



Metropolitan Transportation Commission

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

Meeting Agenda

Policy Advisory Council Equity & Access Subcommittee

Randi Kinman, Acting Chair *Vacant, Vice Chair*

Members

*Pamela Campos, Ilaf Esuf, Christine Fitzgerald,
Gabriela Orantes, Johnny Parker Jr., Vinay Pimple,
Terry Scott, Walter Wilson, and Howard Wong*

Alternate

Anne Olivia Eldred

Friday, July 28, 2023

10:35 AM

Board Room - 1st Floor

This meeting shall consist of a simultaneous teleconference call at the following location(s):

Kaleidoscope Coffee at 109 Park Pl, Richmond, CA 94801

Silicon Valley Independent Living Center, 25 N. 14th St. Ste. 1000, San Jose, CA 95112

Meeting attendees may opt to attend in person for public comment and observation at 375 Beale Street, Board Room (1st Floor). In-person attendees must adhere to posted public health protocols while in the building. The meeting webcast will be available at <https://mtc.ca.gov/whats-happening/meetings/live-webcasts>. Members of the public are encouraged to participate remotely via Zoom at the following link or phone number.

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/89178878875>

iPhone One-Tap: +17193594580,,89178878875#

Join by Telephone (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: 891 7887 8875

International numbers available: <https://bayareametro.zoom.us/u/kpyAknSW9>

Detailed instructions on participating via Zoom are available at:

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

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

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

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

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

2. Welcome - Randi Kinman, Acting Policy Advisory Council Equity & Access Subcommittee Chair

3. Action

- 3a. [23-0939](#) Elections for 2022-2023 Policy Advisory Council Equity & Access Subcommittee Chair and Vice Chair

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

Action: Subcommittee Approval

Presenter: Kÿ-Nam Miller, Staff Liaison

Attachments: [3a 23-0939 Elections for Equity and Access Subcommittee Chair and Vice](#)

- 3b. [23-0676](#) Approval of the May 26, 2023 Meeting Minutes

Action: Subcommittee Approval

Attachments: [3b 23-0676 05-26-2023 Policy Advisory Council Equity and Access Subco](#)

4. Information

- 4a. [23-0888](#) Blue Ribbon Action Plan Access and Mobility Work Plan Update

Action: Information

Presenter: Drennen Shelton

- 4b. [23-0936](#) MTC's Community Action Resource and Empowerment (CARE) Program

Overview of MTC's CARE Program and Call for Projects Process.

Action: Information

Presenter: Judis Santos

Attachments: [4bi 23-0936 Summary Sheet MTC CARE.pdf](#)

[4bii 23-0936 Attachment A CARE Program Guide Call for Interest Proces](#)

5. New Business

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

5a. [23-1046](#) Potential Regional Transportation Measure: Proposed Goals, Principles, and Priorities

Update on the potential 2026 regional transportation ballot measure, including draft goals, principles, priorities, and next steps for public engagement.

Action: Information

Presenter: Dave Vautin

Attachments: [5ai 23-0877 Summary Sheet TransportationRevMeasure ProposedGoalsPrir](#)
[5aii 23-0877 PowerPoint Transportation Rev Measure Attachment B.pdf](#)
[5a 23-1046 Response Plan Bay Area 2050 plus Engagement—Community](#)
[5a Dwayne Hankerson Potential Regional Transportation Measure Proposed](#)
[5a Anne Olivia Eldred comments on the regional bond measure.pdf](#)
[5a Michael Baldini Comments Potential Regional Transportation Measure Pr](#)

5b. [23-1047](#) Plan Bay Area 2050+: Scope and Schedule

Update on scope and schedule for Plan Bay Area 2050+, a minor update to the long-range regional plan slated to kick off this summer.

Action: Information

Presenter: Chirag Rabari

Attachments: [5bi 23-0976 Summary Sheet Plan Bay Area 2050+ Scope and Schedule.](#)
[5bii 23-0976 PowerPoint PBA 2050+ Scope and Schedule.pdf](#)
[5biii 23-0976 Attachment B Plan Bay Area 2050+ Key Milestones.pdf](#)

6. Public Comments / Other Business

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

*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.*

7. Adjournment / Next Meeting

The next meeting of the Policy Advisory Council Equity & Access Subcommittee will be held on Friday, October 27, 2023 at 1:00 p.m. at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA. Any changes to the schedule will be duly noticed to the public.

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

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

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

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

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

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

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

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

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

Metropolitan Transportation Commission

Policy Advisory Council Equity and Access Subcommittee

July 28, 2023

Agenda Item 3a

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

Subject:

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

Background:

At the July 28, 2023, meeting, we will begin with the election of a chair and vice chair for the remainder of the two-year term that ends in December 2023. The election for the next two-year term will take place in January 2024, lasting through December 2025. Following is the most recent list of nominees:

Nominees for Equity and Access Subcommittee Chair: Christine (Chris) Fitzgerald

Nominees for Equity and Access Subcommittee Vice Chair: No nominees

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

Nominations will also be accepted from the floor at the beginning of the July 28, 2023, meeting. The Chair and Vice Chair positions are two-year terms (effective upon election) ending December 2023.

Rules:

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

Key Instructions for nominating and voting:

- To be included in the packet, self-nominations are due to Martha by 5:00 p.m. Thursday, July 27, 2023.
- Nominations can be made during the item and before the vote.
- For the actual vote, when your last name is called, please share your vote.

Issues:

None identified.


Recommendations:

Approval

Attachments:

- Attachment A: Candidates' Statements

Candidates' Statements

Nominees for Chair:	
<p>Christine Fitzgerald has been in the disability community since birth. Throughout school and beyond, she has been actively interested in social justice issues concerning women, LGBT and disability — you might say, these focuses are so much a part of who she is, to not actively be involved in any of these issues would be like being a fish out of water!</p> <p>Christine firmly believes that lacking good infrastructure that can help people with disabilities get from one place to another would seriously decrease a person's ability to attain a job, go to school, or in so many other ways be an active participant in the larger community.</p> <p>Christine serves on many different community commissions and committees, including the County Voters Accessibility Advisory Committee, the Committee for Transportation Mobility Access, and the Access and Functional Needs Task Force.</p>	 <p>Christine Fitzgerald Representing the Disabled Community of Santa Clara County</p>



Metropolitan Transportation Commission

Meeting Minutes - Draft

Agenda Item 3b

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

Policy Advisory Council Equity & Access Subcommittee

Randi Kinman, Acting Chair *Vacant, Vice Chair*

Members

*Pamela Campos, Ilaf Esuf, Christine Fitzgerald,
Gabriela Orantes, Vinay Pimple,*

Terry Scott, Walter Wilson, and Howard Wong

Alternate

Anne Olivia Eldred

Friday, May 26, 2023

9:00 AM

Board Room – 1st Floor

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

Present: 7 - Member Pimple, Member Wilson, Member Scott, Member Fitzgerald, Member Orantes, Member Campos and Acting Chair Kinman

Excused: 3 - Member Wong, Member Esuf and (Alternate) Eldred

The following individuals participated from noticed remote locations: Christine (Chris) Fitzgerald and Terry Scott.

Policy Advisory Council Members Adina Levin and Johnny Parker Jr. were also in attendance.

2. Welcome - Randi Kinman, Acting Policy Advisory Council Equity & Access Subcommittee Chair

Subcommittee Member Dwayne Hankerson resigned from the subcommittee effective February 16, 2023.

Subcommittee Vice Chair Markham stepped down as Equity and Access Vice Chair and member, effective May 1, 2023.

Subcommittee member Frank Welte is stepping down from the Council effective May 1, 2023

Council Member Campos was moved from an alternate to a standing member of the Equity and Access Subcommittee, effective May 1, 2023.

Former Chair Ilaf Esuf stepped down as Equity and Access Subcommittee Chair, effective May 1, 2023.

Policy Advisory Council Chair Randi Kinman appointed herself as Acting Chair effective May 1, 2023.

3. [23-0811](#) Nominations for 2022-2023 Policy Advisory Council Equity & Access Subcommittee Chair and Vice Chair

Nominations for the 2022-2023 Chair and Vice Chair of the Policy Advisory Council Equity & Access Subcommittee will be opened at the May 26, 2023 meeting. The nomination period will remain open until the election scheduled for the June 23, 2023 meeting.

