



Metropolitan Transportation Commission

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

Meeting Agenda

Policy Advisory Council

Randi Kinman, Chair
Pamela Campos, Vice Chair

Friday, July 28, 2023

10:00 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

Lancaster Public Library, 601 W Lancaster Blvd, Lancaster, CA 93534

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/88595670109>

iPhone One-Tap: US: +17193594580,,88595670109#

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: 885 9567 0109

International numbers available: <https://bayareametro.zoom.us/j/88595670109>

Detailed instructions on participating via Zoom are available at:

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

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

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

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

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

2. Welcome and Chair's Report - Randi Kinman, Council Chair

- 2a. [23-0878](#) Chair's Report
(5 minutes)
- Action:** Information
- Presenter:** Randi Kinman, Council Chair

3. Approval

- 3a. [23-0879](#) Approval of the June 14, 2023 Meeting Minutes
(5 minutes)
- Action:** Approval
- Presenter:** Randi Kinman, Council Chair
- Attachments:** [3a 23-0879 2023-06-14 Policy Advisory Council Draft Minutes.pdf](#)

4. 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.*

5. Information

- 5a. [23-0877](#) Potential Regional Transportation Measure: Proposed Goals, Principles, and Priorities
(40 minutes)
- 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_ProposedGoalsPri](#)
[5aii 23-0877 PowerPoint Transportation Rev Measure Attachment B.pdf](#)

- 5b.** [23-0976](#) Plan Bay Area 2050+: Scope and Schedule
(40 minutes)
- 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](#)
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- 5c.** [23-0881](#) Staff Liaison Report
(3 minutes)
- Overview of recent MTC policy decisions and other activities.
- Action:** Information
- Presenter:** Ky-Nam Miller, Staff Liaison
- Attachments:** [5c 23-0881 Summary Sheet July 2023 Staff Liaison Report.pdf](#)
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- 5d.** [23-0880](#) Subcommittee Reports
(10 minutes)
- Action:** Information
- Presenter:** Randi Kinman, Acting Policy Advisory Council Equity & Access
 Subcommittee Chair and
Adina Levin, Policy Advisory Council Transit Transformation Action Plan
 Subcommittee Chair
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- 5e.** [23-0882](#) Council Member Reports
(5 minutes)
- Members of the Council may report on locally relevant issues or events.
- Action:** Information
- Presenter:** Randi Kinman, Council Chair

- 5f. [23-0883](#) New Business
(5 minutes)

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

Action: Discussion

Presenter: Randi Kinman, Council Chair

6. Adjournment / Next Meeting

The next meeting of the Policy Advisory Council will be held on Friday, September 22, 2023 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

Agenda Item 3a

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

Meeting Minutes - Draft

Policy Advisory Council

Randi Kinman, Chair
Pamela Campos, Vice Chair

Wednesday, June 14, 2023

1:30 PM

Board Room - 1st Floor

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

- Present:** 19 - Council Member Eldred, Council Member Florez, Council Member Kallins, Chair Kinman, Council Member Levin, Council Member Baldini, Council Member Lieu, Council Member Fitzgerald, Council Member Hankerson, Council Member Orantes, Council Member Glaser, Council Member Wong, Vice Chair Campos, Council Member Pierce, Council Member Pimple, Council Member Deutsch-Gross, Council Member Scott, Council Member Parker and Council Member Lavery
- Excused:** 5 - Council Member Markham, Council Member Esuf, Council Member Nickens, Council Member Goodwin and Council Member Lodin
- Absent:** 2 - Council Member Wilson and Council Member Zack

The following individuals participated from noticed remote locations: Member Eldred and Member Fitzgerald.

2. Welcome - Randi Kinman, Council Chair

3. [23-0667](#) Chair's Report
(5 minutes)

Action: Information

Presenter: Randi Kinman, Council Chair

Monica Mallon was removed from the Policy Advisory Council Transit Transformation Action Plan Subcommittee for lack of attendance effective June 12, 2023.

Council Member Charley Lavery was appointed to the Policy Advisory Council Transit Transformation Action Plan Subcommittee to fill the vacancy left by Rich Hedges effective June 12, 2023.

Dylan Fabris of San Francisco Transit Riders will replace Vinita Goyal on the Policy Advisory Council Transit Transformation Action Plan Subcommittee effective June 12, 2023.

Johnny Parker Jr. was appointed to the Policy Advisory Council Equity and Access Subcommittee effective June 14, 2023.

4. [23-0668](#) Approval of the May 10, 2023 Meeting Minutes
(5 minutes)

Action: Approval

Presenter: Randi Kinman, Council Chair

Attachments: [04_23-0668_2023-05-10_Policy_Advisory_Council_Draft_Minutes.pdf](#)

Upon the motion by Council Member Baldini and second by Council Member Florez, the May 10, 2023 Meeting Minutes were unanimously approved. The motion carried by the following vote:

Aye: 18 - Council Member Eldred, Council Member Florez, Council Member Kallins, Chair Kinman, Council Member Levin, Council Member Baldini, Council Member Lieu, Council Member Fitzgerald, Council Member Hankerson, Council Member Orantes, Council Member Glaser, Council Member Wong, Vice Chair Campos, Council Member Pimple, Council Member Deutsch-Gross, Council Member Scott, Council Member Parker and Council Member Lavery

Absent: 8 - Council Member Wilson, Council Member Markham, Council Member Esuf, Council Member Pierce, Council Member Zack, Council Member Nickens, Council Member Goodwin and Council Member Lodin

Council Members Pierce arrived after the approval of the May 10, 2023 Meeting Minutes.

