



375 Beale Street
Suite 800
San Francisco, California
94105

Meeting Agenda

MTC ABAG Community Advisory Council

Carina Vinh Lieu, Chair
Diana Benitez, Vice Chair

Friday, August 7, 2026

10:00 AM

Yerba Buena Conference Room – 1st Floor

The MTC ABAG Community Advisory Council is scheduled to meet at 10:00 a.m.

This meeting shall consist of a simultaneous teleconference call at the following location(s):
None

Meeting attendees may opt to attend in person for public comment and observation at 375 Beale Street, Yerba Buena (1st Floor), San Francisco, California. In-person attendees must adhere to posted public health protocols while in the building. The meeting webcast will be available at <https://abag.ca.gov/meetings-events/live-webcasts> and <https://mtc.ca.gov/meetings-events> Members of the public are encouraged to participate remotely via Zoom at the following link or phone number.

Attendee link: <https://bayareametro.zoom.us/j/84488025546>

iPhone one-tap US:

+14086380968,,84488025546# US (San Jose)

+16694449171,,84488025546# US)

Join by Telephone (for higher quality, dial a number based on your current location) US:

+1 408 638 0968 US (San Jose)

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877 853 5247 US Toll Free

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Webinar ID: 844 8802 5546

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Members of the public participating by Zoom wishing to speak should use the “raise hand” feature or dial *9. When called upon, unmute yourself or dial *6. In order to get the full Zoom experience, please make sure your application is up to date. Detailed instructions on participating via Zoom are available at:

<https://abag.ca.gov/meetings-events/meetings/how-provide-public-comment-board-meeting>
and <https://mtc.ca.gov/meetings-events/how-provide-public-comment-board-meeting>

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

Clerk: Jessica Lewis

Roster

Victorina Arvelo, Padma Balaji, Michael Baldini, Diana Benitez, Chuck Cantrell, Amanda Chang, Warren Cushman, Ashton Desmangles, Bryant Duong, Julia Gerasimenko, Dwayne Hankerson, Wendi Kallins, Charles Lavery, Alexander Madrid, R. Shay Miles, Louis Mirante, Karen Nemsick, Peter Saathoff-Harshfield, Marlene Salazar, Joshua Saunders, Tim Sbranti, Sonja Shephard, Gaetano Trachtenberg, Carina Vinh Lieu, Janelle Wong, Gabriela Yamilet Orantes

1. Call to Order / Roll Call / Confirm Quorum / Compensation Announcement

A quorum shall consist of a majority of members present (14).

2. Council Member Announcements**3. Chair's Report****4. Consent Calendar**

- 4a. [26-0838](#) Approval of MTC ABAG Community Advisory Council minutes of June 5, 2026

Action: MTC ABAG Community Advisory Council Approval

Presenter: Clerk

Attachments: [4a 26-0838 06-05-2026 Draft Meeting Minutes.pdf](#)

5. Information

- 5a. [26-0837](#) Community-Based Transportation Planning Program Overview, Evaluation and Draft Guidelines

Overview of MTC's Community-Based Transportation Planning (CBTP) program - an initiative that funds community-led transportation planning in Equity Priority Communities (EPCs) - including recent evaluation findings and draft guidelines for the upcoming CBTP program cycle.

Action: Information

Presenter: Janica Mendillo

Attachments: [5a 26-0837 1 -SummarySheet CBTP.pdf](#)

[5a 26-0837 2 Attachment A CBTP Deck.pdf](#)

[5a 26-0837 3 Attachment B CBTP Guidelines Change Summary.pdf](#)

[5a 26-0837 4 Attachment C CBTP 2026 Guidelines.pdf](#)

[5a 26-0837 5 Attachment D CBTP Map Letter.pdf](#)

5b. [26-0875](#) Equity Priority Communities (EPC) Refresh Phase One Evaluation: Internal Listening Session Findings

Preliminary update summarizing key themes of internal listening sessions with MTC-ABAG staff in spring 2026.

Action: Information

Presenter: Natasha Opfell

Attachments: [5b 26-0875 1 Summary Sheet EPC Refresh POE Internal Engagement Fi](#)
[5b 26-0875 2 Attachment A Presentation EPC Refresh POE Internal Findir](#)

5c. [26-0845](#) Updated Council Work Plan

In response to feedback from the Council at the June 2026 meeting, staff revised the Council Work Plan to elevate equity as a foundational principle throughout the document, centering MTC and ABAG's commitment to equity, and strengthening the Council's role in advancing inclusive and equitable regional outcomes.

Action: Information

Presenter: Ky-Nam Miller

Attachments: [5c 26-0845 2026 1 Work Plan Summary Sheet August 2026 Updated.pdf](#)
[5c 26-0845 2026 2 Updated Council Work Plan August 2026.pdf](#)

6. Staff Liaison Report

6a. [26-0897](#) Staff Liaison Report

Overview of recent MTC and ABAG policy decisions and other activities.

Action: Information

Presenter: Ky-Nam Miller

Attachments: [6a 26-0897 1 Staff Liaison Report Summarysheet August 2026.pdf](#)
[6a 26-0897 2 Attachment A Staff Liaison Report August 2026.pdf](#)

7. New Business

8. Public Comment

9. Adjournment / Next Meeting

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

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

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

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

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

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

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



Metropolitan Transportation Commission

Legislation Text

375 Beale Street, Suite 800
San Francisco, CA 94105

File #: 26-0838, **Version:** 1

Subject:

Approval of MTC ABAG Community Advisory Council minutes of June 5, 2026

Presenter:

Clerk

Recommended Action:

MTC ABAG Community Advisory Council Approval

Attachments: List any attachments.



375 Beale Street
Suite 800
San Francisco, California
94105

Meeting Minutes - Draft

MTC ABAG Community Advisory Council

Carina Vinh Lieu, Chair
Diana Benitez, Vice Chair

Friday, June 5, 2026

10:00 AM

Board Room – 1st Floor

This meeting shall consist of a simultaneous teleconference call at the following location(s):
None

Clerk: Fred Castro

Roster

Victorina Arvelo, Padma Balaji, Michael Baldini, Diana Benitez, Chuck Cantrell, Kathleen Cha, Amanda Chang, Warren Cushman, Ashton Desmangles, Bryant Duong, Julia Gerasimenko, Dwayne Hankerson, Wendi Kallins, Charles Lavery, Alexander Madrid, R. Shay Miles, Louis Mirante, Karen Nemsick, Peter Saathoff-Harshfield, Marlene Salazar, Joshua Saunders, Tim Sbranti, Sonja Shephard, Gaetano Trachtenberg, Carina Vinh Lieu, Janelle Wong, Gabriela Yamilet Orantes

1. Call to Order / Roll Call / Confirm Quorum / Compensation Announcement

Chair Lieu called the meeting to order at about 10:02 a.m. Quorum was present.

Present: 23 - Victorina Arvelo, Michael Baldini, Diana Benitez, Chuck Cantrell, Kathleen Cha, Amanda Chang, Warren Cushman, Ashton Desmangles, Bryant Duong, Dwayne Hankerson, Wendi Kallins, Charley Lavery, Alexander Madrid, R. Shay Miles, Louis Mirante, Karen Nemsick, Peter Saathoff-Harshfield, Marlene Salazar, Joshua Saunders, Sonja Shephard, Gaetano Trachtenberg, Carina Vinh Lieu and Janelle Wong

Absent: 4 - Padma Balaji, Julia Gerasimenko, Tim Sbranti and Gabriela Yamilet Orantes

2. Council Member Announcements

3. Chair's Report

Chair Lieu gave the report.

4. Consent Calendar

Upon the motion by Baldini and second by Saunders, the MTC ABAG Community Advisory Council approved the Consent Calendar. The motion passed unanimously by the following vote:

Aye: 19 - Victorina Arvelo, Michael Baldini, Diana Benitez, Chuck Cantrell, Kathleen Cha, Warren Cushman, Ashton Desmangles, Bryant Duong, Dwayne Hankerson, Charley Lavery, R. Shay Miles, Karen Nemsick, Peter Saathoff-Harshfield, Marlene Salazar, Joshua Saunders, Sonja Shephard, Gaetano Trachtenberg, Carina Vinh Lieu and Janelle Wong

Absent: 6 - Padma Balaji, Amanda Chang, Julia Gerasimenko, Alexander Madrid, Tim Sbranti and Gabriela Yamilet Orantes

Abstain: 2 - Wendi Kallins and Louis Mirante

- 4a. [26-0717](#) Approval of MTC ABAG Community Advisory Council minutes of May 1, 2026

5. Council Work Plan

- 5a. [26-0714](#) DRAFT 2026-27 Council Work Plan

Report on DRAFT 2026-27 Community Advisory Council Work Plan
Chair Lieu, Vice Chair Benitez, and Ky-Nam Miller gave the report.

6. Public Participation Plan

- 6a. [26-0715](#) Public Engagement Program and Draft 2026 Public Participation Plan

Provide an overview of the draft 2026 MTC Public Participation Plan for the San Francisco Bay Area and how MTC involves the public and partners in regional decisions, guided by the Public Participation Plan.

Veronica Cummings gave the report.

7. Staff Liaison Report

- 7a. [26-0718](#) Staff Liaison Report for June 5, 2026

Overview of recent MTC and ABAG policy decisions and other activities.
Ky-Nam Miller gave the report.

8. New Business

The following gave public comment: Jane Kramer.

9. Public Comment

10. Adjournment / Next Meeting

Chair Lieu adjourned the meeting at about 12:05 p.m. The next regular meeting of the MTC ABAG Community Advisory Council is on August 7, 2026.



Metropolitan Transportation Commission

Legislation Text

375 Beale Street, Suite 800
San Francisco, CA 94105

File #: 26-0837, **Version:** 1

Subject:

Community-Based Transportation Planning Program Overview, Evaluation and Draft Guidelines

Overview of MTC's Community-Based Transportation Planning (CBTP) program - an initiative that funds community-led transportation planning in Equity Priority Communities (EPCs) - including recent evaluation findings and draft guidelines for the upcoming CBTP program cycle.

Presenter:

Janica Mendillo

Recommended Action:

Information

Attachments: List any attachments.

Metropolitan Transportation Commission and Association of Bay Area Governments
Community Advisory Council

August 7, 2026

Agenda Item 5a-26-0387

**Community-Based Transportation Planning (CBTP) Program Overview, Evaluation and
Draft Guidelines**

Subject:

Overview of MTC’s Community-Based Transportation Planning (CBTP) program — an initiative that funds community-led transportation planning in Equity Priority Communities (EPCs) — including recent evaluation findings and draft guidelines for the upcoming CBTP program cycle.

CBTP Background:

Community-Based Transportation Plans, or CBTPs, are locally led plans that identify transportation needs and solutions in communities that face equity-related barriers. The program is intended to help local communities shape transportation priorities that improve access, mobility and safety in EPCs.

