

Thanks all,

-Ky-Nam

From: Ky-Nam Miller <kmiller@bayareametro.gov>

Greetings Policy Advisory Council Members,

Below you'll find the follow up items from the April 13, 2022 Council meeting.

Top line reminder: Please don't share your screen during the Council sessions. As Zoom panelists, you have the ability to share your screen, and a couple Councilmember inadvertently shared their screens on April 13 (nothing too risqué, but still disruptive).

Acronym of the month: "TLDR" = **Too Long Didn't Read** which is used to summarize lengthy content that would otherwise take too much time to read.

Acknowledging that these follow up notes run long, please treat them as optional reads to save in your inbox folders for later review as needed. For those of you who have found them helpful, enjoy!

Immediate follow up items:

- **Chair Kinman** requested that there be a webpage listing members of the various subcommittees. The [Council webpage](#) has been updated accordingly.
- **Councilmember Terry Scott** requested updated onboarding materials. Here are links to the "[ABCs of MTC](#)" as well as the most up-to-date [Council Roster](#).

Presentation follow up items:

- **Kara Vuicich on Transportation Oriented Communities (TOC).** (email: kvuicich@bayareametro.gov)

- **Councilmember Rachel Zack** asked if MTC would return once the density target goals are established to explain the pathway to achieving those goals. Chair Kinman also asked Kara to return when the report is drafted. Kara is coordinating with her team to return to the Council either in May or June.
- **Councilmember Pamela Campos** asked to include childcare facilities within TOC projects due to shortages, particularly for low-income, essential workers who lack childcare options.
- **Councilmembers Howard Wong** and **Christina Gotuaco** each suggested that future TOC presentations include successful examples of where density is working elsewhere. The World Bank published [this piece detailing Transit Oriented Community/Development efforts globally](#). A [2021 study](#) out of the University of Washington did a cross comparison between TOC efforts in China and the United States.
- **Vice Chair Esuf** emphasized the need to strengthen affordable housing requirements within TOC projects.
- **Councilmember Deutsch-Gross** agreed with housing affordability concerns and also asked that the protection and preservation measures developed by MTC's housing team be included in the May 6 packet ahead of the [May 13 presentation to the Planning Committee](#).
- **Councilmember Terry Scott** commented that affordable housing was also needed for hospitality works in Napa County, which lacks concentrated transit hubs that qualify as TOC areas.
- **Chair Kinman** emphasized that transit dependent people don't fit the traditional 9-5 transit peak operating hours and that using that time window undercuts service for this vulnerable population who still need to get around. Also lifted up concern that MTC goals not undercut min/max units per acre in jurisdiction's existing general plans.
- **Anup Tapase on NextGen Freeway Study (email: atapase@bavareametro.gov)**
 - **Councilmember Anne Olivia Eldred** (who serves on the advisory committee) raised strong concerns about the equity components of the group. In particular,

inadequate public access to comment on the formative period of the study. Anup committed to bringing the study to the Equity & Access Subcommittee soon.

Eldred also suggested further thought on how term "equity" fit into freeway study; she suggested changing the word "pricing" to "charging," recommended a holistic look at VMT on freeways AND side streets (looking to environmental and health impacts on adjacent communities), as well as commute times for people who can no longer use freeways.

- **Councilmember Rachel Zack** recommended looking at the SF County Transportation Authority's outreach efforts and studies on getting people off freeways. Here is a link to a 2018 SFCTA "[Freeway Corridor Management Study](#)."
- **Councilmember Christina Gotuaco** asked that population subgroups who are not super-commuters and low-income be given special focus and representation during the study. Anup said that those strongly impacted subgroups will be included in the focused discussions with a consultant.
- **Councilmember Baldini** recommended that revenues generated from congestion charges be used to subsidize transit lines along the same corridors.
- **Councilmember Genay Markham** lifted up the needs of working parents and particularly single parents of color given their economic vulnerability and support for whole households. The impact of additional cost burdens should be considered, and the study would benefit from hearing directly from these folks.
- **Chair Kinman** emphasized need to think through impacts on adjacent neighborhoods. Also raised concerns about a lack of transparency, the robust public concern and relatively small advisory group. At some point wider audiences will need to vet and provide feedback on the study. She advised on being very explicit about this being a **feasibility study**, and not a done deal.

