

REGIONAL EQUITY WORKING GROUP

Wednesday, April 12, 2017, 11:15 AM to 1:15 AM
Yerba Buena Conference Room (1st Floor)
Metropolitan Transportation Commission
375 Beale Street, San Francisco, CA 94105

Conference Call Number
Dial 1-888-273-3658
Password 9427202

AGENDA

-
- | | |
|------------|-------------------------------------|
| 11:15 a.m. | 1. Welcome and Introductions |
|------------|-------------------------------------|
-
- | | |
|-------|---------------------------------------------------------------------------------------------------------------------------------------------------|
| 11:25 | 2. Update on the Plan Bay Area 2040 Draft Equity Analysis Report
www.2040.planbayarea.org |
|-------|---------------------------------------------------------------------------------------------------------------------------------------------------|
-
- | | |
|-------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 11:35 | 3. Title VI and Environmental Justice Analysis Results
See attached Chapter 6 of the Equity Analysis Report or download from the following website: www.2040.planbayarea.org |
|-------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
-
- | | |
|-------|------------------------------------------------------------------------------------------------------|
| 12:35 | 4. Update on the Lifeline Transportation and Community-Based Transportation Planning Programs |
|-------|------------------------------------------------------------------------------------------------------|
-
- | | |
|------|--------------|
| 1:15 | Close |
|------|--------------|
-

The next REWG meeting is still to be scheduled.

Staff Contacts:

Duane Bay, duaneb@abag.ca.gov
Doug Johnson, djohnson@mtc.ca.gov
Vikrant Sood, vsood@mtc.ca.gov

Chapter 6. Title VI and Environmental Justice

This chapter summarizes the results of the Title VI and Environmental Justice analyses. While both of these analyses are part of the overall equity analysis framework (see Chapter 2 for more details on the equity framework), they are called out separately in this chapter, since this report is in part intended to satisfy federal requirements related to nondiscrimination and environmental justice in the metropolitan planning process. For more information on the legal, regulatory and policy framework underlying these analyses, see Chapter 1.

Title VI Analysis and Results

The purpose of this analysis is for MTC to demonstrate compliance with federal laws and regulations related to Title VI of the Civil Rights Act of 1964. The U.S. Department of Transportation's (DOT's) Title VI regulations prohibit recipients of federal transportation funds from utilizing criteria or methods of administration that have the effect of subjecting persons to discrimination based on their race, color or national origin. As an operating entity within DOT, the Federal Transit Administration (FTA) provides more specific guidance to metropolitan planning organizations on how to demonstrate Title VI compliance (see Chapter 1 for more details).

The first step in the analysis is to identify the combined share of federal and state transit investments in Plan Bay Area 2040 (see Table 6-1). The investments included in the plan total \$303.5 billion over a 24-year period, for a wide range of projects that include express lanes, freight improvements, active transportation programs and transit operations. Of the total plan investments, \$203.5 billion are allocated to transit operations, maintenance, modernization and expansion. Transit is by far the largest investment made in Plan Bay Area 2040. Of the total transit investments, 18 percent (or \$53.4 billion) comes from various federal and state sources (see Chapter 2 for a list of sources). The Title VI analysis in this report is conducted on this amount (i.e., \$53.4 billion).

Table 6-1: Sources of Funding by Mode of Transportation, Plan Bay Area 2040

	Total	Federal and State		Local / Other	
	\$ million	\$ million	%	\$ million	%
Roadway / Bridge	\$88,701	\$29,220	33%	\$59,482	67%
Bicycle and Pedestrian	\$5,150	\$1,325	26%	\$3,825	74%
Freight	\$2,743	\$1,938	71%	\$805	29%
Other Programs	\$3,401	\$1,072	32%	\$2,329	68%
Public Transit	\$203,449	\$53,362	26%	\$150,087	74%
Plan Bay Area 2040 Investments	\$303,445	\$86,917	29%	\$216,528	71%

Source: MTC Analysis of Plan Bay Area 2040 Investments

¹ Ridership data by race/ethnicity is available for 24 of the 27 transit operators in the Bay Area. Data is not available for Amtrak (\$92 million), City of Dixon (\$17 million) and the Sonoma-Marín Area Rail Transit (SMART) (\$623 million). Data is also not available for the California High Speed Rail project (\$8.5 billion). These amounts are therefore not included in the population/use-based analysis.