The CBTP program was launched in 2002 as an equity-focused implementation action following the adoption of the 2001 Regional Transportation Plan (RTP). While the program has been refined over time, its central purpose has remained the same: to engage with local communities to identify prioritized neighborhood solutions that respond to residents’ mobility needs.

Following a program evaluation, MTC adopted Resolution No. 4514 in April 2022 to guide the 2022-2026 CBTP cycle. The updated guidelines introduced new plan requirements, strengthened provisions to support project implementation and alignment with regional priorities and doubled program funding to \$3 million through OBAG Cycle 3, using the same population-based allocation formula. The program continues to support regional priorities by supporting implementation of Plan Bay Area 2050+ Strategy T8: Advance Other Regional Programs and Local Priorities, which focuses on implementing local priority projects to address community transportation needs particularly in EPCs.

MTC, county transportation agencies (CTAs), and staff from cities, transit agencies, and community-based organizations (CBOs) all have distinct roles in CBTPs. MTC provides funding for CBTPs and establishes guidelines. CTAs lead and oversee the CBTP project selection, including initiating CBTP work in eligible areas. City staff are involved in CBTPs in a variety of ways, ranging from serving on advisory committees to full project management authority delegated by the CTA. Transit agency staff serve on advisory committees and are consulted about service within the CBTP geography. CBO staff also serve on advisory committees and often actively participate in the CBTP process by facilitating engagement with community members or collecting data. The CBTP guidelines encourage CBO and resident compensation for their efforts.

Each CBTP process results in a planning document that summarizes local transportation needs, recommended solutions, potential funding sources for implementation and the public engagement process. The plan can vary in scale. Some focus on a single corridor or neighborhood, while others address multiple communities across a county.

To date, 42 communities have completed the CBTP process, including eight that have revised their plans within the last five years. Seven CBTPs were completed in 2024 and 2025: two countywide plans in Marin and Napa counties, two plans in Sonoma County, two in Solano County and one in Santa Clara County. Four additional CBTPs are currently underway in Hayward, San Leandro, Contra Costa County, and San Francisco's Mission/Alemany neighborhood, with a Marin City CBTP update set to begin work soon.

While CBTPs have been effective in identifying community transportation priorities, advancing those projects to implementation has remained a challenge. To help address this gap, MTC developed the Community Action Resource and Empowerment (CARE) program, which was previously presented to the Council in April 2026. CARE provides a continuum of support for community-prioritized projects through capacity building for community-based organizations (CBOs) and local governments, funding for project development, and support for project implementation. Together, these efforts provide dedicated resources to advance CBTP projects from concept to delivery.

The draft guidelines for the upcoming CBTP cycle (Attachment C), which are being considered today, are intended to continue the queue of community-prioritized projects to be considered for future funding and implementation.

CBTP Program Evaluation:

MTC staff initiated the CBTP program evaluation in April 2026. The evaluation was guided by two primary objectives:

Understand the outcomes of the CBTP program under the 2022-2026 guidelines

Staff surveyed CTAs to identify key outcomes and challenges from CBTP efforts conducted under the updated guidelines.

Evaluate strengths and gaps in the CBTP program related to CBO partnerships

Staff conducted interviews with six CBOs to better understand their experience participating in the CBTP process. The aim was to identify challenges, success factors, and opportunities to strengthen collaboration.

The CBTP program evaluation concluded in June 2026, with findings informing proposed revisions to the program guidelines. CTA staff reported that the 2022 Guidelines have strengthened program outcomes, while emphasizing the importance of maintaining current funding levels and expanding technical assistance to support effective implementation. CBOs noted that clearer guidance and additional onboarding support can foster more meaningful participation.

Draft CBTP Program Guidelines:

Attachments A and B summarize proposed revisions to the CBTP program guidelines for the upcoming cycle. These updates are informed by the program evaluation and are intended to improve clarity, strengthen alignment with agency accessibility goals, and enhance engagement with CBOs. Attachment C provides the full draft of the revised guidelines.

Staff will present updated guidelines for Commission approval in fall 2026 to support the 2027–2031 CBTP funding cycle. Any CBTPs conducted in this future cycle will be required to align

with updated guidelines informed by the program evaluation. The 2027–2031 CBTP cycle will be funded through the CARE Participatory Budgeting and Implementation (PBI) Program.

Questions for the Council:

- What elements should the CBTP guidelines emphasize to ensure local plans are community-centered and actionable?
- What types of capacity-building or technical assistance have you seen be most effective in facilitating engagement and partnerships with CBOs that have not traditionally been involved in transportation planning?

Recommended Action:

Information

Attachments:

- Attachment A: Presentation
- Attachment B: CBTP Program Guidelines Change Summary
- Attachment C: Draft CBTP Program Guidelines
- Attachment D: Map of Community-Based Transportation Plans

Reviewed:



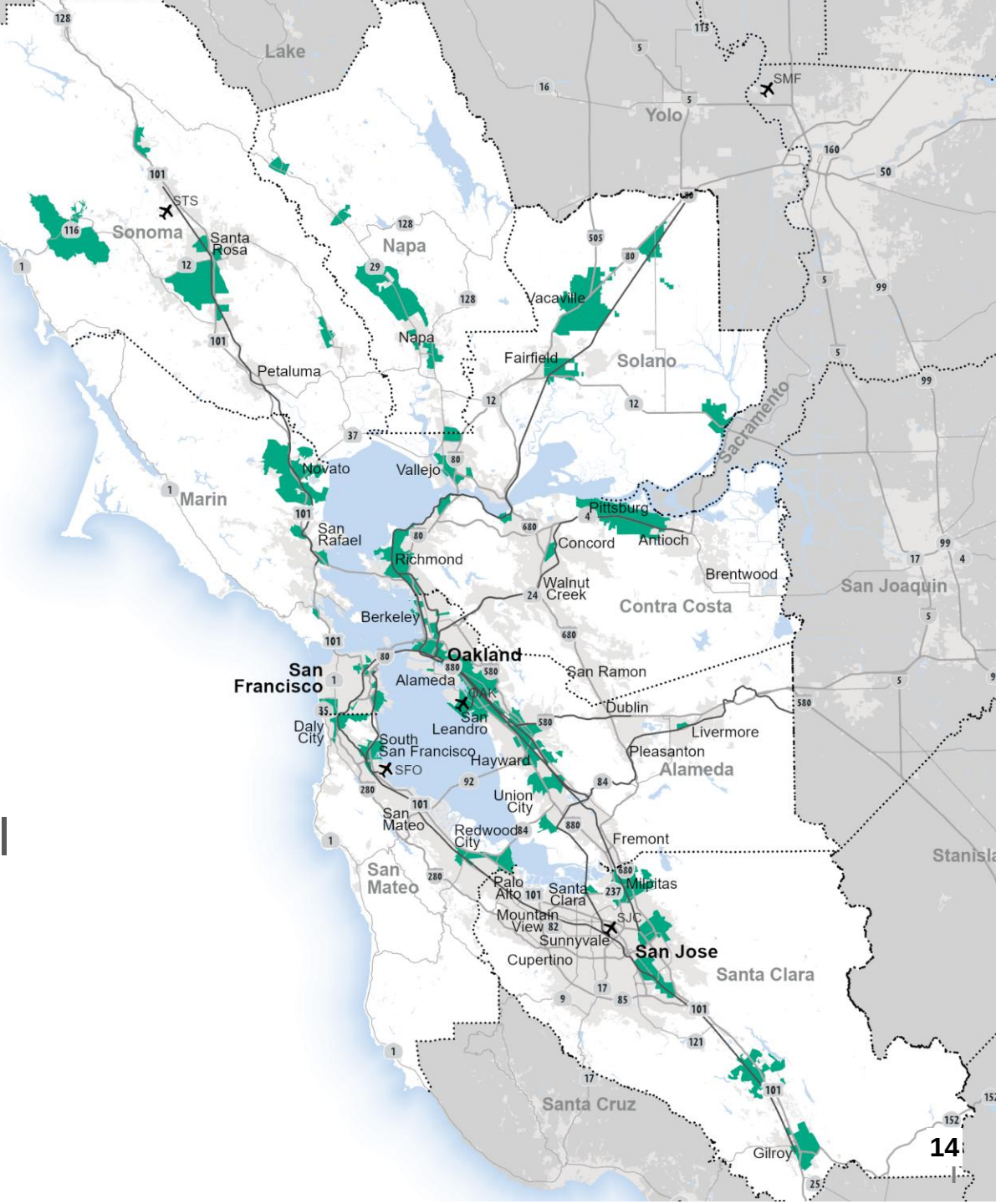
Andrew B. Fremier

Community-Based Transportation Planning (CBTP) Program Overview and Evaluation

MTC-ABAG Community Advisory Council
August 7, 2026



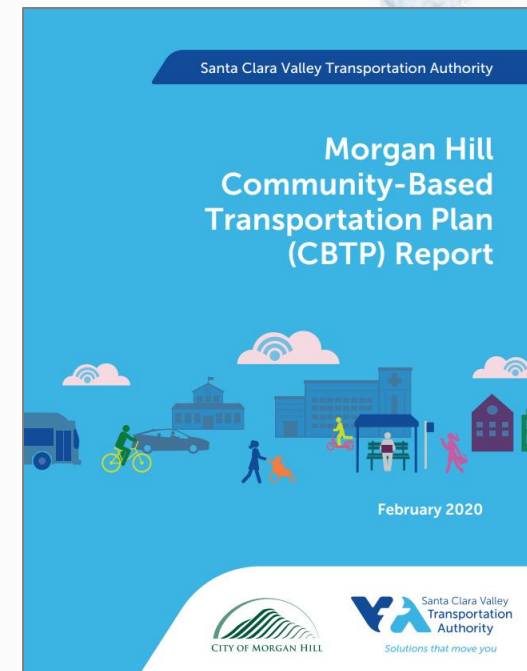
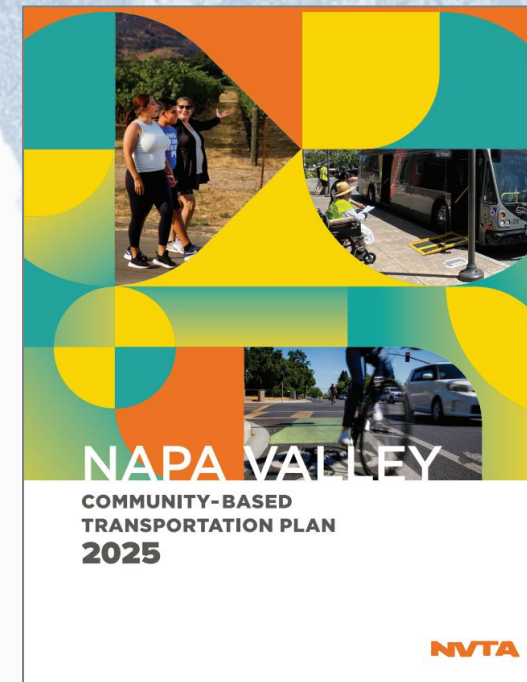
ASSOCIATION OF BAY AREA GOVERNMENTS
METROPOLITAN TRANSPORTATION COMMISSION