Action: Information

Presenter: Ky-Nam Miller, Staff Liaison

Attachments: [03_23-0675_Nominations_for_Equity_and_Access_Subcommittee_Chair_and_Vice_Chair.pdf](#)

Johnny Parker was called to speak.
Adina Levin was called to speak.
Warren Cushman was called to speak.

4. [23-0673](#) Approval of the January 27, 2023 and April 28, 2023 Meeting Minutes

Action: Subcommittee Approval

Attachments: [04i_23-0673_01-27-2023_Policy_Advisory_Council_Equity_and_Access_Subcommittee_Meeting_Minutes_Draft.pdf](#)
[04ii_23-0673_04-28-2023_Policy_Advisory_Council_Equity_and_Access_Subcommittee_Meeting_Minutes_Draft.pdf](#)

Upon the motion by Member Campos and second by Member Fitzgerald, the January 27, 2023 and April 28, 2023 Meeting Minutes were approved. The motion carried by the following vote:

Aye: 6 - Member Pimple, Member Wilson, Member Scott, Member Fitzgerald, Member Campos and Acting Chair Kinman

Absent: 3 - Member Wong, Member Esuf and (Alternate) Eldred

Abstain: 1 - Member Orantes

5. [23-0425](#) One Bay Area Grant (OBAG) 3 Update

Update on the OBAG 3 Program, including equity considerations from the County & Local Program and next steps for the Regional Program.

Action: Information

Presenter: Thomas Arndt and Mallory Atkinson

Attachments: [05i 23-0425 Summary Sheet One Bay Area Grant 3 Update.pdf](#)
[05ii 23-0425 PowerPoint One Bay Area Grant 3 Update reduced size.pdf](#)
[05iii 23-0425 Attachment B OBAG 3 C&L List 2023-01-09.pdf](#)
[05iv 23-0425 Attachment C OBAG 3 C&L Maps 2023-01-09 reduced.pdf](#)

Warren Cushman was called to speak.

Daveed Mandell was called to speak.

Adina Levin was called to speak.

6. **New Business**

Adina Levin was called to speak.

7. **Public Comments / Other Business**

Warren Cushman spoke on this item.

8. **Adjournment / Next Meeting**

The next meeting of the Policy Advisory Council Equity & Access Subcommittee will be held on Friday, June 23, 2023 at 9:00 a.m. at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA. Any changes to the schedule will be duly noticed to the public.

Metropolitan Transportation Commission
Policy Advisory Council Equity and Access Subcommittee

July 28, 2023

Agenda Item 4b

MTC's Community Action Resource and Empowerment (CARE) Program

Subject:

Overview of MTC's CARE Program and Call for Projects Process.

Background:

In 2021, the Metropolitan Transportation Commission (MTC) adopted the Bay Area's most recent Regional Transportation Plan and Sustainable Communities Strategy (SCS), [Plan Bay Area 2050](#) (PBA 2050). PBA2050 outlines the region's plan, incorporating equity through careful consideration of investments and policies that affect historically and systemically marginalized, underserved and excluded groups, including people with low incomes, people with disabilities and communities of color. PBA 2050 identified strategy "T2 – support community-led transportation enhancements in Equity Priority Communities." Since 2005, the [Lifeline Transportation Program](#) (LTP) has programmed over \$300 million, and advanced 300+ projects identified in [Community Based Transportation Plans](#) (CBTP). Through lessons learned from the previous six cycles of LTP and the application of [MTC's Equity Platform](#), LTP is being redesigned to address administrative fund source barriers to better align with community project needs while resourcing and centering community voice and power-building to strengthen community assets. This item, which was called "Community Choice" at the time, was presented to the Policy Advisory Council Equity and Access Subcommittee on November 30, 2022 and most recently to MTC's Transit Finance Working Group on July 5, 2023.

MTC's CARE Program

[MTC's Community Action Resource and Empowerment \(CARE\) Program](#) is a funding program to develop equity-based partnerships and provide resources to expand mobility access and opportunity to all communities while focusing on the underserved, overburdened, and [MTC's Equity Priority Communities](#). The fund will award \$21 million in state (Regional Early Action Planning 2.0) and federal (One Bay Area Grant 3) funds starting in fiscal year 2023-2024.

Below are key components of the Program:

- **Goal:** The goal of the program is to improve mobility and access to opportunity by advancing community-rooted initiatives identified in CBTPs.
- **Investment Areas:** The Program is envisioned to undertake three focus investment areas: participatory budgeting project implementation, technical assistance for project development, and community power-building and engagement. Community power building means advancing community-anchored approaches that ensure frontline communities have representation and power both at the policy-level and local investment decision-making.
- **Purpose:**
 - Project Implementation Strategy: The Program serves as providing a *baseline* source of funding to 1) implement high priority, neighborhood-level, community projects identified through a participatory budgeting process; 2) advance project development to increase readiness/competitiveness for additional funding sources.
 - Community Power-Building and Engagement Strategy: In addition to these project implementation strategies, the Program seeks to invest in community power-building by 1) supplementing outreach and engagement conducted by community-based organizations, and 2) supporting community-based organizations and local governments with technical assistance/capacity building resources to advance community-based transportation initiatives. .

In addition to coordinating with county transportation agencies and transit operators, MTC is exploring partnerships that address improving mobility and access to opportunity outcomes with the Bay Area Air Quality Management District and health and social service sectors.

Next Steps

As a first step prior to the “Call for Projects” process, CARE is releasing a “Call for Interest Survey.” The survey can be accessed [here](#). Bay Area public agencies, including cities, counties, transit agencies, and county transportation authorities (CTAs) are invited to submit project ideas.

Below is the anticipated timeline of activities:

Activity	Anticipated Date*
Call for Interest Survey for Project Ideas: Announcement release	June 23, 2023
Interest Survey deadline	July 21, 2023 (extended to July 26, 2023)
MTC review and follow-up with proposers	July-August 2023
Informational Meetings and Call for Projects Application Release	Summer/September 2023

*Subject to change

Recommended Action:

Information item.

Attachments:

- Attachment A: MTC CARE Program Guide – Call for Interest Process

MTC'S COMMUNITY ACTION RESOURCE AND EMPOWERMENT (CARE) PROGRAM GUIDE – Call for Interest Process

Background and Goals of MTC's CARE Program

In 2021, the Metropolitan Transportation Commission (MTC) adopted the Bay Area's most recent Regional Transportation Plan and Sustainable Communities Strategy (SCS), [Plan Bay Area 2050](#) (PBA 2050). PBA2050 outlines the region's plan, incorporating equity through careful consideration of investments and policies that affect historically and systemically marginalized, underserved and excluded groups, including people with low incomes, people with disabilities and communities of color. PBA 2050 identified strategy, "T2 – support community-led transportation enhancements in Equity Priority Communities." Since 2005, the [Lifeline Transportation Program](#) (LTP) has programmed over \$300 million, and advanced 300+ projects identified in [Community Based Transportation Plans](#) (CBTP). Through lessons learned from the previous six cycles of LTP and the application of [MTC's Equity Platform](#), LTP is being redesigned to address administrative fund source barriers to better align with community project needs while resourcing and centering community voice and power-building to strengthen community assets.

MTC's CARE Program is a funding program to expand mobility access and opportunity to all communities while focusing on the underserved, overburdened, and [MTC's Equity Priority Communities](#). This inaugural funding cycle includes **\$21 million in federal (OBAG) and state (REAP 2.0) funds**. Below are key components of the Program:

- **Goal:** The goal of the program is to improve mobility and access to opportunity by advancing community-rooted initiatives identified in CBTPs.
- **Investment Areas:** The Program is envisioned to undertake three focus investment areas: participatory budgeting project implementation, technical assistance for project development, community power-building and engagement.

- **Purpose:**
 - Project Implementation Strategy: The Program serves as providing a *baseline* source of funding to 1) implement high priority, neighborhood-level, community projects identified through a participatory budgeting process; 2) advance project development to increase readiness/competitiveness for additional funding sources.
 - Community Power-Building and Engagement Strategy: In addition to these project implementation strategies, a key element to operationalizing equity is investing in community power-building by 1) supplementing outreach and engagement conducted by community rooted organizations, and 2) supporting these community organizations and local government with technical assistance/capacity building resources.

In addition to coordinating with County Transportation Agencies and transit operators, MTC is exploring partnerships that address improving mobility and access to opportunity outcomes with the Bay Area Air Quality Management District and health and social service sectors.