Since this analysis relies on ridership data by race/ethnicity for each transit operator,¹ the assessment is further limited to only those operators for whom this information is available through a transit passenger survey (either conducted by the transit operator or MTC). This subset of the total federal and state transit funding for which data is available is \$43.6 billion, or 82 percent of the total.

Next, federal and state investments in transit are allocated to minority and non-minority populations using the same methodology used in the transportation investment analysis (the population/use-based analysis) outlined in Chapter 5. Essentially, federal and state investments are broken out by transit operator and allocated to minority or non-minority populations, based on their respective shares of ridership on that particular transit system. The allocations by transit operator are then added to provide the total federal and state funding that is allocated to minority and non-minority populations. This allocation of funding to minority and non-minority populations based on their use of various transit systems constitutes “benefit.” The results for each subgroup are compared to estimate the relative benefit accrued to minority and non-minority populations (see Table 6-2).

Table 6-2: Summary of Population/Use-Based Analysis for Federal and State Transit Funding

Population	Share of Population	Share of Transit Ridership	Investments (\$ million)		Share of Investments (%)	
			PBA 2040	Federal/State Transit	PBA 2040	Federal/State Transit
Minority	59%	62%	\$117,386	\$25,797	61%	59%
Non-Minority	41%	38%	\$76,557	\$17,850	39%	41%

Source: 2010-2014 American Community Survey, 2012-2015 MTC Transit Surveys, Multiple Transit Operator Surveys, MTC's Analysis of Plan Bay Area Investments

Finally, investments are distributed on a per capita and a per-rider basis, so that investment benefits allocated to the region's minority populations and riders can be compared to investment benefits allocated to the region's non-minority populations and riders. The results from this analysis are summarized in Tables 6-3 and 6-4 below.

Following FTA guidance, MTC's disparate impact analysis of plan investments reveals that, on a per-capita basis, minority populations in the region would receive 59 percent of Plan Bay Area 2040's investment benefits for public transit using federal and state sources, compared to 41 percent for non-minority populations. The share of investment benefits based on a per capita basis is proportional to the share of minority (59 percent) and non-minority (41 percent) populations in the region.

On a transit-ridership basis, minority transit riders would again receive 59 percent of the benefit, compared to 41 percent for non-minority transit riders. The share of investment benefits based on a per-rider basis is proportional to the share of minority (62 percent) and non-minority (38 percent) transit ridership.

Table 6-3: Disparate Impact Analysis Results, Population-Based

	Population (2014)		Federal and State Transit Investments		Per capita Benefit
	#	%	\$ millions	%	\$
Minority	4,305,728	59%	\$25,797	59%	\$5,991
Non-Minority	3,033,324	41%	\$17,850	41%	\$5,885

Source: 2010-2014 American Community Survey, 2012-2015 MTC Transit Surveys, Multiple Transit Operator Surveys, MTC investment analysis

Table 6-4: Disparate Impact Analysis Results, Ridership-Based

	Ridership		Federal and State Transit Investments		Per-Rider Benefit
	#	%	\$ millions	%	\$
Minority	998,992	62%	\$25,797	59%	\$25.82
Non-Minority	616,075	38%	\$17,850	41%	\$28.97

Source: 2012-2015 MTC Transit Surveys, Multiple Transit Operator Surveys, MTC investment analysis

Based on the results presented in Tables 6-3 and 6-4, MTC concludes that the Draft Plan is in compliance with Title VI of the Civil Rights Act of 1964 for the distribution of federal and state transit funds.

