



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

Meeting Agenda

Metropolitan Transportation Commission Workshop

Wednesday, April 26, 2023

1:30 PM

Silverado Resort, 1600 Atlas Peak Rd, Napa, CA
94558

Day 1 of the Metropolitan Transportation Commission / Bay Area Toll Authority (BATA) / Bay Area Housing Finance Authority (BAHFA) / Bay Area Infrastructure Financing Authority (BAIFA) Workshop is scheduled to meet on Wednesday, April 26, 2023 at 1:30 p.m. or immediately following the 9:50 a.m. BATA meeting at Silverado Resort, 1600 Atlas Peak Rd, Napa, CA 94558 (Royal Oak Room).

Meeting attendees may opt to attend in person for public comment and observation. In-person attendees must adhere to posted public health protocols while in the building. A recording of the workshop will be made available at <https://mtc.ca.gov/meetings-events>.

Members of the public 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 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.

Commission Roster:

Alfredo Pedroza (Chair), Nick Josefowitz (Vice Chair), Margaret Abe-Koga, Eddie Ahn, David Canepa, Cindy Chavez, Carol Dutra-Vernaci, Dina El-Tawansy*, Victoria Fleming, Dorene M. Giacopini*, Federal D. Glover, Matt Mahan, Nate Miley, Stephanie Moulton-Peters, Sue Noack, Gina Papan, David Rabbitt, Hillary Ronen, Libby Schaaf*, James P. Spering, Sheng Thao

*Non-Voting Members

Commission / BATA / BAHFA / BAIFA Workshop Theme:

Focus on Plan Bay Area 2050 Implementation Plan and Near-Term Outcomes
Create a more Affordable, Connected, Diverse, Healthy and Vibrant Bay Area

Day 1 - April 26, 2023 (1:30 p.m. - 5:00 p.m.)

1:30 p.m. - 1:35 p.m. Welcome (Chair Pedroza)

Agenda Item 1: 1:35 p.m. - 2:00 p.m. Advancing Plan Implementation to Achieve Regional Outcomes (Andrew Fremier and Matt Maloney)

To kick off the conversation, staff will highlight recent Commission initiatives and review near-term Implementation Plan priorities, with a focus on key outcomes that are important to the success in delivering on PBA2050.

[23-0640](#)

Attachments: [Day1_1_23-0640_Advancing_Plan_Implementation.pdf](#)
[Day1_1_23-0640_Attachment_Presentation.pdf](#)

Agenda Item 2: 2:00 p.m. - 3:30 p.m. Transit and Transportation Polling Results (Ruth Bernstein, EMC Research and Rebecca Long)

EMC Research will present findings from a poll that was conducted in late March 2023 to gauge Bay Area voter sentiment about general issues of importance, transit and transportation perspectives, as well as reaction to potential funding measures including a housing bond and transportation sales tax.

[23-0641](#)

Attachments: [Day1_2_23-0641_Public_Opinion_Poll_Research_Findings.pdf](#)
[Day1_2_23-0641_Attachment_Presentation.pdf](#)

3:30 p.m. - 3:45 p.m. Break

Agenda Item 3: 3:45 p.m. - 4:45 p.m. Preparing for a 2024 Regional Affordable Housing Bond (Kate Hartley)

Staff will review recent activities to prepare for a Bay Area Housing ballot measure, including an overview of the outcomes a new ballot measure will support, timeline and key decision points, and the outreach plan. Outreach to local government elected officials kicked off this month.

[23-0642](#)

Attachments: [Day1_3_23-0642_Bay_Area_Housing_Measure_Preparations.pdf](#)
[Day1_3_23-0642_Attachment_Presentation.pdf](#)

Agenda Item 4: 4:45 p.m. - 5:00 p.m. Wrap Up and Next Day Look Ahead

Agenda Item 5: Public Comment / Other Business

Agenda Item 6: Adjournment of Day 1

Dinner will be served in the Royal Oak Room at 6:00 p.m.

The Workshop will continue on Thursday, April 27, 2023 at 9:30 a.m.

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.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 23-0640 **Version:** 1 **Name:**

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On agenda: 4/26/2023 **Final action:**

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Sponsors:

Indexes:

Code sections:

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Date	Ver.	Action By	Action	Result
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Attachments: pending

Metropolitan Transportation Commission Workshop Day 1

April 26, 2023

Agenda Item 1 - 23-0640

Advancing Plan Implementation to Achieve Regional Outcomes

Subject:

To kick off the conversation, staff will highlight recent Commission initiatives and review near-term Implementation Plan priorities, with a focus on key outcomes that are important to the success in delivering on Plan Bay Area 2050.

Background:

Adopted in October 2021, Plan Bay Area 2050 represents the most comprehensive regional vision to date, focused on making the Bay Area more affordable, diverse, healthy, and vibrant for all. Integrated as the final chapter of the Plan, the Implementation Plan identified success factors and proposed MTC/ABAG roles for each of the 35 strategies, as well as over 80 implementation actions.

This item focuses on three main Plan outcomes: housing and transportation affordability, modal shift, and greenhouse gas reduction. Since the adoption of the Plan, the agency has achieved “key wins” in all these areas. However, ongoing success will require MTC to pair strong regional policies with new financial resources.

Issues:

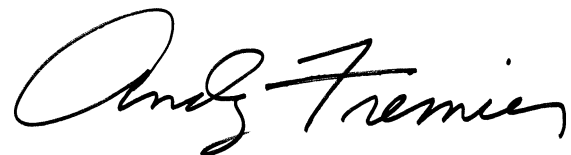
None

Recommended Action:

Informational item.

Attachments:

- Presentation



Andrew Fremier

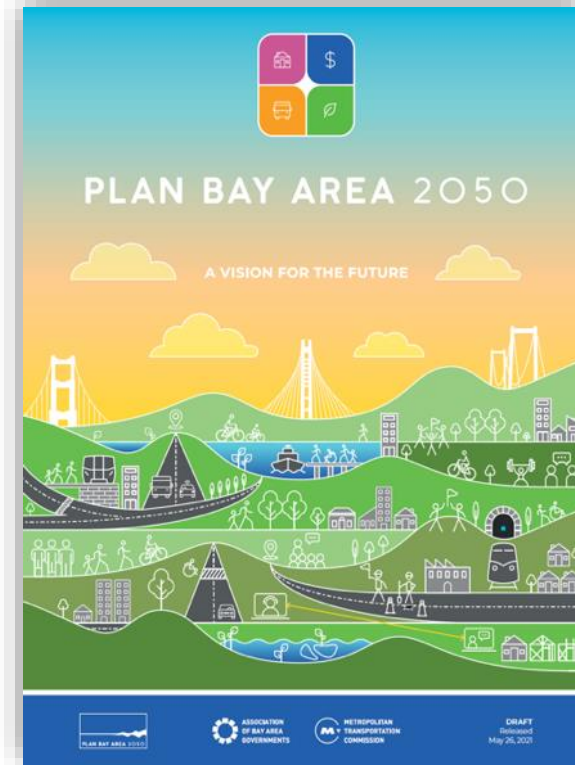
PLAN BAY AREA 2050

Advancing Plan Implementation to Achieve Regional Outcomes

Commission Workshop - April 26, 2023

Plan Bay Area 2050: Our “North Star”

- Adopted in October 2021, Plan Bay Area 2050 represents the **most comprehensive regional vision to date**, focused on making the Bay Area more affordable, connected, diverse, healthy, and vibrant for all.
- This long-range plan responded to the Commission’s clear direction to be **“bold and unflinching”** in identifying what it would take to address many of the region’s thorniest policy challenges.
- **Integrated as the final chapter of the plan**, the Implementation Plan identified success factors and proposed MTC/ABAG roles for each of the 35 strategies, as well as over 80 implementation actions.



7 | Implementation Plan



Plan Bay Area 2050

30-year strategies

Implementation Plan

5-year near-term actions

Focusing on Three Key Plan Outcomes Today



Affordability



Modal Shift

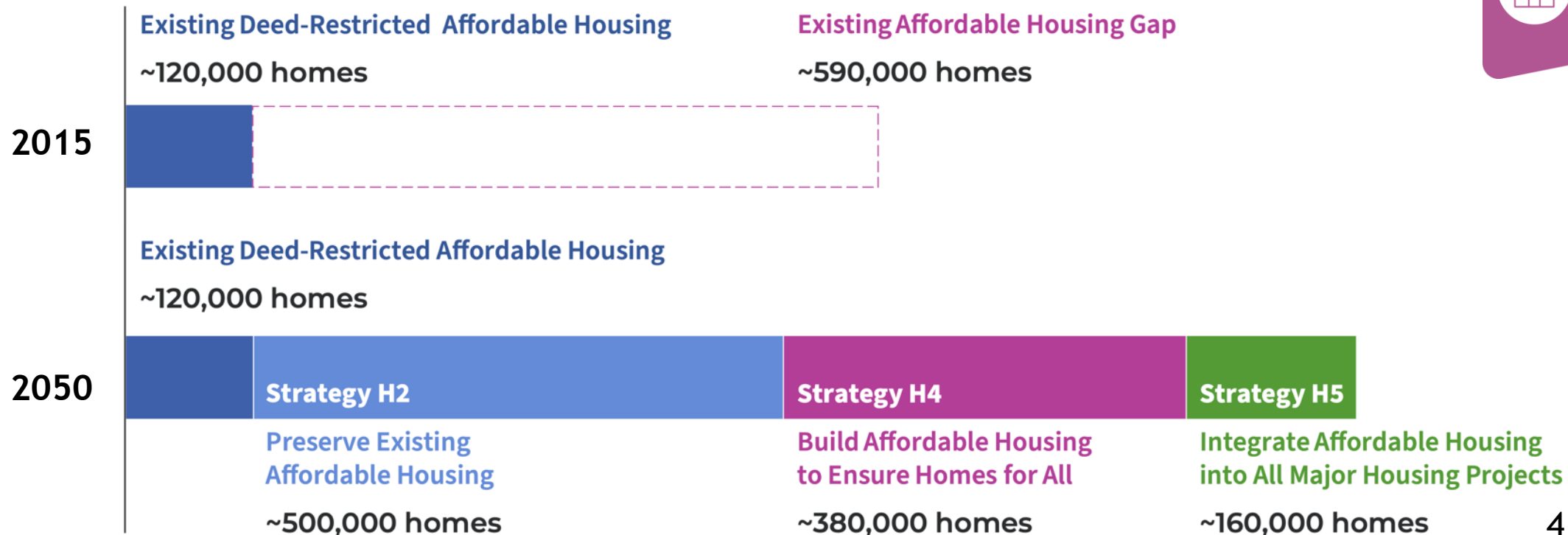


Climate

Bold Strategies for More Affordable Bay Area

The Bay Area remains one of the most expensive places to live in the United States - the pandemic only exacerbated these challenges. While market-rate housing is part of the solution, significant public investment into deed-restricted affordable housing will be critical to create a more equitable and affordable region.

-  **STRATEGY H2**
AFFORDABLE
HOUSING
PRESERVATION
-  **STRATEGY H4**
AFFORDABLE
HOUSING
PRODUCTION
-  **STRATEGY H5**
INCLUSIONARY
ZONING



Making Progress toward an Affordable Bay Area

What are some key wins since Plan adoption?



Image Source: Karl Nielsen

Ongoing support for local jurisdictions through the **Regional Housing Technical Assistance** program



Image Source: De Anza Terrace

Bay Area Housing Finance Authority (BAHFA) pilot programs now underway

What's next for 2023 & 2024?

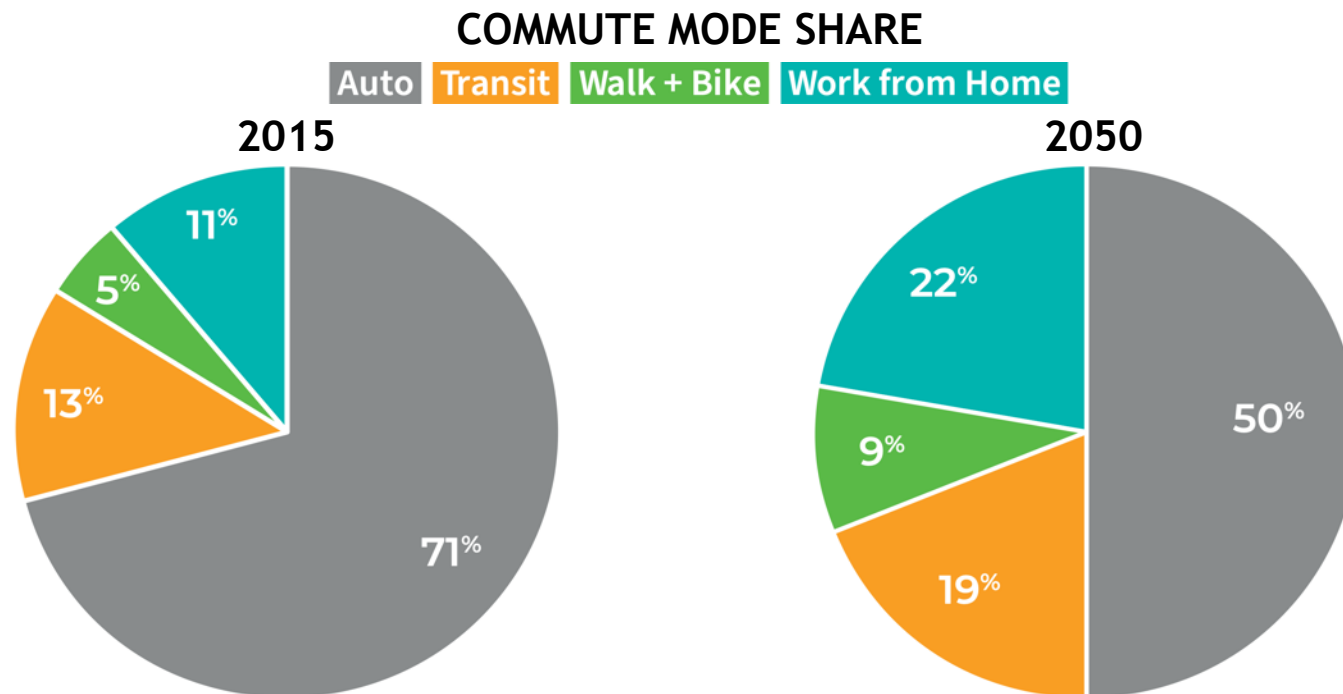
Prepare for 2024 affordable housing ballot measure

Adopt BAHFA business plan and equity framework

Allocate funding to Priority Sites to catalyze new developments

Bold Strategies for a More Multimodal Bay Area

Even as the pandemic created new opportunities for some Bay Area residents to work from home, severe traffic congestion has returned for those without alternatives. Given that the Plan's \$100 billion-plus transit expansion will take decades to deliver, the Bay Area will need to prioritize operations and maintenance, as well as faster & lower-cost strategies to tackle urgent challenges.



Making Progress toward a Multimodal Bay Area

What are some key wins since Plan adoption?

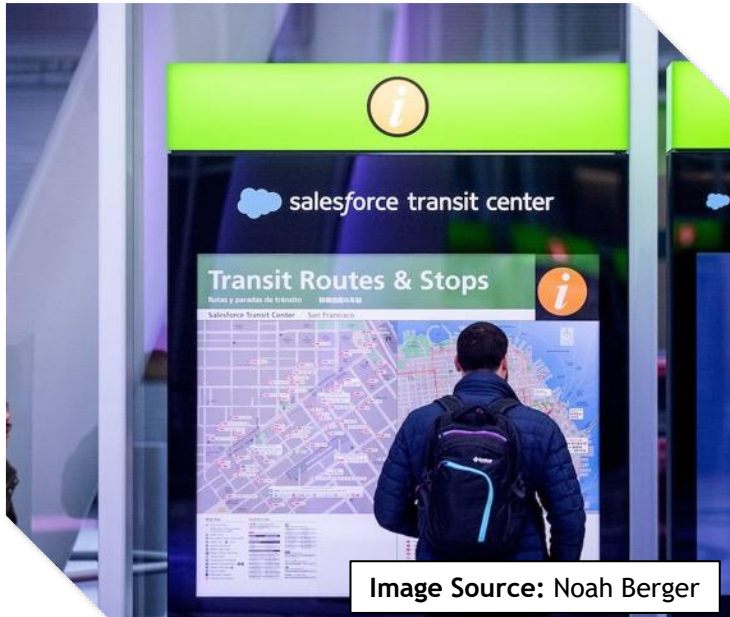


Image Source: Noah Berger

Transit Transformation
Action Plan implementation
well underway, including
**Regional Network
Management Business Case**



Image Source: Flickr/John Williams

Secured **significant federal monies** to keep transit afloat in the aftermath of the COVID-19 pandemic

What's next for 2023 & 2024?

Secure State monies so Transit
“Survives and Thrives”

Advance MAP and RM3
investments and project delivery

Launch Clipper 2.0, as well as
fare integration pilot program

Bold Strategies for a Greener Bay Area

Achieving the Plan's greenhouse gas target required every tool in the toolbox, from land use strategies to increase density near transit hubs to pricing and safety strategies on our region's highways to robust environmental strategies to manage demand and electrify vehicles.

**Cars and Light
Duty Trucks**

SB 375

(Not Including Fleet Efficiency Gains)

-20%

All Vehicles

(Including Fleet Efficiency Gains)

-48%

-19% PER CAPITA
Mandated GHG Reduction Target



STRATEGY H3
GREATER
HOUSING MIX



STRATEGY EC4
GREATER
COMMERCIAL
DENSITIES



STRATEGY T5
FREEWAY TOLLING



STRATEGY T9
VISION ZERO



STRATEGY EN4
URBAN GROWTH
BOUNDARIES



STRATEGY EN7
SUSTAINABLE
COMMUTE TARGET



STRATEGY EN8
CLEAN VEHICLES



STRATEGY EN9
TRANSPORTATION
DEMAND
MANAGEMENT

Making Progress toward a Greener Bay Area

What are some key wins since Plan adoption?



Adoption of the **Transit-Oriented Communities Policy** to support denser land uses near transit



Expansion of **MTC's Electrification Program** including charging stations and Bay Wheels e-bikes

What's next for 2023 & 2024?