Program Introduction

Launched in 2002, the program:

- Develops community-led transportation plans focused in Equity Priority Communities (EPCs)
- Identifies transportation challenges and solutions to enhance mobility options
- Creates planning documents that rely on multiple funding sources for implementation
- Advances Plan Bay Area 2050+ implementation of local projects and initiatives



ASSOCIATION OF BAY AREA GOVERNMENTS
METROPOLITAN TRANSPORTATION COMMISSION

Roles and Responsibilities

MTC

- Provides planning funds to counties
- Establishes program guidelines
- Serves on advisory committees
- Fund recommended solutions

County Transportation Agencies

- Initiate, lead and oversee CBTP process
- Involve cities, transit agencies, and community-based organizations
- Fund recommended solutions

Cities and Transit Operators

- Some cities lead and oversee CBTP process (with CTA agreement)
- Serve on advisory committees
- Fund recommended solutions

Community-Based Organizations

- Convene community members for engagement sessions
- Assist with data collection and facilitation
- Serve on advisory committees



Current Status of CBTP Plans

- **42 communities** have completed CBTPs
- **8 communities** have updated their CBTPs within the last five years
- **7 CBTPs** were completed over 2024-2025:
 - Countywide CBTPs in Napa and Marin
 - South Santa Rosa, Central Rohnert Park, San Jose Monterey Corridor, Rio Vista
 - Vallejo addendum with a focus on youth participation
- **5 additional CBTPs** are underway or set to begin work in the coming year



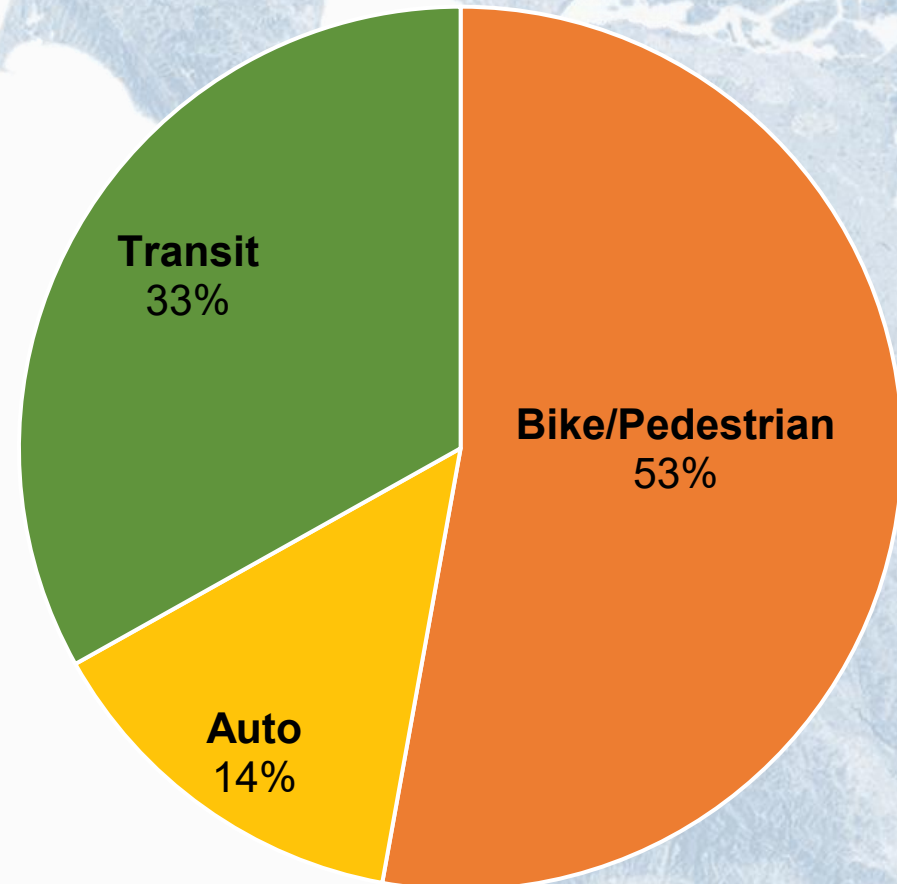
Photo credit: Karl Nielsen



Common CBTP Recommended Solutions

- **Over 1,000 project recommendations** have been identified in completed CBTPs
- **Bike/pedestrian projects** account for more than half of all recommendations, consisting primarily of capital improvements
- **Transit projects** represent roughly one-third of recommendations and include a mix of capital, programmatic, and operational improvements

Share of CBTP Recommendations by Mode



CARE: Advancing CBTPs Toward Implementation

CARE is a funding and implementation program that centers community voices, strengthens community and multi-sector partnerships, and supports community-led solutions that improve livability for all people in the Bay Area, comprised of three key components:

Community Power-Building and Engagement (Pb+E)

- **Total Funding:** \$5 million
- **Objective:** Provide technical assistance and capacity building for/from/with community-based organizations and local government.
- **Timeline:** Fall 2025 – Winter 2026



Project Development Technical Assistance for CBTP Projects (CBTP TA)

- **Total Funding:** \$12 million
- **Objective:** Advance CBTP concepts to construction-ready projects.
- **Timeline:** Early 2026 – Winter 2026



Participatory Budgeting and Implementation (PBI)

- **Total Funding:** \$12.4M
- **Objective:** Implement high-priority neighborhood projects from Participatory Budgeting processes, CBTPs or similar community processes.
- **Timeline:** Spring 2026 – Summer 2027

Guidelines Overview

- **Program guidelines recently updated in April 2022** (MTC Resolution No. 4514) with key changes:
 - Allocation of \$3M in OBAG 3 funding across 9 counties, based on low-income population – *increase funding per CBTP compared to prior guidelines*
 - New component to inventory completed plans – *improve CBTP project tracking*
 - Requirement to inform cities of CBTP work and outcomes – *facilitate project implementation*
 - Consultation with MTC in project scoping – *enhance alignment with program guidelines*
- **Guidelines also established the requirement** for MTC to conduct a program evaluation in 2026



Program Evaluation Objectives

- How have the updated guidelines impacted the **CBTP planning process**?
 - Where would more support or flexibility from MTC help?
 - How has community engagement evolved under the new guidelines?
 - How effective has the plan inventory requirement been for tracking and implementation?
- What is the **experience of CBOs** in the CBTP process?
 - How are CBOs engaged throughout the planning process?
 - Where do CBOs need more support, resources or clarity?
 - What has worked well in partnerships between CTAs and CBOs?



What We Heard

County Transportation Agencies (CTAs)

- New **2022 guidelines requirements strengthened CBTP outcomes.**
- Maintaining **CBTP funding level** is essential for robust community outreach.
- **Technical assistance** (project scoping and tracking templates) is needed.
- **Limited local jurisdiction capacity constrains** city engagement and participation.

Community-Based Organizations (CBOs)

- CBOs engage in CBTP efforts through **a range of roles and activities.**
- **Reduced federal/state funding and organization bandwidth constrain** CBO participation.
- Additional **guidance or onboarding support is needed** to enable meaningful participation in steering committees.



Proposed Revisions to the Guidelines

Theme	2022 Guidelines	Proposed Revisions
Program Goals	Focus on historically underserved communities.	Expand focus to include people with disabilities and older adults.
Eligible Expenses	Recommends compensation of CBOs and/or residents.	Clarify that local contribution funds may support resident compensation.
CBO Engagement	Steering committee must include CBOs and/or non-profits serving the EPC.	Broaden to encourage CTAs to provide capacity-building and technical assistance support for CBO and/or non-profits participating in steering committees, particularly those new to transportation.
Post-Adoption Coordination	No existing language.	Require a project close-out meeting and submittal of final materials to MTC.



Next Steps: Program Support and Funding

Program Support

- Staff to provide project scoping and tracking templates.
- Staff to explore CBO capacity building and technical assistance resources.

Funding

- Funding coordinated through CARE's Participatory Budgeting and Implementation (PBI) Program.
- Optional CTA participation, with funding levels determined by each CTA.¹
- CTA funding commitments to be submitted by Oct 2026 or June 2027.

County	CBTP Planning Maximum ²
Alameda	\$396,000
Contra Costa	\$282,000
Marin ³	\$111,000
Napa ³	\$94,000
San Francisco	\$243,000
San Mateo ³	\$182,000
Santa Clara	\$352,000
Solano ³	\$174,000
Sonoma ³	\$166,000
Total	\$2,000,000

¹ CTA staff are encouraged to opt-in to funds that would allow development of at least one CBTP.

² Based on each county's share of the region's low-income population (individuals earning <200% FPL in 2024).

³ Counties below \$200,000 can opt to increase funds to \$200,000 using CARE flexible funding.

Next Steps: Guidelines Update

Next Steps

- Final guidelines will be presented for adoption in Fall 2026.
- Updated guidelines anticipated to support the 2027 – 2031 CBTP funding cycle.

Questions for the Council

- What elements should the CBTP guidelines emphasize to ensure local plans are community-centered and actionable?
- What types of capacity-building or technical assistance have you seen be most effective in facilitating engagement and partnerships with CBOs that have not traditionally been involved in transportation planning?



Draft Community-Based Transportation Program Guidelines Change Summary
(Changes shown in underline)

Theme	2022 Guidelines	Proposed 2026 Guidelines	Reason for Proposed Change
Program Goals	Improve access and mobility for historically underserved and systemically marginalized groups, including people with low incomes, communities of color, and residents of Equity Priority Communities	Improve access and mobility for <u>socially and economically disadvantaged</u> groups, including people with low incomes, communities of color, <u>people with disabilities, older adults</u> and residents of Equity Priority Communities.	Expand focus to include people with disabilities and older adults.
Incentives for Community Engagement	Where local CBOs are available to participate in the CBTP process, CTAs shall provide compensation for tasks associated with engaging the community to provide input into the planning process. Compensation may take many forms, including direct payments for services (e.g., translation, outreach, event space rental, or meeting facilitation) and/or incentives to encourage resident participation in the planning process (e.g., gift cards, stipends, or meals).	Where local CBOs are available to participate in the CBTP process, CTAs shall provide compensation for tasks associated with engaging the community to provide input into the planning process. Compensation may take many forms, including direct payments for services (e.g., translation, outreach, event space rental, or meeting facilitation) and/or incentives to encourage resident participation in the planning process (e.g., gift cards, stipends, or meals). <u>CTAs may use local contribution funds to support incentives for resident participation.</u>	Provide clearer guidance on how to provide resident compensation.
Steering Committee	CTAs shall establish a steering committee that includes representatives from CBOs and/or non-profits serving the EPC, one or	CTAs shall establish a steering committee that includes representatives from CBOs and/or non-profits serving the EPC, one or more social service or health agencies,	Encourage capacity-building and technical assistance support for CBO and non-profit

	more social service or health agencies, transit agencies serving the EPC and one or more city agencies, among other participants, to ensure a collaborative and inclusive CBTP planning process.	transit agencies serving the EPC and one or more city agencies, among other participants, to ensure a collaborative and inclusive CBTP planning process. <u>CTAs are encouraged to reduce barriers to committee participation by providing capacity-building support, technical assistance, and accessible planning resources, particularly for organizations that do not traditionally engage in transportation planning but serve socially and economically disadvantaged groups.</u>	representatives to promote a more collaborative and informed process.
Post-Adoption Coordination	No existing language.	<u>Following adoption of the CBTP by the applicable city council(s) and/or CTA board, CTAs shall submit all final CBTP deliverables and adoption materials to MTC. In addition, within six months of adoption, CTAs shall convene at least one post-adoption meeting with MTC and the CBTP Steering Committee, including CBO partners, for project close-out.</u>	Facilitate project close-out activities to ensure alignment among project stakeholders.