Environmental Justice Analysis and Results

Under Executive Order 12898 and the associated DOT Order on Environmental Justice, MTC must assist DOT, FTA and the Federal Highway Administration (FHWA) in their mission “to avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects” on environmental-justice (EJ) populations. For this analysis, adverse effects are determined using the results for the six equity measures, described in Chapter 2, and EJ populations are either low-income households or communities of concern (CoCs), also described in Chapter 2. The analysis must determine if EJ populations share in the benefits of the plan’s investments without bearing a disproportionate share of the burdens.

As notes in Chapter 2, to make this determination, this report uses the DOT definition of a “disproportionately high and adverse effect,” which relies on meeting either of the following two conditions:

- An adverse impact is predominately borne by minority and/or a low-income populations, or
- An adverse impact on minority and/or low-income populations is significantly more severe or greater in magnitude than the adverse effect on non-minority and/or non-low-income populations.

Table 6-5 below summarizes the EJ analysis results for each of the six equity measures. Although none of the measures analyzed found both a disproportionately high *and* adverse effect on EJ populations, this analysis confirms broad regional trends related to housing affordability for lower-income households, who are also more likely to be minority populations, in PDAs, TPAs and HOAs. Chapter 7 identifies a number of policies and programs that address these concerns, though fully recognizing that solving the housing affordability crisis in the Bay Area requires a more concerted effort on behalf of local governments as well as state and federal agencies, and stronger partnerships and collaboration between the public and private sectors.

MTC finds no disproportionately high and adverse impact on EJ populations from the Draft Plan for any of the six equity measures. Regardless, this analysis again confirms the importance of addressing housing affordability challenges for low-income populations in the Bay Area. Chapter 7 lists a few of the initiatives that will be, or are already being, funded by the Draft Plan to address the housing affordability crisis in the Bay Area.

Table 6-5: Summary of Environmental Justice Analysis Results for the Draft Plan

Equity Measures	Does the Draft Plan have an Adverse Effect on EJ Populations? *	Is the Adverse Effect Disproportionately High? **
	Draft Plan vs. No Project Alternative for Low-Income and CoCs (see Table 4-1)	Low-Income and CoCs vs. Non-Low-Income and Remainder of the Region (see Table 4-1)
3. Reduce adverse health impacts (+)	Same	Same
5. Decrease H+T *** for lower-income households (+)	No	No ²
6. Increase the share of affordable housing	No	No ³
7. Do not increase the risk of displacement	No	No ⁴
8. Increase share of jobs accessible in congested conditions	No	No
9. Increase jobs in middle-wage industries	Same	Same

Notes:

(+) Compares results for lower-income vs. higher-income households instead of communities of concern vs. remainder of the region. Low- and lower-income households, as well as communities of concern, are considered EJ populations for this analysis.

* Compares the analysis results for the No Project Alternative and the Draft Plan to determine whether the measure is moving in the right direction for EJ populations (low-income households or communities of concern).

** Compares the analysis results for the Draft Plan relative to EJ and non-EJ populations. An EJ population is determined to experience “disproportionately high adverse effect” when the Draft Plan has an adverse effect on EJ populations AND when the adverse impact from the Draft Plan is greater than the adverse impact of the No Project Alternative.

*** Housing and transportation costs

Cumulative Benefits of the Draft Plan

Though not a federal requirement for Title VI or EJ compliance, or mandated by other state or local laws, MTC has conducted a qualitative analysis that tests whether the Draft Plan contributes to a *reduction in existing disparities* between communities of concern and the remainder of the region. A similar analysis was also conducted in the equity report for Plan Bay Area 2013.

² The Draft Plan does not have a disproportionately high adverse effect on EJ populations since the second of the two conditions is not met (see ** notes under Table 6-5 for more detail). While for the Draft Plan, the share of household income spent in the combined cost of housing and transportation increases by 13 percentage points for low-income households and 5 percentage points for higher income households, the impact is less when compared to the No Project Alternative, which would increase the share by 15 percentage points

³ The Draft Plan does not have a disproportionately high adverse effect on EJ populations since the second of the two conditions is not met (see ** notes under Table 6-5 for more detail). While for the Draft Plan, the share of affordable units remains about the same within CoCs and increases by 3 percentage points in the remainder of the region, the impact is less when compared to the No Project Alternative. Also, overall, the share of affordable units within CoCs remains almost twice as high as in the remainder of the region in 2040 (23 percent compared to 11 percent).

