METROPOLITAN TRANSPORTATION COMMISSION

ASSOCIATION OF BAY AREA GOVERNMENTS

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

Board Room, 1st Floor

MEETING AGENDA

Date: Friday, October 2, 2026 | **Time:** 10 a.m.

MTC ABAG Community Advisory Council

Chair: Carina Vinh Lieu
Vice Chair: Diana Benitez
Clerk: Jessica Lewis

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, Board Room (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/83668019803

iPhone one-tap US:
+16699006833,,83668019803# US (San Jose)
+14086380968,,83668019803# US (San Jose)
Join by Telephone (for higher quality, dial a number based on your current location) US:
+1 408 638 0968 US (San Jose)
+1 669 444 9171 US
833 548 0282 US Toll Free
877 853 5247 US Toll Free
Webinar ID: 836 6801 9803
International numbers available: https://bayareametro.zoom.us/u/kni2skXC4

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

Members of the public may participate by phone or Zoom during the meeting. In order to be posted to the meeting's web page and circulated to committee members prior to the meeting, written comments must be sent by email at info@bayareametro.gov by 5:00 p.m. two (2) business days 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.

Roster

Carina Vinh Lieu
Chair

Diana Benitez
Vice Chair

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

**Non-Voting Members*

Agenda

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. Approval of MTC ABAG Community Advisory Council minutes of September 4, 2026 26-2090

Action: Committee Approval

Presenter(s): Jessica Lewis

Attachments:

- 4a_26-2090_MACAC_Minutes_20260904_Draft.pdf

5. Information

5a. **Plan Bay Area 2060 Foundations: The Bay Area Today (Preview)** 26-2091

Foundational, data-driven context on existing conditions in the Bay Area.

Action: Information

Presenter(s): Anup Tapase, Breitling Snyder

Attachments:

- 5a_26-2091_1_Summary_Sheet_PBA2060Foundations_TheBayAreaTodayPreview.pdf
- 5a_26-2091_2_Attachment_A_Presentation_PBA2060Foundations_TheBayAreaTodayPreview.pdf

5b. **Update on State and Federal 2026 Legislative Sessions** 26-2092

Overview of outcomes related to MTC-ABAG's 2026 Legislative Advocacy Program priorities.

Action: Information

Presenter(s): Georgia Gann Dohrmann

Attachments:

- 5b_26-2092_1_SummarySheet_Legislative_Update_-_Summary_Sheet.pdf
- 5b_26-2092_Attachment_A_2026_Legislative_Advocacy_Program.pdf

5c. **Regional Network Management Customer Advisory Group Report Out** 26-2093

Action: Information

Presenter(s): Councilmember Wendi Kallins

6. Staff Liaison Report

6a. **Staff Liaison Report** 26-2094

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

Action: Information

Presenter(s): Ky-Nam Miller

Attachments:

- 6a_26-2094_1_Summarysheet_Final_October_2026_Staff_Liaison_Report1.pdf
- 6a_26-2094_2_Attachment_A_Final_October_2026_Staff_Liaison_Report1.pdf

7. New Business

8. Public Comment

9. Adjournment / Next Meeting

Public Comment: The public is encouraged to comment on agenda items at meetings by completing a request-to-speak card (available from the Clerk) and passing it to the Clerk. 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 meeting body 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: 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 Titulo VI: La MTC puede proveer asistencia/facilitar la comunicación a las personas discapacitadas y los individuos con conocimiento limitado del inglés quienes quieran dirigirse a la Comisión. Para solicitar asistencia, por favor llame al número 415.778.6757 o al 415.778.6769 para TDD/TTY. Requerimos que solicite asistencia con tres días hábiles de anticipación para poderle proveer asistencia.

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

Agenda item 4a

375 Beale Street
Suite 800
San Francisco, California
94105

Meeting Minutes

MTC ABAG Community Advisory Council

Carina Vinh Lieu, Chair
Diana Benitez, Vice Chair

Friday, September 4, 2026 | **10:00 AM** | **Board Room – 1st Floor**

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

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Attendee link: https://bayareametro.zoom.us/j/86349053219
iPhone one-tap US:
+16694449171,,86349053219# US
+16699006833,,86349053219# US (San Jose)
Join by Telephone (for higher quality, dial a number based on your current location) US:
+1 408 638 0968 US (San Jose)
+1 669 444 9171 US
877 853 5247 US Toll Free
888 788 0099 US Toll Free
Webinar ID: 863 4905 3219
International numbers available: https://bayareametro.zoom.us/u/kcdvmYrHGq

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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 Saathodd-Harshfield, Marlene Salazar, Joshua Saunders, Tim Sbranti, Sonja Shephard, Gaetano Trachtenberg, Carina Vinh Lieu, Janelle Wong, Gabriela Yamilet Orantes

Present: 24 - Victorina Arvelo, Padma Balaji, Michael Baldini, Diana Benitez, Chuck Cantrell, Kathleen Cha, Warren Cushman, Ashton Desmangles, Bryant Duong, Dwayne Hankerson, Charley 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 and Gabriela Yamilet Orantes

Absent: 3 - Amanda Chang, Julia Gerasimenko and Wendi Kallins

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

Chair Lieu called the meeting to order at 10:06 AM . Quorum was present.

Member Warren Cushman arrived at 10:11 AM during agenda item 1.

2. Council Member Announcements

3. Chair's Report

4. Consent Calendar

Upon the motion by Saunders and seconded by Baldini, this was approved. The motion carried by the following vote:

Aye: 22 - Victorina Arvelo, Padma Balaji, Michael Baldini, Diana Benitez, Chuck Cantrell, Kathleen Cha, Warren Cushman, Ashton Desmangles, Bryant Duong, Charley Lavery, 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 and Gabriela Yamilet Orantes

Absent: 4 - Amanda Chang, Julia Gerasimenko, Wendi Kallins and Alexander Madrid

Abstain: 1 - Dwayne Hankerson

4a. 26-0974 Approval of MTC ABAG Community Advisory Council minutes of August 7, 2026

5. Information

5a. 26-0973 Plan Bay Area 2060: October 2026 Kickoff [Preview]

Preview of Plan Bay Area 2060, including early scoping feedback, overall timeline, and scope highlights, in advance of fall kickoff and public engagement on goals and priorities for the region's long-range plan.

Member Alex Madrid joined via zoom at 10:40 AM during agenda item 5a.

5b. 26-1003 Draft 2026 Public Participation Plan for the San Francisco Bay Area: Summary of Input Received

Summary of engagement activities and an overview of the input received on the draft MTC 2026 Public Participation Plan for the San Francisco Bay Area.

6. Staff Liaison Report

6a. 26-1036 Staff Liaison Report

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

7. New Business

8. Public Comment

The following members of the public were called to speak on agenda item 8: Jane Kramer, and Aleta Dupree, Team Folds.

9. Adjournment / Next Meeting

Chair Lieu adjourned the meeting at 12:10 PM. The next regular meeting of the MTC ABAG Community Advisory Council is on October 2, 2026.

Metropolitan Transportation Commission and Association of Bay Area Governments

Community Advisory Council

October 2, 2026 **Agenda Item 5a-26-2091**

Plan Bay Area 2060 Foundations: The Bay Area Today (Preview)

Subject:

Foundational, data-driven context on existing conditions in the Bay Area.

Background:

Plan Bay Area 2060, the next iteration of MTC-ABAG's long-range regional plan for the San Francisco Bay Area, kicks off this month. The Foundations phase, the first of four phases of the plan, begins by establishing a shared understanding of the region's current conditions and revisiting the plan's Vision and Guiding Principles. Staff will preview a baseline analysis of trends, challenges and opportunities to be presented at the joint MTC-ABAG Workshop in October, informing discussion about how these conditions could shape Plan Bay Area 2060's vision. The analysis draws extensively on MTC-ABAG's Vital Signs, which provides a deeper-dive resource with additional indicators, historical trends, and geographic detail across many of the topics explored.

Areas of Exploration:

The presentation, included as Attachment A, is organized around the five guiding principles from Plan Bay Area 2050+: **Affordable, Connected, Healthy, Vibrant and Diverse**, providing a high-level synthesis of more than 40 metrics across transportation, housing, the economy and the environment. Drawing on multiple data sources and time periods, the analysis highlights historical trends, current conditions, subregional differences and comparisons with other large metropolitan regions.

Affordable: Staff explored how housing costs and affordability have changed since the post-recession tech boom began reshaping housing affordability. The analysis examines housing costs alongside broader measures of the cost of living, housing insecurity and housing production, providing context on how housing pressures affect different populations and whether production is keeping pace with regional targets. Overall, **high housing costs, compounded by other rising costs, continue to make life unaffordable for many residents.**

Connected: Staff explored how the transportation system has changed as the pandemic reshaped travel and work. The analysis examines changes in driving, transit, bicycling, remote work and delivery activity, along with differences in recovery across modes and subregions, while also considering the connection between jobs, housing and transit. **Overall, transportation needs are different post-pandemic, with changing volumes and persistent congestion.**

Healthy: Staff explored the trends and risks affecting the region's ability to become cleaner, safer and more resilient. The analysis examines progress toward environmental goals, transportation emissions and electrification, traffic safety, and exposure to hazards such as wildfire, sea level rise and earthquakes. **Overall, the region has made progress toward some environmental goals, while traffic safety, climate change and natural hazards continue to pose risk to communities.**

Vibrant: Staff explored how the Bay Area economy has changed over the longer term. The analysis examines employment and job growth across industries and subregions, changes in income, demand for office space, and changing tax revenues, providing context on the sources and geography of economic growth and how it has been distributed across income levels. **Overall, the region has recovered pandemic-era job losses and the average income has risen, but those gains have been uneven.**

Diverse: Staff explored how the region's socio-economic landscape changed and how conditions vary for different groups. The analysis examines population growth and migration alongside changes in racial and ethnic composition, age and disability, and outcomes for residents with low incomes, providing context on the region's changing demographics and access to transit, community resources and economic opportunity. **Overall, the region has become increasingly diverse, however, residents with low incomes continue to experience barriers to opportunity.**

Next Steps:

Staff will share this presentation at the joint MTC-ABAG Workshop on October 29, 2026. Over the fall, staff will engage with the public and partners to understand whether the existing vision for the long-range plan continues to serve and reflect lived experiences across the region. This

winter, staff will return to the Council to seek further input on the vision and guiding principles for Plan Bay Area 2060 before formally establishing them as the foundation for the remainder of the planning process.

Discussion Questions for the Council:

The analysis at this early stage of the planning process is intended as a starting point for discussion rather than a set of conclusions or recommendations for specific strategies. Staff invites the Council to discuss:

- Which trends and conditions are most important to the future of Bay Area residents?
- Which additional data trends or qualitative experiences are important to consider?
- How could these trends and conditions shape the Vision and Guiding Principles for Plan Bay Area 2060?

Recommendation:

Information

Attachments:

- Attachment A: Presentation

Andrew B. Fremier

Plan Bay Area 2060 Foundations: The Bay Area Today *(Preview)*

October 2026

MTC-ABAG Community Advisory Council

ASSOCIATION OF BAY AREA GOVERNMENTS
METROPOLITAN TRANSPORTATION COMMISSION



Photo: Karl Nielsen

Existing Conditions: A Starting Point for Plan Bay Area 2060

The purpose of this presentation:

- **Provide a foundational context for** the region's "existing conditions," drawing on MTC-ABAG's Vital Signs and other data sources.
- **Identify trends, challenges and opportunities** shaping the region.
- **Prompt discussion on** how these conditions could shape Plan Bay Area 2060's vision and strategies.



Organized by the Plan Bay Area 2050+ Guiding Principles

A synthesis of 40+ metrics across housing, transportation, economy, environment and equity



Affordable

All Bay Area residents and workers have sufficient access to housing options they can afford.



Connected

An expanded, well-functioning, safe and multimodal transportation system connects the Bay Area.



Healthy

The region's natural resources, open space, clean water and clean air are conserved, and residents can live and travel safely.



Vibrant

The Bay Area is an innovation leader, creating job opportunities for all and ample fiscal resources for communities.



Diverse

The Bay Area is an inclusive region where people from all backgrounds, abilities and ages can remain in place with access to the region's assets and resources.



Guiding Principle: Affordable

How have housing costs and affordability changed since the post-recession tech boom began reshaping housing affordability?



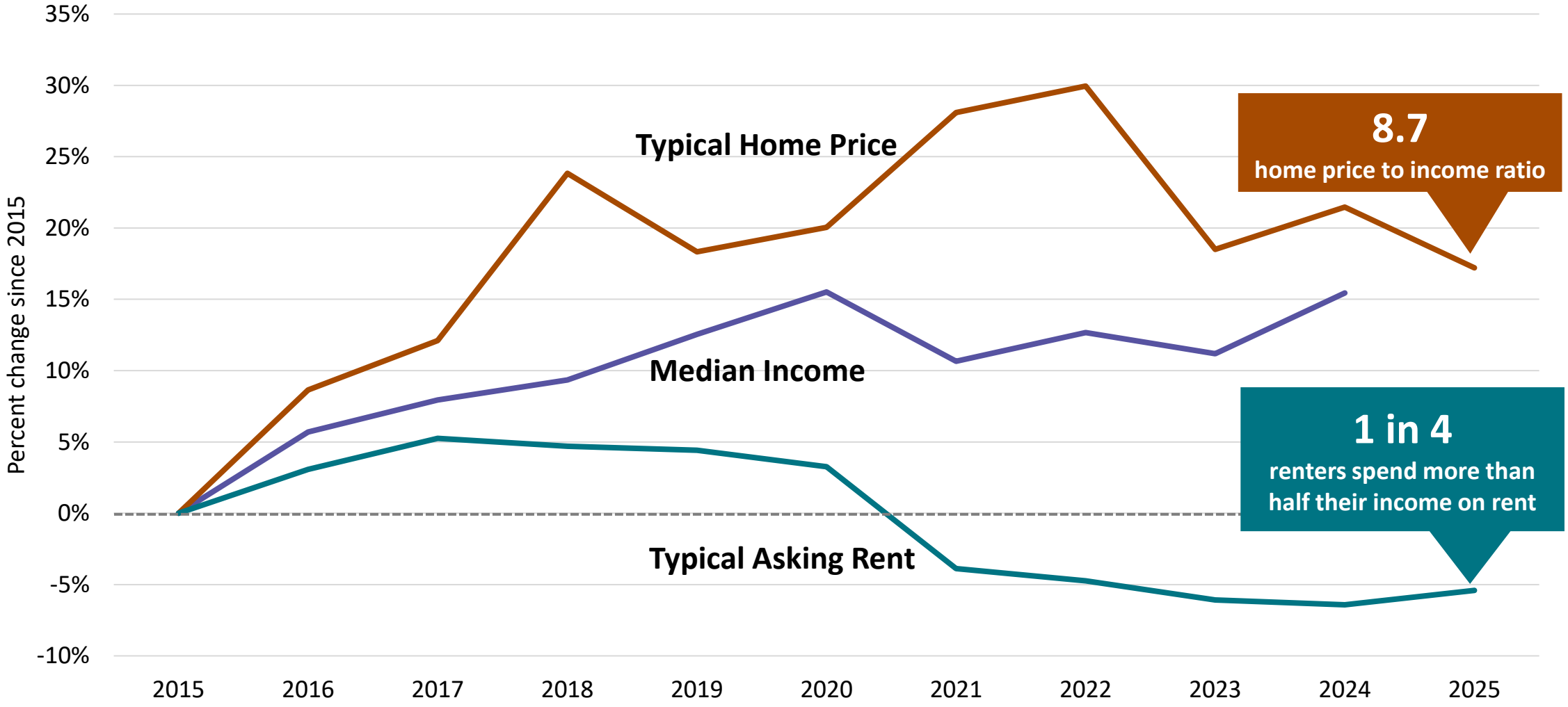
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METROPOLITAN TRANSPORTATION COMMISSION

Photo: Joey Kotfica

Inflation-Adjusted Home Prices Outpace Income, While Rents Fall

Affordable

Change in Regional Typical Home Prices and Asking Rents Compared to Median Income (Inflation-Adjusted, $2025)

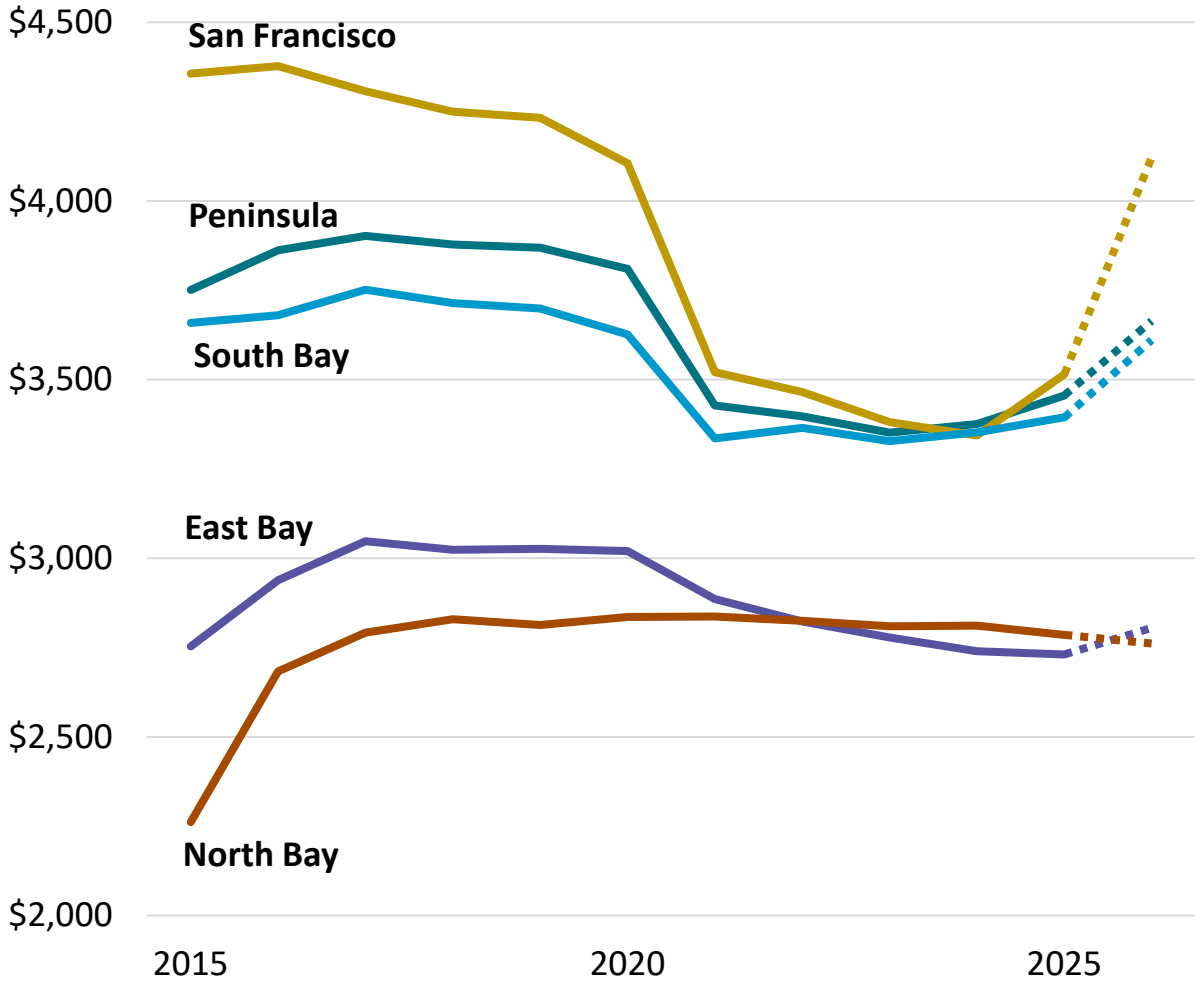


Source: Vital Signs – ACS 1-year estimates (Table B190013), Zillow Observed Rent Index, Zillow Home Value Index, BLS Consumer Price Index
Notes: Values have been inflation-adjusted using CPI all items less shelter.