Submitting Project Ideas

MTC is interested in understanding the funding need and potential projects/programs in Community Based Transportation Plans (that would apply for these funds) under the following areas:

- Community power-building and engagement addressing transportation or both transportation and housing.
- Technical assistance needed for project development to advance and position projects for additional, competitive funding; and,
- Projects/concepts that are ready to be implemented that have undergone a participatory budgeting process (or similar).
- Technical assistance and capacity building for community-based organizations and local government to advance transportation, mobility, and transit-oriented communities.

Eligible proposers (see eligibility section below) are encouraged to submit ideas on a wide range of projects, concepts, or needs that will accelerate, expand, and improve mobility and access to opportunity. Project ideas should support community-based transportation projects that:

- Are developed through a collaborative, diverse, and inclusive process that engages a broad range of stakeholders such as public agencies, transit operators, community-based organizations and residents, and outreach to underrepresented communities.
(Note: Transit vehicle, fixed route vehicle/guideway capital improvement projects will NOT be considered for this Program as existing programs/funding sources focus on these types of projects)
- Improve the range of transportation choices such as first-and last-mile shuttles, taxi voucher programs, and other projects.
- Address gaps and/or barriers identified in [Community Based Transportation Plans](#) or other substantive local planning efforts involving focused outreach to low-income populations such as countywide or regional welfare-to-work transportation plans, the Coordinated Public Transit-Human Services Transportation plan or other documented assessment of need.

Program and project ideas can include, but are not limited to technical assistance or implementation of:

- Lower cost capital improvement projects (e.g., bus stop upgrades, sidewalk improvements, multilingual signage)
- Active transportation infrastructure (e.g., sidewalk connectivity, new bike lanes)
- Mobility services (e.g., subsidized taxis and ride hailing services or volunteer transportation programs focused on serving persons earning a low-income or those seeking healthcare)
- Innovative pilot project advancing equity (e.g., neighborhood data collection and management, shared-use mobility such as ride sourcing, carsharing, bikesharing, etc.)

- Transportation-related workforce development programs (e.g., transportation related to building a pipeline of talent from technical trades to STAMPE – Science, Technology, Arts, Math, Policy, Engineering)
 - Engagement, outreach, and education (e.g., programs that increase awareness, social connectedness with and for underserved communities related to transit/transportation)
- Submitting Through Survey Form or Video

MTC is collecting input and ideas through an Interest Survey online form or through recorded video content. MTC will use the submitted content to inform and develop regional funding and assistance programs that support the advancement of mobility and access to opportunity.

Following the development of any funding program, MTC will release a call for projects. MTC staff will work with eligible proposers to support the development of project proposals for the funding program.

Please submit your project idea using this form:

https://docs.google.com/forms/d/e/1FAIpQLSdQHiC1Cw8rKbpeC11Ail_uzlxifWZGSLg4xEbDP-XkbMm7AQ/viewform?usp=sf_link or through video. If interested in submitting via

video, please email jsantos@bayareametro.gov. Similar projects for the same public agency or set of agencies should be submitted as a single project (for example, a city interested in improving bus shelters at various sites should submit one form for all sites rather than a form for each proposed location).

Surveys are due ~~July 21, 2023~~ deadline extended to July 26, 2023.

Eligible Project Idea Proposers

Surveys may be submitted by Bay Area public agencies, including Cities, Counties, Transit Agencies, and County Transportation Authorities (CTAs). Public agencies can coordinate and submit coordinated cross- jurisdictional project ideas, but a primary agency must be identified. Public agencies may partner with other entities such as non-profit organizations and community-based organizations. A public agency must serve as the grant recipient and fiscal agent for any project funded by a grant through MTC's CARE Program.

Next Steps and Schedule

*Response to the **Survey is due by July 21, 2023 deadline extended to July 26, 2023.*** MTC will host informational online meeting(s) on **Wednesday, July 12 and Wednesday, July 19 at 1:00PM**. The information session will provide an overview of the process and respond to questions.

Register for the meeting here: https://bayareametro.zoom.us/webinar/register/WN_BIYz6fDkT-6wwvqJ0ou9kw

MTC will review and summarize survey results and follow up with proposers as needed. Results will then inform the development of the Draft Funding Guidelines and Requirements of MTC's CARE Program.

MTC anticipates developing a baseline funding program of **\$21 million** for CARE, a **Call for Projects initiated in late summer/September 2023**, with REAP state funded awarded projects to be completed/funds **expended by June 2026**. Response to this interest and needs assessment will help inform the community-based investment priority categories, percentage allocation for each category, and overall grant design, implementation, and evaluation.

Anticipated Timeline of Activities:

Activity	Anticipated Date*
Call for Interest Survey for Project Ideas: Announcement release	June 23, 2023
Informational meeting(s)	July 12 and July 19, 1:00 p.m.
Interest Survey/Project Idea deadline	July 21, 2023 (extended to July 26, 2023)
MTC review and follow-up with proposers	July-August 2023
Call for Projects Application Release	Summer/September 2023

*Subject to change

Metropolitan Transportation Commission
Policy Advisory Council

July 14, 2023

Agenda Item 5a

Potential Regional Transportation Measure: Proposed Goals, Principles, and Priorities

Subject:

Update on the potential 2026 regional transportation ballot measure, including draft goals, principles, priorities, and next steps for public engagement.

Background:

In January 2023, staff updated the Policy Advisory Council and the Joint MTC ABAG Legislation Committee on early efforts to engage stakeholders related to a potential regional transportation ballot measure slated for 2026. This was the first step in a process that sought to identify an expenditure plan concept and potential revenue source(s) by the end of 2023 to pursue enabling legislation in 2024, consistent with recommendations featured in Plan Bay Area 2050 and the Transit Transformation Action Plan. Since then, staff has completed public polling on Bay Area voters' priorities concerning transportation and re-convened with key stakeholders in advance of anticipated public engagement starting later this month.

Recent action on the state level to provide near-term transit operating assistance is a critical first step to averting the transit fiscal cliff. However, significant additional financial resources will be required over the medium to long-term to position our region's transit systems on a stable financial footing for the years and decades ahead. Furthermore, complementary investments to transform transit for the post-pandemic era and improve mobility and access to key destinations through other transportation improvements also require new revenues to realize.

Draft Goals and Focus Areas:

A potential 2026 regional transportation ballot measure should not be considered in isolation from the many actions being taken at the regional and local level to implement our adopted long-range plan, Plan Bay Area 2050. Instead, a regional transportation funding measure is one component of a suite of strategies to address the Plan's goals, including securing new funding for affordable housing through the planned Bay Area Housing Finance Authority's affordable housing bond in 2024, encouraging denser land use policies around station areas, supporting local action to protect vulnerable communities from climate change, and much more. In that

vein, staff recommends that the measure advance the Plan's five broadly supported goals to realize a more **affordable, connected, diverse, healthy, and vibrant region for all**. Based on feedback from our stakeholder engagement to date, staff identified three focus areas aligned with the Plan's vision that the measure could help to accelerate: **stabilize transit funding; make transit faster, safer, and easier to use; and enhance mobility and access for all**. These three focus areas had broad support from all stakeholder groups we met, with more significant divergence emerging regarding the extent to which each should be prioritized.

Draft Guiding Principles:

Before crafting an expenditure plan that could advance this vision, staff recommends also identifying guiding principles that should be kept in focus for the entirety of the expenditure plan development process but also specific line items. Four guiding principles are suggested below to evaluate expenditure plan concepts to ensure regional goals are being actively advanced throughout:

- The expenditure plan and each category of funding should be **equitable** insofar that funding should be prioritized toward providing benefits to residents of Equity Priority Communities and other marginalized groups, such as older adults and persons with disabilities.
- The expenditure plan and each funding category should be **climate-friendly**, insofar that only greenhouse gas (GHG) -reducing or GHG-neutral projects should be funded.
- The expenditure plan should be **adaptable**, recognizing the region's future remains highly uncertain.
- The expenditure plan should be **cohesive**, enabling a measure that both maximizes regional impact and is easy to communicate to the public.

Draft Expenditure Priorities:

Based on stakeholder input and public polling, staff recommends moving forward developing an expenditure plan that positions sustaining transit operations as a high priority while also integrating other categories of investments necessary to advance regional goals. While the share of investment in transit operations relative to other priorities remains a topic for further exploration this fall as transportation revenue forecasts come into focus, four other complementary expenditure categories are also being explored as documented in Attachment A.