⁴ The Draft Plan does not have a disproportionately high adverse effect on EJ populations since the second of the two conditions is not met (see ** notes under Table 6-5 for more detail). While the risk of displacement for the Draft Plan increases by 7 percentage point within CoCs and by 1 percentage points in the remainder of the region, the impact is less when compared to the No Project Alternative, which would increase the risk of displacement by 25 percentage points within CoCs.

Table 6-6 below summarizes the results of this analysis, which answers the following two questions:

1. Do disparities currently exist between communities of concern and the remainder of the region; and
2. Does the Draft Plan reduce any existing disparity?

Table 6-6: Summary of Cumulative Benefits Analysis Results for the Draft Plan

<i>Equity Measures</i>	<i>Do disparities currently exist between CoCs and the RoR? *</i>	<i>Does the Draft Plan reduce any existing disparity? **</i>
3. Reduce adverse health impacts (+)	Yes	Marginally ⁵ Reduces
5. Decrease H+T for lower-income households (+)	Yes	Increases
6. Increase share of affordable housing	Yes	Marginally Increases
7. Do not increase the risk of displacement	Yes	Marginally Increases
8. Increase share of jobs accessible in congested conditions	Yes	Marginally Reduces
9. Increase jobs in middle-wage industries	No (++)	Reduces

Notes:

See Table 5-1 in Chapter 5 for more detailed results for the Baseline, No Project Alternative and EIR Alternatives.

(+) Compares results for lower-income vs. higher-income households instead of CoCs and remainder of the region.

(++) The measure does not lend itself to a spatial or population-based assessment of disparate impacts. For example, both the location of middle-wage jobs and lower-income workers is dispersed across the region. In addition, an increase in the number of middle-wage jobs will largely benefit lower-income workers.

* Compares low-income or CoCs with high-income or remainder of the region in the baseline year (2005/2010).

** Compares the Base Year to the Draft Plan for low-income households or CoCs.

Existing Disparities

Five of the six equity measures show existing disparities in the region between low-income households or CoCs and high-income households or the remainder of the region. These measures include adverse health impacts; combined cost of housing and transportation; share of affordable housing in PDAs, TPAs and HOAs; risk of displacement; and share of jobs accessible in congested conditions. None of these findings should be surprising.

Household income is the strongest predictor of individual and family health outcomes,⁶ so it follows that lower-income households in the region will experience worse health compared to higher-income households. High housing costs are also more burdensome on lower-income households. They spend a much higher share of their income on rent or the cost of owning a home compared to higher-income households, even though almost everyone who either moved here or bought a home in the Bay Area in the last decade is overpaying for housing. This has direct implications for both a household's budget and its vulnerability to being priced out of a neighborhood as costs rise faster than wages.

⁵ The impact on low-income households or CoCs is considered marginal if the Draft Plan results in a change of up to + or – one percentage point compared to the Base Year.

⁶ For more information on the social determinants of health, see: <http://www.acphd.org/media/144727/lduc-part1.pdf> or http://publichealth.lacounty.gov/epi/docs/sociald_final_web.pdf.

It is important to note that a lack of existing disparity is not a sign of prosperity for disadvantaged populations in the Bay Area. For example, by definition, there is a higher concentration of low-income and minority populations within a CoC compared to the rest of the region (even though a larger share of all low-income and minority populations live in the remainder of the region). CoCs are therefore likely to have a high share of lower-priced homes, both renter- and owner-occupied. This is likely the primary reason why the share of affordable housing in CoCs is higher than the remainder of the region.

CoCs are also more likely to be located in the urban core, where transit and access to a broad range of services and amenities is better than in the suburbs. And even though a growing share of low-income populations are now living in suburban communities, the relative concentration of poverty is still higher in urban cores like Richmond, East Oakland, East Palo Alto and East San Jose. The same factors that increase the risk of displacement, i.e., proximity to transit and jobs, also increase the access for low-income and minority populations to job centers. This is likely the primary reason why the share of jobs accessible in congested conditions is higher in CoCs.

