



**METROPOLITAN  
TRANSPORTATION  
COMMISSION**

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## *Memorandum*

**Date:** June 26, 2024  
**To:** Metropolitan Transportation Commission (MTC)  
**From:** MTC Policy Advisory Council Chair, Pamela Campos  
**Regarding:** June 2024 Council Report to Commission

### **Summary:**

This memo provides a summary of the activity of the Policy Advisory Council (Council) over the previous month.

### **May 24, 2024 Meetings:**

The Policy Advisory Council met on May 24, 2024. The Council was provided with a presentation on key performance and equity findings from the Draft Blueprint analysis, prior to summer 2024 public and stakeholder engagement. Feedback from the council was characterized by significant skepticism regarding key assumptions, particularly around housing cost reductions and the effectiveness of highway tolling. Members emphasized the need for more realistic and diverse scenarios, better integration of previous feedback, and clear communication of impacts. Concerns about equity and the regressive nature of some proposed measures were prominent, with a call for more emphasis on transit service enhancements and affordable housing strategies.

Council highlighted the importance of inclusive, accessible engagement, ensuring that historically marginalized communities are prioritized. They stressed the need for a long-term, adaptable plan that incorporates best practices from other cities and robust local buy-in to succeed. Overall, the feedback called for more detailed, practical strategies to achieve the plan's ambitious goals, with a focus on equitable benefits and effective implementation.

The Council also was given a staff update on Senate Bill 1031 (Weiner/Wahab), enabling legislation for the Connect Bay Area Transportation Revenue Measure. Council feedback reflected a mix of support and concern. Staff reported that the bill has passed the Senate and is now in the Assembly Transportation Committee. Key amendments have increased fiscal returns but do not address the long-term fiscal cliff. There are calls for additional projects and complexities, such as a requirement for majority support from Bay Area transit agencies before measures can proceed. Some concerns include the potential support for highway expansion,

which could hinder GHG goals, and the need for "enhanced coordination" instead of full consolidation of transit agencies.

Councilmembers expressed both optimism and skepticism, emphasizing the importance of regional collaboration and visionary leadership to overcome fiscal and logistical challenges. Specific points of concern include the inclusion of the SMART extension to Cloverdale, the 90% return to source requirement, and the necessity for broad support from transit agencies. The overall sentiment underscores the critical nature of this bill for the future of Bay Area transit, urging continued dialogue and strategic amendments to ensure its success.

Vice Chair Baldini requested an update on the status of the Portal project in downtown San Francisco, the end terminus for the California High Speed Rail project and the hub for eleven Bay Area transit agencies.

The Policy Advisory Council Equity and Access Subcommittee also met that day and received staff recommendations for the Draft 2024 Coordinated Public Transit-Human Services Transportation Plan. Subcommittee feedback included request of strong incentives for implementation, clear County coordination, and streamlined inter-county paratransit services. Public comments stressed the importance of advocating for people with disabilities and ensuring accessible and efficient transportation options.

Sincerely,

Pamela Campos

Chair, Policy Advisory Council