- **MTC Staffer Dave Vautin** provided brief responses acknowledging impacts on adjacent neighborhoods and arterials as certainly being an area of real interest for the study. He also commented that beyond the advisory group, the engagement plan will include deep community dialogues, small groups talking with people, pop-up conversations in community later in the process as we have core concepts developed.
- **Raleigh McCoy: Community Based Transportation Planning Program - while there were no actionable follow up items, Raleigh can be reached via email:**
RMcCov@bayareametro.gov
- **Staff Liaison Update: Ky-Nam Miller - kmiller@bayareametro.gov**
 - **Councilmember Frank Welte** requested a specific update to understand how MTC's planning and procedures more closely integrate planning for people with disabilities.
 - **Councilmember Adina Levin** remarked that the legislative update should include an analysis of SB 1410, which she said would have a negative impact on how environmental impacts are accounted for. MTC Staffer Georgia Gann Dohrmann took in her comments and will review the bill further.
 - **Councilmember Christina Gotuaco** asked to learn more about this [regional carpooling program](#). MTC Staffer Barbara Laurenson (BLaurenson@bayareametro.gov) is the agency lead on this effort and is available to speak with Christina and any others who wish to learn more.

May 2022 Policy Advisory Council follow up note

Greetings Policy Advisory Council Members,

Below you'll find the follow up items from the May 11, 2022 Council meeting. A reminder that nominations are still open for the Equity and Access Subcommittee leadership positions. So far Dwayne Hankerson and Ilaf Esuf are the nominees for Chair, and there are no Vice Chair nominees. Please share any nomination (self or otherwise) with Martha and Ky-Nam ahead of the upcoming May 20, 2022 subcommittee meeting.

Presentation follow up items:

Work Plan Session:

- Council Chair Randi Kinman and Vice Chair Ilaf Esuf provided a summary of the work plan session held with MTC Chair Pedroza and Vice Chair Josefowitz. They are drafting a comment letter from the Council to the Commission memorializing the action items from the work planning session. Here is a [link to the Mural whiteboard](#) used in that session, which includes a list of the following Action Items:
 - Short Term:
 - Institutionalize Council Feedback
 - Chairs to request that Policy Advisory Council feedback be incorporated into summary sheets
 - Facilitate direct communications with MTC staff
 - Long Term
 - Invest in additional outreach (more staff and resources to fully support array of advisory bodies)
 - Equity Office:
 - to do meaningful outreach as it's stood up to hear from diverse stakeholders
 - particularly close communications crucial with E&A Subcommittee
- In addition, during subcommittee reports there was consensus that certain items related to fares be moved from the Transformation Action Plan to a proposed updated Fare Coordination & Integration Subcommittee.

Network Management Business Case Study:

- **Councilmember Adina Levin** and others requested further information on the Network Management Business Case Study and upcoming meetings. Staff will relay such information as it becomes available.

Major Project Advancement Policy (MAP) Development and Outreach: (Kenneth Folan (kfolan@bayareametro.gov) & Anne Spevack (aspevack@bayareametro.gov))

- **Council Chair Randi Kinman** requested that workshop materials, particularly related to accessible housing policy be shared with the Council ahead of time.
- **Chair Kinman** further requested that accessible affordable housing be added to the Equity and Access subcommittee work plan.

Brown Act Training: (Kathleen Kane, General Counsel - kkane@bayareametro.gov)

- As a reminder, here is a link to “[Open and Public V: A Guide to the Ralph M. Brown Act](#)” from the League of California Cities, a resource referenced and shared by Kathleen Kane.

Public Hearing on proposed Amendments to Express Lane Toll Policies:

- At the [April 22, 2022 Equity and Access Subcommittee meeting](#) Pierce Gould presented on the [Bay Area Infrastructure Finance Authority \(BAIFA's\) proposed toll ordinance and the related equity pilot program](#). On Wednesday, May 25, 2022 at 9:05 a.m. there will be a [Public Hearing on Proposed Amendments to Express Lane Toll Policies](#) as part of the Bay Area Infrastructure Finance Authority (BAIFA) meeting.

Council Member Announcements:

- Councilmember Adina Levin shared the opportunity to join [Seamless Bay Area's at the Bay to Breakers](#) on Sunday, May 15. They are one transit agency short ([Union City Transit](#)) of having all 27 major Bay Area transit operators represented at the iconic and joyous San Francisco event.

- Councilmember Zach Deutsch-Gross encouraged his colleagues in San Francisco to track [Proposition A](#), "The Muni Reliability and Street Safety Bond" measure in the upcoming June 7 primary elections. [Voters Edge](#) is a nonpartisan resource guide to elections covering federal, state, and local races in the state of California.