Benefits of the Draft Plan

When compared to base year conditions, the Draft Plan improves or marginally improves conditions for low-income households or CoCs for three equity measures. These measures include adverse health impacts, share of jobs accessible in congested conditions and middle-wage jobs. For two of these measures (health and job access), disparities currently exist between low-income households or CoCs and high-income households or remainder of the region.

These results suggest that the land use and transportation policies included in the Draft Plan are contributing to a reduction in some existing disparities in the region. An emphasis on transit, transit-oriented development and active transportation in the Draft Plan is contributing to improving health outcomes for lower-income households, by increasing opportunities for physical activity. More investments in affordable housing in the urban core, close to transit and jobs, are contributing to improved access to jobs and potentially other services.

On the other hand, the Draft Plan may result in worse or marginally worse conditions for low-income households or CoCs for three measures, including the combined cost of housing and transportation; share of affordable housing in PDAs, TPAs and HOAs; and risk of displacement. For each of these measures, disparities currently exist between low-income or CoCs and high-income or remainder of the region.

Despite small gains, much more work is needed to make real progress in improving health outcomes, housing and transportation affordability, and neighborhood stability for disadvantaged communities in the Bay Area.



Map 1a

Communities of Concern

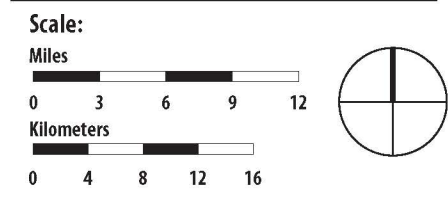
American Community Survey 2014

- Communities of Concern**
- The Communities of Concern (tract geography) dataset is based upon eight demographic variables:
- 1. Minority (70% threshold)
 - 2. Low-Income (less than 200% of Fed. poverty level, 30% threshold)
 - 3. Limited English Proficiency (20% threshold)
 - 4. Elderly (10% threshold)
 - 5. Zero-Vehicle Households (10% threshold)
 - 6. Single Parent Families (20% threshold)
 - 7. Disabled (25% threshold)
 - 8. Rent-Burdened Households (15% threshold)