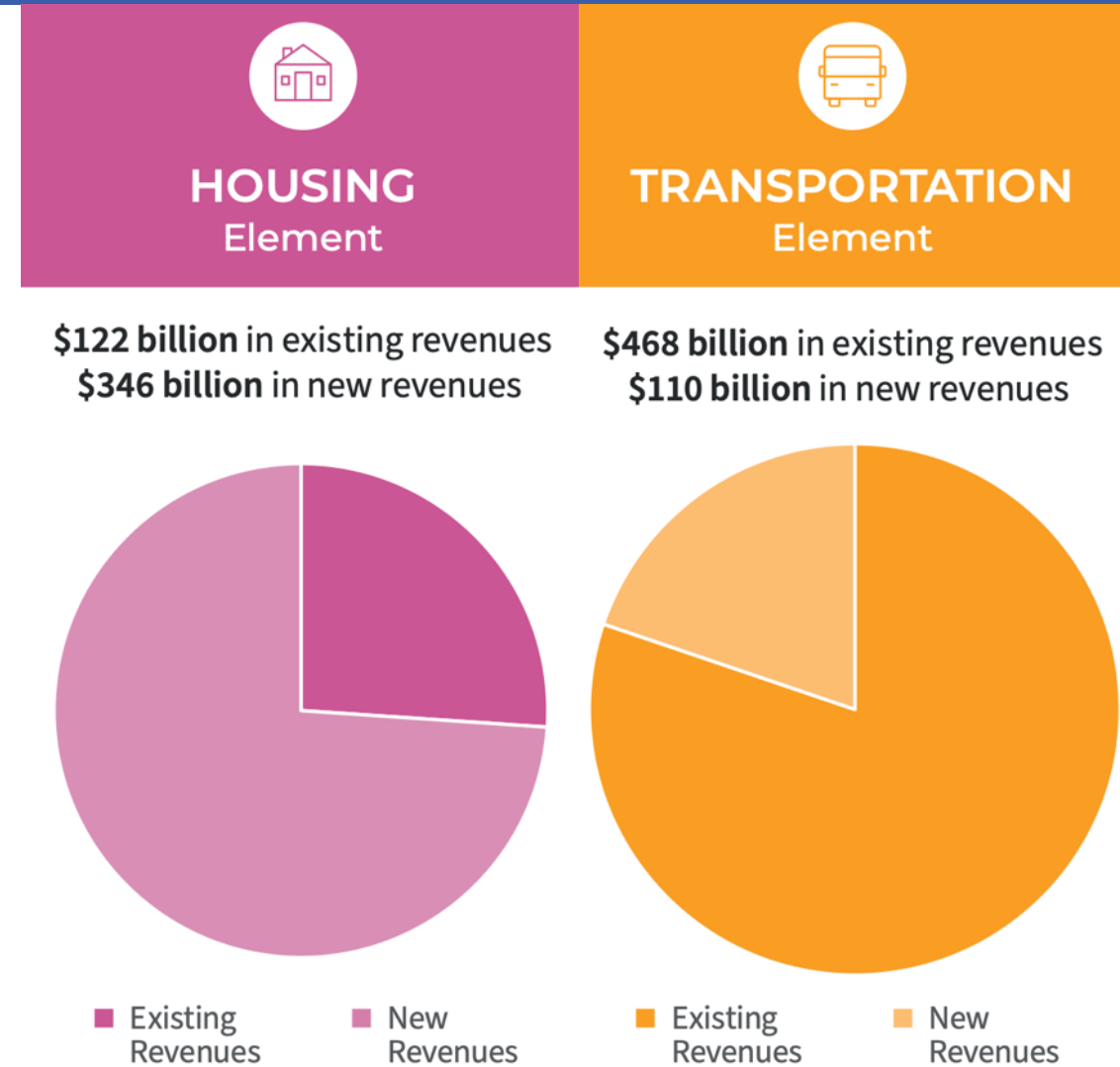
Identify equitable path forward toward expanded road pricing

Award ~\$60 million to implement PDAs, mobility hubs, parking

Prioritize sea level resilience investments, including SR-37

Success Requires Pairing Policy with Funding

- Bold policies, pilot programs, technical assistance, etc. can only go so far unless paired with robust funding to yield transformative outcomes.
- Plan Bay Area 2050 identified **significant unmet needs** for both the Housing and Transportation Elements, requiring new federal, state, regional, and local monies.
- In addition to continuing to actively seek more monies from Sacramento and DC, it will be **critical to continue to prepare for a 2024 affordable housing bond and future transportation revenue measure** to start filling those funding gaps.



Discussion



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On agenda: 4/26/2023 **Final action:**

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Date	Ver.	Action By	Action	Result
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Attachments: pending

Metropolitan Transportation Commission Workshop Day 1

April 26, 2023

Agenda Item 2 - 23-0640

Public Opinion Poll Research Findings

Subject:

Analysis of the poll conducted by EMC Research, Inc. (EMC), which examined voter opinions on potential transportation and housing funding measures, general concerns, and priorities and perceptions of transportation (and public transit in particular) to help inform future regional transportation measure enabling legislation.

Background:

In March 2023, EMC Research, Inc. conducted a poll of 1,800 Bay Area voters in the nine-county Bay Area related to Bay Area voter sentiments regarding general issues of importance, transit and transportation usage and perspectives, as well as reactions to potential funding measures, including a housing bond and a transportation sales tax. EMC staff will present high-level findings from the poll.

Recommendations:

Information

Discussion:

The primary purpose of this poll was to provide detailed information on Bay Area voters' current priorities and concerns to help inform future enabling legislation for a regional transportation measure. As part of our 2023 MTC ABAG Joint Advocacy Program, the Commission directed staff to begin this analytical work along with public outreach this year, to inform enabling legislation in 2024. Two questions were asked as it relates to a future transportation measure, one testing a measure focused solely on public transit, the other testing a slightly broader transportation measure that included funding for pothole repair, among other categories. In addition, given direction to staff (from the Association of Bay Area Governments' Executive Board and the Bay Area Housing Finance Authority (BAHFA), MTC's affiliate housing agency) to proceed with the necessary work to place a general obligation bond on the November 2024

ballot, two questions on a housing bond were also included, one testing a ballot question subject to current law provisions requiring detailed estimates of the cost to the homeowner of the property tax assessment and one without such detail.

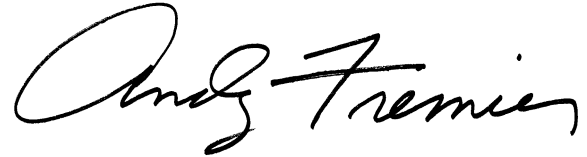
It is important to note that while these questions were asked to provide the current pulse of Bay Area voters with respect to approving revenue measures for these two topics, **the poll was not designed to be test the viability of a transportation or housing ballot measure on the November 2024 ballot.** For starters, November 2024 is too far in the future to make a “go/no go” decision as to whether a measure looks viable. Additionally, there are many other considerations, including efforts to lower the voter approval threshold (for housing in particular as well as for a broader set of categories, including transportation), that have bearing on election viability. The bottom line, however, is that the poll indicated that neither a transportation measure nor a housing bond currently exceed the two-thirds vote threshold required; a transit-only measure received 59 percent support and a housing bond (with question structured as required by current law) received 58 percent. A broader transportation measure and a housing bond question worded without the explicit assessed value rate tested higher, but both still fell short of two-thirds at 63 percent and 65 percent, respectively.

As you will see in the presentation, most of the questions were aimed at understanding how Bay Area voters feel about public transit with detailed breakdowns of these perceptions by categories of user, including daily transit riders, weekly riders, and so on. Questions were also asked about what Bay Area voters’ priorities are when it comes to transportation generally. The poll included some very encouraging findings, including that **79 percent of Bay Area voters** agree with the statement “Having high-quality, reliable public transit in the Bay Area benefits everyone, even people who don’t ride it” and that **74 percent agree** “We need to invest in real improvements to our public transit system to make it a better option for more people in the Bay Area instead of driving.”

We look forward to presenting the poll and hearing your questions and feedback at the workshop.

Attachments:

- Attachment A: Presentation

A handwritten signature in black ink, reading "Andrew B. Fremier". The signature is written in a cursive, flowing style with a large initial "A".

Andrew B. Fremier



Bay Area Transit & Transportation Survey

Metropolitan Transportation Commission

March 2023

For MTC Workshop – 4/26/23

- ▶ Survey of 9-County Bay Area registered voters
- ▶ Conducted March 14-23, 2023
- ▶ 1,800 total responses
- ▶ Overall margin of error ± 2.31 percentage points at the 95% confidence interval
- ▶ Conducted via a hybrid methodology using live telephone interviews and email/text invitations to an online survey.
- ▶ Available in English, Spanish, and Chinese
- ▶ Telephone interviews were conducted by trained, professional interviewers using landlines and mobile phones

Please note that due to rounding, some percentages may not add up to exactly 100%.

Revenue Measure Questions

- ▶ The poll included two questions to test initial reactions to potential regional ballot measures, but it was **not designed as an in-depth viability** poll.
- ▶ Voters each heard one version of a housing bond measure and one version of a transportation tax measure with the order randomized.
- ▶ The poll is reflective of attitudes **today**, more than 18 months before the November 2024 election and years away from 2026.
- ▶ There are a number of factors that could **significantly impact** future measures including:
 - legislation to revise AB-195 (Obernolte);
 - the Taxpayer Protection November 2024 proposition;
 - The overall economy and issue environment; and,
 - a potential measure to lower the threshold for affordable housing bonds.

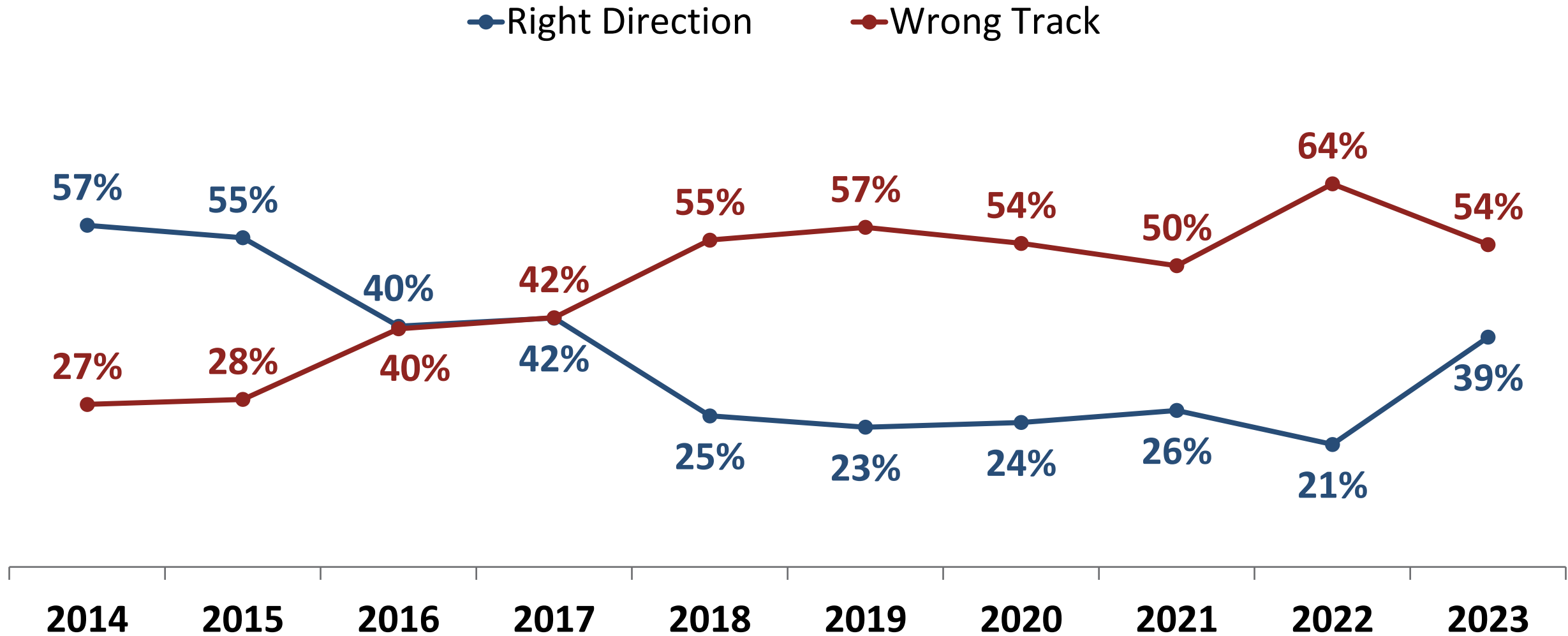
Overall Key Findings

- ▶ Overall mood in the Bay Area continues to be fairly pessimistic, with **homelessness**, **housing affordability** and **safety** topping voter concerns.
- ▶ Over two-thirds of voters think more money is needed to address **housing**. The tested measures fall short given the current threshold and wording requirements.
- ▶ There is widespread belief that **transit is important** for the Bay Area and that a high-quality public transportation system benefits all. Our current system does **not** receive **high ratings**.
- ▶ Just under two-thirds perceive a need for **transportation** funding. The tested measures **fall short** of the super-majority threshold.
- ▶ While 21% of voters say they are riding transit at least once a week, **only 6% ride daily**. Nearly 40% of all voters say they are **commuting less frequently** than pre-Covid.
- ▶ There is widespread willingness to increase transit usage, however, **convenience**, **speed** and **safety** are significant barriers.



Issue Environment

Direction of the Bay Area

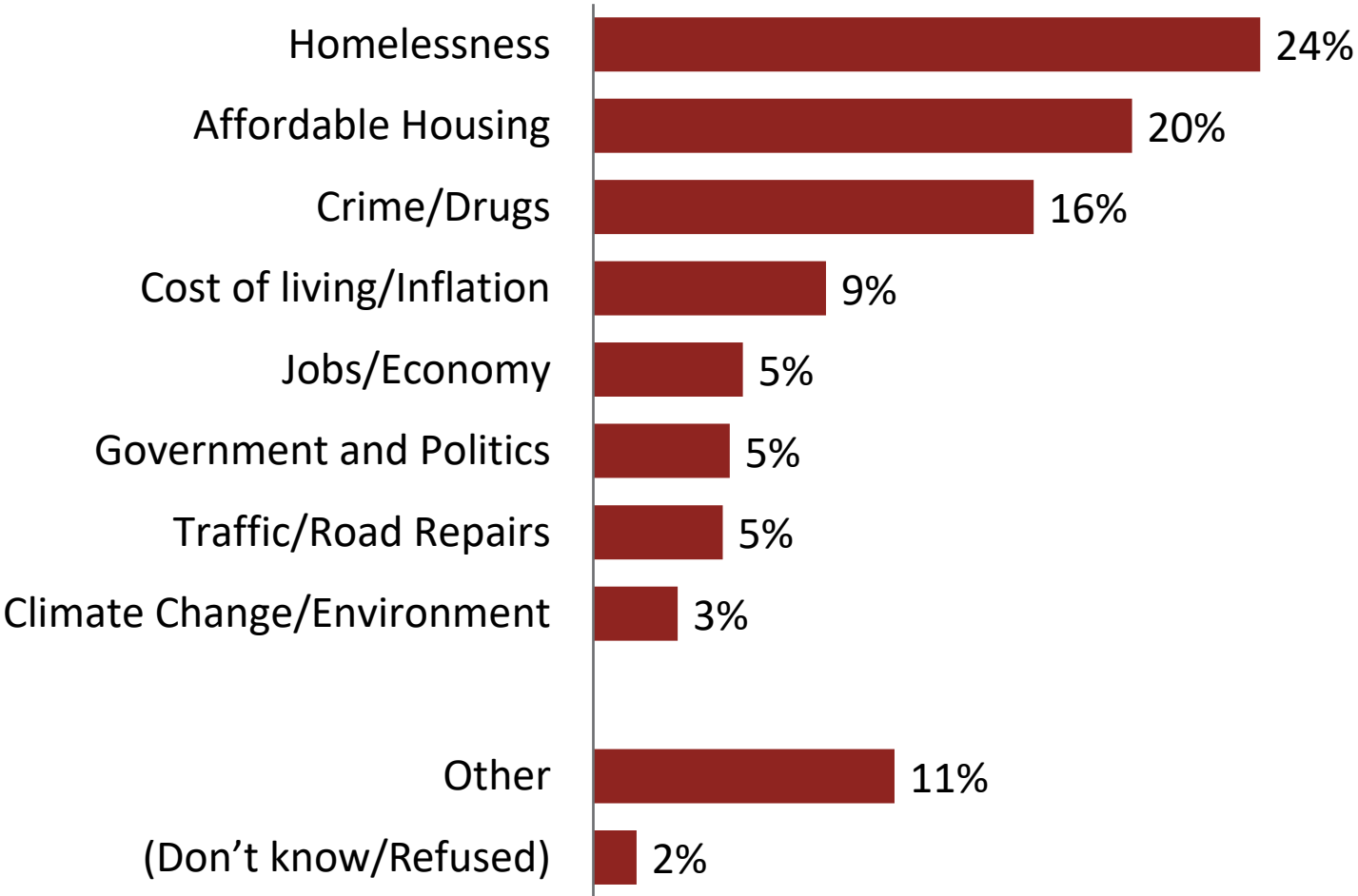


Q3. Do you feel things in the Bay Area are going in the right direction or do you feel things have gotten pretty seriously off on the wrong track?

