



Metropolitan Transportation Commission

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

Meeting Agenda

Policy Advisory Council

Pamela Campos, Chair
Michael Baldini, Vice Chair

Friday, April 26, 2024

10:00 AM

Board Room - 1st Floor

This meeting shall consist of a simultaneous teleconference call at the following location(s):
523 4th Street, Suite 226, San Rafael, CA 94901
JoAnn Busenbark Conference Room, NVTA 625 Burnell St, Napa, CA 94559

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/85623065641>

iPhone One-Tap: US: +16699006833,,85623065641#

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: 856 2306 5641

International numbers available: <https://bayareametro.zoom.us/j/85623065641>

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.

Roster

Carline Au, Michael Baldini, Diana Benitez, Gabriel Borden, Pamela Campos (Vice Chair), Zack Deutsch-Gross, Anne Olivia Eldred, Ilaf Esuf, Christine (Chris) Fitzgerald, Gerry Glaser, William Goodwin, Dwayne Hankerson, Wendi Kallins, Randi Kinman (Chair), Charley Lavery, Adina Levin, Carina Lieu, Gabriela Orantes, Johnny Parker, Phillip Pierce, Vinay Pimple, Jeffrey Rhoads (Jeff), Terry Scott, Howard Wong, and Roland Wong

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

Quorum: A quorum of this council shall be a majority of its regular voting members (14).

2. Compensation Announcement – Clerk of the Council**3. Welcome and Chair's Report - Welcome and Chair's Report - Pamela Campos, MTC Council Chair**

- 3a. [24-0434](#) Chair's Report
(5 minutes)
Action: Information
Presenter: Pamela Campos, MTC Council Chair

4. Approval

- 4a. [24-0435](#) Approval of the March 22, 2024 Meeting Minutes
(5 minutes)
Action: Approval
Presenter: Pamela Campos, MTC Council Chair
Attachments: [4a 24-0435 2024-03-22 Policy Advisory Council Draft Minutes.pdf](#)

5. Public Comments / Other Business

*Members of the public participating by Zoom wishing to speak should use the "raise hand" feature or dial *9. When called upon, unmute yourself or dial *6.*

6. Regional Transportation Measure Update

- 6a. [24-0436](#) Regional Transportation Measure Update
(45 minutes)

Verbal update on the regional transportation measure, Senate Bill (SB)1031 (Wiener/Wahab): Connect Bay Area Act.
Action: Information
Presenter: Rebecca Long or Georgia Gann Dohrmann
Attachments: [6a 24-0436 Summary Sheet Regional Transportation Measure.pdf](#)

7. Information

- 7a. [24-0305](#) 2024 Equity Priority Communities Update
(45 minutes)

Findings from efforts to refresh the region's Equity Priority Communities (EPC) data layer in 2024 for use in Plan Bay Area 2050+ and related initiatives, in advance of a broader effort to re-imagine the EPC Framework starting later this year.

Action: Information

Presenter: Joshua Croff and Natasha Opfell

Attachments: [7ai 24-0305-Summary Sheet 2024 Draft EPC Update.pdf](#)
[7aii 24-0305 Attachment A 2024 Draft EPC Update.pdf](#)
[7aiii 24-0305 PowerPoint Attachment B 2024 Draft EPC Update.pdf](#)
[7aiv 24-0305 Attachment C Draft 2024 Equity Priority Communities ACS20](#)
[7av 24-0305 Attachment D Equity Priority Communities Comparison Maps](#)

- 7b. [24-0437](#) Staff Liaison Report
(3 minutes)

Overview of recent MTC policy decisions and other activities.

Action: Information

Presenter: Ky-Nam Miller, Staff Liaison

Attachments: [7bi 24-0437 Summary Sheet April 2024 Staff Liaison Report.pdf](#)
[7bii 24-0437 Attachment B 2024 Bay Area Summer Academy Flyer.pdf](#)
[7biii 24-0437 Attachment C Policy Advisory Council Annual Work Plan Up](#)

- 7c. [24-0438](#) Subcommittee Reports
(10 minutes)

Action: Information

Presenter: Christine Fitzgerald, Policy Advisory Council Equity & Access
Subcommittee Chair

- 7d. [24-0439](#) Council Member Reports
(5 minutes)

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

Action: Information

Presenter: Pamela Campos, MTC Council Chair

- 7e. [24-0440](#) New Business
(5 minutes)

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

Action: Discussion

Presenter: Pamela Campos, MTC Council Chair

8. Adjournment / Next Meeting

The next meeting of the MTC Policy Advisory Council will be held on Friday, May 24, 2024, at 10:00 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.

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

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

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

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

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

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

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

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

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



Metropolitan Transportation Commission

Meeting Minutes - Draft

Policy Advisory Council

Pamela Campos, Chair
Michael Baldini, Vice Chair

Agenda Item 4a

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

Friday, March 22, 2024

10:00 AM

Board Room - 1st Floor

Roster

Carline Au, Michael Baldini (Vice Chair), Diana Benitez, Gabriel Borden, Pamela Campos (Chair), Zack Deutsch-Gross, Anne Olivia Eldred, Ilaf Esuf, Christine (Chris) Fitzgerald, Gerry Glaser, William Goodwin, Dwayne Hankerson, Wendi Kallins, Randi Kinman, Charley Lavery, Adina Levin, Carina Lieu, Gabriela Orantes, Johnny Parker, Phillip Pierce, Vinay Pimple, Jeffrey Rhoads (Jeff), Terry Scott, Howard Wong, and Roland Wong

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

Present: 20 - Chair Pamela Campos, Vice Chair Michael Baldini, Council Member Carline Au, Council Member Diana Benitez, Council Member Gabriel Borden, Council Member Zack Deutsch-Gross, Council Member Chris Fitzgerald, Council Member Gerry Glaser, Council Member William Goodwin, Council Member Wendi Kallins, Council Member Randi Kinman, Council Member Charley Lavery, Council Member Adina Levin, Council Member Carina Lieu, Council Member Johnny Parker, Council Member Vinay Pimple, Council Member Jeffrey Rhoads, Council Member Terry Scott, Council Member Howard Wong and Council Member Roland Wong

Excused: 5 - Council Member Anne Olivia Eldred, Council Member Ilaf Esuf, Council Member Dwayne Hankerson, Council Member Gabriela Orantes and Council Member Phillip Pierce

The following individuals participated from noticed remote locations: Michael Baldini.

Members Christine (Chris) Fitzgerald, Carina Lieu, and Jeffrey Rhoads invoked AB 2449.

2. Compensation Announcement – Clerk of the Council

3. Welcome and Chair's Report - Welcome and Chair's Report - Pamela Campos, MTC Council Chair

3a. [24-0231](#) Chair's Report
(5 minutes)

Action: Information

Presenter: Pamela Campos, MTC Council Chair

4. Approval

- 4a. [24-0232](#) Approval of the February 23, 2024 Meeting Minutes
(5 minutes)

Action: Approval

Presenter: Pamela Campos, MTC Council Chair

Attachments: [4a 24-0232 2024-02-23 Policy Advisory Council Draft Minutes.pdf](#)

Upon the motion by Council Member Terry Scott and seconded by Council Member Gerry Glaser, the February 23, 2024 Meeting Minutes were unanimously approved. The motion carried by the following vote:

- Aye:** 16 - Chair Pamela Campos, Vice Chair Michael Baldini, Council Member Carline Au, Council Member Diana Benitez, Council Member Gabriel Borden, Council Member Zack Deutsch-Gross, Council Member Chris Fitzgerald, Council Member Gerry Glaser, Council Member Wendi Kallins, Council Member Randi Kinman, Council Member Adina Levin, Council Member Carina Lieu, Council Member Johnny Parker, Council Member Jeffrey Rhoads, Council Member Terry Scott and Council Member Roland Wong
- Absent:** 5 - Council Member Anne Olivia Eldred, Council Member Ilaf Esuf, Council Member Dwayne Hankerson, Council Member Gabriela Orantes and Council Member Phillip Pierce
- Abstain:** 4 - Council Member William Goodwin, Council Member Charley Lavery, Council Member Vinay Pimple and Council Member Howard Wong

5. Public Comments / Other Business

Aleta Dupree, Team Folds, was called to speak.

6. Regional Transportation Measure Update

- 6a. [24-0278](#) Regional Transportation Measure Update
(30 minutes)

Verbal update on the regional transportation measure, Senate Bill (SB) 1031 (Wiener/Wahab).

Action: Information

Presenter: Rebecca Long

Attachments: [6ai 24-0278 Summary Sheet Regional Transportation Measure.pdf](#)
[6aii 24-0278 Attachment A SB 1031 MTC ABAG Sacramento Tri
p Single Pages.pdf](#)

Aleta Dupree, Team Folds, was called to speak.
Warren Cushman was called to speak.

7. Information

- 7a. [24-0302](#) Exploring the Past, Present, and Future of Highways
(45 minutes)

Presentation highlighting relevant findings from various MTC initiatives related to future highway investments, including key policy tradeoffs related to reliability, mobility, climate, transit, and affordability.

Action: Information

Presenter: Dave Vautin

Attachments: [7ai 24-0302 Summary Sheet Exploring the Past Present and Future of Highways.pdf](#)
[7aii 24-0302 PowerPoint Exploring the Past Present and Future of Highways.pdf](#)

Aleta Dupree, Team Folds, was called to speak.

- 7b. [24-0233](#) Staff Liaison Report
(3 minutes)

Overview of recent MTC policy decisions and other activities.

Action: Information

Presenter: Nalungo Conley, Acting Staff Liaison

Attachments: [7bi 24-0233 Summary Sheet March 2024 Staff Liaison Report.pdf](#)
[7bii 24-0233 2024 Bay Area Summer Academy Flyer.pdf](#)
[7biii 24-0233 Attachment C Title 1 Schools.pdf](#)

- 7c. [24-0234](#) Subcommittee Reports
(10 minutes)

Action: Information

Presenter: Christine Fitzgerald, Policy Advisory Council Equity & Access Subcommittee Chair

- 7d. [24-0235](#) Council Member Reports
(5 minutes)

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

Action: Information

Presenter: Pamela Campos, MTC Council Chair

- 7e. [24-0236](#) New Business
(5 minutes)

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

Action: Discussion

Presenter: Pamela Campos, MTC Council Chair

8. Adjournment / Next Meeting

The next meeting of the MTC Policy Advisory Council will be held on Friday, April 26, 2024, at 10:00 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

April 26, 2024

Agenda Item 6a

Regional Transportation Measure Update

Subject:

Verbal update on the regional transportation measure, Senate Bill (SB)1031 (Wiener/Wahab):
Connect Bay Area Act.

Background:

Staff will provide a verbal update and be available to answer questions related to SB 1031
(Wiener/Wahab), the enabling legislation for the regional transportation measure.

Issues:

None identified.

Recommendations:

Information.

Attachments:

- None

Metropolitan Transportation Commission

Policy Advisory Council

April 26, 2024

Agenda Item 7a

2024 Equity Priority Communities Update

Subject:

Findings from efforts to refresh the region's Equity Priority Communities (EPC) data layer in 2024 for use in Plan Bay Area 2050+ and related initiatives, in advance of a broader effort to re-imagine the EPC Framework starting later this year.

Background:

Since 2001, MTC has been using data from the American Community Survey to identify communities (census tracts) that may have historically faced disadvantage and underinvestment due to their background or socioeconomic status. MTC has continually updated the framework definition — with data updated every four years — as part of updates for Plan Bay Area, the regional long-range plan. The Equity Priority Communities framework helps MTC make decisions on investments that meaningfully reverse the disparities in access to transportation, housing, and other community services. Formerly called "Communities of Concern," Equity Priority Communities are census tracts with a significant concentration of underserved populations, such as low-income households and people of color. A combination of additional factors helps define these areas.

Given that a re-envisioning process for the EPC Framework is slated to begin later in 2024, staff have continued to leverage the existing methodology approved by the Commission under MTC Resolution No. 4217, while integrating the most current data. This draft 2024 release of the updated EPCs is intended for use in Plan Bay Area 2050+ and related efforts. While the methodology remains consistent with past updates, EPC concentration thresholds have been recalculated using the most recent American Community Survey data (ACS 2018-2022).

Between the current update and the previous one, census tract boundaries have changed due to population and development patterns shifts, increasing the number of tracts identified. Though the number of EPCs in the nine-county region has increased, there has been a modest decline in the share of Bay Area census tracts identified as EPCs since the previous plan, mainly due to a continued decline in low-income households.

Attachments A and B provide further technical details on the 2024 EPC update, including crucial data considerations, demographic changes, findings, and next steps, with detailed maps at the regional and county scales included in **Attachments C and D**. Staff are seeking the Council's feedback and inquiries on the draft maps prior to finalizing 2024 EPC data layer later this spring.

Next Steps:

The draft 2024 EPC maps and supporting materials are currently available on the MTC website (<https://mtc.ca.gov/planning/transportation/access-equity-mobility/equity-priority-communities>) and are being circulated to key partners and stakeholders, including County Transportation Authorities, local jurisdictions, and community-based organizations. Staff is requesting comments on these materials by May 15, 2024. In the next few months, staff will respond to comments, questions, and clarifications and make technical adjustments as needed before finalizing and publishing materials and resources online in the late spring. The new EPC layer will be used in Plan Bay Area 2050+ Blueprint analyses and the Final Equity Analysis Report, among other essential deliverables.

Following this update in late 2024, MTC will kick off a multi-year re-envisioning of the EPC framework. This re-envisioning will conduct a complete examination of the current framework, build on the collaboration from past planning efforts, partner with key stakeholders (e.g., MTC's Policy Advisory Council, community-based organizations, historically underserved communities), and seek to address known gaps in the existing EPC methodology.

Issues:

None identified.

Recommendations:

Information.

Attachments:

- Attachment A: Technical Memo
- Attachment B: PowerPoint
- Attachment C: Draft Regional Map of 2024 EPCs
- Attachment D: Draft County-Specific Maps of 2024 EPCs

Agenda Item 7a
Attachment A

MEMORANDUM

TO: MTC Policy Advisory Council
FR: Joshua Croff and Natasha Opfell, MTC/ABAG Staff
RE: Draft 2024 Equity Priority Communities Update

DATE: April 26, 2024

Summary

This memorandum presents the calendar year 2024 update to the MTC Equity Priority Communities (EPCs) for use in Plan Bay Area 2050+ and related efforts. While the methodology to determine whether a census tract is an EPC remains consistent with past updates, the concentration thresholds have been recalculated using the most recent American Community Survey data (ACS 2018-2022). Between the current update and the previous one, census tract boundaries have changed due to shifts in population and development patterns, resulting in an increase in the number of tracts identified. Though the absolute number of EPCs in the nine-county region has increased, there has been a modest decline in the share of Bay Area census tracts identified as EPCs since the previous plan, largely due to a continued decline in low-income households. Staff are seeking feedback and inquiries on the updated draft EPC maps and related materials from key partners and stakeholders, prior to finalizing the EPCs later this spring.