Next Steps:

Staff seeks feedback from the Policy Advisory Council on the draft goals, principles, and priorities for the potential transportation ballot measure. Further refinements will be made this summer based on feedback received through the public engagement process. Staff will then return to the Council to share the proposed goals and principles for the ballot measure, with time to refine funding levels, expenditure priorities, and potential revenue source(s) later in the fall. This timeline should enable MTC to work with legislators in Sacramento to advance authorizing legislation in 2024 that incorporates feedback received this year.

Attachments:

- Attachment A: Draft Expenditure Priorities Under Consideration
- Attachment B: PowerPoint

Draft Expenditure Priorities Under Consideration

Category	Description	Examples of Eligible Investments <u>(not intended to be exhaustive)</u>	Equity & Climate Considerations
<p>Transit Operations</p>	<p>Sustain and/or expand transit service levels on existing bus, rail, and ferry lines to serve both current and future riders.</p> <p><i>Further analysis of the long-term transit operating needs will be available this fall as part of the Plan Bay Area 2050+ process, enabling a better understanding of to what extent this measure could sustain existing levels and/or expand service frequencies.</i></p>	<ul style="list-style-type: none"> - Preservation of existing routes and frequencies - Increased frequencies and/or new routes to boost overall service levels - Network restructuring that leads to net increase in transit service-hours 	<p>Priority could be given toward preserving existing service levels and/or enhancing service frequencies on transit lines that benefit residents in Equity Priority Communities or that primarily serve underserved demographic groups.</p> <p><i>Investments related to transit operations are anticipated to all be GHG-reducing.</i></p>

Category	Description	Examples of Eligible Investments <u>(not intended to be exhaustive)</u>	Equity & Climate Considerations
Transit Transformation	<p>Accelerate investments to improve the customer experience, such as transit fare integration, harmonized mapping & wayfinding, ambassador programs, expanded paratransit services, etc.</p> <p><i>This would include implementation of Transit Transformation Action Plan priorities, as well as complementary investments to grow ridership as identified in Transit 2050+.</i></p>	<ul style="list-style-type: none"> - Simplified and standardized fare programs & discounts - Improved signage at stations and bus stops - Transit priority infrastructure (signal priority, bus lanes for rapid/BRT, etc.) - Community ambassadors, improved lighting & security cameras - Paratransit service expansion to enable "one-seat rides" - Shuttles or other flexible mobility options accommodating all users - Bikeshare subsidies & system expansion 	<p>Priority could be given toward programmatic investments on transit lines or at transit stops/stations that benefit residents in Equity Priority</p> <p>Communities or that primarily serve underserved demographic groups.</p> <p><i>Investments related to transit transformation are anticipated to all be GHG-reducing.</i></p>

Category	Description	Examples of Eligible Investments <u>(not intended to be exhaustive)</u>	Equity & Climate Considerations
Main Streets	<p>Transform arterials and collectors to better address safety, equity, and climate goals through improved pavement, safety enhancements, expanded sidewalks and/or protected bicycle infrastructure.</p> <p><i>This would encourage advancement of multi-benefit projects – both to encourage walking and biking for nearby trips and to enable first/last mile connections to transit – while also working to ensure geographic balance throughout the</i></p>	<p><i>Projects would ideally include two or more features to yield progress toward multiple goals concurrently, such as:</i></p> <ul style="list-style-type: none"> - Street repaving projects - Buffered or protected bike lanes - Expanded sidewalks and/or bulb-outs - Parallel multimodal trails - Traffic calming features - Green infrastructure elements 	<p>Priority could be given toward road improvements or street redesigns located within an Equity Priority Community, contingent upon a robust community engagement process to engage local residents.</p> <p><i>As investments in this category are not anticipated to include additional roadway capacity, this category is anticipated to be a mix of GHG-neutral and GHG-reducing projects.</i></p>

Category	Description	Examples of Eligible Investments <u>(not intended to be exhaustive)</u>	Equity & Climate Considerations
	<i>diverse nine-county region.</i>		
Climate Resilience	<p>Fund planning, design and/or construction activities that benefit transportation infrastructure and nearby communities by protecting them from rising sea levels.</p> <p><i>While funding would likely not be sufficient to advance climate resilience megaprojects, funding could allow the region to build up a pipeline of future investments to better compete for state or federal funding in the years ahead.</i></p>	<ul style="list-style-type: none"> - Local or subcounty resilience plans to refine future pipeline of projects - Design and environmental analyses for future sea level rise resilience projects - Implementation of specific sea level rise resilience projects, such as: <ul style="list-style-type: none"> o Levees & horizontal levees o Infrastructure elevation o Tidal gates o Wetland restoration 	<p>Priority could be given toward resilience planning, design and/or construction activities in Equity Priority Communities or to protect transportation facilities primarily used by underserved demographic groups. Priority could also integrate the level of risk from near-term sea level rise impacts (1 foot versus 4 feet); any priority considerations would be contingent</p>

Category	Description	Examples of Eligible Investments <u>(not intended to be exhaustive)</u>	Equity & Climate Considerations
			<p>upon a robust community engagement process to engage local residents.</p> <p><i>Investments related to transit transformation are anticipated to be primarily GHG-neutral.</i></p>
<p>Priority Projects</p>	<p>Close funding gaps for GHG-reducing or GHG-neutral projects being impacted by rapid inflation, accelerating delivery of high-priority voter-approved capital investments.</p> <p><i>This would help the region implement near-to-medium</i></p>	<ul style="list-style-type: none"> - Rail extensions in new communities - Rail grade separation & modernization - New ferry terminals - Carpool-to-express lane conversions - Highway interchange modernizations 	<p>Priority could be given toward projects that benefit residents in Equity Priority Communities or that primarily serve underserved demographic groups.</p> <p><i>Investments are primarily</i></p>

Category	Description	Examples of Eligible Investments <u>(not intended to be exhaustive)</u>	Equity & Climate Considerations
	<p><i>transportation investments already approved by voters but stalled due to increasing costs.</i></p>		<p><i>anticipated to be GHG-reducing (e.g., transit megaprojects), although select non-capacity-increasing highway investments such as HOV-to-Express Lane conversion projects or safety improvements at highway interchanges may be GHG-neutral.</i></p>

Potential Regional Transportation Measure

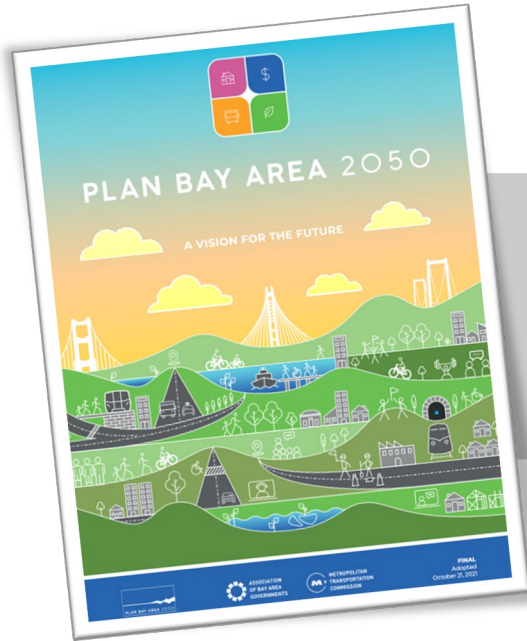
Draft Goals, Principles, and Priorities



**METROPOLITAN
TRANSPORTATION
COMMISSION**

**Policy Advisory Council
July 28, 2023**

Why Consider a Ballot Measure in 2026?



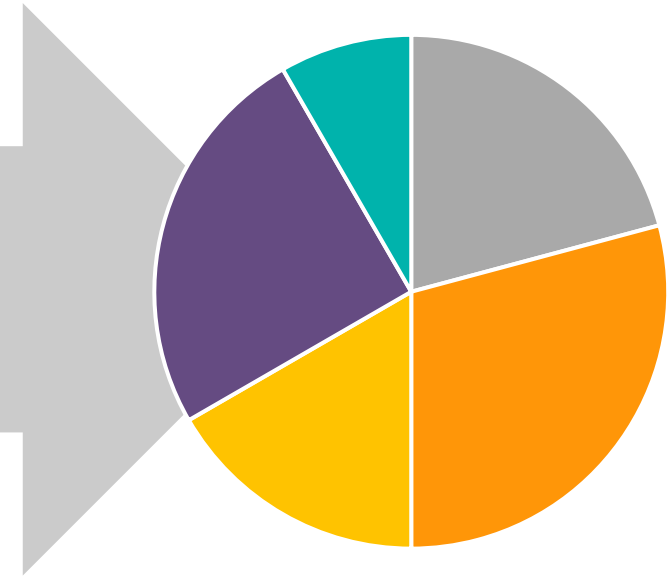
Plan Bay Area 2050

identified a \$110 billion need in its Transportation Element for new monies to realize the plan's bold vision.