5. Public Comments / Other Business

6. [23-0718](#) Transit 2050+: Draft Goals and Network Definition Update
(40 minutes)

Update on Tasks 1 and 2 from the Transit 2050+ modal plan.

Action: Information

Presenter: Kara Vuicich, MTC and Andy Metz, AC Transit

Attachments: [6i_23-0718_Summary_Sheet_Transit_2050_Plus_Goals_Network.pdf](#)

[6ii_23-0718_Att_A_presentation.pdf](#)

[6iii_23-0718_Attachment_B_Problem_Statement.pdf](#)

[6iv_23-0718_Attachment_C_Goals_Outcomes.pdf](#)

7. [23-0795](#) Fiscal Year (FY) 2023-24 State Budget Update
(20 minutes)

Update on FY 2023-24 state budget, with a focus on transportation, housing, and climate adaptation provisions.

Action: Information

Presenter: Rebecca Long

Attachments: [07i 23-0795 Cover Summary Sheet Fiscal Year 2023-24 State Budget Update.pdf](#)
[07ii 23-0795 Joint LEGIS 3a 23-0663 Summary Sheet State Budget.pdf](#)

8. [23-0669](#) Subcommittee Reports
(10 minutes)

Action: Information

Presenter: Randi Kinman, Acting Policy Advisory Council Equity & Access Subcommittee Chair and
Adina Levin, Policy Advisory Council Transit Transformation Action Plan Subcommittee Chair

9. [23-0670](#) Staff Liaison Report
(3 minutes)

Overview of recent MTC policy decisions and other activities.

Action: Information

Presenter: Ky-Nam Miller, Staff Liaison

Attachments: [09 23-0670 Summary Sheet June 2023 Staff Liaison Report.pdf](#)

10. [23-0671](#) Council Member Reports
(5 minutes)

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

Action: Information

Presenter: Randi Kinman, Council Chair

11. [23-0672](#) New Business
(5 minutes)

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

Action: Discussion

Presenter: Randi Kinman, Council Chair

12. Adjournment / Next Meeting

The next meeting of the Policy Advisory Council will be held on Friday, July 28, 2023 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**

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 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

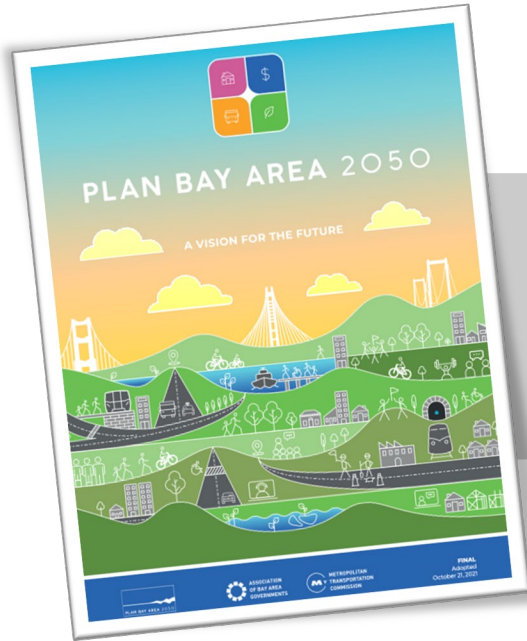
Draft Goals, Principles, and Priorities



**METROPOLITAN
TRANSPORTATION
COMMISSION**

**Policy Advisory Council
July 28, 2023**

Why Consider a Ballot Measure in 2026?