2020 Decennial Census Boundary Changes

Several important changes to Census geographies occurred between 2010 and 2020, which impact the current update to Equity Priority Communities as the first EPC update released after the completion of the 2020 Census. Many statistical areas, like census tracts and block groups, are updated once per decade to reflect shifts in population and development patterns reported through the decennial Census. Census Bureau guidelines recommend that Census tracts be

merged with adjacent tracts when the population is below 1,200 or housing units are below 480. Guidelines recommend splits when tract population is above 8,000 or housing units exceed 3,200.¹ The American Community Survey (ACS) publishes estimates using vintages, representing the latest available geographic boundaries. For the ACS 5-year estimates, the vintage is the last year of the multi-year period.² For Plan Bay Area 2050, the adopted EPCs are based on ACS 2014-2018, which used 2018 vintage boundaries last changed in 2010. The latest update uses ACS 2018-2022, which uses 2022 vintage boundaries, which were last updated in 2020.

All counties saw an increase in the number of total tracts between Plan Bay Area 2050 and the current update to Plan Bay Area 2050+, with the exception of Napa which remained unchanged as shown in **Table 1**. Census boundaries can be split or merged, or in some cases, boundaries can be modified to enlarge or shrink existing tracts, which poses challenges for comparisons. Prior updates on this subject have contextualized changes in terms of absolute values; however, this memorandum will contextualize changes in terms of shares due to changes in tract boundaries.

¹ U.S. Census Bureau, 2018 November, 19, *2020 Census Participant Statistical Areas Program (PSAP) Quick Reference: Census Tracts* Retrieved January 30th, 2024, from <https://www2.census.gov/geo/pdfs/partnerships/psap/G-650.pdf>

² U.S Census Bureau, *Geography and the American Community Survey: What Data Users Need to Know*. Census.gov. Retrieved January 30th, 2024, from <https://www.census.gov/programs-surveys/acs/library/handbooks/geography.html>

Table 1: Total Number of Census Tracts by Vintage

County	# Tracts in Plan Bay Area 2050 (ACS 2014-2018)	# Tracts in Plan Bay Area 2050+ (ACS 2018-2022)	Net Change
Alameda	361	379	+18
Contra Costa	208	242	+34
Marin	56	63	+7
Napa	40	40	0
San Francisco	197	244	+47
San Mateo	158	174	+16
Santa Clara	372	408	+36
Solano	96	100	+4
Sonoma	100	122	+22
Total	1588	1772	184

Impact of COVID-19 Pandemic on American Community Survey Data Collection

In 2020 and 2021, the American Community Survey (ACS) faced significant hurdles in data collection due to the COVID-19 pandemic, resulting in only two-thirds of the typical responses being gathered. In 2020, the ACS changed their survey collection protocol, suspending mail operations starting mid-March through June 2020. Limited mail operations were resumed in July 2020. The full five-piece mail strategy was resumed in April 2021, impacting both 2020 and 2021 collection. During this modified protocol, the internet option was available only to a subset of the full sample due to reduced mailings between April and June 2020.³

³ U.S. Census Bureau, 2021 November 5, *American Community Survey Impact from the COVID-19 Pandemic*, Retrieved January 29th, 2024 from <https://www2.census.gov/about/partners/cac/nac/meetings/2021-11/presentation-american-community-survey-experience-2020-data.pdf>

Consequently, the 2020 segment of the 2016-2020 five-year estimates experienced a notable increase in margins of error, rising by approximately 15% to 20% relative to previous years. This spike underscores the importance of considering margins of error, particularly in comparisons involving smaller geographic areas or populations, where accuracy is paramount. Because ACS five-year estimates continue to integrate pandemic-era years into their rolling averages, ACS 2016-2020 estimates were not the only ones impacted; ACS 2018-2022 estimates which are used for Plan Bay Area 2050+ EPC mapping were also affected. The Census Bureau continues to publish data despite higher margins of error than are typical for newer datasets because they “believe that there is a critical need for the ACS data as it is the only source of data for small geographic areas”.⁴

Methodology to Determine Equity Priority Communities

MTC defined “Communities of Concern” (CoCs) for the Regional Transportation Plans (RTPs) adopted in 1999, 2003 and 2007 as areas with a significant concentration of either minority or low-income households. For Plan Bay Area (2013) – the first long-range plan integrating transportation and land use – CoCs were defined either as census tracts with a significant concentration of minority and low-income households or as census tracts that have a concentration of four or more of eight disadvantage factors, detailed below in Table 2. For Plan Bay Area 2040 (2017), this definition was further modified based on Regional Equity Working Group (REWG) feedback to census tracts that have a concentration of both minority and low-income households, or that have a concentration of three or more of the remaining six factors (#3 to #8), but only if they also have a concentration of low-income households. This methodology is detailed in MTC Resolution No. 4217 (Equity Framework for Plan Bay Area 2040).

⁴ U.S. Census Bureau, *Increased Margins of Error in the 5-Year Estimates Containing Data Collected in 2020*. Census.gov. Retrieved January 29, 2024, from <https://www.census.gov/programs-surveys/acs/technical-documentation/user-notes/2022-04.html>

In May 2021, the “Communities of Concern” nomenclature was updated to “Equity Priority Communities” across work products including Plan Bay Area 2050. This change reflects broad community consensus that the terminology should be more positive, empowering, forward looking, communicate “priority” and intentionality, and be short and easily understood. In addition to the updated nomenclature, staff recommended broad reexamination of the existing framework given shifting demographic trends in the region. As part of a longer-term effort, staff recommended revising the framework to be more issue specific, such as by identifying transit-deficient or rent-burdened communities; better identifying and addressing the needs of those with disabilities; addressing known gaps in the methodology, such as displacement of low-income populations leading to lower concentrations; and recognizing that a place-based framework is only one dimension.

Staff will continue to utilize the existing EPC methodology for Plan Bay Area 2050+, given that it is a limited and focused update to the long-range regional plan. However, staff intend to kick off a broader, multi-year effort to re-envision the EPC Framework later in 2024, for integration into the next long-range regional plan, Plan Bay Area 2060, as well as other future initiatives.

Concentration Thresholds for Equity Priority Community Disadvantage Factors

The thresholds to determine “significant concentration” for each disadvantage factor at the tract level are based on the regional mean and the standard deviation above the regional mean. For Plan Bay Area 2050, staff calculated thresholds using the latest ACS data to be exactly the regional mean plus half a standard deviation for consistency purposes across factors.

For Plan Bay Area 2050+, staff has recalculated thresholds using the latest ACS data, as shown in **Table 2**, setting the threshold at exactly the regional mean plus half a standard deviation to maintain consistency with Plan Bay Area 2050. With this, three of the eight factors have lower concentration thresholds, three have higher concentration thresholds, and two stayed the same in comparison to Plan Bay Area 2050 thresholds. With thresholds set based on regional demographics, lower concentration thresholds imply that a greater number of census tracts would be EPCs if the tract-level demographics held relatively constant.

Table 2: Equity Priority Communities for Plan Bay Area 2050 vs. Plan Bay Area 2050+

<i>Disadvantage Factor</i>	Adopted Thresholds Plan Bay Area 2050		Proposed Thresholds Plan Bay Area 2050+	
	<i>Regional Mean of Tract-Level Population</i>	<i>Concentration Threshold</i>	<i>Regional Mean of Tract-Level Population</i>	<i>Concentration Threshold</i>
1. People of Color	58%	70%	61%	72%
2. Low Income (<200% Federal Poverty Level – FLP)	21%	28%	18%	24%
3. Limited English Proficiency	8%	12%	7%	11%
4. Zero-Vehicle Household	9%	15%	10%	16%
5. Seniors 75 Years and Over	6%	8%	7%	10%
6. People with Disability	10%	12%	10%	12%
7. Single-Parent Family	13%	18%	12%	16%
8. Severely Rent-Burdened Household	10%	14%	10%	14%
<i>Definition</i> – census tracts that have a concentration of both people of color and low-income households, or that have concentration of 3 or more of the remaining 6 factors (#3 to #8) but only if they also have a concentration of low-income households.				

Context: Recent Demographic Shifts

Following trends from the previous update to EPCs during Plan Bay Area 2050, the largest overall demographic shift continues to be in the percentage of low-income households in the region, which decreased from 21% to 18%, as shown in **Table 2**. Notably, all counties saw a decline in the share of low-income residents relative to Plan Bay Area 2050 analyses.

The region's racial diversity has continued to increase, consistent with previous EPC updates. Overall, the share of people of color in the region rose modestly from 58% to 61%, as indicated in Table 1. Among counties, Marin, Solano, and most notably San Francisco saw declines in the share of people of color compared to Plan Bay Area 2050 analyses, while Contra Costa, San Mateo, and Santa Clara had higher percentages than previously. Alameda, Napa, and Sonoma Counties showed no change in the percentage of people of color.

Since EPC analyses were conducted for Plan Bay Area 2050, the share of White residents declined by 3%, accelerating a downward trend observed over the past two plan cycles as shown in **Table 3**. Asian & Pacific Islander residents increased by 3%, while growth in the 'Other' group increased by 1%, driven by people identifying as two or more races. The share of Black and Latino residents remained unchanged since Plan Bay Area 2050.

Table 3: Racial Composition of the Bay Area Population⁵

<i>Race/Ethnicity</i>	2018		2022		Change	
	<i>Number</i>	<i>Percent</i>	<i>Number</i>	<i>Percent</i>	<i>Number</i>	<i>Percent</i>
White	3,046,000	40%	2,830,000	37%	-216,000	-3%
Asian & Pacific Islander ⁶	2,013,000	26%	2,165,000	28%	152,000	+2%
Latino (any race)	1,811,000	24%	1,819,000	24%	8,000	0%
Black	447,000	6%	438,000	6%	-9,000	0%
Other ⁷	359,000	5%	434,000	6%	75,000	+1%
Total Population	7,676,000	-	7,686,000	-	10,000	-

⁵ Compares American Community Survey 5-year estimates 2014-2018 and 2018-2022 B03002.

⁶ Includes 'Asian' and 'Native Hawaiian & Other Pacific Islander'

⁷ Includes 'American Indian or Alaska Native', 'Two or More Races', 'Other Race'

Impact of Demographic Shifts and Data Update on Equity Priority Communities

Though there have been demographic shifts as referenced above, most of these shifts have not had a considerable impact on determining whether a census tract is an EPC. The declining share of low-income households plays a modest but meaningful role in the total number of EPCs identified, similar to Plan Bay Area 2050. It should be noted that between Plan Bay Area 2050 and Plan Bay Area 2050+, the number of tracts increased from 1,588 to 1,772 as discussed in the section **2020 Decennial Census Boundary Changes**. As shown in **Table 4**, there is a one percent drop in the number of tracts with a concentration of low-income households. Consequently, there is a one percent drop of tracts classified as EPCs in Plan Bay Area 2050+ under the first definition of concentrated low-income and minority households. There is no change in the percent of tracts classified as EPCs under the second definition. Taken together, there are one percent fewer tracts classified as EPCs. A draft regional EPC map is included in Attachment C.

Table 4: Change in EPCs based on Tract-Level Thresholds of Disadvantaged Populations

<i>Criteria</i>	Plan Bay Area 2050		Plan Bay Area 2050+		Change	
	<i>Number</i>	<i>Percent</i>	<i>Number</i>	<i>Percent</i>	<i>Number</i>	<i>Percent</i>
Definition 1: Low-Income and People of Color	273	17%	281	16%	+8	-1%
Definition 2: Low-Income and Three or More Disadvantage Factors	66	4%	72	4%	+6	0%
Total EPC Tracts	339	21%	353	20%	+14	-1%
Total Tracts	1,588	100%	1,772	100%	+184	-

Since Plan Bay Area 2050, most counties saw a decrease in the percentage of tracts determined to be EPCs. Napa and Santa Clara counties saw no change in the percentage of EPC tracts, while Marin saw a four percent increase, as shown in **Table 5** on page 8. Changes by county are further described below; county-specific EPC draft maps demonstrating changes in EPCs between Plan Bay Area 2050 and Plan Bay Area 2050+ are included in Attachment D for further reference.

- 1. Alameda County:** In Alameda County, several tracts **lost EPC status** in west Berkeley, Hayward and Downtown San Leandro mostly due to a decline in the share of low-income residents. **New EPC tracts** emerged in Albany and Fremont due to increases in the share of low-income residents.
- 2. Contra Costa County:** In Contra Costa County, Richmond had **notable losses and gains of EPC tracts**. Tracts were lost in the south-eastern area and emerged in the north Richmond area. Tracts in south-eastern Richmond were lost due to a decline in the share of low-income residents while new tracts emerged in north Richmond due to an increase in the share of low-income residents. **New EPC tracts** emerged in southern Antioch due to an increase in the share of people of color and the share of low-income residents.
- 3. Marin County:** In Marin County, Unincorporated Marin County in the Marin City area **lost an EPC tract**. This is notable because it was one of the only EPC designated tracts in that area of the county. The tract lost EPC designation due to a decline in the share of people of color. **New EPC tracts** emerged in Novato, where there were previously no EPC designated tracts, due to increases in the shares of single-parent families and those with limited English proficiency.