Transit Transformation Action Plan

recommended convening stakeholders to advance a regional ballot measure.



2026

Transportation Ballot Measure

provides an opportunity to add a new source of reliable, long-term funding to advance priorities identified in both plans.

Draft Regional Measure Goals & Focus Areas

In order to advance the broader vision of a more **affordable**, **connected**, **diverse**, **healthy**, and **vibrant** region for all residents, the Bay Area needs to...



Stabilize Transit Funding

Improve financial sustainability by establishing a long-term transit operating funding source, offsetting farebox revenue declines spurred by changing post-pandemic travel patterns.



Make Transit Faster, Safer, and Easier to Use

Fund priority programs building upon the Transit Transformation Action Plan, in order to quickly transform transit to respond to customer needs and ultimately grow ridership.



Enhance Mobility and Access for All

Implement cost-effective and resilient solutions beyond transit that make it easier for people of all ages and abilities to get to the places they want to live, work, and play.

Draft Guiding Principles for Expenditure Plan



Equitable

Prioritize funding in every investment category toward Equity Priority Communities, as well as other underserved demographic groups such as persons with disabilities, older adults, etc.



Climate-Friendly

Ensure funding only flows to GHG-reducing or GHG-neutral projects by avoiding any investments that expand roadway capacity, which would make it more difficult to achieve our ambitious climate goals.



Adaptable

Recognize the future of the Bay Area remains highly uncertain; craft funding programs that can be adjusted to maximize progress toward regional goals by avoiding rigid project-specific expenditures.



Cohesive

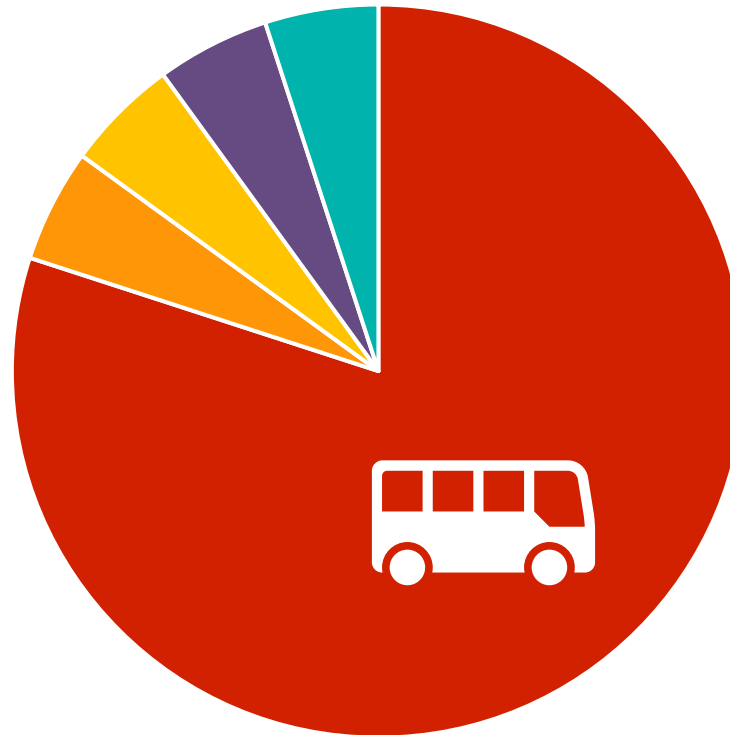
Create an expenditure plan that is greater than the sum of its parts, both to maximize regional impact but also to be able to clearly communicate to the public what the measure will deliver.

Funding Priorities: Transit Operations

Fundamental Question:

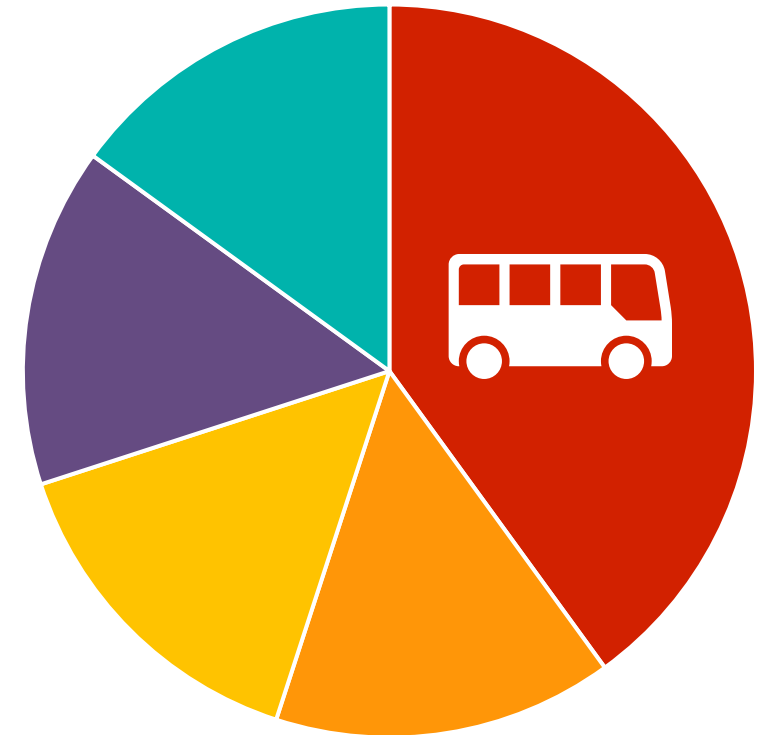
What is the right balance between funding critical long-term transit operating needs and investing in other improvements to the broader transportation system?

Maximize Funding toward Transit Operations



OR

Balance Transit Operations Funding with Other Priorities



Note: charts shown above are intended to be illustrative and do not suggest proposed shares for the potential measure.

Funding Priorities: Beyond Transit Operations



Transit Transformation

Accelerate investments to improve the customer experience, such as transit fare integration, harmonized mapping & wayfinding, ambassador programs, expanded paratransit services, etc.



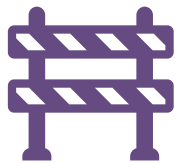
Main Streets

Transform arterials and collectors to better address safety, equity, and climate goals through improved pavement, safety enhancements, expanded sidewalks and/or protected bicycle infrastructure.



Climate Resilience

Fund planning, design and/or construction activities that benefit transportation infrastructure and nearby communities by protecting them from rising sea levels.



Priority Projects

Close funding gaps for GHG-reducing or GHG-neutral projects being impacted by rapid inflation, accelerating delivery of high-priority voter-approved capital investments.

What's Next?



First Round of Public Engagement

Share draft goals and potential funding priorities for a regional transportation ballot measure at Plan Bay Area 2050+ and Transit 2050+ public outreach events this summer for feedback.



Further Analysis of Funding Options & Outcomes

Integrate financial data to understand revenue potential of different sources, as well as potential impact of different expenditure levels, in advance of September MTC/ABAG Legislation Committee update.

Staff Contact

Rebecca Long

Director, Legislation and Public Affairs

rlong@bayareametro.gov

Dave Vautin

Assistant Director, Regional Planning Program

dvautin@bayareametro.gov

From: [Martha Silver](#)
To: [Martha Silver](#)
Subject: Comments - 5a: Potential Regional Transportation Measure: Proposed Goals, Principles, and Priorities
Date: Monday, August 7, 2023 3:56:21 PM

From: Dwayne Hankerson
Sent: Thursday, August 3, 2023 3:04 PM
To: Martha Silver <MSilver@bayareametro.gov>
Cc: Kì-Nam Miller <kmiller@bayareametro.gov>
Subject: Re: REMINDER: Submitting Comments - July 28, 2023 Policy Advisory Council Equity & Access Subcommittee (925)

External Email

I have the following question.

Regarding,

Climate Resilience

Highway 37- is there any planned investment in, flooding on this highway? If there are plans, what are the current plans to address the flooding?

