Public Participation Plan

for the San Francisco Bay Area

June 2023

METROPOLITAN TRANSPORTATION COMMISSION

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List of Acronyms

ABAG	Association of Bay Area Governments
AC	Advance Construction
AC Transit	Alameda-Contra Costa Transit District
ADA	Americans with Disabilities Act
ASL	American Sign Language
BAIFA	Bay Area Infrastructure Financing Authority
BAHA	Bay Area Headquarters Authority
BAHFA	Bay Area Housing Finance Authority
BART	Bay Area Rapid Transit
BATA	Bay Area Toll Authority
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CBO	Community-based Organization
CEQA	California Environmental Quality Act
CMP	Congestion Management Process
CNP	Connected Network Plan
CTA	County Transportation Agency
CTP	Countywide Transportation Plan
EIR	Environmental Impact Report
FAST	Fairfield/Suisun Transit System
FAST Act	Fixing America's Surface Transportation Act
FHWA	Federal Highway Administration
FMS	Fund Management System
FTA	Federal Transit Administration
GHG	Greenhouse gas
GGBHTD	Golden Gate Bridge, Highway and Transportation District
IIJA	Infrastructure Investment and Jobs Act
LAVTA	Livermore-Amador Valley Transit Authority
LEP	Limited English Proficient
LGBTQ+	Lesbian, gay, bisexual, transgender, queer and others

MAP-21 Act	Moving Ahead for Progress in the 21st Century Act
MPO	Metropolitan Planning Organization
MTC	Metropolitan Transportation Commission
NEPA	National Environmental Policy Act
NOC	Notice of Completion
NOD	Notice of Determination
NOP	Notice or Preparation
OWP	Overall Work Plan
PDA	Priority Development Area
PM	Particulate matter
POP	Program of Projects
PPA	Priority Production Area
PPP	Public Participation Plan
PTAC	Partnership Technical Advisory Committee
RHNA	Regional Housing Needs Allocation
RTP	Regional Transportation Plan
SAFE	Service Authority for Freeways and Expressways
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SamTrans	San Mateo County Transit District
SB 375	Senate Bill 375, the Sustainable Communities and Climate Protection Act (2008)
SFMTA	San Francisco Municipal Transportation Agency
SIM	State Implementation Plan
SCS	Sustainable Communities Strategy
SMART	Sonoma Marin Area Rail Transit
Soltrans	Solano County Transit
TIP	Transportation Improvement Program
VTA	Santa Clara Valley Transportation Authority

Chapter 1 — Introduction

The policies and investments made by the Metropolitan Transportation Commission (MTC) influence the lives of all people who live and work in the San Francisco Bay Area every day. MTC wants residents of the Bay Area to be involved in the regional planning process and is committed to a transparent decision-making process that is informed by meaningful public consultation and community engagement. To help inform its decisions, MTC is committed to providing:

1) ample opportunities for early and continuing participation in its projects, programs and plans; and
2) full public access to the decision-making process.

This Public Participation Plan outlines the many opportunities available to get engaged in MTC's work. This plan defines our mission and vision for public engagement and participation, along with the processes for communicating with the public about our programs, plans, projects and decisions. This plan seeks to provide Bay Area residents from across the nine counties with the information necessary to participate in and influence the regional policy development and decision-making processes.

What is MTC?

The Metropolitan Transportation Commission (MTC) is the transportation planning, financing and coordinating agency for the nine-county San Francisco Bay Area. MTC supports the region's network of streets, roads, highways, public transit systems, airports and other transportation resources, including the movement of goods through ports and freight rail lines. MTC was created by the California Legislature in 1970 to plan the Bay Area's transportation system. The federal government later designated MTC as the Bay Area's metropolitan planning organization (MPO) charging it with the task of coordinating and deciding how to spend federal transportation dollars that are suballocated to the region.

Over the years, MTC's work has expanded through state legislation to address other regional issues, including administration of toll bridge revenues, the environment and housing. MTC's role has expanded into multiple authorities — created by state law or as a

joint powers authority to carry out specific duties or projects for residents of the Bay Area. These authorities include:

- **Bay Area Toll Authority** (BATA) – manages the toll revenues from the Bay Area's seven state-owned bridges. BATA also manages FasTrak®, the electronic toll payment system established in state law.
- **Service Authority for Freeways and Expressways** (SAFE) – operates the freeway service patrol tow trucks and the emergency roadside call box programs. State law established the framework for establishing a SAFE as well as their funding sources; MTC is the Bay Area's SAFE.
- **Bay Area Infrastructure Financing Authority** (BAIFA) – oversees the financing, planning and operation of MTC Express Lanes and related transportation projects. BAIFA was established as a joint powers authority of MTC and BATA to administer express lanes and other toll facilities.
- **Bay Area Housing Finance Authority** (BAHFA) – established in state law, BAHFA is a first-of-its kind regional authority created to address the Bay Area's chronic housing challenges.
- **Bay Area Headquarters Authority** (BAHA) – manages and maintains the Bay Area Metro Center building in San Francisco where ABAG and MTC are housed. BAHA was established as a joint powers authority of MTC, ABAG, the Bay Area Air Quality Management District and the San Francisco Bay Conservation and Development Commission — all co-located in the Bay Area Metro Center.

Two Boards, One Staff

In 2008, Senate Bill 375 (Steinberg) was enacted and called upon regional agencies to link together their transportation and land use plans more closely to help achieve climate goals — specifically, reducing greenhouse gas (GHG) emissions from the transportation sector. This law linked some of MTC's planning work more closely with that of the Association of Bay Area Governments (ABAG), the Bay Area's regional planning agency responsible for land use planning. SB 375 requires that MTC and ABAG jointly develop the Bay Area's long-range plan known as Plan Bay Area.

ABAG is a joint powers authority of the nine counties and 101 cities in the region that works to strengthen cooperation and collaboration among them to build healthier, stronger communities. ABAG helps local governments plan for new housing development and adapt to change while addressing sustainability, energy, resilience and equity. In

2017, the staffs of both agencies merged, and they now work as one integrated organization reporting to two boards to promote better collaboration and integration on common Bay Area goals.

Most of the work of each board is conducted and approved separately. However, some work — such as setting legislative priorities and developing Plan Bay Area — is conducted jointly. To streamline the decision-making process, MTC and ABAG have a merged legislation policy committee (the Joint MTC-ABAG Legislation Committee; see p. 21) and each board has a separate committee that meets jointly (the Joint MTC Planning Committee with the ABAG Administrative Committee; see p. 22). Action items brought before this committee are approved individually by each board.

Public Participation Plan Purpose

Two key planning efforts prompt the development of the Public Participation Plan: the **Regional Transportation Plan** (RTP) and the **Transportation Improvement Program** (TIP). However, the work of MTC expands beyond these two planning efforts to encompass a range of plans, projects and programs that work together to improve the quality of life for all Bay Area residents as well as our natural environment. As such, this Public Participation Plan highlights opportunities for getting involved and influencing the regional decision-making process, and it details MTC's decision-making process.

The federal and state requirements for public participation related to the RTP and TIP are included as:

- Appendix A. Public Participation Plan Statutory Requirements
- Appendix B. Public Participation Procedures for the Regional Transportation Plan and the Transportation Improvement Program
- Appendix C. Public Participation Plan for Plan Bay Area 2050+

Public Participation Opportunities

While MTC and ABAG work on a myriad of plans, projects and programs with a wealth of engagement opportunities, below is a sampling of the major efforts.

- **Plan Bay Area** – The long-range regional plan for the Bay Area required under SB 375 is focused on transportation, housing, economic development and environmental resilience, and serves as the region's RTP and Sustainable Communities Strategy

(SCS). Federal regulations require MTC to engage in a planning process that creates opportunities for public involvement, participation and consultation throughout the development of the RTP. As such, the public participation procedures for the RTP are thoroughly detailed in Appendix A. Furthermore, SB 375 requires MTC and ABAG to develop a Public Participation Plan for developing the RTP/SCS. See Appendix B for the complete Public Participation Plan for the next update of Plan Bay Area.

- **Transportation Improvement Program** (TIP) – The TIP is a federally-required comprehensive four-year regional spending plan for near-term transportation projects, programs and investment priorities. Federal regulations require MTC to engage in a planning process that creates opportunities for public involvement, participation and consultation throughout the development of the TIP. The public participation procedures for the TIP are thoroughly detailed in Appendix A.
- **Overall Work Plan** (OWP) – The OWP describes the annual budget, allocation and use of federal and state transportation planning funds in the Bay Area. The OWP is developed each fiscal year and details the agency's planning and budgetary priorities for the following fiscal year.
- **Bay Area Housing Finance Authority** (BAHFA) – BAHFA is a first-of-its-kind regional authority created to address the Bay Area's chronic housing challenges. It offers a powerful new set of financing and policy tools to promote housing affordability and address the region's housing crisis. BAHFA is a separate legal entity but is governed by the same board as MTC.
- **Regional Housing Needs Allocation** (RHNA) – Establishes a blueprint for how each city and county in the state must plan for housing. Required by state law, RHNA is updated every eight years by ABAG.

Chapter 3 describes in detail the various opportunities to get involved in MTC's work.

Who We Engage

MTC represents the entire nine-county San Francisco Bay Area in all its economic, geographic and demographic diversity. The agency is committed to engaging and using input from a range of stakeholders from all nine Bay Area counties, including:

- **General Public** – all residents of the region, with special consideration for the needs of Equity Priority Communities[1], people of color, communities with low-incomes, persons with disabilities, youth, communities with limited English proficiency and seniors.
- **Community Organizations** – especially those that serve Equity Priority Communities as well as other groups such as environmental advocates, special interest nonprofit organizations, neighborhood groups, homeowner associations, among others.
- **Government Agencies** – public agencies like local transit operators, cities and counties, other regional agencies like the Air District, public health agencies, water districts, county transportation agencies (CTAs), the region's ports and airports, and agencies at the state and federal levels.
- **Labor and Business Community** – unions, building trade councils. private-sector entities whose work intersects with transportation and land use planning, business associations, private transportation providers, freight shippers, consulting firms, technology developers. non-profit business interest groups, and more.
- **Elected Officials** – elected representatives at all levels, including city councils and mayoral offices, county supervisors, and state and federal legislators.
- **Tribal Governments and Communities** – federally recognized Tribal governments within the Bay Area and California Native American Tribes with Tribal cultural resources in the region.

See Chapter 5 for a full list of stakeholders and partners that MTC aims to engage with.

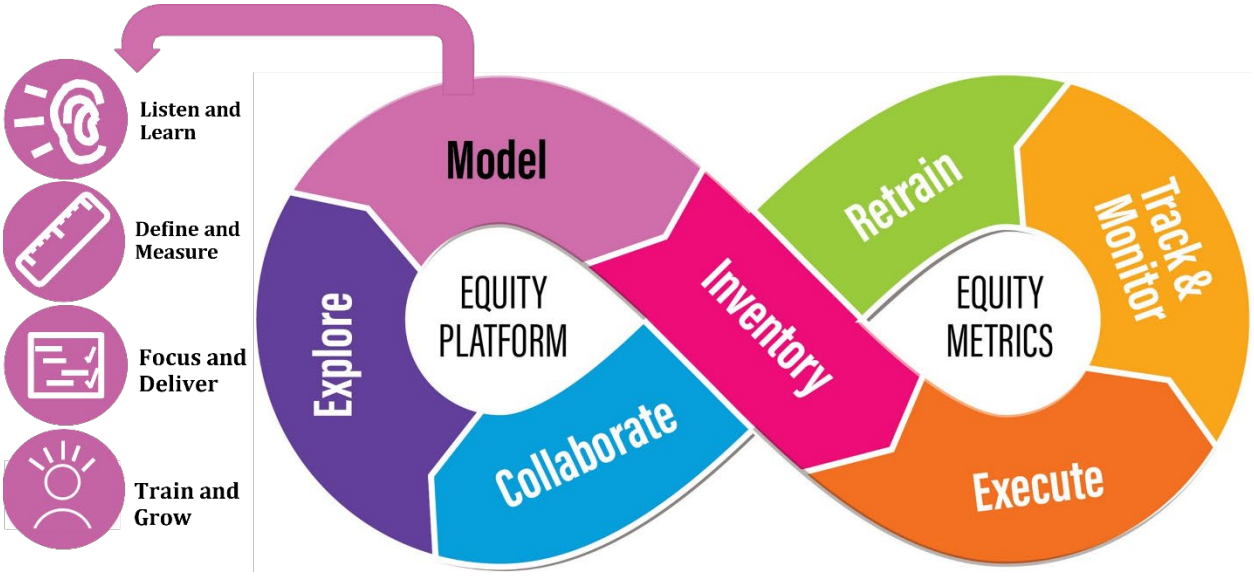
[1] Equity Priority Communities are census tracts that have a significant concentration of underserved populations, such as households with low incomes and people of color. A combination of additional factors helps define these areas. See: https://mtc.ca.gov/planning/transportation/access-equity-mobility/equity-priority-communities.

COMMENTS

Chapter 2 — MTC's Commitment to Participation

Equity Platform

MTC defines equity as "inclusion into a Bay Area where everyone can participate, prosper and reach their full potential." The agency strives to advance equity through carefully considered investments and policies that can support historically underserved and systemically marginalized communities, including people with low incomes and communities of color.



The Equity Platform, adopted by MTC (Resolution No. 4559) in January 2023, provides a framework for how MTC addresses equity challenges and approaches complex systems and environments. It is grounded by four pillars:

- Listen and Learn
- Define and Measure
- Focus and Deliver
- Train and Grow

The Equity Platform is an ongoing, iterative process that guides staff to create and design solutions that focus on affected communities; increase opportunity for those people most affected by exclusion; shift decision-making power to the people who are affected by policies; and invest in training and education to advance goals for fairness and inclusion. Additional information about MTC's Equity Platform is available at mtc.ca.gov/about-mtc/what-mtc/equity-platform.

Operationalizing our Equity Platform in our public and community engagement means revising policies and implementing processes that lift the voices of those who have been systemically excluded from the regional decision-making process, including people of color, communities with low incomes, persons with disabilities, seniors and people who speak languages other than English.

Guiding Principles: Our Vision for Engagement

MTC's guiding principles for engagement serve as our vision for public participation and are rooted in our mission to advance equity in the Bay Area. MTC advances equity by investing resources in engagement strategies that lift the voices of those who have been historically left out of the decision-making process, and by working to ensure historically underserved communities can meaningfully influence decision-making.

1. **Effective engagement has a clear purpose.**
   Defining the purpose for engaging the public, understanding the context and identifying the audience of those affected is imperative to ensure meaningful engagement from the standpoint of the agency and the participants.

2. **Effective engagement requires two-way education and relationship building.**
   Acknowledging the expertise that exists within a given community and boosting engagement with activities that increase mutual education fosters more productive conversations. Ongoing, mutual education improves outcomes and requires cultivating relationships with partners and communities to build trust and achieve consensus.

3. **Effective engagement is not one-size-fits-all.**
   Efforts must be tailored to each unique project and audience to enhance community engagement while making every effort to increase participation opportunities for those most impacted by past and current decisions.

4. **Clear communication is essential in effective engagement.**
   Public engagement must be conducted through clear and compelling communications that are appropriate for the intended audience. Leveraging inclusive storytelling builds shared understanding.