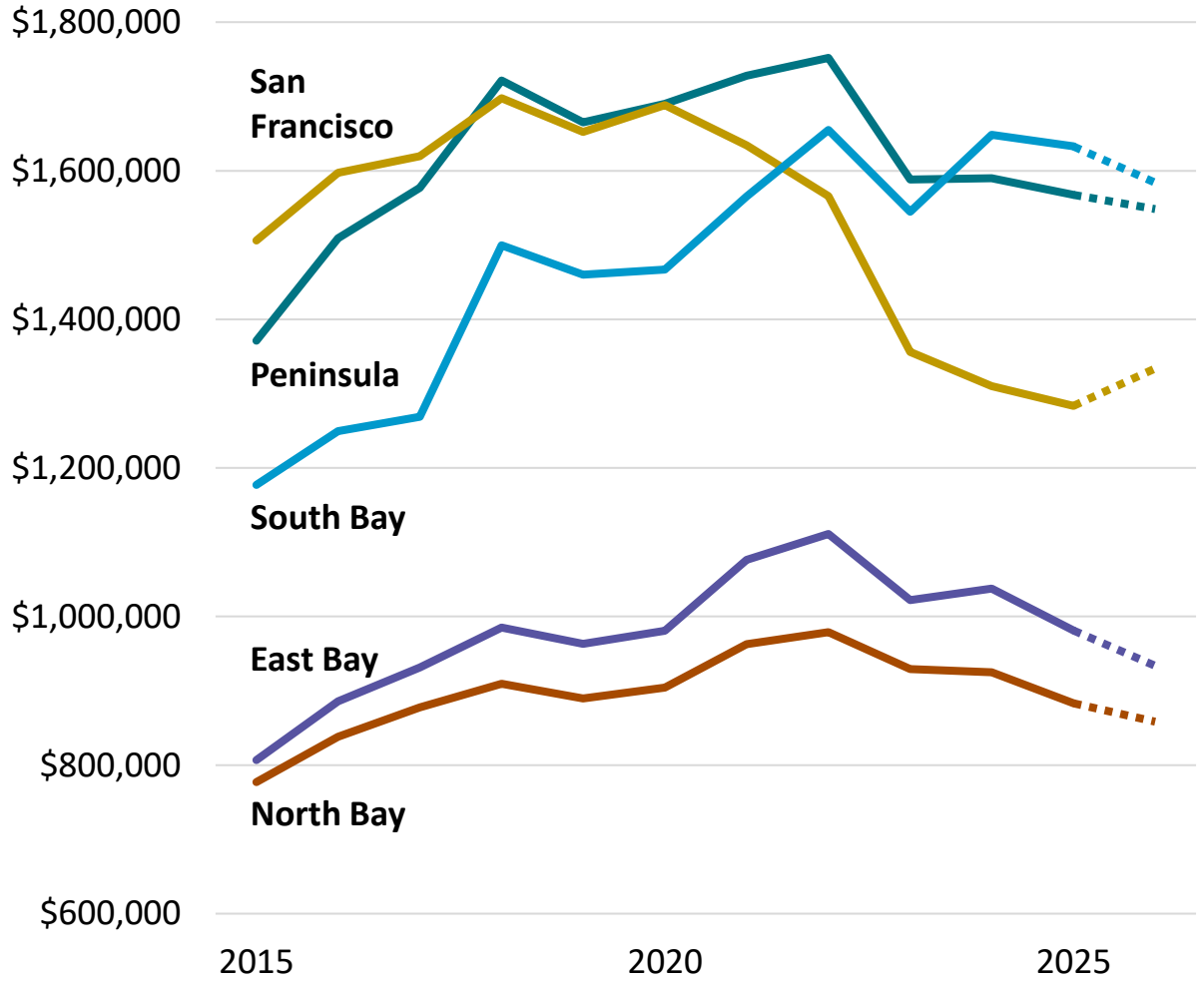
Housing Costs Remain High, Despite Recent Regional Fluctuations

Affordable

Asking Rents by Subregion (Inflation-Adjusted, $2025)



Home Prices by Subregion (Inflation-Adjusted, $2025)



Source: Zillow Observed Rent Index (All Homes Plus Multifamily Smoothed/Seasonally Adjusted Time Series), Zillow Home Value Index (All Homes Time Series), BLS Consumer Price Index
Notes: County-based data was aggregated to the subregional level by weighting asking rents by the number of rental units, and home prices by all units in each county. Values have been inflation-adjusted using CPI all items less shelter.

High Housing Costs Are Part of a Broader Cost-of-Living Challenge

Affordable

Between 2014 and 2024, inflation-adjusted household costs rose…

Childcare



+51%

~$2.9K/month

Transportation



+55%

~$0.8K/month

Health Care



+42%

~$1.0K/month

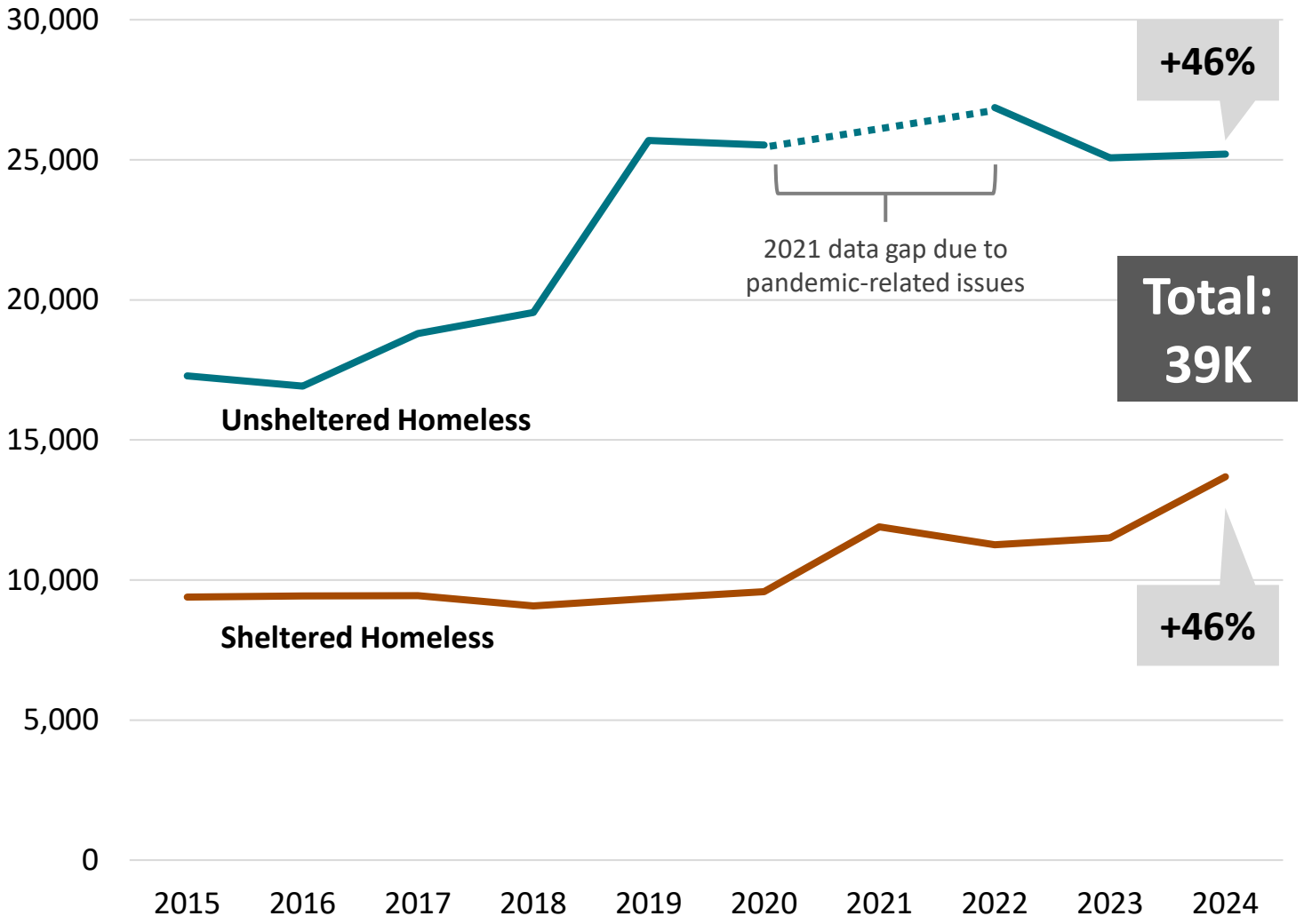
Source: University of Washington Self Sufficiency Standard for California, BLS Consumer Price Index

Notes: All calculated values are for a family of four, with two adults, one infant and one school-age child. County-based data was aggregated to the region using population-weighted averages. Values have been inflation-adjusted using CPI all items.

High Housing Costs Are Reflected in Homelessness and Overcrowding

Affordable

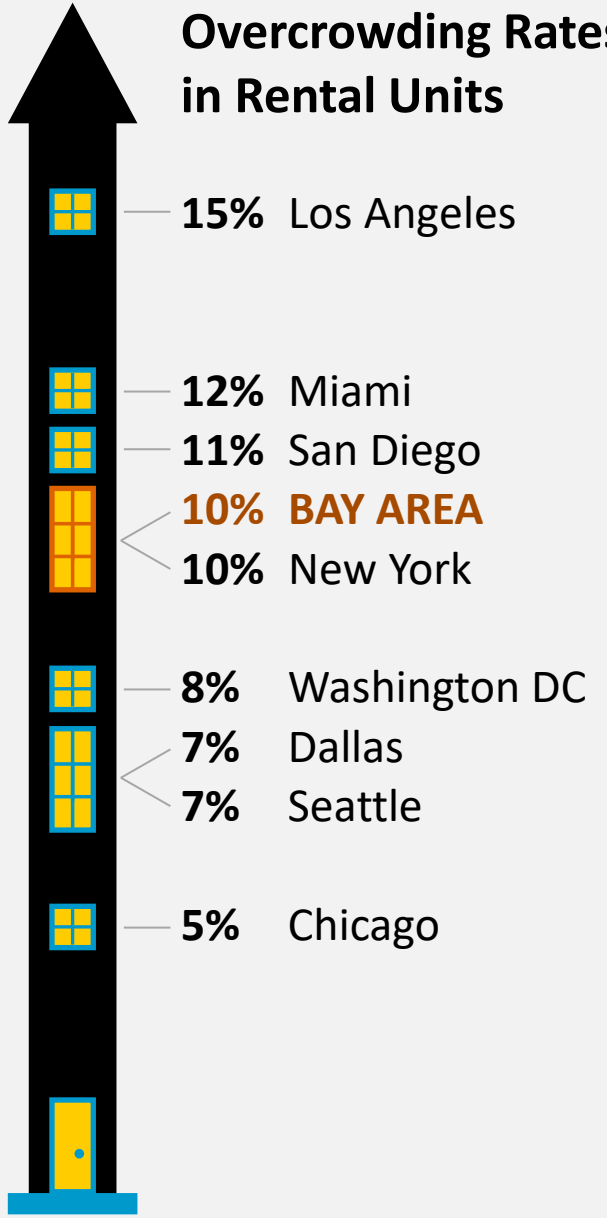
Bay Area Homeless Population (2005-2024)



Source: Department of Housing and Urban Development (Point in Time Counts), ACS 1-Year Estimates (B25014), CA Dept of Finance Population and Housing Estimates (Table E-4)

Notes: A household is defined as overcrowded when there is more than one person per room.

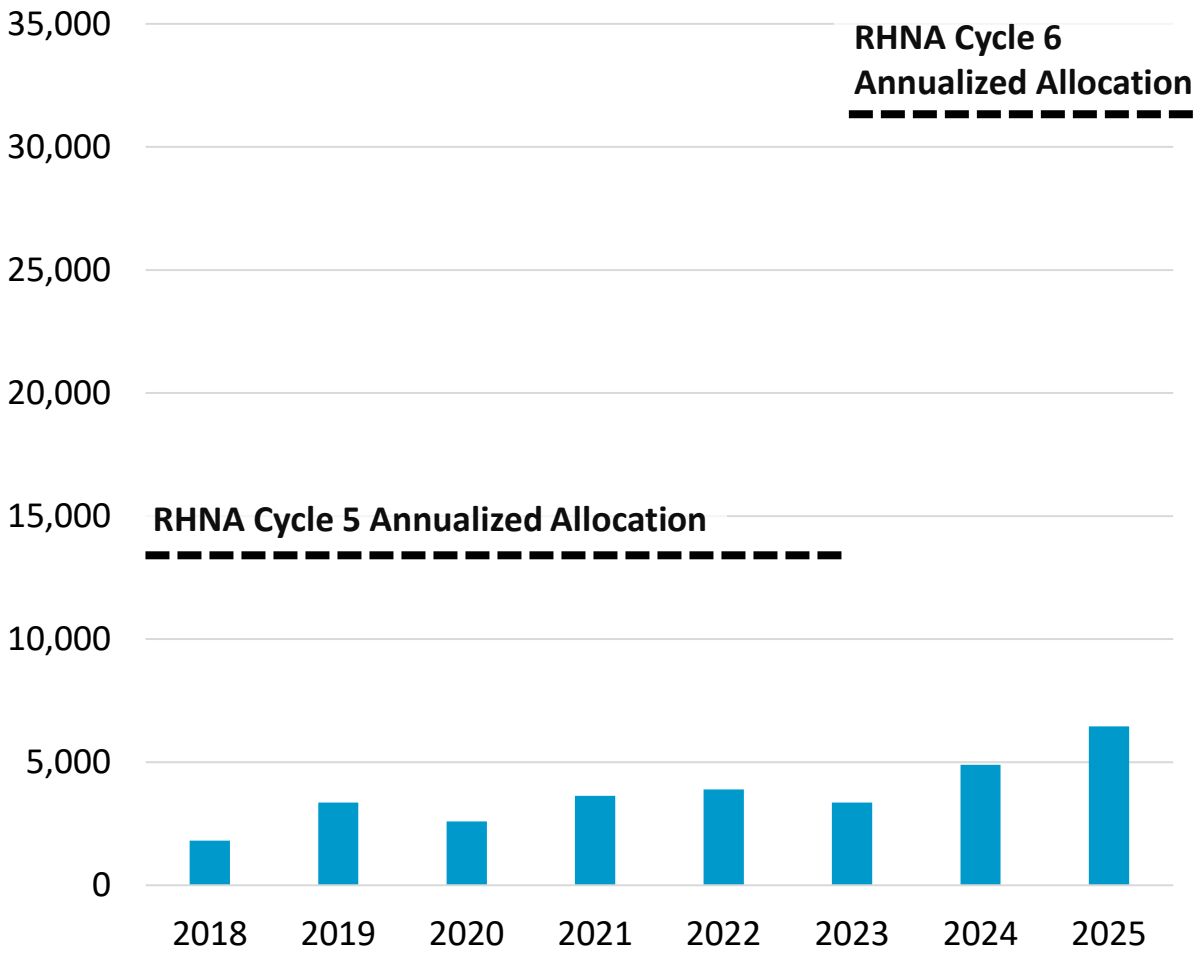
Overcrowding Rates in Rental Units



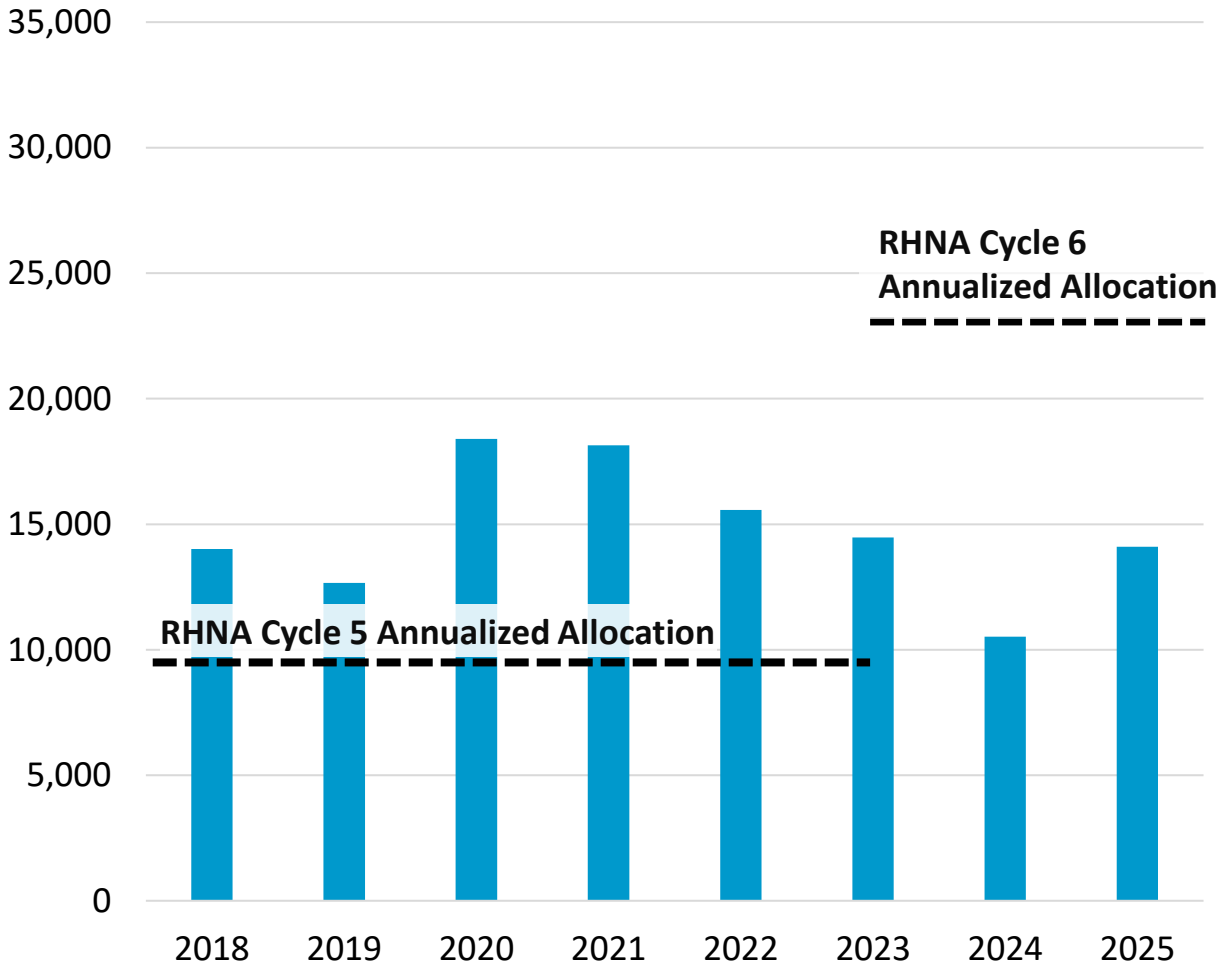
Housing Production Continues to Fall Far Short of RHNA Targets