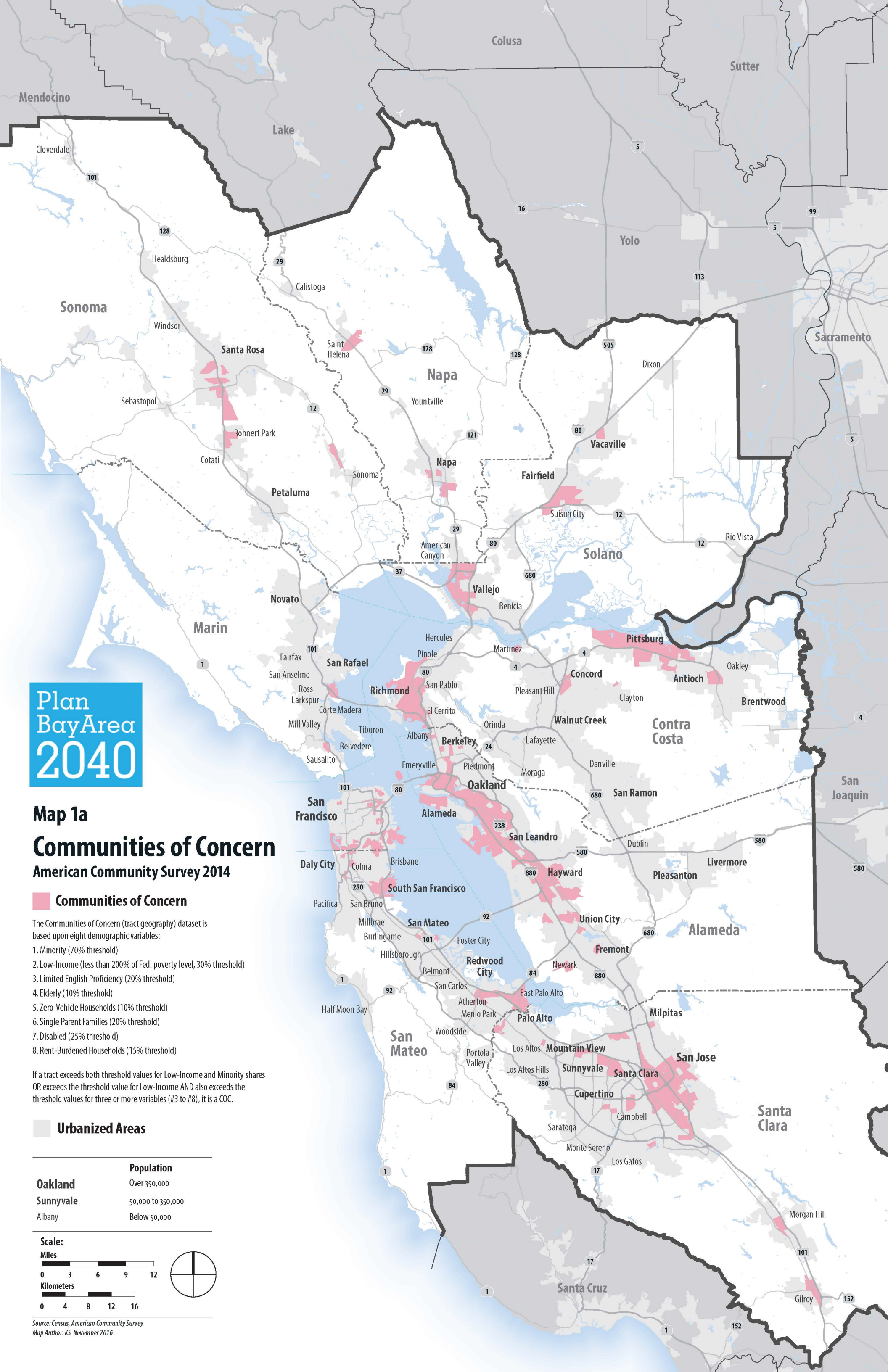
If a tract exceeds both threshold values for Low-Income and Minority shares OR exceeds the threshold value for Low-Income AND also exceeds the threshold values for three or more variables (#3 to #8), it is a COC.

Urbanized Areas

	Population
Oakland	Over 350,000
Sunnyvale	50,000 to 350,000
Albany	Below 50,000



Source: Census, American Community Survey
Map Author: KS November 2016



Draft Plan Bay Area 2040 Released; Public Invited to Comment Online or at Open Houses



(http://www.planbayarea.org/sites/default/files/images/pba2040_twitter_post.jpeg)

Monday, April 3, 2017

The Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC) today released the Draft Plan Bay Area 2040. After two years of public discussion and technical work, the draft Plan Bay Area 2040 is an updated long-range Regional Transportation Plan and Sustainable Communities Strategy for the nine-county San Francisco Bay Area. This document discusses how the Bay Area will grow over the next two decades and identifies transportation and land-use strategies to enable a more sustainable, equitable and economically vibrant future.

The effort grew out of the California Sustainable Communities and Climate Protection Act of 2008 (California Senate Bill 375, Steinberg), which requires each of the state's 18 metropolitan areas – including the Bay Area – to reduce greenhouse gas emissions from cars and light trucks. Plan Bay Area 2040 is a limited and focused update of the region's previous integrated transportation and land use plan, Plan Bay Area, adopted in 2013. View the draft Plan Bay Area 2040 at 2040.planbayarea.org (<http://www.2040.planbayarea.org>)

MTC and ABAG have scheduled open houses in each of the nine Bay Area counties for comment on the draft Plan Bay Area 2040. Residents are encouraged to attend a workshop where they can view displays, ask questions and offer comments on these documents. The full list of open houses is as follows:

County	Location	Date and Time
Alameda County Open House	Fremont City Hall City Council Chambers 3300 Capitol Avenue Fremont	Thursday, May 4 6:30 p.m. to 8:30 p.m.
Contra Costa County Open House	Embassy Suites Hotel Contra Costa Ballroom 1345 Treat Blvd. Walnut Creek	Wednesday, May 10 6:30 p.m. to 8:30 p.m.