5. **Effective engagement demands accountability.**
   Informing the public of opportunities to participate in the process and clearly demonstrating how community voices have influenced planning and policy decisions builds confidence in the public process.

6. **Engagement requires openness and transparency.**
   An open and transparent public participation process empowers low-income communities and communities of color to participate in decision-making that affects them (this guiding principle was adopted as an environmental justice principle by the Commission in 2006).

Engagement Strategies

Our strategies describe the iterative process MTC follows when implementing public engagement programs and inform *how* we conduct engagement.

Strategy 1: Engage Early and Often
MTC structures major planning initiatives and funding decisions to provide the public and our partners with ample opportunity to help shape outcomes as early as possible. MTC provides timely information to raise awareness of upcoming projects, key milestones and opportunities to influence the policy development and decision-making processes.

Strategy 2: Enable Access for All
MTC works to provide all Bay Area residents with opportunities for meaningful participation, regardless of ability, age or income. This strategy aims to increase activities that reach communities who have been historically left out of policy decisions that affect them. Further, MTC recognizes that individuals should not need to be a transportation professional to understand and participate in our work.

Strategy 3: Prioritize Co-creation and Plain Language
MTC aims to conduct engagement activities that design and create solutions in partnership and collaboration with communities affected by policies and decisions. MTC

strives to use clear communications and plain language to foster informed, productive dialogue throughout the engagement process.

Strategy 4: Respond and Report Back

MTC is committed to responding to all correspondence received and summarizing comments heard from participants on impending actions, so decision-makers and the public have a clear understanding of the depth and breadth of opinions on a given issue. MTC also strives to inform participants about how their input and feedback help shape or contribute to key decisions and actions. When outcomes do not correspond to the views expressed, every effort is made to explain why.

Strategy 5: Assess Impact

MTC evaluates our engagement activities in an effort to inform and improve future engagement. Evaluation helps determine who was missing from the process and identifies opportunities for improvement and corrective action.

Chapter 3 — How to Get Involved

MTC uses a variety of methods to engage the Bay Area public in its policies, projects and programs. The following information outlines how the public can get involved in MTC's work.

Engagement Opportunities

Public Meetings and Events

Public meetings on specific issues are held as needed and promoted and publicized broadly. These meetings can range from large in-person open houses and community workshops to small group discussions and focus groups to webinars and online workshops. To solicit comments on various plans, projects and programs, MTC holds meetings online or in-person throughout the nine-county San Francisco Bay Area. Meetings are located and scheduled to maximize public participation (including virtual, evening meetings, etc.) and can include non-traditional meetings such as pop-up workshops at existing events or online interactive workshops. Additionally, MTC works with community-based organizations to ensure that historically underserved communities have opportunities to provide input. MTC provides notice of upcoming meetings and events on the MTC website. If warranted, e-mail announcements and news releases are also sent to the public and local media outlets, respectively.

Public Hearings

Public hearings are sometimes required by law for certain policy decisions. Notice of these public hearings is placed on MTC's website, and — when required by law — in the legal section of numerous newspapers in the region, including newspapers circulated in historically underserved communities of the Bay Area. Materials to be considered at public hearings are posted online and made available to interested persons upon request. To be notified when public hearings are scheduled, contact the MTC Public Information Office at (415) 778-6747 or info@bayareametro.gov and request to be added to the public hearing distribution list.

Public Information Office

MTC's commitment to public participation includes staff dedicated to involving the public in our work. In addition to the components of MTC's public outreach program detailed in this plan, public information staff can:

- request translation services or Americans with Disabilities Act (ADA) accommodations for members of the public who speak languages other than English or are visually- or hearing-impaired.
- offer assistance and make hard copies available to the public of any item on its websites (including meeting notices, agendas, meeting materials, etc.) when a person does not have Internet access.
- work with interested organizations to arrange for staff and/or Commissioners to make presentations to community groups.
- respond to inquiries from the public and media received by:
    - Telephone: (415) 778-6757
    - Mail: 375 Beale Street, Suite 800, San Francisco, CA 94105
    - E-mail: info@bayareametro.gov

Multilingual Phone Lines

Members of the public can reach public information staff in various languages, including:

- English: (415) 778-6757
- Chinese: (415) 778-6689
- Spanish: (415) 778-6656

Members of the public who speak languages other than Cantonese, English, Mandarin or Spanish, can call the MTC main line at (415) 778-6700 and be connected to an operator who will facilitate language assistance in any other language.

Plan Bay Area Comment Line

Plan Bay Area has a dedicated listening line that allows members of the public to participate in the plan update process via phone. Participants can record their comments to be entered into the official record. Callers can leave Plan Bay Area-related comments in English, Cantonese, Mandarin and Spanish by calling (415) 778-2292.

Library

The MTC-ABAG Library provides access to both a digital and physical collection of materials on transportation planning, housing, demographics, economic trends, public policy issues and more. The library, located at 375 Beale Street, offers a collection of publications from MTC and ABAG, as well as research on current topics, historical documents from transit agencies and local governments, and more.

The digital collection can be accessed through the library catalog, and the physical collection can be accessed by making an appointment to visit the library. Call or email our American Library Association-accredited librarian for reference assistance or to make an appointment to visit the library's physical collection at (415) 778-5236 or library@bayareametro.gov. MTC also offers a searchable, complete digital archive of reports, plans and more at mtc.ca.gov/digital-library.

Virtual Engagement

Websites

MTC's website — mtc.ca.gov — is targeted to audiences ranging from transit riders to transportation professionals, as well as elected officials and news media seeking information on particular programs, projects and public meetings. Updated daily, the site provides information about MTC's projects and programs, the agency's structure and governing body, and upcoming public meetings and workshops. It contains the names, e-mail addresses and phone numbers for staff and Commission members; all of MTC's current planning and funding documents; information about the MTC-ABAG Library and a link to the library catalog; as well as detailed facts about the region's travel patterns, among others. It also includes important links to partner government agencies as well as to other MTC sites such as the Bay Area's 511.org, ClipperCard.com, and BayAreaFasTrak.org.

The Vital Signs website — vitalsigns.mtc.ca.gov — provides a wealth of data on Bay Area travel and commute patterns. Vital Signs tracks trends related to transportation, land and people, the economy, the environment and social equity. This data-driven website compiles dozens of indicators; each is presented with interactive visualizations that allow readers to explore historical trends, examine differences between cities and counties, and even compare the Bay Area with other peer metropolitan areas.

The ABAG website — abag.ca.gov — is targeted to local government staff and elected officials. The site provides information on ABAG's work, as well as the agency's structure and governing body; upcoming public meetings and events; and technical assistance resources for local staff.

Social Media Channels

MTC has a plethora of social media channels that help to engage the Bay Area's nearly eight million residents.

MTC's main social media channels

- Facebook, MTCBATA
- Instagram, MTCBATA
- Twitter, @MTCBATA
- YouTube, MTCBATA
- Nextdoor, MTCBATA
- LinkedIn, MTCBATA

Other MTC social media channels

- Clipper
  - Facebook, BayAreaClipper
  - Twitter, @BayAreaClipper
  - YouTube, BayAreaClipper, Clipperonyourphone4742
- FasTrak®
  - Facebook, BayAreaFasTrak
  - Twitter, @fastrakbayarea
  - Vimeo, bayareafastrak
- 511
  - Facebook, 511SFBay
  - Instagram, 511sfbay
  - Twitter, @511SFBay

Bay Link Blog

The Bay Link blog is a source for news and insights from MTC and ABAG. The blog compiles news headlines about transportation, housing, the environment and the economy from around the Bay Area and shares original content about MTC's and ABAG's work. The blog is available at: blog.bayareametro.gov.

e-News

MTC maintains several distribution lists used to send out announcements, e-newsletters, meeting agendas, project updates, and much more. To sign up to receive updates from MTC, visit mtc.ca.gov/about-mtc/public-participation/get-involved. To be added to the distribution lists of MTC committees, contact the MTC Public Information Office at info@bayareametro.gov or (415) 778-6757 and request to be added to the individual committee distribution list.

As required by state statute, Plan Bay Area and BAHFA offer a simple way for the public to register to receive updates. During the plan development process, Plan Bay Area has an e-newsletter that is sent monthly, and as needed, delivering project updates and announcements. To sign up to receive Plan Bay Area updates, visit planbayarea.org/get-involved/mailing-list.

As its work ramps up, BAHFA will begin to send updates to interested individuals who register to receive news on their projects and engagement opportunities. To sign up to receive BAHFA updates, visit abag.ca.gov/our-work/housing/bahfa-bay-area-housing-finance-authority.

Policy Committees

MTC conducts its work through various committees that provide planning, policy and funding recommendations to the full Commission. Much of the substantive work of the agency is done at the committee level. As such, MTC encourages the public to participate at this stage when decisions are being debated.

All meetings are open to the public. A complete calendar of meetings is available on the MTC website: mtc.ca.gov/meetings-events. Additionally, the public can receive email updates about individual committee meetings by contacting the MTC Public Information Office at info@bayareametro.gov or (415) 778-6757 and requesting to be added to a committee's distribution list.

Members of the public can watch meetings via webcast on the MTC website, or they can participate in meetings via Zoom or in-person. (Note: to actively participate in a meeting, members of the public must join the meeting via Zoom or in person.) To participate in live meetings, visit the main Meetings & Events page on the MTC website and click on the name of the meeting. There, you will find the details to participate in the meeting via Zoom.

MTC Committees

The following committees make recommendations to the Commission:

- **Administration Committee** – Oversees and approves administrative tasks, including staff oversight, consultant contracts, budgeting and financial policies, reports and audits. Has final decision-making authority over most items.
- **Joint MTC-ABAG Legislation Committee** – A joint committee of MTC and ABAG that oversees both agencies' legislative advocacy priorities, including positions on state bills and budget requests.
- **Operations Committee**[2] – Oversees MTC's public-facing programs like Clipper®.
- **Planning Committee** – Oversees MTC's planning studies, including updates to Plan Bay Area. Typically meets jointly with the ABAG Administrative Committee.

[2] The Operations Committee will become the Regional Network Management Committee starting July 2023, and its scope will include customer-facing improvements for transit.

- **Programming and Allocations Committee** – Develops the policies and recommendations about how to spend regional, state and federal funds, and allocates funding to specific projects.

In addition, BAHFA and BATA have their own oversight committees:

- **BAHFA Oversight Committee** — Oversees BAHFA's work to address the Bay Area's chronic housing challenges.
- **BATA Oversight Committee** – Oversees policies and funding decisions related to BATA, including FasTrak, the region's electronic toll collection system.

MTC's work is sometimes conducted jointly with ABAG. For example, ABAG's General Assembly periodically receives updates on Plan Bay Area. Additionally, the legislation committee is a joint committee of ABAG and MTC (see above) and two separate committees meet jointly:

- **Joint MTC Planning Committee with the ABAG Administrative Committee** – MTC and ABAG committees that meet jointly to oversee planning initiatives for both agencies, including Plan Bay Area, which is approved jointly by MTC and the ABAG Executive Committee.

Additional information on ABAG's policy committees is available at abag.ca.gov/about-abag/what-we-do/how-we-govern.

Furthermore, MTC believes that strong collaboration creates better transportation systems for the Bay Area and has several interagency committees that work with many partners to manage a transportation network that ranges from sidewalks to regional rail, and that is owned and operated by dozens of government agencies.

Policy Advisory Council

MTC's Policy Advisory Council — made up of 27 Bay Area residents — advises MTC on current and future transportation policies. The Policy Advisory Council reflects MTC's commitment to including the public in an open and transparent process of making transportation decisions for the Bay Area. Current Council members are selected for a 4-year term with the current term ending in 2025. Members of the public are encouraged to apply to become a member of the Policy Advisory Council during its next open recruitment process.

The Policy Advisory Council will meet the fourth Friday of each month starting in July 2023, and its meetings are open to the public. To be notified about Policy Advisory Council

meetings, contact the MTC Public Information Office at (415) 778-6747 or info@bayareametro.gov and request to be added to the Council's distribution list.

Chapter 4 — Engagement Techniques

MTC uses various techniques to engage the public. A menu of the participation methods is outlined below and includes traditional approaches as well as opportunities to engage virtually. These techniques are informed by outreach we conducted in advance of updating this plan, as well as input received during the public comment period.

Traditional Methods

- Conduct meetings, workshops and open houses at varied times of day and in various locations throughout the nine county Bay Area, including evening/weekend meetings in all nine counties, to encourage participation.
- Present to existing groups and organizations, co-host events with community groups, business associations, etc.
- Participate in community events.
- Contract with community-based organizations in Equity Priority Communities for focused engagement.
- Conduct "pop-up" workshops/meetings in public locations. These are on-the-spot meetings or workshops held in locations where the public is already gathered.
- Organize small-group discussions, such as focus groups, with participants recruited randomly from telephone polls, by stakeholder interest groups or by community-based organizations.
- Sponsor a topical forum or summit with partner agencies, the media or other community organizations.
- Host question-and-answer sessions with planners and policy board members.
- Offer food and childcare at in-person events to attract more participants.
- Offer incentives such as gift cards or Clipper cards to increase participation.

Virtual Engagement

- Hold virtual workshops/open houses hosted via online meeting platforms like Zoom. Include dial-in options to ensure more people can participate.

- Provide remote access to meetings by webcasting meetings online or via Facebook, YouTube, etc.
- Host telephone town halls or online webinars.
- Provide asynchronous opportunities for participating (e.g., webinar recordings with online comment forms, interactive games, etc.).
- Conduct online interactive surveys.
- Use social media, texting platforms or apps and paid digital promotion to reach a larger audience.
- Post video recordings of past public meetings/workshops.
- Post written or display materials from in-person meetings online.
- Encourage interaction among participants via web (e.g., online discussion boards, etc.).
- Provide access to planning data (e.g., maps, charts, background on travel models, forecasts, census data, research reports, etc.).
- Post information online in advance of public meetings.

Visualization Techniques

- Maps
- Charts, illustrations, photographs
- Table-top displays and models
- Electronic voting at workshops
- PowerPoint slide shows
- Videos (traditional, animated, simulation)
- Online or in-person games

Polls/Surveys

- Statistically valid polls to gauge public opinion
- Electronic surveys via web and SMS-based (text) surveys
- Intercept interviews/surveys where people congregate, such as at transit hubs
- Printed surveys distributed at meetings, transit hubs, on-board transit vehicles, etc.
- Short surveys at in-person meetings to obtain input

Online and Printed Materials

- User-friendly, easy-to-understand, accessible documents (including use of executive summaries)
- Post cards, mailers, etc.
- Maps, charts, photographs and other means of displaying information
- The Bay Link blog to share important or complex information in an accessible manner

Targeted Mailings/Flyers

- Work with community-based organizations to distribute flyers/information via their channels.
- Send e-mails to targeted distribution lists.
- Provide easy-to-use email subscription services allowing members of the public to sign-up for periodic e-newsletters, e-announcements, etc.
- Distribute flyers and other printed collateral to key community organizations.
- Place notices on board transit vehicles and at transit hubs.

