



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, November 9, 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/84962133431>

iPhone One-Tap: US: +16469313860,,84962133431# or +13017158592,,84962133431#

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)

Webinar ID: 849 6213 3431

International numbers available: <https://bayareametro.zoom.us/j/kdWWS6HJVL>

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. [22-1516](#) Chair's Report
(10 minutes)

Action: Information

Presenter: Randi Kinman, Council Chair

4. [22-1517](#) Approval of the October 12, 2022 Meeting Minutes
(5 minutes)

Action: Approval

Presenter: Randi Kinman, Council Chair

Attachments: [04 22-1517 2022-10-12 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. [22-1518](#) Subcommittee Reports
(10 minutes)

Action: Information

Presenter: Ilaf Esuf, Policy Advisory Council Equity & Access Subcommittee Chair
and
Adina Levin, Policy Advisory Council Transit Transformation Action Plan Subcommittee Chair

7. [22-1519](#) Network Management Business Case Study Update
(5 minutes)

Action: Information

Presenter: Adina Levin, Council Member

8. [22-1520](#) NextGen Freeway Advisory Group Action Report
(5 minutes)

Action: Information

Presenter: Anne Olivia Eldred, Council Member

9. [22-1535](#) Looking Ahead to 2023: Plan Bay Area 2050+ and Transit 2050+ (30 minutes)
- Overview of anticipated priorities and timeline for a focused update to Plan Bay Area 2050, tentatively referred to as Plan Bay Area 2050+, as well as an opportunity to integrate more robust connected network planning consistent with Transit Transformation Action Plan priorities.
- Action:** Information
- Presenter:** Dave Vautin and Kara Vuicich
- Attachments:** [09i 22-1535 Cover Summary Sheet Looking Ahead to 2023-Plan Bay Area](#)
[09ii 22-1535 Attachment A Looking Ahead to 2023 Plan Bay Area 2050](#)
[09iii 22-1535 Attachment B PowerPoint Looking Ahead to 2023 Plan Bay](#)
10. [22-1620](#) MTC's Public Participation Plan Update Approach (20 minutes)
- Overview of the approach for updating MTC's Public Participation Plan - slated for adoption in late spring 2023.
- Action:** Information
- Presenter:** Leslie Lara-Enríquez
- Attachments:** [10i 22-1620 Summary Sheet Development of MTC Public Participation Plan](#)
[10ii 22-1620 PowerPoint Development of MTC Public Participation Plan.pdf](#)
11. [22-1526](#) Draft 2023 MTC and ABAG Joint Advocacy Program (30 minutes)
- Draft 2023 Joint Advocacy Program for MTC and ABAG, expressing the agencies' state and federal legislative priorities.
- Action:** Information
- Presenter:** Georgia Gann Dohrmann
- Attachments:** [11i 22-1526 Cover Summary Sheet Draft 2023 MTC and ABAG Joint Advocacy Program](#)
[11ii 22-1526 LEGIS-3ai 22-1511 Draft Advocacy Program Summary Sheet](#)
[11iii 22-1526 LEGIS-3aii 22-1511 Attachment A 2023 DRAFT MTC ABAG](#)

12. [22-1521](#) Staff Liaison Report
(3 minutes)

Overview of recent MTC policy decisions and other activities.

Action: Information

Presenter: Kÿ-Nam Miller, Staff Liaison

Attachments: [12 22-1521 November 2022 Staff Liaison Report Summary Sheet.pdf](#)

13. [22-1522](#) 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. [22-1523](#) 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, December 14, 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, October 12, 2022

1:35 PM

REMOTE

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

Present: 26 - Council Member Eldred, Council Member Florez, Council Member Hedges, Council Member Kallins, Chair Kinman, Council Member Levin, Council Member Wilson, Council Member Baldini, Council Member Welte, Council Member Lieu, Council Member Fitzgerald, Council Member Hankerson, Council Member Orantes, Council Member Markham, 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, Council Member Scott and Council Member Parker

2. Welcome - Randi Kinman, Council Chair

3. [22-1404](#) Chair's Report
(10 minutes)

Action: Information

Presenter: Randi Kinman, Council Chair

4. [22-1405](#) Approval of the September 14, 2022 Meeting Minutes
(5 minutes)

Action: Approval

Presenter: Randi Kinman, Council Chair

Attachments: [04 22-1405 2022-09-14 Policy Advisory Council Draft Minutes.pdf](#)

Upon the motion by Council Member Hedges and second by Council Member Florez, the September 14, 2022 Meeting Minutes were approved. The motion carried by the following vote:

Aye: 23 - Council Member Eldred, Council Member Florez, Council Member Hedges, Council Member Kallins, Chair Kinman, Council Member Levin, Council Member Wilson, Council Member Lieu, Council Member Fitzgerald, Council Member Orantes, Council Member Markham, 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, Council Member Scott and Council Member Parker

Nay: 1 - Council Member Welte

Absent: 2 - Council Member Baldini and Council Member Hankerson

Council Members Baldini and Hankerson arrived after the approval of the September 14, 2022 Meeting Minutes.

5. Public Comments / Other Business

6. [22-1406](#) Subcommittee Reports
(20 minutes)

Action: Information

Presenter: Genay Markham, Policy Advisory Council Equity & Access Subcommittee
Vice Chair and

Adina Levin, Policy Advisory Council Transit Transformation Action Plan
Subcommittee Chair

Warren Cushman was called to speak.

7. [22-1408](#) NextGen Freeway Advisory Group Action Report
(10 minutes)

Action: Information

Presenter: Anne Olivia Eldred, Council Member

8. [22-1409](#) Next Generation Bay Area Freeways Study - Public Engagement Update (40 minutes)

Update on summer 2022 engagement activities, including key takeaways and next steps.

Action: Information

Presenter: Leslie Lara-Enríquez and Anup Tapase

Attachments: [08i 22-1409 Summary Sheet Next Gen Bay Area Freeways Study Engagement.pdf](#)
[08ii 22-1409 PowerPoint Next Gen Freeways Study Engagement.pdf](#)
[08iii Handout QUESTIONS Agenda Item 8.pdf](#)

Written public comments were received from Frank Welte and Howard Wong.

9. [22-0757](#) Legislation and Public Affairs (LPA) Section Overview (30 minutes)

Summary of the LPA section's work.

Action: Information

Presenter: Rebecca Long, Section Director, Legislation and Public Affairs

Attachments: [09i 22-0757 Summary Sheet Legislation and Public Affairs Section Overview.pdf](#)
[09ii 22-0757 PowerPoint LPA Overview-Rev.pdf](#)
[09iii Handout QUESTIONS Agenda Item 9.pdf](#)

Written public comment was received from Frank Welte.

10. [22-1410](#) Regional Early Action Planning Grant (REAP 2) Program
(20 minutes)

Overview and proposed regional framework for the REAP 2 program to invest in planning and implementation projects to accelerate infill, housing development, reduce vehicle miles traveled, and affirmatively further fair housing.

Action: Information

Presenter: Mallory Atkinson

Attachments: [10i 22-1410 Summary Sheet Regional Early Action Planning Grant Program.pdf](#)
[10ii 22-1410 PowerPoint REAP 2.pdf](#)
[10iii Handout QUESTIONS Agenda Item 10.pdf](#)

Written public comment was received from Frank Welte.

11. [22-1411](#) Staff Liaison Report
(3 minutes)

Overview of recent MTC policy decisions and other activities.

Action: Information

Presenter: Marti Paschal, Acting Staff Liaison

Attachments: [11 22-1411 October 2022 Staff Liaison Report Summary Sheet.pdf](#)

12. [22-1412](#) Council Member Reports
(5 minutes)

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

Action: Information

Presenter: Randi Kinman, Council Chair

13. [22-1413](#) 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

14. Adjournment / Next Meeting

The next meeting of the Policy Advisory Council will be held Wednesday, November 9, 2022, at 1:30 p.m. Any changes to the schedule will be duly noticed to the public.

**Metropolitan Transportation Commission
Policy Advisory Council**

November 9, 2022

Agenda Item 9

Looking Ahead to 2023: Plan Bay Area 2050+ and Transit 2050+

Subject:

Overview of anticipated priorities and timeline for a focused update to Plan Bay Area 2050, tentatively referred to as Plan Bay Area 2050+, as well as an opportunity to integrate more robust connected network planning consistent with Transit Transformation Action Plan priorities.

Background:

The related report “Looking Ahead to 2023: Plan Bay Area 2050+ and Transit 2050+,” is attached. A similar version of this report will be presented to the Joint MTC Planning Committee with the ABAG Administrative Committee meeting on December 9, 2022.

Staff will be at your November 9, 2022 meeting to deliver and discuss this presentation. The Council’s input is requested.

Issues:

None identified.

Recommendations:

Information.