Affordable

Affordable Housing Production (2018-2025)



Market-Rate Housing Production (2018-2025)



Source: HCD, Certificates of Occupancy

Notes: Affordable housing is defined as deed-restricted housing for households with very low income (<50% AMI), low income (50-80% AMI), or moderate income (80-120% AMI).



Guiding Principle: Connected

How has the transportation system changed since the pandemic reshaped travel and work?

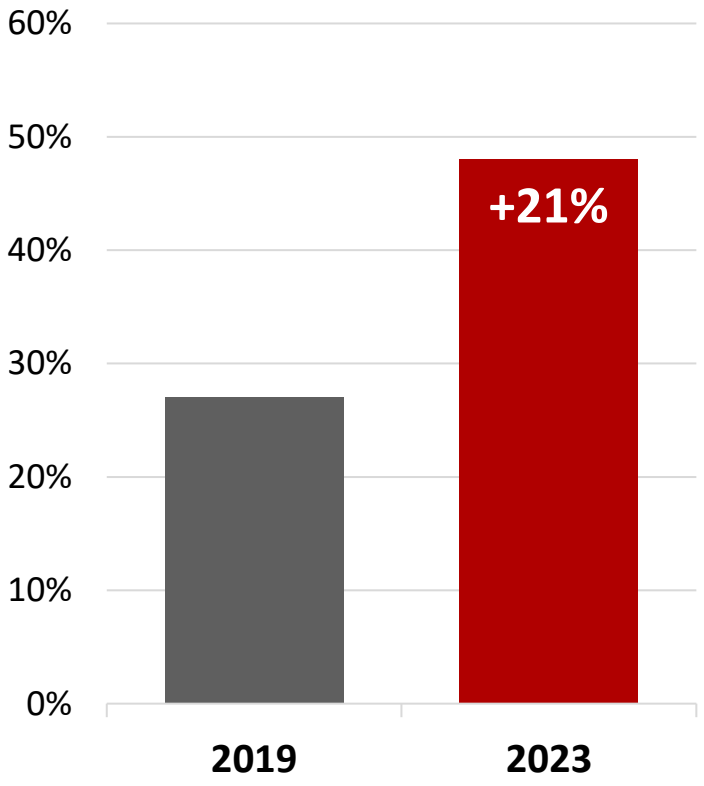
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METROPOLITAN TRANSPORTATION COMMISSION

Photo: Calvin Jordan

Travel Needs Have Changed Since the Pandemic

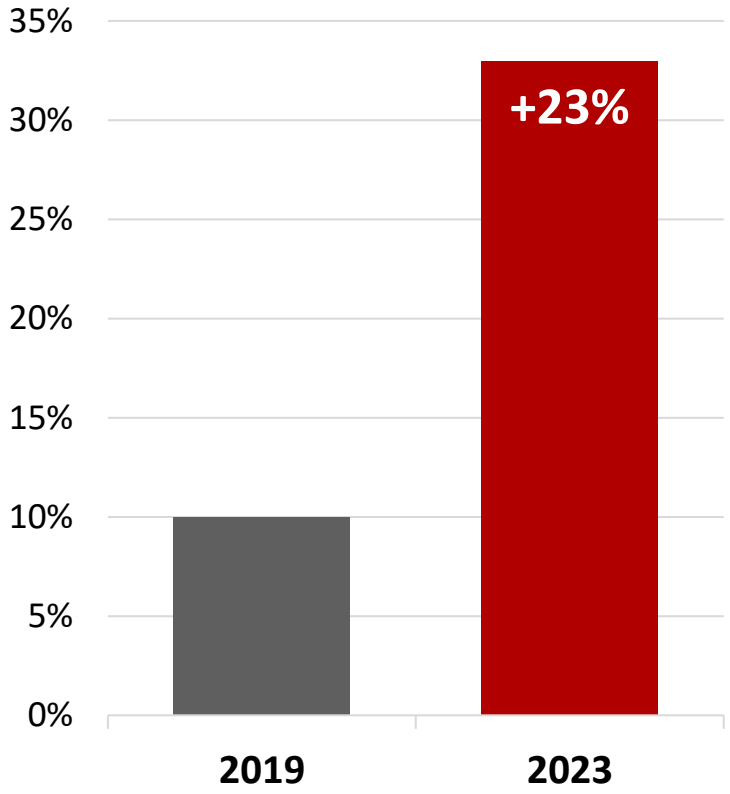
Connected

Share of People Working Remote 2+ Days Per Week



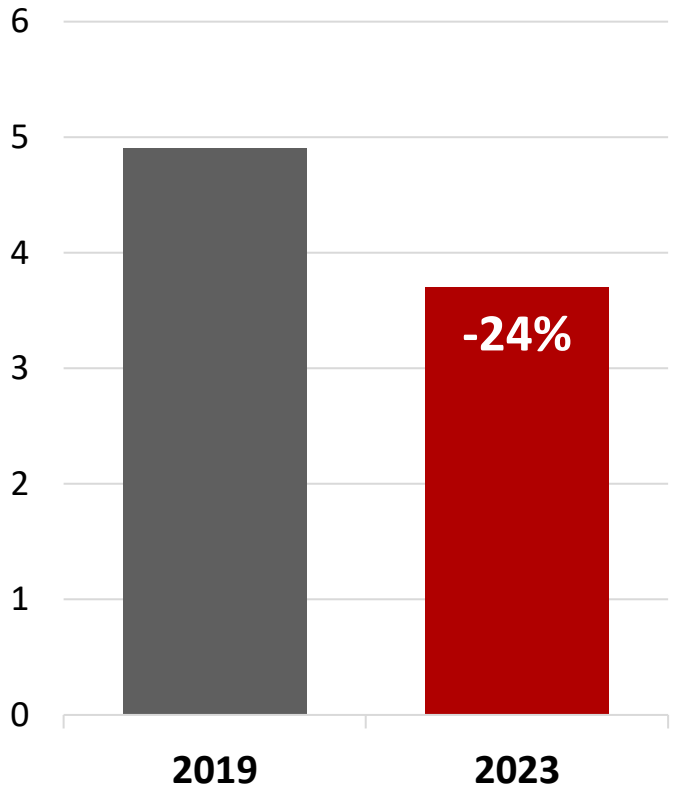
More Remote Work

Share of Households Receiving 1+ Deliveries (Mon-Thu)



More Food and Grocery Delivery

Bay Area Daily Trip Rates (All Adults)



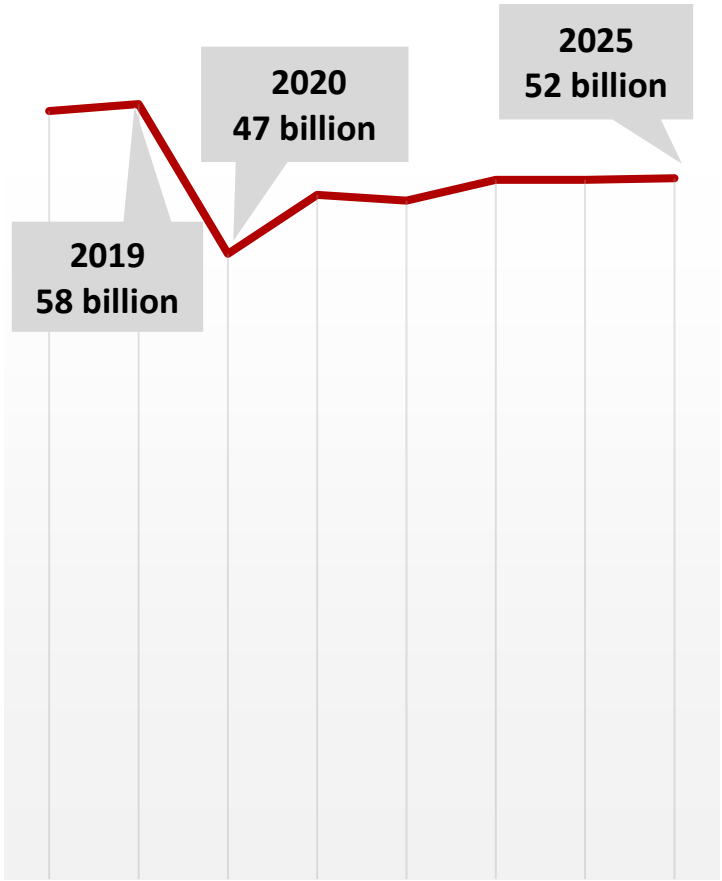
Fewer Trips

Source: MTC Bay Area Travel Study

Post-Covid Shifts in Travel Behavior Vary by Mode

Connected

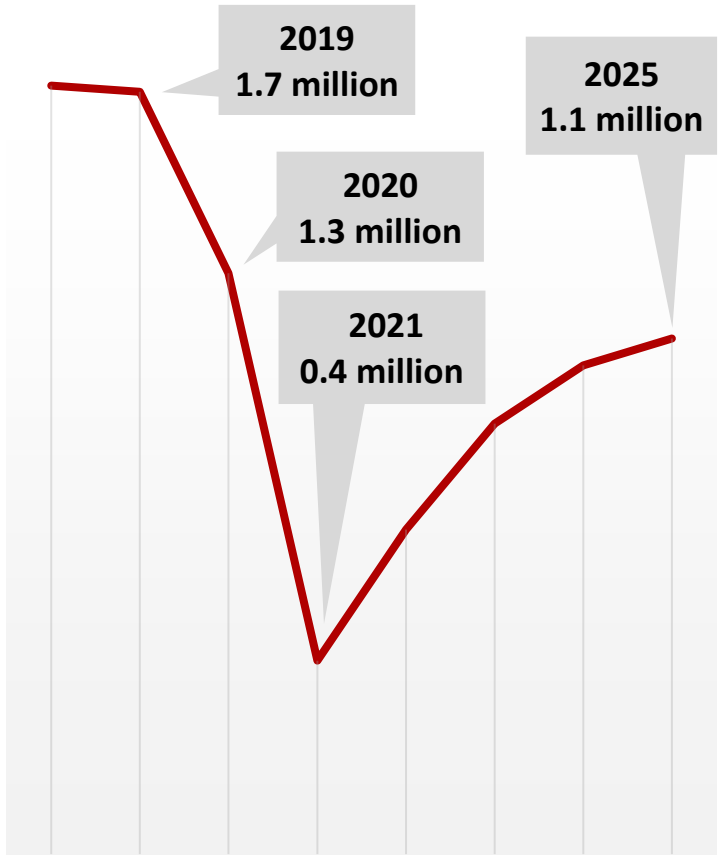
Total Annual Vehicle Miles Traveled



Driving Slowly Rebounding

Source: California Air Resources Board (EMFAC model outputs)

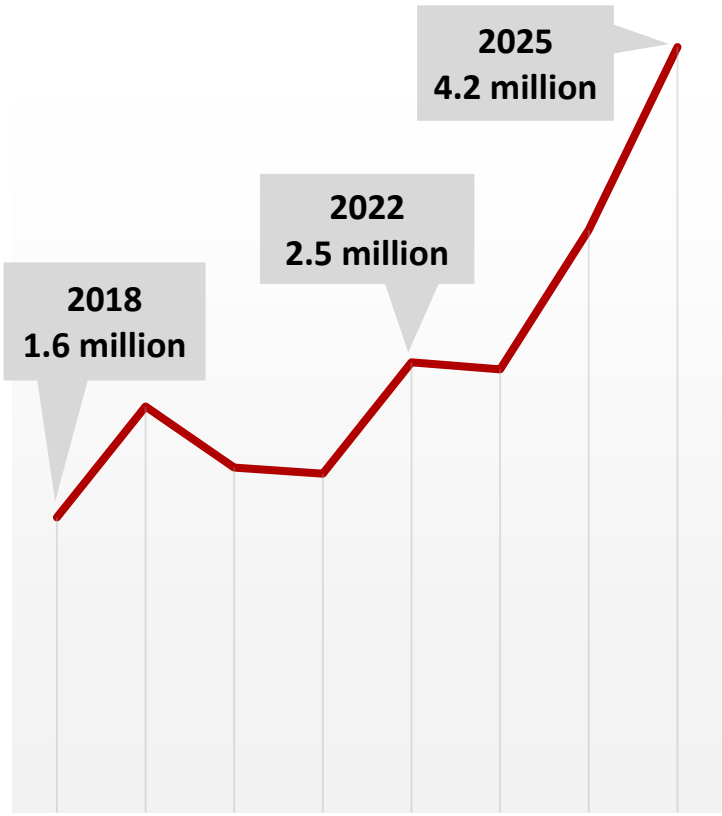
Transit Weekday Boardings



Transit Ridership Rising but Still Much Lower

Source: FTA National Transit Database

Annual Lyft Bike Trips

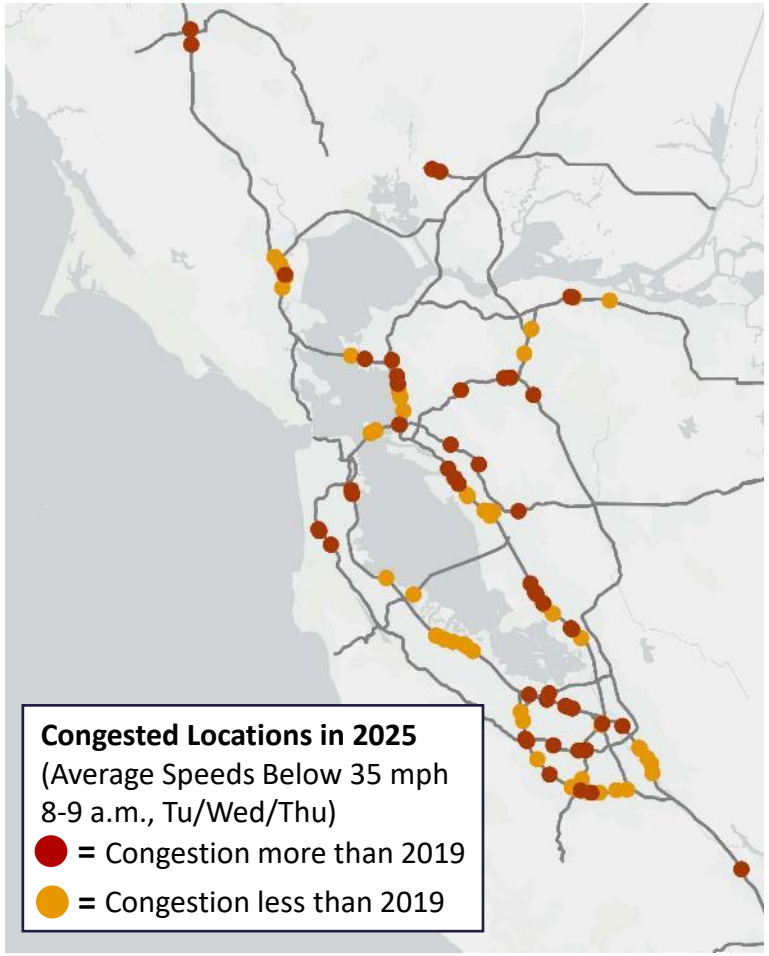


Lyft Bike Trips Growing Strong

Source: Lyft Ridership Data

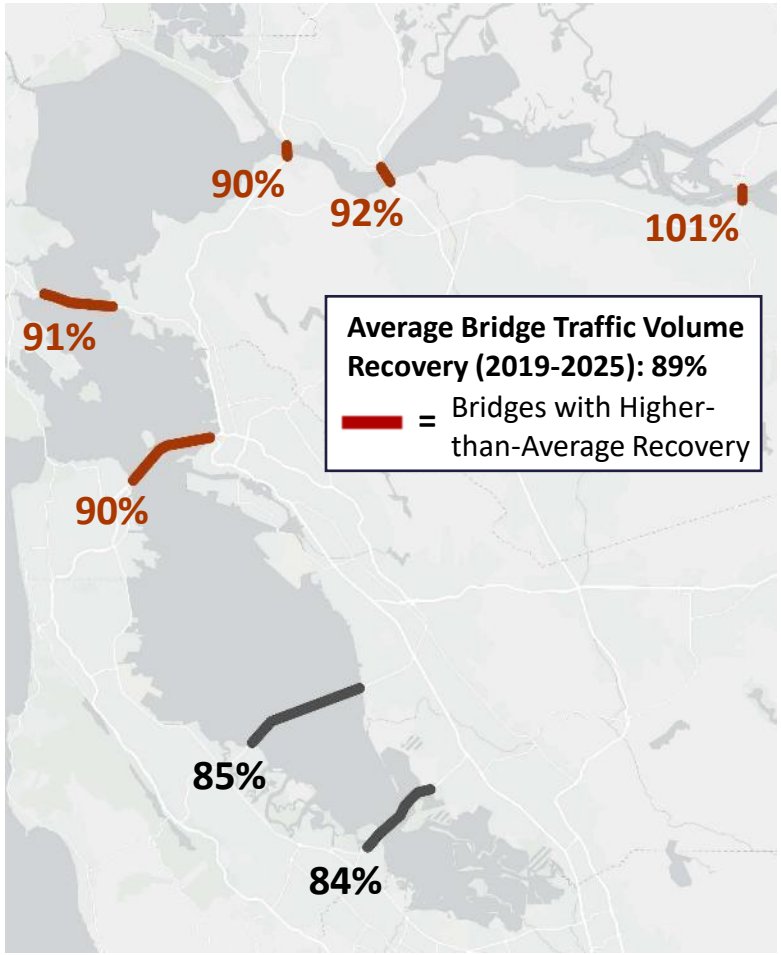
Post-Covid Shifts in Travel Behavior Also Vary by Geography