Local Media

- Issue news/press releases.
- Invite reporters to news briefings.
- Conduct media roundtables to educate reporters on complex topics.
- Meet with editorial staff.
- Submit opinion pieces/commentaries to local news media.
- Purchase display ads.
- Negotiate inserts into local printed media.
- Visit ethnic media outlets to encourage use of MTC/ABAG news releases.
- Place speakers on radio/TV talk shows.
- Place Public Service Announcements on radio and TV.
- Develop content for public access/cable television programming.
- Develop civic journalism partnerships.

Promotion of Meetings and Events

- Post meeting and events announcements online, including on a regularly-updated Meeting & Events calendar.
- Use paid digital promotion to promote events and meetings.
- Use the Bay Link blog to promote events and meetings.
- Distribute e-mail blasts to share important announcements, project updates, etc.
- Disseminate information through partnerships with local government, transit operators and community-based and interest organizations.
- Distribute periodic e-newsletters.
- Disseminate information via social media channels.
- Disseminate information via local media.
- Promote meetings and events via bus/car cards, posters, bus tails and queens and transit shelter posters.
- Create and distribute messaging toolkits for local government and other partners to promote MTC's programs and events.

Techniques for Reporting on Impact

- Present/share information on what was heard with decision-makers and members of the public.
- Report on how public input influenced the process to decision-makers and members of the public.
- Summarize key themes of public comments in staff reports to policy committees.
- Notify participants via presentations, email and/or e-newsletter when reporting how public input influenced the process and/or when sharing information on what was heard.
- When partnering with community-based organizations, report back to organization leaders about how public input influenced the process.
- Post comments, key themes and how feedback influenced the process online.

Techniques for Involving Historically Underserved Populations

Communities with Low Incomes, Communities of Color and Unhoused Communities

- Make presentations to and have discussions with MTC's Policy Advisory Council.
- Use paid partnerships with community-based organizations to co-host meetings and small group sessions in order to remove barriers to participation by offering assistance, such as childcare, meals, translation services, etc.
- Offer cash incentives to bolster participation of in-person discussion groups or meetings.
- Distribute "take one" flyers, banners or posters on transit vehicles, at transit hubs and at housing shelters.
- Conduct outreach in the community (such as pop-up meetings at flea markets, libraries, health centers, etc.).
- Use community and ethnic media outlets to announce participation opportunities.
- Place paid informational stories in ethnic media.
- Post information on websites or send via email or social media as some do not have a physical address.
- For the unhoused or housing unstable, hold discussion groups or one-on-one sessions at housing shelters or centers to obtain input. Also, hold regular events targeted to those experiencing homelessness or housing instability

Low-Literacy Populations

- Use plain language in all materials and presentations.
- Use visualization techniques to communicate about complex topics, including maps and/or graphics to illustrate trends, choices being debated, etc.
- Conduct personal interviews or use audio recording to obtain oral comments.
- Use a listening line for participants to submit audio comments via phone.
- Train staff to be alert to and anticipate the needs of low-literacy participants in meetings, workshops, etc.

Persons with Disabilities

- Tailor engagement tactics to each disability community as needs differ.
- For those with visual impairments, use online or telephone engagement.
- For persons who are deaf or hard-of-hearing, use closed captions for all online meetings or workshops and provide ASL interpreters upon request.
- When giving an online PowerPoint presentation, provide comprehensive verbal description of all content.
- Ensure that all electronic documents are screen reader accessible.
- Provide a dial-in option for all online meetings or workshops.
- Ensure in-person events are close to transit and are easy-to-navigate for wheelchair users and persons with visual impairments.
- Ensure online meetings are recorded so people can watch/listen at a later date.

Limited-English Proficient Populations

The U.S. Department of Transportation requires that agencies that receive federal funds conduct a Limited English Proficiency (LEP) needs assessment (also known as a Four-Factor Analysis) to determine what reasonable steps should be taken to ensure meaningful access to MTC's services, programs and activities by LEP persons. This analysis identifies the number of persons in the Bay Area who speak English "less than very well" and uses four factors to determine into which languages MTC must provide translation for vital services, documents or activities.

The results of the latest analysis conducted in 2019 requires MTC to regularly translate into Spanish and Chinese; however, MTC reviews each project prior to conducting public engagement to determine if translation into languages other than Spanish and Chinese is required. Additionally, translation into other languages is always available upon request. For more information on MTC's LEP needs assessment, see MTC's Final Revised Plan for Special Language Services to Limited English Proficient (LEP) Populations, which can be found in English, Spanish and Chinese on MTC's website at mtc.ca.gov/about-mtc/public-participation/language-assistance.

Here are techniques for engaging LEP populations:

- Conduct meetings entirely in languages other than English (e.g., Spanish, Chinese).
- Train staff to be alert to, and to anticipate the needs of, participants who speak languages other than English at meetings and workshops.

- Conduct personal interviews or use video/audio recordings to obtain oral comments in languages other than English.
- Use social media channels used by persons who speak languages other than English.
- Translate documents and web content on key initiatives.
- Translate meeting materials and have translators available at meetings, upon request.
- Include information on meeting notices about how to request translation assistance.
- Translate vital news releases and conduct outreach to non-English media, such as radio, television, newspapers and social media.
- When conducting statistically valid polls, surveys or focus groups, offer the information in other languages.
- Follow the guidance in MTC's language assistance plan.

Native American Tribes

- Connect with Tribal governments in order to establish a channel of communication.
- Send Tribal governments and relevant Tribal representatives, organizations or groups timely and adequate public notices and announcements.
- Actively seek Tribal government input on MTC projects and programs through direct contact with Chairpersons and/or Tribal representatives, as appropriate.
- Respond to all Tribal government comments and consultation requests.
- Intentionally create engagement opportunities for Tribes to be involved in the regional planning process.
- Present information to Tribal leaders and representatives at a Tribal Summit.

See Chapter 6 for additional details on how MTC engages with Tribal Governments and Native American Tribes.

Chapter 5 — Who We Engage

MTC aims to meaningfully engage those affected by its policies, actions and decisions and to tailor engagement efforts to each project and its respective audience.

Below is a sample list of partners MTC strives to engage in its work as required by federal and state law:

- affected public agencies
- affordable housing advocates and organizations
- airport operations
- bicycle and pedestrian advocacy organizations
- broad-based business organizations
- building trade councils
- chambers of commerce
- city managers
- commercial property interests
- communities with low-incomes
- community development agencies and organizations
- community-based organizations
- county transportation agencies
- economic development agencies
- educational community and institutions, including colleges and universities
- elderly and retired persons
- elected officials
- environmental advocates
- environmental protection agencies
- Equity Priority Communities
- families
- federal land management agencies
- freight interests
- general public
- health and wellness representatives
- home builder representatives
- homeowner associations
- labor unions
- landowners
- LGBTQ+ community
- limited English proficiency communities
- local government staff
- local planning departments
- natural disaster risk reduction agencies/organizations
- neighborhood and community groups
- neighborhood councils
- organizations serving rural area residents
- parent organizations
- pedestrians
- persons with disabilities
- private providers of transportation
- private sector
- property owners

- providers of freight transportation services
- public agencies
- public health and wellness representatives
- public ports
- public sector
- regional government agencies
- renter/tenant advocacy organizations
- representatives of public transportation employees
- representatives of the disabled
- representatives of users of pedestrian walkways and bicycle transportation facilities
- representatives of users of public transit
- schools and school districts
- seniors and older populations
- small businesses
- state agencies
- students and youth
- tourism interests
- transit agencies
- transportation and transit advocates
- transportation commissions
- Tribal governments and Indigenous communities

Community-based Organizations

For over two decades, MTC has partnered with the Bay Area's community-based organizations (CBOs) to engage historically underserved communities on MTC's policies, programs and projects. Because of the established relationships that CBOs have with the communities they serve, MTC is able to engage communities that are difficult to reach via traditional methods. Using CBOs' social media channels, email distribution lists, existing meetings and events and/or small group sessions convened for MTC, CBOs provide MTC with an invaluable link to the Bay Area's diverse communities. Partnering with CBOs ensures that MTC hears from these communities regularly, and that the input is incorporated into MTC's policies, programs and projects.

Chapter 6 — Tribal Government Consultation and Engagement with Native American Tribes

MTC acknowledges that the land that makes up the nine-county San Francisco Bay Area has been home to diverse groups of Indigenous peoples with unique cultures and deeply rooted relationships to the land for over 10,000 years. MTC acknowledges these diverse groups of Indigenous peoples as the traditional caretakers of the land that makes up the Bay Area. We honor their connection to the land and the deep respect they hold for this region.

MTC is committed to furthering meaningful partnerships with the Tribes of this region and consulting with Tribal governments prior to making decisions, taking actions, or implementing programs that may impact their communities. We will strive to ensure that MTC's programs and activities avoid or minimize adverse impacts on cultural and other important Tribal resources.

Federally Recognized Tribes

There are six federally recognized Native American Tribes in the San Francisco Bay Area:

- Cloverdale Rancheria of Pomo Indians
- Dry Creek Rancheria Band of Pomo Indians
- The Federated Indians of Graton Rancheria
- Kashia Band of Pomo Indians of the Stewarts Point Rancheria
- Lower Lake Rancheria Koi Nation
- Lytton Rancheria Band of Pomo Indians

MTC is committed to consulting with the region's federally-recognized Tribal governments on Plan Bay Area and the Transportation Improvement program, as well as in projects of priority to Tribes. However, MTC encourages the Tribes to request government-to-government consultation at any time and on any project, program, action or decision. MTC commissioners and executive staff will participate in government-to-government

consultation with Tribal governments and will conduct consultation and/or engagement activities in locations convenient for the Tribal governments.

The groundwork for engagement and consultation with our region's Tribal governments will occur early in an engagement process and will be conducted according to Tribal preference. MTC will continue to host Tribal Summits as an opportunity for Tribes to collaborate with MTC and ABAG and other regional and local partners. Staff will work with Tribal leaders and their representatives to co-create agendas and will present topics of interest to the Tribes. Additionally, MTC commits to conducting individual meetings with each Tribe, upon request.

California Native American Tribes

It is important to note that there are many other Tribes with connections to the lands that make up the nine-county San Francisco Bay Area, including Tribes that are not recognized by the federal government. MTC recognizes these Tribes as important stakeholders in the regional planning process who are also affected by our work and decisions. As such, MTC is committed to building relationships with and engaging the many Tribes connected to our region, including:

- Amah Mutsun Tribal Band
- Amah Mutsun Tribal Band of Mission San Juan Bautista
- Big Valley Rancheria/Big Valley Band of Pomo Indians
- Cachil Dehe Band of Wintun Indians of the Colusa Indian Community
- Coastanoan Rumsen Carmel Tribe
- Coyote Valley Band of Pomo Indians
- Guidiville Rancheria
- Indian Canyon Mutsun Band of Costanoan
- Ione Band of Miwok Indians
- Kletsel Dehe Band of Wintun Indians
- Mishewal-Wappo Tribe of Alexander Valley
- Muwekma Ohlone Indian Tribe of the SF Bay Area
- North Valley Yokuts Tribe
- Pinoleville Pomo Nation
- Potter Valley Rancheria
- Redwood Valley Rancheria
- Robinson Rancheria of Pomo Indians
- Scotts Valley Band of Pomo Indians
- The Confederated Villages of Lisjan
- The Ohlone Indian Tribe
- Torres Martinez Desert Cahuilla Indians
- United Auburn Indian Community of the Auburn Rancheria
- Wilton Rancheria
- Yocha Dehe Wintun Nation

Furthermore, MTC will provide written notification to all Tribes in the region, including federally-recognized Tribes and all California Native American Tribes on the Native American Heritage Commission list with Tribal Cultural Resources in the Bay Area, about the opportunity for engagement in projects that require environmental review under CEQA, as required by Assembly Bill 52. As such, MTC actively engages the region's Tribes on Plan Bay Area.

Chapter 7 — Revising the Public Participation Plan

MTC's Public Participation Plan is not a static document, but rather an ongoing strategy that is reviewed and updated every four to five years in accordance with federal and state regulations to reflect changing circumstances, current best practices and to present the schedule and process of updating the long-range regional plan (Plan Bay Area), which includes a public engagement program (see Appendix C). As part of the Plan Bay Area public engagement program, MTC sets performance measures to gauge the effectiveness of the engagement program. This evaluation serves to inform and improve future engagement programs, including future updates to this Public Participation Plan.

Furthermore, when a change to MTC's policies or procedures occurs that may warrant a change to the Public Participation Plan outside of the abovementioned update process, minor changes will be noticed and posted on the MTC website. Any substantive changes will be released for public review and comment for a period of 45 days and also will include review by MTC's Policy Advisory Council, the Joint MTC-ABAG Legislation Committee and approval by the Commission. MTC will extend the public comment period by an additional 45 days in instances where substantive revisions are proposed in response to comments heard.

Appendix A.

Public Participation Plan Statutory Requirements

FINAL

June 2023

Public Participation Plan — Statutory Requirements

MTC's Public Participation Plan is developed and updated in accordance with guidelines established by federal laws and regulations and state statutes (listed below) that affect the work of metropolitan planning organizations like MTC.

Federal Requirements

- **Federal Metropolitan Planning Law and Regulations,** 23 USC 134 et seq. and 23 CFR Part 450 et seq.
- **Infrastructure Investment and Jobs Act,** Public Law as passed by Congress and signed by President Joseph R. Biden, Jr. on November 15, 2021.
- **Fixing America's Surface Transportation Act (FAST Act),** Public Law as passed by Congress and signed by President Barack Obama on December 4, 2015.
- **Moving Ahead for Progress in the 21st Century Act (MAP-21),** signed into law in 2012, requires metropolitan planning organizations to provide opportunities for public involvement.
- **Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU),** signed into law in 2005 as Public Law 109-59, authorized funds for Federal-aid highways, highway safety programs, transit program and other purposes and established federal metropolitan transportation planning requirements.
- **Federal Clean Air Act of 1970,** 42 USC 85 and 40 CFR Parts 50-99.
- **Title VI of the Civil Rights Act of 1964,** prohibits discrimination on the basis of race, color or national origin in carrying out planning and programming activities.
- **Americans with Disabilities Act of 1990,** 42 USC 126 and 49 CFR 27.19.
- **Executive Order 12372 — Intergovernmental Review of Federal Programs,** signed July 14, 1982 by President Ronald Reagan.
- **Executive Order 12898 — Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations,** signed February 11, 1994 by President William J. Clinton.

- **Executive Order 13166 — Improving Access to Services for Persons with Limited English Proficiency,** signed August 11, 2000 by President William J. Clinton.

State Requirements

- **Assembly Bill 52,** enacted in 2012, amended CEQA to create a separate category for cultural resources and established a notification and consultation process with affected Tribes.
- **Senate Bill 375,** enacted in 2008, requires ABAG and MTC to jointly develop a Sustainable Communities Strategy as part of the Regional Transportation Plan.
- **California Environmental Quality Act (CEQA),** passed in 1970, requires public agencies and local governments to evaluate and disclose the environmental impacts of projects or other major land use decisions, and to limit or avoid those impacts to the extent feasible.
- **California Public Records Act,** adopted in 1968, requires disclosure of records to the public upon request unless otherwise exempt.
- **Ralph M. Brown Act,** passed in 1953, guarantees the public's right to attend and participate in meetings of local legislative bodies.

Appendix B.