Thank You,
Dwayne Hankerson

From: [Martha Silver](#)
To: [Martha Silver](#)
Subject: 5a_comments on the regional bond measure
Date: Monday, August 7, 2023 4:00:26 PM

From: Anne Olivia Eldred
Sent: Friday, July 28, 2023 12:33 PM
To: Martha Silver <MSilver@bayareametro.gov>; Dave Vautin <DVautin@bayareametro.gov>; Randi Kinman
Subject: comments on the regional bond measure

External Email

If we can also get a specific outline for outreach to these specific communities included in a future presentation:

- unhoused
- publically funded affordable housing projects
- folks receiving housing support dollars/ vouchers
- residents of transitional housing and congregate shelters,
- previously incarcerated individuals and individuals transitioning out of the criminal justice system
- transitional age foster youth
- CARE/FERA/Medical baseline communities

Beyond these groups, the following are important to see specifically, though we are more likely to have these groups included than the previous demographic groups

- parents with youth in childcare or schools without school bus systems
- highschool students
- college students and other youth populations who regularly experience housing instability
- seniors

Thanks for your work on this! We are working on the BAFA Housing Bond, it is a ton of work!

--

“Not everything that is faced can be changed, but nothing can be changed until it is faced.” ~ James Baldwin

From: [Martha Silver](#)
To: [Martha Silver](#)
Subject: Comments - 5a: Potential Regional Transportation Measure: Proposed Goals, Principles, and Priorities
Date: Monday, August 7, 2023 3:42:31 PM

From: Michael Baldini
Sent: Thursday, August 3, 2023 10:34 PM
To: Martha Silver <MSilver@bayareametro.gov>
Cc: Kì-Nam Miller <kmiller@bayareametro.gov>
Subject: Re: Submitting Comments - July 28, 2023 Policy Advisory Council Equity & Access Subcommittee (925)

External Email

Good Morning Martha,

In General, Educate the electorate on What has been accomplished and add timelines and goals to proposed Eligible Investments...

Transit Operations: Examples of Eligible Investments

- *Preservation / Rail-Bank past and existing Rail Freight Rights of Way*
- *Reduce property taxes on "Rail Frogs" as an incentive to Rail Freight users.*

Page 3

"Stabilize Transit Funding" Add -- *Identify what change in travel patterns has occurred and what changes have been made thus far due to changing post-pandemic travel.*

Change Header Wording to: ***Make Regional Transit Safer, Faster and Easier to Use***

Gratefully,
Michael
end

**Metropolitan Transportation Commission
Policy Advisory Council**

July 28, 2023

Agenda Item 5b

Plan Bay Area 2050+: Scope and Schedule

Subject:

Update on scope and schedule for Plan Bay Area 2050+, a minor update to the long-range regional plan slated to kick off this summer.

Background:

Plan Bay Area is the long-range, fiscally constrained regional plan for transportation, housing, the economy, and the environment, updated every four years. Developed in compliance with federal and state regulations and guidelines, it satisfies Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS) requirements for the nine-county San Francisco Bay Area.

A joint project of ABAG and MTC, Plan Bay Area is adopted by both the ABAG Executive Board and the Commission, first with the original Plan Bay Area (July 2013), Plan Bay Area 2040 (July 2017), and most recently Plan Bay Area 2050 (October 2021). A modified version of this item was presented to the Joint MTC Planning with the ABAG Administrative Committee on July 14, 2023.

Plan Bay Area 2050+ Scope and Schedule:

Plan Bay Area 2050+ is a limited and focused update of Plan Bay Area, which is kicking off this month, with an anticipated adoption date of fall 2025. Plan Bay Area will be updated in consultation with a wide range of partners, including federal, state, regional, county, local and Tribal governments, as well as community organizations, stakeholders, and the public.

Because it is a limited and focused update that will not require a concurrent Regional Housing Needs Allocation (RHNA) process, Plan Bay Area 2050+ will leverage the solid foundation of Plan Bay Area 2050, including its adopted vision and guiding principles as well as its overall strategic framework and organization. As such, key priorities for the Plan Bay Area 2050+ process include: (1) educating the public and partners on the purpose, strategies, and real-world impact of the long-range plan, (2) leveraging findings from ongoing high-profile implementation efforts to inform targeted refinements to select plan strategies, and (3) updating planning and

technical assumptions to reflect the realities of the post-COVID environment more fully. The expected timeline and key milestones for Plan Bay Area 2050+ are included in Attachment B. In parallel to Plan Bay Area 2050+, MTC will be advancing Transit 2050+, a comprehensive re-thinking of the six transit-related strategies in Plan Bay Area 2050's Transportation Element, necessitated by the rapid changes in commute patterns brought about by the COVID-19 pandemic, significant reductions in anticipated transit revenues through 2050, and the challenges posed by the region's fragmented transit system. The parallel Transit 2050+ planning process results will feed directly into the Plan Bay Area 2050+ Final Blueprint development in 2024.

Next Steps:

A first round of public engagement – including pop-ups, workshops, webinars, and an online survey – will take place this summer for both Plan Bay Area 2050+ and Transit 2050+. Staff will return to the Council to provide updates on Plan Bay Area 2050+ in the fall.

Issues:

None identified.

Recommendation:

Information.

Attachments:

- Attachment A: Presentation
- Attachment B: Plan Bay Area 2050+ Key Milestones

PLAN BAY AREA 2050+



ASSOCIATION OF BAY AREA GOVERNMENTS
METROPOLITAN TRANSPORTATION COMMISSION

Plan Bay Area 2050+: Scope and Schedule

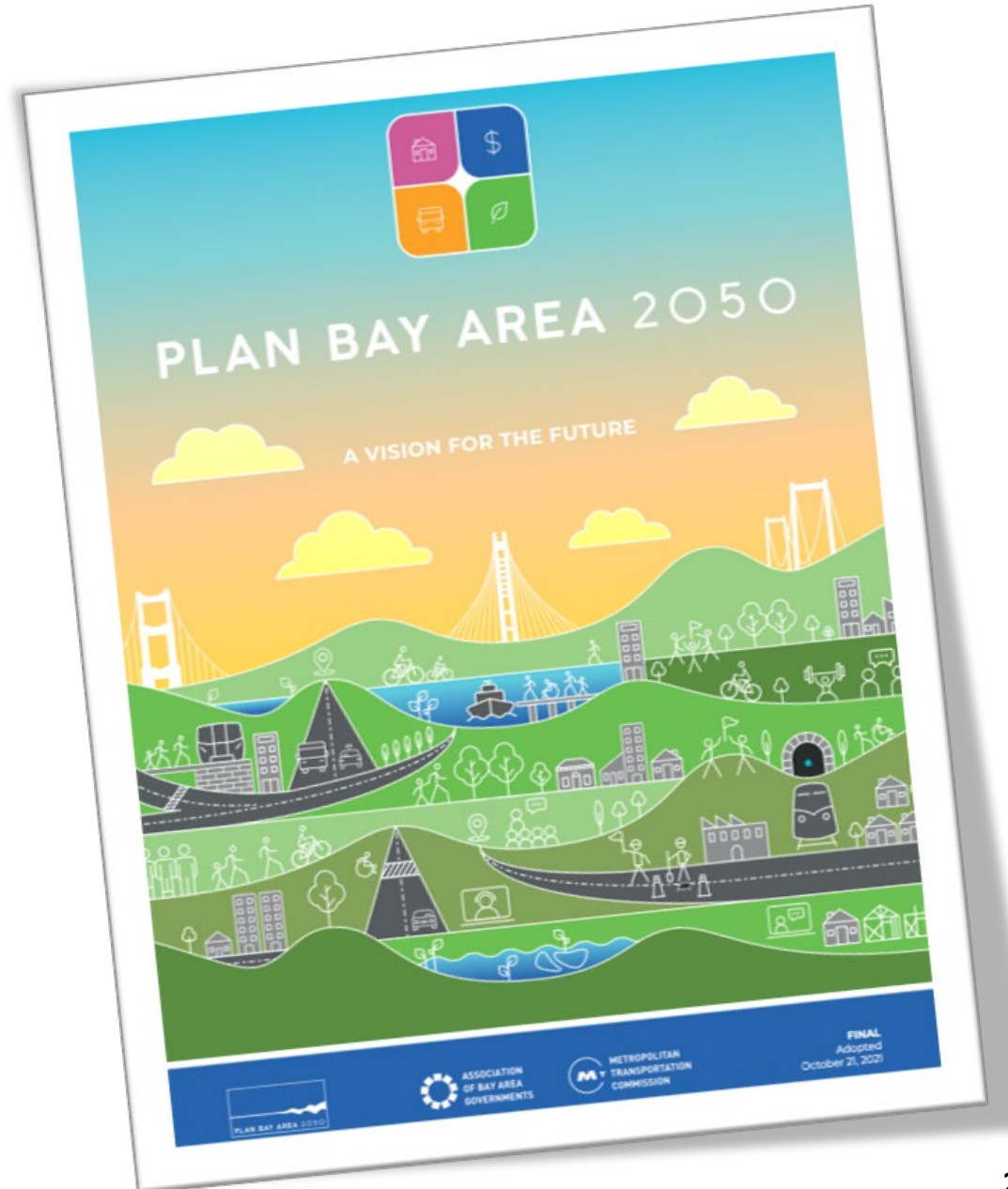
MTC Policy Advisory Council

July 28, 2023



Plan Bay Area 2050: Refresher

- Adopted in October 2021, Plan Bay Area 2050 represents the **most comprehensive regional vision to date**, leveraging deep community engagement and a strong commitment to equity when planning for an uncertain future.
- This long-range plan responded to clear direction from policy leaders to be **“bold and unflinching”** in identifying what it would take to address many of the region’s thorniest policy challenges.
- Since adoption, ABAG and MTC have been singularly focused on **advancing plan implementation to achieve regional outcomes.**



Plan Bay Area 2050+ and Transit 2050+

- Federal and state law require that the plan be **updated every four years**, with the next statutory deadline in **fall 2025**
- In December 2022, staff proposed advancing two long-range planning efforts in parallel:
 - *Plan Bay Area 2050+*: A **limited and focused update** to the solid foundation of Plan Bay Area 2050, with no required Regional Housing Needs Allocation (RHNA) process
 - *Transit 2050+*: A **service-oriented, fiscally-constrained transit network plan** for the nine-county Bay Area
- Plan Bay Area 2050 envisioned a robust, connected transit network, but the rapid change in commute patterns and reduction in anticipated revenue requires a comprehensive update via Transit 2050+

Plan Bay Area 2050+:

Responsible for targeted refinements to the plan's 29 strategies unrelated to transit

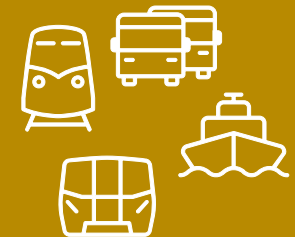
Plan Bay
Area 2050+



Transit 2050+:

Responsible for a comprehensive reimagining of the plan's six transit-oriented strategies

Transit
2050+



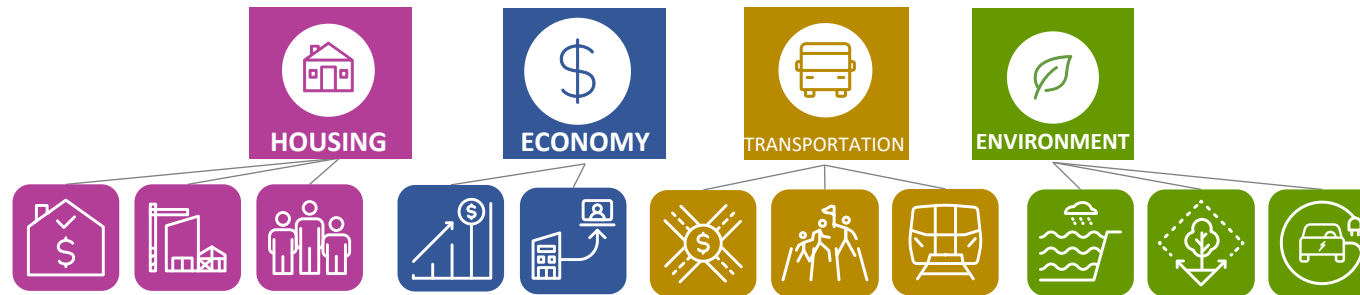
Plan Bay Area 2050+: Scope

In addition to addressing all federal and state planning requirements,
Plan Bay Area 2050+ will:

Leverage the vision and guiding principles established in Plan Bay Area 2050



Maintain the long-range plan's existing strategic framework and organization



Focus on three core priorities: education, implementation, and updated assumptions



Key Priorities for a Limited and Focused Update



Image Source: MidPen Housing



Image Source: Noah Berger



Image Source: Clipper



Image Source: Peter Beeler



Image Source: Karl Nielsen

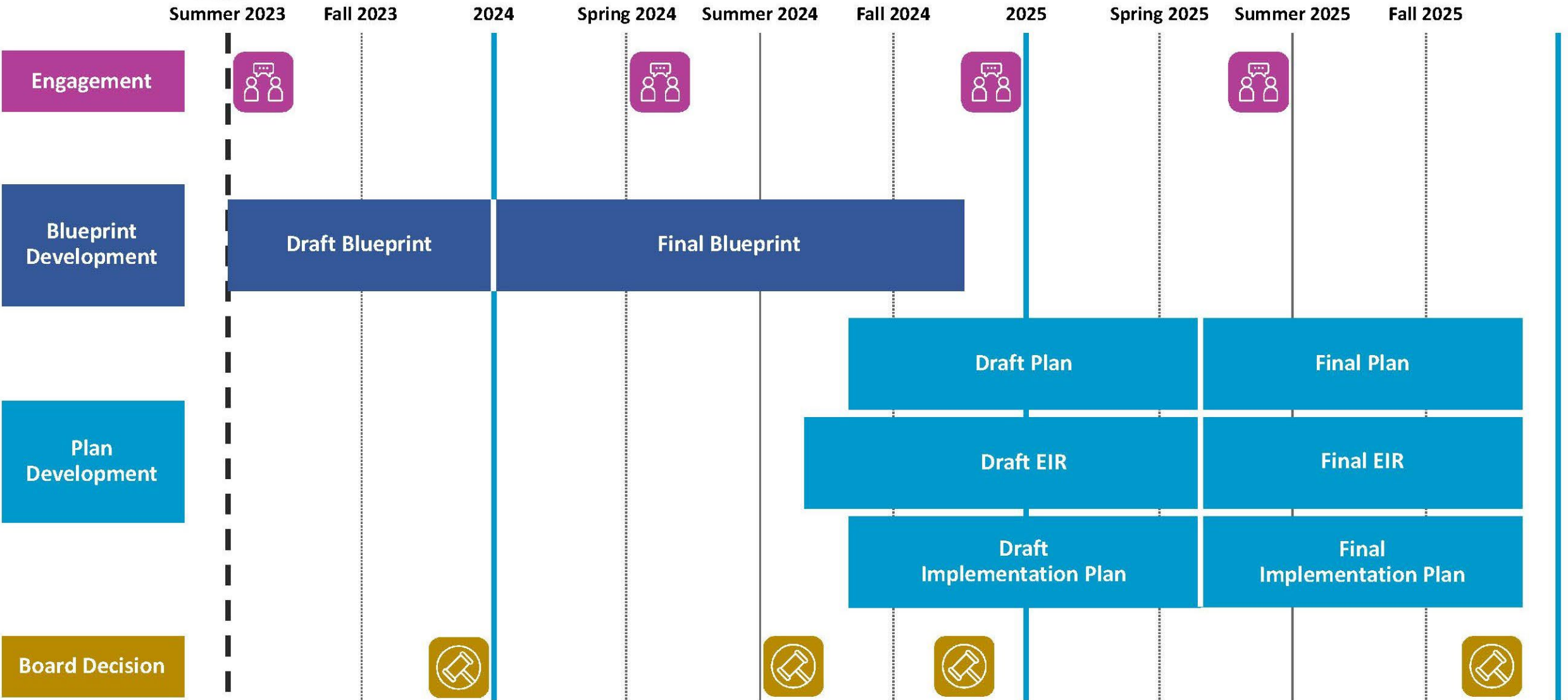


Image Source: Karl Nielsen

Education	Implementation	Updated Assumptions
<ul style="list-style-type: none"> • Provide the public with more background information on who we are, what we do, and why 	<ul style="list-style-type: none"> • Continue implementation of initiatives that will drive regional outcomes 	<ul style="list-style-type: none"> • Update the plan's technical and planning assumptions to better reflect the post-COVID environment
<ul style="list-style-type: none"> • Focus Plan Bay Area 2050+ education efforts on the purpose, strategies, and real-world impact of the long-range plan 	<ul style="list-style-type: none"> • Lean on high-profile implementation efforts to inform refinements to select plan strategies 	<ul style="list-style-type: none"> • Focus on financial forecasts, the regional economy, demographics, and areas likely to impact plan outcomes

Plan Bay Area 2050+: Schedule

We are here



For a more detailed project schedule, please see Attachment A

Plan Bay Area 2050+: Next Steps

- A **first round of public engagement** – including pop-ups, workshops, webinars, and a survey – will take place over **summer 2023**.
- Staff will provide **updates to committees** on a variety of topics over the course of 2023, including:
 - Draft Core Planning Assumptions (*September 2023 – Information*)
 - Anticipated Draft Blueprint Refinements (*October 2023 – Information*)
 - Round 1 Public Engagement Findings (*November 2023 – Information*)
 - Draft Blueprint Strategy Adoption (*December 2023 - Action*)



An individual participating at an event in Oakland. Credit: Noah Berger



PLAN BAY AREA 2050 +

Questions or Comments?