*Trend source: Bay Area Council, Bay Area Poll

Most Important Problem

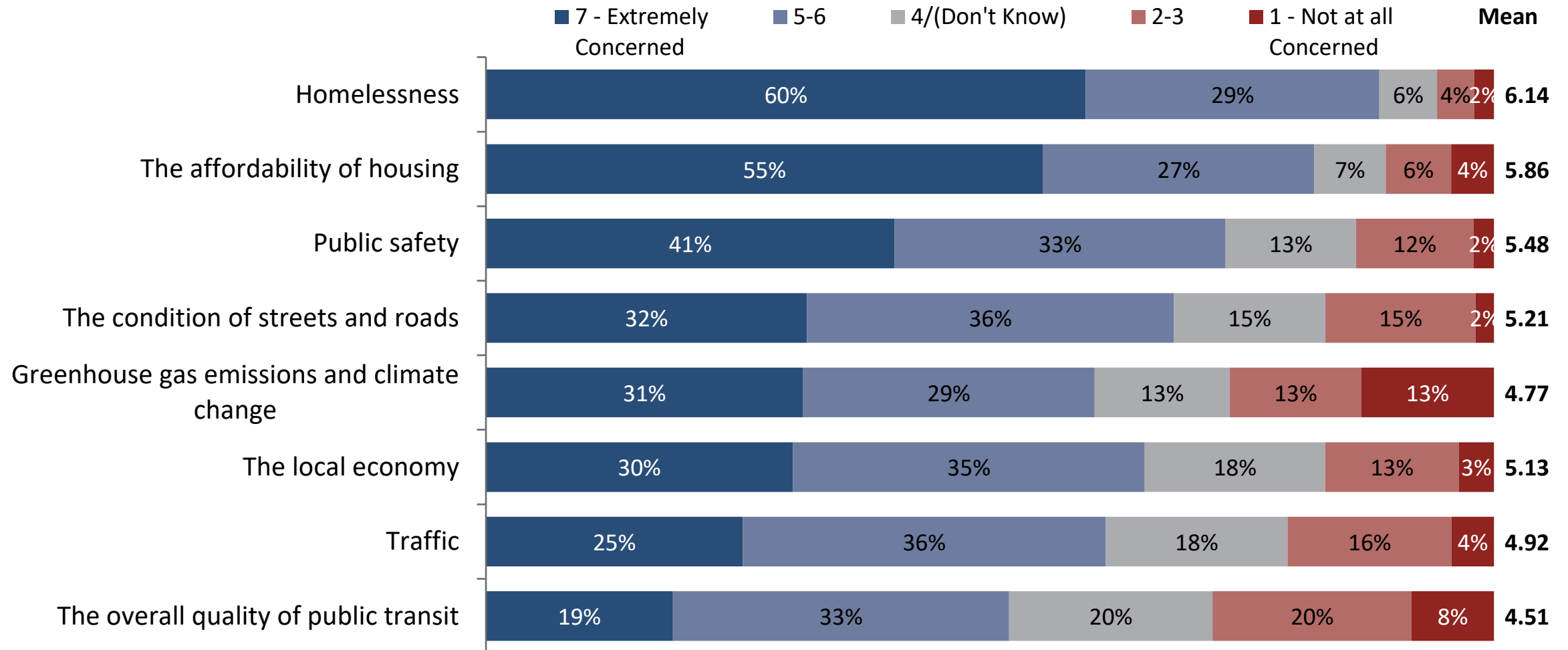
Homelessness and housing affordability are the most commonly mentioned problems facing the Bay Area.



2019 (Pre-COVID)	%
Housing	34
Traffic/Roads	18
Homelessness	13
Cost of living	7
Crime	2

Issue Concern

Voters rate a number of issues as concerning - with especially high intensity about homelessness, housing and safety.



Q5-12. On a scale from 1 to 7 where 1 is not at all concerned and 7 is extremely concerned, how concerned are you about each of the following in the Bay Area?



Housing

Perception of Need

Voters perceive a need for funding to address housing affordability.

Please tell me if you think there is a great need for more money, some need for more money, little need for more money, or no real need for more money to address housing affordability?

**Total Need
69%**

Some need 20%

Great need 49%

**Total No Need
30%**

Little need 10%

No real need 19%

Potential Housing Bond

Support for a housing bond is above 55% both with and without including the estimated levy.

Full Detail

To address housing affordability/homelessness by providing: stable housing for homeless children/families; housing with mental health/substance abuse services; and local housing that is affordable for vulnerable people including seniors, veterans, and persons with disabilities; shall the measure by the Bay Area Housing Finance Authority issuing up to \$10,000,000,000 in general obligation bonds with an estimated levy of 35 cents/\$1,000 of assessed value (generating \$670,000,000 annually) while bonds are outstanding, subject to oversight and audits, be adopted? **(75 words)**

Yes
58%

No
40%

(Undecided)
2%

Excluding AB195 Required Detail

To address housing affordability/homelessness by providing: stable housing for homeless children/families; housing with mental health/substance abuse services; and local housing that is affordable for vulnerable people including seniors, veterans, and persons with disabilities; shall the measure by the Bay Area Housing Finance Authority issuing up to \$10,000,000,000 in general obligation bonds, subject to oversight and audits, be adopted? **(57 words)**

Yes
65%

No
33%

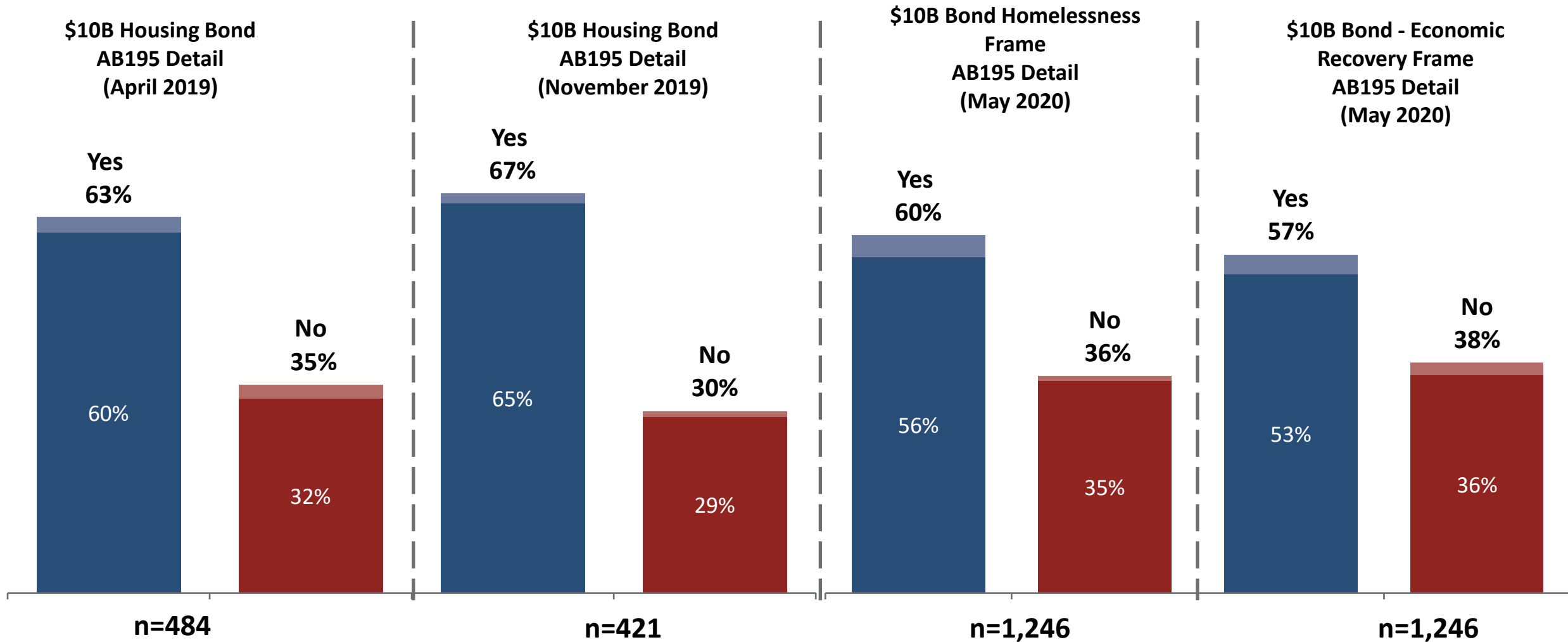
(Undecided)
2%

Q17-18. If the election were held today, would you vote yes to approve or no to reject this measure?

*Sample size for each ballot question = 900n, with a margin of error of ± 3.3 percentage points

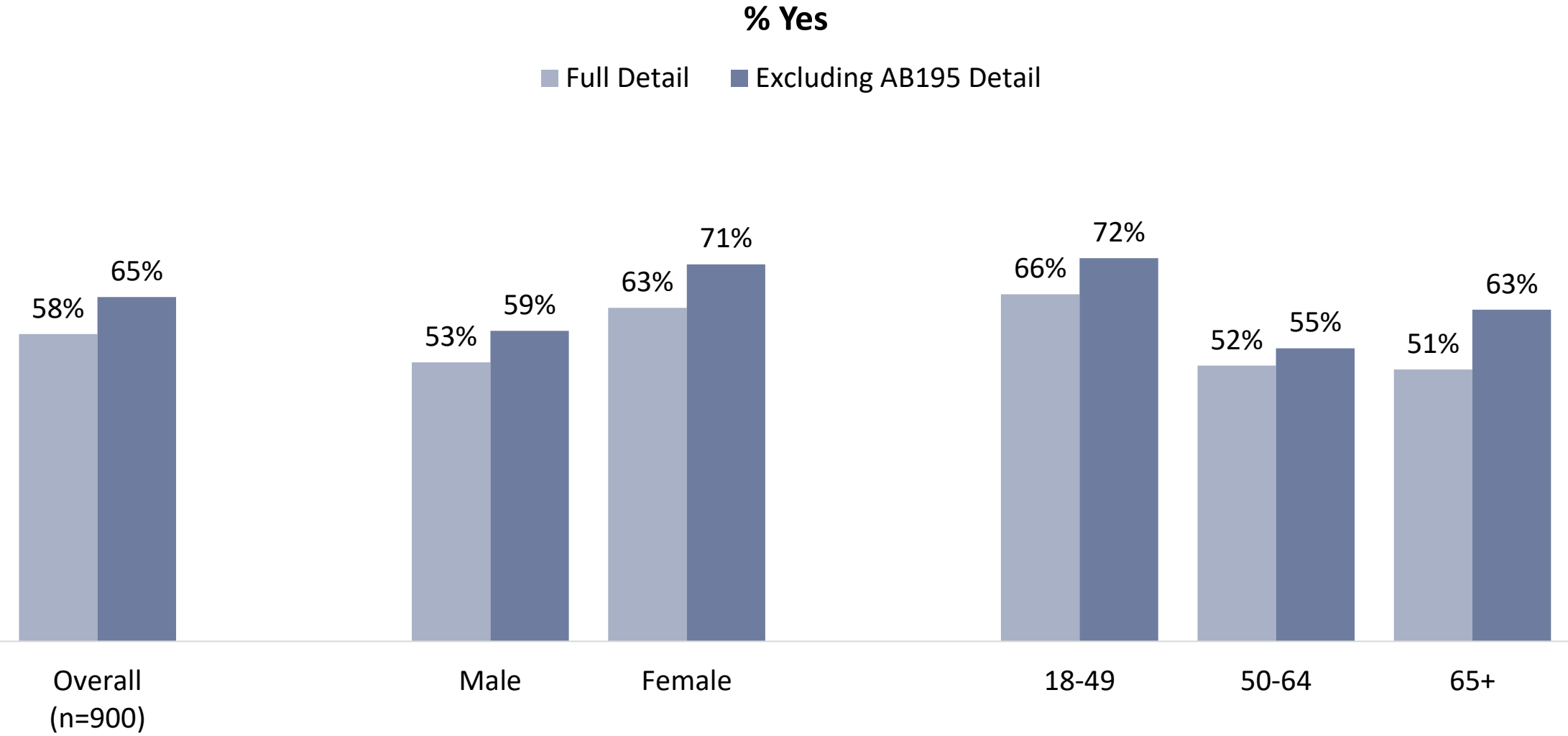
Previous Polling

Current level of support is somewhat consistent with previous polling.



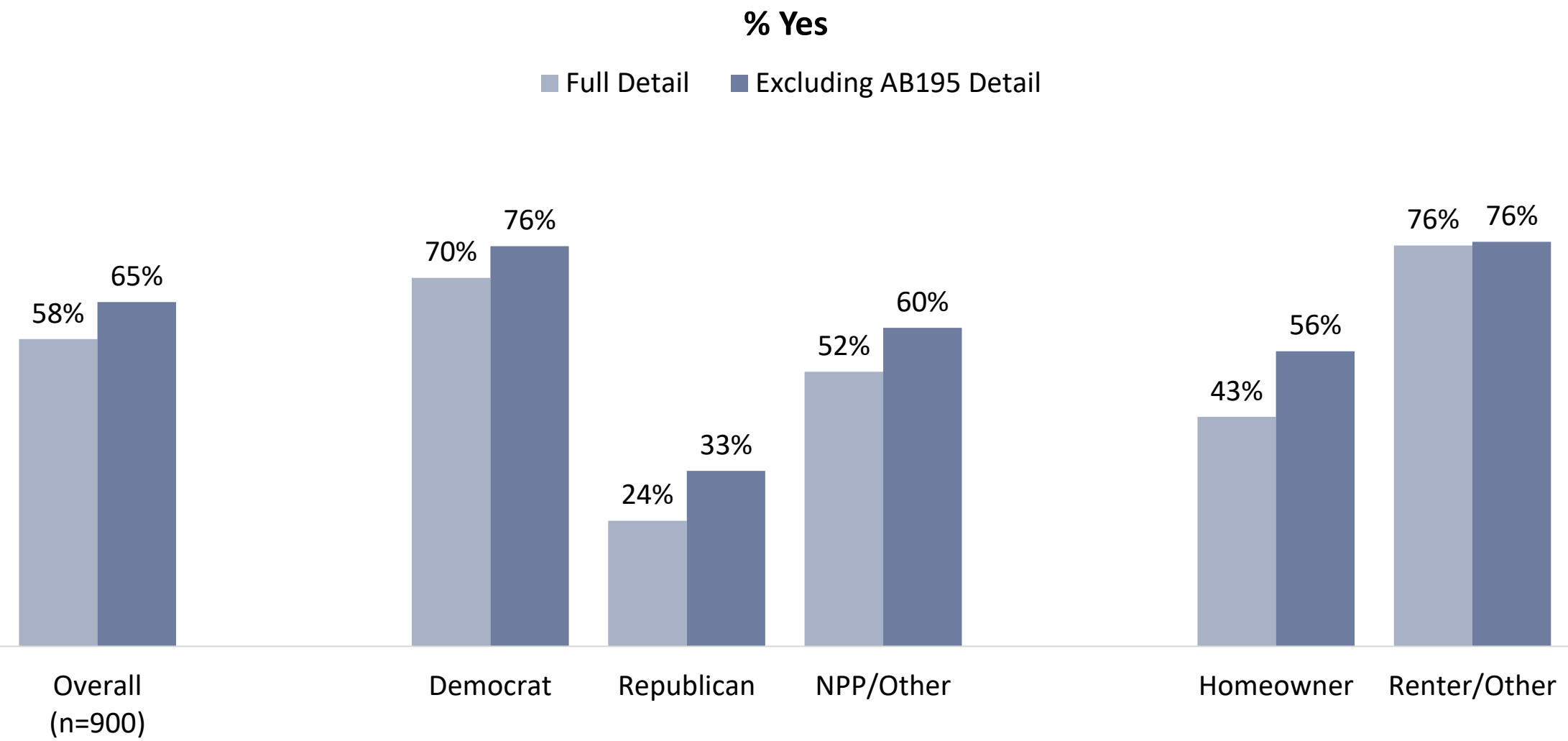
Note: The wording of the measure was different in each poll.

Housing Bond By Gender, Age



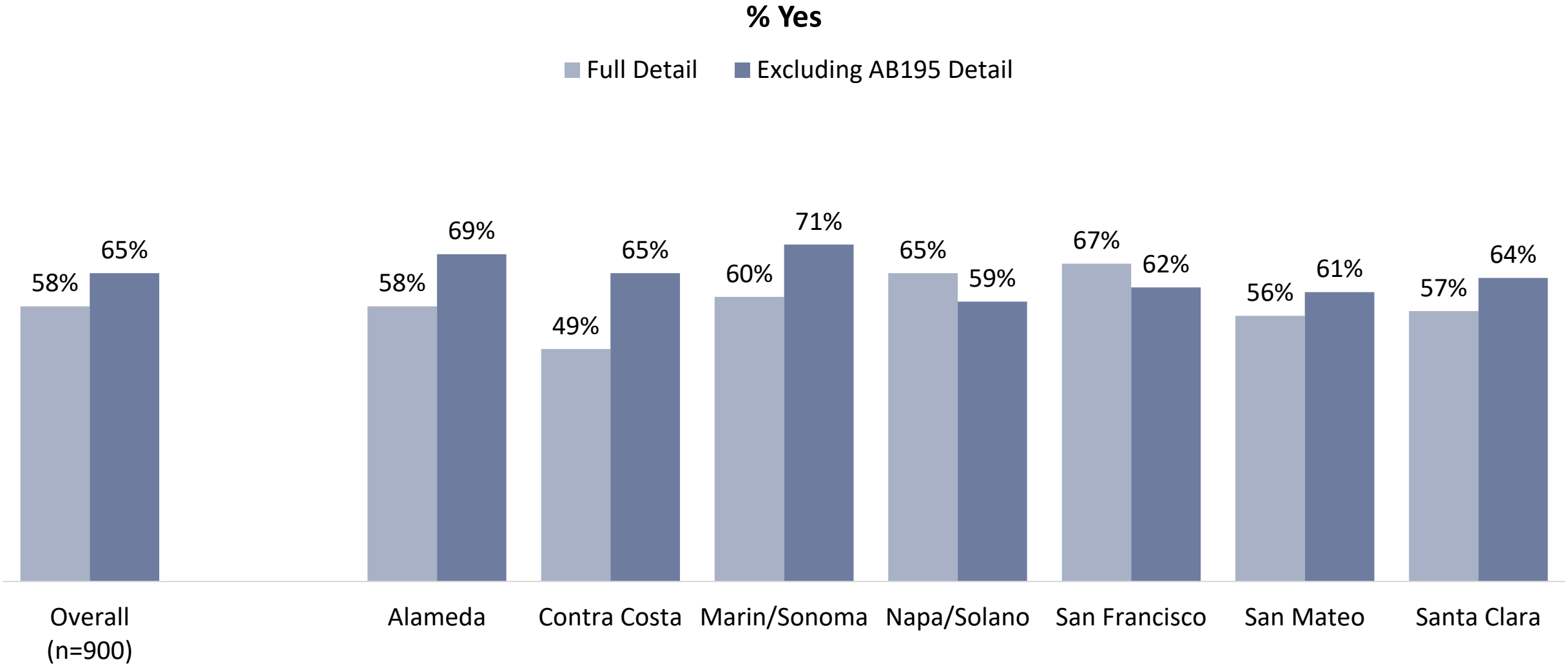
*Margin of error for each subgroup shown ranges from ±4.6 to 6.2 percentage points

Housing Bond By Party, Homeownership



*Margin of error for each subgroup shown ranges from ±4.3 to 8.2 percentage points