4. **Napa County:** In Napa County, Calistoga, and southern Napa **lost EPC tracts**. Notably, Calistoga lost its only EPC designated tract. These areas lost EPC tracts due to a combination of factors including declines in the shares of low-income residents, those with limited English proficiency, disabled residents, rent-burdened households, and single-parent families. **New EPCs emerged** in the northern area of American Canyon and northern Napa due to an increase in the share of low-income residents.
5. **San Francisco:** In San Francisco, Bayview/Hunters Point, Civic Center, and southern neighborhoods **lost EPC tracts** mostly due to a decline in the share of low-income residents. **New EPC tracts** emerged in the east Mission/Potrero Hill, and Park Merced neighborhoods due to an increase in the shares of low-income residents, single-parent families, and rent-burdened households.
6. **San Mateo County:** In San Mateo County, East Palo Alto, Menlo Park, and South San Francisco **lost EPC tracts**. East Palo Alto's city limits previously encompassed all EPC designated tracts but lost several due to tract splits and a decline in the share of low-income residents.
7. **Santa Clara County:** In Santa Clara County, San Jose had **notable losses and gains of EPC tracts**. Tracts were lost in the north-eastern areas and emerged in the south-eastern areas. Santa Clara and Sunnyvale also **lost EPC tracts**. The majority of tracts lost EPC status due to a decline in the share of low-income residents. **New EPC tracts** emerged in Milpitas, western Mountain View, south Sunnyvale. Mountain View and Milpitas previously had no EPC tracts. Tracts emerged in these areas due to a combination of increases in the shares of low-income residents and people of color, or low-income residents and other EPC factors.
8. **Solano County:** In Solano County, Dixon and Vallejo **lost EPC tracts**. **New EPC tracts** emerged in Unincorporated Solano County north of Suisun Bay. The new EPC tract is notable due to its size but much of the population is likely concentrated in or around Suisun City. The tract became an EPC due to an increase in the shares of low-income residents and people of color.

9. Sonoma County: In Sonoma County, the southwest areas of Santa Rosa, northern Rohnert Park, and rural areas near the unincorporated community of Monte Rio **lost EPC tracts.**

Rohnert Park lost tracts due to a decline in the share of low-income residents, while tracts near Monte Rio and in Santa Rosa lost tracts due to a decline in the shares of disabled and rent-burdened residents, and single-parent families.

Table 5: Change in EPCs by County

<i>County</i>	Tracts (ACS 14-18)	Tracts (ACS 18-22)	EPC Tracts in Plan Bay Area 2050		EPC Tracts in Plan Bay Area 2050+		Change	
	<i>Number</i>	<i>Number</i>	<i>Number</i>	<i>Percent</i>	<i>Number</i>	<i>Percent</i>	<i>Number</i>	<i>Percent</i>
Alameda	361	379	101	28%	101	27%	0	-1%
Contra Costa	208	242	50	24%	50	21%	0	-3%
Marin	56	63	4	7%	7	11%	+3	+4%
Napa	40	40	5	12%	5	12%	0	0%
San Francisco	197	244	51	26%	60	25%	+9	-1%
San Mateo	158	174	22	14%	19	11%	-3	-3%
Santa Clara	372	408	63	17%	69	17%	+6	0%
Solano	96	100	28	29%	27	27%	-1	-2%
Sonoma	100	122	15	15%	15	12%	0	-3%
Total	1,588	1,772	339	21%	353	20%	+14	-1%

Next Steps

In addition to sharing with the MTC Policy Advisory Council, staff have released the updated Equity Priority Communities on a draft basis and shared with other key partners and stakeholders, including local jurisdictions and County Transportation Authorities. Staff will respond to comments, questions, and clarifications, and make technical adjustments as needed, prior to finalizing and publishing materials and resources online in late spring 2024.

Additional resources are available on the MTC website at

<https://mtc.ca.gov/planning/transportation/access-equity-mobility/equity-priority-communities>.

Once finalized, the new EPC layer will be used in Plan Bay Area 2050+ Blueprint analyses as well as the Final Equity Analysis Report, among other important deliverables. The broader multi-year effort to re-envision the EPC framework will kick off later in 2024.



PLAN BAY AREA 2050 +



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METROPOLITAN TRANSPORTATION COMMISSION

2024 Equity Priority Communities Update

*Data update using America Community Survey (ACS) 2022 5-
Year Estimates*

MTC Policy Advisory Council

April 26, 2024

Today's Agenda



What are Equity Priority Communities (EPCs)?



2024 EPC Update



What is next for MTC Equity Priority Communities?

What are EPCs?

- EPCs are designated geographies (census tracts) that have high concentrations of underserved populations.
- EPCs are recalculated every four years using the latest American Community Survey Data.
- EPCs were known as Communities of Concern (CoC) until May 2021.
- The methodology that identifies EPCs was revised in 2016 and remains unchanged.



Photo: Julia Robertson

How are EPCs Defined?

- EPCs are census tracts that have a significant concentration of disadvantage “factors”.
- “Thresholds” are created to determine statistically significant concentrations for each “factor”.
- How does a tract qualify to be an EPC?
 1. Meets thresholds for both people of color and low-income households
 2. Meets thresholds for both low-income households and three of any of the remaining six factors

MTC Equity Priority Community Disadvantage Factors

Low Income

People Of
Color

People With
Disabilities

Limited
English
Proficiency

Zero-Vehicle
Household

Seniors 75
Years and
Over

Single-Parent
Family

Severely Rent-
Burdened
Household

How are EPCs Used?



Within MTC/ABAG

- Planning (*e.g., Plan Bay Area*)
- Funding decisions
- Public engagement

Beyond MTC/ABAG

- Equity analyses
- Prioritizing projects
- Grants and funding

Data Considerations for 2024 EPC Update

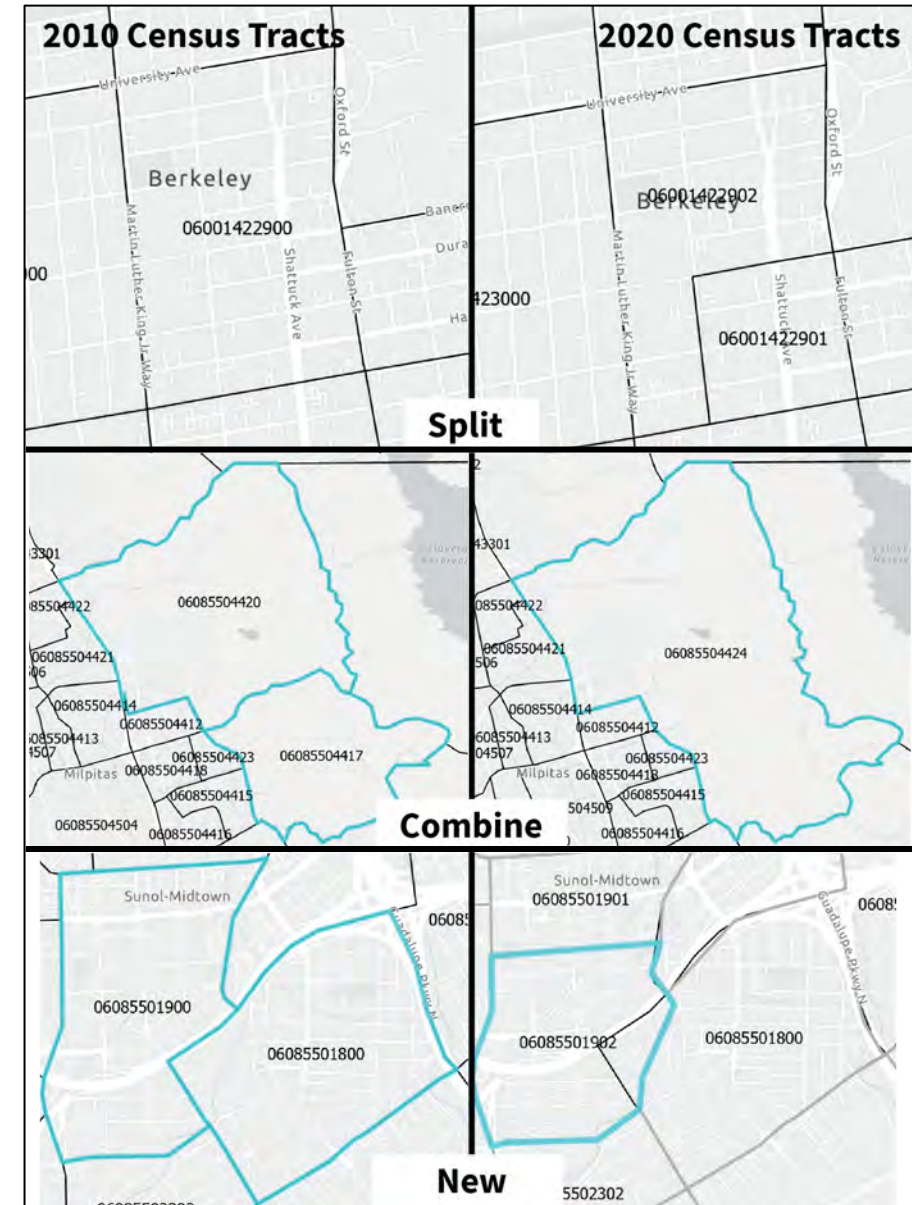
Limited and Focused Update Using ACS Data from 2018-2022

Census Tract Boundary Changes

- Bay Area census tracts (EPC unit of analysis) **increased** from **1,588** tracts to **1,772**, posing challenges for comparisons
- Number of census tracts increased in all counties except Napa

COVID-19 Impacts

- In 2020 and 2021, only two-thirds of the typical survey responses were gathered
- Margins of error were higher than normal



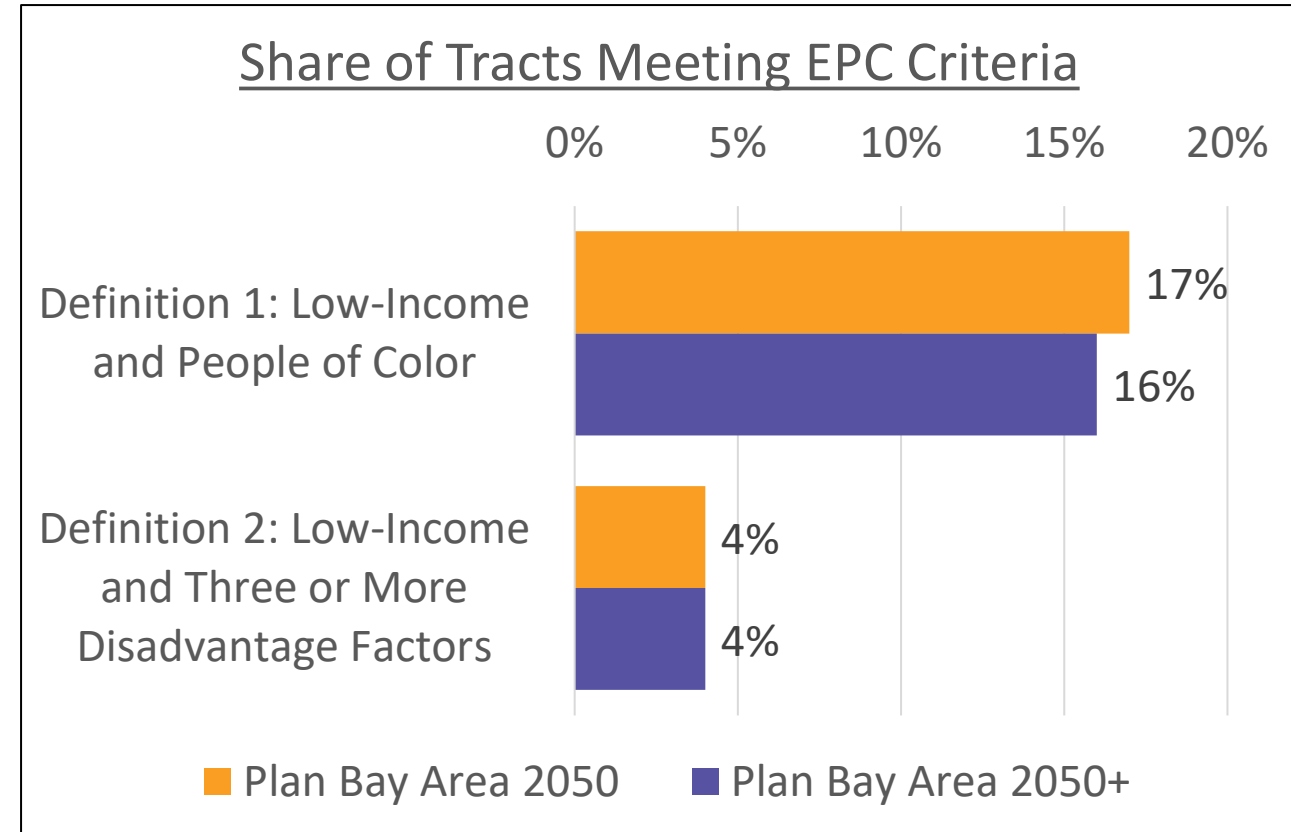
Updated EPC Concentration Thresholds

<i>Disadvantage Factor</i>	Adopted Thresholds: Plan Bay Area 2050		Proposed Thresholds: Plan Bay Area 2050+		<i>Change</i>
	<i>Mean of Tract-Level Concentration</i>	<i>Concentration Threshold</i>	<i>Mean of Tract-Level Concentration</i>	<i>Concentration Threshold</i>	
People of Color	58%	70%	61%	72%	↑
Low Income (< 200% FPL)	21%	28%	18%	24%	↓
Limited English Proficiency	8%	12%	7%	11%	↓
Zero-Vehicle Household	9%	15%	10%	16%	↑
Seniors 75 Years and Over	6%	8%	7%	10%	↑
People with Disability	10%	12%	10%	12%	—
Single-Parent Family	13%	18%	12%	16%	↓
Rent-Burdened Household	10%	14%	10%	14%	—