Marin County Public Workshop and Open House	Mill Valley Community Center 180 Camino Alto Mill Valley	Saturday, May 20 8:30 a.m. Reg./ Open House 9 a.m. Presentation Open house continues until 1 p.m.
Napa County Open House	Elks Lodge 2840 Soscol Avenue Napa	Monday, May 15 6 p.m. to 8 p.m.
San Francisco Open House	Bay Area Metro Center Yerba Buena Conf. Room 375 Beale Street San Francisco	Wednesday, May 17 6:30 p.m. to 8:30 p.m.
San Mateo County Open House	Sequoia High School Multi-Purpose Room 1201 Brewster Avenue Redwood City	Thursday, May 4 6:30 p.m. to 8:30 p.m.
Santa Clara County Open House	Marriott Hotel San Jose Ballroom IV-VI 301 South Market Street San Jose	Monday, May 22 6:30 p.m. to 8:30 p.m.
Solano County Open House	Solano County Events Center 601 Texas Street Fairfield	Monday, May 15 6 p.m. to 8 p.m.
Sonoma County Open House	Finley Community Center 2060 W. College Ave. Santa Rosa	Monday, May 22 6 p.m. to 8 p.m.

Three public hearings also are opportunities for interested residents to comment on the Draft Plan and its Draft Environmental Impact Report (EIR) for Plan Bay Area 2040, which is slated for release on April 17, along with a Draft Transportation-Air Quality Conformity Analysis for Draft Plan Bay Area 2040 and Amended 2017 Transportation Improvement Program on May 1. The full list of public hearings is as follows:

Public Hearing	Location	Date and Time
Public Hearing in San Jose	Martin Luther King Library, Room 225 150 E. San Fernando Street San Jose, CA 95112	Tuesday, May 16 6 p.m. to 8 p.m.

Public Hearing in Vallejo	Vallejo Naval and Historical Museum 734 Marin Street Vallejo	Thursday May 18 6 p.m. to 8 p.m.
Public Hearing at Joint Planning/Adm. Committees in SF	Bay Area Metro Center Board Room 375 Beale Street San Francisco	Friday, May 12 9:40 a.m.

Members of the public also are encouraged to view and comment on the draft plan online at 2040.planbayarea.org (<http://www.2040.planbayarea.org>). Comments will be reviewed by officials from both agencies as they consider the adoption of the final Plan Bay Area 2040, slated for July 2017. Written comments will be accepted at the open houses; via mail to MTC Public Information, 375 Beale Street, Suite 800, San Francisco, CA, 94105; via fax to 415.536.9800; or via email to info@planbayarea.org (<http://info@planbayarea.org>).

The comment period for all documents will close on Thursday, June 1, 2017, at 4 p.m.

Questions? Visit www.PlanBayArea.org (<http://www.PlanBayArea.org>), email info@PlanBayArea.org (<mailto:info@PlanBayArea.org>), or call 415.778.6757.

Accessible Meetings

Do you need an interpreter or any other assistance to participate? Please call 415.778.6757 or 415.778.6769 for TDD/TTY three days in advance.

¿Necesita un intérprete u otra asistencia para participar? Por favor llámenos con tres días de anticipación al 415.778.6757 o 415.778.6769 para TDD/TTY.

您是否需要翻譯員或任何其他幫助才能參加呢？請提前三天致電。

ABAG is the Council of Governments and official regional planning agency for the 101 cities and towns, and nine counties of the Bay Area. MTC is the transportation planning, financing and coordinating agency for the nine-county San Francisco Bay Area.