Housing Bond by Region



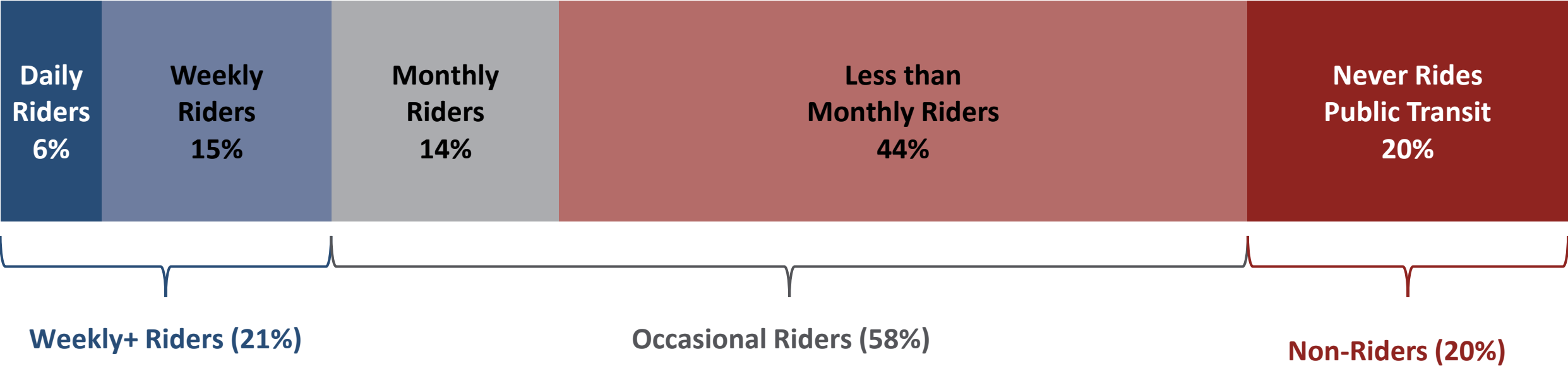
*Margin of error for each subgroup shown ranges from ±6.9 to 11.5 percentage points



Transportation Usage

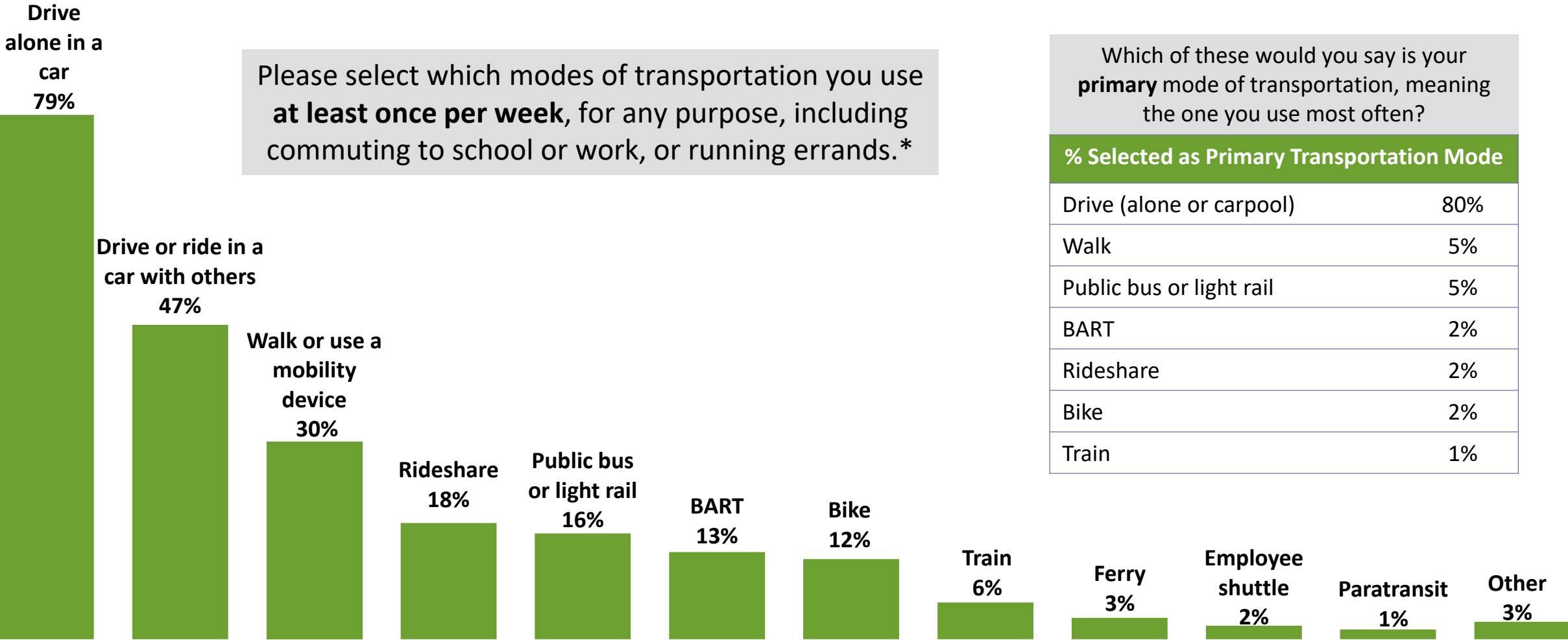
Self-reported

Current Public Transit Usage



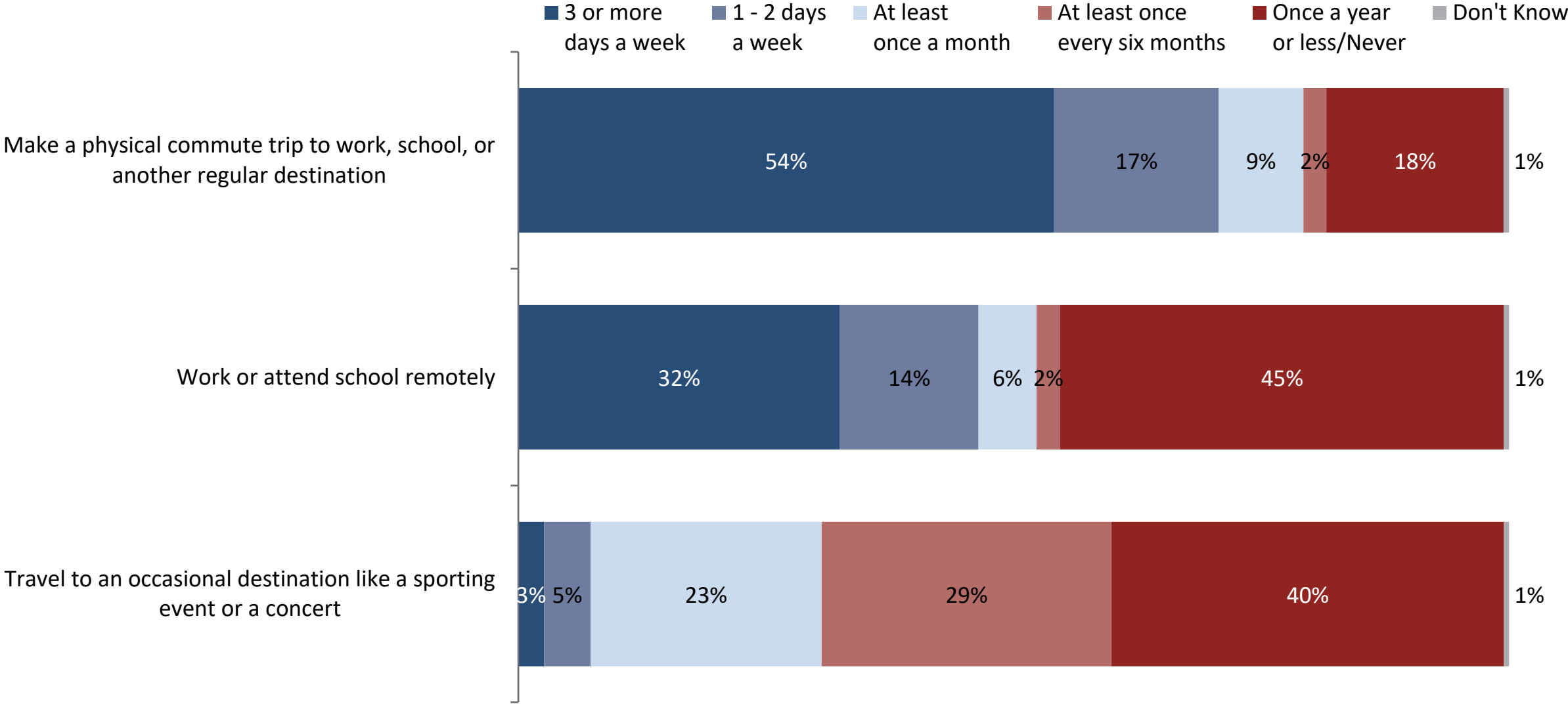
Daily Riders: Rides any public transit service 5+ times a week
Weekly Riders: Rides any public transit service at least once a week
Monthly Riders: Rides any public transit service at least once a month
Less than Monthly Riders: Rides any public transit service less than monthly
Never Rides: Never rides on any public transit service

Modes of Transportation



Q56.
*Multiple responses accepted, percentages equal greater than 100%

Travel Frequency in Bay Area

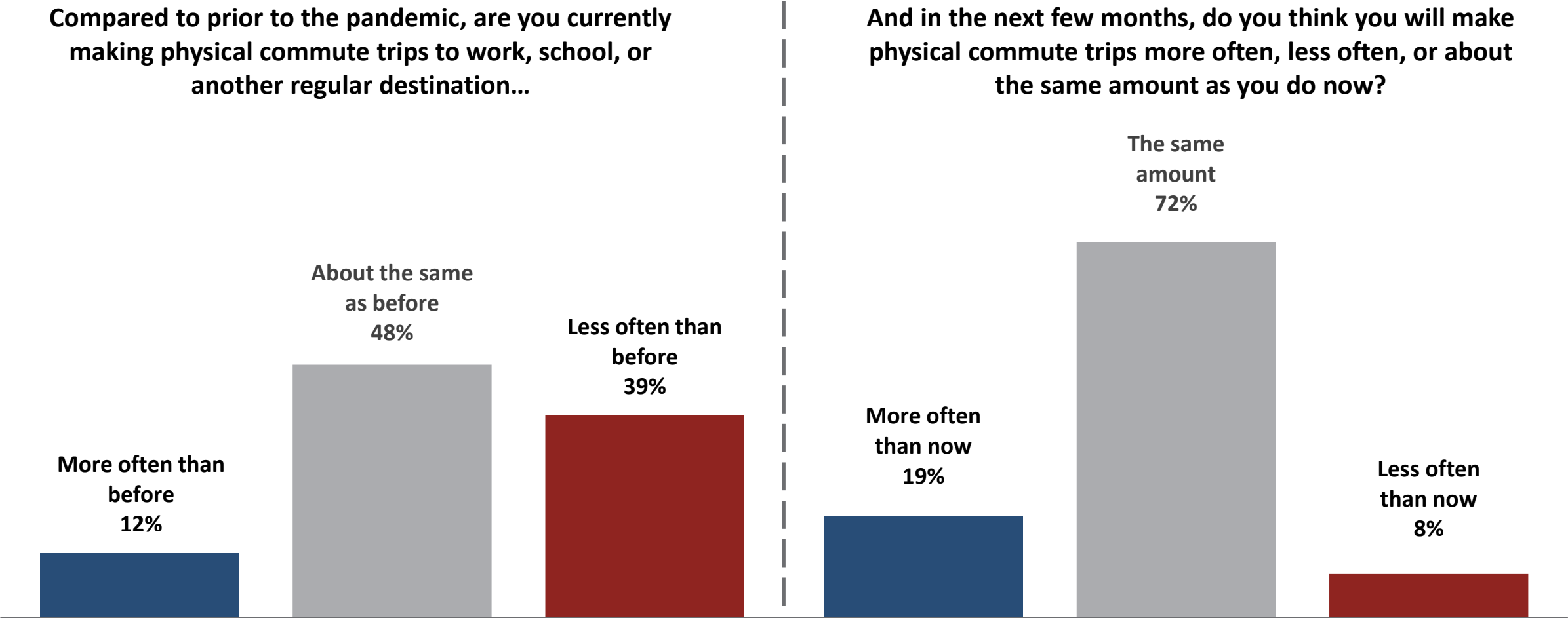


Commute trips change

More than one-third report commuting less frequently compared to pre-COVID. Most anticipate no change moving forward.

Compared to prior to the pandemic, are you currently making physical commute trips to work, school, or another regular destination...

And in the next few months, do you think you will make physical commute trips more often, less often, or about the same amount as you do now?



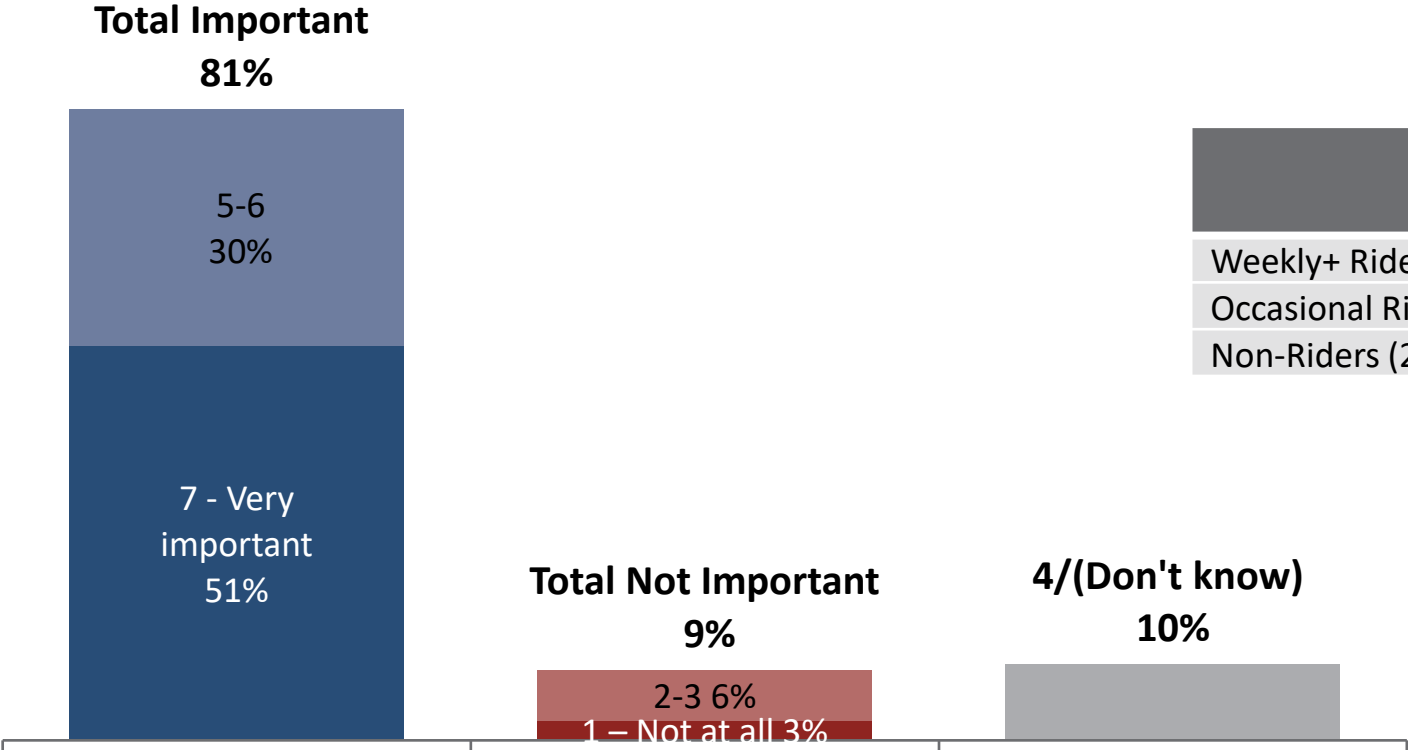


Transit Attitudes

Importance of Public Transit

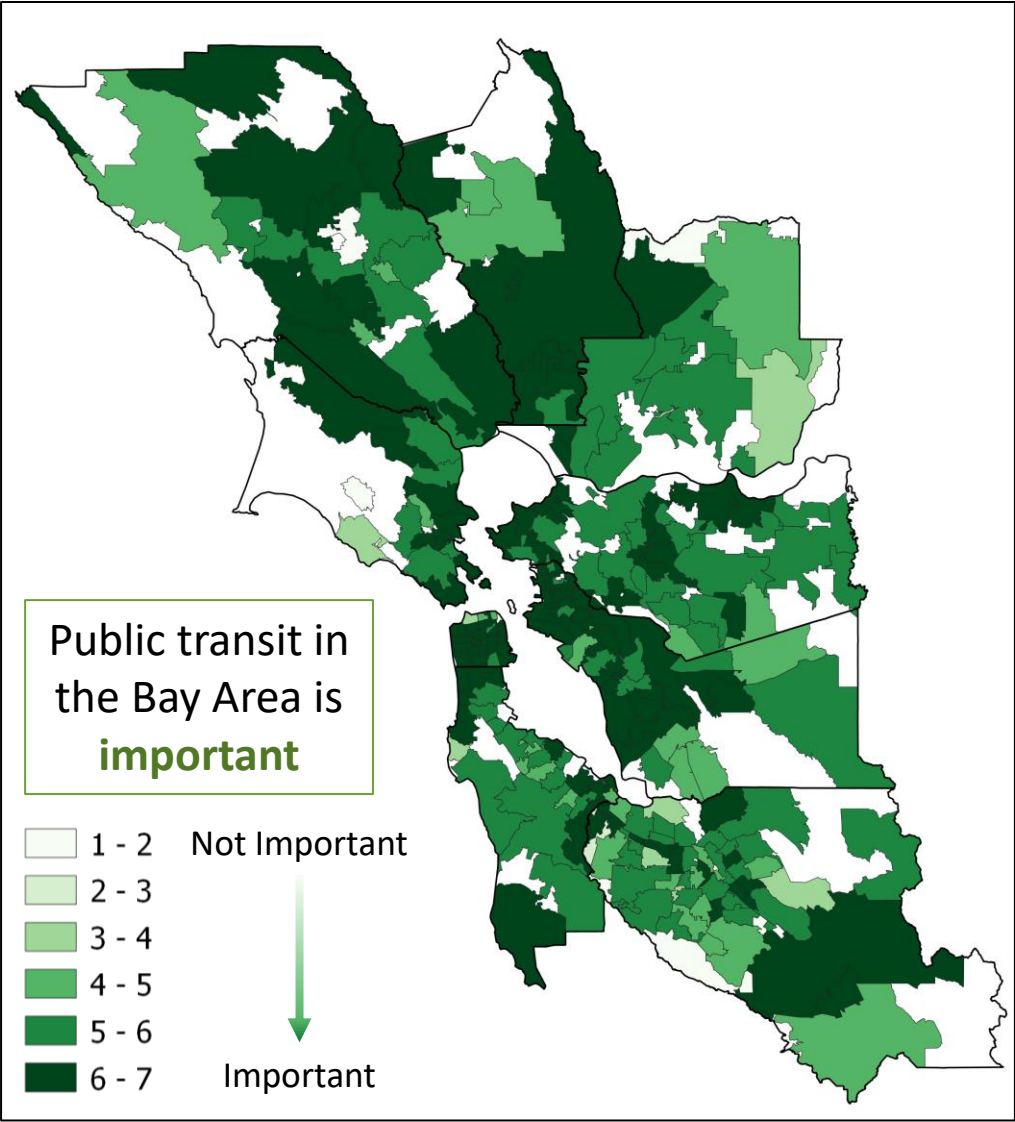
Although most don't use transit regularly, there is widespread belief that **public transit is important for the Bay Area.**

How important would you say public transit is for the Bay Area?