Public Participation Procedures for the Regional Transportation Plan and the Transportation Improvement Program

FINAL

June 2023

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Public Participation Procedures for the Regional Transportation Plan and the Transportation Improvement Program

The long-range regional plan looks at least 20 years into the future and charts the course for the nine-county San Francisco Bay Area, connecting the dots between transportation, housing, economic development, and environmental resilience. The current plan, known as Plan Bay Area 2050, serves as both the federally-required Regional Transportation Plan (RTP) and the region's Sustainable Communities Strategy (SCS), which is required by state law. Plan Bay Area 2050 identifies a path to make the Bay Area more equitable for all residents and more resilient in the face of unexpected challenges through 35 long-range strategies complemented by 80+ near-term implementation priorities.

The Transportation Improvement Program (TIP) is a comprehensive four-year regional spending plan for near-term transportation projects, programs and investment priorities. The TIP lists projects or programs that have a federal interest — meaning projects or programs for which federal funds or actions by federal agencies are anticipated — along with local- and state-funded projects that are regionally significant.

Federal regulations require MTC to engage in a planning process that creates opportunities for public involvement, participation and consultation throughout the development of the RTP and the TIP. This Appendix B outlines how to get involved in the development of these two important regional transportation documents.

Public Participation in the RTP and TIP

Because of its comprehensive, long-term vision, the long-range regional plan, which includes the RTP, provides the earliest and best opportunity for interested persons and public agencies to influence MTC's policy and investment priorities for the Bay Area. It is during the development of Plan Bay Area where investment priorities are established, and broad, regional policy decisions are made.

Another opportunity for public participation, but further along in the process, is the TIP, which is a programming document that identifies funding only for those programs and

projects that are already included in the RTP and have secured at least partial funding. A mid-point between the RTP and TIP is the project- selection process. Interested residents can become versed in how a transportation project moves from an idea to implementation in a publication titled "A Guide to the San Francisco Bay Area's Transportation Improvement Program, or TIP," available on MTC's website: mtc.ca.gov/funding/transportation-improvement-program-tip.

An easy way to become involved in the development of Plan Bay Area and the TIP is to sign up to receive updates from MTC: mtc.ca.gov/about-mtc/public-participation/get-involved. MTC also has a dedicated mailing list for Plan Bay Area available at planbayarea.org/get-involved/mailing-list. To receive updates about the TIP, contact MTC's Public Information Office at info@bayareametro.gov or (415) 778-6757 and request to be added to the TIP email distribution list.

A. Regional Transportation Plan

The long-range Regional Transportation Plan (RTP) prioritizes and guides Bay Area transportation development for at least the next 20 years. The RTP integrates transportation strategies — public policies and packages of investments — and establishes the financial foundation for how the region invests in its surface transportation system by identifying how much funding is reasonably expected to be available to address critical transportation needs and describing how it should be prioritized. Per federal requirements, the RTP must be updated at least once every four years to reflect reaffirmed or new planning priorities and includes a reasonable forecast of future transportation revenues available to the region.

Under California Senate Bill 375 (Steinberg, Chapter 728, Statutes of 2008) the RTP must include a Sustainable Communities Strategy (SCS) for achieving a state-mandated target for reducing per-capita greenhouse gas (GHG) emissions from cars and light trucks and identify specific areas in the nine-county Bay Area to accommodate all the region's projected population growth, including all income groups, for at least the next 25 years. The law requires MTC and ABAG to jointly develop the Sustainable Communities Strategy to integrate planning for growth and housing with transportation. These two statutory planning requirements are fulfilled as part of the broader regional plan, known as Plan Bay Area. The current plan, adopted in October 2021, is called Plan Bay Area 2050 (planbayarea.org/finalplan2050). The next update of the RTP/SCS will be known as Plan Bay Area 2050+. SB 375 calls for a separate Public Participation Plan for development of

the Regional Transportation Plan and the Sustainable Communities Strategy, and therefore Appendix C describes the Public Participation Plan for Plan Bay Area 2050+.

MTC prepares several technical companion documents for Plan Bay Area updates. These include a program-level Environmental Impact Report (EIR) per California Environmental Quality Act (CEQA) guidelines, and transportation air quality conformity analyses (to ensure clean air mandates are met) per federal Clean Air Act requirements. Certain revisions or updates to Plan Bay Area may warrant a revision or update to these technical documents. The process for preparing and conducting interagency consultation on the conformity analysis is described in MTC Resolution No. 3757, Revised.

MTC also prepares an equity analysis of Plan Bay Area to determine whether systemically-excluded and low-income communities in the Bay Area share equitably in the benefits of the long-range regional plan without bearing a disproportionate share of the burdens. As an assessment of the region's long-range transportation investments, this analysis is conducted at a regional, program-level scale. This assessment of the long-range plan is intended to satisfy federal requirements under Title VI of the Civil Rights Act and federal policies and guidance on environmental justice. For each update of Plan Bay Area, MTC will prepare a public participation plan (see below "Plan Bay Area Update") that will provide more information on how the equity analysis will be conducted throughout that update of the RTP.

Updating and Revising the Regional Transportation Plan

An update of an existing RTP/SCS (Plan Bay Area) is required at least once every four years. Plan Bay Area also may be revised in between major updates under certain circumstances, as described below:

Plan Bay Area (RTP/SCS) Update

This is an update to the current long-range regional plan, which includes the RTP, and is prepared pursuant to state and federal requirements.

Plan Bay Area updates include extensive public consultation and engagement involving thousands of Bay Area residents; local and partner agency officials and staff; private sector stakeholders; community-based and advocacy organizations; and others over many months. MTC's Policy Advisory Council also plays a key role in providing feedback on the strategies contained in the plan, which are public policies and investments that can be implemented in the Bay Area at the city, county, regional or state level. Local and Tribal governments, transit operators, and other federal, state and regional agencies also

actively participate in the development of the Plan Bay Area update via existing and ad hoc forums.

For each Plan Bay Area update, MTC will prepare a multi-phased public outreach and engagement program to ensure that all those with a stake in the outcome are actively involved in its preparation. See Appendix C for specific information on public engagement for Plan Bay Area 2050+, the next update to the long-range regional plan (RTP/SCS) that is slated to be completed by 2025.

Public Participation Process for a Plan Bay Area Update

1. Prepare a public participation plan to provide early and continuing opportunities to comment.
2. Review public participation plan with the public and advisory groups.
3. Implement public outreach and engagement program, which may include:
   A. Numerous targeted in-person and/or virtual workshops/meetings with local governments, partner agencies, advisory groups (including MTC's Policy Advisory Council), and the general public.
   B. Opportunities to participate online and/or by phone, such as web- and text-based surveys, webinars, statistically valid telephone poll, etc.
   C. Posting plan-related documents to the web for public review and comment.
   D. Making documents available for viewing by appointment at the MTC-ABAG library.
4. Notify the public of opportunities to participate using e-mail announcements and newsletters, mailers, press releases, web postings, MTC's social media channels, etc.
5. Conduct intergovernmental consultation, as required and as appropriate.
6. Conduct interagency consultation, as appropriate, based on Air Quality Conformity Protocol (MTC Resolution No. 3757, Revised).
7. Post draft plan to the Plan Bay Area website and release for at least a 45-day public review period:
   A. Hold at least three public hearings.
   B. Respond to comments.
   C. Provide an additional review and comment opportunity of five days if the final Plan Bay Area differs significantly from the draft plan and raises new material issues.
8. Adoption by the MTC Commission and ABAG Executive Board at a joint public meeting.
9. Post final Plan Bay Area Update to the planbayarea.org website.
10. Notify the public about the Commission and Board action via electronic mailings.

Plan Bay Area (RTP/SCS) Amendment

An amendment is a major revision to the long-range regional plan, including adding or deleting a transportation project; major changes in transportation project/project phase costs (e.g., having to remove or postpone a named project to accommodate higher costs); initiation dates (e.g., when the expected opening day of operation changes from short-term to long-term or vice versa); and/or design concept and scope (e.g., changing project locations or the number of through traffic lanes). Changes to transportation projects that are included in the RTP only for illustrative purposes (such as in a potential financially unconstrained "vision" element) do not require an amendment.

An amendment requires public review and comment, demonstration that the project can be completed based on expected funding, and/or a finding that the change is consistent with federal transportation air quality conformity mandates. Amendments that require an update to the air quality conformity analysis will be subject to the conformity and interagency consultation procedures described in MTC Resolution No. 3757, Revised.

Public Participation Process for a Plan Bay Area Amendment

1. Release proposed amendment for a 30-day public review period:
   D. Notify the public of opportunities to participate using e-mail announcements/ newsletters, mailers, press releases, web postings and/or MTC's social media channels.
   E. Post amendment on the Plan Bay Area website for public review.
   F. Make amendment available for viewing by appointment at the MTC-ABAG library.
2. Plan Bay Area Amendment reviewed at a public meeting of the Joint MTC Planning Committee with the ABAG Administrative Committee.
3. Approval by the MTC Commission and ABAG Executive Board at public meetings.
4. Post approved Plan Bay Area Amendment on the Plan Bay Area website.
5. Notify the public about the Commission and Board action via electronic mailings.

Plan Bay Area (RTP/SCS) Administrative Modification

This is a minor revision to the long-range regional plan for minor changes to transportation project/project phase costs, funding sources and/or initiation dates. An administrative modification does not require public review and comment, demonstration that the transportation project can be completed based on expected funding, nor a finding that the change is consistent with federal transportation conformity requirements. As with a Plan

Bay Area amendment, changes to transportation projects that are included in an RTP's potential financially unconstrained "vision" element may be changed without going through this process.

Public Participation Process for a Plan Bay Area Administrative Modification
1. No formal public review **2.** Approval by MTC Executive Director **3.** Plan Bay Area Administrative Modification posted on the Plan Bay Area website following approval

Other Federal and State Requirements

Countywide Transportation Plans

Bay Area counties are authorized by state law to develop Countywide Transportation Plans (CTP) on a voluntary basis approximately once every four years. MTC, however, is required to develop guidelines for the development of CTPs by the County Transportation Agencies (CTAs). The intent of these guidelines is to achieve compatibility between CTPs and the RTP through a common planning framework, even though the plans differ in scope.

CTPs assess transportation needs and guide transportation priorities and funding decisions for that county over a 20- to 25-year horizon. These countywide plans inform the transportation projects and programs that are forwarded to MTC for consideration in the RTP. Information on the CTP process is available here: mtc.ca.gov/planning/long-range-planning/countywide-transportation-plans.

Congestion Management Process

Under federal regulations, MTC is required to prepare a congestion management process (CMP) for the Bay Area that provides, "accurate, up-to-date information on transportation system performance and assesses alternative strategies for congestion management that meet state and local needs." In addition to the regional CMP, county-level planning work by CTAs also informs MTC's decisions on program and investment priorities, including the RTP. Examples of this local planning work include county CMPs, Countywide Transportation Plans, corridor studies, sales tax investment plans, among others. Generally, MTC's Planning Committee adopts guidelines every two years to guide the development and ensure consistency between the RTP and countywide CMPs. Those interested in this planning effort may obtain copies of the relevant memoranda via MTC's

website, or by requesting to be added to the Planning Committee's mailing list at info@bayareametro.gov.

B. Transportation Improvement Program

The Transportation Improvement Program (TIP) helps implement the policy and investment priorities expressed by the public and adopted by MTC in Plan Bay Area. In this way, public comments made as part of the plan are reflected in the TIP as well. The TIP covers at least a four-year timeframe, and all projects included in the TIP must be consistent with Plan Bay Area, which covers 20 or more years. The TIP is a comprehensive listing of Bay Area surface transportation projects — including transit, highway, local roadway, bicycle and pedestrian investments — that:

- receive federal surface transportation funding, or
- are subject to a federally required action, or
- are regionally significant, for federal air quality conformity purposes.

The TIP does not contain all funds, projects or programs identified in Plan Bay Area. The majority of revenues identified in the plan are never included in the TIP. These include local and state funds used to operate and maintain the transportation network that do not meet the criteria listed above. The TIP itself does not implement the plan, but rather is a subset of projects that contribute to the achievement of the plan's goals.

The TIP includes a financial plan that demonstrates there are sufficient revenues to ensure that the funds committed (or "programmed") to the projects are in fact available to implement the projects or project phases. Adoption of the TIP also requires a finding of conformity with federal air quality standards.

Individual project listings may be viewed through MTC's web-based Fund Management System at fms.bayareametro.gov. As part of MTC's commitment to public engagement, many projects in the TIP are mapped to present a visual location of the project. Individuals without access to the internet may view a printed copy of the project listings in the MTC-ABAG library by scheduling an appointment by calling 415-778-5236 or emailing library@bayareametro.gov.

In addition to a Transportation Improvement Program that is accessible online at mtc.ca.gov/funding/transportation-improvement-program-tip, MTC maintains free, subscription-based e-mail distribution lists to inform interested individuals, transportation officials and staff of changes and actions related to the TIP. Through this

list, individuals may be alerted as needed regarding the development and approval of a new TIP and updates, such as the notice of a TIP update or notice and approval of the TIP amendments. These notifications facilitate public review and comments as well as coordination with transportation and other public agencies. Sign up for the service by contacting MTC at info@bayareametro.gov.

To further assist in the public assessment of the TIP, and specifically to analyze the equity implications of the proposed TIP investments, MTC conducts an analysis for the TIP with a focus on specific populations, including systemically-excluded and low-income communities.

Updating and Revising the TIP

Federal regulations require that the TIP be updated at least once every four years. State statute requires that the TIP be updated every two years. From time to time, circumstances dictate that revisions be made to the TIP between updates, such as adding a new project. MTC will consider such revisions when the circumstances prompting the change are compelling. The change must be consistent with Plan Bay Area, be consistent with ("conform to") the federal air quality plan known as the State Implementation Plan (SIP), and it must be financially feasible.

In addition to a TIP update, revisions to the TIP may occur as TIP Amendments, TIP Administrative Modifications, or TIP Technical Corrections. The criteria for administrative modifications and amendments are defined in federal regulations, specifically Title 23, CFR part 450.104.

The Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and California Department of Transportation (Caltrans) have developed amendment and administrative modification procedures for the TIP. These procedures are posted online at: mtc.ca.gov/sites/default/files/TIP Revision Procedures.pdf. Further explanation about TIP updates and how different types of revisions are processed are described below.

TIP Update

This is a complete update of the existing TIP, to reflect new or revised transportation investment strategies and priorities. Federal regulations require an update of the TIP at least once every four years, while state statute requires an update of the TIP every two years. Because all projects included in the TIP are consistent with Plan Bay Area, MTC's extensive public outreach for development of Plan Bay Area is reflected in the TIP as well. The TIP supports implementation, in the short-term, of the financially constrained element

of Plan Bay Area and is responsive to comments received during the development of Plan Bay Area. TIP updates will be subject to the conformity and interagency consultation procedures described in MTC Resolution No. 3757, Revised.

State law requires a TIP update more frequently than the federally-required four-year update cycle, for which MTC may perform a limited and less robust update and outreach effort by simply updating project information using prior TIP reports, analysis and methodologies. In such circumstances, significant modification of analytical approaches and additional features to the TIP will be made on the federal four-year update cycle, and more in-line with the four-year update cycle of Plan Bay Area.