Community-Based Transportation Planning Program Draft Guidelines – 2027-2031 Cycle

The following guidelines shall apply to the 2027-2031 Community-Based Transportation Planning (CBTP) Program:

1. **Program goals** – in developing the CBTPs, the County Transportation Agencies (CTAs) must address the following two goals of the regional program:
 - Improve access and mobility for socially and economically disadvantaged groups, including people with low incomes, communities of color, people with disabilities, older adults and residents of Equity Priority Communities (EPCs); and
 - Engage residents and community organizations in conducting the analysis and shaping the recommendations.

In addition, CTAs are encouraged to consider non-traditional solutions to meet travel needs of historically underserved communities. Non-traditional solutions may include carshare, bikeshare, rideshare, van- and/or car-pooling, and on-demand, flex-route transit, among others.

2. **Funding allocation** – The exact amount of funding to be made available via the CBTP Program is under development through the Community Action Resource and Empowerment (CARE) Participatory Budgeting and Implementation (PBI) Program (see MTC Resolution No. 4604). Counties will determine their CBTP funding amount, with the maximum amount based on each county's share of the region's low-income population, defined as individuals earning less than 200% of the federal poverty level in 2024. For counties receiving a CBTP planning grant of less than \$200,000, funding may be supplemented through the CARE CBTP Technical Assistance Program to reach an allocation of \$200,000.
3. **Coordination with other planning efforts** – CTAs may produce a CBTP for a community comprised of one or more census tracts designated as an EPC or a countywide CBTP with location-specific recommendations for all EPCs. CBTPs may be developed as part of an existing planning effort (e.g., planning for Priority Development Areas, county-wide investment and growth strategy, county-wide transportation program, or local jurisdiction general or specific plan). All program guidelines for the 2027-2031 CBTP Program shall apply to the CBTP component of these planning efforts.
4. **Steering committee** – CTAs shall establish a steering committee that includes representatives from CBOs and/or non-profits serving the EPC, one or more social service or health agencies, transit agencies serving the EPC and one or more city agencies, among other participants, to ensure a collaborative and inclusive CBTP planning process. CTAs are encouraged to reduce barriers to committee participation by providing capacity-building support, technical assistance, and accessible planning resources, particularly for organizations that do not traditionally engage in transportation planning but serve socially and economically disadvantaged groups.
5. **Local jurisdiction partnership** – CTAs shall work with city staff from the jurisdiction(s) in which the EPC(s) are located to coordinate on planning activities and recommendations that emerge from CBTPs. CTAs may also choose to pass funding directly to a city agency (e.g., Planning Department, Department of Transportation, or Department of Public Works) so that the

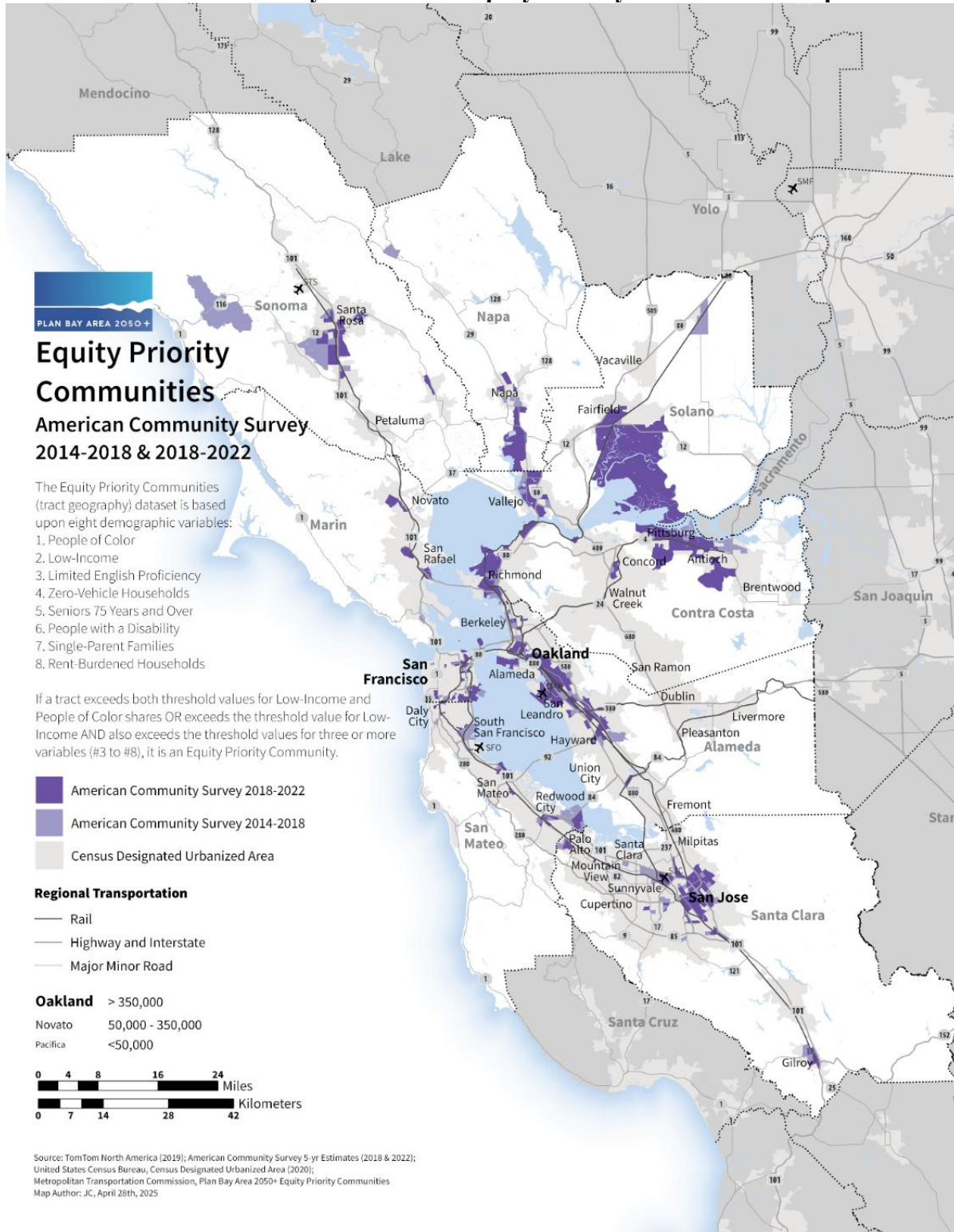
city may lead the planning process. In that case, a CTA representative shall serve on the steering committee and communicate with MTC to ensure CBTP guideline compliance.

6. ***Use it or lose it provision*** – the CBTP must be adopted within three years of initiating the planning process. Any funds not used by the end of calendar year 2031 shall be repurposed by MTC at its discretion for other CBTPs.
7. ***Local match*** – CTAs must provide a ten percent non-federal match for the CBTP planning grants, which may be in the form of in-kind staff time (source of CBTP funding is federal Surface Transportation Program funding).
8. ***Incentives for community engagement*** – where local CBOs are available to participate in the CBTP process, CTAs shall provide compensation for tasks associated with engaging the community to provide input into the planning process. Compensation may take many forms, including direct payments for services (e.g., translation, outreach, event space rental, or meeting facilitation) and/or to incentivize community participation in the planning process (e.g., gift cards, stipends, or meals). CTAs may use local match funds to support incentives for resident participation.
9. ***Eligible uses*** – eligible uses for CBTP planning grants include consultant services, direct costs or stipends associated with plan development and adoption, and stakeholder engagement. Plans must be developed for MTC-designated EPCs (see map of EPCs below) or locally-designated transportation disadvantaged areas (TDAs), such as rural areas with high rates of poverty. CTA staff shall discuss all TDAs with MTC staff prior to proceeding with a CBTP for these areas.
10. ***Consultation with MTC*** – a representative from MTC shall be included in the project scoping phase and approve the project scope before a contract is awarded or work begins.
11. ***Prioritizing planning areas*** – CTAs are encouraged to prioritize CBTPs for areas that do not currently have a plan, areas where a CBTP is more than 5 years old, and areas that have the highest concentration of low-income residents.
12. ***Key components and deliverables*** – CBTPs shall include key components and deliverables identified in Table 2 below. Some components may be rolled into a broader effort (i.e., outreach and engagement for a general plan update could count towards component A.). All components may or may not be completed at the same scale (i.e., a countywide baseline conditions analysis and needs assessment for all EPCs may be followed by separate recommendations for each EPC). CBTPs must be adopted by the respective city council. Countywide CBTPs must be adopted by the CTA board.
13. ***Post-adoption coordination*** – following adoption of the CBTP by the applicable city council(s) and/or CTA board, CTAs shall submit all final CBTP deliverables and adoption materials to MTC. In addition, within six months of adoption, CTAs shall convene at least one post-adoption meeting with MTC and the CBTP Steering Committee, including CBO partners, for project close-out.