Connected



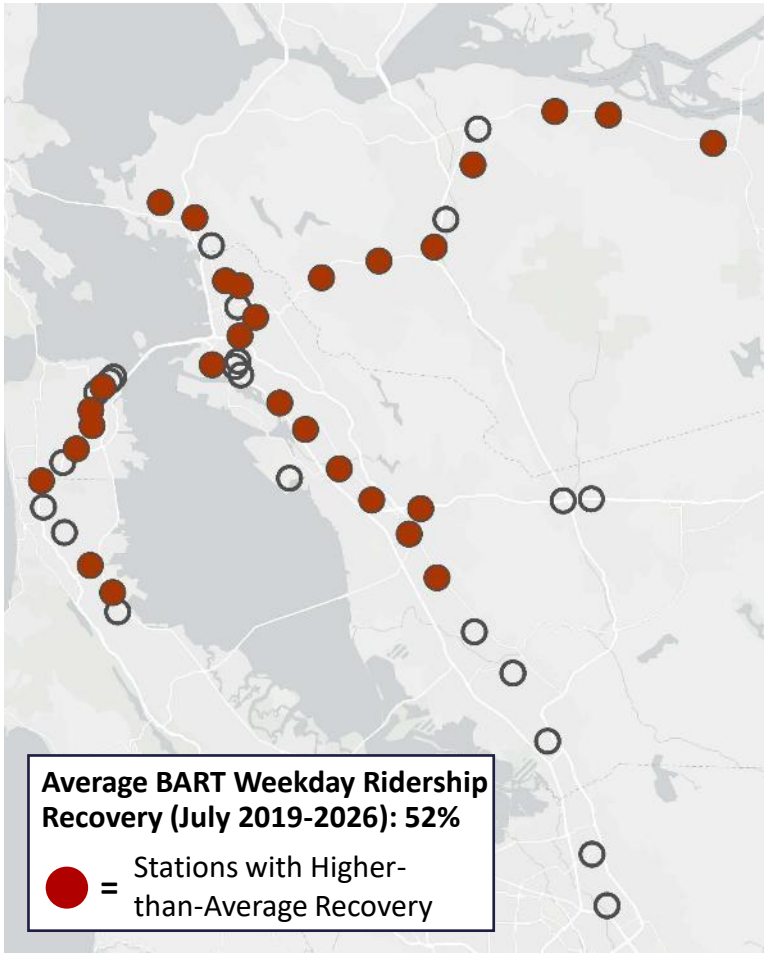
Peak-Period Congestion Worsening on Many Bay Area Freeways

Source: Caltrans PeMS Data



Northern Bridges Closer to Pre-Pandemic Traffic Levels

Source: MTC, Monthly Transportation Statistics



BART Stations Show Differing Levels of Recovery

Source: BART Ridership Reports

Where Growth Occurs Will Shape Future Connectivity

Connected

Transit-Rich Areas Contain:

53%
of jobs (2023)

32%
of residents (2024)

60%
of newly built housing (2018-2025)



Source: LEHD LODES 8 WAC, 2020 Decennial Census, HCD Housing Element APR Data
Note: Transit-Rich Areas are defined as Priority Development Areas (PDAs) and places near rail, ferry, or frequent bus service that are not already identified as PDAs.



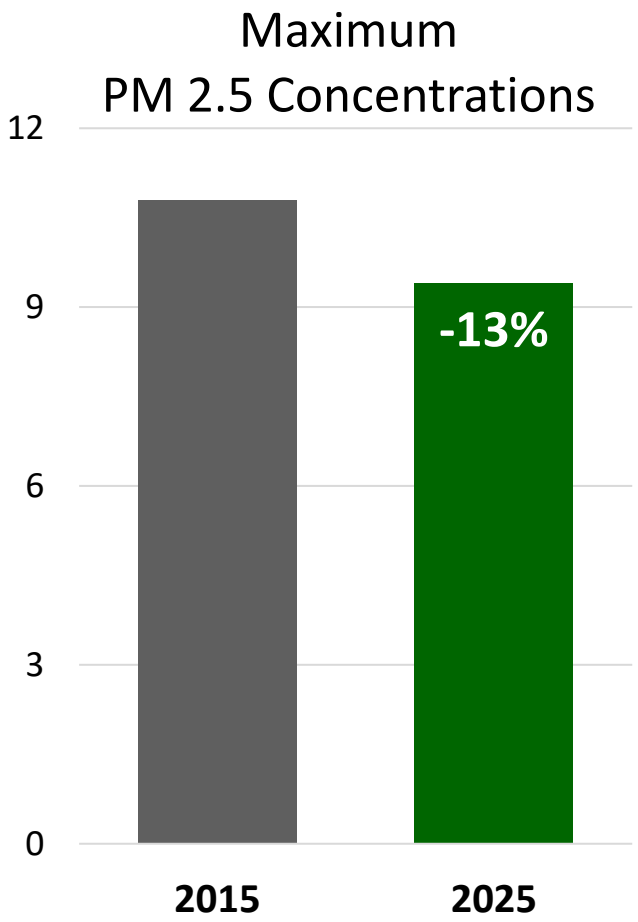
Guiding Principle: Healthy

What are the trends and risks affecting the region's ability **to become cleaner, safer and more resilient?**

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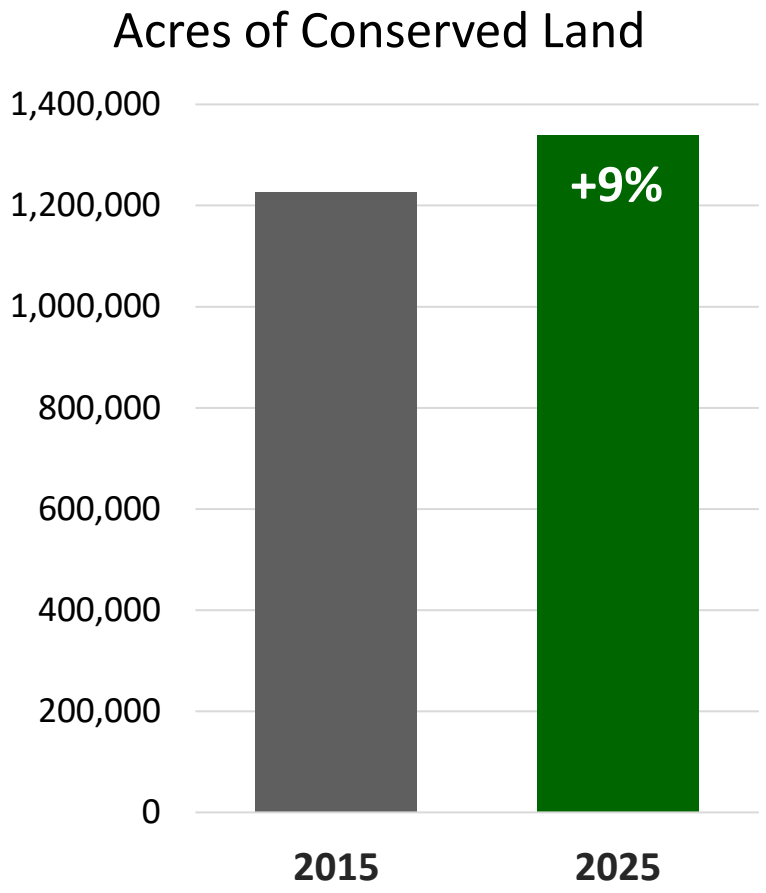
Photo: Ben Botkin

The Region Has Made Progress on Some Environmental Goals



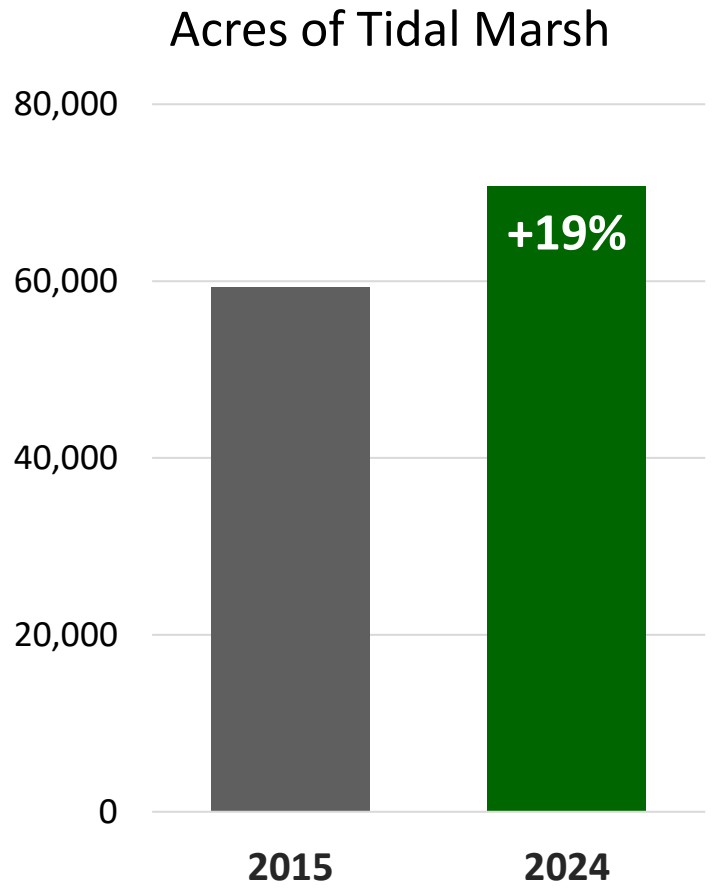
Reduced Air Pollution Exposure

Source: Bay Area Air District (PM2.5 Annual Design Values)
Notes: Chart shows the maximum annual design value (in µg/m3) across the 18 regional air quality monitoring sites.



Many Habitats Protected Through Conservation Efforts

Source: Conservation Lands Network (BPAD)

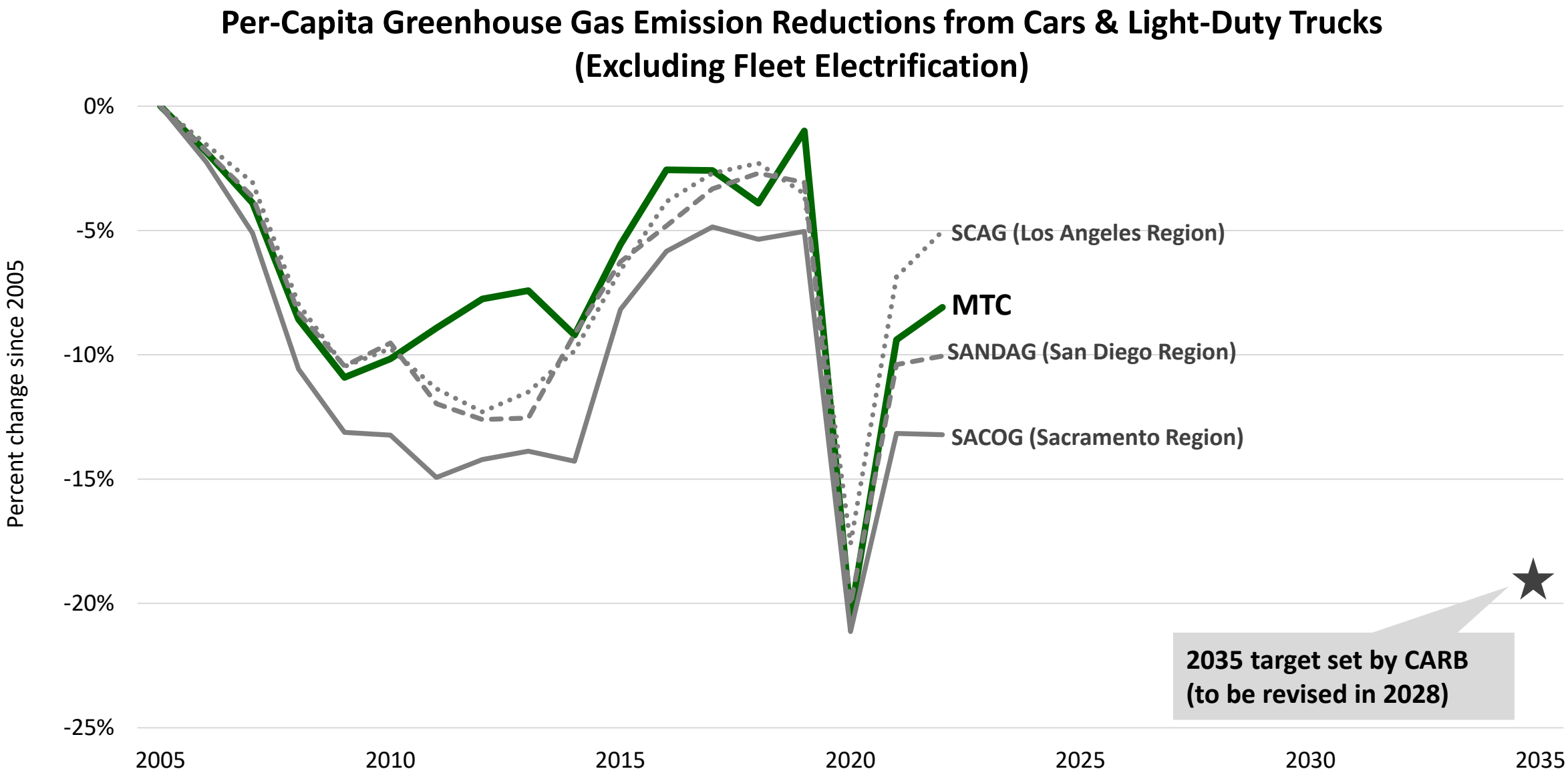


Substantial Restoration Progress Made in the Bay and Delta

Source: San Francisco Estuary Partnership (State of Our Estuary)