TIP Amendment

This is a revision that involves a major change to the TIP, such as the addition or deletion of a project; a major change in project cost; a significant change in project schedule; or a major change in design concept or design scope (e.g., changing project termini or the number of through traffic lanes). An amendment is a revision that requires public review and comment, re-demonstration of fiscal constraint, or an air quality conformity determination. Amendments requiring a transportation air quality conformity analysis will be subject to the conformity and interagency consultation procedures described in MTC Resolution No. 3757, Revised.

TIP Administrative Modification

An administrative modification includes minor changes to a project's costs or to the cost of a project phase; minor changes to funding sources of previously included projects; and minor changes to the initiation date of a project or project phase. An administrative modification does not require public review and comment, re-demonstration of fiscal constraint or conformity determination.

TIP Technical Correction

Technical corrections may be made by MTC staff as necessary. Such corrections are not subject to an administrative modification or an amendment, and may include revisions such as: changes to information and projects that are included only for illustrative purposes; changes to information outside of the TIP period; changes to information not required to be included in the TIP per federal regulations; use of toll credits; identification of Advance Construction (AC) or conversion of AC for funds already in the TIP; changes to the informational expanded project description, if such change does not change the TIP-required project description; changes to funding in prior years (if outside the TIP period); changes to a project phase following federal authorization to proceed for that phase of

work; or changes to correct simple errors or omissions including data entry errors. By definition, these technical corrections do not significantly impact the cost, scope or schedule within the TIP period. Accordingly, they are not subject to a public review and comment process, re-demonstration of fiscal constraint, or a conformity determination.

Public Participation Process for Updating and Revising the Transportation Improvement Program

Update	Amendment	Administrative Modification	Technical Correction
1. Notify the public, interested parties and the Bay Area Partnership technical committees and/or working groups of opportunities to participate using e-mail notifications/ announcements and/or e-newsletters. **2.** Conduct intergovernmental review and consultation, as appropriate. **3.** Release Draft TIP for public review and comment as required by the air quality conformity consultation process[1]: A. Post on MTC's website B. Make available for viewing by appointment at the MTC-ABAG library. **4.** Respond to significant material comments pertinent to the TIP; include MTC's response in an appendix in the final TIP. **5.** Provide additional review and comment opportunity of five days if the final TIP differs significantly from the Draft TIP and raises new material issues. **6.** Review by MTC's Programming & Allocations Committee at a public meeting; refer to Commission for final adoption. **7.** Adoption by the Commission at a public meeting. **8.** Approval by Caltrans. **9.** Approval by FHWA and FTA.	**1.** Notify the public, interested parties and the Bay Area Partnership technical committees and/or working groups of opportunities to participate using e-mail notifications/ announcements and/or e-newsletters. **2.** Post on MTC's website for public review and make available for viewing by appointment at the MTC-ABAG library. → Amendments deleting, adding and/or changing a project subject to a new air quality conformity analysis: A. Public review and comment period, as required by the air quality conformity consultation process. B. Review by an MTC standing committee at a public meeting. C. Approval by the Commission at a public meeting. → Amendments deleting or adding a project not subject to an air quality conformity analysis (such as a roadway rehabilitation): A. Review and approval by an MTC standing committee or the Commission at a public meeting. → Amendments changing an existing project that is not subject to an air quality conformity analysis; or changing an existing grouped project listing (such as the highway bridge program); or bringing a previously listed project or phase back into the TIP for financial purposes; or changing TIP funding revenues: A. Approval by the MTC Executive Director or designee, following a 5-day notice on MTC's website; or B. Review and approval by an MTC standing committee or the full Commission at a public meeting. **3.** Approval by Caltrans **4.** Approval by FHWA and FTA	**1.** No public review **2.** Approval by MTC Executive Director or designee by delegated authority (authority is delegated by the Federal Highway Administration/Federal Transit Administration), or Caltrans.	**1.** No public review **2.** Technical corrections by staff **3.** No approval required
After approval...	**After approval...**	**After approval...**	**After approval...**
1. Post on MTC website. **2.** Make available for viewing by appointment at the MTC-ABAG library. **3.** Notify the public, interested parties and the Bay Area Partnership technical committees and/or working groups about the Commission's action.	**1.** Post on MTC website. **2.** Make available for viewing by appointment at the MTC-ABAG library. **3.** Notify the public, interested parties and the Bay Area Partnership technical committees and/or working groups about the Executive Director's or the Commission's action.	**1.** Post on MTC website. **2.** Make available for viewing by appointment at the MTC-ABAG library.	N/A

[1] MTC staff may make minor, technical edits to the Draft TIP during the review and comment period. In these instances, staff will post the technical edits on MTC's website and notify interested parties via e-mail notification.

Other Federal Requirements

Federal Transit Administration Program of Projects (POP) Public Participation Requirements

Federal transit law and joint FHWA-FTA planning regulations governing the metropolitan planning process require a locality to include the public and to solicit comment when the locality develops its metropolitan long-range transportation plan and its metropolitan TIP. FTA has determined that when a recipient follows the procedures of the public involvement process outlined in the FHWA-FTA planning regulations, the recipient satisfies the public participation requirements associated with development of the Program of Projects (POP) that recipients of Section 5307, Section 5337 and Section 5339 funds must meet.

This Public Participation Plan is being used by the recipients listed below to satisfy their public participation process for the POP. This Public Participation Plan (PPP) follows the procedures for public involvement associated with TIP development and therefore satisfies public participation requirements for the POP. All public notices of public involvement activities and times established for public review and comment on the TIP will state that they satisfy the POP requirements for applicable funds.

Recipients using MTC's PPP to satisfy their public participation process for the POP include:

1. AC Transit (Alameda-Contra Costa Transit District)
2. ACE (Altamont Corridor Express)
3. BART (Bay Area Rapid Transit District)
4. Caltrain (Peninsula Corridor Joint Powers Board)
5. County Connection (Central Contra Costa Transit Authority)
6. FAST (Fairfield/Suisun Transit System)
7. Golden Gate Transit (Golden Gate Bridge, Highway and Transportation District)
8. LAVTA (Livermore-Amador Valley Transit Authority/ Wheels)
9. Marin Transit (Marin County Transit District)
10. Petaluma Transit
11. SamTrans (San Mateo County Transit District)
12. San Francisco Bay Ferry (WETA/Water Emergency Transportation Authority)
13. Santa Rosa CityBus
14. SFMTA (San Francisco Municipal Transportation Agency)

15. SMART (Sonoma Marin Area Rail Transit)
16. SolTrans (Solano County Transit)
17. Sonoma County Transit
18. Tri Delta Transit (Eastern Contra Costa Transit Authority)
19. Union City Transit
20. Vacaville City Coach
21. VINE (Napa Valley Transportation Authority)
22. VTA (Santa Clara Valley Transportation Authority)
23. WestCAT (Western Contra Costa Transit Authority)

Annual Listing of Obligated Projects

By federal requirement, MTC at the end of each calendar year publishes an annual listing of obligated projects, which is a record of federally-funded transportation projects that have been delivered the previous year. The listing also is intended to increase public awareness of government spending on transportation projects. Copies of this annual listing may be obtained from MTC's website: mtc.ca.gov/funding/federal-funding/project-delivery or by contacting MTC's Public Information Office at (415) 778-6757 or info@bayareametro.gov.

Interagency and Tribal Government Consultation Procedures for the Regional Transportation Plan and the Transportation Improvement Program

A. Public Agency Consultation

The Infrastructure Investment and Jobs Act is the federal surface transportation legislation that specifies a public participation process, directing metropolitan transportation agencies like MTC to consult with officials responsible for other types of planning activities that are affected by transportation in the area, be that conservation and historic preservation or local planned growth and land use management.

Like the public, the most effective time to involve governmental agencies in the planning and programming process is as early as possible. As such, the development of the RTP (Plan Bay Area), with its long-range timeframe, is the earliest key decision point for the

interagency consultation process. It is at this stage where funding priorities and major projects' planning-level design concepts and scopes are introduced, prioritized and considered for implementation. Furthermore, MTC's funding programs and any projects flowing from them are derived directly from the policies and transportation investments contained in Plan Bay Area. Because Plan Bay Area governs the selection and programming of projects in the TIP, MTC considers the agency consultation process as a continuum starting with the regional transportation plan. Plan Bay Area is the key decision point for policy decisions regarding project and program priorities that address mobility, congestion, air quality and other planning factors. The TIP is a short-term programming document detailing the funding for only those investments identified and adopted in the RTP.

MTC will use the following approaches to coordinate and consult with affected agencies in the development of the RTP and the TIP. Throughout the process, consultation will be based on the agency's needs and interests. At a minimum, all agencies will be provided an opportunity to comment on the RTP and TIP updates.

Regional Transportation Plan (Plan Bay Area)

In addition to the public agency consultation described in the previous section, MTC's compliance with CEQA further serves as a framework to consult, as appropriate, in the development of Plan Bay Area with federal, state and local resource agencies responsible for land use management, natural resources, environmental protections, conservation and historic preservation. This consultation will include other agencies and officials responsible for other planning activities in the MTC region that are affected by transportation to the maximum extent practicable.

As required by CEQA, the Notice of Preparation (NOP) stating that MTC and ABAG, as the lead agencies, will prepare a program-level Environmental Impact Report (EIR) for Plan Bay Area is the first step in the environmental process. The NOP gives federal, state and local agencies, as well as the public, an opportunity to identify areas of concern to be addressed in the EIR and to submit them in writing to MTC and ABAG. Further, MTC and ABAG also will hold a public scoping meeting (see Appendix C for complete details on the Plan Bay Area EIR process) to explain the environmental process and solicit early input on areas of concern. During the development of the Draft EIR, MTC will consult with the relevant agencies on resource maps and inventories for use in the EIR analysis.

MTC and ABAG will consider the issues raised during the NOP period and scoping meeting during its preparation of the EIR. Subsequently, as soon as the Draft EIR is completed, MTC and ABAG will file a Notice of Completion (NOC) with the State Clearinghouse and release the Draft EIR for a 45-day public review period. MTC will seek written comments from agencies and the public on the environmental effects and mitigation measures identified in the Draft EIR. During the comment period, MTC and ABAG may consult directly with any agency or person with respect to any environmental impact or mitigation measure. MTC and ABAG will respond to written comments received prior to the close of the comment period and make technical corrections to the Draft EIR where necessary. The Commission will be requested to certify the Final EIR, and MTC and ABAG will file a Notice of Determination (NOD) within five days of Commission certification.

Note that while the RTP is not subject to the federal National Environmental Policy Act (NEPA), MTC and ABAG will consult with federal agencies as appropriate during the preparation of the CEQA environmental document. Additionally, the involvement of federal agencies in Plan Bay Area can link the transportation planning process with the federal NEPA process. As the projects in Plan Bay Area and TIP continue down the pipeline toward construction or implementation, most must comply with NEPA to address individual project impacts.

Transportation Improvement Program (TIP)

As discussed above, crucial decisions about whether or not to support or fund a transportation program or project in the region start at the RTP level. The TIP translates recommendations from Plan Bay Area into a short-term program of improvements focused on projects that have a federal interest. Therefore, the earlier and more effective timeframe for public comment on the merits of a particular transportation project is during the development of the long-range plan. The TIP defines project budgets, schedules and phasing for those programs and projects that are already part of the RTP. The TIP does not provide any additional information regarding environmental impacts, beyond that found in the program-level environmental analysis prepared for the RTP.

As such, starting at the Plan Bay Area development stage, MTC staff will concurrently consult with all agencies regarding the TIP. Subsequent to the RTP, additional consultations at the TIP stage will be based on an agency's needs and interests. At a minimum, all agencies will be provided with an opportunity to review and comment on the TIP. Project sponsors — including the California Department of Transportation (Caltrans), local jurisdictions, transit operators and county transportation agencies (CTAs) — review

and consult with MTC on each of their respective projects in the TIP. These agencies (and any other interested agency) are involved every step of the way in the establishment of MTC programs, selection of projects and their inclusion in the TIP.

B. Other Protocols for Working with Public Agencies

The Bay Area Partnership Review and Coordination

MTC established the Bay Area Partnership to collaboratively assist the Commission in fashioning consensus among its federal, state, regional and local transportation agency partners regarding the policies, plans and programs to be adopted and implemented by the Commission. More recently, that focus has shifted to advising the Commission on specific transportation investment policies and matters related to Plan Bay Area. Membership includes a chief staff officer from all public agencies representing the following transportation interests:

- Transit operations
- Transportation facilities
- Congestion management agencies
- Public works agencies
- Airports and seaports
- Regional, state and federal transportation, environmental, and land use agencies

The Partnership Board and its Partnership Technical Advisory Committee (PTAC) and working group(s) consider the ongoing and more technical aspects of transportation funding issues. The Partnership Board and PTAC meetings are open to the public. The Partnership Board's meetings are webcast live and later archived on MTC's website. Offsite Board meetings and all PTAC meetings are recorded, and recordings may be requested by contacting the MTC Public Information Office at (415) 778-6757 or info@bayareametro.gov. The status of TIP revisions are provided to the Partnership through email notifications. For TIP updates, PTAC and working group(s) will be kept informed and consulted throughout the process by e-mail notifications or presentations as appropriate.

Air Quality Conformity and Interagency Consultation

A dialogue between agencies over transportation air quality conformity considerations must take place in certain instances prior to MTC's adoption of its RTP or TIP. These consultations are conducted through the Air Quality Conformity Task Force, which

includes representatives of the U.S. Environmental Protection Agency, the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), the California Air Resources Board (CARB), Caltrans, the Bay Area Air Quality Management District and other state and local transportation agencies. These agencies review updates and, in certain instances, amendments to Plan Bay Area and the TIP to ensure they conform to federal transportation air quality conformity regulations.

In accordance with Transportation Air Quality Conformity and Interagency Consultation Protocol procedures (MTC Resolution No. 3757, Revised), MTC must implement the interagency consultation process for the nine-county San Francisco Bay Area before making a transportation conformity determination on Plan Bay Area or the TIP. In developing an update to Plan Bay Area/TIP, MTC will bring important issues to the Partnership Board or its technical committees/working groups for discussion and feedback. All materials that are relevant to interagency consultation, such as the Plan Bay Area/TIP schedule, important Plan Bay Area/TIP-related issues and the draft Plan Bay Area/TIP, will also be transmitted to the Conformity Task Force for discussion and feedback. Similar consultation will occur for Plan Bay Area/TIP amendments requiring an air quality conformity analysis.

Intergovernmental Review via State Clearinghouse

The intent of intergovernmental review, per Executive Order 12372, is to ensure that federally funded or assisted projects do not inadvertently interfere with state and local plans and priorities. Applicants in the Bay Area with programs/projects for intergovernmental review are required to submit documentation to the State Clearinghouse via the Office of Planning and Research in Sacramento, which is the Single Point of Contact for the intergovernmental review of federal grant proposals and other activities. In this capacity, it is also the function of the clearinghouse to coordinate state and local review of federal financial assistance applications, federally required state plans, direct federal development activities and federal environmental documents. The purpose of the clearinghouse is to facilitate state and local participation in federal activities occurring within California. The Executive Order does not replace public participation, comment or review requirements of other federal laws, such as the National Environmental Policy Act (NEPA), but rather gives states an additional mechanism to ensure federal agency responsiveness to state and local concerns.