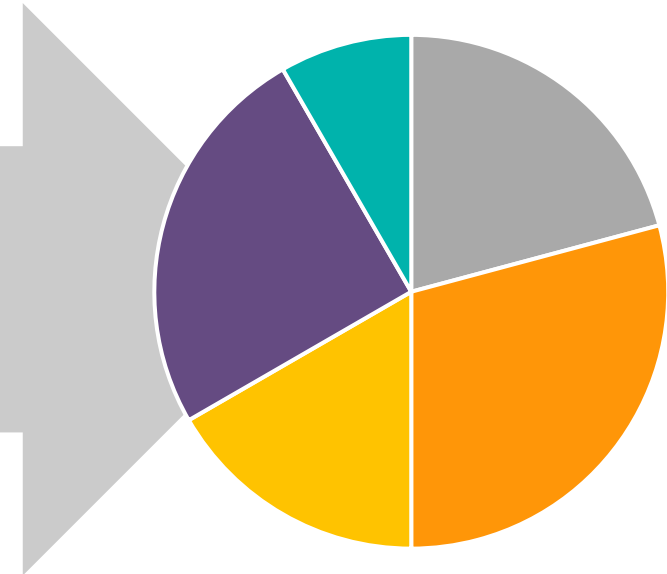
Plan Bay Area 2050

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

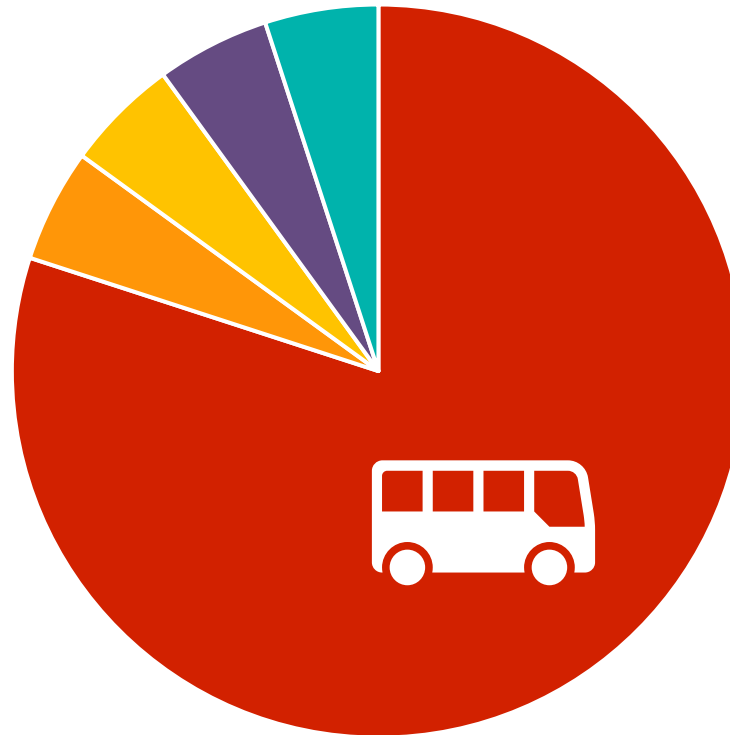
Create an expenditure plan that is greater than the sum of its parts, both to maximize regional impact but also to be able to clearly communicate to the public what the measure will deliver.

Funding Priorities: Transit Operations

Fundamental Question:

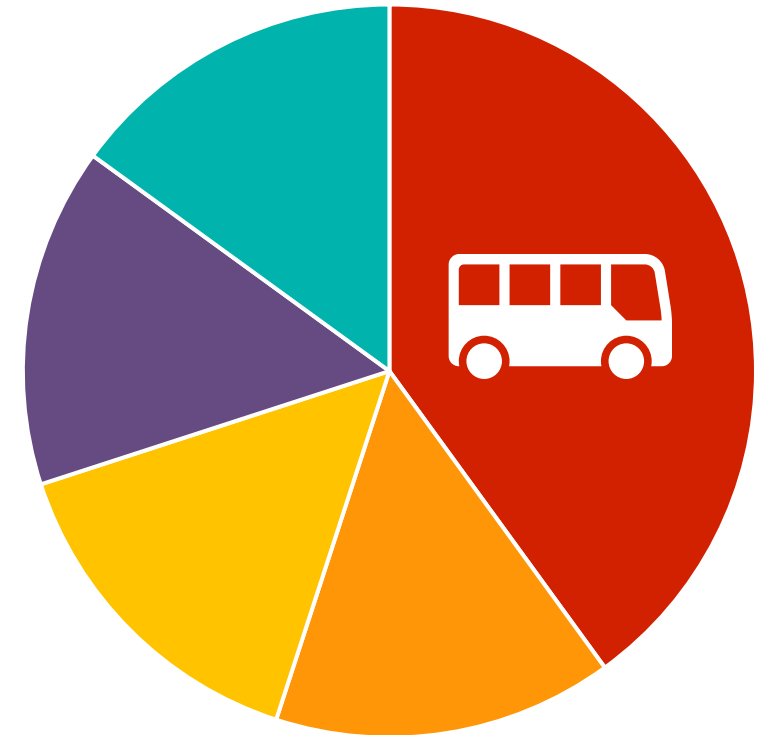
What is the right balance between funding critical long-term transit operating needs and investing in other improvements to the broader transportation system?

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.



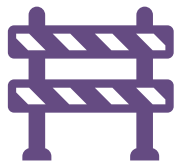
Main Streets

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

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**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