Transportation Emissions Remain Off-Track for 2035 Goals

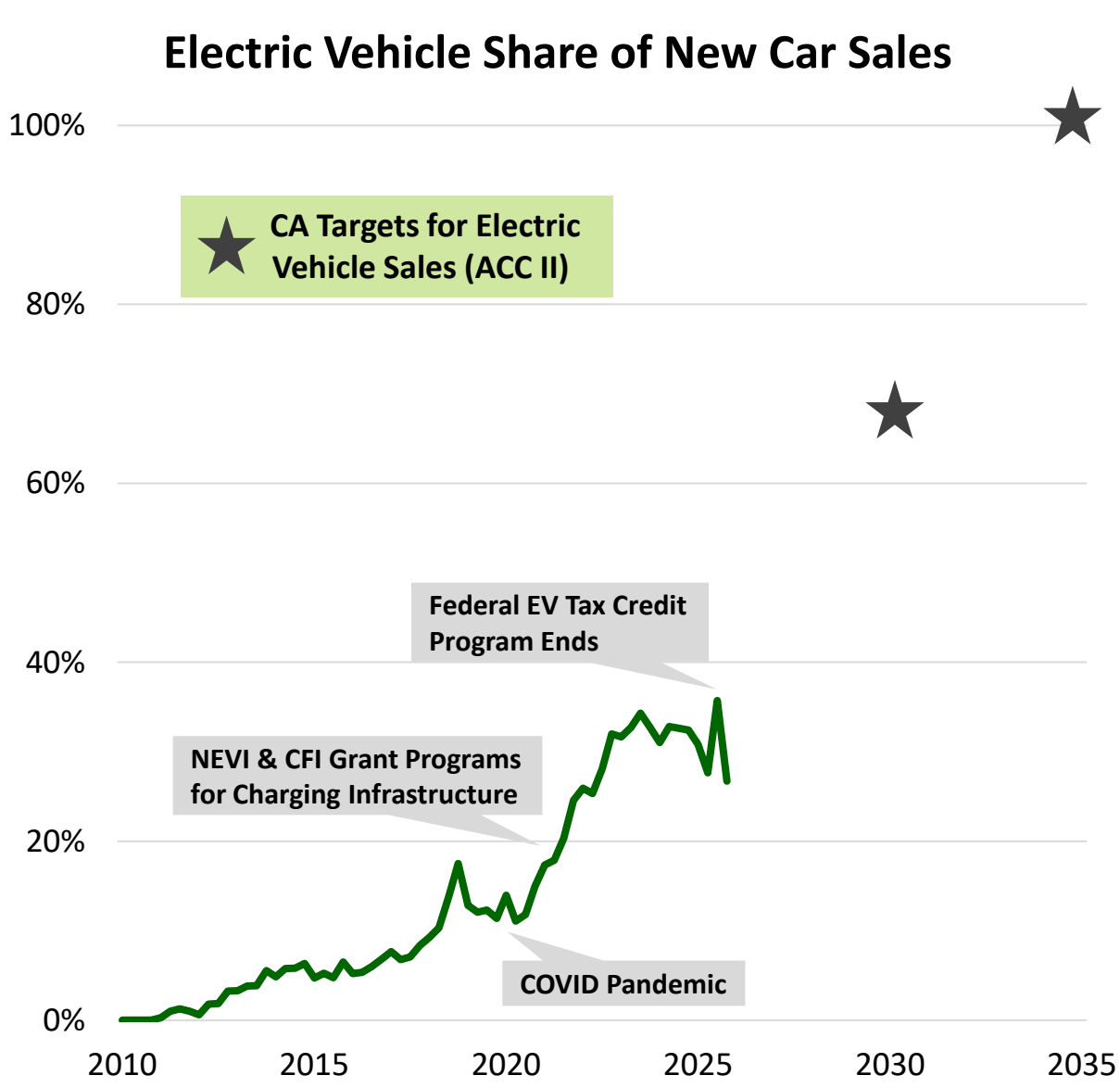
Healthy

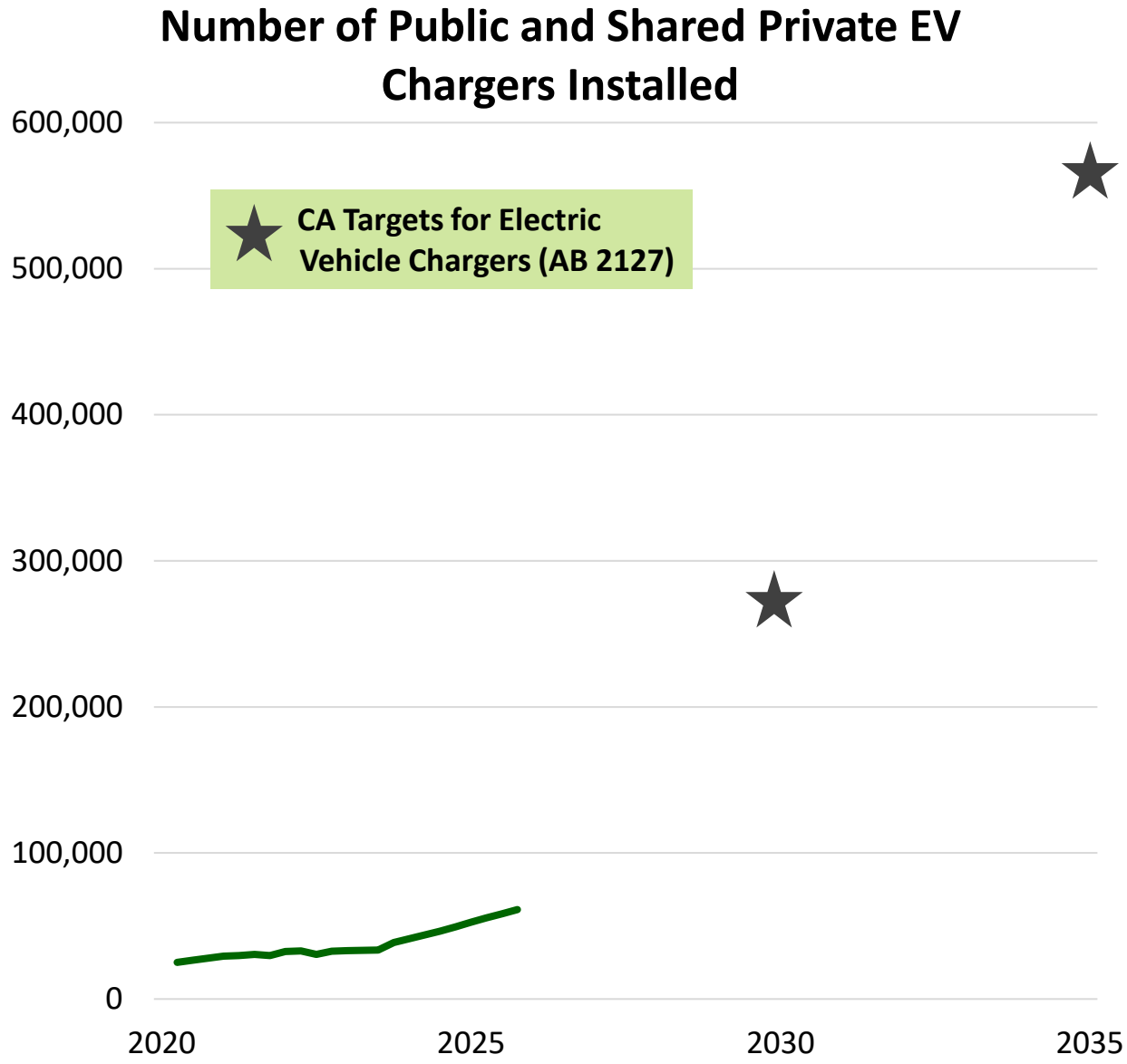


Source: California Air Resources Board (SB 150 Dashboard)

Electrification Is Advancing, but Meeting Targets Remains Uncertain

Healthy

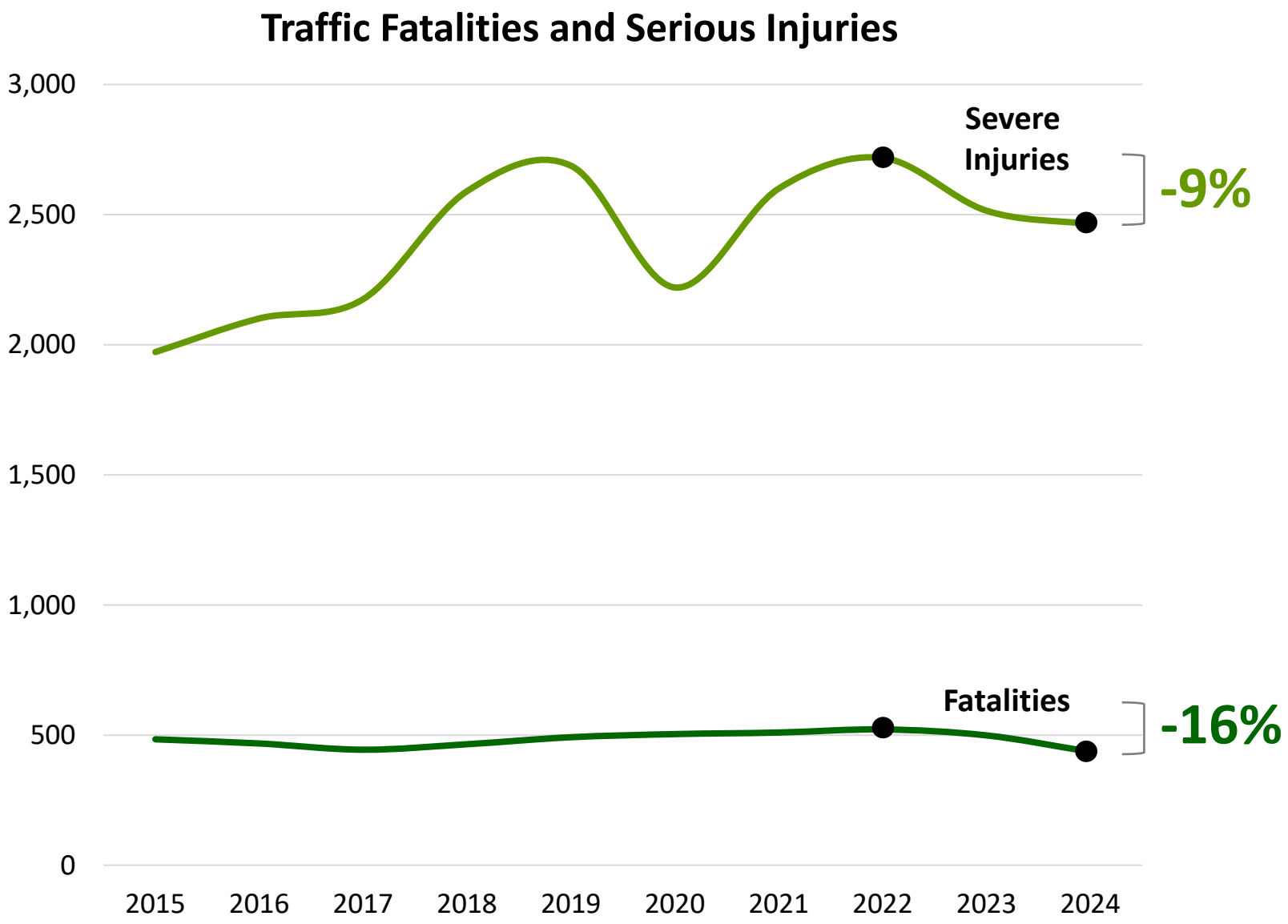




Sources: CEC ZEV and EV Charger Dashboards, AB 2127 Second Electric Vehicle Charging Infrastructure Assessment

Traffic Safety Has Improved Slightly, but Roads Remain Hazardous

Healthy



40%

of life-altering collisions involve pedestrians and bicyclists

2.0x

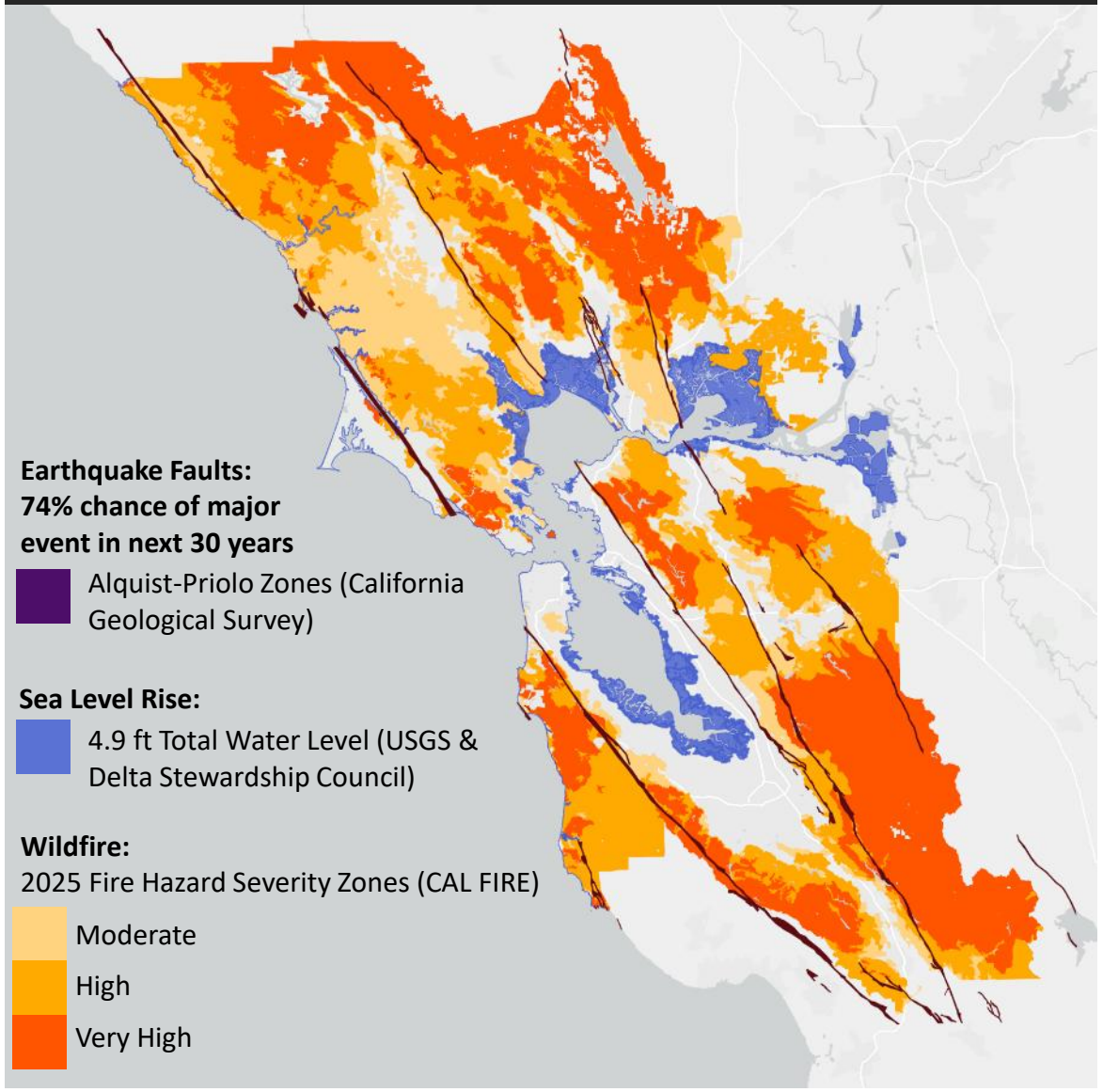
more collisions per sq mi in Equity Priority Communities than on average

Sources: SWITRS via TIMS (Injuries); NHSA FARS (Fatalities), MTC Bay Area Vision Zero Action Plan

Communities and Infrastructure Are at Risk from Natural Hazards

Healthy

Wildfire, Sea Level Rise & Fault Zones



Areas at risk of sea level rise contain:

4%
of residents (2024)
Marin – 17%
San Mateo – 17%

7%
of jobs (2023)
San Mateo – 37%
Marin – 23%

5%
of new housing (2018-2025)
San Mateo – 26%
Marin – 12%

Areas at risk of wildfires contain:

13%
of residents (2024)
Marin – 50%
Sonoma – 34%

5%
of jobs (2023)
Marin – 27%
Napa – 24%

9%
of new housing (2018-2025)
Marin – 44%
Solano – 33%

Source: USGS, CAL FIRE FHSZ, Delta Stewardship Council, ACS 5-year estimates (Table B01003), LEHD (LODES 8 WAC)
Notes: Areas at risk of wildfire include those in moderate, high, or very high Fire Hazard Severity Zones.



Guiding Principle: Vibrant

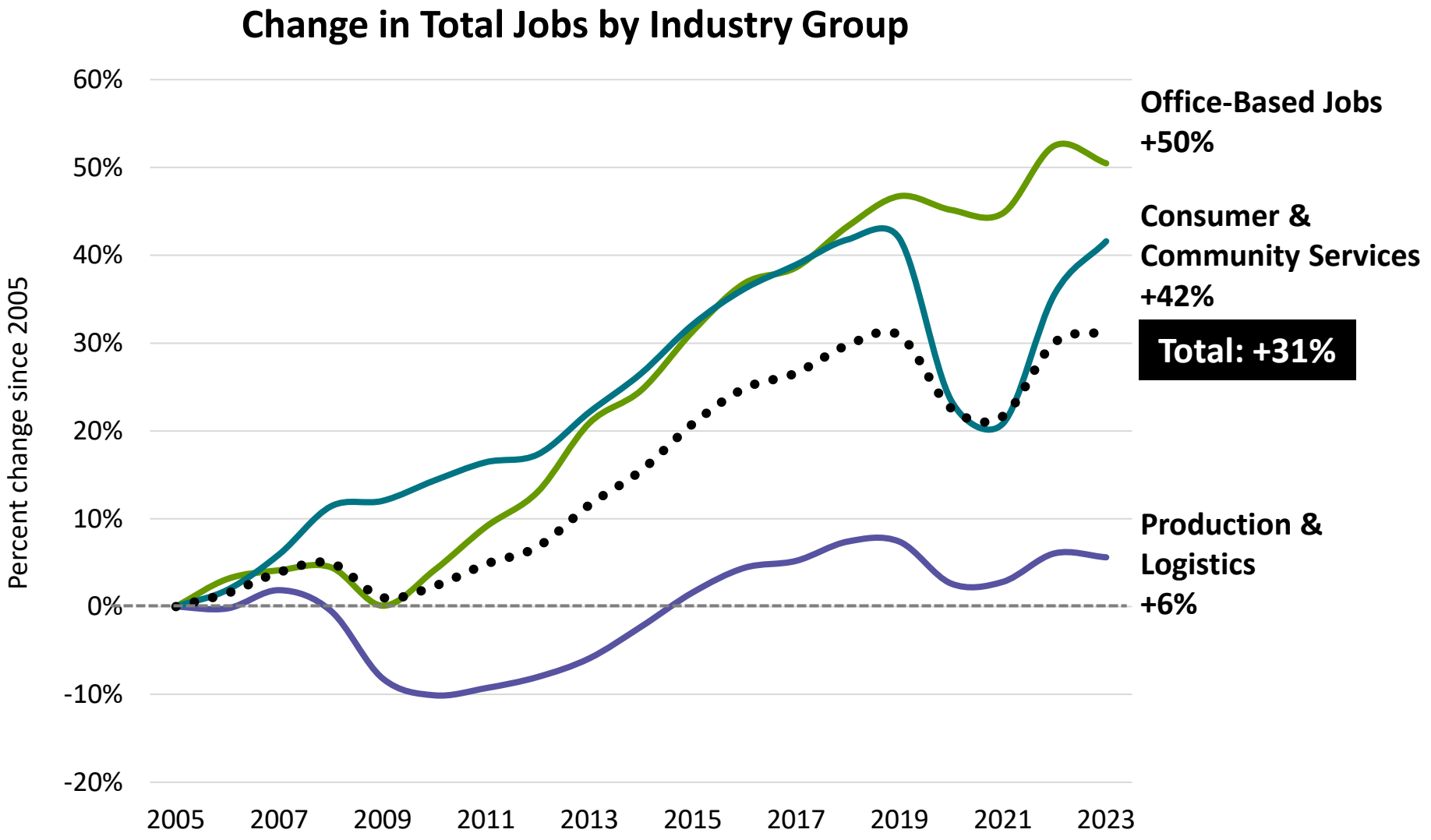
How has the Bay Area's economy changed across boom-and-bust cycles?