Attachments:

- Attachment A: Looking Ahead to 2023: Plan Bay Area 2050+ and Transit 2050+ Staff Report
- Attachment B: Presentation

Looking Ahead to 2023: Plan Bay Area 2050+ and Transit 2050+

Subject:

Overview of anticipated priorities and timeline for a focused update to Plan Bay Area 2050, tentatively referred to as Plan Bay Area 2050+, as well as an opportunity to integrate more robust connected network planning consistent with Transit Transformation Action Plan priorities.

Background:

Every four years under federal and state law, MTC and ABAG are responsible for updating the regional plan, known as Plan Bay Area. To date, MTC and ABAG have adopted three such regional plans integrating transportation and land use, with the latest iteration known as Plan Bay Area 2050 being approved in October 2021. Plan Bay Area 2050 was the most comprehensive effort to-date, reflecting four years of deep and sustained public and stakeholder engagement, as well as robust analytical exploration of “what if...” scenarios to make the Plan’s strategies more resilient and equitable than prior cycles. Composed of 35 strategies identifying priorities for transportation, housing, economic development, and environmental resilience, the adopted Plan also included a near-term Implementation Plan spotlighting more than 80 actions for MTC and ABAG to advance through 2025. MTC/ABAG staff continue to await a final determination from the California Air Resources Board (CARB), which has an oversight role on regional plans, one year after Plan Bay Area 2050’s adoption.

Regional Planning Requirements:

In addition to being updated every four years, regional plans must align with numerous federal and state requirements, including but not limited to fiscal constraint, robust public engagement, and climate targets set by the State. Fiscal constraint – aligning reasonably-anticipated revenues with anticipated costs to create a realistic vision for the future – is a central concept to regional plans nationwide. Similarly, regional plans must feature a robust public process with ample opportunities for public and stakeholder input to shape the plan’s strategies. Furthermore, in California, regional plans must comply with the requirements of Senate Bill 375, including a statutory greenhouse gas reduction target for year 2035 and a thorough review of the plan’s technical methodologies, inputs, and outputs by CARB.

Implementation Focus:

Given that Plan Bay Area 2050 was a major update to the regional vision connecting transportation, housing, economic development, and environmental resilience, MTC/ABAG staff have been intently focused on implementation for the past year. Recent highlights include the recent adoption of the new Transit-Oriented Communities (TOC) Policy, the advancement of key Bay Area Housing Financing Authority (BAHFA) pilot programs, preparation for new cycles of planning grants for Priority Development Areas (PDAs) and pilot Priority Production Areas (PPAs), and accelerated efforts on parking and electrification to advance climate strategies in Plan Bay Area 2050, among others. With further initiatives in the queue for 2023 and constrained resources to implement the Plan's strategies, it will be essential to balance efforts in the long-range planning space with the important work of implementing the robust strategies already adopted by MTC and ABAG last year.

Plan Bay Area 2050+:

To that end, staff proposes to advance a focused update to Plan Bay Area 2050, known as Plan Bay Area 2050+, commencing in summer 2023 and wrapping up in late 2025. This effort would build upon Plan Bay Area 2050, making high-impact refinements to select Blueprint strategies while retaining the remaining strategies given the existing Plan's firm foundation. This approach would enable implementation efforts to continue apace, rather than shifting considerable staff and financial resources toward long-range planning to accommodate more significant updates. In addition, Plan Bay Area 2050+ would identify a new suite of implementation actions, recognizing that many of the implementation activities identified in Plan Bay Area 2050 will be substantively complete by 2025. This would then allow a major update to Plan Bay Area to be advanced starting in early 2026, on par with the magnitude of Plan Bay Area 2050, with robust exploratory scenario planning and deep-dive policy analyses. Given that subsequent planning cycle would likely face more aggressive climate goals, feature an extended time horizon, and sync up with a brand-new RHNA cycle, it would be better primed to enact more significant policy changes to the 30-year regional vision. Further context on the proposed timelines of the next two regional plans, and the high-level scope of Plan Bay Area 2050+, can be found in **Attachment B**.

Impetus for Transit 2050+:

Pivoting from the broader regional plan to a specific mode of transportation – public transit – there is significant interest in prioritizing revisions to six transit-related strategies in Plan Bay Area 2050+, recognizing the continued financial challenges in this space and the need to re-evaluate legacy (i.e., pre-COVID) transportation projects to ensure they align with current and future regional needs. At the same time, both the Transit Transformation Action Plan and the Plan Bay Area 2050 Implementation Plan identified development of a new transit modal plan known as the Connected Network Plan, which would take a service-oriented approach to creating an aspirational transit vision for the Bay Area. If advanced as-is, the region would concurrently generate two separate and potentially quite different transit visions for the Bay Area, one integrated into the next long-range regional plan and the other developed through a separate process. Staff's opinion is that proceeding with this status-quo approach could create significant policy and staffing challenges.

Transit 2050+ Path Forward:

As such, MTC/ABAG staff recommend a harmonized approach where connected network planning directly informs the core of Plan Bay Area 2050+, assigning the task of comprehensively re-imagining the six transit-related strategies in the Plan Bay Area 2050+ Transportation Element using a service-based, hub-oriented, and fiscally responsible approach. Initiating this effort in early 2023 would help ensure that the updated transit strategies can be integrated into the Plan Bay Area 2050+ Final Blueprint by summer 2024. MTC/ABAG staff would work closely with the region's transit operators to co-create this next-generation vision. Further public and stakeholder engagement, including with county transportation agencies and advocacy organizations, would be key to the success of the Transit 2050+ approach. Further context on the timeline and milestones can be found in **Attachment B**.

Next Steps:

Staff anticipate issuing an RFQ for Transit 2050+ later this year and will seek authorization for the final contract award from the MTC Administration Committee in early 2023. Preparatory work for the broader Plan Bay Area 2050+ effort will begin in late spring 2023, with the official kickoff anticipated in July 2023 at the Joint MTC Planning/ABAG Administrative Committee.

PLAN BAY AREA 2050

Looking Ahead to 2023: Plan Bay Area 2050+ and Transit 2050+

Fall 2022



PLAN BAY AREA 2050

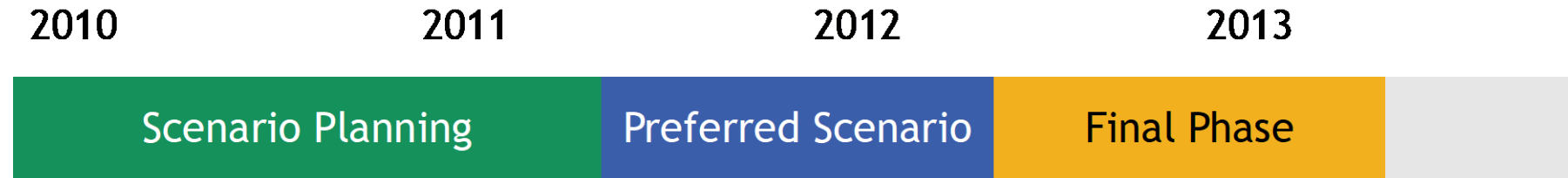
One Year After Plan Adoption

Where We Are Today - and What's to Come in the 2020s

Refresher: Past Iterations of Plan Bay Area

Plan Bay Area (2013)

First regional plan developed under SB 375 with statutory GHG target
[3.5 year process; RHNA Cycle 5]



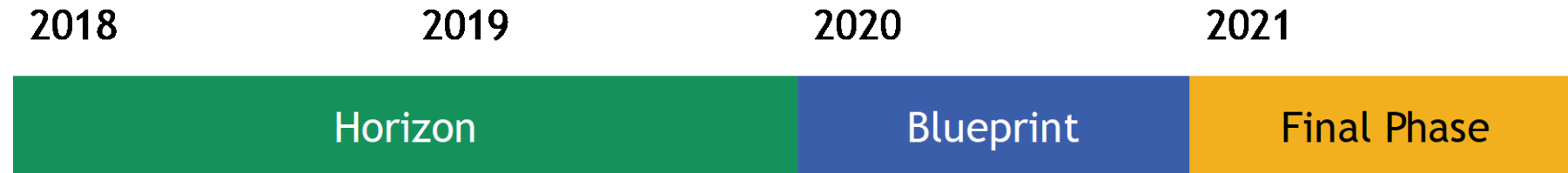
Plan Bay Area 2040

“Limited and focused update” of the original Plan Bay Area, with a heavy emphasis on the housing crisis
[2.5 year process; no RHNA]



Plan Bay Area 2050

More comprehensive regional plan integrating economic development & environmental resilience, with a focus on planning for uncertainty & equity
[4.0 year process; RHNA Cycle 6]



 = time periods with greatest capacity to implement regional planning initiatives sparked by Plan Bay Area

Refresher: Federal and State Requirements

Under federal and state law, Plan Bay Area must be:

Updated every four years

- Next statutory deadline: Fall 2025

Fiscally-constrained

- "Fiscal cliff" could require postponing select transportation projects

Aligned with 2035 GHG target

- CARB might change course and propose a more ambitious target

Developed through a robust public process

- Opportunity to deploy hybrid engagement approach

Approved by CARB

- Failure to advance existing implementation actions could trigger rejection of future Plan(s)

Today: Plan Bay Area 2050 Still Awaiting Approval

October 2021

- Plan Adoption by MTC and ABAG

November 2021

- Plan Submission to CARB

February 2022

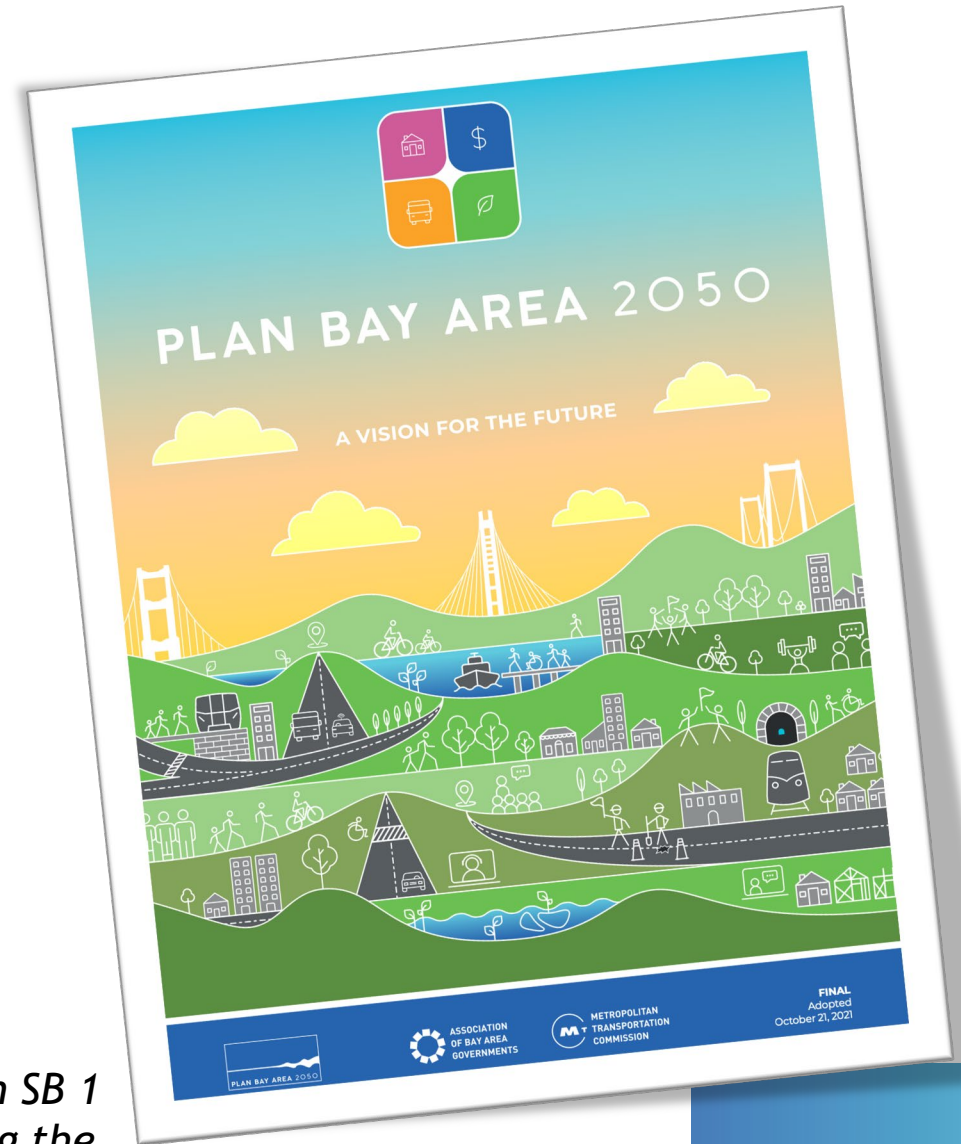
- CARB Request for Clarifying Information

March 2022

- Information Submitted to CARB

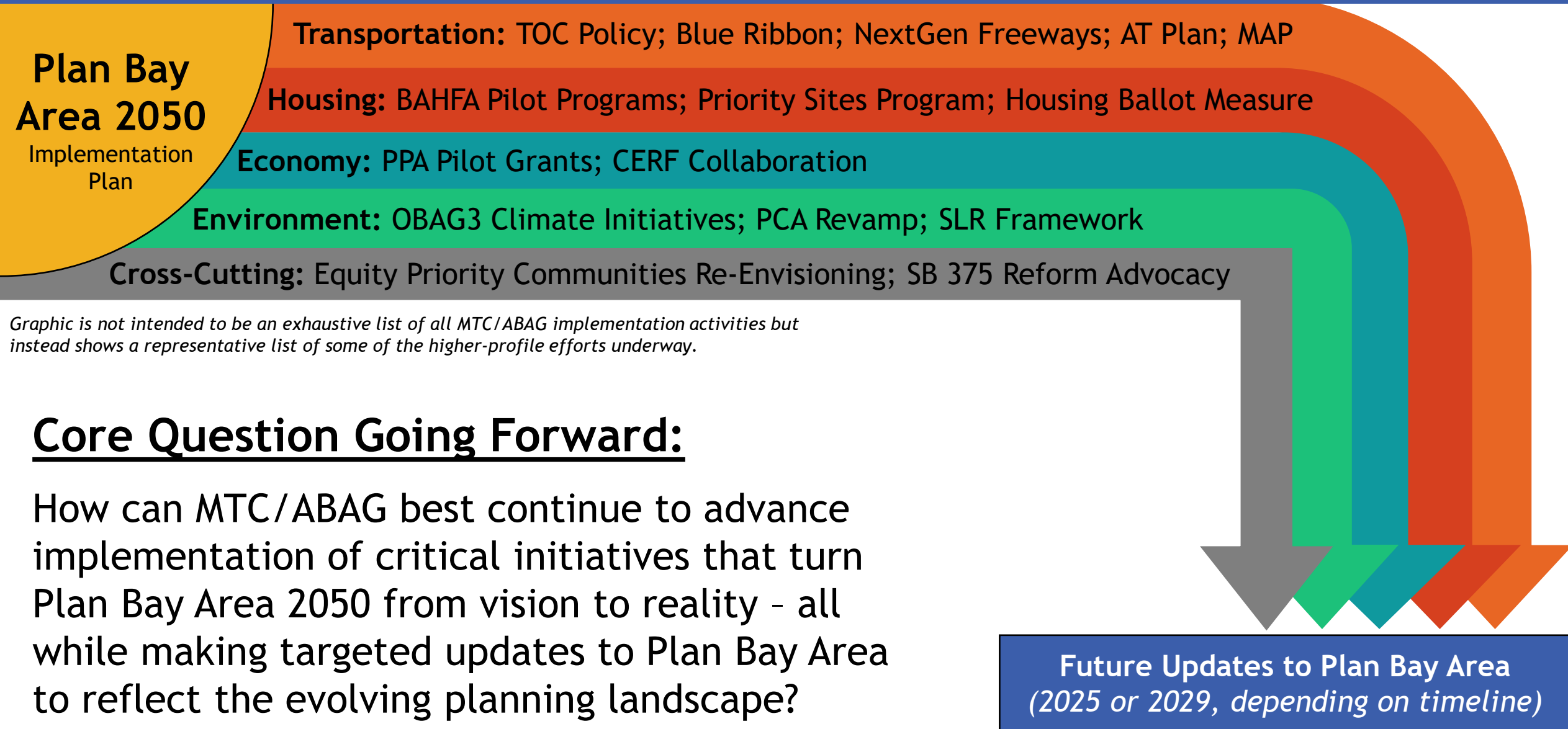
November 2022

- **Still Awaiting CARB Approval**



Without an approved regional plan, transportation projects seeking certain SB 1 funding later this fall may be deemed ineligible for State monies. Initiating the consultation process for a Plan update may also be difficult until the prior cycle is approved.