Chirag Rabari – crabari@bayareametro.gov

Plan Bay Area 2050+ Project Manager

Plan Bay Area 2050+: Key Milestones

Policy Advisory Council
July 28, 2023

Attachment B
Agenda Item 5b



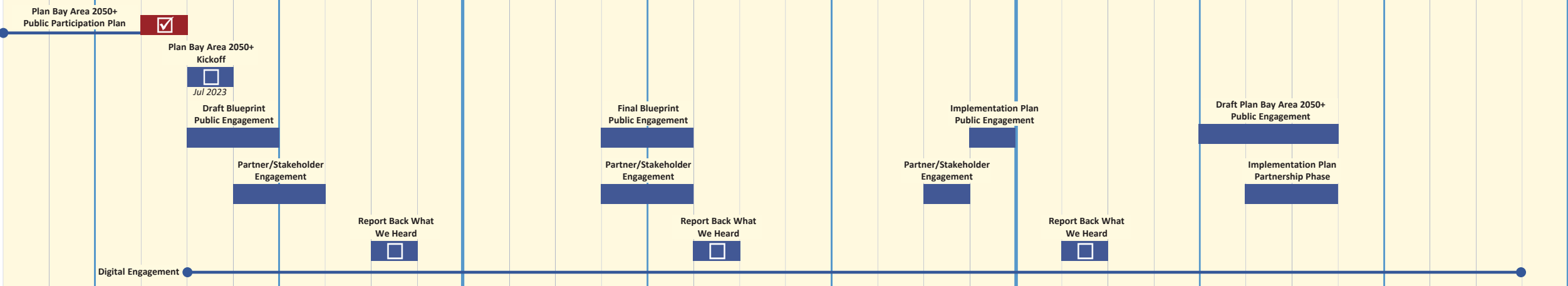
2023

2024

2025

Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
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Public and Stakeholder Engagement



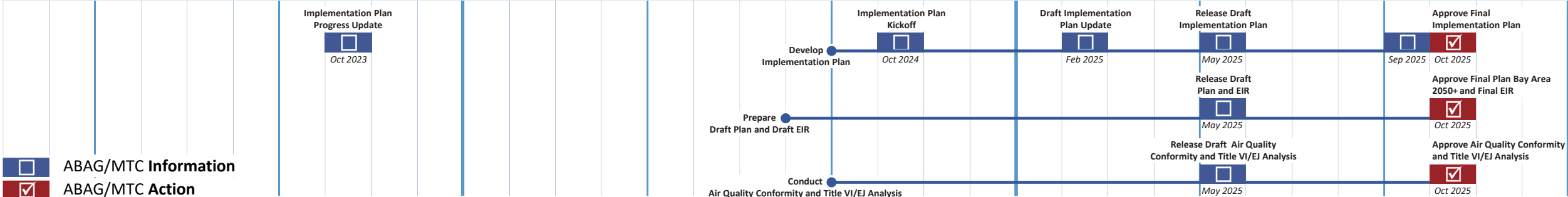
Planning Assumptions



Blueprint Development



Draft and Final Plan, EIR, and Implementation Plan



ABAG/MTC Information
 ABAG/MTC Action

*Core Planning Assumptions includes Regional Growth Forecast, Growth Geographies and External Forces.

(Dates are tentative and subject to change.)

Plan Bay Area 2050+ Engagement — Community-Based Organization (CBO) Partners

- Canal Alliance (Marin)
- Community Resources for Independent Living (CRIL) (Alameda)
- Deaf Counseling Advocacy & Referral Agency (DCARA) (Multi-county)
- Dixon Family Services (Solano)
- Green Hive (Solano)
- El Tímpano (Alameda)
- International Children Assistance Network's (ICAN) (Santa Clara)
- La Luz Center (Sonoma)
- LightHouse for the Blind and Visually Impaired (Multi-county)
- Monument Impact (Contra Costa)
- Richmond Main Street Initiative (Contra Costa)
- Rose Foundation for the Communities and the Environment (Multi-county)
- Self-Help for the Elderly (Multi-county)
- Vietnamese Voluntary Foundation (VIVO) (Santa Clara)
- UpValley Family Centers (Napa)
- Youth United for Community Action (YUCA) (San Mateo)
- Meta (San Mateo)

Plan Bay Area 2050+ Draft Blueprint: Pop-Up Workshop

[Plan Bay Area 2050+ Draft Blueprint: Pop-Up Workshop \(San Mateo County\)](#)

Wednesday, August 9, 2023 - 9 a.m. to 12 p.m.

East Palo Alto Community Farmers Market, Bloomhouse

2555 Pulgas Avenue, 94303 CA, United States

[Plan Bay Area 2050+ Draft Blueprint: Pop-Up Workshop \(Solano County\)](#)

Thursday, August 10, 2023 - 3 p.m. to 6 p.m.

Fairfield Farmers Market

600 Texas Street, 94533 CA, United States

[Plan Bay Area 2050+ Draft Blueprint: Pop-Up Workshop \(Napa County\)](#)

Friday, August 11, 2023 - 11 a.m. to 2 p.m.

American Canyon Walmart Supercenter

7011 Main Street, 94503 CA, United States

[Plan Bay Area 2050+ Draft Blueprint: Pop-Up Workshop \(San Francisco\)](#)

Sunday, August 13, 2023 - 10 a.m. to 1 p.m.

Outer Sunset Farmers Market & Mercantile

37th Avenue between Ortega & Quintara, 94122 CA, United States

[Plan Bay Area 2050+ Draft Blueprint: Pop-Up Workshop \(Alameda County\)](#)

Thursday, August 17, 2023 - 5:30 p.m. to 8:30 p.m.

Hayward Third Thursday Street Party

B Street between Foothill Boulevard and Hayward City Hall Plaza, 94541 CA, United States

[Plan Bay Area 2050+ Draft Blueprint: Pop-Up Workshop \(San Mateo County\)](#)

Saturday, August 19, 2023 - 9 a.m. to 12 p.m.

College of San Mateo Farmers Market

1700 W Hillsdale Boulevard, 94402 CA, United States

[Plan Bay Area 2050+ Draft Blueprint: Pop-Up Workshop \(Alameda County\)](#)

Sunday, August 20, 2023 - 10 a.m. to 1 p.m.

West Oakland Farmers Market

18th Street & Peralta Street, 94607 CA, United States

[Plan Bay Area 2050+ Draft Blueprint: Pop-Up Workshop \(Marin County\)](#)

Wednesday, August 23, 2023 - 12 p.m. to 3 p.m.

College of Marin — Kentfield Campus

835 College Avenue, 94904 CA, United States

[Plan Bay Area 2050+ Draft Blueprint: Pop-Up Workshop \(Santa Clara County\)](#)

Saturday, August 26, 2023 - 10 a.m. to 1 p.m.

R & S Gilroy Farmers Market

681 Leavesley Road (behind In-n-Out Burger), 95020 CA, United States

[Plan Bay Area 2050+ Draft Blueprint: Pop-Up Workshop \(Santa Clara County\)](#)

Sunday, August 27, 2023 - 12 p.m. to 3 p.m.

Silicon Valley Pride, Plaza de César Chávez Park

1 Paseo de San Antonio, 95113 CA, United States

[Plan Bay Area 2050+ Draft Blueprint: Pop-Up Workshop \(Contra Costa County\)](#)

Wednesday, September 6, 2023 - 12 p.m. to 3 p.m.

Diablo Valley College — Pleasant Hill Campus

321 Golf Club Road, 94523 CA, United States