Photo: Karl Nielsen

The Economy Has Grown, Led by the Tech & Information Sector

Vibrant



Fastest Growing Sector:
Tech & Information

+173K jobs
(2005 – 2023)

Largest Sector:
Educational & Health Services

913K jobs
(2023)

Smallest Sector:
Farming & Agriculture

19K jobs
(2023)

Source: Vital Signs – LEHD (LODES 8 WAC)

Notes: Office-Based Jobs includes the following sectors: Tech & Information (+173%), Public Administration (+60%), Professional & Business Services (+46%), and Financial Activities (-2%);
Consumer & Community Services includes the following sectors: Educational & Health Services (+67%), Leisure & Hospitality (+26%), and Other Services (-16%);
Production & Logistics includes the following sectors: Construction (+20%), Manufacturing (+11%), Farming & Agriculture (-1%), and Trade, Transportation & Utilities (-1%)

Growth Has Been Concentrated in Particular Sectors and Subregions

Vibrant

Between 2005 and 2023, the number of jobs per working-age capita changed…



- ↗ Professional & Business Services
- ↘ Manufacturing



- ↗ Education & Health Services
- ↘ Farming & Agriculture



- ↗ Education & Health Services
- ↘ Farming & Agriculture

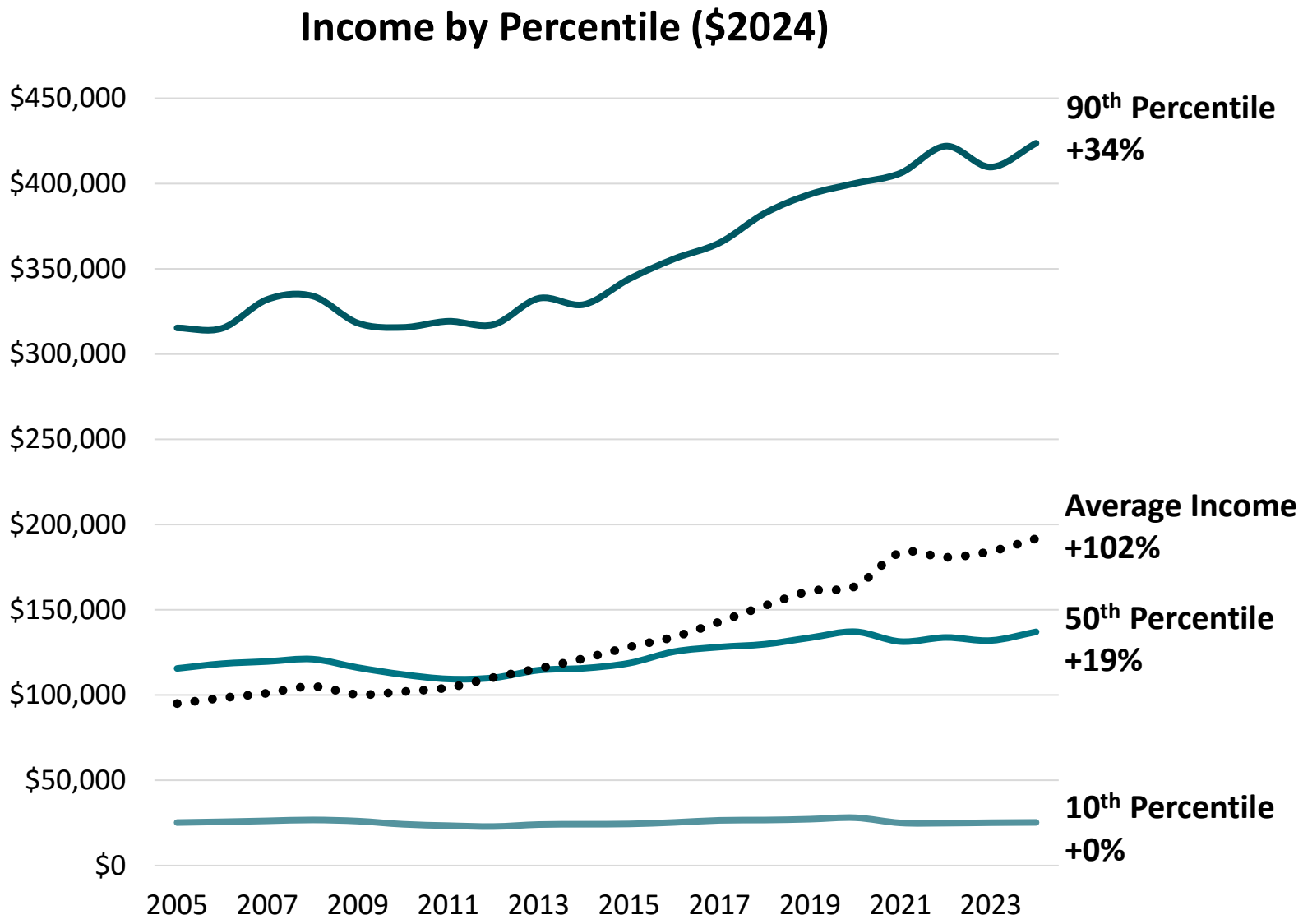


- ↗ Education & Health Services
- ↘ Tech & Information

Source: Vital Signs – LEHD (LODES 8 WAC), ACS 1-year estimates (Table B23001)
Notes: Workers are defined as those aged 16 years or older, not in the armed forces.

Economic Growth Has not Been Shared Evenly Across Groups

Vibrant



Income (2024) and Income Growth (2005-2024) by Race & Ethnicity

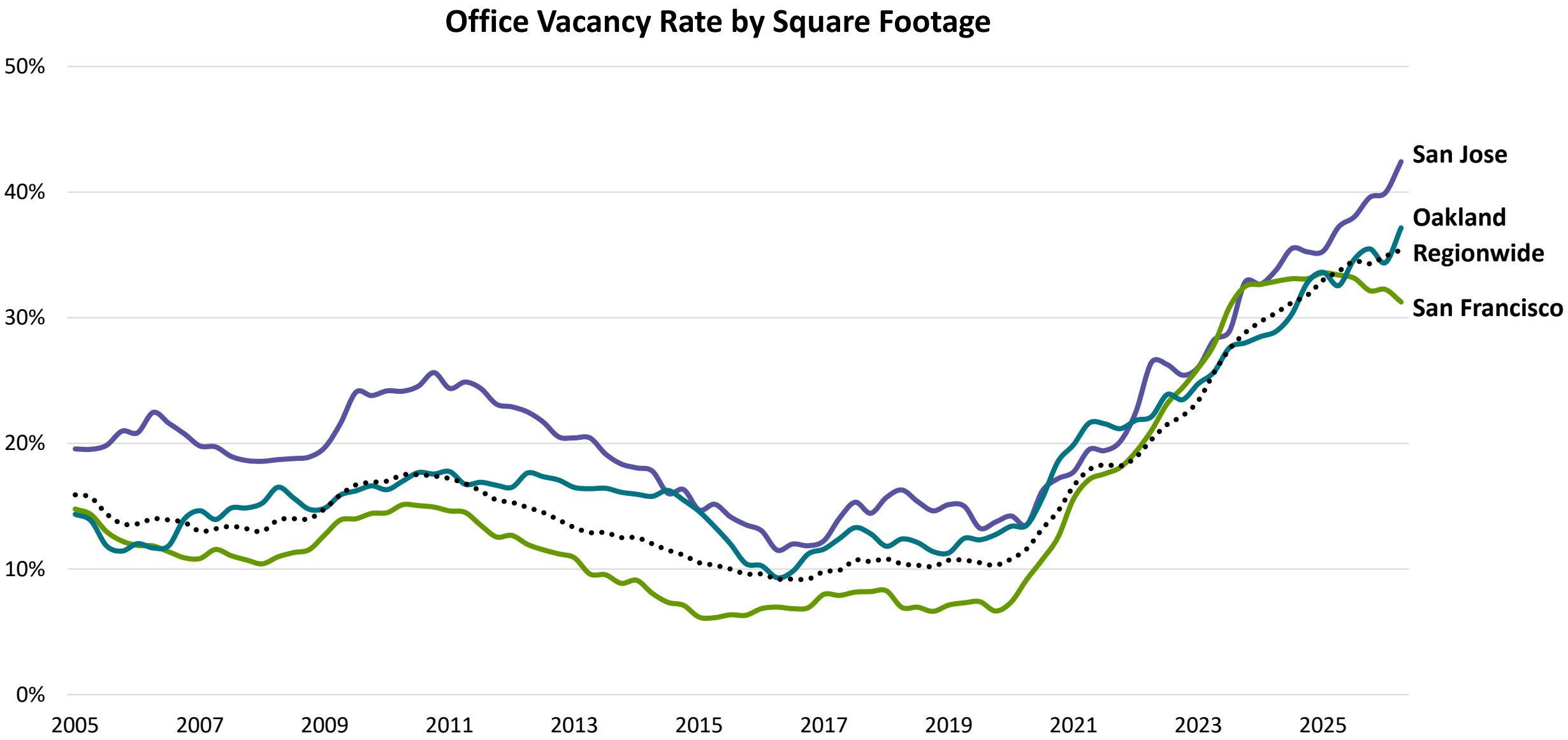
$178K	Asian & Pacific Islander (+36%)
$151K	Multiple Races (+17%)
$123K	Non-Latino White (+16%)
$101K	Latino (+17%)
$92K	Other Races (+7%)
$80K	Black (+9%)

Source: Vital Signs – ACS (Public Use Microdata Sample), ACS 1-year estimates (Tables B03002, B19013, B24031), BLS Consumer Price Index

Notes: County-based data on median income by race and ethnicity were aggregated to the regional level using population-weighted averages. Racial groups include Latino and non-Latino individuals, except White, which is non-Latino White individuals only. All values have been inflation-adjusted to 2024 dollars.

While Job Growth Continues, Demand for Office Space Remains Low

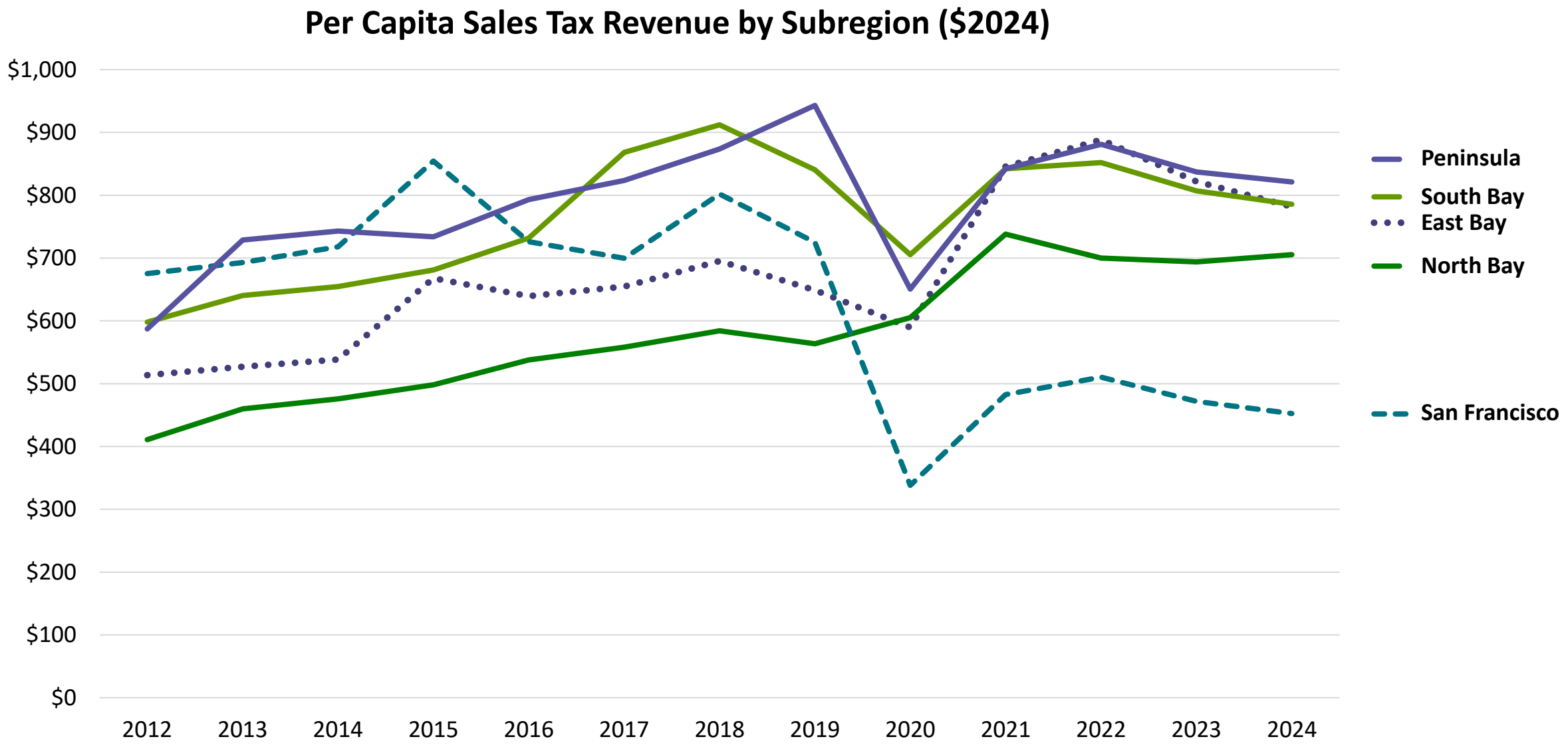
Vibrant



Source: CoStar Vacancy Data

Sales Tax Revenue Growth Has Varied Across Counties

Vibrant



Source: CA Dept of Tax and Fee Administration (Tables 21A, 21B, 21C), BLS Consumer Price Index

Notes: Taxes shown here include the local Bradley-Burns tax, county transportation taxes, and district taxes. For districts spanning multiple counties, tax revenue distribution was split evenly among the counties. All values have been inflation-adjusted to 2024 dollars.



Guiding Principle: Diverse

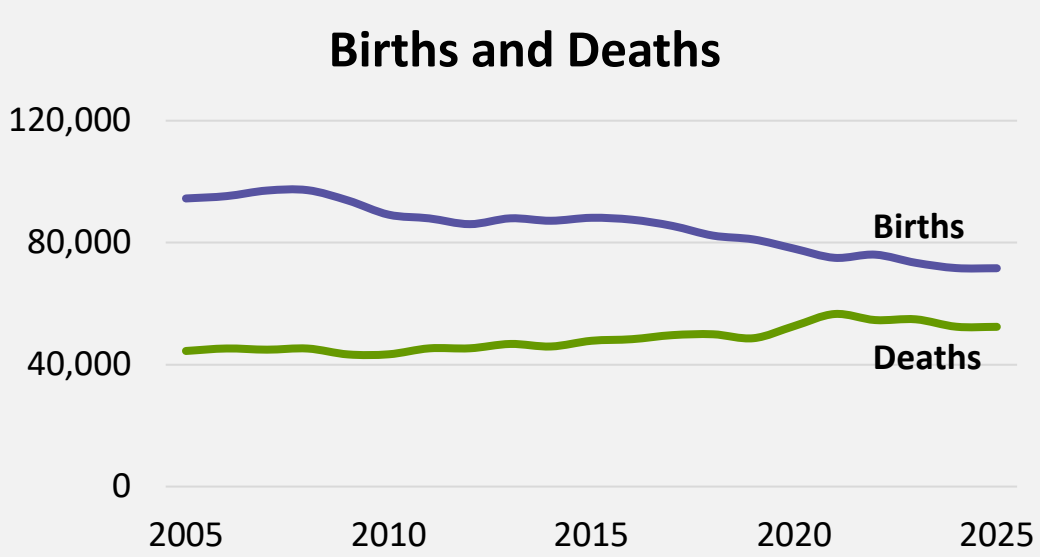
How has the region's socio-economic landscape changed?