Contact: Leah Zippert, ABAG (415) 820-7995
John Goodwin, MTC (415) 778-5262

[News \(/news\)](#)

[News Features \(/news/features\)](#)

[News Releases \(/news/releases\)](#)

[News Headlines \(/news/headlines\)](#)

[E-Newsletters \(/news/newsletters\)](#)

[Video Gallery \(/news/videos\)](#)

2040 PLAN (/PLAN)

[Draft Plan Bay Area 2040 \(http://2040.planbayarea.org\)](#)

[The Context \(/2040-plan/context\)](#)

[Timeline \(/2040-plan/timeline\)](#)

[Plan Details \(/2040-plan/plan-details\)](#)

[Final Preferred Scenario \(/2040-plan/final-preferred-scenario\)](#)

[Environmental Impact Report \(/2040-plan/environmental-impact-report\)](#)

[Quick Facts \(/2040-plan/quick-facts\)](#)

PREVIOUS PLAN (/PREVIOUS-PLAN)

English

[Supplementary Reports and Additional Resources \(/previous-plan/final-supplementary-reports-and-additional-resources\)](#)

[Document Archive: Plan Bay Area 2013 \(/previous-plan/document-archive-plan-bay-area-2013\)](#)

GET INVOLVED (/GET-INVOLVED)

[Public Participation Plan \(/get-involved/public-participation-plan\)](#)

[Mailing List \(/your-part/mailling-list\)](#)

[Language Assistance \(/get-involved/language-assistance\)](#)

[Meetings and Events \(/get-involved/meetings-and-events\)](#)

[Open House and Meeting Materials \(/your-part/open-house-and-meeting-materials\)](#)

[Plan Bay Area Open Forum \(/your-part/plan-bay-area-open-forum\)](#)

[Your Comments \(/your-part/your-comments\)](#)

THE COUNTIES (/COUNTIES)

[Alameda County \(/counties/focus-alameda-county\)](#)

[Contra Costa County \(/counties/focus-contracosta-county\)](#)

[Marin County \(/counties/focus-marin-county\)](#)

[Napa County \(/counties/focus-napa-county\)](#)

[San Francisco County \(/counties/focus-sanfrancisco-county\)](#)

[San Mateo County \(/counties/focus-sanmateo-county\)](#)

[Santa Clara County \(/counties/focus-santaclara-county\)](#)

[Solano County \(/counties/focus-solano-county\)](#)

[Sonoma County \(/counties/focus-sonoma-county\)](#)

NEWS (/NEWS)

[News Features \(/news/features\)](#)

[News Releases \(/news/releases\)](#)

[News Headlines \(/news/headlines\)](#)

[E-Newsletters \(/news/newsletters\)](#)

[Video Gallery \(/news/videos\)](#)

RESOURCES (/RESOURCES)

[CEQA Streamlining Opportunities \(/resources/ceqa-streamlining-opportunities\)](#)

[Vital Signs \(http://www.vitalsigns.mtc.ca.gov/\)](http://www.vitalsigns.mtc.ca.gov/)

[Project Mapper \(/resources/project-mapper\)](#)

[State of the Region 2015 Report \(http://reports.abag.ca.gov/sotr/2015/index.php\)](http://reports.abag.ca.gov/sotr/2015/index.php)

[Bay Area Travel Map \(/resources/bay-area-travel-map\)](#)

[Bay Area Prosperity Plan \(/resources/bay-area-prosperity-plan\)](#)

[PDA Assessment Update \(http://mtccms03dev.prod.acquia-sites.com/sites/default/files/pdf/PDA_Assessment_Update_Final.pdf\)](http://mtccms03dev.prod.acquia-sites.com/sites/default/files/pdf/PDA_Assessment_Update_Final.pdf)

CONTACT US (/CONTACT-US)

[Congestion Management Agencies \(/contact-us/congestion-management-agencies\)](#)

HOME (/)



[Request accessibility assistance \(/your-part/get-involved/request-accessibility-assistance\)](#)

[Site Map \(/sitemap\)](#)

© 2017 Association of Bay Area Governments and Metropolitan Transportation Commission. All Rights Reserved.

[Back to Top](#)