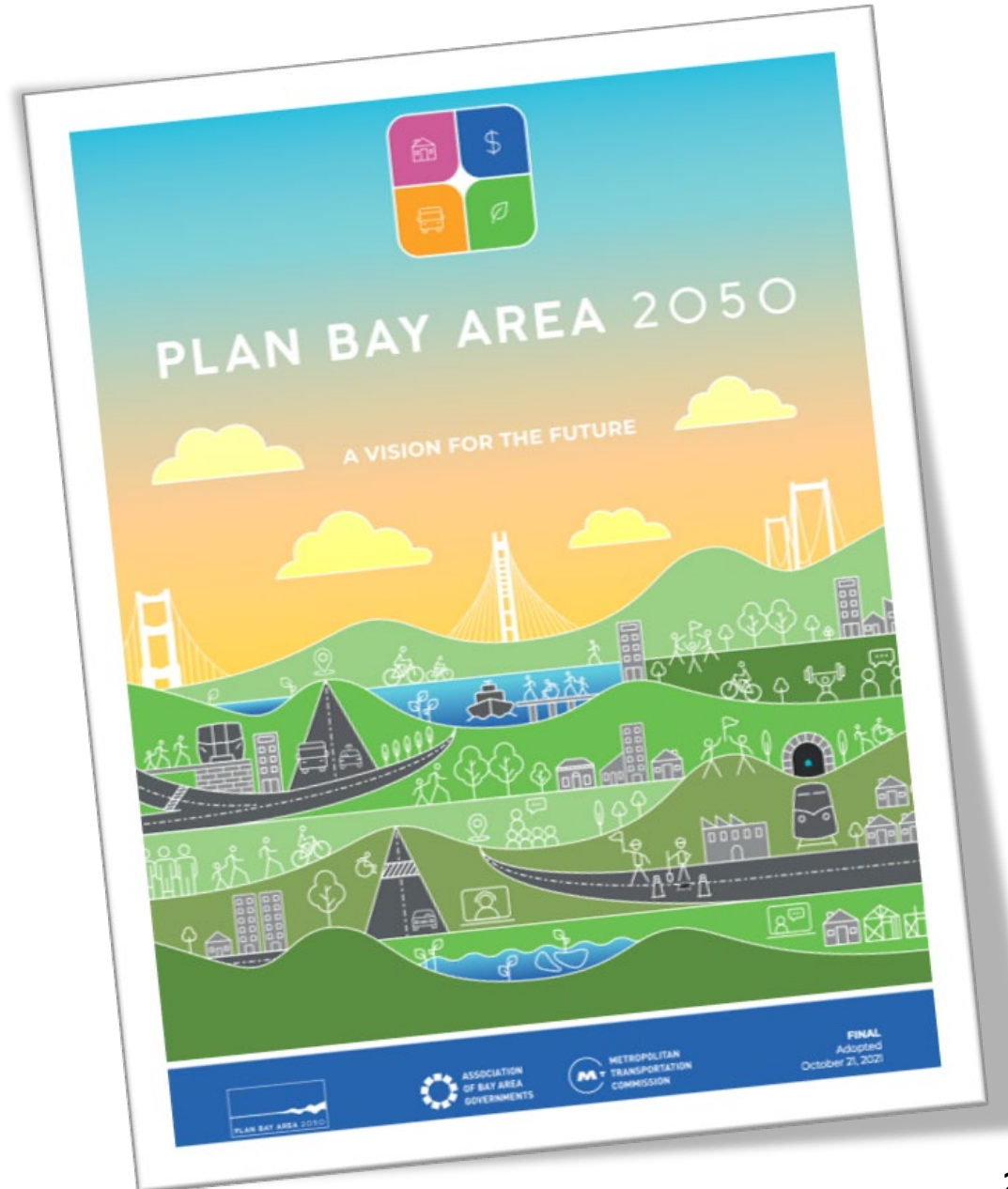
MTC Policy Advisory Council

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

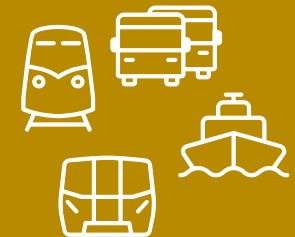
Plan Bay
Area 2050+



Transit 2050+:

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

Transit
2050+



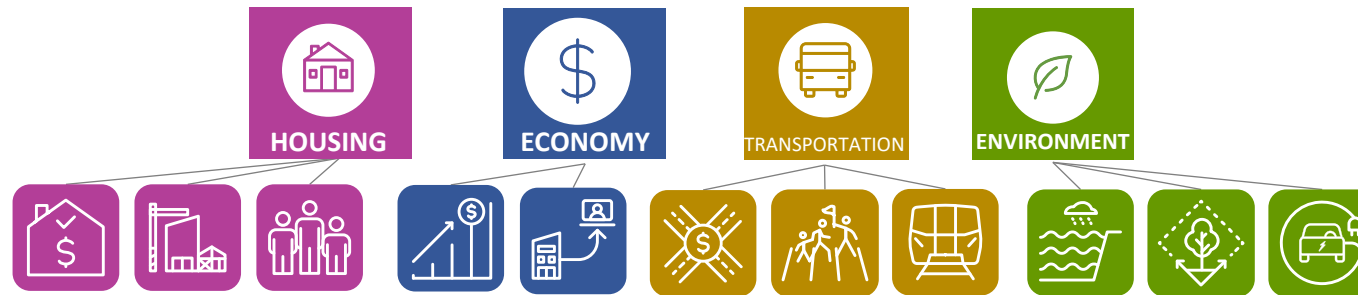
Plan Bay Area 2050+: Scope

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

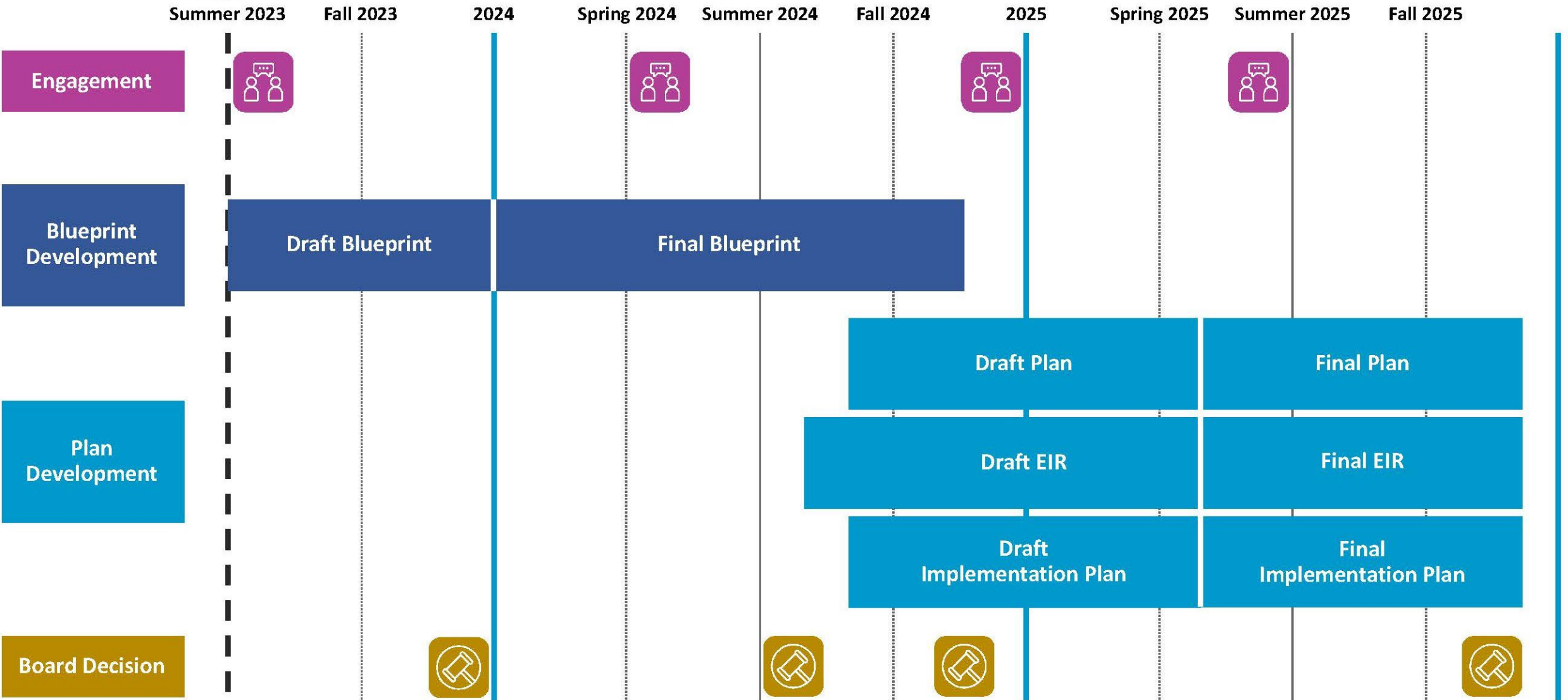


Image Source: Karl Nielsen

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



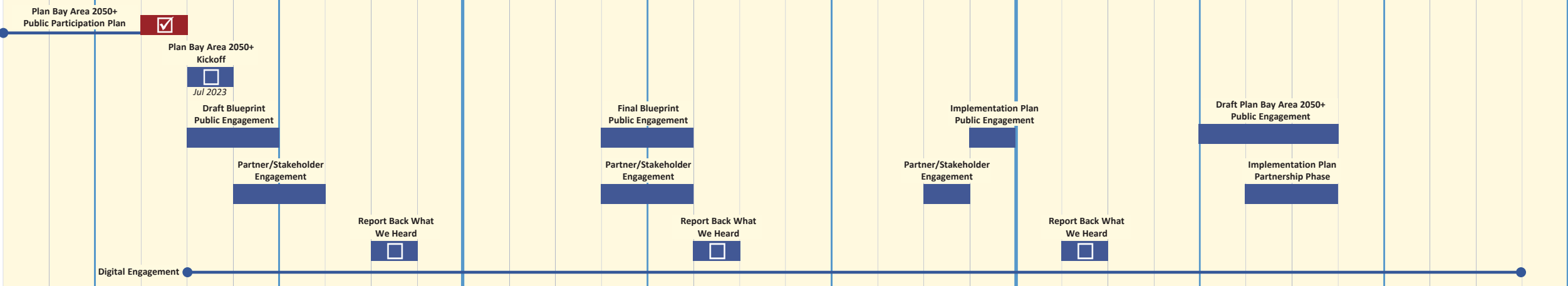
2023

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



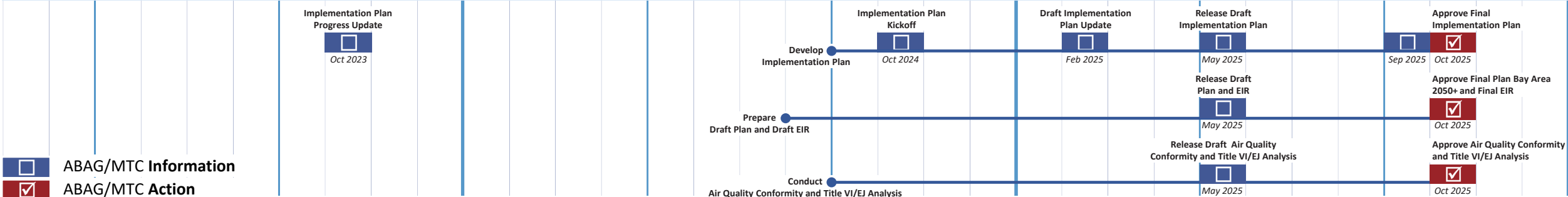
Planning Assumptions



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.)