	7 - Very Important	5 - 6	Total Important	Total Not Important
Weekly+ Riders (21%)	71%	26%	96%	1%
Occasional Riders (58%)	48%	32%	80%	9%
Non-Riders (20%)	37%	32%	69%	17%

Transit Importance by Geography



Transit Investment Attitudes

We need to maintain the public transit service we have to make sure it is there for people who depend on it.

87%

Having high-quality, reliable public transit in the Bay Area benefits everyone, even people who don't ride it.

79%

We need to invest in real improvements to our public transit system to make it a better option for more people in the Bay Area instead of driving.

74%

We need to reduce public transit service now that that fewer people are using it by cutting routes, reducing frequency, and shortening service hours.

10%

Having high-quality, reliable public transit in the Bay Area really only benefits those who ride it.

18%

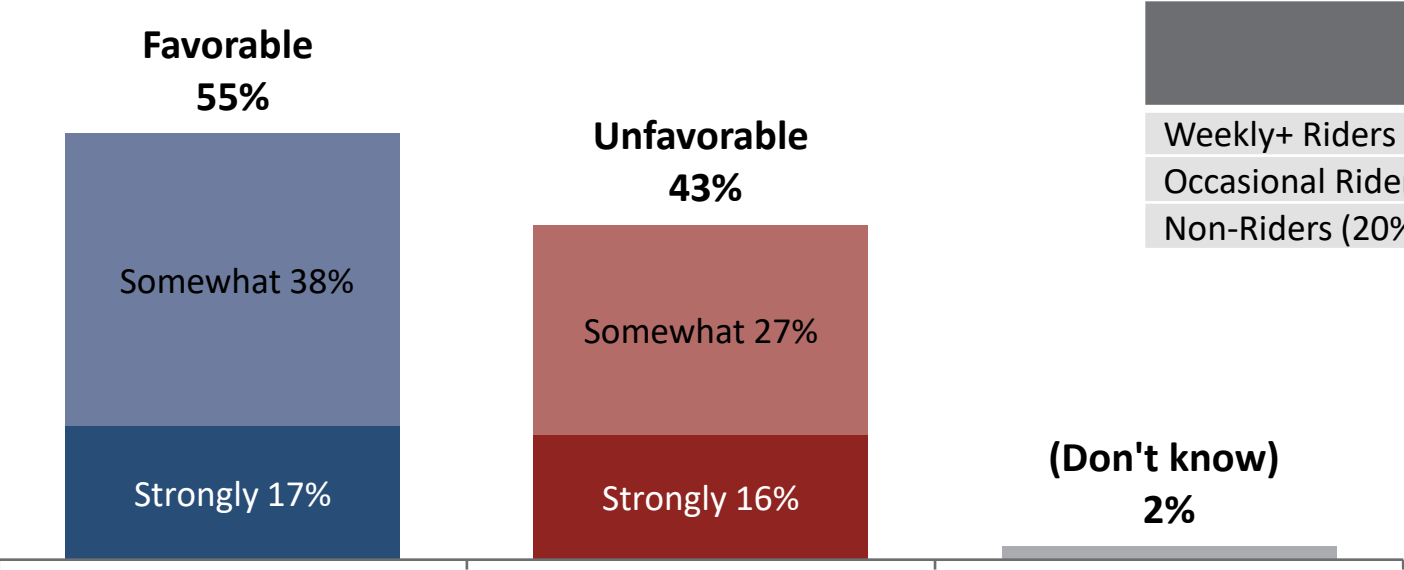
We should stop trying to improve a transit system that only a few residents use, and focus investments on other improvements that help people get around.

22%

Public Transit Favorability

Overall opinions of Bay Area public transit are mixed, but those who use it have generally positive opinions.

In general, would you say you have a strongly favorable, somewhat favorable, somewhat unfavorable, or strongly unfavorable opinion of public transit in the Bay Area?



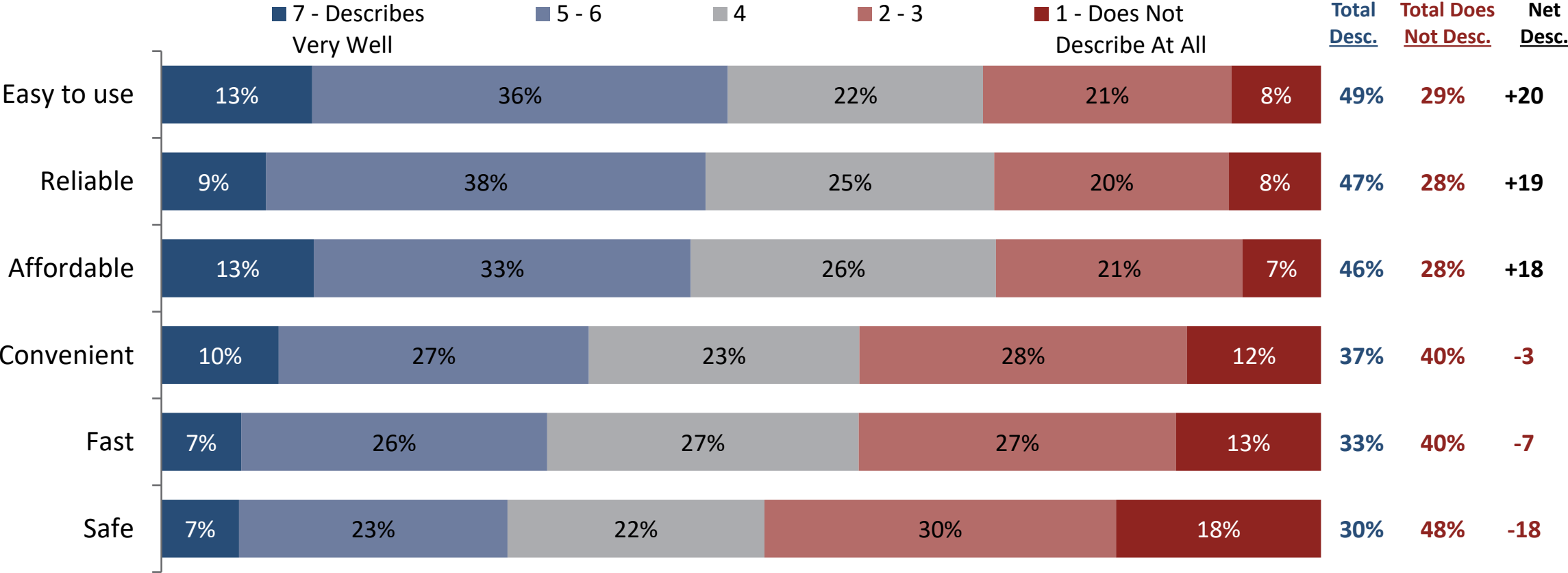
	Strongly Favorable	Somewhat Favorable	Total Favorable	Total Unfavorable
Weekly+ Riders (21%)	33%	40%	73%	26%
Occasional Riders (58%)	12%	40%	52%	47%
Non-Riders (20%)	15%	31%	46%	50%

Q20. In general, would you say you have a strongly favorable, somewhat favorable, somewhat unfavorable, or strongly unfavorable opinion of public transit in the Bay Area?

Public Transit Attributes

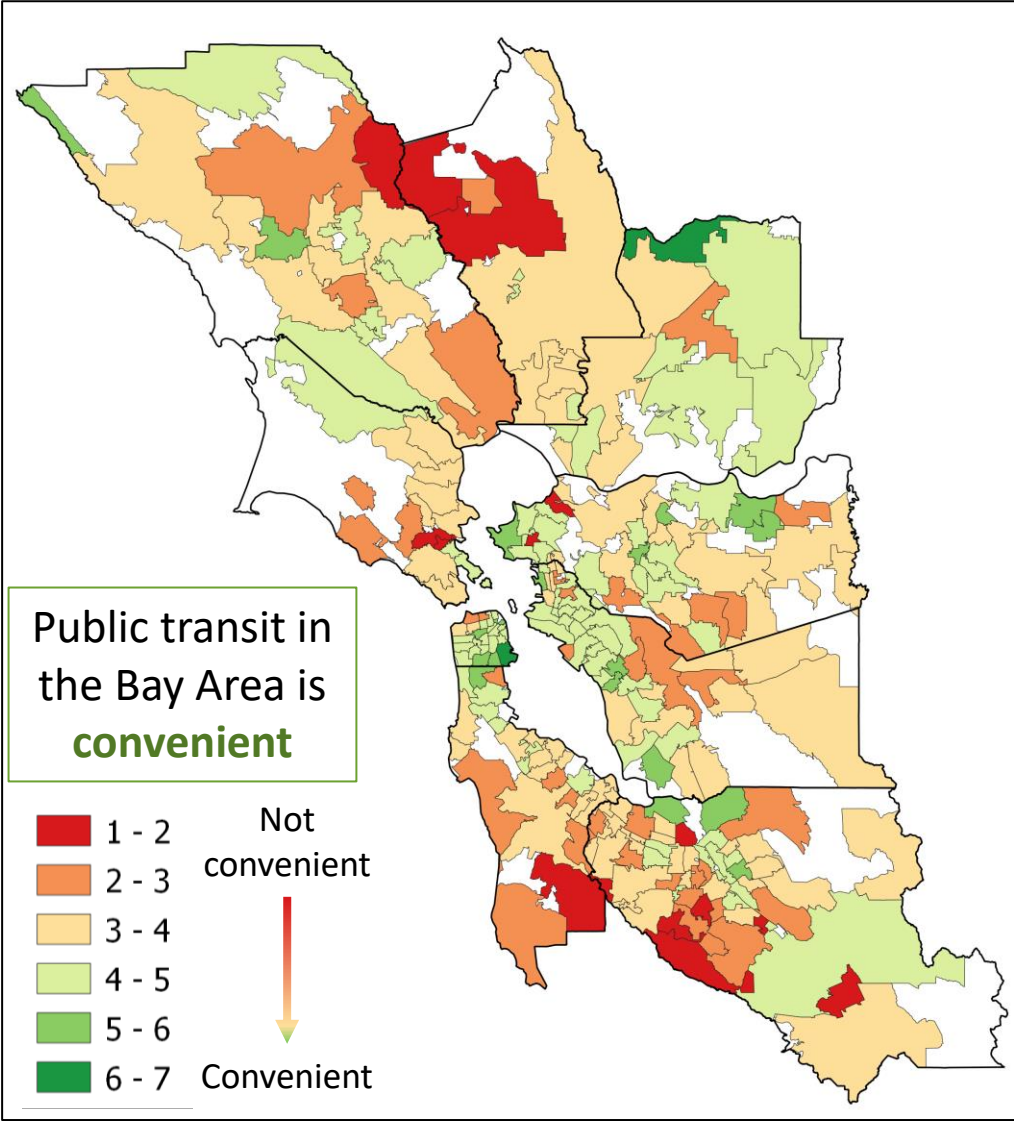
Bay Area public transit receives net positive ratings on ease of use, reliability, and affordability.

Now I'd like to ask you some more questions about public transit in the Bay Area
– meaning BART, buses, Muni, Caltrain, light rail, and ferries.



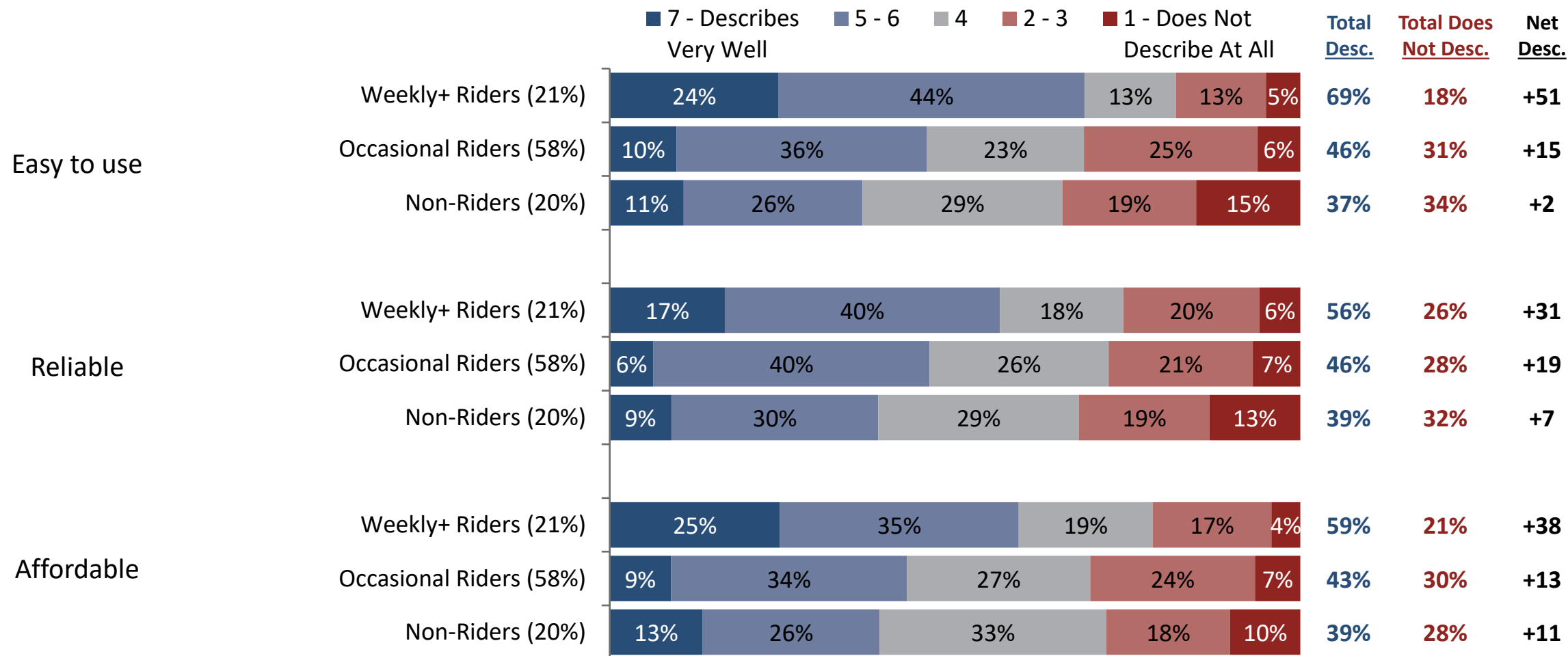
Q22-27. How well do you feel each of the following describes public transit in the Bay Area?
*Respondents answering “Don’t know” total less than 2% and are shown in the middle point (4).

Convenience by Geography



Q22/25. How well do you feel each of the following describes public transit in the Bay Area? Please use a scale from 1 to 7 where 1 means does not describe at all, and 7 means describes very well.

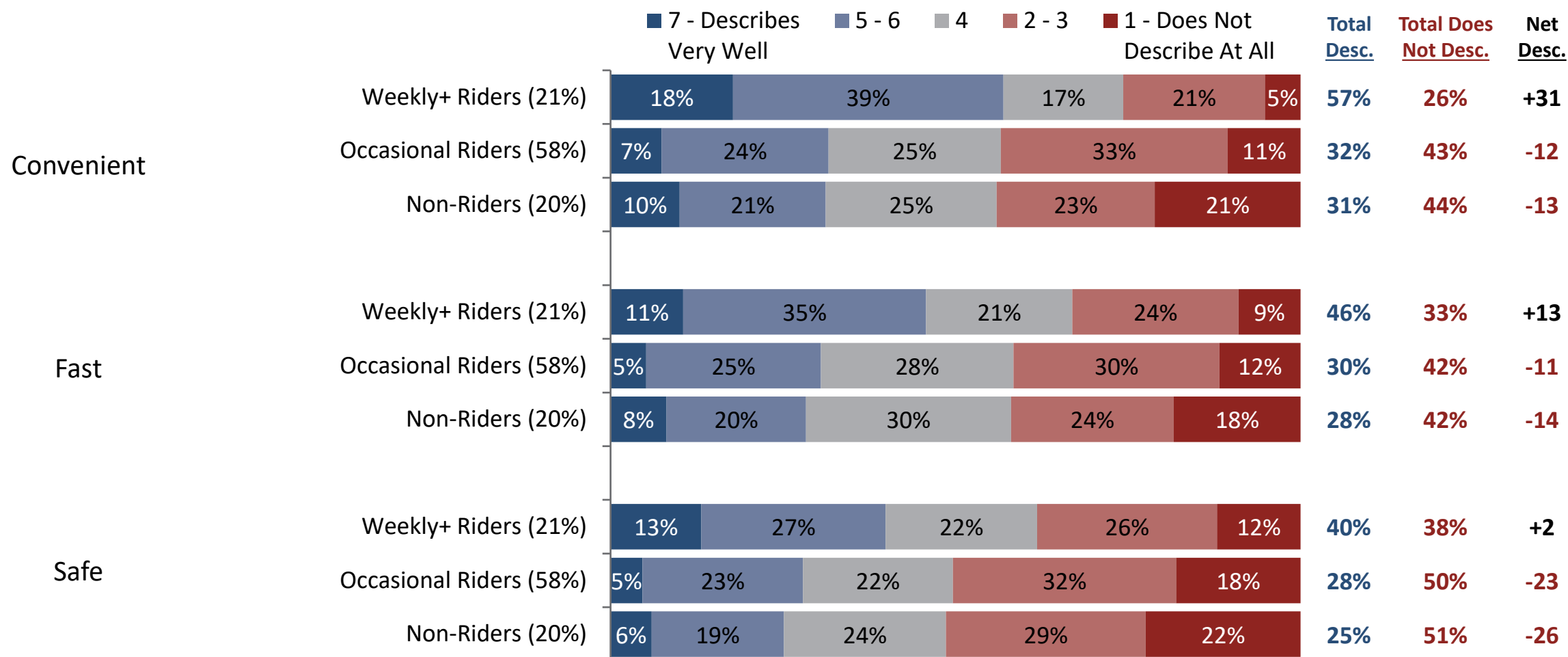
Transit Attributes by Ridership



Q22-27. How well do you feel each of the following describes public transit in the Bay Area?