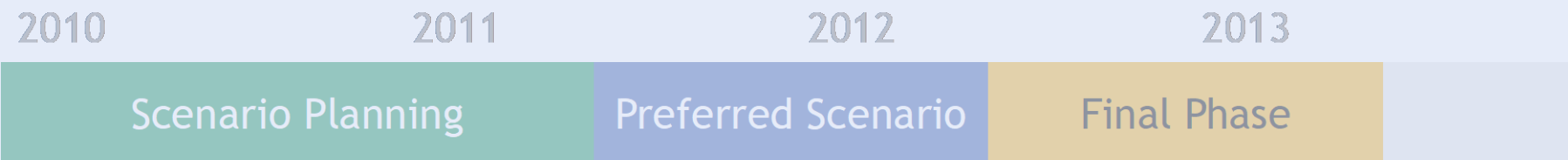
Today: MTC/ABAG Focused 100% on Implementation



Looking Ahead: Next Two Planning Cycles

Plan Bay Area (2013)

[3.5 year process; RHNA Cycle 5]



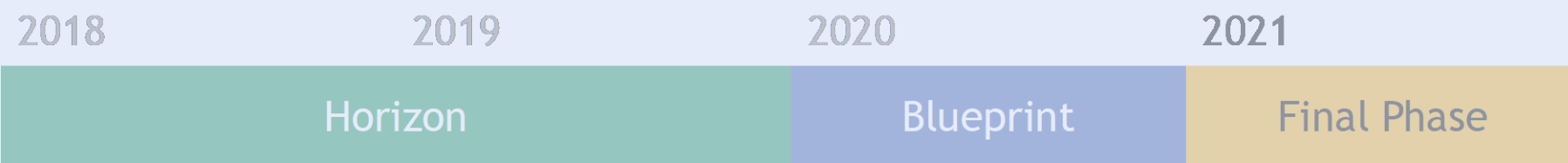
Plan Bay Area 2040

[2.5 year process; no RHNA]



Plan Bay Area 2050

[4.0 year process; RHNA Cycle 6]



Plan Bay Area 2050+

Goal: to make high-impact refinements to select Blueprint strategies & identify next set of implementation actions

[2.5 year process; no RHNA]



Plan Bay Area 2060

Goal: to conduct deep-dive planning under uncertainty to re-envision strategies for the next COVID-like event

[4.0 year process; RHNA Cycle 7]



 = time periods with greatest capacity to implement regional planning initiatives sparked by Plan Bay Area

PLAN BAY AREA 2050



Plan Bay Area 2050+ & Transit 2050+

Making Targeted Updates to Specific Strategies

Context-Setting: Two Divergent Visions for Transit?

Connected Network Plan

- Identified in Transit Transformation Action Plan & Plan Bay Area 2050 Implementation Plan
- Fiscally-unconstrained modal plan defined by service levels and travel times between regional hubs

If developed in isolation: CNP could be a primarily aspirational transit vision that exceeds the region's fiscal capacity to advance, out of sync with the financial constraints posed by the "fiscal cliff" era

Plan Bay Area 2050+

- Federal and state requirement to develop a cross-cutting regional plan for transportation & land use
- Fiscally-constrained plan defined by prioritization
- Often critiqued for overemphasis on capital projects

If developed in isolation: PBA50+ could continue to emphasize legacy capital investments in Transportation Element, rather than re-considering tradeoffs between service augmentation & system expansion post-COVID

Question Explored by MTC/ABAG Staff: is there a way to blend the best of both frameworks into an integrated approach that leverages staff synergies to overcome resource constraints?

Integrating Connected Network Planning

- Developing a standalone Connected Network Plan alongside Plan Bay Area 2050+ would be a riskier path that could lead to two inconsistent visions of how our transit network should evolve post-COVID.
- Moreover, limited staffing and financial resources would require a longer timeline to deliver, despite the urgent need to re-imagine priorities and implement them.
- Instead, staff recommend a harmonized approach where connected network planning directly informs the official regional plan process, through the Transit 2050+ initiative.
- Transit 2050+ would develop a service-oriented, hub-oriented, fiscally-constrained transit network vision by updating the six transit-related strategies in Plan Bay Area 2050 using a data-driven approach to identifying investment priorities.

Plan Bay Area 2050+:

Responsible for targeted refinements to all 29 strategies unrelated to transit
(led by MTC/ABAG)

Transit 2050+:

Responsible for a comprehensive re-imagining of transit-oriented strategies
(co-led by MTC and transit operator team)

Plan Bay Area 2050+



Transit 2050+
(CNP)



Plan Bay Area 2050+: Focusing Our Efforts

To enable maximum capacity to prioritize aforementioned implementation efforts, and to advance Transit 2050+ with a focus on transit investment priorities, staff recommends a targeted approach that makes high-impact refinements to a subset of the 35 existing Plan Bay Area 2050 strategies.



Step 1: Update Planning Assumptions

Update Plan Bay Area 2050 technical assumptions based upon latest available data (e.g., telecommute levels, revenue forecasts, electric vehicle adoption levels, etc.).



Step 2: Update Select Blueprint Strategies

Refine assumptions for select Blueprint strategies from the adopted Plan to reflect implementation efforts (e.g., TOC Policy, SLR Framework, Climate Initiatives, etc.), while leveraging Horizon findings relevant to post-COVID environment.



Step 3: Identify New Implementation Priorities

Determine which of the 80+ implementation actions have been completed and generate new priorities for MTC and ABAG to advance between 2026 and 2030.

Project Timeline



★ = key public engagement milestones

Plan Bay Area 2050+: Potential Emphasis Areas



Overarching Tasks for Regional Plan

Statutorily Required:

Targeted Updates Anticipated:

Retain from Plan Bay Area 2050:

Public & Stakeholder Engagement

Data & Model Upgrades

Vision & Goals;
Performance & Equity Metrics



Step 1: Update Planning Assumptions

Targeted Updates Anticipated:

Retain from Plan Bay Area 2050:

**Regional Growth Forecast Update;
External Forces; Growth Geographies;
Needs & Revenue**

Regional Growth Forecast Methodology



Step 2: Update Select Blueprint Strategies

Targeted Updates Anticipated:

Retain from Plan Bay Area 2050:

**Transportation Strategies;
Environment Strategies**

Housing Strategies;
Economy Strategies



Step 3: Identify New Implementation Priorities

Statutorily Required:

Targeted Updates Anticipated:

EIR; Implementation Plan

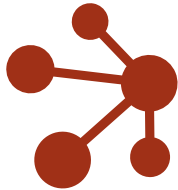
Plan Document

Transit 2050+: Envisioned Six-Step Process



Step 1: Explore Needs and Gaps

Develop initial white paper describing existing & future conditions, needs, and opportunities as context-setting for future transit planning work.



Step 2: Define Hubs and Corridors

Leverage past analyses at regional and local scales to expedite identification of hubs & corridors; categorize each corridor by realistic frequencies.



Step 3: Generate Project Concepts by Corridor

Generate transit project concepts (including scope & costs) that fulfill each corridor's unique needs, while updating project information for existing projects.



Step 4: Evaluate Project Concepts & Networks

Conduct project & network performance assessments integrating newly-generated projects; refresh costs for legacy project performance findings.



Step 5: Design Final Blueprint Transit Network

Work through tradeoffs process on prioritization & phasing; summarize benefits of Transit 2050+ network compared to status quo.



Step 6: Explore Implementation Challenges *(Fall 2024 through Spring 2025)*

Develop final supplemental report for Transit 2050+, integrating findings on funding and implementation challenges with Implementation Plan nexus.

*Winter and
Spring 2023*

*Spring through
Fall 2023*

*Fall 2023
through
Summer 2024*

Process Timelines: 18-Month Transit Sprint Ahead

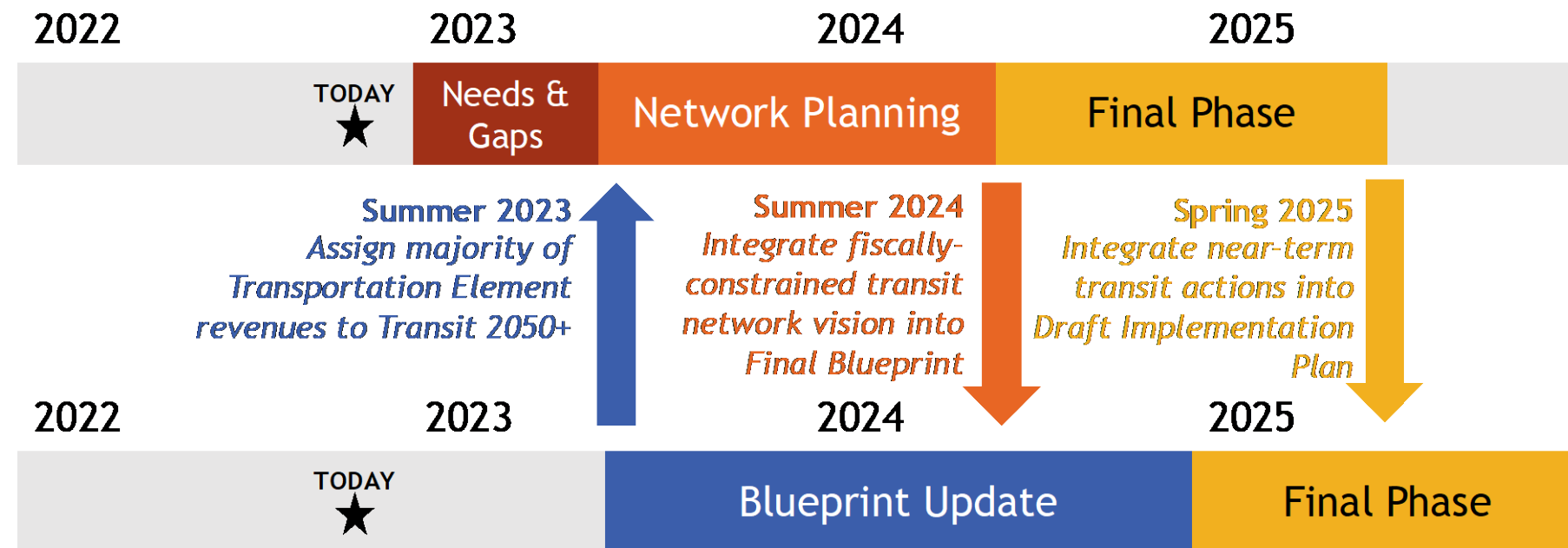
While Plan Bay Area 2050+ would not begin in earnest until mid-2023, staff recommend moving forward with consultant procurement and initial analyses for Transit 2050+ in early 2023. This will enable robust network planning work to be conducted throughout fiscal year 2024, enabling the project team to recommend a fiscally-constrained network vision in time for the Plan Bay Area 2050+ summer 2024 Final Blueprint deadline.