The clearinghouse also receives and distributes environmental documents prepared pursuant to CEQA and coordinates the state-level environmental review process. The RTP is subject to CEQA and therefore is reviewed through the clearinghouse.

C. Tribal Government Consultation

MTC also consults with the region's Native American Tribal governments. There are six federally recognized Native American tribes in the San Francisco Bay Area:

- Cloverdale Rancheria of Pomo Indians
- Dry Creek Rancheria Band of Pomo Indians
- The Federated Indians of Graton Rancheria
- Kashia Band of Pomo Indians of the Stewarts Point Rancheria
- Lower Lake Rancheria Koi Nation
- Lytton Rancheria Band of Pomo Indians

The groundwork for consultation with our region's Tribal governments will occur early in the process of developing Plan Bay Area/the TIP. Engagement activities with the Tribes will be conducted according to Tribal preference. As required, MTC and ABAG also will invite and encourage Tribal leaders and their representatives to request government-to-government consultation at any time during the development of Plan Bay Area/the TIP. Tribal Summits will continue in order to offer Tribes the ability to collaborate with MTC and ABAG and several of their partners as appropriate. MTC and ABAG will also conduct individual meetings at each Tribe's request in a forum that is convenient for them.

As required by Assembly Bill 52, MTC and ABAG will provide written notification to all Tribes in the region, including federally recognized Tribes and all California Native American Tribes on the Native American Heritage Commission List with Tribal Cultural Resources in the Bay Area, about the opportunity for engagement in the Plan Bay Area update process. Additionally, MTC and ABAG will be available for consultation at the Tribe's request.

Appendix C.

Public Participation Plan for Plan Bay Area 2050+

FINAL

June 2023

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I. Introduction

The Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) work together to adopt a long-range regional plan every four years that serves as the Bay Area's Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS). This joint effort is required under state law, and it helps the Bay Area plan and prioritize strategies (i.e., public policies and investments) necessary to advance the region's vision of a more affordable, connected, diverse, healthy and vibrant Bay Area for all.

The current plan, known as Plan Bay Area 2050, was adopted by ABAG and MTC in October 2021. Plan Bay Area 2050 focuses on four key elements — housing, the economy, transportation and the environment — and identifies a path to make the Bay Area more equitable for all residents and more resilient in the face of unexpected challenges. This was the third RTP for the nine-county San Francisco Bay Area that also includes the Bay Area's SCS as required by California Senate Bill 375 (Steinberg, Statutes of 2008).

Senate Bill 375 gives MTC and ABAG joint responsibility for preparing Plan Bay Area. The legislation also states that the two agencies "set forth a forecasted development pattern for the region, which, when integrated with the transportation network, and other transportation measures and policies, will reduce the greenhouse gas emissions from automobiles and light trucks to achieve, if there is a feasible way to do so, the greenhouse gas emission reduction targets approved by the state board."

This Appendix C to MTC's Draft 2023 Public Participation Plan outlines the anticipated approach and schedule for the next update for the Bay Area's regional plan, known as Plan Bay Area 2050+. Scheduled to begin in 2023 and be considered for adoption in 2025, Plan Bay Area 2050+ will focus on making select, high-impact refinements to the Blueprint — the suite of strategies that advance the long-range plan's vision — and identifying the next set of implementation actions through the end of this decade.

Federal and state law requires MTC and ABAG to work together with federal and state agencies, local governments, county transportation agencies (CTAs), public transit agencies, business and community groups, nonprofits and residents to provide all who are interested with opportunities to be involved in crafting Plan Bay Area. We invite the participation of all Bay Area residents to make the plan's vision a reality.

II. Developing Plan Bay Area 2050+

Given that Plan Bay Area 2050 was a major update to the regional vision connecting transportation, housing, economic development and environmental resilience, MTC/ABAG staff focused on implementation soon after the plan's adoption. Highlights of implementation efforts include adoption of the Transit-Oriented Communities (TOC) Policy, the advancement of key Bay Area Housing Financing Authority (BAHFA) pilot programs, preparation for new cycles of planning grants for Priority Development Areas (PDAs) and pilot Priority Production Areas (PPAs), and accelerated efforts on parking and electrification to advance climate strategies in the current plan, among others. With further initiatives in the queue for 2023 and constrained resources to implement the plan's strategies, it will be essential to balance efforts in the long-range planning space with the important work of implementing the strategies already adopted by MTC and ABAG in 2021.

A. Process and Schedule

Plan Bay Area 2050+ will build upon the solid foundation of Plan Bay Area 2050 to address ongoing challenges, including those introduced by the COVID-19 pandemic. Plan Bay Area 2050 was the most comprehensive effort to-date, reflecting four years of deep and sustained public and stakeholder engagement, as well as robust analytical exploration of "what if…" scenarios to make the plan's policies more resilient and equitable than prior cycles. Composed of 35 strategies identifying priorities for transportation, housing, economic development and environmental resilience, the adopted plan also included a near-term Implementation Plan spotlighting more than 80 actions for MTC and ABAG to advance through 2025.

Plan Bay Area 2050+ will be a focused update with the goal of making high-impact refinements to select plan strategies and identifying new implementation actions to move the Bay Area's vision forward. This approach will enable implementation efforts of Plan Bay Area 2050 to continue apace, rather than shifting considerable staff and financial resources toward long-range planning to accommodate more significant updates.

As noted, this update will identify a new suite of implementation actions, recognizing that many of the implementation activities identified in Plan Bay Area 2050 will be substantially completed by 2025. This will allow a significant update to the plan — on par with the

magnitude of Plan Bay Area 2050 — to be advanced starting in the next update cycle (in early 2026) with robust exploratory scenario planning and deep-dive policy analyses. Given that the subsequent planning cycle will likely face more aggressive climate goals, feature an extended time horizon, and sync up with a brand-new Regional Housing Needs Allocation (RHNA) cycle, it will be better primed to enact more significant policy changes to the next 30-year regional vision.

Development of Plan Bay Area 2050+ will occur between mid-2023 and late 2025, a 2.5-year long process. Public participation is critical to ensure an open process, in which all interested residents have the opportunity to offer input and share their vision for what the Bay Area will look like decades from now. The process will require flexibility and is subject to change in response to input received. To help direct Bay Area residents and organizations interested in participating in key actions and decisions, any changes to the update process, as well as any other relevant details will be posted on the Plan Bay Area website and communicated via e-mail to interested parties and through social media. The Plan Bay Area website includes a clear option to sign up for e-mail updates: planbayarea.org/get-involved/mailing-list.

B. Summary of Key Milestones

This section describes key milestones along the path to developing Plan Bay Area 2050+. Key milestones also are displayed visually in the Plan Bay Area 2050+ development timeline (see Attachment 1).

Plan Bay Area 2050+ Step 1: Update or Reaffirm Planning Assumptions

The COVID-19 pandemic changed overnight how everyone in the Bay Area lives, works and travels. Plan Bay Area 2050 was shaped by and responds to COVID-19's challenges — making it a solid foundation for Plan Bay Area 2050+ to build upon. As part of this focused update, certain targeted revisions may be pursued to better align future planning with the "new normal" and the challenges introduced by the pandemic, such as the transit fiscal cliff's impacts on transportation revenue forecasts. This focused approach will consider whether to pursue targeted updates to, or to reaffirm, the Regional Growth Forecast, while maintaining its forecast methodology, as well as to the External Forces, the Growth Geographies and the Needs and Revenue Forecasts.

Regional Growth Forecast, Growth Geographies, and External Forces

The Plan Bay Area 2050+ Regional Growth Forecast identifies how much the Bay Area might grow over the planning period, including population, jobs, households and associated housing units. The forecast also includes important components of that growth, including employment by sector, population by age and ethnic characteristics, and households by income level. These figures are then integrated with modeling tools to explore how the plan's strategies affect growth in households and employment at the local level, and how they impact regional travel patterns, demand on the transportation system and resulting emissions.

MTC and ABAG will also pursue targeted updates to the plan's Growth Geographies — geographic areas used to guide where future growth in housing and jobs would be focused under the plan's strategies over the next 30 years. These geographies are identified for growth either by local jurisdictions or because of their proximity to transit or access to opportunity. MTC and ABAG also will reassess both the on-the-ground and anticipated external (or exogenous) forces that will shape the impacts of the strategies included in the plan. External forces are defined as long-term trends or discrete events that affect the Bay Area, but over which residents and elected officials have little-to-no influence, such as a pandemic, the cost of fuel or anticipated sea level rise impacts.

- **Opportunities for Input:**
  - Technical stakeholder engagement, which may include webinars, virtual and/or in-person workshops, asynchronous opportunities to participate or office hours, etc.; discussion at MTC's Policy Advisory Council.
  - Opportunity for public input via public meetings of the Policy Advisory Council, the Joint MTC Planning Committee with the ABAG Administrative Committee, the ABAG Executive Board and the Commission.
- **Decision-Making Roles:** Direction from the Joint MTC Planning Committee with the ABAG Administrative Committee; adoption by ABAG Executive Board and the Commission.
- **Significance:** This technical work sets the stage for future analysis by identifying anticipated employment, population and housing growth; the geographic areas prioritized for future homes and jobs; and the external forces that will shape the performance of plan strategies under reasonably anticipated future conditions.
- **Timeframe:** Summer-Fall 2023

Needs and Revenue Forecasts

Plan Bay Area 2050 envisioned an investment in the Bay Area's future of approximately $1.4 trillion across the interconnected areas of transportation, housing, the economy and the environment. A central element of implementing this vision is understanding the potential cost of carrying out each of the plan's strategies, as well as identifying the resources available to meet those needs.

To support this work within Plan Bay Area 2050+, MTC and ABAG will conduct a set of needs assessments to quantify financial needs in the realms of transportation, housing and the environment. Staff will work with applicable public agencies, both on the local and regional levels, to develop these needs assessments.

MTC will also work with partner agencies and use financial models to forecast how much revenue will be available for transportation purposes over the duration of the plan, consistent with relevant state and federal planning requirements. In addition, MTC and ABAG will provide estimates of revenues that will be available for investment in select housing and environment areas. The financial forecasts, coupled with needs assessments in the areas of transportation, housing and the environment, will help identify funding gaps and update the plan's strategies and associated investments.

- **Opportunities for Input:**
  - Technical stakeholder engagement, which may include webinars, virtual and/or in-person workshops, asynchronous opportunities to participate or office hours, etc.; discussion at MTC's Policy Advisory Council.
  - Opportunity for public input via public meetings of the Policy Advisory Council and the Joint MTC Planning Committee with the ABAG Administrative Committee.
- **Decision-Making Roles:** Direction from the Joint MTC Planning Committee with the ABAG Administrative Committee.
- Significance: This technical evaluation will provide information on the funding needed to achieve key goals related to transportation infrastructure, affordable housing and climate adaptation. The technical work sets the stage for future investment strategies and identifies revenue expected to flow into the region over the life of the plan.
- Timeframe: Summer 2023 (Draft)–Summer 2024 (Final)

Plan Bay Area 2050+ Step 2: Update Select Blueprint Strategies

Develop Draft Blueprint

Given Plan Bay Area 2050's solid foundation of 35 strategies, the Draft Blueprint phase for Plan Bay Area 2050+ will focus on making high-impact refinements to select strategies while retaining the remaining ones. Assumptions for select Blueprint strategies will be refined to reflect ongoing implementation efforts from Plan Bay Area 2050, while also leveraging findings from previous scenario planning efforts that may be relevant to the post-COVID environment. Equity and performance analyses will also be conducted during both the Draft and Final Blueprint phases of Plan Bay Area 2050+ to evaluate how the plan's strategies are supporting progress towards making the Bay Area more affordable, connected, diverse, healthy and vibrant for all.

- **Opportunities for Input:**
  - *Round 1 of Public Engagement (Summer–Fall 2023):* Strategies under consideration for inclusion in the Draft Blueprint will be presented for public review and input at Plan Bay Area 2050+ public events. Events will include a combination of virtual, asynchronous and/or in-person techniques (see Chapter 4 of MTC's Public Participation Plan and Section V below) to ensure meaningful public engagement and will be supplemented with robust digital promotion.
  - Additional public input opportunities via public meetings of the Policy Advisory Council, the Joint MTC Planning Committee with the ABAG Administrative Committee, the ABAG Executive Board and the Commission.
  - Multiple virtual, asynchronous and/or in-person technical stakeholder engagement events (which could include webinars, workshops, office hours, etc.); discussion at MTC's Policy Advisory Council.
- **Decision-Making Roles:** Direction from the Joint MTC Planning Committee with the ABAG Administrative Committee; adoption by the ABAG Executive Board and the Commission.
- **Significance:** The Draft Blueprint will demonstrate how integrated transportation, housing, economic and environmental strategies can advance a more resilient and equitable future for the San Francisco Bay Area.
- **Timeframe:** Summer 2023–Winter 2024

Integrating Transit 2050+

There is significant interest in prioritizing revisions to six transit-related strategies during Plan Bay Area 2050+ given the continued financial challenges in this space and the need to re-evaluate legacy (i.e., pre-COVID) transportation projects to ensure they align with current and future regional needs. At the same time, both the Transit Transformation Action Plan, which aims to improve the Bay Area's public transportation network to create a more user-friendly and connected system, and the Plan Bay Area 2050 Implementation Plan identified development of a new transit modal plan known as the Connected Network Plan (CNP), which would take a service-oriented approach to creating an aspirational transit vision for the Bay Area.

As such, a harmonized approach where connected network planning directly informs the core of Plan Bay Area 2050+ is imperative, assigning the task of re-imagining the six transit-related strategies in the Plan Bay Area 2050+ Transportation Element using a service-based, hub-oriented, and fiscally responsible approach while working closely with the region's transit operators to co-create this next-generation vision. Accordingly, we have renamed the Connected Network Plan "Transit 2050+" to indicate its linkage to Plan Bay Area 2050+. It will be developed in a parallel process — with its own engagement program — that will feed into the development of the Plan Bay Area 2050+ Blueprint. It is important to note that public engagement for Transit 2050+ will generally be timed to align with Blueprint engagement.

Develop and Adopt Final Blueprint

Based on the results of the technical analysis, MTC and ABAG will define a preferred alternative to advance to final environmental analysis. The preferred alternative will include the strategies and Growth Geographies that will best meet the plan's vision given identified fiscal and policy constraints.

- **Opportunities for Input:**
  - *Round 2 of Public Engagement (Spring–Summer 2024):* A combination of various engagement techniques will be used to present the Final Blueprint for public review and input. The engagement strategy for Round 2 will be informed by MTC's Public Participation Plan and will employ a robust combination of techniques (see Section V below) to ensure meaningful public engagement. Engagement will be supplemented with robust digital promotion.

- Additional public input opportunities via public meetings of the Policy Advisory Council, the MTC Planning Committee, the ABAG Administrative Committee, the ABAG Executive Board and the Commission.
- Multiple virtual, asynchronous and/or in-person technical stakeholder engagement events (which could include webinars, workshops, office hours, etc.); discussion at MTC's Policy Advisory Council.