*Respondents answering "Don't know" total less than 3% and are shown in the middle point (4).

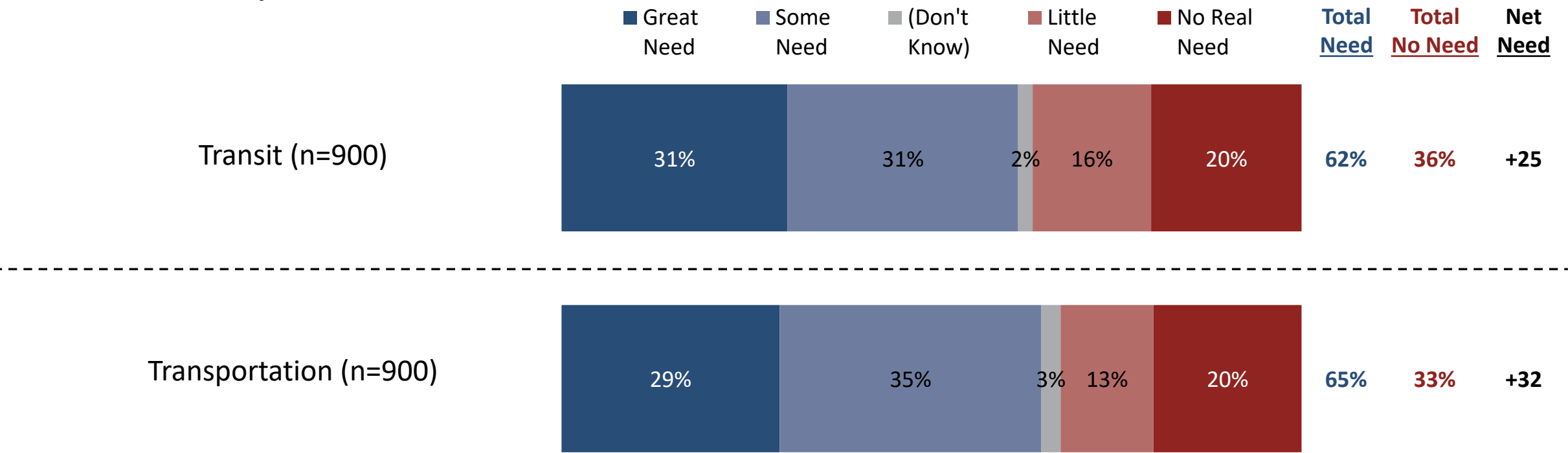
Transit Attributes by Ridership



Perception of Need

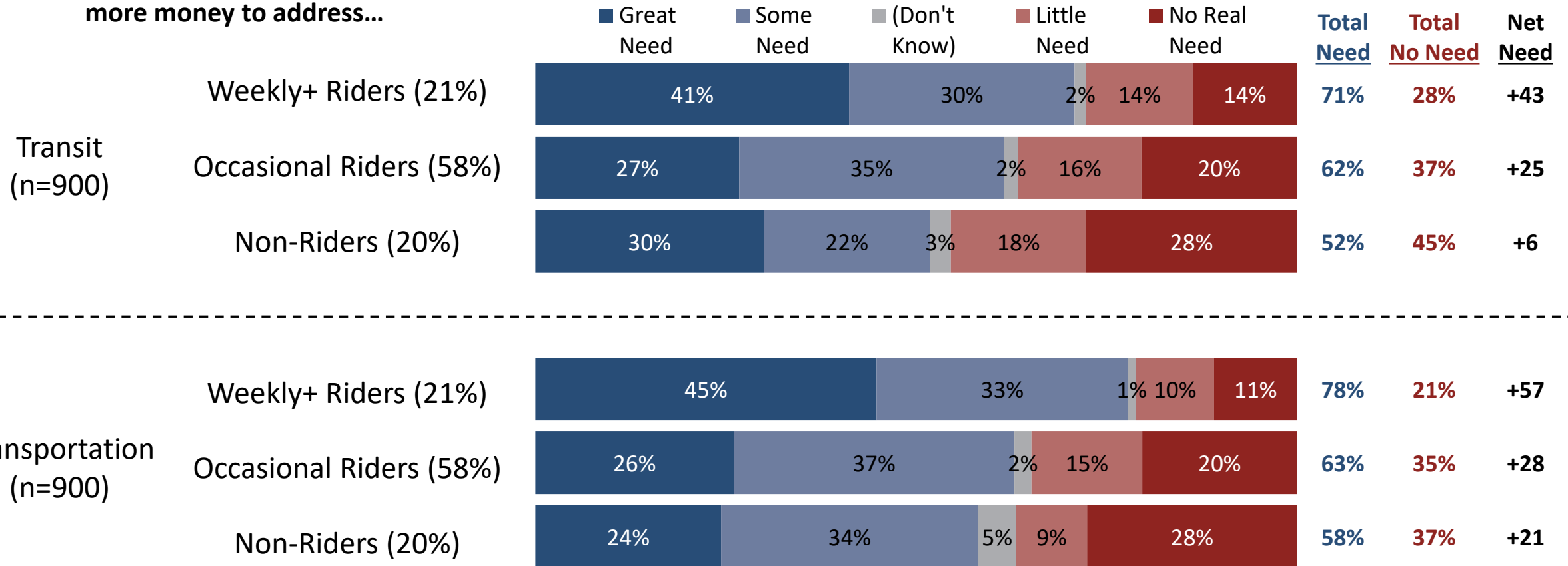
Just under two-thirds of voters see a need for additional funding to address transit/transportation

Please tell me if you think there is a great need for more money, some need for more money, little need for more money, or no real need for more money to address...



Perception of Need by Ridership

Please tell me if you think there is a great need for more money, some need for more money, little need for more money, or no real need for more money to address...





Transportation: Moving Forward

Potential Transportation Tax

Both transportation measures have strong majority support, but fall short of two-thirds.

Transit Only

To address the Bay Area's transportation needs, reduce greenhouse gases and decrease traffic congestion by: providing reliable, affordable and connected BART, train, ferry, and bus service; improving access to public transit for seniors and persons with disabilities; reducing transit wait times; and improving rider safety; shall the measure enacting a half-cent sales tax for 30 years generating at least \$816,000,000 annually, subject to oversight and audits, be adopted? **(69 words)**

Yes
59%

No
39%

(Undecided)
2%

Transit + Transportation

To address the Bay Area's transportation needs, reduce greenhouse gases and decrease traffic congestion by: providing reliable, affordable and connected BART, train, ferry, and bus service; improving pedestrian, bike and transit rider safety; repairing potholes; adding carpool lanes; and protecting transportation networks from sea level rise; shall the measure enacting a half-cent sales tax for 30 years generating at least \$816,000,000 annually, subject to oversight and audits, be adopted? **(70 words)**

Yes
63%

No
36%

(Undecided)
1%

Q15-16. If the election were held today, would you vote yes to approve or no to reject this measure?

*Sample size for each ballot question = 900n, with a margin of error of ± 3.3 percentage points

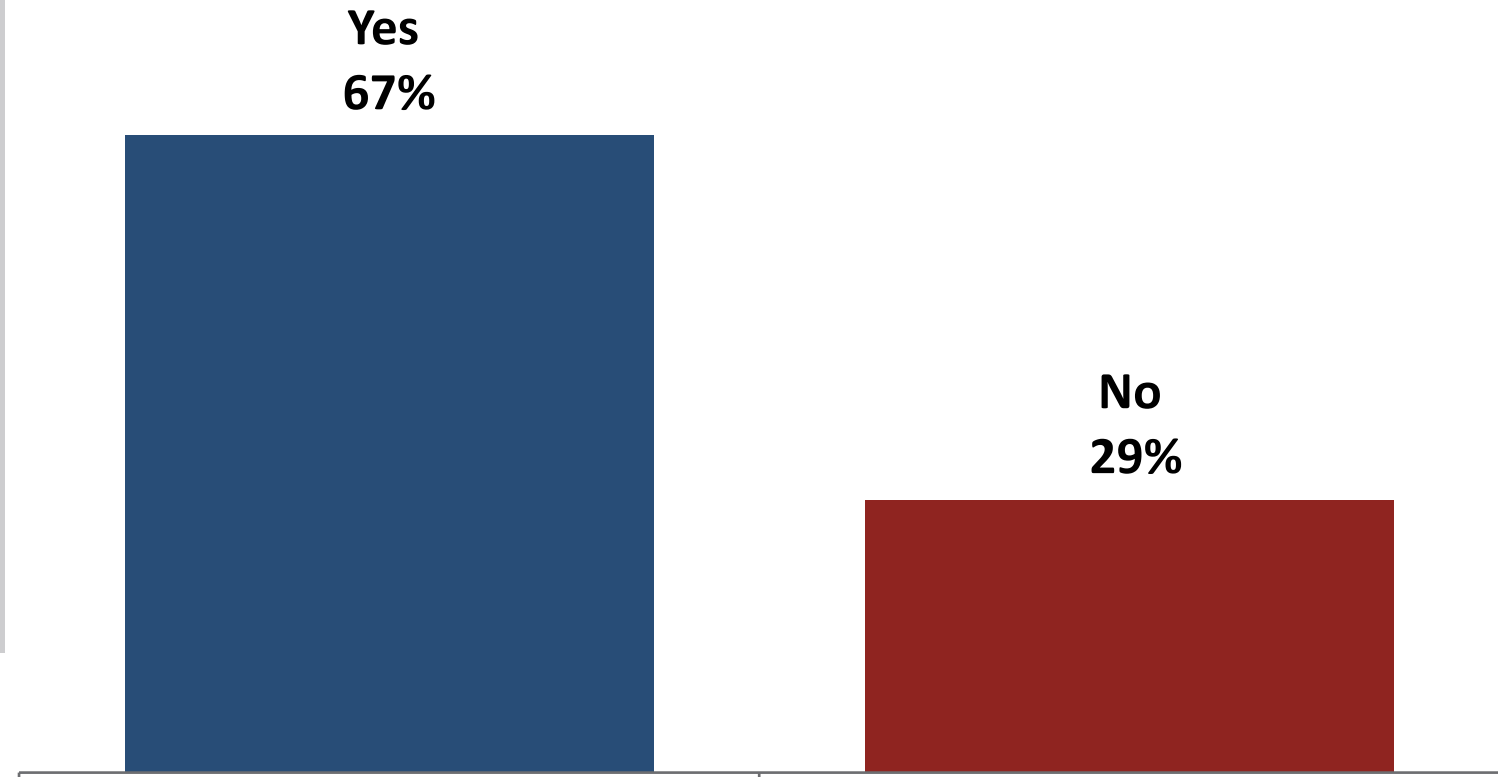
2019 FASTER Poll

Prior to the pandemic, support for a transportation sales tax reached two-thirds.

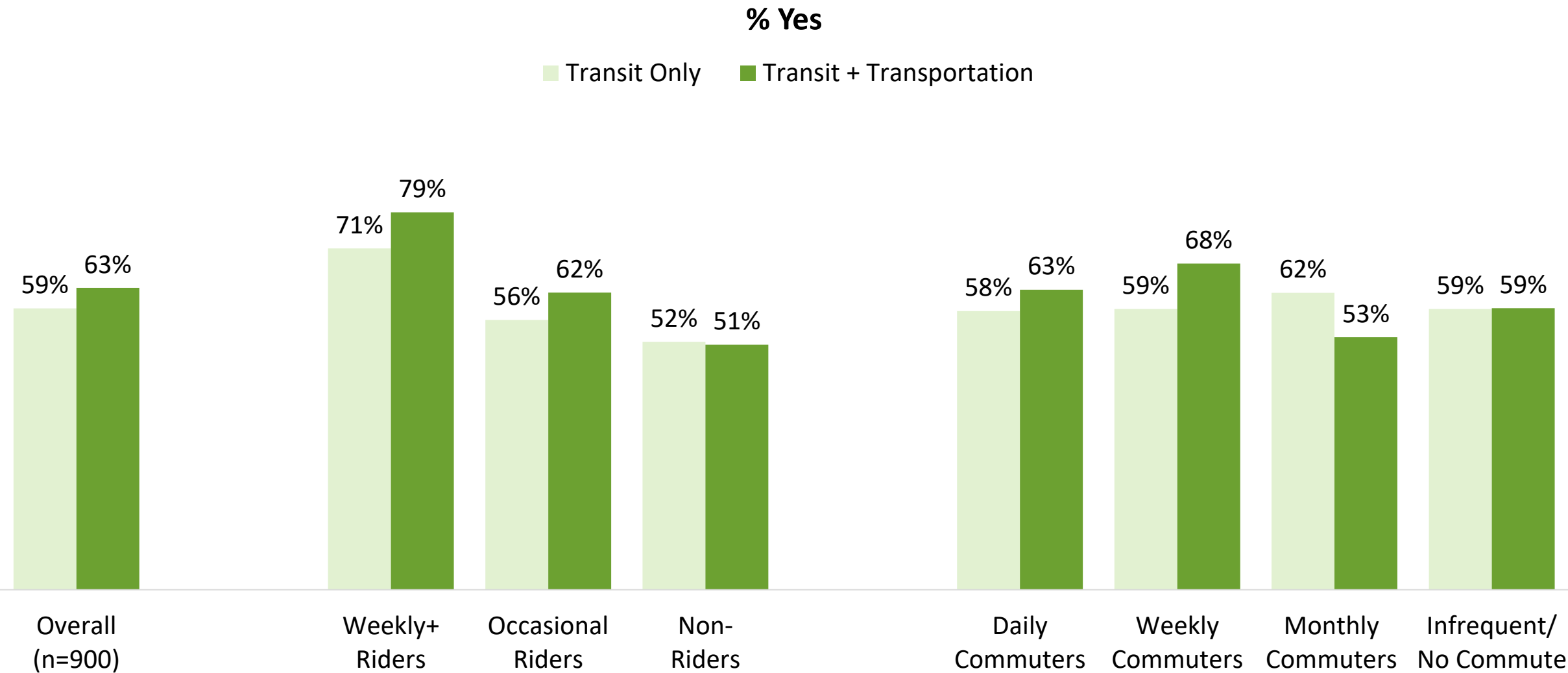
To reduce traffic congestion and make the Bay Area's transportation system more reliable, affordable, accessible, efficient and faster with:

- a rail network connecting major cities;*
- creating transit hubs around the region;*
- modernizing BART, trains, ferries, and buses to improve speed, safety and frequency;*

shall the measure enacting a 40 year one-cent sales tax, generating at least \$1,600,000,000 annually, with oversight and audits, be adopted?