Table 1. Key Components and Deliverables for CBTPs

<i>Plan Components</i>	<i>Guidance and Description</i>
A. Outreach and Engagement	Identify key stakeholders (e.g., partner agencies, CBOs and disadvantaged/underrepresented populations), describe outreach activities (e.g., interviews, workshops, forums, focus groups, surveys, and polls), develop multi-lingual collateral materials (e.g., newsletters, flyers, and website), and document community feedback.
B. Baseline Conditions	Describe the planning area, including demographic characteristics and current transportation statistics for residents living within the planning area (e.g., average commute times or vehicle ownership rates). Describe existing transportation infrastructure/services within the planning area. Include a map of the planning area showing community facilities and amenities, major transportation infrastructure, and boundaries of EPCs and TDAs, if applicable.
C. Related Plans and Projects	Inventory ongoing or recently (within past 5 years) completed plans, projects, and programs that may affect the area. If the area has an existing CBTP, summarize recommendations and their implementation status.
D. Needs Assessment	In partnership with community residents and CBOs, identify key local, county, and regional destinations for residents and workers in EPCs and TDAs (e.g., job centers, medical and community facilities, grocery stores, parks, etc.), gaps in existing transportation services and infrastructure to access these destinations, and barriers to filling these gaps. For communities updating CBTPs, confirm whether needs previously identified are still relevant.
E. Recommendations	In partnership with community residents and CBOs, identify potential solutions, innovative approaches, or best practices from other communities; assess the role of emerging technologies; and develop a prioritized list of initiatives, projects and/or programs. Include a cost estimate for each recommendation.
F. Implementation	Produce a plan to implement CBTP recommendations, including potential funding sources, implementation lead(s), and time frames for each recommendation. Describe the process of integrating recommendations from the CBTP into the Countywide Transportation Plan and local Capital Improvement Programs (if applicable).
G. Monitoring and Evaluation	Develop and implement a process to report progress and funding provided for implementation for each initiative, project, and/or program to MTC and the CBTP steering committee.

Plan Bay Area 2050+ Equity Priority Communities Map



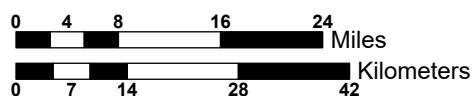
Community-Based Transportation Plans

- Completed Plans
- In Progress

Regional Transportation

- Rail
- Highway and Interstate
- Major Minor Road

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





Metropolitan Transportation Commission

Legislation Text

375 Beale Street, Suite 800
San Francisco, CA 94105

File #: 26-0875, **Version:** 1

Subject:

Equity Priority Communities (EPC) Refresh Phase One Evaluation: Internal Listening Session Findings

Preliminary update summarizing key themes of internal listening sessions with MTC-ABAG staff in spring 2026.

Presenter:

Natasha Opfell

Recommended Action:

Information

Attachments: List any attachments.

Metropolitan Transportation Commission and Association of Bay Area Governments
Community Advisory Council

August 7, 2026

Agenda Item 5b-26-0875

**Equity Priority Communities (EPC) Refresh Phase One Evaluation:
Internal Listening Session Findings**

Subject:

Preliminary update summarizing key themes of internal listening sessions with MTC-ABAG staff in spring 2026.

Background:

EPCs are census tract-level designations developed by MTC-ABAG to identify socially and economically disadvantaged populations across the Bay Area. First introduced as Communities of Concern in 1999 and refined across successive Plan Bay Area cycles, the framework has become foundational to equity practice across the agency and its partners. EPCs provide a common, defensible standard for identifying concentrated disadvantage, used across MTC-ABAG and partner city and county agencies to inform everything from grant funding and investment prioritization to community engagement and required equity analysis.

The EPC Refresh is a comprehensive effort to update and strengthen the framework, identified as Action 63 in the Plan Bay Area 2050+ Implementation Plan. Launched in early 2026, the EPC Refresh is being conducted in two phases: Phase One (spring 2026 to mid-2027), centered on listening, learning and establishing a strategic foundation, and a multi-year Phase Two of technical development, pending Phase One outcomes. As shared with the Council at its May 2026 meeting, this project aims to address limitations in how the current framework defines and measures equity, ensure it reflects current regional conditions and trends rather than only updated data, support more informed decision-making for Plan Bay Area and other equity-focused initiatives and strengthen EPCs as a trusted prioritization tool for internal and external partners.

Internal Listening Sessions:

Between March and May 2026, 14 internal listening sessions were conducted with staff across MTC-ABAG sections as the first activity of Phase One. Sessions explored three core questions: how the framework is used today, who and what may be missing and how it could evolve. The findings below synthesize recurring themes across all 14 sessions, responding to the Council's request to return with this preliminary update once internal listening sessions were complete.

Key Findings from Internal Engagement:

A structured analysis of all 14 sessions identified four cross-cutting themes, pointing to where the framework could be strengthened.

- **A Methodology Built for an Earlier Moment:** The existing methodology's data and design can be strengthened for the decade ahead. For instance:
 - *The binary designation framework creates "cliff edge" effects and flattens differences between EPCs.*
 - *The existing framework is retrospective by design, showing where need has been but not where it is heading;*
 - *Data limitations mean that stakeholders are unable to tell whether a loss of EPC designation means existing residents are better off or have been displaced.*
 - *The ACS data it relies on may face growing reliability pressures, including declining response rates.*
- **A Widely Adopted, Widely Adapted Tool:** Designed for one specific purpose (disparate impact analysis in the Regional Transportation Plan), the framework now supports a diverse array of uses, including grant scoring, outreach, project siting and program assessments. Programs apply the EPC framework in different ways, such as determining eligibility, factoring into scoring or being considered as part of qualitative review, with limited shared guidance on where it best fits. Because it confirms where a project is located rather than whether it benefits EPC residents, an important question is how to better connect EPC designation to desired outcomes.

- **Limits of Place-Based Designation:** Because the framework identifies need where it concentrates geographically, an open question for the EPC Refresh is how to account for disadvantage that is dispersed, displaced or hidden by surrounding affluence. This includes populations that fall outside its current factors, such as people who are unhoused, people who are undocumented and agricultural worker residents; people with disabilities and older adults, whose needs are spread across the region rather than concentrated; and low-income residents who live outside EPC boundaries (approximately 60% of all low-income residents). It also raises how the framework might be revised to incorporate equity considerations it does not currently include, such as overcrowding, community needs/resources, and access to opportunity.
- **Beyond the Map:** Staff envision the EPC Refresh as an opportunity to create a more dynamic and accountable equity tool: graduated scoring in place of binary designation, toggleable data layers, displacement and trend tracking, qualitative and community-generated data, greater implementation guidance, and clearer complementarity with existing state-level equity tools, with the ultimate aim of reducing concentrated disadvantage.

Unresolved Questions:

The listening sessions also surfaced three questions where internal staff perspectives diverged:

- **Regional thresholds versus local realities.** Should the thresholds for designating EPCs should be set against a regional mean or adjusted to capture differences among counties, where genuine need can be obscured by surrounding affluence?
- **Comprehensiveness versus legibility.** How much complexity the tool can incorporate before it becomes difficult to explain, defend, and apply consistently across programs and audiences with different needs?
- **Measurement versus action-oriented intent.** Should the framework's purpose be explicitly oriented towards taking action to advance equity, and how would that fit within the MTC-ABAG [Equity Platform](#)?

External Engagement:

The internal findings are a starting point for this project. The next phase, which will be more consequential in shaping the EPC Refresh, will include external engagement with communities, county partners, cities, and organizations serving both the populations the framework currently designates and those it does not yet reach. Engagement will begin with established partners (e.g., local jurisdictions, county transportation agencies, state and regional partners, etc.) already familiar with EPCs while moving forward with consultant procurement. The consultant team will then support deeper engagement with newer stakeholders and communities, grounded in capacity building, attention to engagement fatigue, and clarity about where input can meaningfully shape the EPC Refresh. Staff made revisions to the proposed stakeholder list based upon feedback at the May Community Advisory Council meeting as well as the joint June MTC Planning Committee and ABAG Administrative Committee meeting.

Engagement priorities include:

- Engaging organizations and communities that represent populations the framework does not capture well, including undocumented residents, agricultural workers, unhoused people, people with disabilities, and seniors;
- Exploring unresolved questions directly with county and community partners, including in counties with few designated EPCs where genuine need can be obscured by surrounding affluence;
- Examining how the framework reflects change in community conditions over time, including whether a loss of EPC designation means existing residents are better off or have been displaced by higher-income households;
- Learning what designation has meant in practice for communities that gained or lost EPC status or were never identified as EPCs; and
- Exploring early framework ideas with public agencies and community-based organizations to receive feedback and understand what these ideas would mean for the work they do.

Next Steps:

By early 2027, internal and external findings will then be synthesized into a formal needs assessment report. Those findings will inform the vision and goals for a refreshed EPC framework, as well as the development of options for how MTC-ABAG could proceed forward.

Discussion Questions for the Council:

- Which themes or findings resonate most with you?
- Which themes or findings are most important to strengthen the framework as an equity tool?

Recommended Action:

Information

Attachments:

- Attachment A: Presentation



Andrew B. Fremier

Equity Priority Communities Refresh Phase One Evaluation: Internal Engagement Findings

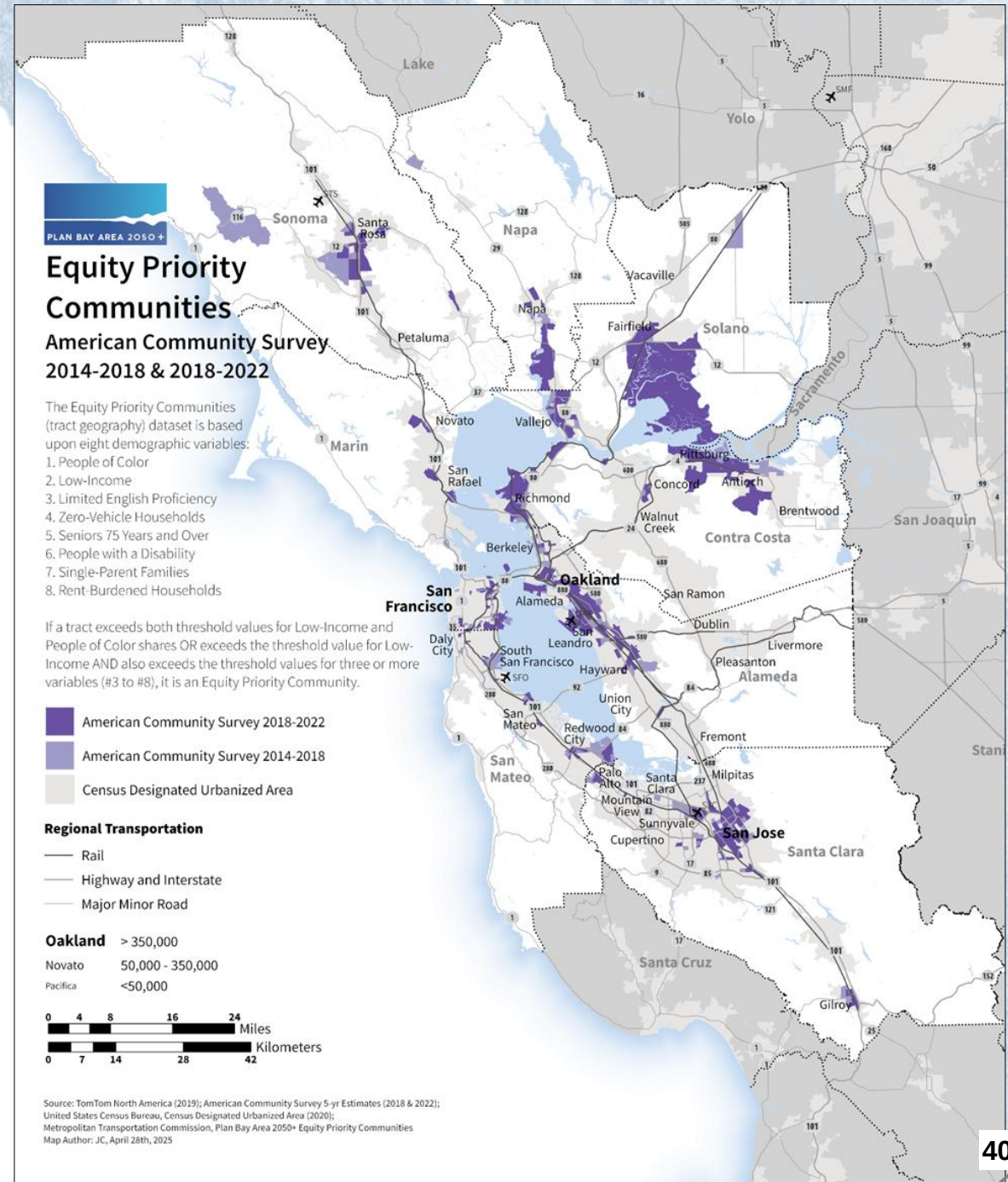
Natasha Opfell, Regional Planning Program
August 7, 2026