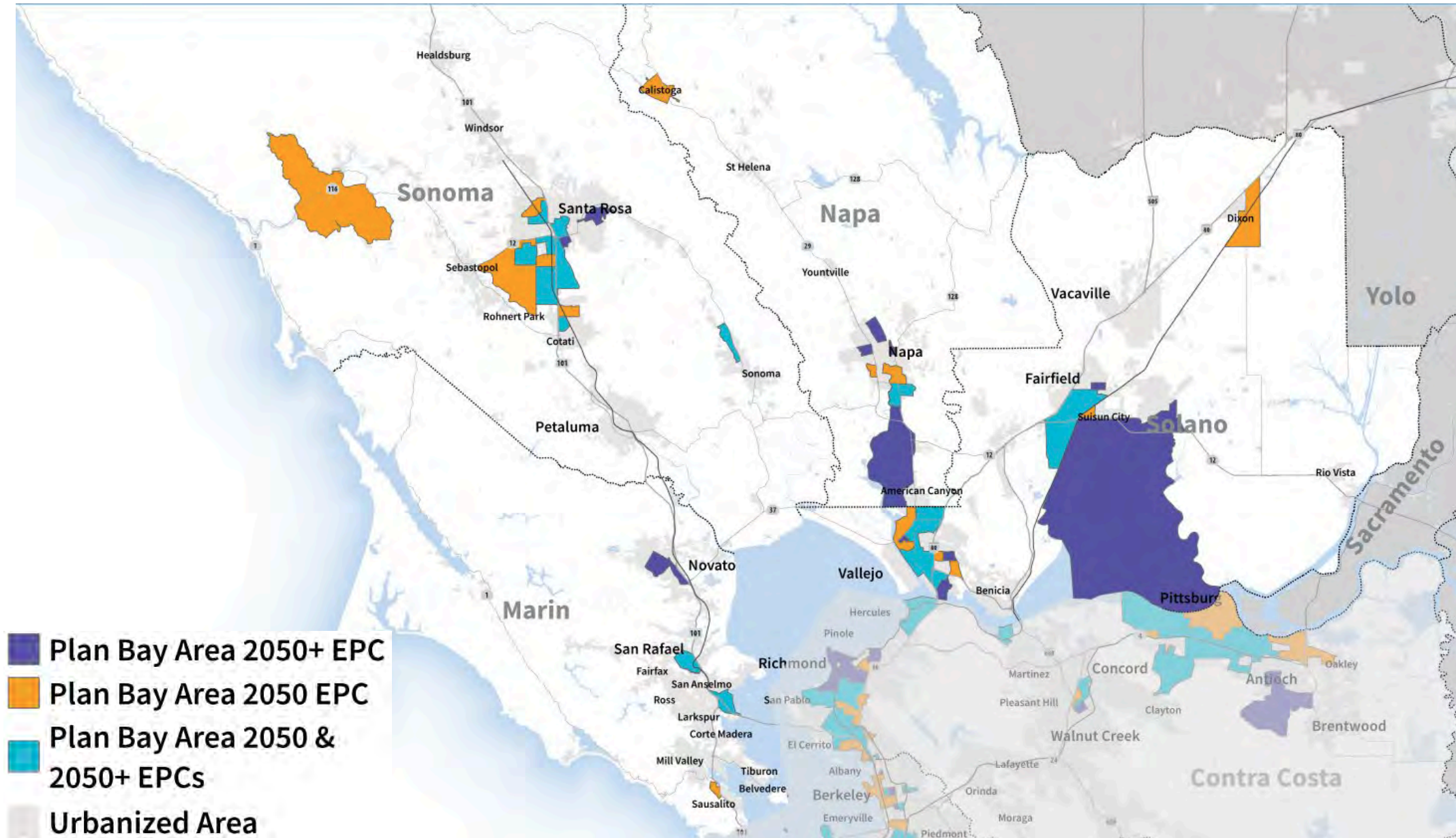
For Plan Bay Area 2050 and Plan Bay Area 2050+, thresholds were set at exactly the mean of concentrations at the tract-level plus half a standard deviation. Data sourced from American Community 5-Year Estimates for 2014-2018, 2018-2022.

Plan Bay Area 2050+ vs. Plan Bay Area 2050 EPCs

- Most counties saw a decline in the share of EPCs, except for Marin County which saw a moderate increase.
- Equity Priority Community tracts meeting the low-income and people of color criteria declined slightly.
 - Staff analysis indicates that this can be attributed to a decline in low-income households.
 - Tracts meeting the low-income and three-plus disadvantage factor criteria stayed the same.

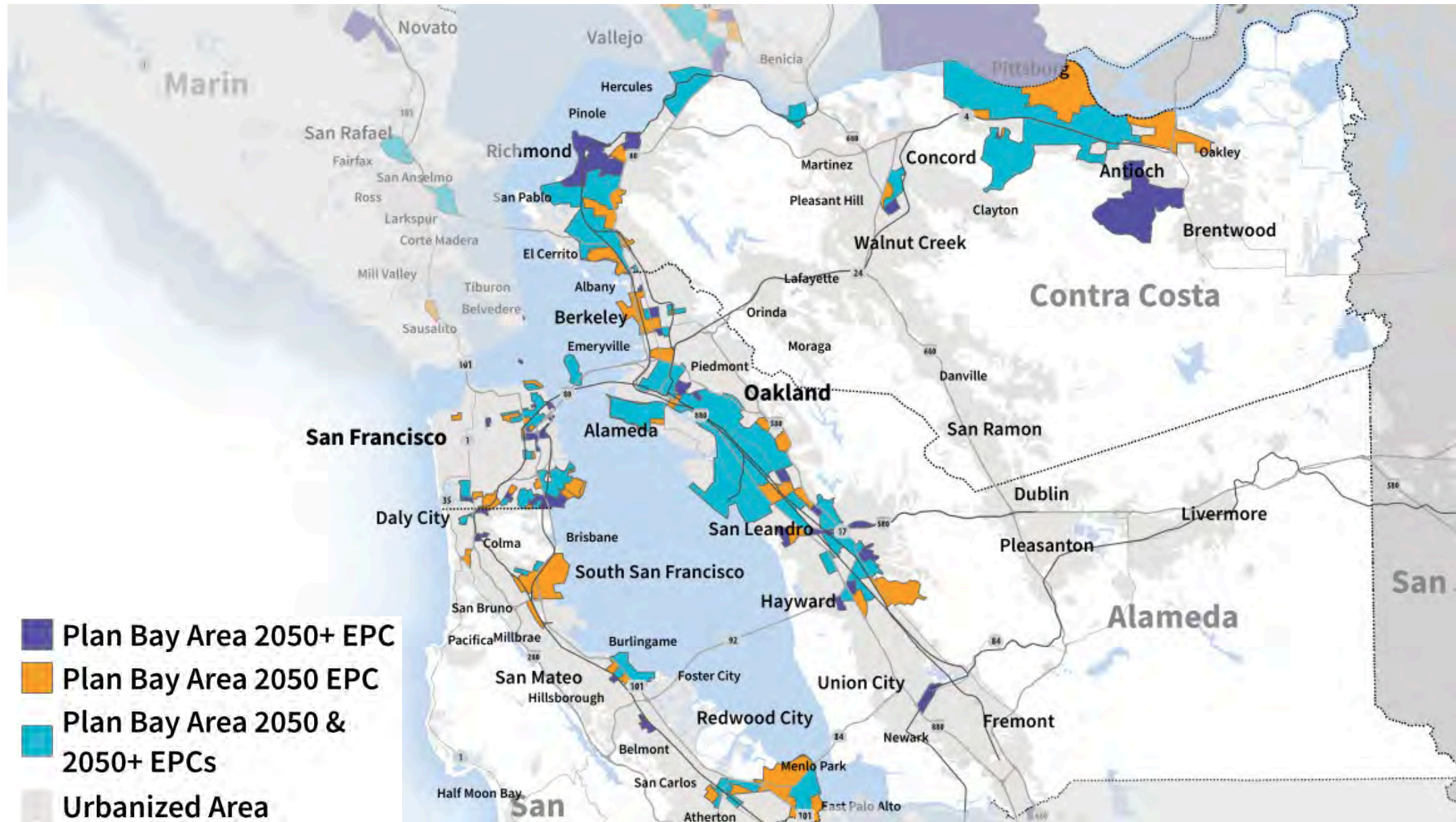


Notable EPC Changes – North Bay



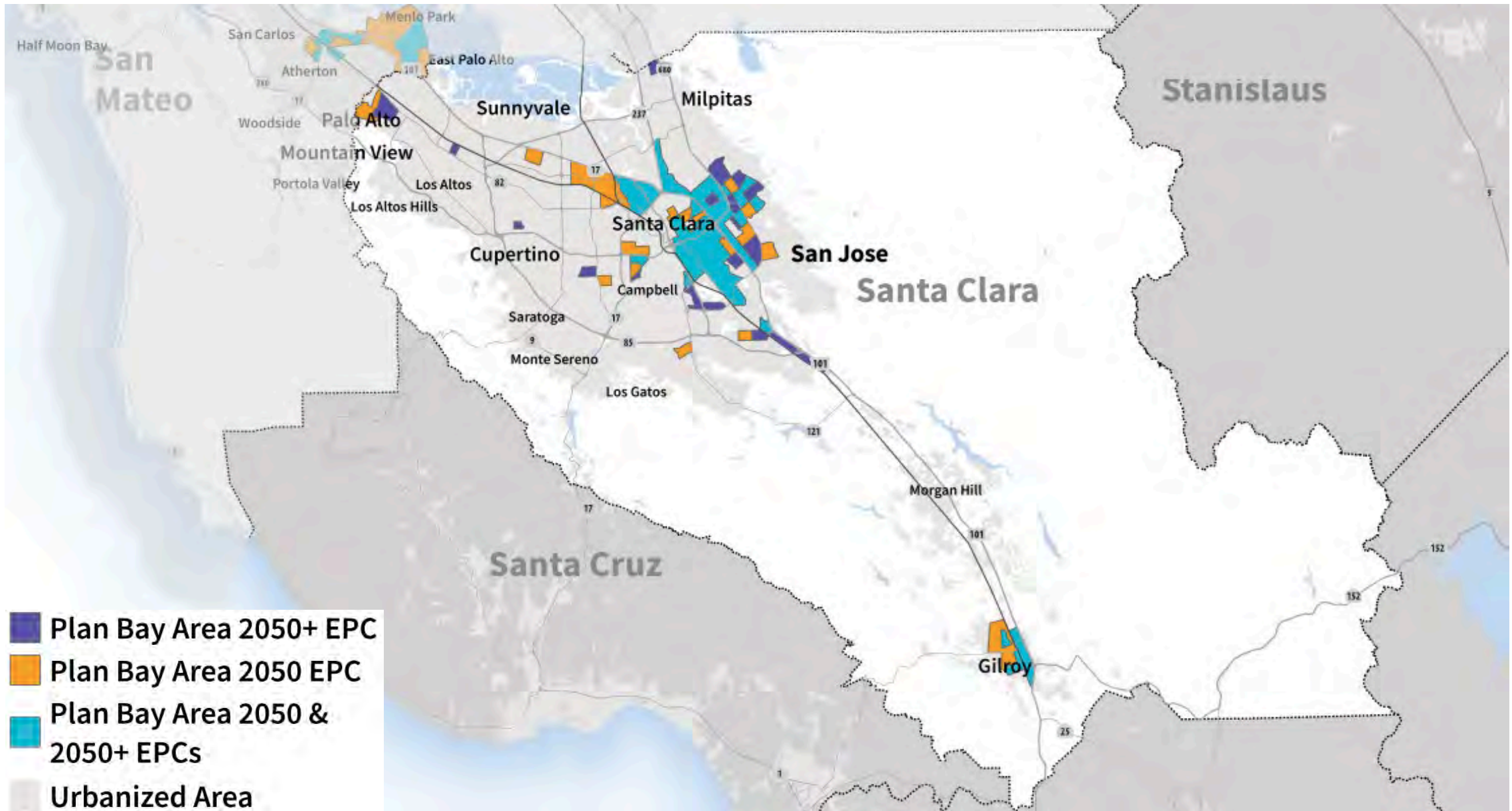
See Attachment D for more detailed views of Plan Bay Area 2050+ Draft EPCs

Notable EPC Changes – Central Bay



See Attachment D for more detailed views of Plan Bay Area 2050+ Draft EPCs

Notable EPC Changes – South Bay



See Attachment D for more detailed views of Plan Bay Area 2050+ Draft EPCs

Factors Driving Changes in EPC Status

- In the 2024 update, the primary factor affecting EPC status was changes to the low-income population, although not the only one.
- There are many different dynamics that influence population demographics and therefore drive changes in EPC designations.
- American Community Survey data can tell us “what” changed but not “why”.
- Community engagement and supplemental data sources are key to understanding the complete story; MTC staff will center this type of engagement and analysis in an upcoming, broader effort to re-envision the EPC methodology.



EPC Re-Envisioning

- In late 2024, MTC will kick off a multi-year effort to re-envision the EPC framework.
- This effort will:
 - Build on the collaboration from past planning efforts
 - Engage with advocates and partner agencies
 - Work with historically underserved communities to better identify needs and values
 - Address known gaps in the existing EPC methodology (i.e., displacement of low-income populations); better identify the needs of people with disabilities; move beyond a solely place-based framework



Next Steps

Spring 2024

- Public Release of Draft EPC Map with Comment Period (April 15 through May 15, 2024)
- Finalize 2024 Equity Priority Communities for use in Plan Bay Area 2050+ and other deliverables

Fall 2024 and Beyond

- Kick off multi-year Equity Priority Communities Re-Envisioning in late 2024
- Release of Plan Bay Area 2050+ Draft Equity Analysis in spring 2025
- Adoption of Plan Bay Area 2050+ in fall 2025; kick off Plan Bay Area 2060 in 2026



PLAN BAY AREA 2050 +



ASSOCIATION OF BAY AREA GOVERNMENTS
METROPOLITAN TRANSPORTATION COMMISSION

Questions?

Discussion Questions:

- 1) What questions do you have about the draft 2024 Equity Priority Communities maps and their integration of new ACS data?
- 2) What local insights do you have about census tracts that were previously EPCs or census tracts that are newly-identified EPCs?