Transit 2050+

Goal: to comprehensively re-imagine six transit-related PBA50 strategies using a service-oriented, fiscally-constrained planning process
[kickoff in winter 2023]

Plan Bay Area 2050+

Goal: to make high-impact refinements to select Blueprint strategies & identify next set of implementation actions
[kickoff in summer 2023]



Questions?

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Plan Bay Area 2050+ Project Manager

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Next Steps

- **Late 2022:** Finalize Consultant Scope and Issue RFQ for Transit 2050+ Technical Assistance
- **Winter 2023:** Kick Off Transit 2050+ Analyses with Transit Operators via Project Management Team
- **Spring 2023:** Adopt Updates to Public Participation Plan Prior to First Round of Public Engagement



Metropolitan Transportation Commission Policy Advisory Council

November 9, 2022

Agenda Item 10

MTC's Public Participation Plan Update Approach

Subject:

Overview of the approach for updating MTC's Public Participation Plan — slated for adoption in late spring 2023.

Background:

Federal regulations require MTC to adopt a [public participation plan](#) (PPP) to provide the public and our partners with ample opportunities to be involved in the transportation planning process. Specifically, the regulations require that metropolitan planning organizations (MPOs), like MTC, inform the public and our partners about how they can participate in the development of the Regional Transportation Plan (RTP) and the Transportation Improvement Program (TIP). State statutes further require MPOs to develop an engagement plan for the development of the RTP and Sustainable Communities Strategy — the region's long-range plan, known as Plan Bay Area 2050.

Due to the nature of the specific federal and state requirements, the PPP has historically been focused exclusively on the long-range plan and the TIP. As we begin the update of the PPP, staff believes the scope of the public participation plan should be expanded to provide the public with an overview of how they can get involved in other agency projects and activities with opportunities for input and engagement, as well as to serve as a guiding document for staff to conduct meaningful engagement. The current update also provides a timely opportunity to incorporate MTC's Equity Platform into the plan, as well as update our guiding principles and engagement strategies.

Current Plan:

MTC's current PPP, last updated in 2018, gives an overview of how interested members of the public can participate in key transportation planning, policy and investment decisions at MTC. The document can be found at this [link](#). The plan details the process for updating, amending and modifying MTC's long-range plan and the TIP, and it explains methods for providing continuous engagement, including the role of advisory groups as well as the Commission's own committees. The PPP also summarizes various methods for public engagement; describes how MTC consults

with Tribal governments and other public agencies; and discusses the process for evaluating and updating the PPP. Per state law, the PPP must detail the process and schedule for public engagement goals and opportunities relating to the next update to the region's long-range plan, including information about regional forecasting, the preferred land use and investment strategy process, and issuance of the draft and final plan.

MTC's public involvement procedures are built on the following **guiding principles**:

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

Additionally, MTC follows five **strategies** for involving the public:

1. Early engagement is best
2. Access to all
3. Response to written comments
4. Inform Commissioners and the public of areas of agreement and disagreement
5. Notify the public of proposed or final actions

Proposed Update Approach:

Staff will seek to broaden the scope of the PPP to include information on how the public and interested partners can stay engaged and informed about the agency's programs and projects in addition to Plan Bay Area and the TIP. As part of the update, staff also will work to incorporate

MTC's Equity Platform into the PPP. The PPP update will be conducted in five phases: research, development, engagement, revision, and adoption.

Staff has already begun the initial research phase, which involves identifying current best-practices for guiding principles, engagement strategies and methods, as well as performance metrics. As part of the research phase, staff will seek to interview partner-agency engagement staff and interested Policy Advisory Council members to help inform the development of the Draft PPP. Staff also will conduct an online public survey to gain a better understanding on how the public now prefers to be engaged under the "new normal," and will solicit new ideas and innovative methods for engaging with the public.

The development phase will happen this winter with staff developing the Draft PPP for a potential release date in late January. The Draft PPP release will kick off the engagement phase, which will include a webinar, press release, virtual small group discussions with CBOs, direct outreach to Policy Advisory Council members, online engagement, and a robust communications campaign that will include e-mail blasts, social media and blog posts, press releases and paid digital promotion. After the close of comments in mid-March, the revision phase begins with staff reviewing and analyzing public input and incorporating feedback into a revised draft. The revised PPP is slated to be released at the May MTC Planning Committee meeting, which starts the adoption phase, with recommendation for final adoption at the May Commission meeting.

Next Steps:

Staff seeks the Council's feedback on the PPP's guiding principles and engagement strategies. This feedback will help inform the development of the Draft PPP. Additionally, in the coming weeks, staff would like to meet with interested Council members to discuss ideas for improving the plan and our engagement efforts through small-group discussion interviews.

As noted above, the Draft PPP is slated to be released in late January for a 45-day comment period that will include various engagement activities described above. Staff plans to return to the Council in spring 2023 to report back on what we heard and how the draft PPP will be revised. The revised Draft PPP is slated for release in May with adoption of the PPP by the Commission scheduled for May.

Issues:

None identified.

Recommendations:

Information.

Attachments:

- Attachment A: Presentation

Public Participation Plan Update Approach



**METROPOLITAN
TRANSPORTATION
COMMISSION**

Policy Advisory Council
November 9, 2022

Background

- In accordance with 23 CFR 450.316, **MTC is required to engage in a planning process that creates opportunities for public involvement, participation and consultation throughout the development of the Regional Transportation Plan (RTP) and the Transportation Improvement Program (TIP).**
- SB 375 also requires MTC to develop a separate engagement plan for the development of the RTP and Sustainable Communities Strategy — the region's long-range plan, known as Plan Bay Area 2050.

Current Public Participation Plan

- Details the process for updating, amending and modifying MTC's long-range plan and the TIP
- Explains methods for providing continuous engagement, including the role of advisory groups as well as the Commission's own committees.
- Summarizes various methods for public engagement
- Describes how MTC consults with Tribal governments and other public agencies
- Discusses the process for evaluating and updating the PP
- Details the process and schedule for public engagement goals and opportunities relating to the next update to the region's long-range plan (Plan Bay Area 2050 Pls), including information about regional forecasting, the preferred land use and investment strategy process, and issuance of the draft and final plan.

Guiding Principles

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

Five Engagement Strategies

1. Early engagement is best
2. Access to all
3. Response to written comments
4. Inform Commissioners and the public of areas of agreement and disagreement
5. Notify the public of proposed or final actions

Proposed Approach

- ***New!*** Provide the public with an overview of how they can get involved in other agency projects and activities with opportunities for input and engagement beyond PBA and the TIP
- ***New!*** Incorporate Equity Platform into the plan
- Update **Guiding Principles** and **Engagement Strategies** to help guide all agency public engagement activities
- Incorporate current best practices for engagement methods

Five Phases

- **Research:**
 - Guiding Principles
 - Engagement Strategies
 - Engagement Methods
- **Development:**
 - Incorporate Equity Platform
 - Develop Draft PPP
 - Develop Appendix A
- **Engagement:**
 - Late January release
 - 45-day comment period
- **Revision:**
 - Revise Draft PPP
 - Incorporate public feedback
- **Adoption:**
 - Release revised Draft PPP
 - May 2023 Adoption

Timeline

- Research: October–November 2022
- Develop Draft PPP: December 2022–January 2023
- Release Draft PPP: Late January 2023
- Close of comment period: mid-March 2023
- Revise PPP and incorporate public feedback: mid-March–early May
- Release revised Draft PPP: early May
- Adoption: late May 2023

Next Steps

- Continue research phase
- Seeking feedback on the PPP's Guiding Principles and Engagement Strategies
- Small-group Council member discussion interviews
- Draft PPP release in late January 2023

Staff Contact

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**Metropolitan Transportation Commission
Policy Advisory Council**

November 9, 2022

Agenda Item 11

Draft 2023 MTC and ABAG Joint Advocacy Program

Subject:

Draft 2023 Joint Advocacy Program for MTC and ABAG, expressing the agencies' state and federal legislative priorities.