ASSOCIATION OF BAY AREA GOVERNMENTS
METROPOLITAN TRANSPORTATION COMMISSION

What are Equity Priority Communities (EPCs)?

- EPCs are place-based designations (census tracts), developed by MTC to identify socially and economically disadvantaged populations.
- EPCs have concentrations of **both people of color and low-income residents**, or low-income residents plus three or more of the following variables:
 - Limited English Proficiency
 - Zero-Vehicle Households
 - Seniors 75+
 - People with Disabilities
 - Single-Parent Families
 - Severely Rent Burdened Families



How Have EPCs Supported Equity Analyses over the Past 25+ Years?

- **Identify concentrated need:** EPCs are ~20% of the region's population but hold a far larger share of its people of color (82% vs. 63%) and low-income residents (36% vs. 18%).
- **Align investment across the region:** One shared regional standard concentrates attention and resources on disadvantaged communities across all nine counties.
- **Consistent and defensible:** A stable, regionally vetted definition, refined across Plan Bay Area cycles, that partners can draw on as a regional resource.



Photo: Rails to Trails Conservancy

Why a Refresh, Why Now?

The EPC framework was last updated in 2016. The project asks not just what needs updating, but what it could become for the decade ahead.

How we got here:

- The EPC Refresh delivers on a commitment made in Plan Bay Area 2050 and reinforced by the agency's Equity Platform and updated Mission, Vision, and Values.

A two-phase effort:

- Phase One (spring 2026 through mid-2027)
- Phase Two (multi-year, scope informed by Phase One)



Plan Bay Area 2050 Workshop (2019), Photo: Karl Nielsen



Internal Listening Sessions

Between March and May 2026, **14 internal listening sessions** were conducted with staff across multiple MTC-ABAG departments.

The core questions covered three main topics:

- How is the framework is used today?
- Who and what might the framework be missing?
- How could the EPC framework evolve?

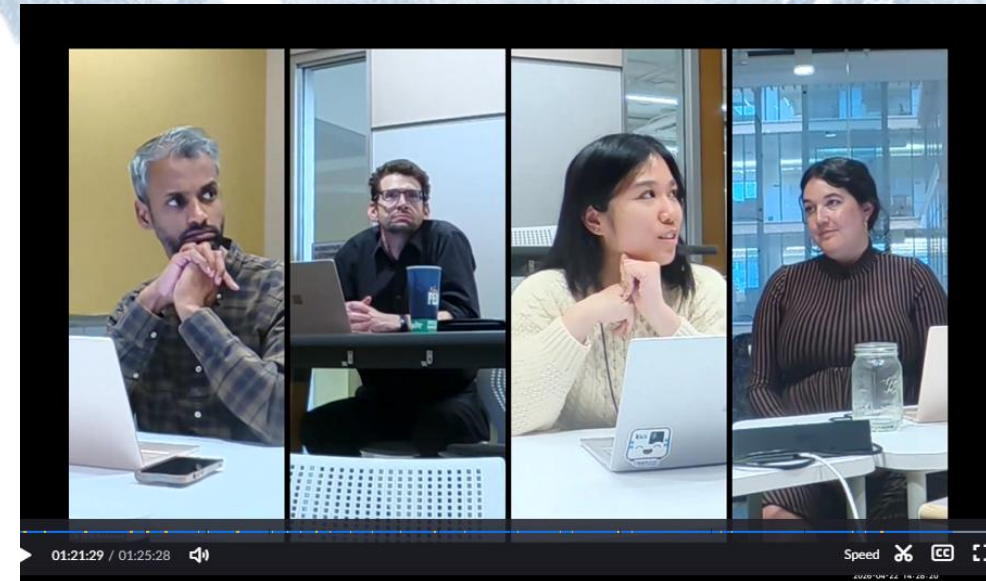


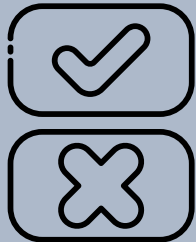
Photo: Zoom Capture from Major Plans 4/22 Listening Session



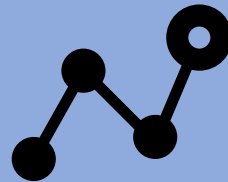
Key Theme 1: A Methodology Built for an Earlier Moment

Unchanged since 2016, the methodology's data and design can be strengthened for the decade ahead.

Constraints of Binary Designation



Retrospective by Design



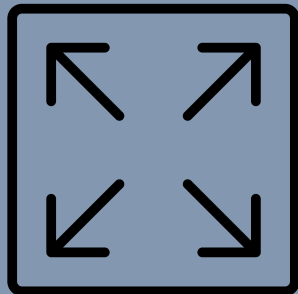
Stability of Data and Thresholds



Key Theme 2: A Widely Adopted, Widely Adapted Tool

Built for one specific purpose, the framework now supports grant scoring, outreach, project siting and program assessments, raising the question of how it can best support this diverse array of uses.

**Applications Outside
the Original Use Case**



**Variation in Application
Across Programs**



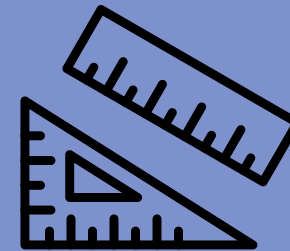
Key Theme 3: Limits of Place-Based Designation

Because the framework identifies geographically-concentrated need, an open question for the EPC Refresh is how to account for disadvantage that is dispersed, displaced or hidden by surrounding affluence.

Populations Outside of Current Factors



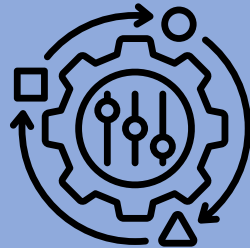
Additional Equity Policy Considerations



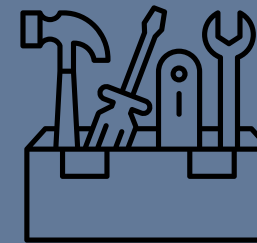
Key Theme 4: Beyond the Map

Staff envision the EPC Refresh as an opportunity to create a more dynamic and accountable equity tool.

**A More Responsive,
Multidimensional Tool**



**Positioned Within A
Broader Toolkit**



Internal Listening Sessions:

Unresolved Questions

The listening sessions surfaced three unresolved questions where internal perspectives genuinely diverged. Each will require further engagement before the EPC Refresh proceeds.

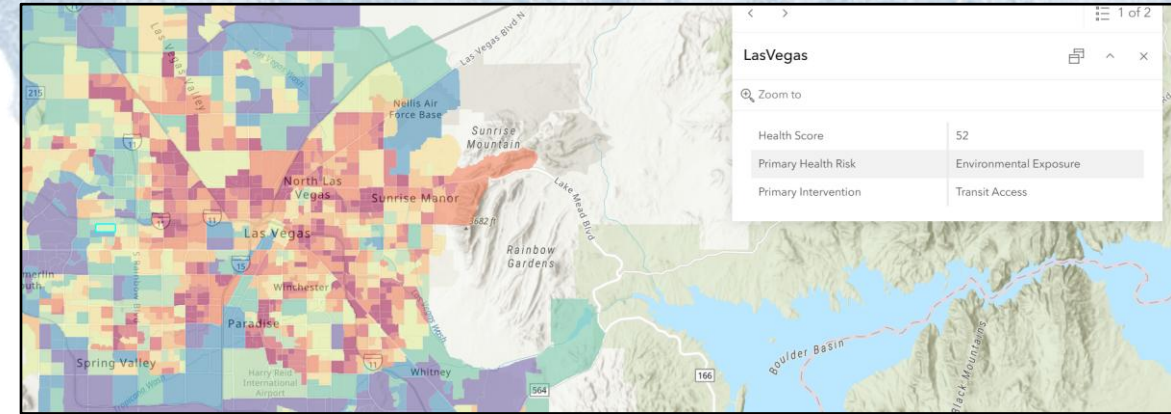
- **Regional thresholds vs. local realities**
- **Comprehensiveness vs. legibility**
- **Measurement vs. action-oriented intent**



Examples of Equity Tools from Peer Regions

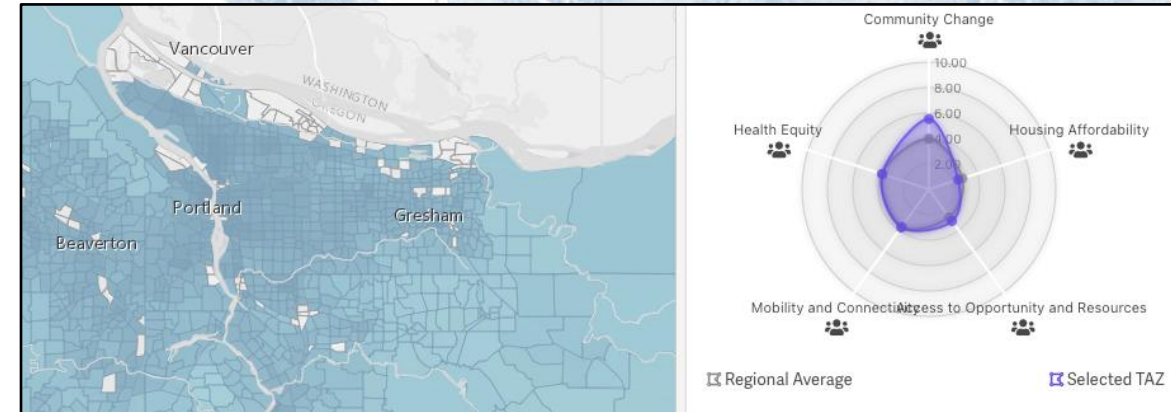
Community Health Scores – Las Vegas (RTC)

Beyond the binary. RTC uses continuous scores from 0 to 100, shown as a color gradient.