**Metropolitan Transportation Commission
Policy Advisory Council**

July 28, 2023

Agenda Item 5c

Staff Liaison Report

Subject:

Overview of recent MTC policy decisions and other activities.

Issues:

None identified.

Recommendations:

Information

Attachments:

- Attachment A: Staff Liaison Report – July 2023

Staff Liaison Report – July 2023

Follow up from June 14, 2023 Policy Advisory Council Meeting

- MTC Staff member Mark Shorett provided the following follow-up to the questions around defining “Transportation Oriented Development” that came up during the June 14th presentation providing updates on the Transit 2050+ modal plan from Kara Vuicich of MTC and Andy Metz of AC Transit:

“Thanks for the inquiry; below you’ll find a more detailed explanation of the difference between Plan Bay Area 2050 (the adopted long-range plan) and the near-term implementation of that vision via the Transit Oriented Communities Policy.

Plan Bay Area 2050, which is a long-range plan over a 30-year time horizon, identifies places for future housing and job growth known as “Growth Geographies”. These are determined based on a number of factors, including level of transit service. The definition of one of these Growth Geographies, Transit-Rich Areas, is similar, but not identical to, the definition used in the Transit-Oriented Communities (TOC) Policy.

In Plan Bay Area 2050, Transit-Rich Areas are places within a half mile of:

1. “Fixed guideway” transit stops: rail stations, ferry terminals, and bus rapid transit stops (i.e., buses traveling in dedicated lanes)
2. Bus stops that are served by frequent routes, but do not meet the definition of “bus rapid transit”. The routes serving these stops arrive every 15 minutes or better during the morning and afternoon peak periods, but need not travel in dedicated bus lanes.

The Transit Oriented Communities Policy

Applies to places within a half mile of the first category of stops (“fixed guideway” transit stops) but not the second category. One way to look at the TOC Policy is as an “implementation action”, a first step towards making the broader Plan Bay Area 2050 a reality. Like other implementation actions, it is intended to be achieved within five years of the Plan’s adoption: cities with areas where the TOC Policy applies are expected to comply with the policy by 2026, which will involve adopting development standards consistent with Plan Bay Area 2050 (e.g., allowing a variety of housing types and removing parking requirements).

The “Evaluation and Policy Updates” section of the TOC Policy (see [page 23](#))

Provides an opportunity every four years to review and, if appropriate, update the Policy. Given that the TOC Policy was adopted in 2022, this would likely occur around 2026. In the meantime, since Plan Bay Area 2050 already integrates the expanded transit geographies you are interested in, there isn’t a specific change to be made to the Growth Geographies at this juncture. Rather, we could instead consider a new implementation action coming out of this plan update to underscore the importance of a 2026 TOC Policy update with regard to this topic, assuming it remains a high priority for the Policy Advisory Council. In terms of timing, implementation actions are slated for prioritization starting in the latter half of 2024.”

- Councilmember Vinay Pimple asked about tactile maps, and was provided with these resources from [Lighthouse for the Blind](#), which are worth checking out.
- Councilmember Pimple also referenced these [foldable electric bikes](#) currently available from Costco.

Executive Director’s Report:

The following items are excerpts from the June 2023, Executive Director’s Report to the Commission. To read this and past reports in their entirety, check the agenda from a given Commission meeting (search for past meetings on [MTCs Legistar webpage](#)).

Key Updates:

- State Budget Agreement Gives Bay Area Transit a Near-Term Lifeline: SB/AB 102 were released reflecting the final agreement between the Legislature and the Administration on funding to help California transit agencies avoid a near-term fiscal cliff and deep service cuts by Muni, BART and other transit agencies. The budget includes \$1.1 billion for a new Zero-Emission Transit Capital Program to be funded over multiple years and the restoration of a \$2 billion commitment for local transit capital improvements that was included in last year’s budget agreement. Both funding programs will be distributed by formula to MTC and provide the option to flex these funds towards transit operations to prevent service cuts. The Bay Area's share of the \$1.1 billion is approximately \$400 million, as is our share of the \$2 billion. At the time this report was finalized, the budget was expected to be voted on and sent to the

- governor on June 27 for his signature before July 1. An accompanying trailer bill, AB/SB 125 includes various reporting and accountability provisions, many of which require new reporting by MTC. Staff will provide a detailed summary of this trailer bill at your Joint MTC/ABAG Legislation Committee on July 14.
- SB 532 (Wiener): Bridge Toll Increase for Transit Operations: On June 22, Senator Wiener amended his bill, SB 532, to impose a bridge toll increase of \$1.50 effective January 1, 2024 through December 31, 2028 for the purpose of funding transit operations, including activities to improve the transit rider experience. According to Senator Wiener, the goal of the bill is to supplement transit operating funding made available in the state budget agreement and reduce pressure to shift transit capital funding to transit service.
 - Bay Area Transit Operators Receive Over \$100 million in New Federal Grants from Bipartisan Infrastructure Law: On June 26, 2023 the Federal Transit Administration announced nearly [\\$1.7 billion](#) in awards for the Low- and No-Emission and Bus and Bus Facilities programs, including about \$109 million for Bay Area transit agencies, about 6.5% of the nationwide total. Agencies receiving funds include Alameda-Contra Costa Transit District, City of Santa Rosa, Marin County Transit District, San Francisco Municipal Transportation Agency and Solano County Transit.
 - \$43 million in Bay Area COVID-Relief transportation funds saved from rescission: The federal debt ceiling package signed into law earlier this month included the rescission of unobligated Federal Highway Administration (FHWA) COVID-Relief balances nationwide. When the debt ceiling deal was struck, nearly \$300 million in federal transportation funds were at risk in California, including \$43 million for Bay Area projects. MTC staff sounded alarms with our state and federal partners and coordinated closely with Caltrans and CTC as they took rapid action (and worked long hours) to save these critical transportation funds. In the end, our state was successful in obligating nearly all of the \$300 million balances that had been at risk statewide, and all but about \$500,000 in the Bay Area.