Background:

The Draft 2023 MTC and ABAG Joint Advocacy Program, is attached. This report was presented to the Joint MTC ABAG Legislation Committee meeting on November 4, 2022. Staff will be at your November 9, 2022 meeting to deliver and discuss this presentation. The Council's input is requested.

Issues:

None identified.

Recommendations:

Information.

Attachments:

- Attachment A: Agenda Item 3a from the November 4, 2022 Joint MTC ABAG Legislation Committee meeting.

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

November 4, 2022

Agenda Item 3a

Draft 2023 MTC and ABAG Joint Advocacy Program

Subject:

Draft 2023 Joint Advocacy Program for MTC and ABAG, expressing the agencies' state and federal legislative priorities.

Discussion:

Attachment A is the first draft of the Joint Advocacy Program for 2023, the first year of the 2023-24 state legislative session. This draft program contains many provisions that were also contained in 2022, with important updates. Notably, we propose pursuing a unified statewide advocacy strategy for new ongoing (multi-year) state funding to address transit operators' fiscal cliffs as well as other improvements needed to attract riders back to transit. This effort will be a top priority and will be complemented by ongoing support for maximizing the Bay Area's share of state and federal transportation capital investments, including advocacy to support state and federal partners in providing transportation funding at levels committed in the state's multi-year transportation and climate packages (enacted through the fiscal year 2022-23 budget) and the federal 2021 Bipartisan Infrastructure Law (BIL).

Regarding housing, we are newly proposing sponsoring Bay Area Housing Finance Authority (BAHFA) "clean up" legislation to address unintended statutory limitations on BAHFA's ability to effectively finance affordable housing and support affordable housing preservation and tenant protection in the Bay Area. Since standing up the new authority and beginning work on the BAHFA Business Plan, staff have identified several statutory changes needed in advance of a 2024 regional revenue measure to maximize BAHFA's financing potential and ability to provide benefits across the 3Ps of production, preservation and protection.

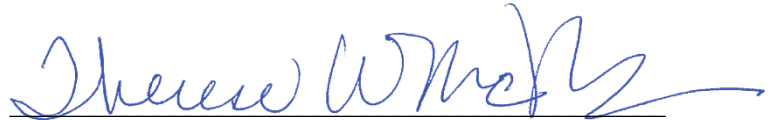
Next Steps:

Staff will seek additional feedback from Bay Area and statewide stakeholders and partner agencies over the next month. We are also sharing this draft with MTC's Policy Advisory Council on November 9, 2022. Based on discussion at your meeting and additional feedback received over the next month, staff will prepare a final 2023 Joint Advocacy Program for your consideration in December, prior to forwarding the document for final approval by the Commission and Executive Board.

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

Attachments:

- Attachment A: 2023 DRAFT MTC/ABAG Advocacy Program



Therese W. McMillan

2023 DRAFT ADVOCACY PROGRAM

State Advocacy Objectives and Goals

1. **Transportation Funding:** Advocate for resources to support the implementation of Plan Bay Area 2050, including funding for operating and maintaining the transportation network, transit modernization and expansion, equitable mobility improvements, decarbonizing the transportation system, and improving the resilience of our transportation network.

Transportation Funding	Goals
A. Transit Operations and Ridership Recovery	Pursue a unified statewide advocacy strategy for new ongoing (multi-year) state funding to address transit operators' fiscal cliffs as well as other improvements needed to attract riders back to transit, including investments to improve the customer experience and address workforce shortages. Partner with the region's transit operators, the California Transit Association, and other state and regional partners to develop and implement the strategy. Explore a range of revenue sources, including the General Fund and Greenhouse Gas Reduction Fund (funded by Cap and Trade). Support legislative proposals to extend Cap and Trade beyond 2030. Consistent with 2A, advocate for inclusion of funding to support timely implementation of the Transit Transformation Action Plan adopted by the Blue Ribbon Transit Recovery Task Force and MTC.
B. Transit, Rail and Port Investments Committed in 2022 Transportation Package	Advocate for General Fund investments at levels consistent with commitments in the \$10.8 billion multi-year, multimodal transportation package that was approved in the fiscal year (FY) 2022-23 state budget and pursue provisions that ensure the Bay Area's priorities are addressed in FY 2023-24 budget bill.

Transportation Funding, cont.	Goals
C. Zero-emission Transit Fleets	Building on <u>Executive Order N-79-20</u> , support additional funding to help transit operators transition bus, ferry and rail fleets to zero emission vehicles, accelerating the decarbonization of the transportation system and supporting the implementation of the Innovative Clean Transit rule and zero-emission ferry and rail regulations. Specifically, seek up to \$1.25 billion for zero-emission vehicle investments in the FY 2023-24 budget, consistent with the level identified in AB 211 (2022), part of the multiyear climate commitment in the 2022-23 budget. Ensure zero-emission transit vehicles and infrastructure are eligible uses of the public transit funds referenced in 1B.
D. Regional Transportation Revenue Measure Preparation	Convene key Bay Area stakeholders and engage with the Bay Area delegation to explore state authorizing legislation for a future regional revenue measure, with a target of legislative approval in 2024. Central to the discussion will be developing consensus around the purpose/goals of the measure, expenditure plan priorities and potential sources of new revenue. A key consideration will be the interplay between a request for state “bridge” funding to address the impending transit operations’ fiscal cliffs and a future regional measure. Engage with the public to inform regional revenue measure discussions.
E. Tolling Authorization Clarification	Support legislation to clarify the California Transportation Commission’s (CTC) authority to authorize conversion of existing roadways to toll roads and toll discounts for low-income motorists. Specifically, work with partners to advocate for modest near-term clarifications and monitor statewide Road Usage Charge Technical Advisory Committee recommendations; advocate to hold on pursuing broader roadway pricing policy changes until after the completion of MTC’s <u>Next Generation Bay Area Freeways</u> study.
F. Equitable Access to Opportunity/ Equity Priority Communities	Support broadening eligibility requirements in existing and/or new transportation funding streams to enable their use as a subsidy for low-income transportation system users (e.g., discounted fares for public transportation or shared mobility services). Ensure that legislation aimed at incorporating equity considerations into funding distribution does not rely exclusively on communities defined by the state’s CalEnviroScreen method, which disproportionately excludes the Bay Area low-income communities relative to other parts of the state.

2. **Public Transit:** Support policies aimed at ensuring public transit is an affordable, reliable and convenient transportation option that is provided equitably and accessibly.

Public Transit	Goals
A. Transit Transformation Action Plan Implementation	Support policies and funding that will help advance the goals of the Transit Transformation Action Plan adopted by the Blue Ribbon Recovery Task Force and MTC and explore opportunities for legislative or administrative changes to remove barriers to transit priority implementation.
B. Commuter Benefits	In partnership with the Bay Area Air Quality Management District, explore opportunities to secure updates to the state parking cash out program to further incentivize transit commuting in the Bay Area. Building on AB 2206 (Lee, 2022), which closed a compliance loophole and thus expanded the reach of the parking cash out program, consider updates that would provide employers subject to the state program the option to either offer a cash out at the full value of the parking spot or a transit subsidy (i.e. a transit pass or transit benefit subsidy) at an amount lower than the cash out value.
C. Transportation Development Act (TDA) Performance Standards Update and State Transit Assistance (STA) Revenue Calculations	<p>Continue to engage in California Transit Association-led efforts to explore a new approach to Transportation Development Act (TDA) performance measures. Support focus on incentivizing transit agencies to pursue actions aimed at increasing ridership versus measures focused on efficiency.</p> <p>As a stop gap measure, support efforts to extend through FY 2024-25 statutory relief for TDA farebox requirements and explore continuation of a “hold harmless” provision for calculation and allocation of State Transit Assistance (STA) revenue-based funds.</p>

3. **Bay Area Housing Finance Authority (BAHFA):** Advocate for policies that empower BAFHA to efficiently and effectively support Bay Area cities and counties in addressing the Bay Area’s chronic housing affordability challenges. Maximize the affordable housing production, preservation and protection resources BAHFA can deliver to Bay Area jurisdictions.