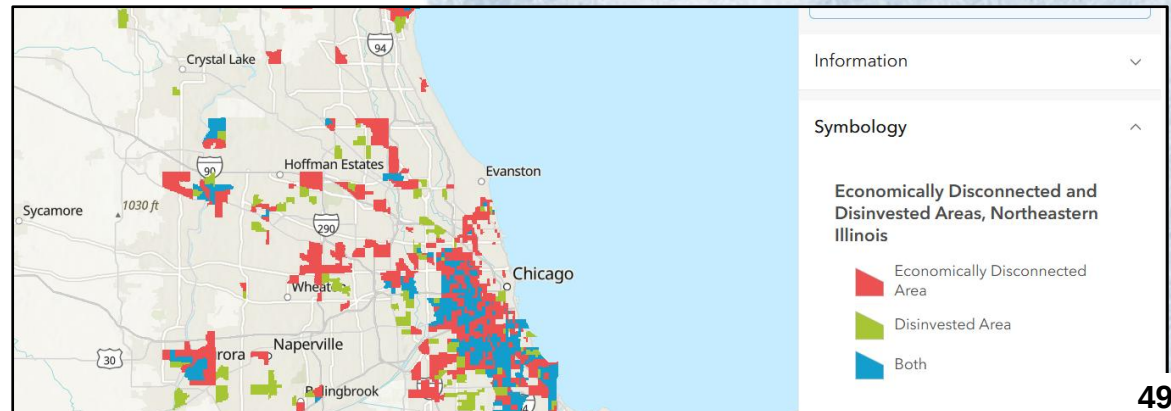
Equitable Development Index – Portland Metro

Analyzes the movement. Metro tracks how variables like income and population of color change over time.



Economically Disconnected and Disinvested Areas – Chicago (CMAP)

A more responsive, multidimensional tool. CMAP keeps the federally required areas of concentrated disadvantage but lets users add additional data layers.



Timeline: Next Steps on EPC Refresh Phase One



MTC-ABAG Community Advisory Council



MTC-ABAG Joint Planning/Admin Committees



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**Phase 1 is the first of two planned phases. Contingent on the opportunities identified in Phase 1, Phase 2 will seek to focus on technical methodology and tool development, turning the conceptual framework into a final, usable product.*

External Engagement: From Initial Findings to Setting Direction

- **Approach:** Begin near-term with existing established partners while procuring a consultant to inform deeper engagement with newer stakeholders.
- **Goal:** Equitable engagement grounded in co-creation, centering the communities and partners most affected by the framework to help shape its future.
 - Build stakeholder capacity
 - Limit engagement fatigue
 - Be clear about what input can and cannot shape

External Stakeholders:

- State/Regional Partners
- County Transportation Agencies
- City Agencies
- Non-Profits and Community Based Organizations
- Labor Organizations
- Academia
- Tribal Partners
- City & County Equity Departments



Discussion Questions

- Which themes or findings resonate most with you?
- Which themes or findings are most important to strengthen the framework as an equity tool?

Thank You!

Natasha Opfell, EPC Refresh Project Manager
nopfell@bayareametro.gov





Metropolitan Transportation Commission

Legislation Text

375 Beale Street, Suite 800
San Francisco, CA 94105

File #: 26-0845, **Version:** 1

Subject:

Updated Council Work Plan

In response to feedback from the Council at the June 2026 meeting, staff revised the Council Work Plan to elevate equity as a foundational principle throughout the document, centering MTC and ABAG's commitment to equity, and strengthening the Council's role in advancing inclusive and equitable regional outcomes.

Presenter:

Ky-Nam Miller

Recommended Action:

Information

Attachments: List any attachments.

**Metropolitan Transportation Commission and Association of Bay Area Governments
Community Advisory Council**

August 7, 2026

Agenda Item 5c-26-0845

Updates to 2026-27 Council Work Plan

Subject:

Report on updates to 2026-27 Community Advisory Council Work Plan

Background

The Council Work Plan is intended to guide the Council's work through June 2027, assisting both staff and Council leadership in determining what topics to bring before the Council. Based on feedback received from the Council in June, staff has made updates to better emphasize equity and accessibility in the Work Plan. The 2026-27 Community Advisory Council Work Plan is collaboratively developed by leadership from the Council, MTC Chair Noack, ABAG President Ramos, and MTC ABAG staff to guide agendas and focus the Council's feedback on the most important regional policy matters MTC and ABAG will be working on over the coming year.

Issues:

None

Questions for the Council:

None

Recommended Action:

Information

Attachments:

- 2026-27 Work Plan Updates



Andrew B. Fremier

MTC–ABAG Community Advisory Council

Proposed 2026-2027 Work Plan

Introduction

The MTC ABAG Community Advisory Council (Council) provides community-grounded advice to both the Metropolitan Transportation Commission and the Association of Bay Area Governments.

This work plan — proposed to extend from now through June 2027 — is intended to guide Council agendas, in line with both MTC and ABAG’s priorities ¹. The plan focuses the Council’s time and reflects the Council’s broader role in transportation, housing, land use, equity, and environment. Its purpose is to ensure that the Council’s time is focused on issues where community input can meaningfully influence major regional decisions.

The Council serves as a bridge between community perspectives and regional policymaking, offering insight into how transportation systems, housing needs, and land-use decisions affect the daily lives of residents across the nine-county Bay Area. In particular, the Council plays an important role in highlighting disparities, identifying barriers to access, and advancing solutions that expand opportunity. Because MTC and ABAG oversee different, but related, responsibilities, the Council is uniquely positioned to provide integrated feedback in how each agency’s policies and programs can advance equitable outcomes in mobility, housing stability, economic opportunity, and environmental sustainability.

Staff will rely on the Council work plan to identify and propose topics to Council leadership for Council meeting agendas. The plan also provides a framework for responding to requests for new topics that may arise during the year.

Focus Areas

Plan Bay Area 2060

A central area of work for the coming year will be Plan Bay Area 2060, the region’s long-range plan that integrates transportation, housing, economic development, and climate strategies, with particular attention to advancing equitable outcomes. The Council will follow and comment on the early development of planning scenarios, the evaluation of equity impacts, approaches to climate adaptation, and the relationship between new

¹ [MTC and ABAG's shared mission](#) is to advance shared local and regional priorities for transportation, housing and the environment.

housing and high-quality transit. The plan's emphasis on long-term affordability and the financial health of public agencies will also benefit from community feedback.

Public Participation Plan

The update to MTC's Public Participation Plan will give the Council another opportunity to advise on how MTC engages with the public, grounded in the agencies' commitment to advancing equity. This includes helping shape approaches to language access, digital and in-person outreach, and partnerships with community-based organizations. Ensuring that engagement reaches and lifts up the voices of communities who have historically been overlooked remains a core part of this work.

Equity Priorities Communities and Affordability

This year, MTC and ABAG are undertaking an update to how we define Equity Priority Communities (EPCs). Staff will provide the Council multiple opportunities to inform this process, which affects where agency-controlled funding is prioritized and plays an important role in how the agency analyzes equity impacts. The Council's lived experience and on-the-ground knowledge will be important to this work.

The Council will have an opportunity to provide input on initiatives related to accessibility including, but not limited to, items that may be pursued based on discussions at the 2025 Accessible Futures Conference.

In addition, the high cost of housing and transportation will continue to shape daily life in the Bay Area. The Council will have opportunities to provide input on affordable housing policy decisions as well as program decisions regarding low-income discounts across a wide array of programs, from bikeshare to transit to express lanes. (Discussions related to the design of Bay Area Housing Finance Authority programs and policies will remain under the purview of the BAHFA Advisory Committee, whose meetings are open to the public.)

Mobility Program Development

MTC manages various programs to help people use the Bay Area's multimodal transportation system more safely, efficiently, and sustainably while also improving day-to-day system operations and climate outcomes. The Council could review potential changes to mobility programs by offering focused, community-grounded feedback reflecting lived experiences on a variety of programs, including but not limited to: transportation electrification, bikeshare, active transportation infrastructure, transportation demand management programs, and real-time traveler information, with particular attention to affordability, safety, and ease of use. The Council can help identify barriers to accessing these programs, highlight opportunities for improvement, and ensure that mobility investments deliver effective and equitable options across the region. This could include identifying opportunities to improve access so that all residents, regardless

of income, ability, language, or location, can benefit from regional mobility investments. (Items focused on improving the transit customer experience will remain under the purview of the Regional Network Management Customer Advisory Group, whose meetings are also open to the public.)

Legislative Advocacy to Secure Additional Transportation, Housing and Climate Adaptation Funding for the Bay Area

The region's transit agencies face major budget gaps, and MTC has been a major champion in seeking new resources. Likewise, our housing and climate adaptation needs require additional investment from all levels of government. As new opportunities and risks arise, whether at the state or federal levels, staff can keep the Council informed and seek feedback on our advocacy strategy.

Cross Cutting Themes

Advancing equity and accessibility is a core, unifying priority across all Council work. In alignment with MTC and ABAG's definition of equity in the agencies' adopted [Equity Platform](#) as "just and fair inclusion into a Bay Area where everyone can participate, prosper, and reach their full potential," the Council will consistently center the needs of historically underserved and marginalized communities in its discussions and recommendations.

In addition to advancing equity and accessibility, environmental resilience is an important regional priority. Recognizing that other regional agencies have a more direct role overseeing the Bay Area's environment and sustainability concerns (including the Bay Area Air District, San Francisco Bay Conservation and Development Commission, the SF Bay Restoration Authority and the SF Estuary Partnership), the Council will have opportunities to provide feedback on major MTC-ABAG initiatives related to climate adaptation and energy, with a focus on how investments can equitably protect communities most vulnerable to climate risks and ensure fair access to the benefits of sustainability initiatives. This includes how climate-related risks should be incorporated into major land-use and transportation decisions, and how investments in resilience and energy efficiency should be prioritized.

Implementation of Council Workplan

The above topics cover a lot of ground. If councilmembers request agenda items that fall outside these topic areas, staff will make a determination as to whether they can be accommodated in consultation with Council leadership. Key factors affecting that decision will be the extent to which a topic aligns with overall agency priorities and the time available on the Council's agenda.