Staff Contacts:

Joshua Croff – Email: jcroff@bayareametro.gov

Natasha Opfell – Email: nopfell@bayareametro.gov

DRAFT EQUITY PRIORITY COMMUNITIES AMERICAN COMMUNITY SURVEY 2018-2022

 Equity Priority Communities




The Equity Priority Communities (tract geography) dataset is based upon eight demographic variables:

- 1. People of Color (72% threshold)
- 2. Low-Income (24% threshold)
- 3. Limited English Proficiency (11% threshold)
- 4. Zero-Vehicle Households (16% threshold)
- 5. Seniors 75 Years and Over (10% threshold)
- 6. People with a Disability (12% threshold)
- 7. Single-Parent Families (16% threshold)
- 8. Rent-Burdened Households (14% threshold)

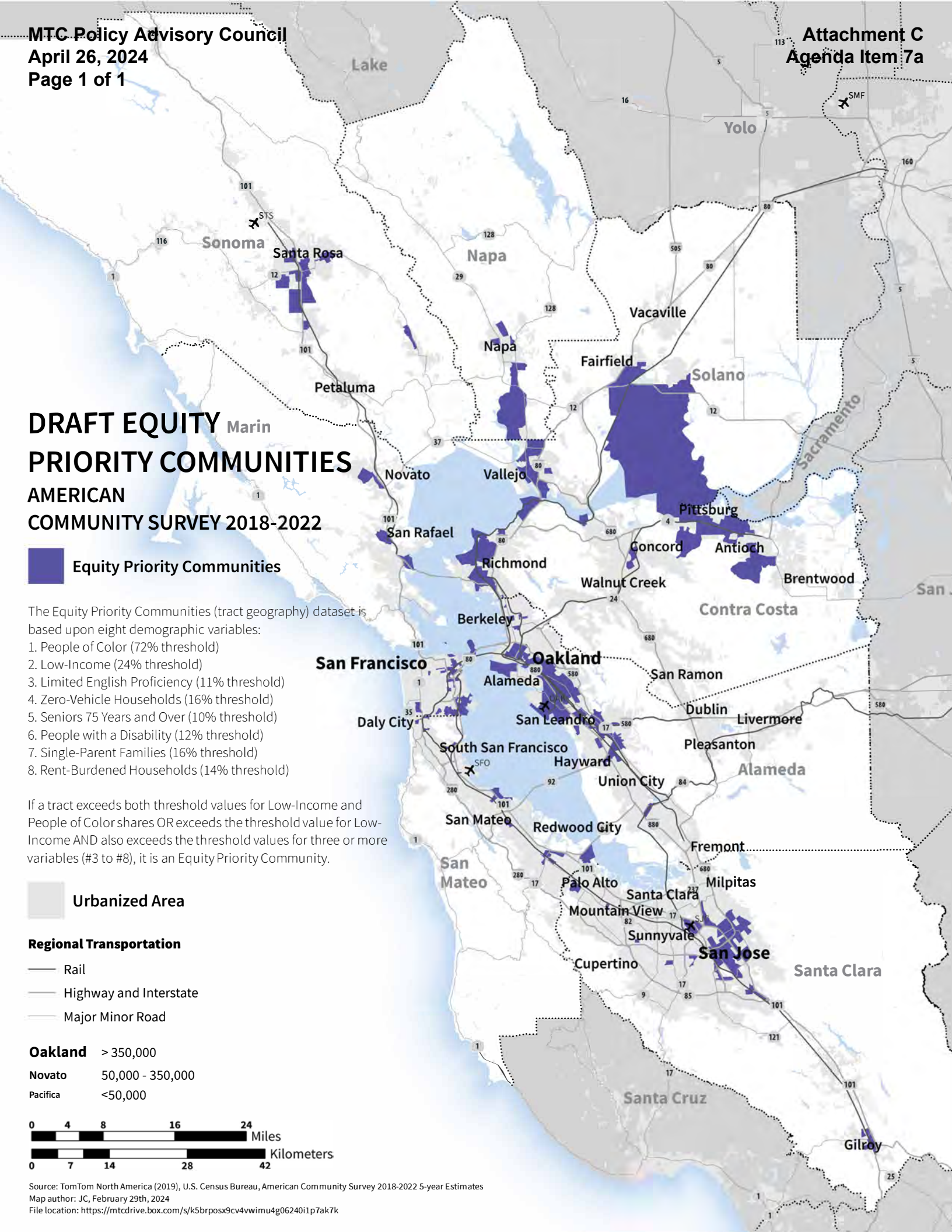
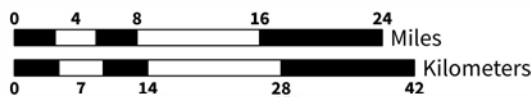
If a tract exceeds both threshold values for Low-Income and People of Color shares OR exceeds the threshold value for Low-Income AND also exceeds the threshold values for three or more variables (#3 to #8), it is an Equity Priority Community.

 Urbanized Area

Regional Transportation

-  Rail
-  Highway and Interstate
-  Major Minor Road

Oakland > 350,000
Novato 50,000 - 350,000
Pacifica <50,000



EQUITY

PRIORITY COMMUNITIES (EPCs)

EPC Tract Comparison Between
Plan Bay Area 2050 (ACS 2014-2018) and
Plan Bay Area 2050+ (ACS 2018-2022)

- Plan Bay Area 2050+ EPC
- Plan Bay Area 2050 EPC
- Plan Bay Area 2050 & 2050+ EPCs
- Urbanized Area

Regional Transportation

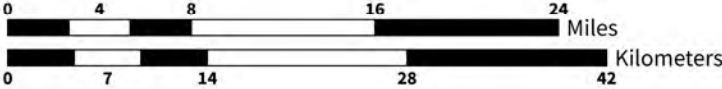
- Rail
- Road
- Highway

- Oakland

> 350,000
- Novato

50,000 - 350,000
- Pacifica

< 50,000



ALAMEDA COUNTY EQUITY PRIORITY COMMUNITIES (EPCs)

EPC Tract Comparison Between
Plan Bay Area 2050 (ACS 2014-2018) and
Plan Bay Area 2050+ (ACS 2018-2022)

Plan Bay Area 2050+ EPC

Plan Bay Area 2050 EPC

Plan Bay Area 2050 & 2050+ EPCs

Urbanized Area

Regional Transportation

Rail

Road

Highway

Oakland

> 350,000

Novato

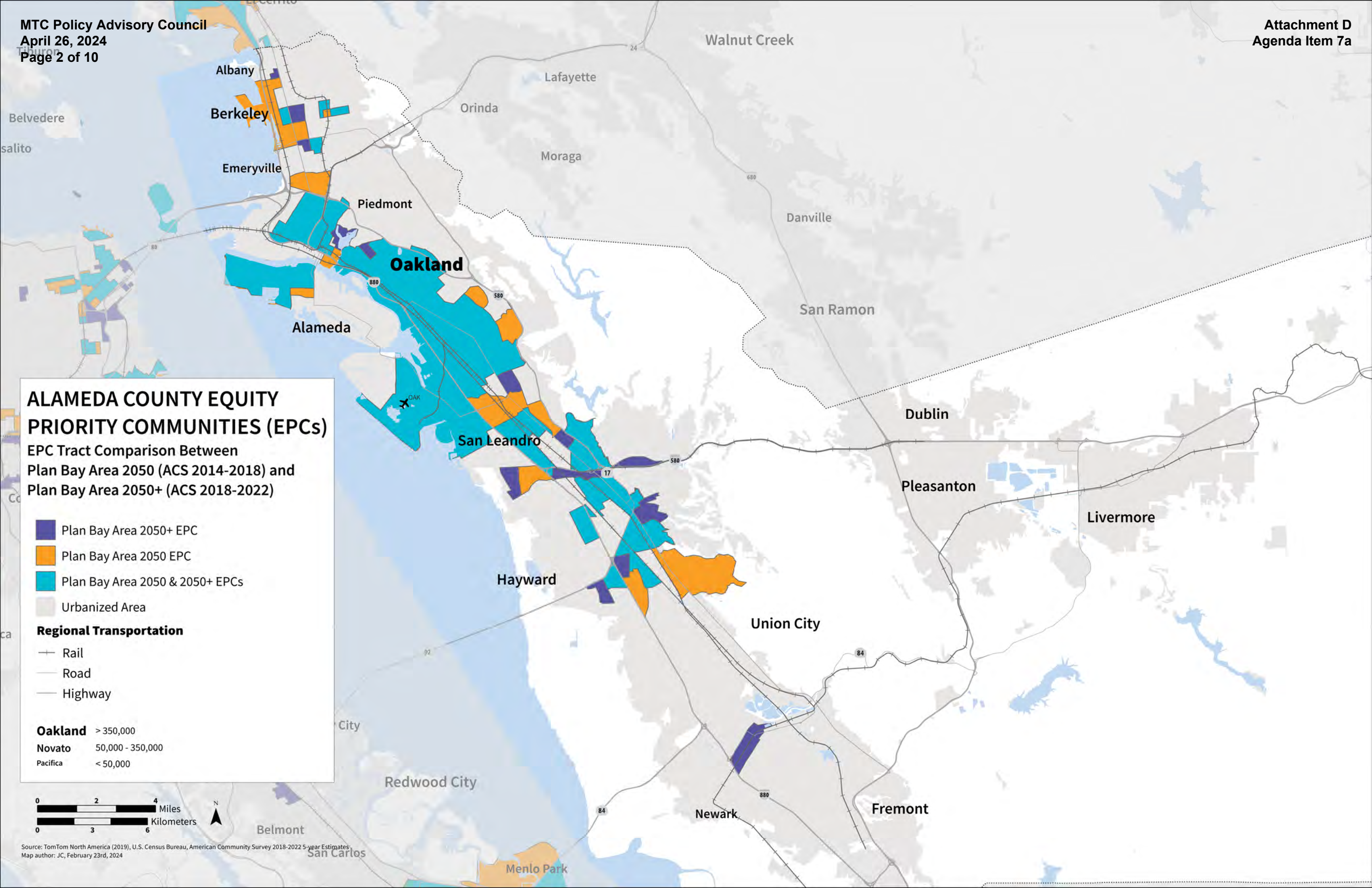
50,000 - 350,000

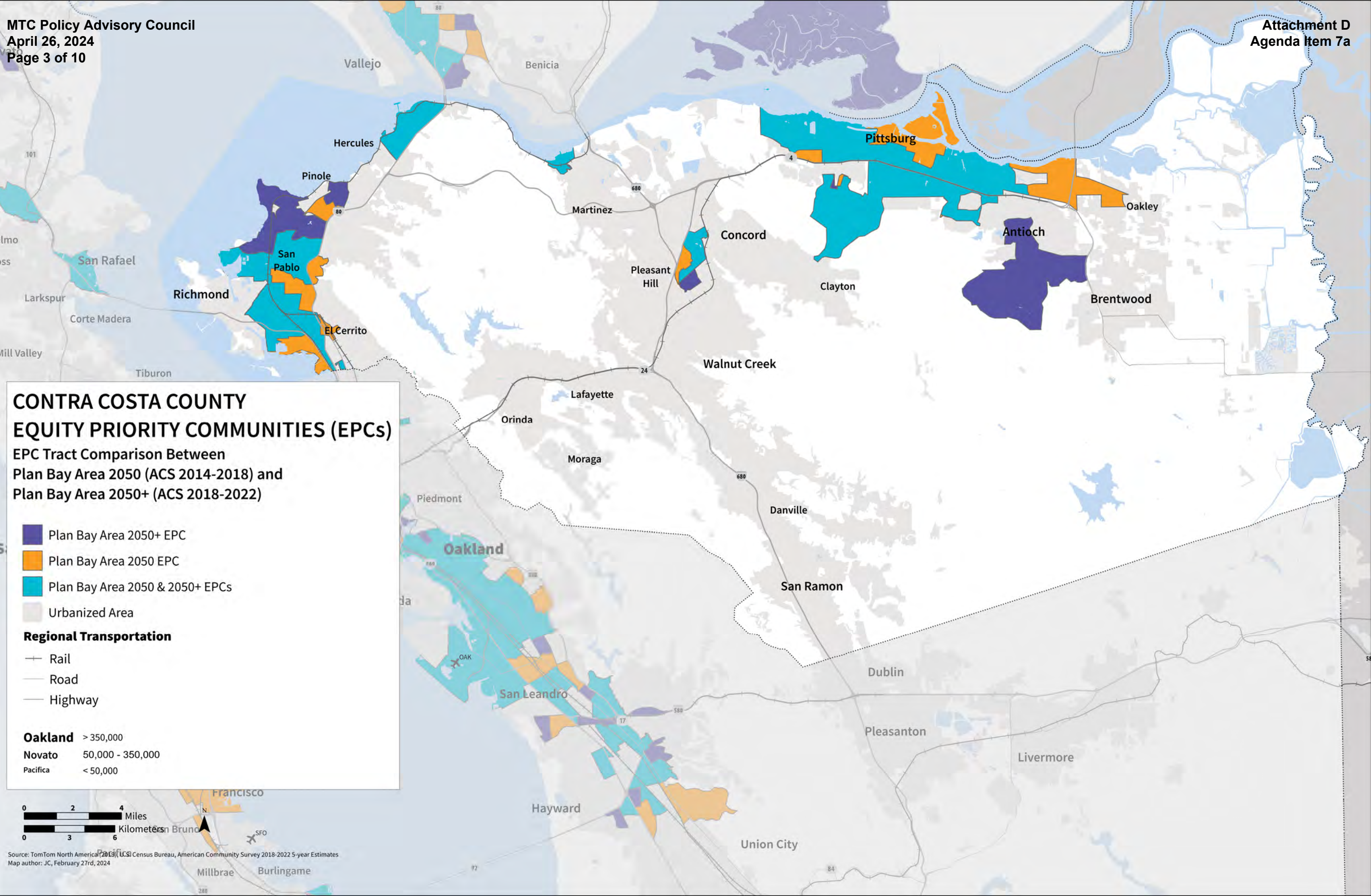
Pacifica

< 50,000



Source: TomTom North America (2019), U.S. Census Bureau, American Community Survey 2018-2022 5-year Estimates
Map author: JC, February 23rd, 2024





CONTRA COSTA COUNTY
EQUITY PRIORITY COMMUNITIES (EPCs)
EPC Tract Comparison Between
Plan Bay Area 2050 (ACS 2014-2018) and
Plan Bay Area 2050+ (ACS 2018-2022)

Plan Bay Area 2050+ EPC
Plan Bay Area 2050 EPC
Plan Bay Area 2050 & 2050+ EPCs
Urbanized Area

Regional Transportation
Rail
Road
Highway

Oakland > 350,000
Novato 50,000 - 350,000
Pacifica < 50,000

MARIN COUNTY

EQUITY PRIORITY COMMUNITIES (EPCs)

EPC Tract Comparison Between
Plan Bay Area 2050 (ACS 2014-2018) and
Plan Bay Area 2050+ (ACS 2018-2022)