- **Decision-Making Roles:** Direction from MTC's Planning Committee and ABAG's Administrative Committee; adoption by the ABAG Executive Board and the Commission.
- **Significance:** The Final Blueprint will refine and finalize how integrated transportation, housing, economic and environmental strategies can advance a more resilient and equitable future for the San Francisco Bay Area.
- **Timeframe:** Spring–Fall 2024. Adoption expected in fall 2024.

Plan Bay Area 2050+ Step 3: Identify New Implementation Priorities and Associated Actions

The revised Implementation Plan for Plan Bay Area 2050+ will focus on short-term, tangible actions that MTC and ABAG can take to advance the plan's strategies, in partnership with other public agencies, non-profit organizations and the private sector. The Implementation Plan process will engage Bay Area residents, local governments, civic organizations, business interest, non-profits and other stakeholders to identify and prioritize new actions to advance implementation of Plan Bay Area 2050+.

- **Opportunities for Input:**
  - *Round 3 of* Public Engagement (Winter 2024-25): Implementation priorities will be identified with robust public input at Plan Bay Area 2050+ public events. The engagement strategy for Round 3 will be informed by MTC's Public Participation Plan and will employ a combination of techniques (see Section V below) to ensure meaningful public engagement. Engagement will be supplemented with robust digital promotion.
  - Additional public input opportunities via public meetings of the Policy Advisory Council, the Joint MTC Planning Committee with the ABAG Administrative Committee, the ABAG Executive Board and the Commission.

- Multiple virtual, asynchronous and/or in-person technical stakeholder engagement events (which could include webinars, workshops, office hours, etc.); discussion at MTC's Policy Advisory Council.

- **Decision-Making Roles:** Direction from the Joint MTC Planning Committee with the ABAG Administrative Committee; approval from the ABAG Executive Board and the Commission.
- **Significance:** The Implementation Plan identifies the near-term steps necessary to accelerate the plan's long-term vision, focusing on concrete actions that MTC and ABAG can advance in partnership with public, non-profit and private organizations for each of the plan's adopted strategies.
- **Timeframe:** Fall 2024–Fall 2025

Plan Bay Area 2050+ Step 4: Draft and Final Plan

Draft and Final Environmental Impact Report (EIR)

A programmatic environmental impact report on the plan, including the preferred scenario and a limited set of alternatives, will identify the environmental impacts of the proposed long-range plan as a whole, as required by the California Environmental Quality Act (CEQA). A Draft EIR will be released for public comment and submitted to the appropriate resource agencies for review and comment.

- **Opportunities for Input:**
  - A Notice of Preparation will be issued, followed by a public virtual scoping meeting to explain the environmental process and solicit early input on areas of concern. A recording of the scoping meeting will be posted to the Plan Bay Area website to provide interested parties with an asynchronous opportunity to participate. The Draft EIR will be the subject of three public hearings. To maximize participation, public hearings providing the opportunity for virtual public participation will be prioritized. There will be discussion with technical stakeholders, as well as with MTC's Policy Advisory Council. A statutorily-required 45-day public comment period will be established for written and oral public comments on the Draft EIR; responses to comments will be included in the Final EIR.
  - Additional opportunity for public input via public meetings of the Joint MTC Planning Committee with the ABAG Administrative Committee, the ABAG Executive Board and the Commission.

- **Decision-Making Roles:** Direction from the Joint MTC Planning Committee with the ABAG Administrative Committee; approval from the ABAG Executive Board and the Commission.
- **Significance:** The EIR identifies the environmental impacts of the proposed plan at a programmatic level, in accordance with CEQA requirements.
- **Timeframe:** Draft EIR release expected late spring 2025 with adoption of Final EIR slated for fall 2025.

Title VI and Environmental Justice Analysis

MTC and ABAG will conduct an equity analysis to satisfy federal requirements with respect to the metropolitan planning process. The analysis will measure both the benefits and burdens associated with the investments in Plan Bay Area 2050+ to determine if systemically-excluded, limited English proficient and low-income communities share equitably in the benefits of the investments without bearing a disproportionate share of the burdens.

- **Opportunities for Input:**
    - Multiple virtual, asynchronous and/or in-person technical stakeholder engagement events (which could include webinars, workshops, office hours, etc.); discussion at MTC's Policy Advisory Council. Detailed technical input will be sought at the Policy Advisory Council's Equity and Access Subcommittee on an as needed basis.
    - Additional opportunity for public input via public meetings of the Policy Advisory Council, the Equity and Access Subcommittee and the Joint MTC Planning Committee with the ABAG Administrative Committee.
- **Decision-Making Roles:** Direction from the Joint MTC Planning Committee with the ABAG Administrative Committee
- **Significance:** Provides information on the effects of Plan Bay Area 2050+ on the region's systemically-excluded, limited English proficient and low-income communities.
- **Timeframe:** Fall 2024–Fall 2025

Air Quality Conformity Analysis

The air quality conformity analysis considers if the transportation projects in the financially-constrained Plan Bay Area 2050+, taken together, do not cause new air quality violations, worsen existing air quality or delay timely attainment of the federal air quality

standards pertaining to ozone, carbon monoxide and particulate matter ($PM_{2.5}$). The analysis is done to meet federal planning requirements for MPOs in accordance with the latest U.S. Environmental Protection Agency transportation conformity regulations and the Bay Area Air Quality Conformity Protocol (MTC Resolution No. 3757, Revised).

- **Opportunities for Input:**
  - Technical analysis will be discussed with the Regional Air Quality Conformity Task Force.
  - Additional opportunity for public input via public meetings of the MTC Planning Committee and the Commission.
- **Decision-Making Roles:** Direction from MTC's Planning Committee; approval from the Commission.
- **Significance:** The Air Quality Conformity Report will demonstrate whether the plan conforms with the latest U.S. Environmental Protection Agency transportation conformity regulations. Timeframe: Fall 2024–Fall 2025

Draft and Final Plan

Release of the Draft Plan will initiate another round of public meetings to gather comments on the draft in preparation for final plan adoption. MTC and ABAG will seek input on the Draft Plan through a variety of methods. Various supplemental reports will also provide more detail on specific subject areas covered in the plan.

As with Plan Bay Area 2050, staff anticipates a concurrent release of the Draft EIR and Draft Plan Bay Area 2050 documents for a 45-day public comment period. The Draft EIR analysis, together with input from the public on the Draft Plan, will inform the policy discussions and public dialogue leading to the Final Plan adoption by both ABAG and MTC, anticipated to occur in fall 2025.

- **Opportunities for Input:**
  - *Draft Plan Public Engagement (Spring 2025):* The Draft Plan Bay Area 2050+ will be the subject of public meetings, including at least three public hearings. The Draft Plan will be posted online for a 45-day public review and comment period. Engagement on the Draft Plan will be supplemented with robust digital promotion.
  - Additional opportunity for public input on the Draft and Final Plan via public meetings of the Policy Advisory Council, the Joint MTC Planning Committee with

the ABAG Administrative Committee, the ABAG Executive Board and the Commission.
    - Multiple virtual, asynchronous and/or in-person technical stakeholder engagement events (which could include webinars, workshops, office hours, etc.); discussion at MTC's Policy Advisory Council.

- **Decision-Making Roles:** Direction from the Joint MTC Planning Committee with the ABAG Administrative Committee; approval from the ABAG Executive Board and the Commission.
- **Significance:** The plan document provides the public with a consolidated overview of the strategies and investments included in the long-range plan, including an overview of the plan's anticipated outcomes and implementation commitments.
- **Timeframe:** Draft Plan release expected late spring 2025 with adoption slated for fall 2025.

III. Related Work

A. Tracking Performance

MTC, in conjunction with its partners, has established an innovative monitoring initiative that tracks trends related to transportation, land and people, the economy, the environment and social equity. Measurements in these areas are our region's Vital Signs, helping us understand where we are succeeding and where we are falling short.

This data-driven Vital Signs website compiles dozens of indicators, including short-range performance targets that support national transportation goals, as mandated by federal planning requirements. Indicators are presented with interactive visualizations that allow users to explore historical trends, examine differences between cities and counties and even compare the Bay Area with other peer metropolitan areas. The Vital Signs website is available at vitalsigns.mtc.ca.gov.

B. Countywide Transportation Plans

Bay Area counties are authorized by state law to develop Countywide Transportation Plans (CTPs) on a voluntary basis. These countywide plans are an integral part of Plan Bay Area.

As long-range planning and policy documents, they assess transportation needs and guide transportation priorities and funding decisions for that county over a 20- to 25-year horizon. These countywide plans inform the transportation projects and programs that are forwarded to MTC for consideration in the region's long-range plan. Adopted countywide transportation plans in the Bay Area can be found at the links shown below. MTC's guidelines for the development of countywide plans by the CTAs can be found here: mtc.ca.gov/sites/default/files/documents/2023-02/Guidelines_for_Countywide_Transportations_Plans.pdf.

- **Alameda County:** Alameda County Transportation Commission
  alamedactc.org/planning/countywidetransportationplan
- **Contra Costa County:** Contra Costa Transportation Authority
  ccta.net/planning/countywide-transportation-plan
- **Marin County:** Transportation Authority of Marin
  No current plan
- **Napa County:** Napa Valley Transportation Authority
  https://nvta.ca.gov/wp-content/uploads/2023/03/NVTA-NapaValleyTransportationPlan_r10_6-22-21-Reduced-with-Appendix.pdf
- **San Francisco City & County:** San Francisco County Transportation Authority
  sfcta.org/projects/san-francisco-transportation-plan
- **San Mateo County:** City/County Association of Governments of San Mateo County
  ccag.ca.gov/programs/countywide-transportation-plan
- **Santa Clara County:** Santa Clara Valley Transportation Authority
  (under development)
  vta.org/projects/valley-transportation-plan-vtp-2050
- **Solano County:** Solano Transportation Authority
  sta.ca.gov/documents_and_report/solano-comprehensive-transportation-plan-ctp
- **Sonoma County:** Sonoma County Transportation Authority
  scta.ca.gov/planning/comprehensive-transportation-plan

IV. Public Engagement

In developing Plan Bay Area 2050+, MTC and ABAG strive to promote an open, transparent process that encourages the ongoing and active participation of local governments and a broad range of interest groups as well as the general public. Engagement efforts for Plan

Bay Area 2050+ will be guided by MTC's Draft 2023 Public Participation Plan for the San Francisco Bay Area. Additionally, Plan Bay Area 2050+ will build on the robust engagement efforts of Plan Bay Area 2050, which used a variety of platforms to successfully communicate and engage with record numbers of Bay Area residents, partner agencies and organizations, even in the midst of a global pandemic and shelter-in-place orders.

A. General Public

In addition to the public engagement activities planned for each key milestone (see Section II, B. Summary of Key Milestones above), the general public has several other avenues for ongoing participation in the development of Plan Bay Area 2050+.

e-News

Sign up to receive regular updates on Plan Bay Area 2050+: planbayarea.org/get-involved/mailing-list. This regular e-newsletter, and occasional e-mail announcements provide the most current information on the process of developing Plan Bay Area 2050+, including announcements about upcoming participation opportunities; key milestones, decision points and meetings; process updates; and much more. This is the best way for the public, and all interested parties, to stay abreast of all Plan Bay Area 2050+ activities. Plan Bay Area also has a dedicated email address where members of the public can send all Plan Bay Area-related questions: info@planbayarea.org.

Policy Committees/Board Meetings

MTC and ABAG policy committee and board meetings[1] are public meetings that present another opportunity for the public to influence the plan's development. Plan Bay Area 2050+ updates are typically presented before the following decision-making bodies:

- MTC's Planning Committee
- Joint MTC Planning Committee with the ABAG Administrative Committee
- ABAG Executive Board
- Metropolitan Transportation Commission

[1] All policy committees of the Commission and ABAG Board are described in MTC's Draft 2023 Public Participation Plan.

Occasionally, Plan Bay Area updates may be presented at other policy committees, such as ABAG's General Assembly. To stay involved in individual policy committees, contact the MTC Public Information Office at info@bayareametro.gov or (415) 778-6757 and ask to be added to the committee's mailing list. Calendars of meetings and events are available online (see "Meetings and Events Online Calendars" below) and also are posted at the entrance to MTC's and ABAG's offices at 375 Beale Street, San Francisco.

Advisory Bodies

MTC's Policy Advisory Council meets on a regular basis and will play a key role in the development of Plan Bay Area 2050+, providing feedback on proposed strategy revisions and implementation priorities. The plan's development will be presented approximately quarterly to the Council for discussion and comment. Additional context on the Policy Advisory Council can be found in MTC's Public Participation Plan. These meetings are open to the public.

Public Events

Updating Plan Bay Area always involves several rounds of public engagement during key milestones of the plan's development. These engagement rounds will typically include a slew of virtual and/or in-person activities that are tailored to best inform the development of the plan at any given point in the process. As appropriate, MTC and ABAG will seek partnerships with cities and counties, Caltrans and other public agencies to explain the relationship of the long-range regional plan to adopted local priorities for transportation and land use.

Plan Bay Area Website

The Plan Bay Area website is another way for the public to stay informed on the progress of the plan or to participate in online surveys or comment forums. The website is available at planbayarea.org.

Plan Bay Area Listening Line

Members of the public also can participate in the Plan Bay Area 2050+ process via phone. MTC and ABAG have a listening line available where participants can record their comments to be entered into the official record. Participants can leave messages in English, Cantonese, Mandarin and Spanish by calling (415) 778-2292.

Meetings and Events Online Calendars

- MTC website: mtc.ca.gov/meetings-events
- ABAG website: abag.ca.gov/meetings
- Plan Bay Area website: planbayarea.org/meetings-and-events

B. Local Governments and Partner Agencies

Working with local governments and partner agencies — from elected officials to city managers, planning and public works directors, transit operators and county transportation agencies — is critical to the development of Plan Bay Area 2050+. Local officials can provide valuable context and specifics about local priorities and explain how the regional plan supports these priorities. One avenue for discussion with local government staff is through robust virtual, asynchronous and/or in-person technical stakeholder engagement (which could include webinars, workshops, office hours, etc.). In addition, MTC and ABAG staff are available to meet with elected officials and local government staff in each county. Additionally, CTAs provide an existing forum that will also be used to discuss issues related to the plan.

C. Additional Statutorily-Required Outreach

Federal, State and Other Government Agencies

In addition to the local governments that will be involved with Plan Bay Area 2050+, MTC and ABAG will consult with officials responsible for other types of planning activities that are affected by long-range regional planning, such as state and local agencies responsible for land use, natural resources, environmental protection, conservation and historic preservation; federal land management agencies; regional air quality planning authorities, etc. Consultation will be based on the agency's interests and needs. At a minimum, agencies will be informed about the process to develop the update and will be provided an opportunity to participate.

Native American Tribal Governments

Consultation with the region's Native American Tribal governments also will occur. There are six federally recognized Native American tribes in the San Francisco Bay Area:

- Cloverdale Rancheria of Pomo Indians
- Dry Creek Rancheria Band of Pomo Indians
- The Federated Indians of Graton Rancheria
- Kashia Band of Pomo Indians of the Stewarts Point Rancheria
- Lower Lake Rancheria Koi Nation
- Lytton Rancheria Band of Pomo Indians

The groundwork for consultation with our region's Tribal governments will occur early in the process of developing the plan. Engagement activities with the Tribes will be conducted according to Tribal preference. MTC and ABAG also will invite and encourage Tribal leaders and their representatives to request government-to-government consultation at any time during development the plan. Tribal Summits will continue in order to offer Tribes the ability to collaborate with MTC and ABAG and several of their partners as appropriate. MTC and ABAG will also conduct individual meetings at each Tribe's convenience.