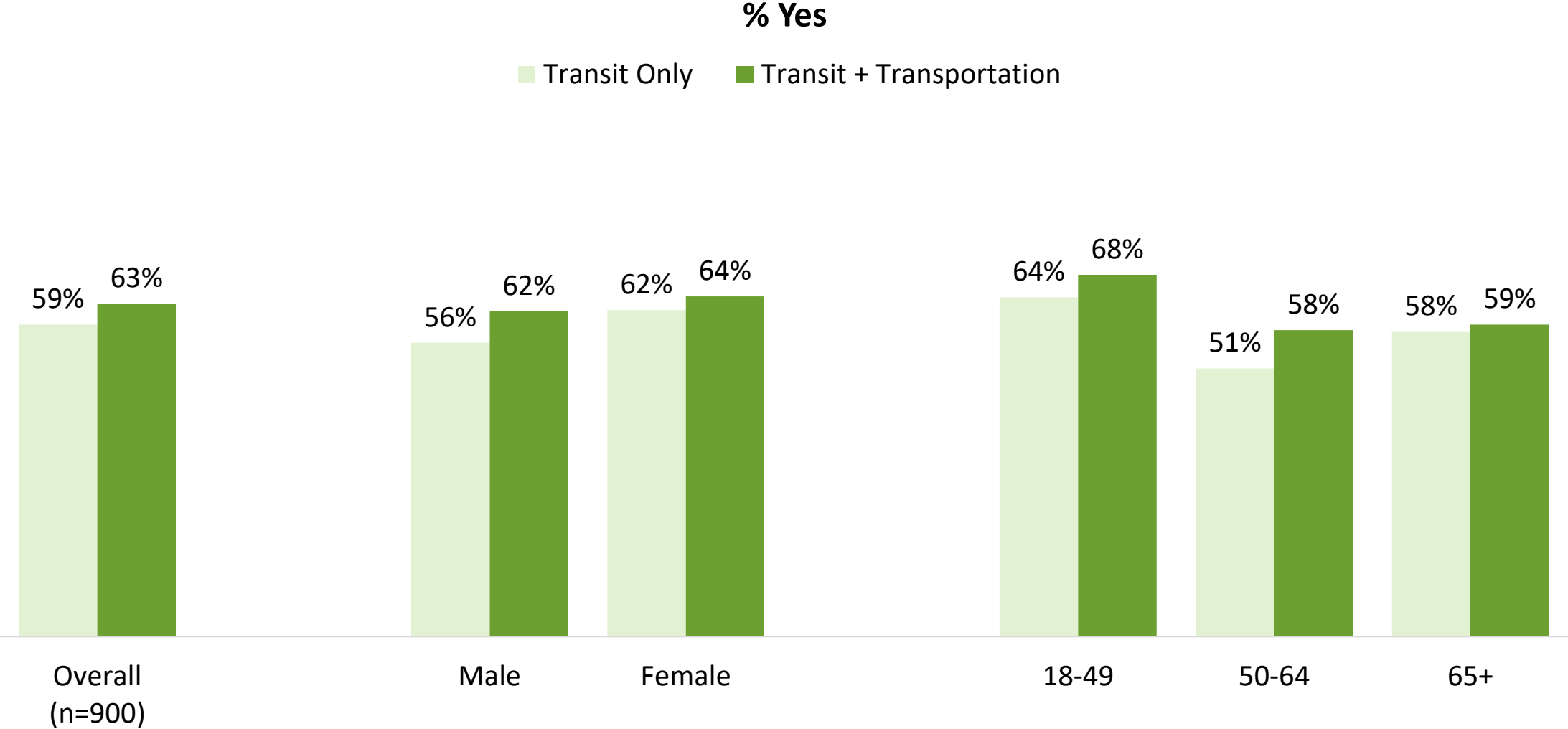


Measures by Ridership, Commute Frequency



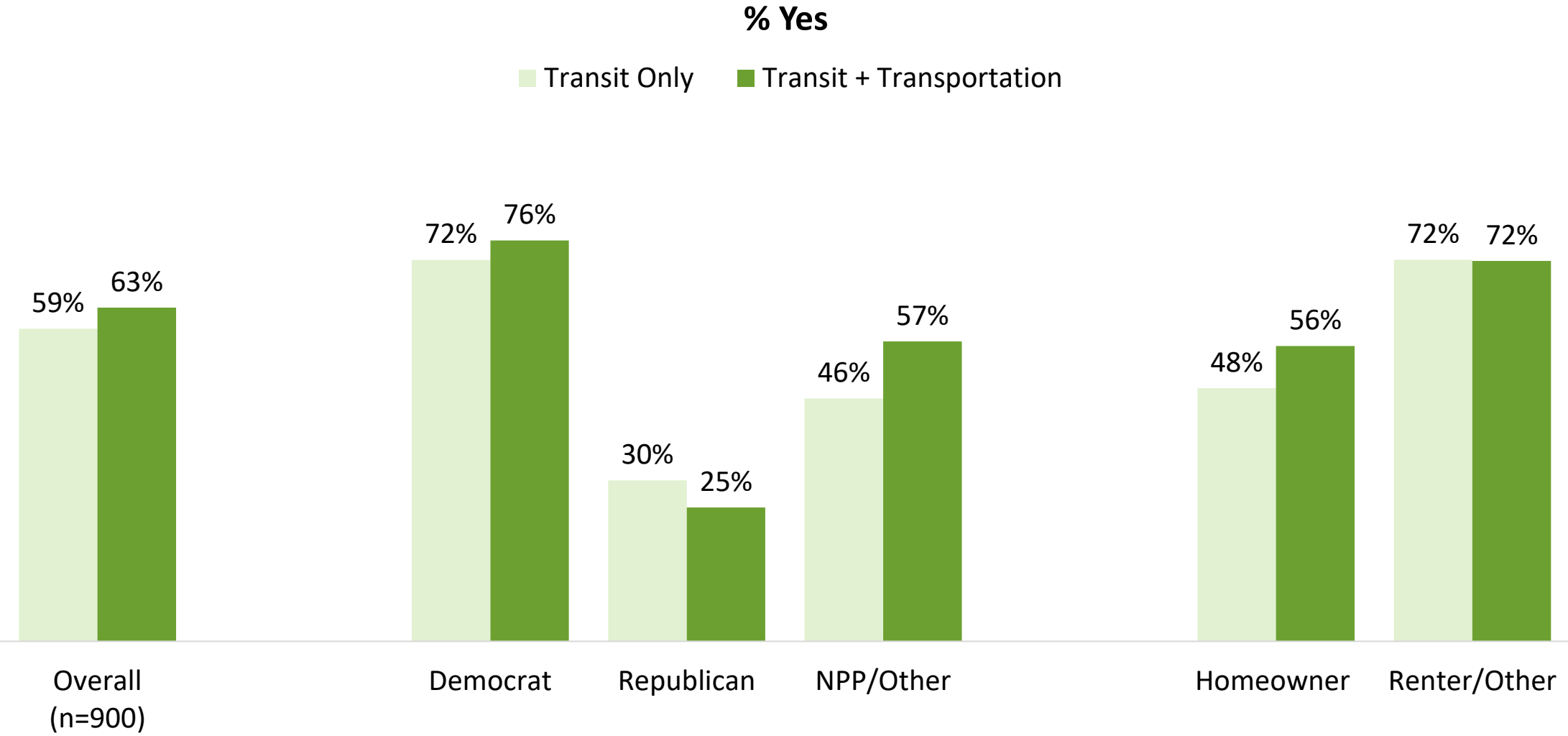
*Margin of error for each subgroup shown ranges from ±4.1 to 11.0 percentage points

Measures By Gender, Age



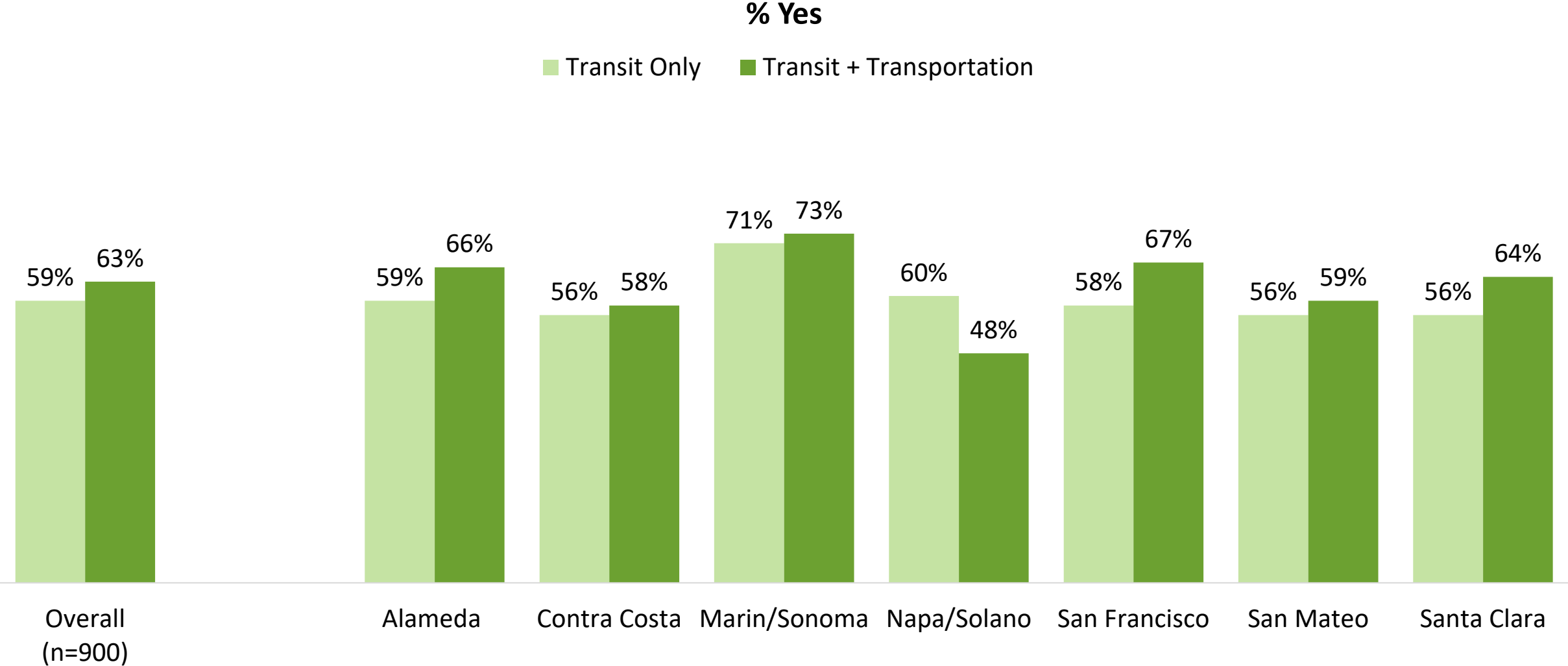
*Margin of error for each subgroup shown ranges from ±4.6 to 6.2 percentage points

Measures By Party, Homeownership



*Margin of error for each subgroup shown ranges from ±4.3 to 8.2 percentage points

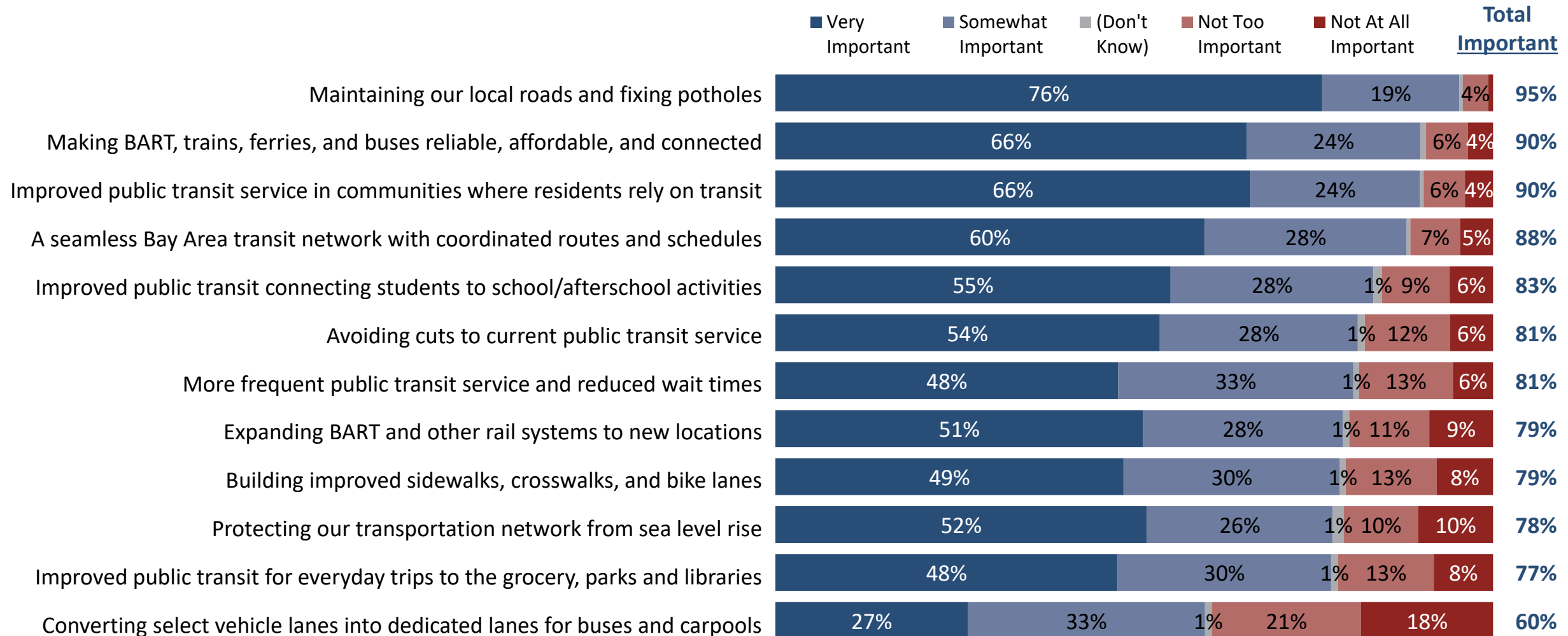
Measures By Region



*Margin of error for each subgroup shown ranges from ±6.9 to 11.5 percentage points

Transportation Investments

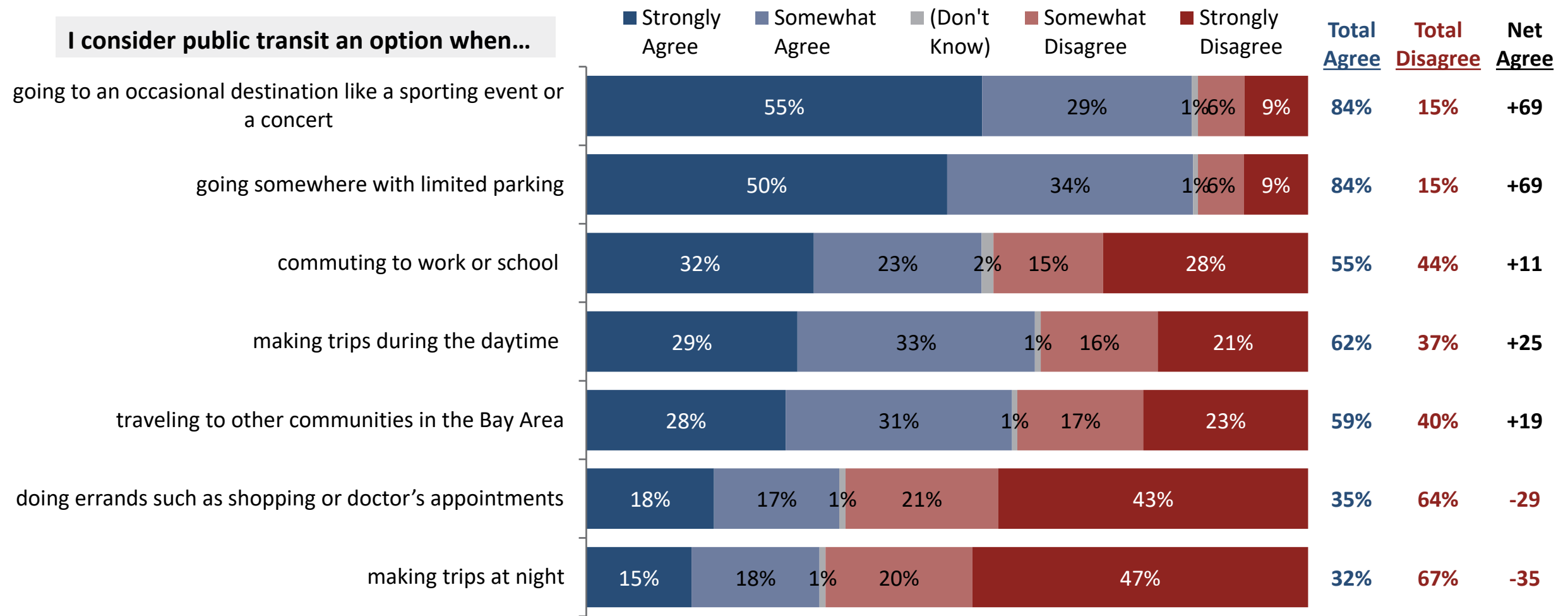
Voters are supportive of many of the transit improvements tested, but above all want roads to be maintained.



Q31-42. Now I'm going to read you some potential priorities for future transportation investments. After each one, please tell me if that is very important, somewhat important, not too important, or not at all important to you.

Public Transit Scenarios

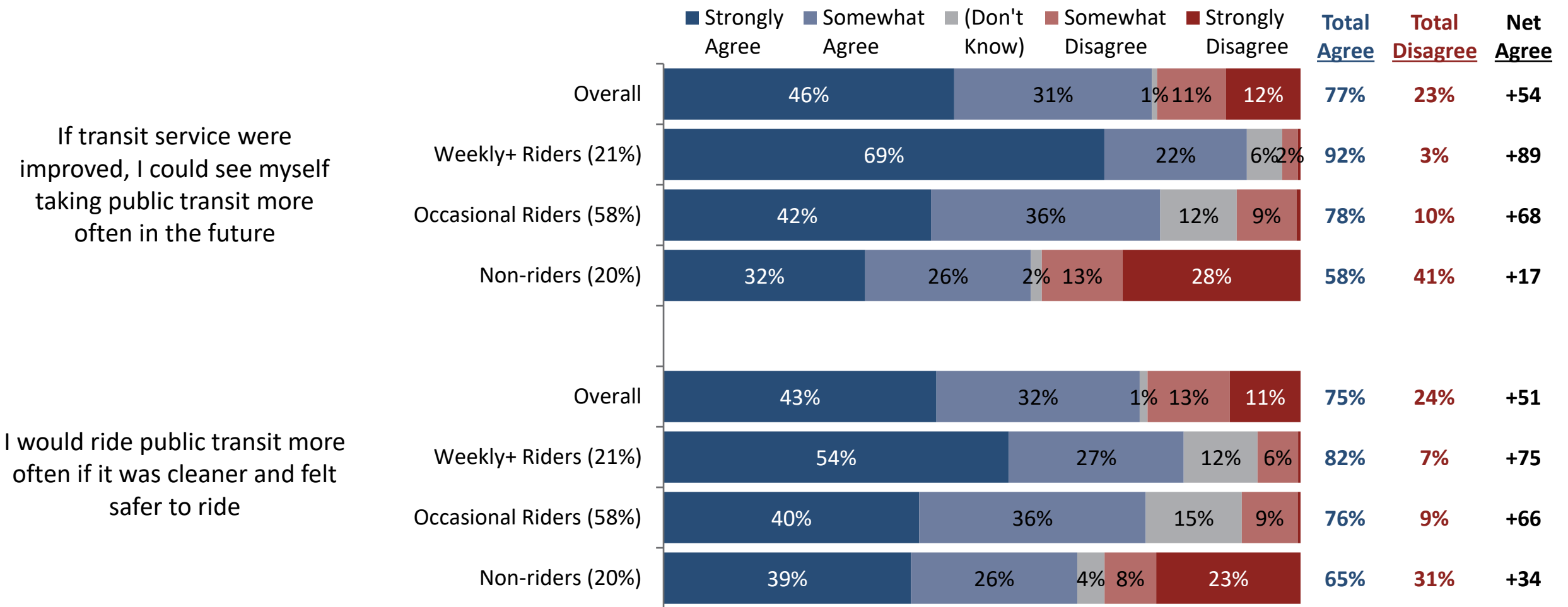
Most say they **consider** transit in many circumstances.



Q48-54. Even if you don't currently ride public transit, please tell me whether you strongly agree, somewhat agree, somewhat disagree or strongly disagree with each of the following statements.

Transit Usage

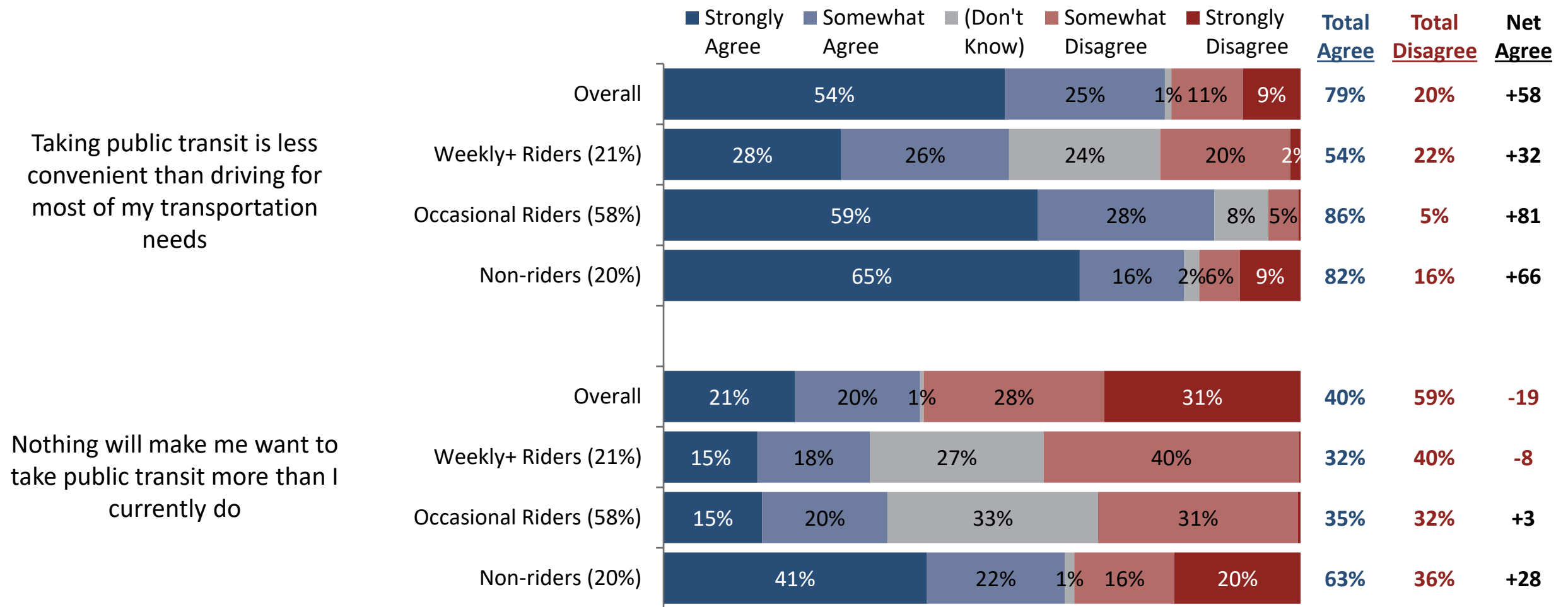
Most say that if transit was improved they would use it more frequently.