Plan Bay Area 2050+ EPC

Plan Bay Area 2050 EPC

Plan Bay Area 2050 & 2050+ EPCs

Urbanized Area

Regional Transportation

Rail

Road

Highway

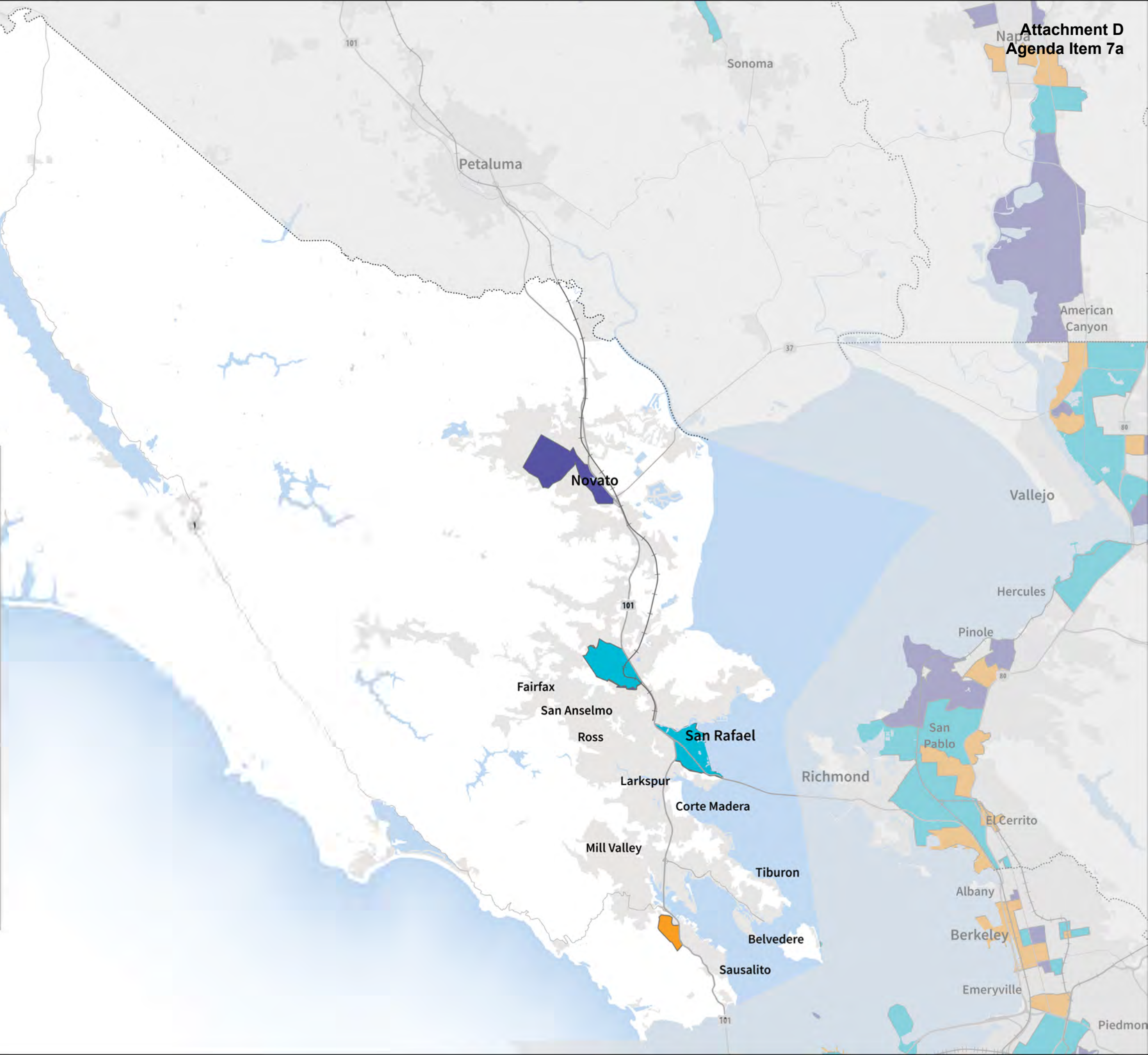
Oakland > 350,000

Novato 50,000 - 350,000

Pacifica < 50,000



Source: TomTom North America (2019), U.S. Census Bureau, American Community Survey 2018-2022 5-year Estimates
Map author: JC, February 27rd, 2024



NAPA COUNTY EQUITY PRIORITY COMMUNITIES (EPCs)

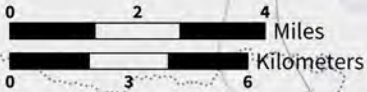
EPC Tract Comparison Between
Plan Bay Area 2050 (ACS 2014-2018) and
Plan Bay Area 2050+ (ACS 2018-2022)

- Plan Bay Area 2050+ EPC
- Plan Bay Area 2050 EPC
- Plan Bay Area 2050 & 2050+ EPCs
- Urbanized Area

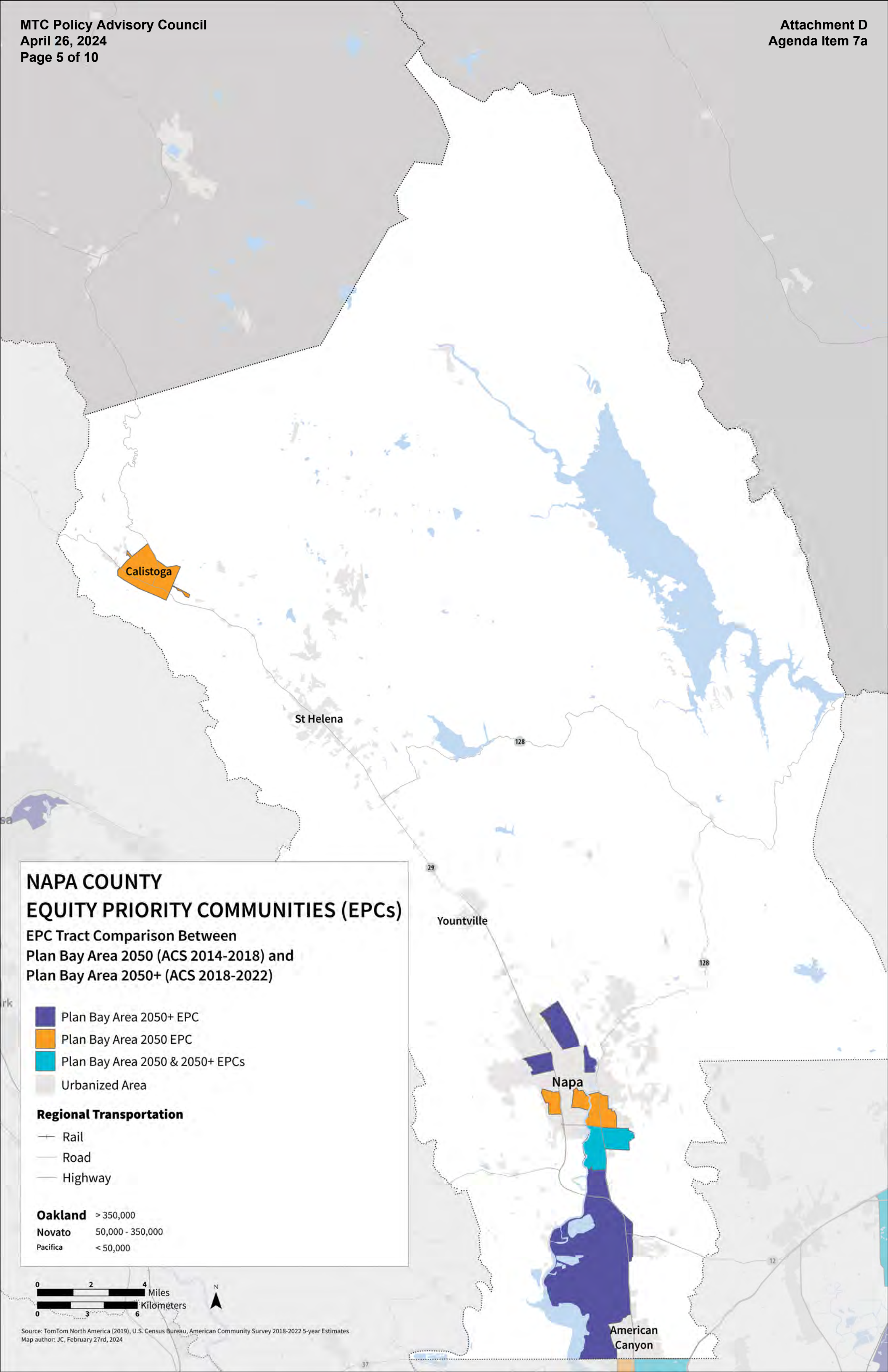
Regional Transportation

- Rail
- Road
- Highway

- Oakland** > 350,000
Novato 50,000 - 350,000
Pacifica < 50,000



Source: TomTom North America (2019), U.S. Census Bureau, American Community Survey 2018-2022 5-year Estimates
Map author: JC, February 27rd, 2024



SANTA CLARA COUNTY EQUITY PRIORITY COMMUNITIES (EPCs)

EPC Tract Comparison Between
Plan Bay Area 2050 (ACS 2014-2018) and
Plan Bay Area 2050+ (ACS 2018-2022)

Plan Bay Area 2050+ EPC

Plan Bay Area 2050 EPC

Plan Bay Area 2050 & 2050+ EPCs

Urbanized Area

Regional Transportation

Rail

Road

Highway

Oakland

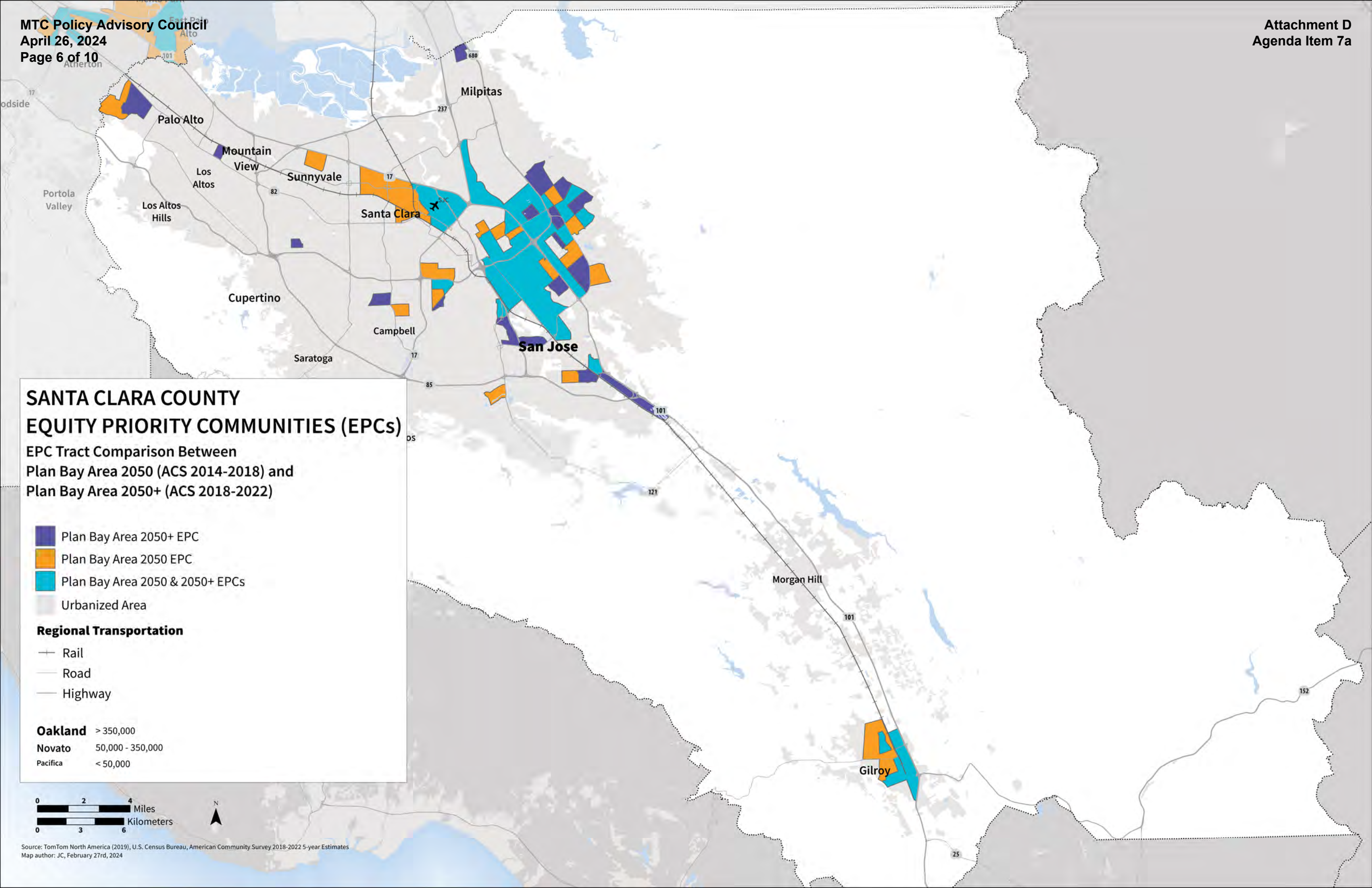
 > 350,000

Novato

 50,000 - 350,000

Pacifica

 < 50,000



SAN FRANCISCO COUNTY EQUITY PRIORITY COMMUNITIES (EPCs)

EPC Tract Comparison Between
Plan Bay Area 2050 (ACS 2014-2018) and
Plan Bay Area 2050+ (ACS 2018-2022)

Plan Bay Area 2050+ EPC

Plan Bay Area 2050 EPC

Plan Bay Area 2050 & 2050+ EPCs

Urbanized Area

Regional Transportation

Rail

Road

Highway

Oakland

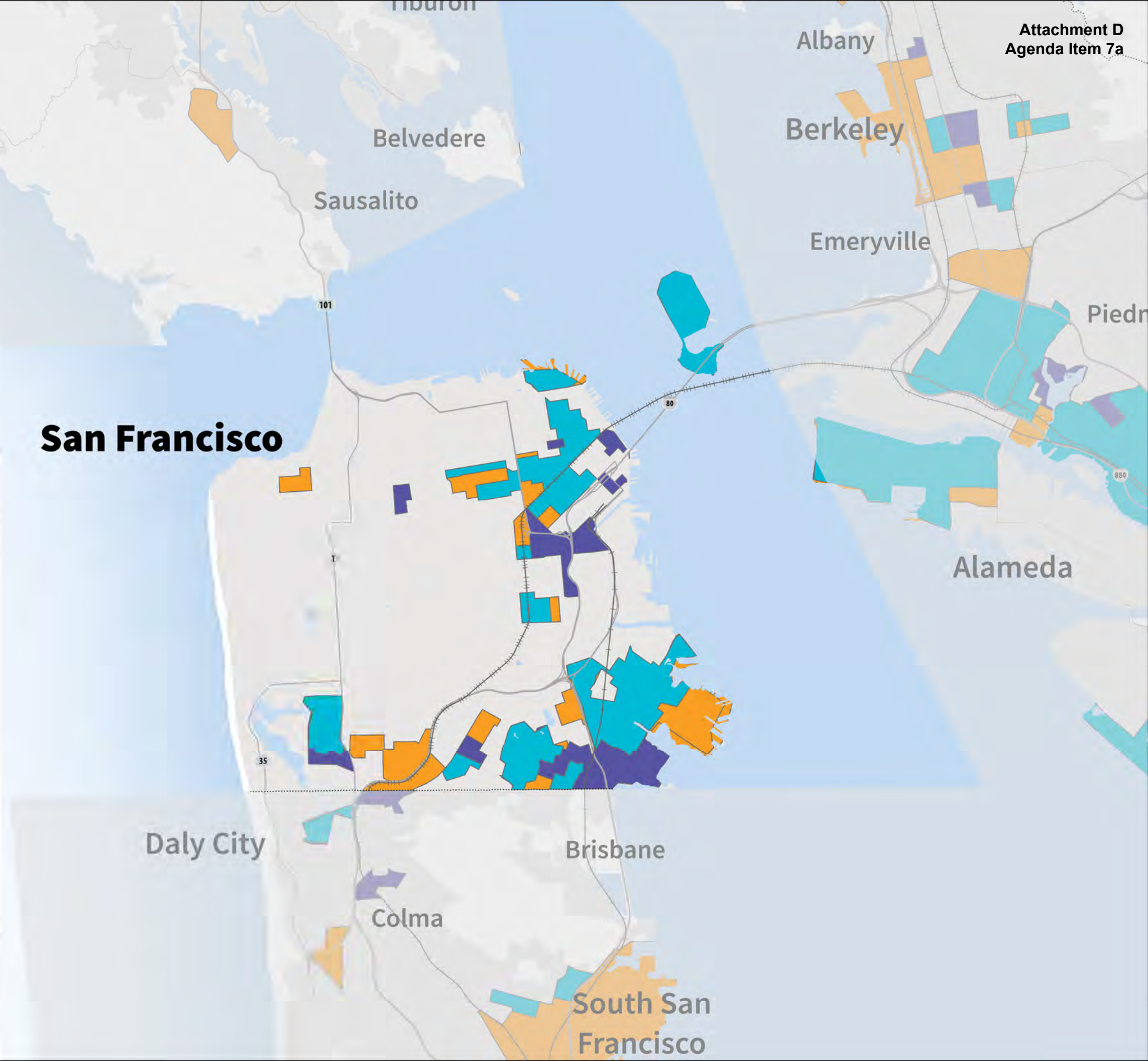
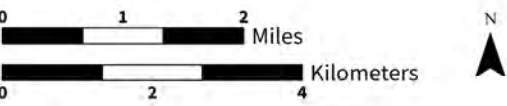
 > 350,000