MTC and ABAG will provide written notification to all Tribes in the region, including federally recognized Tribes and all California Native American Tribes on the Native American Heritage Commission List with Tribal Cultural Resources in the Bay Area, about the opportunity for engagement in the Plan Bay Area 2050+ update process. Additionally, MTC and ABAG will be available for consultation at the Tribe's request.

Presentations to Local Governments

As required by SB 375, at least one informational meeting in each county will be held for members of the county board of supervisors and city councils to review and discuss the Draft Plan, and to consider their input and recommendations. Notice of the meeting shall be sent to each city clerk and to the clerk of the board of supervisors. One informational meeting will be conducted if attendance at the one meeting includes county board of supervisors and city council members representing a majority of the cities representing a majority of the population in the incorporated areas of that county.

V. Public Engagement Strategies

Development of Plan Bay Area 2050+ will be a multi-year effort. Public participation strategies for each round of engagement will be presented in advance to the Joint MTC

Planning Committee with the ABAG Administrative Committee and posted on the Plan Bay Area website (planbayarea.org). Throughout each round of engagement, MTC and ABAG staff will be guided by MTC's Draft 2023 Public Participation Plan for the San Francisco Bay Area and will use a variety of participation tools and techniques to meaningfully engage a wide range of partners and residents.

A. The New Engagement Normal

In the first two Plan Bay Area processes, MTC and ABAG engaged in more traditional planning and outreach techniques. Plan Bay Area 2050 pushed the boundaries of engagement innovation and involved record numbers of residents and partners. Just as MTC and ABAG were experimenting further with virtual public engagement, the COVID-19 pandemic forced all manner of business to be conducted remotely, including public engagement. As people gained experience with new online platforms, expectations shifted and the demand for increased opportunities for virtual participation and "meeting people where they already are" became the norm.

In order to engage as many Bay Area residents as possible, MTC and ABAG will prioritize tools and techniques that allow the public to continue participating from the comfort of their homes and to reach people "where they are," with a special focus on youth and Equity Priority Communities. Although MTC and ABAG are statutorily required to hold workshops, innovative strategies will be used whenever possible.

B. Integrating MTC and ABAG's Equity Platform

The success of the plan is dependent on all voices in the region being represented and involved. Guided by MTC and ABAG's Equity Platform, Plan Bay Area 2050+'s engagement will invest resources to ensure systemically-excluded communities can meaningfully influence decision-making. MTC and ABAG's Equity Platform is based on a commitment to meaningfully reverse disparities in access and dismantle systemic exclusion. As such, MTC and ABAG will take special effort to engage systemically-excluded and low-income residents who cannot easily participate in regional government planning efforts.

In order to seek out and consider the needs of those systemically excluded from the planning process, including people of color, communities with low incomes, persons with disabilities, unhoused/housing unstable persons and communities with limited English proficiency, MTC and ABAG will work closely with community-based organizations

(CBOs), particularly in Equity Priority Communities. As done in past plans, MTC will complete a request for proposals (RFP) process to contract with local CBOs that serve Equity Priority Communities.

C. Engagement Activities

In addition to each round of engagement as outlined in Section II, B, public engagement efforts also will include:

Advance Notice

- Develop details for the planning process and opportunities for public engagement in advance of each phase of Plan Bay Area 2050+ engagement and post these details on the Plan Bay Area website.
- Maintain an updated calendar of events on the Plan Bay Area website.
- Provide timely notice about upcoming meetings via e-newsletters and social media channels.
- Post agendas and meeting materials on the web as required by law.
- Use a contacts list database to keep participants notified throughout the multi-year process.
- Circulate a Draft Plan or Alternative Planning Strategy, if one is prepared, for public review at least 45 days before the adoption of the Final Plan Bay Area 2050+.
- Issue press releases to encourage news coverage.

Virtual, Asynchronous and In-Person Events

- Provide opportunities for participation in each county on important issues surrounding Plan Bay Area 2050+. Pursuant to state statute, MTC and ABAG will hold a minimum of three workshops in Alameda, Contra Costa, San Francisco, San Mateo and Santa Clara counties, and one or more workshops in the less populous Marin, Napa, Solano and Sonoma counties.
- Promote a civil atmosphere at public meetings to ensure the opportunity for all participants to speak free of disruptions or personal attacks.
- Host public meetings, open houses or workshops at a variety of times (evenings, weekends, as well as weekdays). Host in-person events in convenient and accessible locations.

- Maximize use of webinars, virtual workshops and/or telephone town halls to encourage greater participation.
- Hold at least three public hearings on the Draft Plan or Alternative Planning Strategy, if one is prepared. Prioritize virtual public hearings to encourage broader and more participation. Hold at least one of the three public hearings at a policy committee meeting, as appropriate.

Digital Engagement

- Maintain a comprehensive project website — planbayarea.org — so members of the public have a single place to go for current updates. The website enables the public, and all interested parties, to easily request to receive notices and information as required by state law.
- Use social media to reach, educate and engage residents.
- Maintain an archive of past workshop meeting materials on the Plan Bay Area website.
- Offer interactive activities to seek public feedback, such as web polls, surveys, games, etc.
- Provide timely, easy-to-understand information on a website that is mobile-ready and accessible, per the Americans with Disabilities Act.

Media Outlets

- Issue press releases to media outlets, including ethnic, foreign-language and community media, to keep reporters apprised of progress and generate coverage on radio, television, newspapers and the Internet.
- Translate news releases about public meetings following guidance from MTC's Plan for Special Language Services to Limited English Proficient (LEP) Populations.

Outreach to Systemically-Excluded Groups

- Seek out and consider the needs of those systemically-excluded from the planning process, including people of color, persons with low income, unhoused/ housing unstable persons, communities with limited English proficiency and persons with disabilities.
- Partner with CBOs to reach these groups.
- Provide assistance to people with disabilities and language assistance to people with limited English proficiency. Such requests may be made in advance by

contacting the MTC Public Information Office at (415) 778-6757 or info@bayareametro.gov. Staff requests at least three working days' notice to provide reasonable accommodation.

- Ask partners to help spread the word about public comment opportunities.
- Leverage existing meetings/events in order to attract greater attendance and participation.
- Consider the needs of the Bay Area's growing senior population.

Other Strategies

- Use paid digital promotion to raise awareness, educate the public and promote upcoming events.
- Engage in "pop-up" style intercept outreach at community events and popular local gathering places (e.g., farmers' markets, malls, festivals, etc.)
- Involve youth in helping to shape the draft Plan Bay Area 2050+ through partnerships with academic or nonprofit organizations.
- Use video to communicate complex concepts to the public; video could use humor or animation in order to make the subject matter more understandable or relatable.
- Conduct a statistically valid public opinion poll (also available in languages other than English).
- Use visualization techniques to communicate technical planning issues and strategies to the public, such as maps, videos, graphics, animation or computer simulations to depict strategies under consideration.
- Provide a summary of comments heard at public meetings via the Plan Bay Area website.
- Inform the public and decision-makers how the public's input influenced the process.

VI. Public Participation Goals

People who make the time to participate in public processes should feel their participation is valued. MTC and ABAG commit to the following goals and performance benchmarks to measure the effectiveness of the public participation program:

1. **Promote transparency and inform participants:** MTC and ABAG should make every effort to make the complex planning process transparent by informing participants early and often of opportunities for participation and developing content and materials in plain easy-to-understand language.
2. **Encourage broad participation:** Rooted in the Equity Platform, MTC and ABAG should make every effort to increase participation opportunities for those communities most affected by past exclusionary policies. The process should include the greatest number of people possible from throughout the region and reflect the diverse Bay Area population, regardless of individuals' language, personal mobility or ability to attend or access a meeting.
3. **Influence decision-making:** Rooted in the Equity Platform, MTC and ABAG should make every effort to shift decision-making power to the people who are affected by policies by empowering participants with the information to influence the process most effectively. The input and feedback received from the public and partners should be analyzed and provided to decision-makers in a timely manner to inform their decisions. MTC and ABAG will inform the public and decision-makers on how the public's input influenced the process.
4. **Build knowledge:** MTC and ABAG should make every effort to inform a wide range of people about transportation and land-use issues in the Bay Area. Each step of the process should include an educational element to set context and promote increased understanding of the plan and relevant topics.

Targeted Performance Measures

MTC and ABAG will track various performance measures in an effort to inform and improve future outreach. Data will be used to conduct an evaluation of Plan Bay Area public engagement at the conclusion of the planning process. The following performance metrics will be tracked:

Promote Transparency and Inform Participants

- **Objective:** Inform participants early and often
- **Performance Metrics:**
  - → Plan Bay Area mailing list sign-ups
  - → E-mail analytics such as open rates, click-through rate, etc.
  - → E-mail distribution list size

- → Website analytics such as site visits, pageviews, etc.
- → Digital engagement analytics such as impressions, post engagement, link-clicks
- → Total number of e-mail announcements, web stories, news releases, etc.

- **Objective:** Develop user-friendly content written in plain language
- **Performance Metrics:**
  - → Ratings collected via participant surveys
  - → Public comments received

Encourage Broad Participation

- **Objective:** Increase participation from those most affected by past exclusionary policies
- **Performance Metrics:**
  - → Geographic distribution of events
  - → Number of events held in Equity Priority Communities
  - → Participant demographics collected via surveys
  - → Public comments received
  - → Number of listening line participants
  - → Digital engagement analytics such as impressions, post engagement, link-clicks
  - → CBO engagement reach (to be determine based on CBO-recommended metrics)

- **Objective:** Include the greatest number of people possible from throughout the region
- **Performance Metrics:**
  - → Geographic distribution of events
  - → Number of listening line participants
  - → Mailing list participant location
  - → Digital engagement analytics such as impressions, post engagement and/or link-clicks

- **Objective:** Participants reflect the diverse Bay Area population
- **Performance Metrics:**
  - → Participant demographics collected via surveys
  - → Number of public comments received from CBOs that serve Equity Priority Communities

→ CBO engagement participation numbers
→ Comment letter demographics

Engage for Impact

- **Objective:** Shift decision-making power to the people who are affected by policies
- **Performance Metrics:**
  → Participant demographics collected via surveys
  → Total public comments received
  → Ratings collected via participant surveys

- **Objective:** Analyze and provide public feedback to decision-makers in a timely manner
- **Performance Metrics:**
  → Ability to provide information before key actions

- **Objective:** Inform the public and decision-makers how the public's input influenced the process
- **Performance Metrics:**
  → Ratings collected via participant surveys
  → Presentations to the Joint MTC Planning Committee with the ABAG Administrative Committee, the Commission and ABAG Executive Board

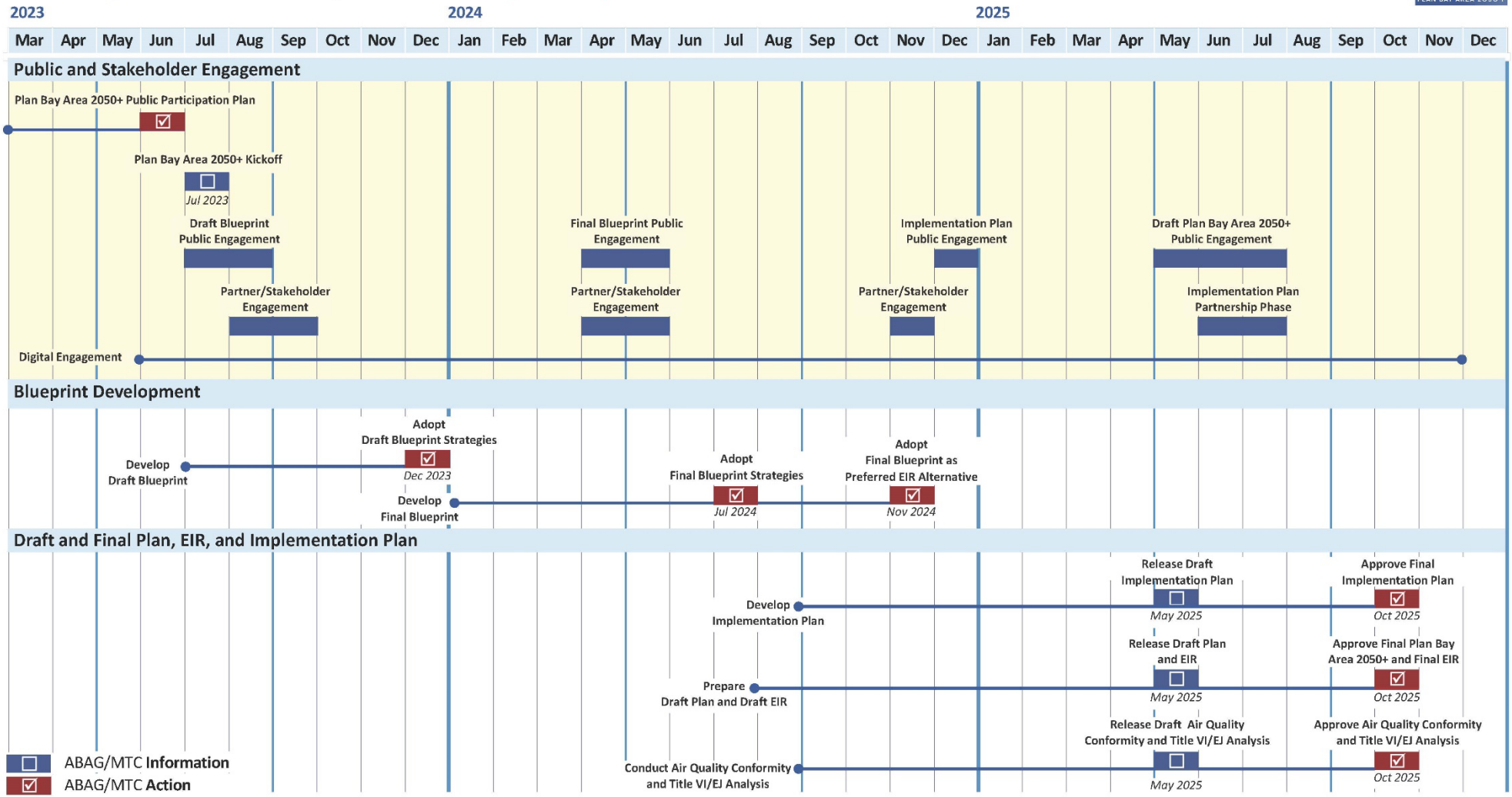
Build Knowledge

- **Objective:** Inform a wide range of people about regional planning issues in the Bay Area, including transportation, housing, economic and environmental topic areas
- **Performance Metrics:**
  → Ratings from before and after participant surveys
  → Number of participants in educational efforts

- **Objective:** Each step of the process should include an educational element
- **Performance Metrics:**
  → Ratings collected via participant surveys
  → Number of participants in educational efforts

Attachment 1.
Plan Bay Area 2050+ Timeline

Plan Bay Area 2050+: Key Milestones (DRAFT)



(Dates are tentative and subject to change.)