Topics that fall outside the Council's mandate or are already addressed by other advisory bodies should not be added to Council agendas. As referenced earlier, this includes the Bay Area Housing Finance Authority, which is supported by its own advisory committee, and Regional Network Management, which has its own advisory process (and has five Council members appointed to serve on it as well). The Council will also not focus on matters outside MTC and ABAG's jurisdiction, such as operations decisions by individual transit operators, local zoning or permitting, or issues pertaining to other policy matters, such as education or public safety.

The work plan will be implemented through ongoing coordination between Council leadership and staff. Meeting agendas will reflect the priority areas described above, subject to annual review and updates. The goal is to ensure that the Council's time is used effectively and that its input continues to inform major regional decisions.



Metropolitan Transportation Commission

Legislation Text

375 Beale Street, Suite 800
San Francisco, CA 94105

File #: 26-0897, **Version:** 1

Subject:

Staff Liaison Report

Overview of recent MTC and ABAG policy decisions and other activities.

Presenter:

Ky-Nam Miller

Recommended Action:

Information

Attachments: List any attachments.

**Metropolitan Transportation Commission and Association of Bay Area Governments
Community Advisory Council089**

August 7, 2026

Agenda Item 6a-26-0897

Staff Liaison Report

Subject:

Overview of recent MTC and ABAG policy decisions and other activities.

Issues:

None identified.

Recommendations:

Information only

Attachments:

- Attachment A: Staff Liaison Report – August 2026



Andrew B. Fremier

Staff Liaison Report – August 2026

Updates and Follow Up Items:

Following up on the presentation on CARE Power-building and Engagement program, to learn about the Community Based Organizations and projects participating in the program, staff recommends attending and/or reviewing the materials for the upcoming [Programs and Allocations Committee meeting](https://mtc.ca.gov/meetings-events/programming-and-allocations-committee-2026-08-12t164500), (<https://mtc.ca.gov/meetings-events/programming-and-allocations-committee-2026-08-12t164500>) which will happen on Wednesday, August 12.

Executive Director's Report to the Commission & ABAG Exec Board:

The Commission and ABAG Executive Board did not meet in July with the exception of a meeting of the Public Transit Revenue Measure District on July 24 and a special Commission meeting on July 24. The following items are excerpts from the June 2026 Executive Director's Reports to the Commission and ABAG Executive Board. To read past reports in their entirety, see these links:

- [Commission Report: https://mtc.ca.gov/news/executive-directors-report](https://mtc.ca.gov/news/executive-directors-report)

Commission Updates:

[Plan Bay Area 2050+ Approved by CARB](#)

On Friday, June 19th, MTC and ABAG received formal approval of Plan Bay Area 2050+ from the California Air Resources Board (CARB), concurring that if implemented the regional plan would achieve its state-mandated 2035 greenhouse gas emission reduction target, as required by Senate Bill 375 (Steinberg). This marks the final approval step required for Plan Bay Area 2050+ following its adoption in March 2026, given recent approvals by Caltrans and FHWA/FTA. A major update to the long-range regional plan, Plan Bay Area 2060, will kick off this fall, synced with ABAG's Regional Housing Needs Allocation (RHNA) Cycle 7 process.

[State Loan on Track to Fund by July 1](#)

An emergency state loan is on track to fund by July 1, consistent with Assembly Bill 117, which authorized a \$590 million loan for Bay Area transit agencies to avert major service cuts at AC

Transit, BART, Caltrain and San Francisco Muni during the 2026-27 fiscal year that begins July 1.

A major milestone was reached on Monday, June 22nd when all loans were executed, and a loan closing was held with all parties. This clears the way for the state to fund the loan, slated for June 30th, and MTC to transfer funds to the four operators that day or the following day as outlined in the loan agreements. These actions follow the Commission's late May action authorizing loan agreements with the State of California and the transit operators through MTC Resolution No. 4782.

Final Phase One Financial Efficiency Report Transmitted to the Legislature

As shared in an email to the Commission on May 28th, the final Phase One Financial Efficiency Review (FER) report, was approved by the Independent Oversight Committee on May 22, 2026 pursuant to Senate Bill 63. Following the Committee's action, MTC staff and the consultant team incorporated the minor revisions directed by the Committee as part of its approval motion, including the addition of one Early Action Strategy. The approved final report has now been posted to the MTC website at: <https://mtc.ca.gov/SB63>

As required by SB 63, MTC formally transmitted the Final Phase One report to: 1) the California Legislature; 2) the subject transit operators; 3) the California State Transportation Agency (CalSTA); and 4) the participating county transportation authorities. Each of the four operators – AC Transit, BART, Caltrain, and SFMTA – have identified the Early Action Strategies it commits to implementing and adopted those strategies through formal actions, in advance of the July 1 statutory deadline.

MTC CARE Power-building and Engagement (Pb+E): Learning Lab Cohort 1 Community-Based Organization Recommendation Summary

At its August 2026 meeting, the Programming and Allocations Committee will consider approval of \$400,000 in CARE Power-Building and Engagement (Pb+E) funding to support MTC-ABAG's Learning Lab Cohort 1, a six-month capacity building program designed to strengthen

the leadership, organizational capacity, and regional participation of community-based organizations serving underrepresented populations and Equity Priority Communities. Following a competitive process that attracted seventy-two (72) applications, twenty (20) organizations were selected based on eligibility, application quality, and cohort representation. Each CBO will receive a \$20,000 stipend upon completion as listed in **Attachment B**. The Learning Lab will provide peer learning, professional development, and technical assistance while fostering long-term collaboration among community organizations and MTC-ABAG, advancing the CARE program's goal of building community power and supporting community-driven transportation, housing, and climate solutions. For more information, visit: <https://mtc.ca.gov/funding/funding-opportunities/community-action-resource-empowerment-care-program/care-power-building-and-engagement-pbe-program>

Pride Month at MTC

MTC is celebrating Pride Month with our sister agency the Bay Area Air District at the 56th Annual San Francisco Pride Parade this Sunday, June 28. Family and friends are welcome to participate and support the LGBTQ+ community. The agency has also partnered with local transit agencies on the "Moving the Bay Area with Pride" to encourage folks to take transit this month and highlight the inclusivity of public transportation. MTC is supporting the event with a paid digital promotion and giveaways for parade attendees.

FTA to Finalize Triennial Review

This month, the Federal Transit Administration (FTA) will finalize its second Triennial Review of MTC. FTA conducts a review of every direct recipient of federal public transit funding to ensure accordance with federal funding laws and regulations. Due to the use of federal formula funds for Clipper and the passthrough of funds to subrecipient agencies for purchasing transit vehicles, MTC gets a review every three years. Federal requirements for monitoring of these subrecipients will remain in place until the vehicles that were purchased reach the end of their useful lives.

The draft review resulted in three findings in Clipper asset maintenance and inventory and in the conducting of subrecipients' risk assessments. While maintenance and inventories of assets like card readers and ticket vending machines are regularly performed, the FTA requires that MTC develop more explicit procedures and gather regular evidence of their implementation. Subrecipients are also direct recipients of FTA funding, and additional risk assessment may be redundant. However, MTC will develop a procedure to ensure subrecipient risk assessments are conducted regularly in accordance with FTA rules.

MTC is committed to working with the FTA to ensure our procedures are first-rate and meet all regulatory requirements.

SB 79 Updated Maps Posted

MTC recently released an updated map of the areas where Senate Bill 79 applies in the Bay Area. Pending any final revisions, the map will become official on July 1 when SB 79 goes into effect. Staff is available to support local jurisdictions seeking to use this data to implement SB79. For more information, visit MTC's [SB79 webpage](https://mtc.ca.gov/planning/land-use/senate-bill-79-regional-map). (<https://mtc.ca.gov/planning/land-use/senate-bill-79-regional-map>)

MTC Hosts Workforce Development Partnership Collaborative

On June 22, MTC hosted a collaborative workforce development event at the Bay Area Metro Center in partnership with Growth Sector, a local Engineering Degree Apprenticeship Pathway (EDAP), five Bay Area community colleges, the Contra Costa Workforce Development Board and transportation industry partners representing the Conference of Minority Transportation Officials (COMTO), Women's Transportation Seminar (WTS), California Transportation Foundation (CTF), Latinos in Transit (LIT) and the Construction Management Association of America (CMAA). The event connected over 40 engineering students with transportation and engineering professionals to support mentorship, career exploration, internship opportunities and the development of a diverse future workforce for the transportation industry. This event

reinforces MTC's commitment to regional workforce development, equity and the cultivation of a robust pipeline for the next generation of transportation and civil engineering professionals.

Active Transportation Workshop, San Mateo County

Thank you to Commissioner Papan for joining staff and kicking off a workshop on June 23, 2026 in Redwood City. This event under MTC's Active Transportation and Vision Zero Program was to support local agency staff in the County tackle key challenges identified in a Peer Exchange MTC hosted in December 2025. A second workshop is planned for this fall in Sonoma County.

Looking Ahead / Save the Date

- Commission Workshop: October 28-29

ABAG Executive Board Updates:

The ABAG Executive Board will next meet on Thursday, August 20, 2026. The September Council Liaison report will provide updates from that meeting's Executive Director Report.

News Headlines from [The Bay Link Blog \(https://blog.bayareametro.gov/\)](https://blog.bayareametro.gov/):

- **Work to start on I-580 carpool lane extension in Oakland**
(<https://blog.bayareametro.gov/posts/work-start-i-580-carpool-lane-extension-oakland>)
The Metropolitan Transportation Commission (MTC) today announced that construction work will begin next week on a six-month project to convert the far-left lane of westbound Interstate 580 to a high-occupancy vehicle (HOV) lane from just east of the Piedmont Avenue undercrossing in Oakland to the start of the existing westbound carpool lane near the foot of the MacArthur Maze.
- **San Francisco Bay Ferry shatters ridership record for March**
(<https://blog.bayareametro.gov/posts/san-francisco-bay-ferry-shatters-ridership-record-march>) San Francisco Bay Ferry this week announced it shattered its ridership record in

March, carrying more than 300,000 passengers over the month. The previous high-water mark for SF Bay Ferry ridership in March was 239,639 passengers in 2019.

- **[Marin Measure AA expenditure plan adopted](#)**
(<https://blog.bayareametro.gov/posts/marin-measure-aa-expenditure-plan-adopted>) The Transportation Authority of Marin Board of Directors approved amendments to the Measure AA Expenditure Plan last month following a comprehensive review process and extensive input from the community and our partner agencies.
- **[MTC-ABAG Mourn, Remember Life and Legacy of Rod Diridon](#)**
(<https://blog.bayareametro.gov/posts/mtc-abag-mourn-remember-life-and-legacy-rod-diridon>) Former longtime Santa Clara County Supervisor Rod Diridon, Sr., who served as chairman of the Metropolitan Transportation Commission, the Association of Bay Area Governments and the Bay Area Air Quality Management District, died Friday, April 3. He was 87.

Have a Question? Ask a Librarian

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

For MTC and Plan Bay Area Glossaries:

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