Novato

 50,000 - 350,000

Pacifica

 < 50,000



SAN MATEO COUNTY EQUITY PRIORITY COMMUNITIES (EPCs)

EPC Tract Comparison Between
Plan Bay Area 2050 (ACS 2014-2018) and
Plan Bay Area 2050+ (ACS 2018-2022)

- Plan Bay Area 2050+ EPC
- Plan Bay Area 2050 EPC
- Plan Bay Area 2050 & 2050+ EPCs
- Urbanized Area

Regional Transportation

- Rail
- Road
- Highway

Oakland > 350,000
Novato 50,000 - 350,000
Pacifica < 50,000



SOLANO COUNTY

EQUITY PRIORITY COMMUNITIES (EPCs)

EPC Tract Comparison Between
Plan Bay Area 2050 (ACS 2014-2018) and
Plan Bay Area 2050+ (ACS 2018-2022)

Plan Bay Area 2050+ EPC

Plan Bay Area 2050 EPC

Plan Bay Area 2050 & 2050+ EPCs

Urbanized Area

Regional Transportation

Rail

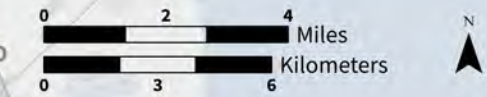
Road

Highway

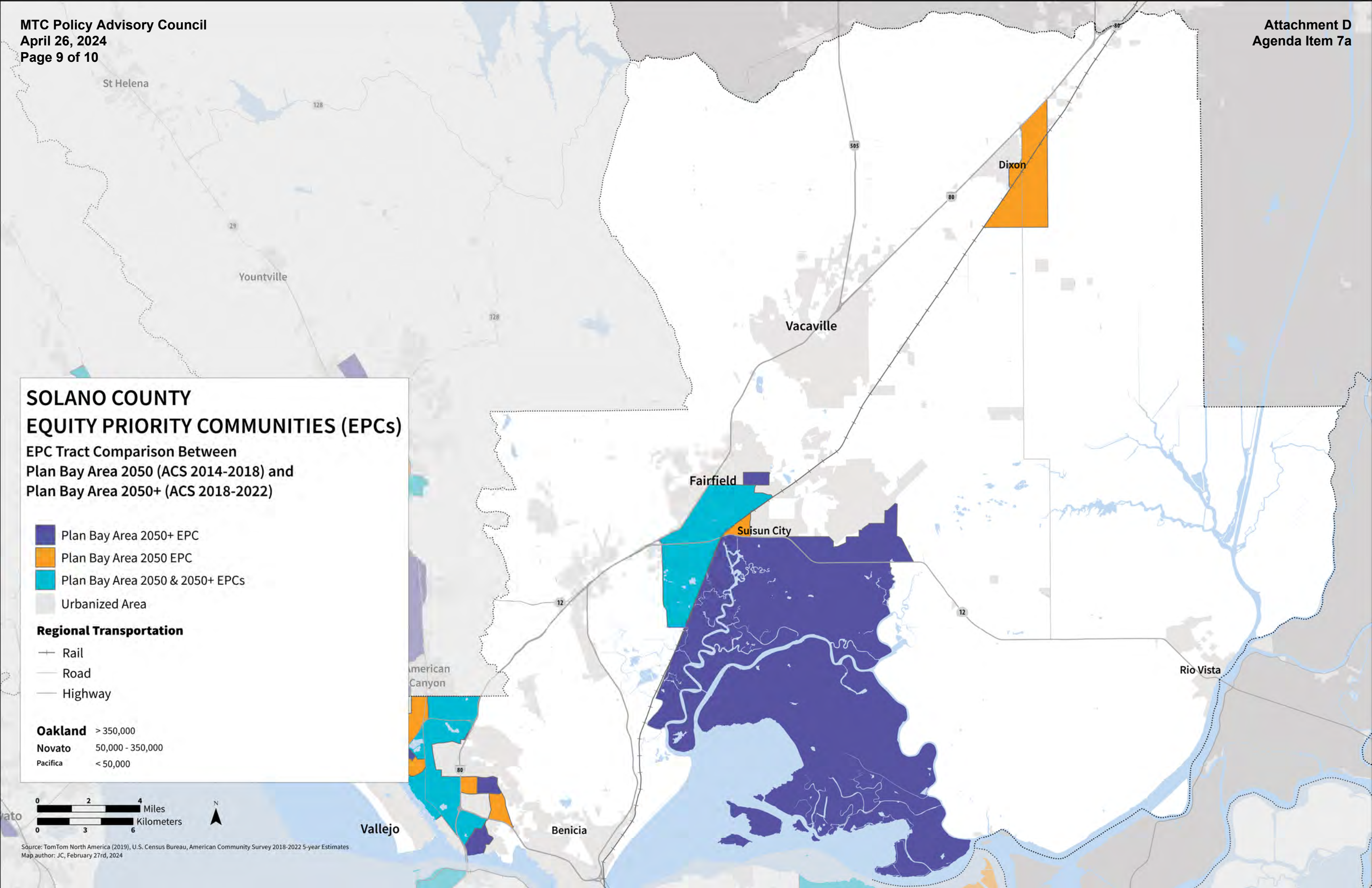
Oakland > 350,000

Novato 50,000 - 350,000

Pacifica < 50,000



Source: TomTom North America (2019), U.S. Census Bureau, American Community Survey 2018-2022 5-year Estimates
Map author: JC, February 27rd, 2024



SONOMA COUNTY

EQUITY PRIORITY COMMUNITIES (EPCs)

EPC Tract Comparison Between
Plan Bay Area 2050 (ACS 2014-2018) and
Plan Bay Area 2050+ (ACS 2018-2022)

Plan Bay Area 2050+ EPC

Plan Bay Area 2050 EPC

Plan Bay Area 2050 & 2050+ EPCs

Urbanized Area

Regional Transportation

Rail

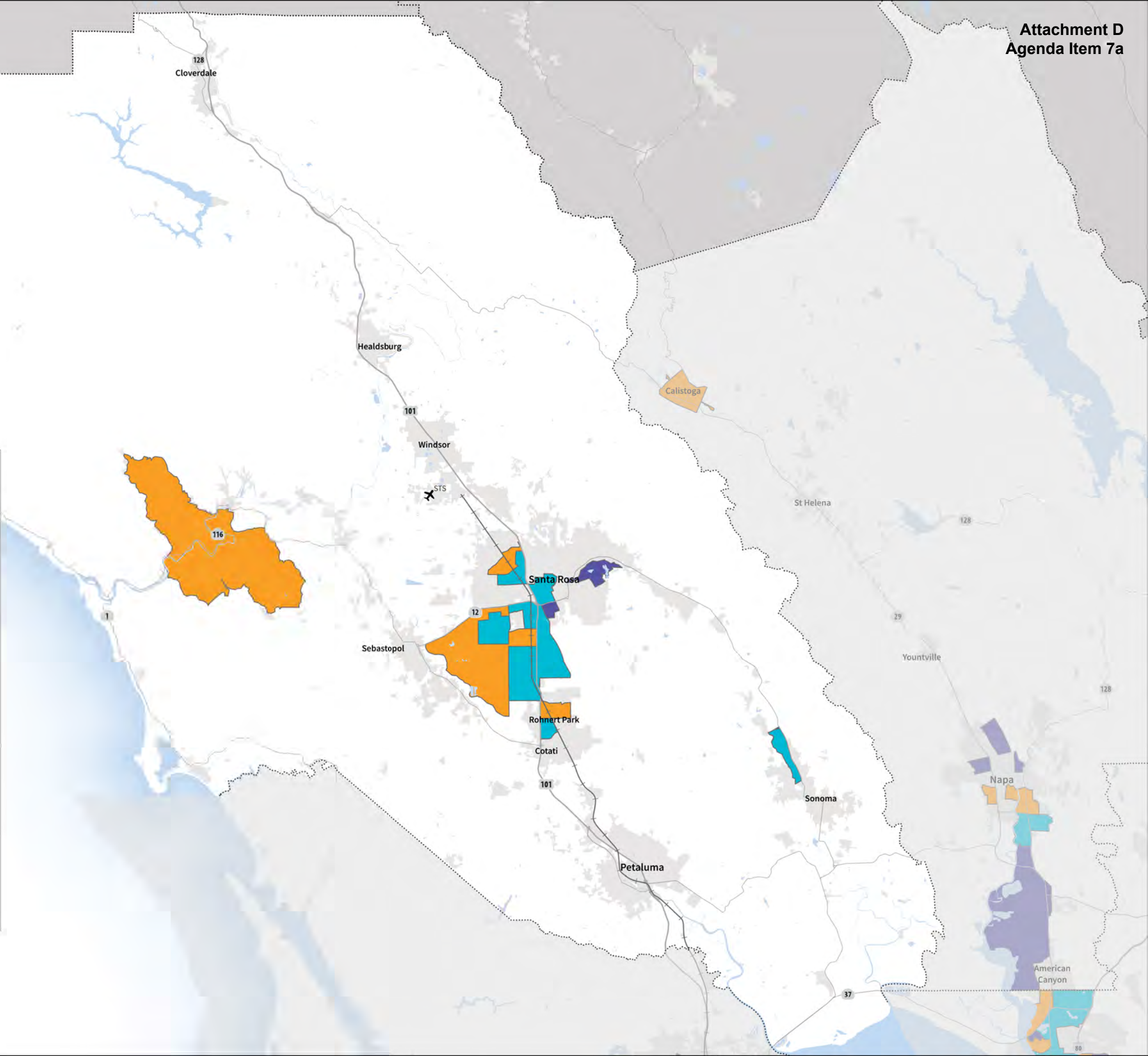
Road

Highway

Oakland > 350,000

Novato 50,000 - 350,000

Pacifica < 50,000



Metropolitan Transportation Commission
Policy Advisory Council

April 26, 2024

Agenda Item 7b

Staff Liaison Report

Subject:

Overview of recent MTC policy decisions and other activities.

Issues:

None identified.

Recommendations:

Information

Attachments:

- Attachment A: Staff Liaison Report – April 2024
- Attachment B: Norman Mineta High School Summer Academy Flyer
- Attachment C: An evaluation of the 2023 Council Work Plan, with an evaluation of what was accomplished.

Staff Liaison Report – April 2024

Follow-up items:

Applications for the Norman Mineta High School Summer Academy are closing on April 26, 2024 at 11:59 p.m. Please encourage students in your networks and communities to apply. The [application form is here](https://mtc.one/summer24) (<https://mtc.one/summer24>), a flyer is included as an attachment to this report as Attachment B. We appreciate your support in encouraging widespread participation in the program. Please contact Ky-Nam Miller (kmiller@bayareametro.gov) if you would like additional resources or have questions about the program.

On February 23, 2024, the Policy Advisory Council received a presentation on the draft work plan for 2024-25. Council Members requested an evaluation of the Council's work on the preceding work plan from 2023-24. That summary and evaluation of the previous work plan is included in Attachment C to this report.

Executive Director's Report:

The following items are excerpts from the March 2023 Executive Director's Report to the Commission. To read past reports in their entirety, check the agenda for a given Commission meeting [search for past meetings on [MTCs Legistar webpage](https://mtc.legistar.com/Calendar.aspx) (<https://mtc.legistar.com/Calendar.aspx>)

State Senators Weiner and Wahab Unveil Senate Bill 1031

- Commissioner David Canepa joined me and transit partners from across the Bay Area on Monday, March 18, at a press conference announcing Senators Weiner and Wahab's SB 1031, which would authorize a 2026 ballot measure to fund, modernize and integrate the Bay Area's transit systems.

Sacramento Advocacy Visits, March 11-12

- I joined MTC Chair Pedroza; Commissioners Canepa, Dutra-Vernaci, Fleming, Glover, Moulton-Peters, Noack and Papan; several ABAG members; and staff in meetings with our Bay Area legislative delegation. The visits touched on three areas: 1) Protecting Regional Early Action Planning Program funds; 2) MTC's enabling legislation for a

transportation revenue measure, SB1031 (Wiener/Wahab); and 3) Update on the Bay Area Affordable Housing Bond.

MTC Officials Tour Port of Redwood City

- Commissioners David Canepa and Gina Papan joined me and staff earlier this month to tour the Port of Redwood City as the Port seeks \$186 million in additional funding for a \$380 million project to upgrade the nearby U.S. 101 interchange with Seaport Blvd. and state Route 84/Woodside Road.