- Many Bay Area projects are included in CTC staff recommendations for SB 1 competitive grant programs. Overall, Bay Area projects were recommended for \$363 million out of \$1.73 billion available, or just shy of 21% of the available funds statewide. Bay Area projects represent less than 14% of the recommended Solutions for Congested Corridors (SCC) grants and 20% of the statewide total for Trade Corridor Enhancement Program (TCEP) grants. The Solano 80 WB Truck Scales, which is also an RM 3 project, was recommended for \$129 million in the TCEP program, with other recommended awards for the Port of Oakland Green Power Microgrid project, rail safety improvements in Oakland and improvements to the I-80/San Pablo Dam Road interchange in West Contra Costa County. The CTC will consider action on these grants at its next meeting on June 28-29 in Solano County.
- On June 29, BAHFA celebrated the initial launch of the Doorway Housing Portal at 3 p.m. at the Bay Area Metro Center. Commissioners were invited.

Items to Note

- I joined House Speaker Emerita Nancy Pelosi last week as speakers at the **San Francisco County Transportation Authority ground-breaking event for the West Side Bridges Replacement project** on Yerba Buena Island. Other speakers included SF Supervisor Rafael Mandelman; SF City Attorney David Chiu; CTC Commissioner Carl Guardino; SFCTA Executive Director Tilly Chang; Caltrans Deputy Director of Planning Jeanie Ward-Waller; TIDA Board President V. Fei Tsen; and SF Building & Construction Trades Secretary-Treasurer Rudy Gonzalez.
- This month, I **toured transit hubs and PDAs with several Commissioners**. These field trips included a tour of sites in Union City with Commissioner Dutra-Vernaci and a tour with Commissioner Chavez of sites along the BART-to-Silicon Valley corridor from Milpitas to Diridon Station in downtown San Jose, where we were joined by Chair Pedroza and Commissioners Abe-Koga and Sperring.

- On June 16, ABAG successfully held its first in-person **General Assembly** since 2019. Delegates from 58 cities and towns and six counties unanimously approved ABAG's FY 2023-24 budget, followed by Brookings Institution Fellow Tracy Hadden Loh's keynote address on the power of place and urban activity centers in fueling economic recovery. Finally, four panelists from Contra Costa County, Solano County, the City of Fremont and the Lawrence Berkeley National Laboratory described their most promising place-based economic development initiatives.
- On June 22nd, we closed a small follow-on **refinancing for BATA**. This refinancing took advantage of the work that had been done earlier in the spring with the larger tender refinancing and an additional market opportunity to refinance \$56 million of outstanding taxable debt with a combination of approximately \$40.8 million of new tax-exempt debt and Authority funds of \$3.9 million. The transaction produces total savings of \$24.6 million in debt service savings through the life of the transaction, and net present value savings of approximately \$5.5 million (9.9% of the refunded par).
- **Safe Streets For All Grant Application for Vision Zero Program:** MTC adopted a Vision Zero policy in 2020, including a goal of zero deaths by 2030, and we provide regional partners with safety and road infrastructure data and analysis through the Bay Area Vision Zero System (BAYVIZ). We're now aiming to expand the program's impact through a potential Safe Streets and Roads for All grant, part of the package of federal competitive grant programs within the Bipartisan Infrastructure Law. If successful in securing the grant, MTC plans to enhance the BAYVIZ system by expanding available data, developing a comprehensive Vision Zero toolkit for partners, and conducting studies on safety issues in regional arterial corridors with high numbers of fatal and serious crashes. This grant opportunity presents an exciting chance for MTC to make an impact on road safety and work collaboratively with their partners towards safer streets and roads for everyone.

News Headlines from [The Bay Link Blog](#):

- [MTC, ABAG start building Plan Bay Area 2050+](#): MTC and the Association of Bay Area Governments (ABAG) today officially kicked off a two-and-a-half-year effort to develop [Plan Bay Area 2050+\(link is external\)](#), a limited and focused update to Plan Bay Area 2050, the visionary long-range regional plan adopted by the agencies in 2021.
- [Committee OKs eight projects for \\$379 million in RM 3 cash](#): MTC's Programming and Allocations Committee today approved an allocation of \$379 million in [Regional Measure 3\(link is external\)](#) toll dollars to fund eight transportation projects across the Bay Area. The committee's recommendation will be considered by the full Commission at its July 26 meeting.
- [Clipper® START pilot extended through June 30, 2025](#): The Metropolitan Transportation Commission last week approved an extension of the [Clipper® START pilot program\(link is external\)](#) through June 30, 2025. Clipper START offers discounts on public transit to qualifying Bay Area adults with low incomes. Twenty-one Bay Area transit agencies are participating in the pilot program: Seven agencies offer a 50% discount, while 14 additional agencies offer a 20% discount.
- [Throwback Thursday: Cable Car exhibit opens](#): The San Francisco Municipal Transportation Agency has announced the opening of a [history exhibit\(link is external\)](#) at the San Francisco Public Library, as part of the ongoing [celebrations for the 150th anniversary of the cable cars\(link is external\)](#).
- [Pass2Class: free bus passes for Contra Costa students](#): Pass2Class bus passes, offering free rides to Contra Costa students at the beginning of the school year to encourage the use of bus transportation to and from school, are now available. [The application period\(link is external\)](#) will close Oct. 14 or when supplies run out, whichever comes first.