BAHFA Topics	Goals
A. Update BAHFA Authorizing Legislation (AB 1487, Chiu, 2019)	<p>Sponsor BAHFA “clean up” legislation to address unintended statutory limitations on BAHFA’s ability to effectively finance affordable housing and support preservation and protection in the Bay Area. Since standing up the new authority and beginning work on the BAHFA Business Plan, staff have identified the following statutory changes as needed in advance of a 2024 regional revenue measure to maximize BAHFA’s financing potential:</p> <ul style="list-style-type: none"> • Clarify that BAHFA’s lending authority includes the ability to issue bonds and other indebtedness backed by rent payments. • Conform BAHFA’s powers and duties to the California Constitution. This would enable BAHFA to fund tenant protection programs with bond proceeds if voters approve an amendment to the state’s constitution, as contemplated by a potential statewide ballot measure in 2024. • Ensure that implementation of any commercial linkage fee allows for coverage of administrative expenses. • Other minor technical changes
B. Support BAHFA Pilots	<p>Monitor legislation impacting BAHFA pilot programs and, if opportunities arise, support policies that enhance ongoing pilots, both operationally and financially. If legislation is introduced related to a statewide rental application portal, ensure it complements BAHFA’s Doorway program.</p>
C. Regional Housing Revenue Measure Preparations	<p>Coordinate with key Bay Area stakeholders regarding placement of a regional housing measure on the November 2024 ballot, in accordance with BAHFA/ABAG board direction.</p>

BAHFA Topics, cont.	Goals
D. Lower the Vote Threshold for Regional and Local Affordable Housing Bonds	<p>Engage in regional and statewide efforts to pursue a statewide ballot measure in November 2024 to amend California’s State Constitution to enable local and regional affordable housing bonds to be approved by a simple majority. This modification would greatly increase the likelihood of passage for a 2024 regional housing bond pursuant to AB 1487 (Chiu, 2019), as well as local affordable housing bonds.</p> <p>Collaborate with partners to explore the merit of pursuing ballot placement via legislative authorization versus solely via the initiative process.</p>

4. **Sustainable and Equitable Mobility:** Consistent with SB 375 (Steinberg, 2008) and California’s *Climate Action Plan for Transportation Infrastructure* (CAPTI), support policies aimed at reducing vehicle miles traveled and associated greenhouse gas emissions (GHG) and traffic congestion. Advocate for policies and funding tools that support regions in implementing state mandated sustainable communities strategies (e.g., Plan Bay Area 2050).

Sustainable and Equitable Mobility	Goals
A. SB 375 Implementation	Advocate for policies and funding tools that support regions in implementing state-mandated sustainable communities strategies (SCS), including, but not limited to, support for travel demand management, tools, support for enforcement tools including automated speed enforcement (see 6A), and aligning state programs to support high-impact GHG-reduction projects.
B. SB 375 Reform	While continuing to support ambitious regional GHG reduction targets, continue to engage in legislative activity related to revisions to the now 14-year-old law, SB 375 (Steinberg, 2008). Pursue changes to incentivize near-term, real-world progress on GHG emission reduction over the current approach, which places too great an emphasis on long-term modeling, and seek changes to provide greater alignment, rather than competition between regional and state GHG reduction strategies.

5. **Housing Production, Preservation and Protection (“3 Ps”):** Improve access to opportunity by supporting policies aimed at increasing production of housing and increasing funding to produce and preserve affordable housing and associated infrastructure to help build complete communities. Protect tenants and low-income communities from unjust evictions and displacement.

3Ps Housing Topic	Goals
A. Housing, Homelessness and Community Development Funding	<p>In partnership with regional and statewide organizations, seek state funding for affordable housing production, preservation, and prevention and other supportive infrastructure. Support FY 2023-24 state budget investments at levels that meet or exceed the multi-year commitments in the FY 2022-23 budget for affordable housing production – including investments in the state Low Income Housing Tax Credit (LIHTC) program and the Housing Accelerator and Multifamily Housing Programs to advance state-supported housing projects into production and to tee up the next round of affordable housing developments – as well as in infill infrastructure and homelessness assistance programs. Additionally, support the following new investments:</p> <ul style="list-style-type: none">a) Creating the Community Anti-Displacement and Preservation Program (CAPP), for which BAHFA would be eligible.b) Support legislation modeled after ACA 14 (Wicks, 2022) which would have dedicated five percent of general fund revenues to housing and homelessness programs for 10 years. The bill would have explicitly protected existing constitutional commitments, including funding for schools and the Rainy Day Fund.
B. Bay Area Regional Housing Needs Allocation	<p>Support a range of strategies to help meet the Bay Area’s Regional Housing Need Allocation (RHNA) goals, including proposals to drive down the cost of affordable housing development and accelerate housing production. With regional and statewide partners, explore legislation to provide upfront savings to affordable housing developers as it relates to applications for welfare tax exemptions. Currently, affordable housing developers must pay first and then wait approximately one-to-two years before receiving a rebate.</p>

C. Low Income Housing Tax Credits	Explore options to support California’s low-income housing tax credits (LIHTC) program in reflecting the intersecting (and sometimes competing) state goals related to climate and equity, including ensuring that the program supports housing production near high-quality transit and affordable housing production and preservation across income categories.
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6. **Transportation System Safety and Effectiveness:** Advocate for policies that improve transportation system safety for all road users and the effectiveness and service delivery of the Bay Area’s transportation system, including improved compliance with traffic laws while protecting user’s privacy. Expand the ability of transportation agencies to communicate with their customers to provide relevant transportation-related information and quality service while following industry best practices with regard to enabling customers to opt-in to receive non-essential communications.

Transportation System Safety and Effectiveness	Goals
A. Zero traffic fatalities goal (Vision Zero)	Building on the recommendations of the Zero Traffic Fatalities Task Force, support legislation aimed at achieving the Vision Zero goals of no roadway-related deaths or serious injuries by improving safety for all road users, including through continuing to support authorization of automated speed enforcement technology to enforce speed limits.
B. Toll Bridge and Toll Road Operations	Monitor legislation related to toll operations to protect the independence of toll agency operations. Seek opportunities to expand the ability of toll agencies to communicate with their customers about mobility options in the corridor, including public transit (e.g., allow communication about Clipper START in FasTrak® communications as strategy to encourage mode shift to transit) and generally improve customer communications.
C. High-Occupancy Vehicle Lanes (HOV) and Express Lanes Performance	Oppose legislation that could impede the operation and/or performance of HOV or express lanes. Support legislation that could authorize the piloting of technology to enforce vehicle passenger occupancy requirements and other strategies to improve performance of the lanes.

7. **Climate, Resilience and Environment:** Support funding and policy strategies to help achieve and better coordinate state and regional climate goals, advance energy efficiency and improve the Bay Area’s resilience to natural hazards and the impacts of climate change, including earthquakes, sea level rise and fire. Support proposals for funding to improve the health of the San Francisco Estuary.

Climate, Resilience and Environment	Goals
A. Climate Adaptation Planning and Implementation Funding	<p>Pursue funding for regional and local climate adaptation funding in the FY 2023-24 state budget, including at least \$75 million for the regional planning and implementation through the Integrated Climate Adaptation and Resiliency grant program, \$150 million for the State Coastal Conservancy (SCC) for protection and restoration, including for San Francisco Bay restoration and the SCC Climate Ready program, and another \$97 million for the Climate Ready program. These funding amounts are consistent with the FY 2023-24 funding level specified in SB 155 (2021), the 2021 multi-year climate adaptation trailer bill, and AB 211 (2022), a component of the 2022 multi-year climate commitment.</p> <p>Additionally support ongoing investment in the new state and local Transportation Infrastructure Climate Adaptation Programs, established in SB 198 (2022).</p>
C. Seismic Safety	<p>Support policies and funding to enhance seismic safety and earthquake preparedness in the Bay Area, including through advocating for \$250 million in the FY 2023-24 budget for soft story retrofits of multifamily homes, consistent with the 2022-23 budget agreement.</p>

8. **Transportation Project Delivery:** Monitor legislation related to transportation project delivery and support strategies to speed up the delivery of transportation projects and at a lower cost, including expanding flexibility in contracting and public private partnerships.
9. **Transportation Innovation and Shared Mobility:** Engage in regulatory and legislative efforts to facilitate the deployment of new mobility technologies to accelerate their safety, accessibility, mobility, environmental, equity, and economic benefits, including opportunities to increase access to transit and reduce the share of single-occupancy vehicle (SOV) trips.
10. **Brown Act Reforms:** Monitor and support legislation to provide long-term flexibility for regional and multijurisdictional agencies to conduct their business remotely outside of emergency conditions as a means of increasing board member and public participation while also reducing the time and expenses associated with travel, vehicle miles traveled and the greenhouse gas and other tailpipe emissions from driving.