PCA Grants Will Provide Up to \$8.5 Million for Bay Area Conservation Projects

- MTC and ABAG, in partnership with the State Coastal Conservancy, are offering up to \$8.5 million in grants ranging from \$200,000 to \$1 million in the latest cycle of [Priority Conservation Area \(PCA\) grants](https://mtc.ca.gov/funding/funding-opportunities/priority-conservation-area-pca-grants) (<https://mtc.ca.gov/funding/funding-opportunities/priority-conservation-area-pca-grants>). The PCA program aims to preserve and enhance the natural, economic and social value of rural lands as the region's population continues to grow. Proposed projects must be within or connected to [an existing PCA](https://mtc.ca.gov/planning/land-use/priority-conservation-areas-pcas) (<https://mtc.ca.gov/planning/land-use/priority-conservation-areas-pcas>), and should protect or enhance resource areas or habitats, provide or enhance bicycle and pedestrian access to open space and parkland resources, support the Bay Area's agricultural economy, or provide urban greening. Applications are due by Wed., May 8, 2024.

Bike to Wherever Days

- Thursday, May 16, is the 30th anniversary of Bay Area Bike to Work Day. Consider [pledging to ride that day](https://bayareabiketowork.com/event-information/pledge-to-ride) (<https://bayareabiketowork.com/event-information/pledge-to-ride>) or for the entire month of May. And for the first time, we now have a Bay Area-wide Bike to Wherever Days [events calendar](https://bayareabiketowork.com/event-information/calendar) (<https://bayareabiketowork.com/event-information/calendar>) on the Bay Area Bike to Work Day website, where residents can find events across the nine counties.

News Headlines from [The Bay Link Blog](https://blog.bayareametro.gov/) (https://blog.bayareametro.gov/): (as of April 8, 2024)

- [Feds offer millions in grants for bicyclist and pedestrian connectivity and safety](https://blog.bayareametro.gov/posts/feds-offer-millions-grants-bicyclist-and-pedestrian-connectivity-and-safety) (https://blog.bayareametro.gov/posts/feds-offer-millions-grants-bicyclist-and-pedestrian-connectivity-and-safety): The U.S. Department of Transportation's Federal Highway Administration (FHWA) this week announced it has [opened applications](https://grants.gov/search-results-detail/353043) (https://grants.gov/search-results-detail/353043) for up to \$44.5 million in funding for projects that will strengthen safety and improve bicycling, walking and access to public transit in communities across the country.
- [New legislation aims to put future Of Bay Area transportation in voters' hands](https://blog.bayareametro.gov/posts/new-legislation-aims-put-future-bay-area-transportation-voters-hands) (https://blog.bayareametro.gov/posts/new-legislation-aims-put-future-bay-area-transportation-voters-hands) State Sen. Scott Wiener of San Francisco this week joined with State Sen. Aisha Wahab of Hayward to jointly author a bill that would allow voters throughout the Bay Area to consider as early as November 2026.
- [Study: Bay Area providing tech opportunities for women](https://blog.bayareametro.gov/posts/study-bay-area-providing-tech-opportunities-women) (https://blog.bayareametro.gov/posts/study-bay-area-providing-tech-opportunities-women): As the nation celebrates Women's Day and Women's History month, a new CoworkingCafe study looks at the [country's top metropolitan areas for women working in tech](https://www.coworkingcafe.com/blog/best-metros-for-women-in-tech/) (https://www.coworkingcafe.com/blog/best-metros-for-women-in-tech/).
- [Thursday Metro Talks features documentary "Re-Entrification"](https://blog.bayareametro.gov/posts/thursday-metro-talks-features-documentary-re-entrification) (https://blog.bayareametro.gov/posts/thursday-metro-talks-features-documentary-re-entrification): "Re-Entrification" is a feature-length documentary film that tells the story of residents that have been displaced from their homes due to high cost of living.

Transportation

- [Survey: Caltrans wants to hear from you about transit](https://blog.bayareametro.gov/posts/survey-caltrans-wants-hear-you-about-transit)
(<https://blog.bayareametro.gov/posts/survey-caltrans-wants-hear-you-about-transit>)
Caltrans Bay Area (District 4) is planning how to improve transit on the State Transportation Network (STN) in the Bay Area and wants public input on what investments would help access transit services and improve experiences using transit throughout the Bay Area.
- [Videos: See how easy it is to use Clipper on BART](https://blog.bayareametro.gov/posts/videos-see-how-easy-it-use-clipper-bart)
(<https://blog.bayareametro.gov/posts/videos-see-how-easy-it-use-clipper-bart>) MTC has posted new videos showing how using Clipper makes Bay Area journeys on BART easy with [iPhones](https://www.youtube.com/watch?v=r80wQYFvrOQ) (<https://www.youtube.com/watch?v=r80wQYFvrOQ>) and [Google Pay](https://www.youtube.com/watch?v=rqcYQL9XCuk).(<https://www.youtube.com/watch?v=rqcYQL9XCuk>)
- [Toll bridge dollars speed Muni bus electrification](https://blog.bayareametro.gov/posts/toll-bridge-dollars-speed-muni-bus-electrification)
(<https://blog.bayareametro.gov/posts/toll-bridge-dollars-speed-muni-bus-electrification>)
The Metropolitan Transportation Commission (MTC) today allocated \$7.6 million in [Regional Measure 3](https://mtc.ca.gov/funding/regional-funding/regional-measure-3) (<https://mtc.ca.gov/funding/regional-funding/regional-measure-3>) capital funds, including \$3.8 million for the San Francisco Municipal Transportation Agency's Kirkland Yard Electrification Project and \$2.4 million toward new Muni electric buses.
- [California on track to align state's transportation funding with climate goals](https://blog.bayareametro.gov/posts/california-track-align-states-transportation-funding-climate-goals)
(<https://blog.bayareametro.gov/posts/california-track-align-states-transportation-funding-climate-goals>) In just two years, California has nearly completed all the actions to align the state's transportation funding programs with its climate goals since adopting a new climate action strategy, according to a [report finalized earlier this month](https://calsta.ca.gov/-/media/calsta-media/documents/capti-2023-annual-report-finalreport-ally.pdf) (<https://calsta.ca.gov/-/media/calsta-media/documents/capti-2023-annual-report-finalreport-ally.pdf>) by the California State Transportation Agency (CalSTA).

- [Black History Month: MTC event notes transportation, housing contributions](https://blog.bayareametro.gov/posts/black-history-month-mtc-event-notes-transportation-housing-contributions)
(<https://blog.bayareametro.gov/posts/black-history-month-mtc-event-notes-transportation-housing-contributions>) MTC hosted a "Gallery of Heroes" exhibition this week highlighting transportation and housing contributions made by African Americans as part of Black History Month celebrations around the Bay Area.
- [SFO gets \\$31 million from feds for sustainability](https://blog.bayareametro.gov/posts/sfo-gets-31-million-feds-sustainability)
(<https://blog.bayareametro.gov/posts/sfo-gets-31-million-feds-sustainability>) The Federal Aviation Administration (FAA) is awarding \$970 million from President Biden's Bipartisan Investing in America agenda to 114 airports across the country, spanning 44 states and three territories.

Economy

- [Bay Area residents among hardest working, report says](https://blog.bayareametro.gov/posts/bay-area-residents-among-hardest-working-report-says)
(<https://blog.bayareametro.gov/posts/bay-area-residents-among-hardest-working-report-says>) Four Bay area cities are the hardest-working in America, according to a [new study from CoworkingCafe](https://www.coworkingcafe.com/blog/hardest-working-us-cities/) (<https://www.coworkingcafe.com/blog/hardest-working-us-cities/>).

Housing

- [Study: Sunnyvale tops list of Bay Area renter "sweet spots"](https://blog.bayareametro.gov/posts/study-sunnyvale-tops-list-bay-area-renter-sweet-spots)
(<https://blog.bayareametro.gov/posts/study-sunnyvale-tops-list-bay-area-renter-sweet-spots>) Renters' ability to deal with rising costs and sometimes stagnant wages is the subject of a new study by RentCafe, ["Top Renting Sweet Spots in the U.S.: Where Your Income Goes the Furthest"](https://www.rentcafe.com/blog/rental-market/market-snapshots/top-renting-sweet-spots-us/) (<https://www.rentcafe.com/blog/rental-market/market-snapshots/top-renting-sweet-spots-us/>).

Have a Question? Ask a Librarian

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

For MTC and Plan Bay Area Glossaries:

- [Glossary of Transportation Planning Acronyms & Terms](https://mtc.ca.gov/tools-resources/mtcabag-library/glossary-transportation-planning-acronyms-terms) (https://mtc.ca.gov/tools-resources/mtcabag-library/glossary-transportation-planning-acronyms-terms)
- [Plan Bay Area Glossary](https://www.planbayarea.org/about/glossary) (https://www.planbayarea.org/about/glossary)



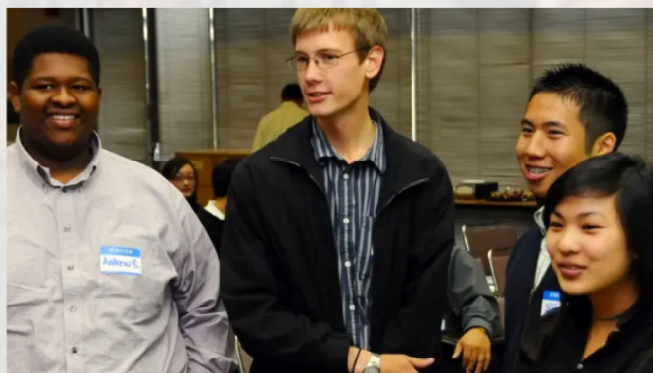
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Annual Work Plan & Evaluation of Previous Work Plan

Subject

Based on Council feedback on the draft Annual Work Plan presented at the February 23, 2024 Policy Advisory Council meeting, Council leaders provided feedback on an updated 2024 calendar year work plan, with a request for an evaluation of the preceding work plan for 2023-2024.

Background:

According to MTC Resolution No. 3931, which governs the Policy Advisory Council, the Policy Advisory Council's role is to "advise the Commission on transportation policies in the San Francisco Bay Area, incorporating diverse perspectives relating to the environment, the economy and social equity." The Commission and Councilmembers meet annually to identify priority areas in which the Commission desires feedback and/or research from the Council. Advisors also may recommend initiatives of potential relevance to the Commission.

In advance of the Annual Work Plan discussion, MTC Chair Pedroza, Council Chair Campos, and Vice Chair Baldini met to discuss and identify Council focus areas in the coming year that align with the Commission's priorities. The main topic areas that emerged were:

- Plan Bay Area Update (PBA2050+) and Connected Network Planning (Transit 2050+)
- Transportation Revenue Measure development, including community engagement and investment priorities
- Next Generation Freeways/Pricing
- Engagement/Program Design Process to Address Equity

The Council offered feedback, emphasizing the areas listed below, which were subsequently incorporated into an updated draft Council Work Plan for the 2024 Calendar Year

- Provide evaluations from the previous year's work plan, identifying what was accomplished.
- The Council Work Plan should include updates on the Transit Transformation Action Plan (these are regularly delivered to the Equity and Access Subcommittee by MTC staff).

- Actions to better address perspectives and needs of disability community should be uplifted in the Work Plan;
- Provide both updates and resources to Council on equitable efforts to solicit input from and engage with the public;
- The Work Plan should include a regular retreat (or “advance”) to bring together Councilmembers to dive deeper into issues and provide further support for Council leadership development (Refreshers on Brown Act + Roberts Rules of Order; public speaking, meeting management, etc.)

The Councilmembers broadly supported the proposed areas of emphasis, and particularly lifted up Chair Campos’ proposal to have a summertime convening, within the constraints of the Brown Act, with the Commissioners to foster collaboration and deepen relationships with the Commissioners. The Councilmembers requested an evaluation of the preceding work plan for 2023-2024, which is included below.

2023 Work Plan Evaluation:

In February 2023, MTC Chair Pedroza, Vice Chair Josefowitz, Council Chair Kinman, and Vice Chair Esuf presented a draft work plan that identified Council focus areas for the coming year aligned with the Commission’s priorities. The work plan was presented as an information item only. The main topic areas that emerged (along with a brief evaluation of the Council’s engagement and impact in those areas) were:

- **Transportation Revenue Measure development, including stakeholder engagement and investment priorities.**

The Council received multiple presentations from MTC’s Legislative Affairs team as the Transportation Revenue Measure developed from proposal to enabling legislation over the past year. Through collaborative efforts, the Council emphasized that the measure must address critical transportation needs while deriving revenues in an equitable and achievable manner.

- **Addressing the Transit Operating Fiscal Cliff, including input to shape advocacy.**

The Council provided valuable input to MTC staff shaping advocacy efforts aimed at addressing the Transit Operating Fiscal Cliff. By leveraging its expertise and insights, the Council contributed to the formulation of effective strategies to mitigate the fiscal challenges facing transit operations, ensuring the continued viability of transit services.

- **PBA 2050+ and Transit 2050+ (Plan Update and Connected Network Planning)**

The Council actively participated in the long-range plan update and Connected Network Planning processes for Plan Bay Area 2050+ and Transit 2050+, respectively. Through its engagement, the Council contributed to the development of more comprehensive and tailored public participation activities and long-range planning priorities that align with regional transportation goals while addressing emerging challenges and opportunities.

- **Next Generation Freeways/Pricing.**

The Council played a key role in providing critical feedback on the Next Generation Freeways/Pricing study. The Council had four Member representatives (2 regulars and 2 alternates, all of whom participated) on the Next Gen Freeway Advisory Group. The Council also received updates on the study and shared feedback with MTC staff. By providing insights and recommendations, the Council raised widespread public concerns about potential inequities resulting from freeway pricing, suggesting approaches to freeway design and pricing aimed at enhancing equity, sustainability, and user experience.

- **Engagement/Program Design Process to Address Equity (beyond the Public Participation Plan)**

Across multiple programs that came before the Council, Members provided feedback to advance an inclusive engagement and program design process to address equity considerations beyond standard public participation. Through its advocacy and collaboration with community members, the Council promoted equity-focused approaches that ensure fair and equitable access to transportation resources and benefits for all communities.

- **Regional Network Management and how the Council weighs in via the Customer Advisory Body.**

The Council named half the members to the newly formed Regional Network Management Customer Advisory Group, a new Brown Act body tasked with providing diverse customer perspectives to the RNM Committee to help shape regional transit policy and implementation planning. Chaired by Councilmember Adina Levin, the group has met approximately every other month since its inception in the fall of 2023.