Q43-46. Please tell me whether you strongly agree, somewhat agree, somewhat disagree, or strongly disagree with each of the following statements.

Transit Usage Hesitancy

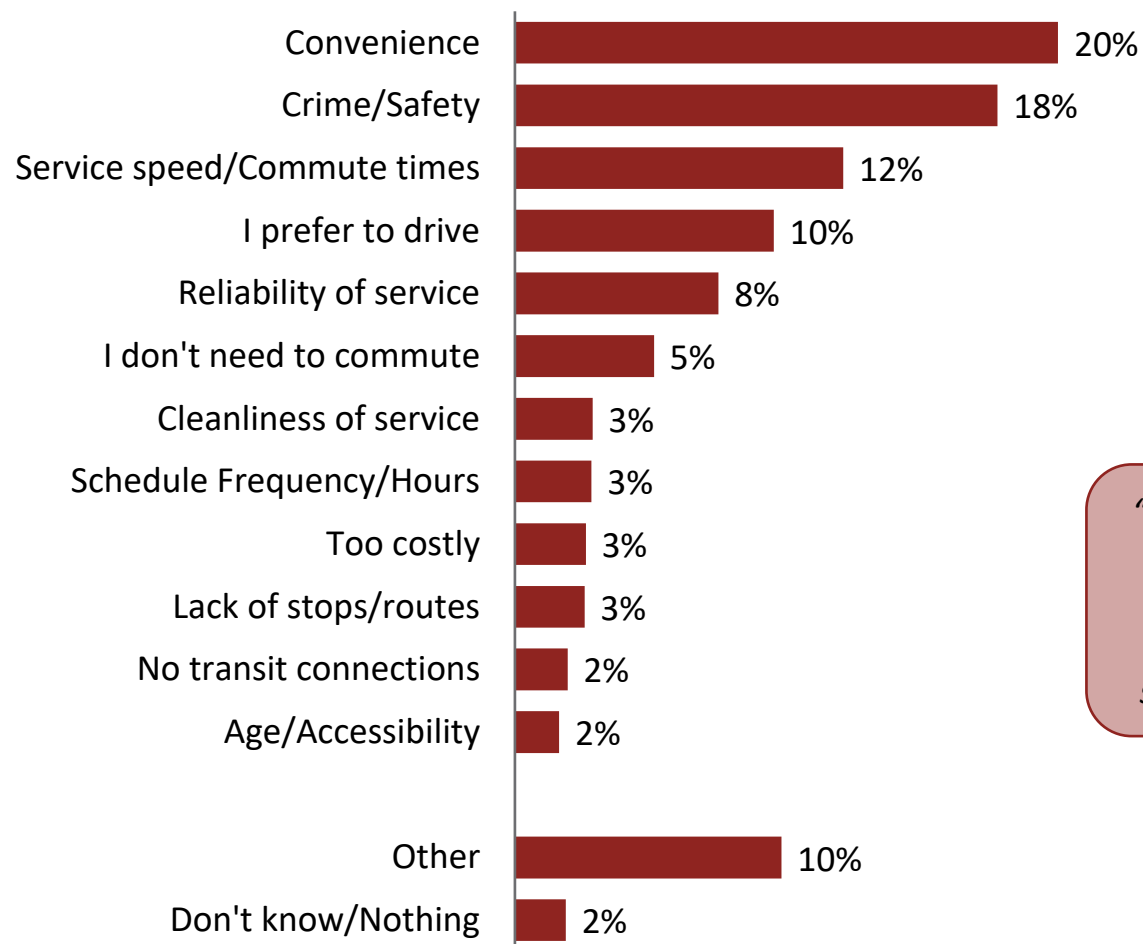
Some non-riders are adamantly anti-transit for their own usage, but many are very open. Convenience is a significant factor.



Q43-46. Please tell me whether you strongly agree, somewhat agree, somewhat disagree, or strongly disagree with each of the following statements.

Barriers to Public Transportation

Convenience, speed and safety are significant barriers for many to using transit.



"I have to walk out of my neighborhood to get to it and hope its on time and I could already be [at my destination] in the time it takes for all that."

"I have to drive my car to get to [public transportation]. It means that I could just drive since I'd already be in my car."

"It seems dangerous at night, not frequent enough bus service so can't go where I want to go unless I want to spend a lot of time waiting."

"Lack of safety especially at night. As a mid-30s woman it's really hard to feel confident and comfortable taking the bus anytime"

"Usually it takes longer or just as long as driving."



Appendix

Subgroup Margin of Error

- ▶ Survey conducted March 14-23, 2023 with a total of 1,800 interviews with voters in the Bay Area.
- ▶ The results carry a Bay Area-wide margin of error ± 2.31 percentage points at the 95% confidence interval.

Region	Total Sample		Split Sample	
	Interviews (unweighted)	Margin of Error	Interviews (unweighted)	Margin of Error
Bay Area	1,800	± 2.3 pct pts	900	± 3.2 pct pts
Alameda County	372	± 5.1 pct pts	186	± 7.2 pct pts
Contra Costa County	311	± 5.6 pct pts	156	± 7.8 pct pts
Marin/Sonoma Counties	199	± 6.9 pct pts	100	± 9.8 pct pts
Napa/Solano Counties	146	± 8.1 pct pts	73	± 11.5 pct pts
San Francisco	175	± 7.4 pct pts	88	± 10.4 pct pts
San Mateo County	195	± 7.0 pct pts	98	± 9.9 pct pts
Santa Clara County	402	± 4.9 pct pts	201	± 6.9 pct pts

Please note that due to rounding, some percentages may not add up to exactly 100%.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 23-0642 **Version:** 1 **Name:**

Type: Report **Status:** Informational

File created: 4/17/2023 **In control:** Metropolitan Transportation Commission Workshop

On agenda: 4/26/2023 **Final action:**

Title:

Sponsors:

Indexes:

Code sections:

Attachments: [Day1_3_23-0642_Bay_Area_Housing_Measure_Preparations.pdf](#)
[Day1_3_23-0642_Attachment_Presentation.pdf](#)

Date	Ver.	Action By	Action	Result
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Attachments: pending

Metropolitan Transportation Commission Workshop Day 1

April 26, 2023

Agenda Item 3a - 23-0642

Update on Bay Area Housing Measure Preparations: Refresher, Timeline and Outreach Plan

Subject:

Information on the progress of preparations for a regional affordable housing general obligation bond measure in 2024, including timeline and outreach considerations.

Background:

On June 16th and June 22nd, 2022, the ABAG Executive Board and the BAHFA Board, respectively, requested that the BAHFA Oversight Committee and ABAG Housing Committee (“Joint Housing Committees”) undertake preparatory work necessary to enable consideration of an affordable housing revenue measure in November 2024.

Over the course of the last ten months, the Joint Housing Committees have considered presentations from BAHFA staff regarding extensive public outreach conducted regarding a potential revenue measure, including:

- Townhall meetings; presentations before elected officials; discussions with public sector housing and planning staff in all nine counties; conference presentations; presentations to community organizations; and discussions with affordable housing developers, advocates, and service providers.

BAHFA staff also presented drafts of its Business Plan Equity Framework and Funding Programs to the Joint Housing Committees. These documents, which will guide revenue expenditures, will be presented for final approval to the BAHFA Board and ABAG Executive Board in May.

MTC and the BAHFA Board have also authorized programs and activities that have created the staffing infrastructure and administrative framework BAHFA can employ for implementation of regional bond funding, such as an affordable housing lending program using the state’s Regional Early Action Planning Grant of 2021 (“REAP 2.0”) funds.

Housing Measure Update:

To continue the BAHFA and ABAG Executive Boards' directive to prepare for a 2024 regional housing measure, BAHFA staff will seek Board member guidance on specific decision points beginning in June 2023, e.g., new construction investment priorities (equity objectives, affordability levels, operational sustainability requirements, etc.); how to program BAHFA's 18% of flexible funds; and goals for BAHFA's local jurisdiction incentive grant program.

Issues:

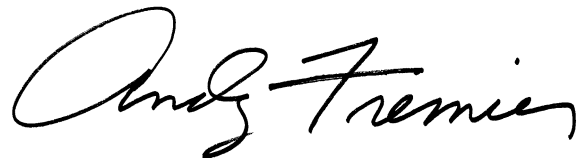
Additional polling is required to assess voter support for the regional housing measure as well as for a possible statewide constitutional amendment that could lower the voter approval threshold from 2/3rds to simple majority (or 55%) for general obligation affordable housing bonds in 2024.

Recommended Action:

Informational item.

Attachments:

- Presentation

A handwritten signature in black ink, reading "Andrew Fremier". The signature is fluid and cursive, with the first name "Andrew" written in a larger, more prominent script than the last name "Fremier".

Andrew Fremier



BAHFA – PREPARING FOR A 2024 REGIONAL AFFORDABLE HOUSING BOND MTC Commission Workshop – April 26, 2023



ASSOCIATION OF BAY AREA GOVERNMENTS
METROPOLITAN TRANSPORTATION COMMISSION

Bay Area Housing Imperatives



Homelessness:

- At least **36,810 unhoused people** in the Bay Area in 2022
- Homelessness **increased 10%** across the region, 2019-2022
 - San Francisco uniquely saw 3.5% decrease
- **575,000 people at risk** of homelessness



Housing Affordability:

- Between 2015-2021, **the region permitted only 35%** of the affordable homes needed
- **57%** of the Bay Area's **3.5M low-income residents** are rent-burdened



What We Need Now:

- Over **180,000 more affordable homes** to meet current RHNA goals
- Funding to build and preserve affordable housing

Bay Area Voters' Topmost Concerns

2023 Polling - MTC

- Voters most commonly **cite homelessness and housing affordability** among the Bay Area's problems
- Over **two-thirds of voters** think more money is needed to address housing

2022 Polling – Bay Area Council

- **Homelessness and high housing costs** cited by voters as Bay Area's most important problems

BAHFA is a Key Part of the Solution

- BAHFA can raise **\$10-\$20 billion** to meet the region's housing needs
- **80%** of funds raised return to county of origin
- BAHFA's 20% regional funding will **advance better systems:**
 - Streamlined, innovative financing
 - Opportunities for regional coordination
 - Technical assistance

GO Affordable Housing Bond Readiness

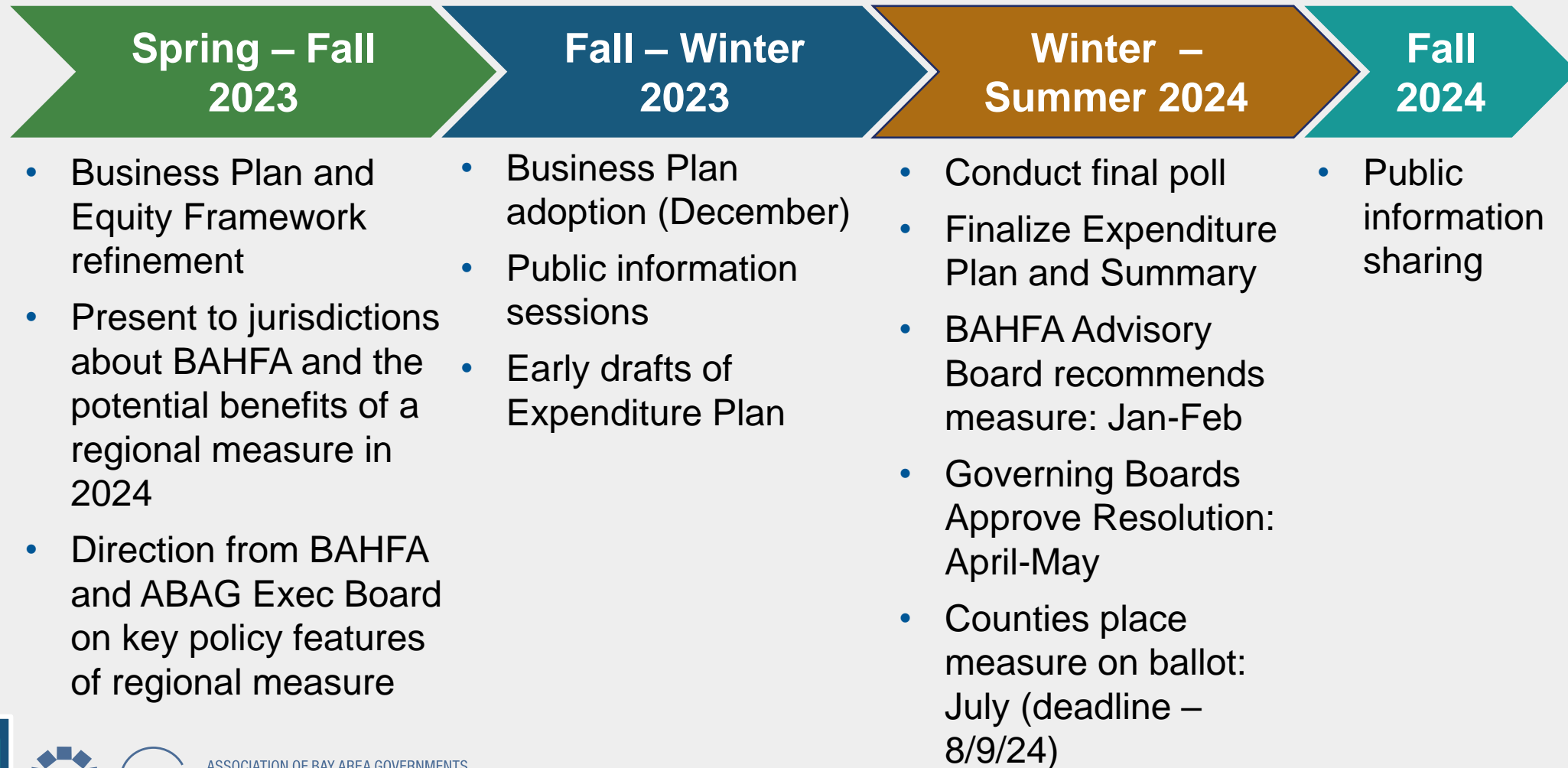
- 1 Enabling Legislation:** AB 1487 provides BAHFA full authority to place ballot measure and allocate regional funds
- 2 Multi-Year Planning:** BAHFA and housing advocates commenced planning efforts in 2019 – housing coalitions are strong; stakeholders' campaign structures are advanced
- 3 Strong Voter Support:** Homelessness and housing unaffordability are voters' highest concerns
- 4 Affordable Housing Pipeline:** 33,000 affordable homes in the Bay Area predevelopment pipeline, with need of funding to break ground
- 5 Complementary Efforts:** Housing advocates pursuing a state constitutional amendment to lower the voter threshold for affordable housing GO bonds

Significant funding to every community



County & Direct City Allocations	\$10B GO Bond	\$20B GO Bond
Alameda County (excluding Oakland)	\$984 M	\$2.0 B
Oakland	\$383 M	\$765 M
Contra Costa County	\$925 M	\$1.9 B
Marin County	\$352 M	\$704 M
Napa County (excluding City of Napa)	\$100 M	\$200 M
City of Napa	\$79 M	\$158 M
San Francisco	\$1.2 B	\$2.4 B
San Mateo County	\$1.0 B	\$2.1 B
Santa Clara County (excluding San Jose)	\$1.2 B	\$2.4 B
San Jose	\$1.0 B	\$2.1 B
Solano County	\$248 M	\$497 M
Sonoma County (excluding Santa Rosa)	\$282 M	\$564 M
Santa Rosa	\$121 M	\$242 M
BAHFA	\$2.0 B	\$4.0 B

2024 BAHFA Regional Housing Measure Timeline



2024 Key Decision Deadlines

ABAG Exec and BAHFA Boards' Bond Measure Approvals

- **January-February, 2024:** BAHFA Advisory Committee recommends Regional Expenditure Plan and Ballot Measure
- **March-April:** Joint Housing Committees recommend approval of the Regional Expenditure Plan and Ballot Measure
- **April-May:** ABAG Executive Board resolves to support the issuance of GO Bonds and approves Regional Expenditure Plan
- **May-June:** BAHFA Board initiates proceedings to issue GO Bonds and approves Regional Expenditure Plan
- **July 2024 County BOS Meetings:** Effective last date for counties to place measure on ballots

Next Steps: Considerations & Decision-Making

**2023: BAHFA
Board & ABAG
Exec Bond
Implementation
Decisions**

- Priorities for BAHFA Funding
 - Implementation of BAHFA Equity Framework and Funding Program Goals
- Housing Production Priorities
- Use of Flexible Funds (18% of Regional Funding)
- Local Incentive Grant Programs (10% of Regional Funding)
- Deadline for Counties' and Cities' Expenditure Plan Submissions

BAHFA Outreach & Information Sessions Underway

2023-2024: BAHFA Staff's Continued Outreach

- Public Townhall Meetings
- Boards of Supervisors
- City Councils & Council/Mayors associations
- Public Sector Housing & Planning Departments
- County-wide Housing & Planning Collaboratives
- Affordable Housing Organizations
- Tenant Rights & Services Organizations
- Other Stakeholders, e.g.,
 - Leagues of Women Voters
 - League of Cities

Questions & Comments?



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