- [New affordable housing portal launches for Bay Area](#): The Bay Area Housing Finance Authority (BAHFA) today launched the [Doorway Housing Portal](#), a hub to easily find affordable housing in the Bay Area. The first-of-its-kind regional online portal was developed with pro bono support from [Google.org](#) Fellows, a team that includes Google researchers, designers, product managers and software engineers.
- [Input wanted on Golden Gate Bridge District future](#): The Golden Gate Bridge, Highway and Transportation District's Board of Directors recently launched a strategic planning process(link is external) to create a path forward regarding the district's future activities and finances given changes brought on by the pandemic.
- [North Bay youth ride free on public transit this summer](#): SMART, Marin Transit, Sonoma County Transit, Santa Rosa CityBus and Petaluma Transit have come together to provide free rides for kids and teens this summer from now through Aug. 31.
- [FTA seeks comment for updates to National Public Transportation Safety Plan](#): As part of continuing efforts to strengthen safety for both frontline transit workers and riders across the country, the U.S. Department of Transportation's Federal Transit Administration is proposing an updated version of the [National Public Transportation Safety Plan](#).
- [Estuary Blueprint spotlight: tribal summit workshop on water quality and quantity](#): At a recent Tribal Water Summit, the [California Indian Environmental Alliance](#) and Big Valley Band of Pomo Indians held a workshop in collaboration with Mono Lake Kutzadika's Tribe, Buena Vista Rancheria of Me-Wuk Indians, and San Francisco Baykeeper to discuss water quality and water quantity in the San Francisco Estuary and its headwaters.

- [New report draws roadmap for Bay Area transit to survive and thrive](#): MTC, in partnership with Bay Area transit agencies, business groups and transportation advocacy organizations, last week [released a new report](#) that outlines steps that need to be taken over the next decade by MTC, transit agencies and the state government to help the region's transit network avert a near-term fiscal collapse and adapt to post-pandemic travel patterns; transition to a new business model by the latter half of the 2020s; and then expand its reach and capacity in the 2030s.
- [Contra Costa youth: unlimited transit rides all summer via \\$30 pass](#): Contra Costa youth ages 6–18 have access to unlimited rides from June 1 to Aug. 31 [with the purchase of a \\$30 pass\(link is external\)](#).
- The [Summer Youth Pass](#) is an easy way to get around Contra Costa County all summer long. Passholders can take unlimited rides on [County Connection](#), [Tri Delta Transit](#), and [WestCAT](#) local and express buses for an affordable, discounted price.
- [Throwback Thursday: Golden Gate Bridge "Then and Now" celebrates 86th birthday](#): The Golden Gate Bridge Highway and Transportation District is celebrating the 86th anniversary of the span with an online "now and then" retrospective: [https://www.goldengate.org/golden-gate-bridge-86th-anniversary\(link is external\)](https://www.goldengate.org/golden-gate-bridge-86th-anniversary(link is external)) and on Instagram [@goldengatebridgedistrict\(link is external\)](#).
- [Campaign seeks to address speeding deaths](#): The National Highway Traffic Safety Administration is partnering with advocates and experts from across the country to launch its “Speeding Wrecks Lives” safety campaign.
- [Report: Bay Area, California best locales for bicycle commuters](#): The Bay Area rates high among [bike-friendly U.S. cities for commuters](#), according to a new report. As part of National Bike Month, researchers at CoworkingCafe analyzed a series of factors such as infrastructure, traffic safety, weather, share of commuters who ride a bike to work, the number of co-working options with bike amenities and bike sharing services.

- [Asian American, Pacific Islander contributions to transportation highlighted](#): The American Association of State Highway and Transportation Officials has produced a history of contributions to transportation [made by members of the Asian American Pacific Islander community](#).
- [Report: Airline cancelations down first three months of 2023](#): For the first three months of 2023, air carrier cancelations have stayed below 2% and are far lower than last year's 2.7% rate and the rate of 4.1% for the first three months of 2022, according [to a new report from the U.S. Department of Transportation](#).

Further News Updates:

The [Bay Link blog](#) offers a more in-depth look at these topics, often in the context of the work that the ABAG and MTC are doing, along with other stories of interest to Bay Area residents and professionals. The Bay Link Blog E-Newsletter, with the top Bay Link features of the week, is distributed every Tuesday. You can find more newsletters to subscribe to at this [link](#).

Have a Question? Ask a Librarian

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

For MTC and Plan Bay Area Glossaries:

- [Glossary of Transportation Planning Acronyms & Terms](#)
- [Plan Bay Area Glossary](#)