Federal Advocacy Objectives and Goals

1. **Transportation and Housing Funding:** Support robust federal investment in Bay Area transportation and housing infrastructure.

Transportation and Housing Funding	Goals
A. MTC's Bay Area Infrastructure Grants Strategy: Maximize Bay Area Funds from Bipartisan Infrastructure Law (BIL) Discretionary Transportation Grants	<p>Consistent with MTC's Bay Area Infrastructure Grant Strategy and the Major Project Advancement Policy, engage with the U.S. Department of Transportation (U.S. DOT) and the Bay Area Congressional Delegation during Bipartisan Infrastructure Law (BIL) grant development to advocate for program policies and funding eligibilities that enhance Bay Area competitiveness. Coordinate with regional, state and federal partners to unify support for "regional target" grants behind regional BIL priority projects and advocate for grant awards for projects consistent with the regional grants strategy.</p> <p>Regarding Capital Investment Grants (CIG), continue to pursue sufficient annual appropriations to meet the funding needs of Bay Area projects with existing full funding grant agreements (FFGA) and to secure FFGAs for the Bay Area's next generation of transit projects.</p> <p>Additionally, update the Bay Area Infrastructure Grants Strategy as needed, including to reflect the priorities outlined in the upcoming Bay Area Regional Zero Emission Bus Transition Strategy.</p>
B. Transportation Appropriations (FY 2023 and FY 2024)	<p>Partner with local, regional and statewide transportation agencies as well as national stakeholders to ensure that Congress funds highway and transit formula programs consistent with levels authorized by the surface transportation law. Support robust CIG funding, consistent with 1A and prioritize BIL grant augmentations for programs that support Plan Bay Area 2050 implementation including investments in transit, rail, complete streets, state of good repair, and innovative mobility options.</p>

Transportation and Housing Funding, cont.	Goals
C. Low Income Housing Tax Credits	Support efforts to modify and expand the federal Low Income Housing Tax Credit (LIHTC) Program, California’s largest source of federal funding for affordable housing construction and rehabilitation. Prioritize policy changes to increase California’s LIHTC financing capacity, including lowering the LIHTC bond financing threshold to 25 percent from 50 percent. Under current law, California’s LIHTC allocations are effectively capped by the federal rule requiring 50 percent of construction costs be funded from a state’s limited allocation of private activity bonds (PABs). Demand for PABs in California significantly exceeds supply. Lowering the required “state match” for bond-financed LIHTCs could unlock tens of thousands of new affordable units in California that are ready to go but awaiting federal tax credits.
D. Housing and Community Development Appropriations (FY 2023 and FY 2024)	Support regional, state and national partners in advocating for increased federal investment in affordable housing and homelessness programs, including Section 8 Housing Choice vouchers, HOME Investment Partnership Program (HOME), Community Development Block Grant Program (CDBG) and McKinney-Vento Homelessness Assistance programs. Pursue new policies and resources within the Department of Housing and Urban Development (HUD) that support regional approaches to housing, consistent with 1F.
E. Transit Transformation Action Plan Implementation	Seek opportunities to accelerate the Transit Transformation Action Plan early action items—namely transit fare integration, mapping and wayfinding, real time data and transit priority – by advocating that those activities are eligible for existing and new funding programs.
F. Bay Area Housing Finance Authority (BAHFA)	Lead efforts to enable BAHFA to compete for HUD discretionary grant funding to expand resources available to BAHFA for affordable housing and/or homelessness prevention projects. Seek to include regional planning agencies as eligible recipients of new HUD discretionary grants proposed in the reconciliation bill and, in the case that the bill is enacted, work with HUD on grant development.

G. PEPPRA: Preserve Bay Area Transit Operator Access to Federal Transit Grants	Support efforts spearheaded by the California Transit Association to monitor ongoing issue that Bay Area federal transit grants may be withheld because of a 2021 U.S. Department of Labor interpretation that state pension law known as “PEPPRA” may impede federally guaranteed transit union collective bargaining rights. If necessary, seek a legislative solution.
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2. **Surface Transportation Authorization Implementation:** Continue to work with the U.S. Department of Transportation to ensure the new surface transportation law – enacted as part of the 2021 Bipartisan Infrastructure Law – is implemented consistent with our reauthorization and Plan Bay Area 2050 priorities.
3. **Climate, Resilience and Environment:** Advocate for a strong federal partner in the Bay Area’s efforts to improve air quality, reduce greenhouse gas (GHG) emissions, and make our communities and transportation networks resilient to a changing climate, especially in communities of concern that are most vulnerable to the impacts of climate change.

Climate, Resilience and Environment	Goals
A. Climate Change Mitigation	Seek opportunities to support the federal government in taking bold action to reduce greenhouse gas emissions and limit the magnitude of the climate crisis. Consistent with 1B and 1C, support investments in transit, rail, complete streets, smart growth and other sustainable infrastructure investments in federal spending bills. Additionally, defend investments in the 2022 Inflation Reduction Act and 2021 BIL that accelerate the deployment of zero-emission infrastructure and technologies.
B. Disaster Mitigation and Resilience	Seek opportunities to secure resources for the Bay Area to invest in disaster mitigation and resilience, including investing in strategically placed green and grey infrastructure to protect our communities and residents that are most vulnerable to the adverse effects of climate change. Support a strong regional role in disaster mitigation and resilience planning. Support policies to break down federal silos and encourage coordination of federal resources to support communities and regions in comprehensively addressing a climate threat.

C. San Francisco Estuary	Monitor National Estuary Partnership program funding and defend investments in the 2021 BIL that increase resources for the health and resilience of the San Francisco Estuary.
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4. **Transportation Innovation and Shared Mobility:** Support policies that enable technological innovations to improve mobility, including connected and automated vehicle (CV/AV) deployment, shared mobility and mobility on demand, while protecting the public's interest.

DRAFT

Metropolitan Transportation Commission
Policy Advisory Council

November 11, 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 – November 2022

Staff Liaison Report – November 2022

Survey: A reminder to please take three minutes to fill out the [Council Member Survey](#) gauging your comfort level with the materials, where you could use support and additional context, and general feedback based on your Council experience to date. Thank you!

Legislative Updates:

Congress Rushes to Finalize Government Funding Bill:

Lawmakers on September 30, 2022 passed a continuing resolution (CR) stopgap measure to fund the government through December 16, 2022. This extends Fiscal Year 2022 (FY22) funding levels through the end of the CR and provides time for lawmakers to continue negotiation their FY23 funding package.

White House Announces Partnerships to Connect Small and Disadvantaged Businesses to Infrastructure Programs:

The US DOT's Office of Small and Disadvantaged Business Utilization (OSDBU), the Small Business Administration (SBA), and the Department of Commerce Minority Business Development Agency (MBDA) announced partnerships to help small and disadvantaged businesses access federal infrastructure funding.

Executive Director's Report:

The following items are excerpts from the October 26, 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](#)).

Clipper Card Update:

Global supply chain issues are impacting the plastic Clipper card inventory and we are facing an acute shortage in the coming months. To encourage travelers to put new cards on their mobile phones (through Apple Pay or Google Pay), Clipper is waiving the \$3 new card fee for customers who choose a mobile option. In addition, BART has also swapped out their ticket vending machines at the San Francisco International Airport station (the station with the highest volume of new Clipper cards sold) to dispense only paper tickets to save the limited supply of the plastic tickets during this supply crunch. We are hoping to receive a shipment of plastic cards from Asia in mid-November which should last several months.

Interchange Project Completed (Solano County):

On October 20, 2022, the much anticipated I-80/I-680/SR-12 interchange project in Solano County opened with a ribbon-cutting ceremony in Cordelia attended by MTC commissioners Alfredo Pedroza, Jim Spering and Dina El-Tawansy. Funding for the multi-year, multi-phase project includes \$53 million in Senate Bill 1 funding. A variety of other funding was utilized, including the BATA bridge toll funds.

Rail~Volution Conference:

The annual Rail~Volution conference, which several MTC staff are attending, was held at the end of October and first couple of days this month in Miami. Staff and commissioners Jim Spering and Carol Dutra-Vernaci will be attending to learn more about challenges around building great places to live around high-quality transit, new mobility options and supportive development.

Access(ibility), Culture, Racial Equity (ACRE) Office:

Executive Director McMillan created the Access(ibility), Culture, Racial, Equity (ACRE) Office, housed within the Executive Office this past July. The unit's focus is at an agency-wide systems level meant to support and align equity outcome work, and not take the place of on-going staff activities. The ACRE Office is launching an Equity Assessment and Roadmap (EA+R) to review the current application of the Equity Platform as applied to MTC's numerous and varied projects; develop a roadmap to inform an agency-wide equity plan; and chart the direction of the ACRE team's future work. A summary of our Phase I activities will be presented in January 2023.

Further News Updates:

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](#)