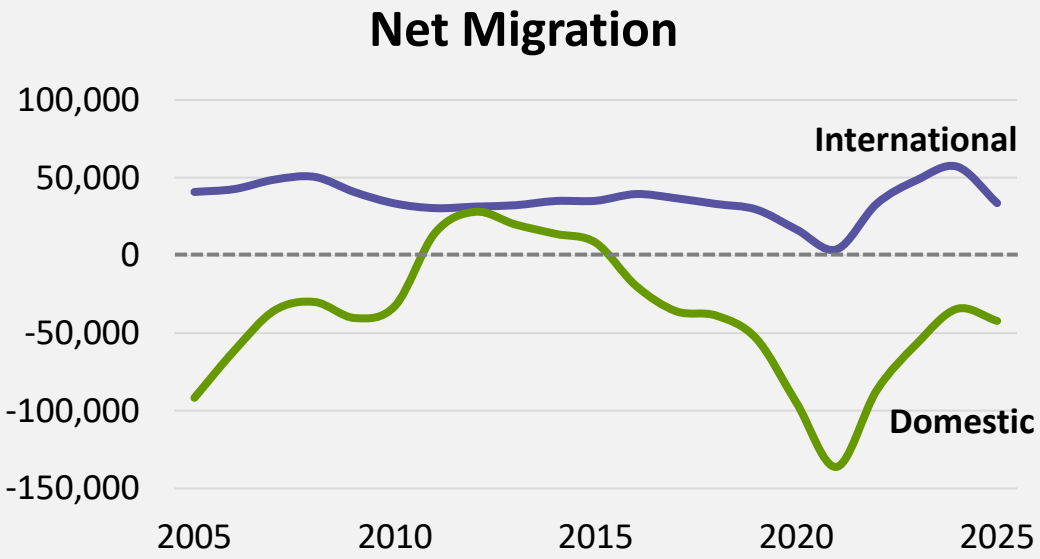
ASSOCIATION OF BAY AREA GOVERNMENTS
METROPOLITAN TRANSPORTATION COMMISSION

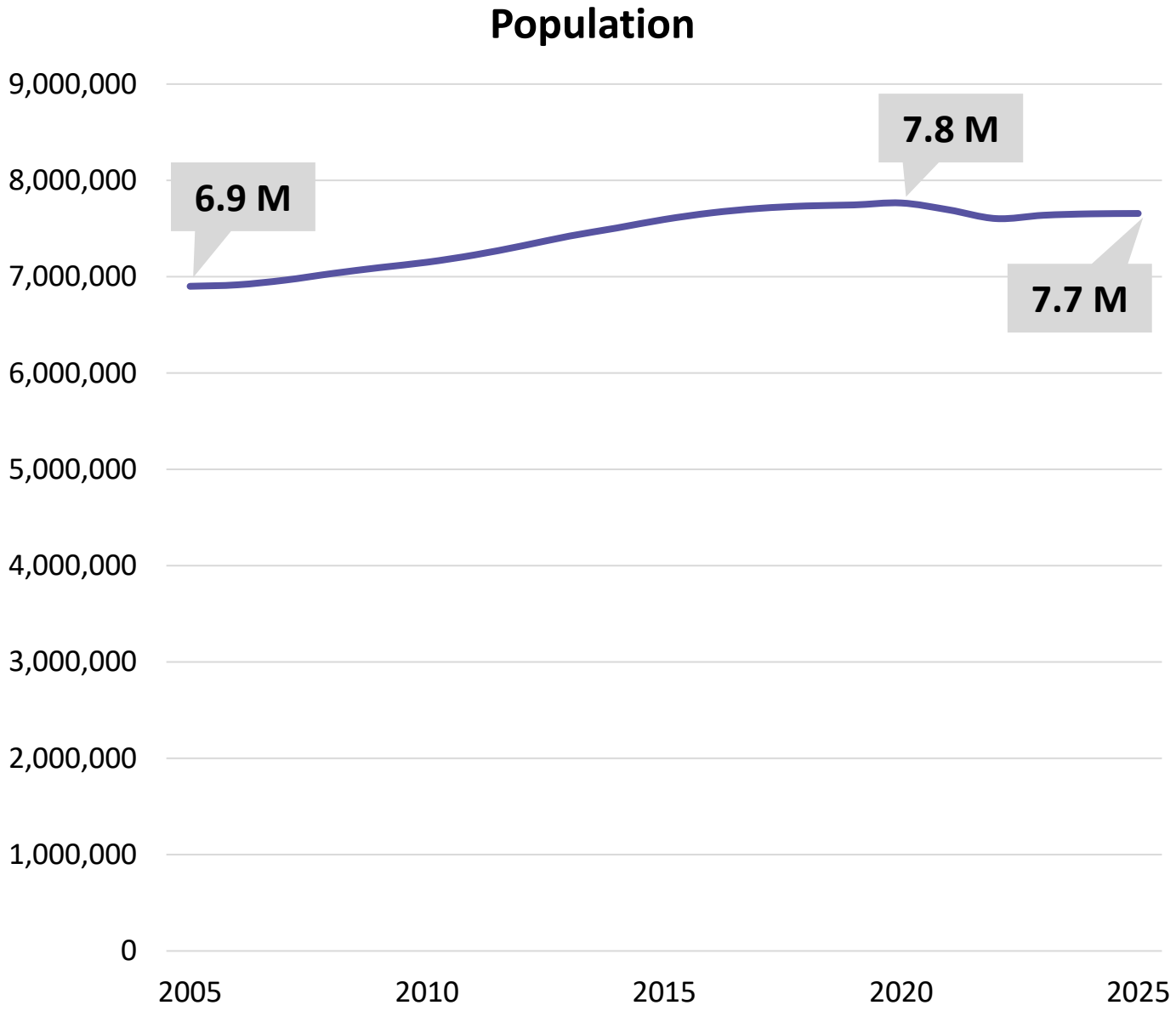
Photo: Noah Berger

While the Population Is Rising, Growth Has Slowed in Recent Years

Diverse



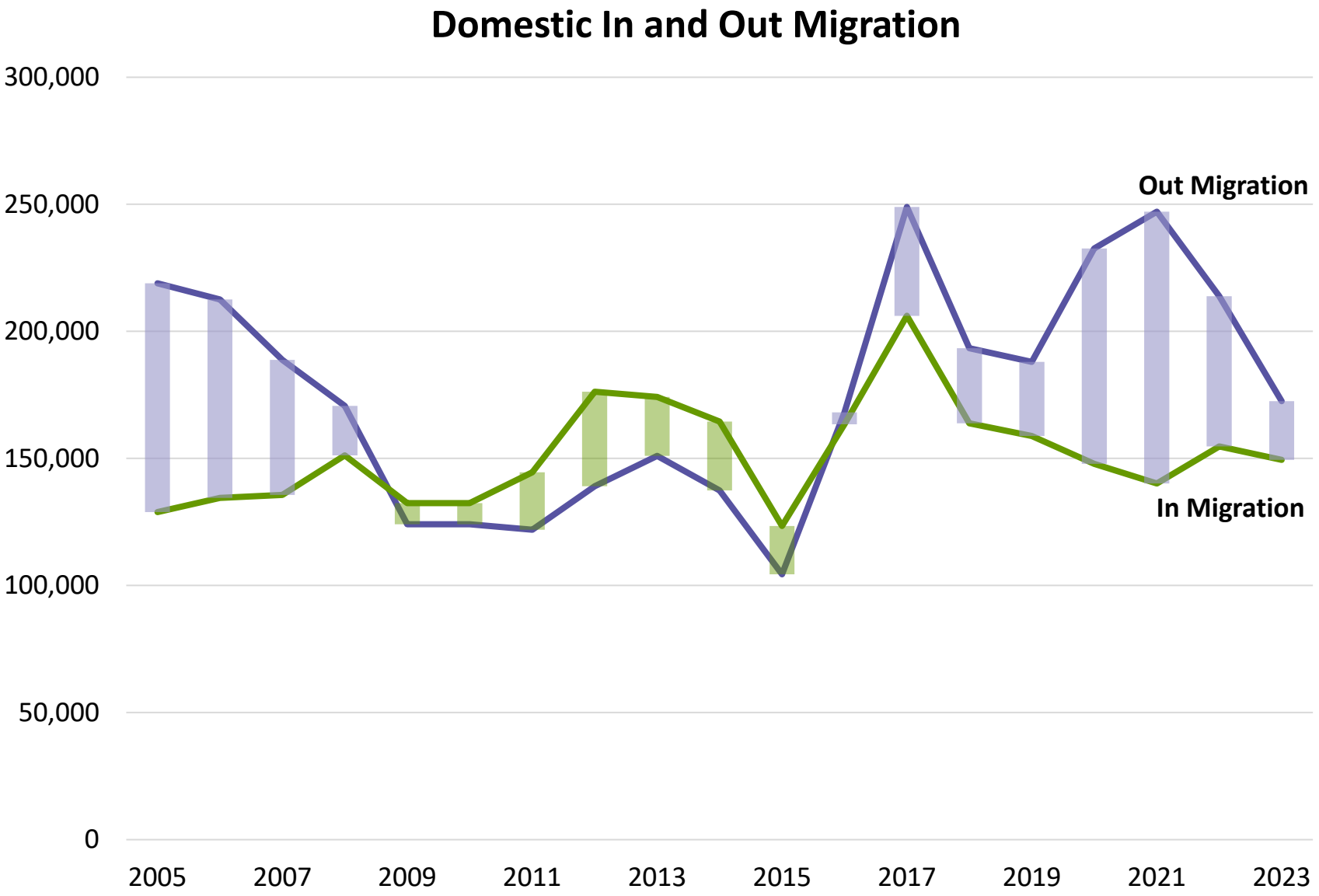




Source: Department of Finance (Tables E-2, E-4)

Domestic Out Migration Is Driving the Recent Slowdown

Diverse



For international immigrants…

63%
come from Asia
(+7% since 2010)

22%
come from Latin America
(-8% since 2010)

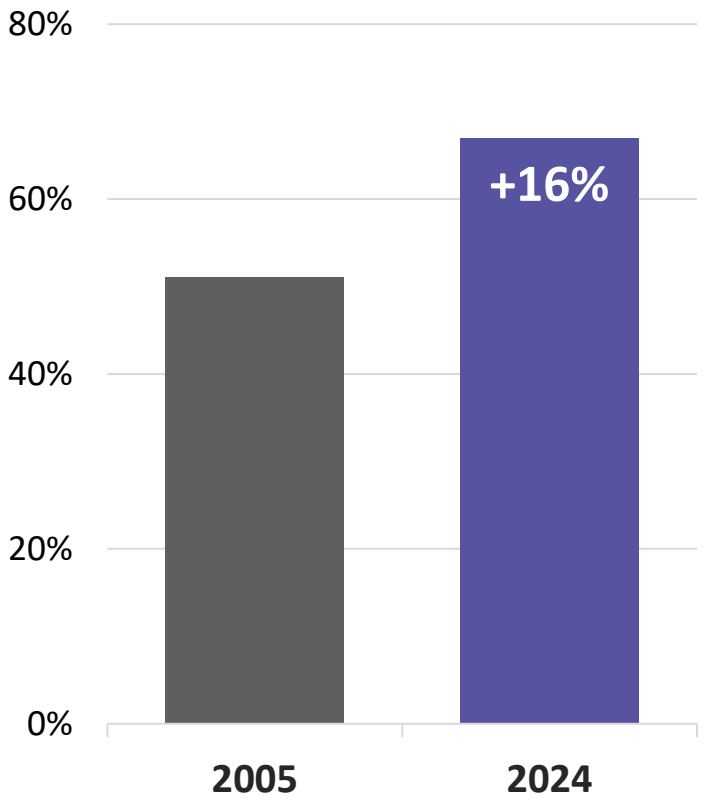
8%
come from Europe
(+0% since 2010)

Source: IRS (SOI Tax Stats – Migration Data), ACS 5-year estimates (Table B05015)

The Region's Population Has Become More Diverse and Older

Diverse

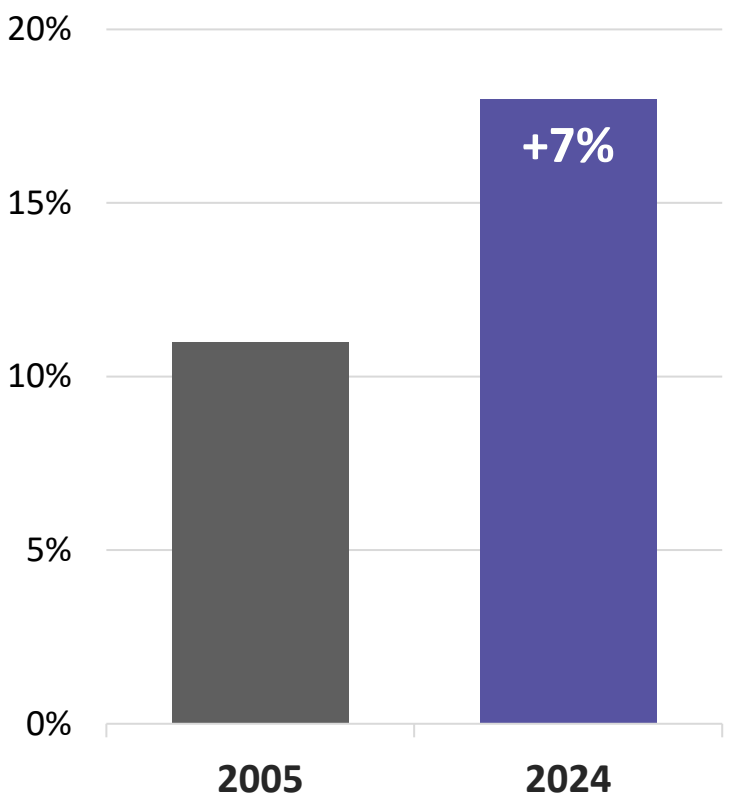
Non-White Population



Increased Racial & Ethnic Diversity

Source: ACS 1-year estimates (Table B02003)

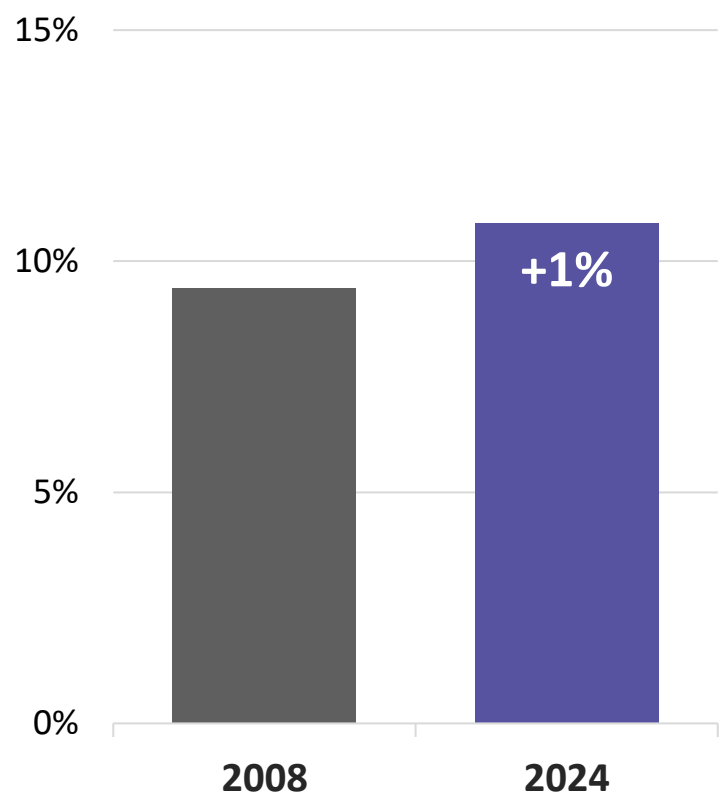
Senior (65+) Population



Growing Senior Population

Source: ACS 1-year estimates (Table B01001)

Population with Disabilities



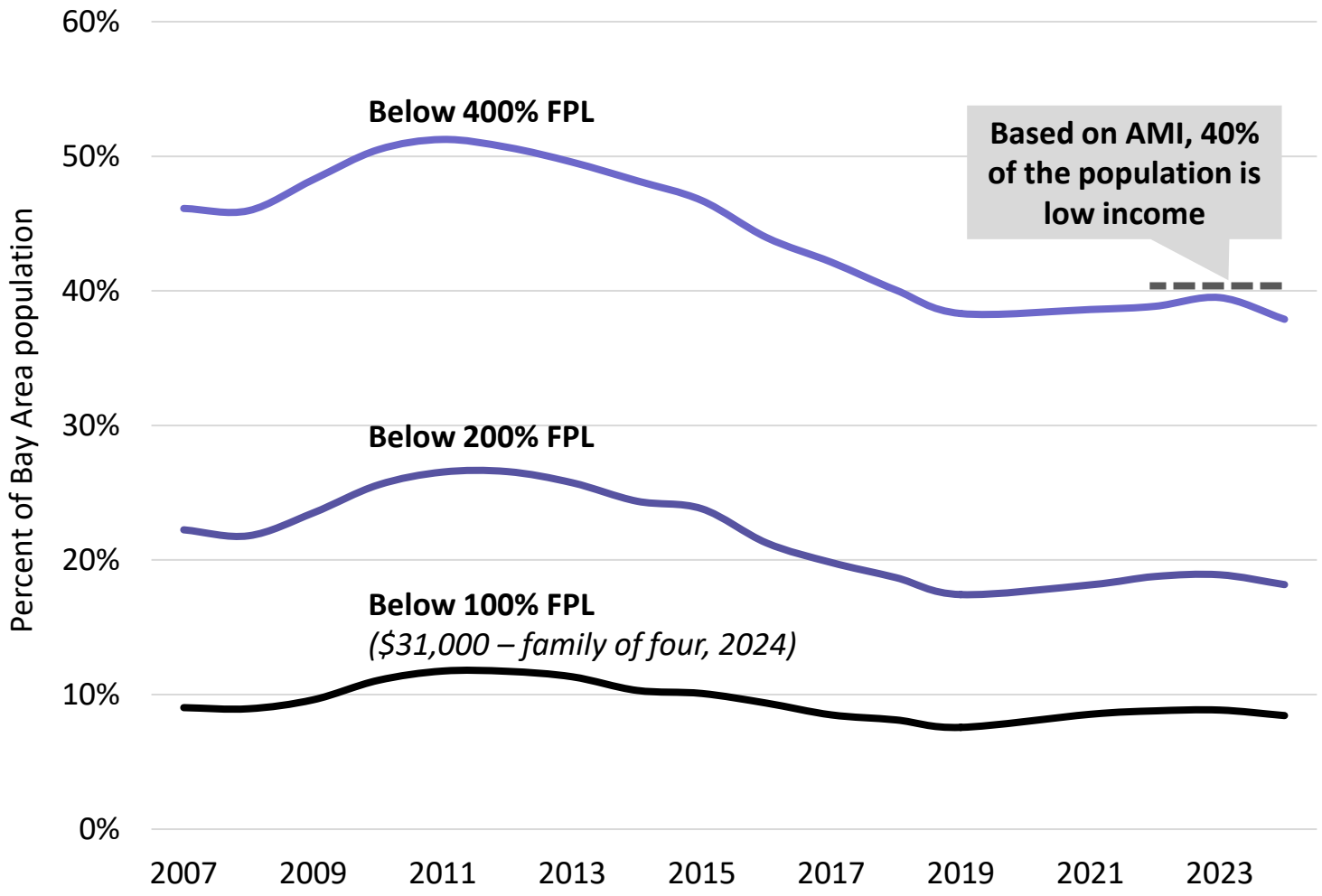
10% Population Share with Disabilities

Source: ACS 1-year estimates (Table B18101)

Poverty Rates Have Declined, but Mask the High Cost of Living

Diverse

Share of Population Below Federal Poverty Level Limits



Source: ACS 1-year estimates (Tables C17002, S1701, C18131)

Share Below 100% Federal Poverty Level:

17% of Black people

11% of Latino people

10% of seniors

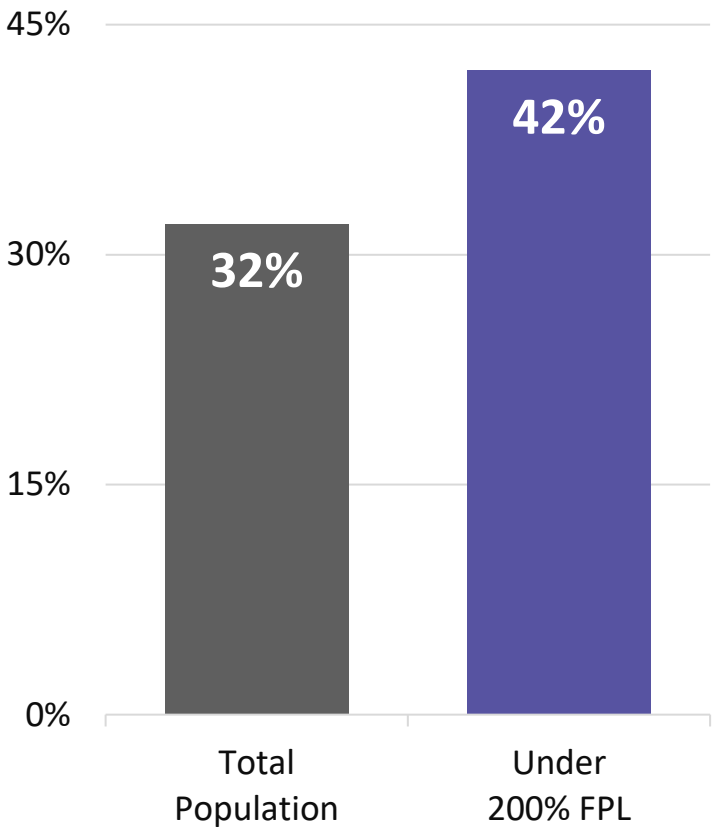
17% of people with disabilities

compared to **8%** of total population

Residents With Low Incomes Experience Mixed Outcomes

Diverse

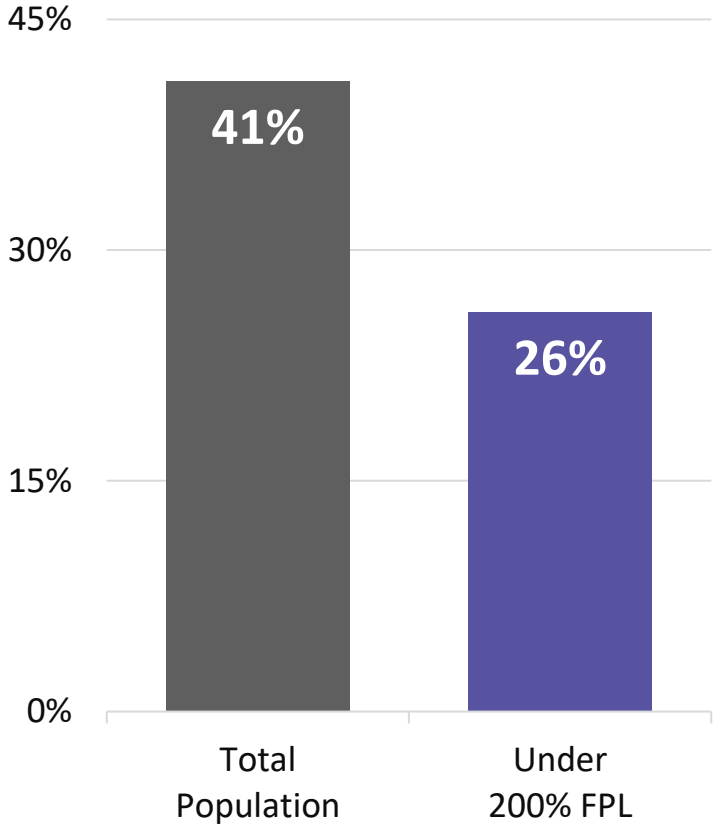
Share of Population in Transit Rich-Areas (2024)



Greater Access to Public Transit

Source: ACS 1-year estimates (Table C17002)

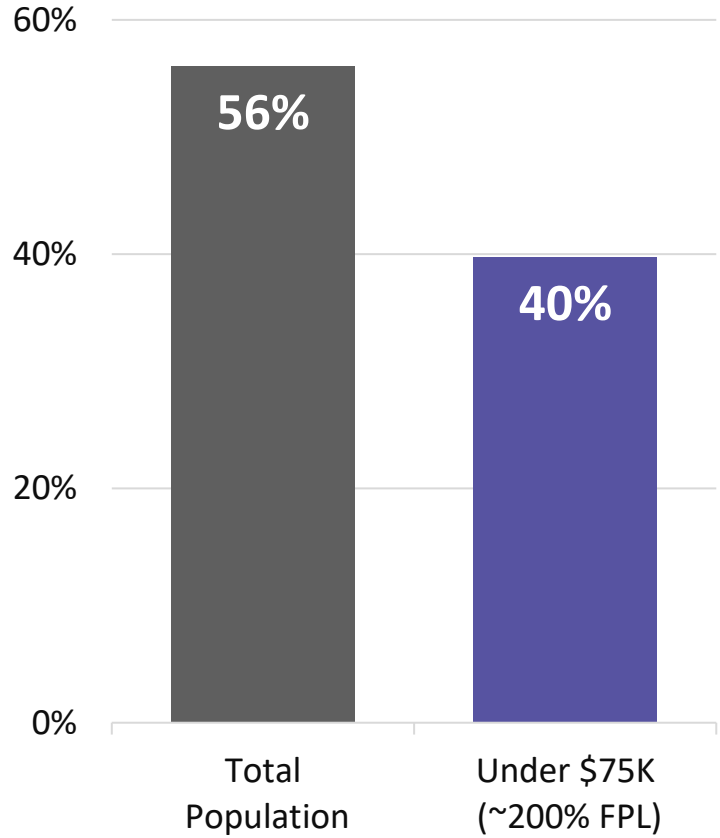
Share of Population in High-Resource Areas (2024)



Lower Access to High-Resource Areas

Source: ACS 1-year estimates (Table C17002)

Home Ownership (2024)



Lower Home Ownership Rates

Source: ACS 1-year estimates (Table B25118)

Grounding Future Plans in Today's Realities: Key Takeaways



High housing costs — compounded by other rising costs — continue to make life unaffordable for many residents.



Transportation needs have evolved post-pandemic, with changing volumes and persistent congestion.



The region has made progress toward some **environmental goals**, but traffic safety, climate change and natural hazards continue to pose risk.



The region has **recovered pandemic-era job losses** and the average income has risen, but those gains have been uneven.



The region has become increasingly diverse, however, residents with low incomes continue to experience barriers to opportunity.

Discussion Questions

- **Which trends and conditions are most important to the future of Bay Area residents?**
- **Which additional data trends or qualitative experiences are important to consider?**
- **How could these trends and conditions shape the Vision and Guiding Principles for Plan Bay Area 2060?**

Next Steps

- **Fall/Winter:** Ongoing engagement to revisit the plan's Vision and Guiding Principles.
- **Fall/Winter:** Updates on Foundations and Outlook phases of Plan Bay Area 2060.
- **Winter 2027:** Update on Plan Bay Area 2060 Vision and Guiding Principles.

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

October 2, 2026 **Agenda Item 5b-26-2092**

Update on State and Federal 2026 Legislative Sessions

Subject:

Overview of outcomes related to MTC-ABAG's 2026 Legislative Advocacy Program priorities.

Overview:

The 2026 state legislative session was shaped by affordability concerns, continued budget constraints, and federal funding and policy uncertainty. MTC-ABAG's advocacy focused on securing a Bay Area transit loan to mitigate near-term service cuts at BART, SF Muni, AC transit and Caltrain, advancing our co-sponsored sustainable communities strategy (SCS) modernization bill, SB 1087 (Cabaldon), securing dedicated funding for the Bay Area Housing Finance Authority (BAHFA), protecting transit and housing funding amid unexpected changes to the state's Cap-and-Invest program and supporting policies and programs to advance Plan Bay Area 2050. The outcomes of several policy bills remain unknown at the time of this writing, as the Governor has until September 30 to sign or veto bills. This memo highlights key legislative outcomes in 2026.

SB 1087 (Cabaldon): Sustainable Communities Strategies Modernization

MTC-ABAG co-sponsored SB 1087 (Cabaldon) with our Big 4 metropolitan planning organization (MPO) partners to modernize the SCS statute. The measure advanced multiple statutory changes to achieve the agency's three objectives and garnered support from more than 80 organizations, including housing advocates, environmental organizations, business associations and county transportation agencies. As of the writing of this memo, the bill is on the Governor's desk for signature.

Transportation Funding

MTC's highest transportation funding priority this legislative session was securing funding for transit operations and capital programs. In January, Governor Newsom, the Department of Finance (DOF) and MTC reached an agreement on a $590 million transit operating loan to avert major service cuts at BART, SF Muni, AC Transit and Caltrain via the early action transportation trailer bill Assembly Bill (AB) 117.

Transit Funding from Cap-and-Invest

Cap-and-Invest funding was the other major focus of transportation budget advocacy. The Cap-and-Invest expenditure plan was developed amidst a constrained funding environment, which contributed to negotiations extending until late August. One factor contributing to the limited funding availability was the California Air Resources Board's (CARB) May 29, 2026, adoption of amendments to the Cap-and-Invest program, which reduced projected Greenhouse Gas Reduction Fund (GGRF) revenues beginning in 2027.

Despite this constrained funding environment, the final budget package included a $420 million augment for SB 125 and Cap-and-Invest "Tier 3" programs, including the Affordable Housing and Sustainable Communities Program (AHSC), Transit and Intercity Rail Capital Program (TIRCP), and Low Carbon Transit Operations Program (LCTOP). Of this, $230 million was directed for transit via SB 125, a top Bay Area priority. The Bay Area's share is dedicated by MTC for BART Transbay Core Capacity and BART to Silicon Valley Phase 2.

Other Cap-and-Invest Funding

The final budget also included modest augments to AHSC and the AB 617 Community Air Protection Fund, but not TIRCP or LCTOP, and forecasts a higher *baseline* for GGRF funding compared to the adopted FY 2026-27 budget, reflecting stronger-than-expected auction proceeds from the most recent Cap-and-Invest program auction.

BAHFA Funding

MTC-ABAG formed a coalition with the Los Angeles and San Diego regional housing finance authorities to advocate for $32 million from the state's General Fund for the three **r**egional housing funding agencies, with strong support from more than 90 organizations. The final budget appropriated $17.25 million, with $6.75 million provided for BAHFA to support its new mixed-income financing loan program, expand the Doorway Housing Portal and generally support "large scale solutions" to the Bay Area's housing challenges.

State Housing Bond

The MTC-ABAG-supported SB 417, the Veterans and Affordable Housing Bond Act placed an $11.25 billion bond on the November 2026 ballot as Proposition 1 (also supported by MTC-ABAG). If approved by voters, BAHFA will be eligible to administer a portion of a new $200

million Community Anti-Displacement and Preservation Program. SB 1091 (Caballero), currently on the Governor's desk, provides further details for how the preservation program will work. In addition, BAHFA may also be eligible to access the $200 million Local Housing Trust Fund Matching Grant program.

Other Affordable Housing Funding

To fill the gap before bond funds may become available, the FY 2026-27 state budget appropriated $500 million to the Low Income Housing Tax Credit program, $200 million to the Multifamily Housing Program, and $100 million to a disaster rebuilding fund. The Homeless Housing, Prevention and Assistance Program (HHAP) also received $900 million for grants to local agencies.

MTC-ABAG Position Bills

MTC-ABAG took positions on 10 policy bills and sustained support for the two 2025 housing bond bills. Of those 12 bills, six are on the Governor's desk, one wassigned into law, one was merged into another bill, and one was held in committee. The three bills we opposed died in committees. In addition, MTC-ABAG provided technical assistance on more than a dozen bills, including the early budget action on the Bay Area transit loan, and bills related to e-bikes, active transportation, tolling, and Regional Housing Needs Allocation guidelines.

Federal Advocacy

MTC continued to advocate for inclusion of our surface transportation reauthorization priorities in the next surface transportation bill, including sustaining the Bay Area's transportation formula funds. MTC also secured introduction of the Accelerating Demonstration Approaches for Protecting Transportation (ADAPT) Assets Act (H.R. 8653), sponsored by Congressman John Garamendi and Congressman Mike Thompson, which would authorize up to $10 billion to fund up to 10 nationally or regionally significant resilience demonstration projects.

The attached Legislative Scorecard provides more detail on these and other 2026 priorities.

Recommendation:

Information

Issues:

None identified.

Attachments:

- Attachment A: MTC-ABAG Joint 2026 Advocacy Program

Andrew B. Fremier

METROPOLITAN TRANSPORTATION COMMISSION

ASSOCIATION OF BAY AREA GOVERNMENTS

FINAL 2026 MTC and ABAG LEGISLATIVE ADVOCACY PROGRAM

State Advocacy Objectives and Goals

1. **Transportation Funding:** Advocate for resources to support the implementation of Plan Bay Area 2050+, including sustaining and, where possible, increasing funding to operate and maintain the transportation network, improve the transit rider experience, support transit modernization and expansion, improve multimodal transportation options and enhance the resilience of our transportation network.

   Given the state's constrained fiscal outlook, focus on protecting prior-year state commitments to transit. This includes ensuring the $5.1 billion multi-year SB 125 transit funding package remains intact (nearly $700 million in remaining Greenhouse Gas Reduction Fund (GGRF) allocations are committed through FY 2027-28); continuing to support a successful state loan for Bay Area transit operations, as described in the 2025 budget bills; and advocating that the Legislature fulfill the statutory dollar amounts for transit and housing programs prescribed in the in the Cap and Invest (formerly "Cap and Trade") expenditure plan.[1] Further, coordinate with the California Transit Association and other partners to extend through FY 2028-29 the pandemic-era "hold harmless" provisions for calculating and allocating State Transit Assistance (STA) revenue-based funds as well as extending statutory relief from Transportation Development Act (TDA) farebox requirements.[2]

   Regarding increasing Bay Area transportation funding, work with statewide partners to lay the groundwork to support sustainable, long-term state investment at the scale identified in the California Transportation Commission's 2025 State and Local Transportation Needs Assessment. Additionally, pursue opportunities to secure resources from the $125 million proposed set-aside of GGRF funds in FY 2026-27 for transit passes to expand Clipper® BayPass access for Bay Area community college students, which could significantly improve mobility for low-income students and grow transit ridership. If the California High Speed Rail Authority pursues a 2026 legislative

[1] SB 125 allocated the funds TO regional transportation planning agencies (MTC in the Bay Area) to distribute the funds within their regions. The Commission dedicated the Bay Area's share to help sustain transit service through summer 2026 and to honor prior year funding commitments to two major transit capital projects: BART to Silicon Valley Phase II and BART Transbay Core Capacity.

[2] This extension provides time for Bay Area self-help measures and other revenue-stabilization efforts to take effect as well as for the state to replace the outdated TDA farebox requirements with modernized performance measures.

package that re-opens discussions about the overarching program, support expanding eligibility for Bay Area "bookend" projects to secure funding from within the GGRF-funded high-speed rail set-aside. (Note: This policy is consistent with MTC-ABAG's 2025 Cap and Trade Extension Advocacy Principles.)

2. **Housing Funding and Housing-Supportive Policies:** Support the ambitious housing goals of Plan Bay Area 2050+ by advocating for funding and policies that support increased housing production for people of all incomes — including lowering construction costs — and affordable housing preservation, as well as additional resources for local government for housing planning purposes. Support resources for regions and local governments to invest in associated infrastructure to help build complete communities, including the GGRF advocacy described in item #1, and support policies aimed at improving housing affordability and protecting tenants and low-income communities from displacement.

   Pursue funding to enable the Bay Area Housing Finance Authority (BAHFA) to sustain its current programs and support the launch of a self-sustaining lending program. Additionally, support regional efforts to lay the groundwork for a future regional housing measure, including preparing for legislation to update BAHFA's statute in 2027.

3. **REAP 3.0:** Partner with the California Association of Councils of Governments (CALCOG) and regional partners to pursue a third round of Regional Early Action Planning Grants, i.e., "REAP 3.0." This third iteration of the successful REAP program should provide flexible, formula-based funding to MTC and other metropolitan planning organizations to support implementation of Sustainable Communities Strategies (SCS) — Plan Bay Area 2050+ in the Bay Area. Funding should be eligible for planning and technical assistance for local government partners in developing RHNA Cycle 7 housing elements (similar to REAP 1) as well as the expanded implementation activities eligible under REAP 2, including projects and programs that accelerate infill development, reduce vehicle miles traveled, increase housing supply, or otherwise carry out the strategies identified in each region's SCS.

4. **SB 375 Modernization:** Partner with CALCOG, metropolitan planning organizations (MPO), and other state and local partners to modernize California's regional transportation and land use planning framework — as established by SB 375, the Sustainable Communities and Climate Protection Act of 2008 — to better support progress toward the suite of state and regional environmental, housing and transportation-related goals, including, but not limited to, greenhouse gas (GHG) emissions reductions. Co-sponsor legislation to modernize the sustainable communities strategy (SCS) statute and participate in the California State Transportation Association (CalSTA)-led task force to ensure alignment between legislative and administrative efforts that could be implemented after 2026. Advocate for legislation and administrative changes consistent with the following overarching goal and objectives:

   Goal: Support MTC-ABAG in crafting and implementing a Sustainable Communities Strategy that balances and advances climate, equity, mobility and affordability goals to improve quality of life for all Bay Area residents.

Objectives:

- **Streamline SCS Development and Increase Capacity for Implementation:** The process of developing the SCS should be more efficient so regions can devote more resources toward developing and implementing programs that deliver real-world results to advance housing, transportation, and climate goals.
- **An SCS that Reflects a Balanced Set of Goals:** California and its metropolitan regions have many important goals, from reducing GHG emissions to increasing housing affordability, to improving mobility and making it safer to travel around the region. State law should provide regions with greater flexibility to balance these goals.
- **A Stronger State Partner in Implementation:** Strengthen the state–regional partnership by providing regions with more direct funding to implement projects and programs consistent with the SCS (i.e. REAP 3.0), better aligning state-directed investments with the regional plan, and updating other laws and policies to empower regions and other partners to implement strategies like pricing, speed enforcement, and/or other policies to implement the SCS.
- **The Sustainable Communities Strategy Should Earn Trust and Drive Action:** A bill to modernize SB 375 should ground planning and policy requirements in real-world data and trends to enhance trust in the SCS as a roadmap for real investments and decisions.

5. **Regional Housing Needs Determination (RHND) and Regional Housing Needs Allocation (RHNA):** Monitor proposals and engage in discussions related to statutory updates that would impact future Bay Area RHNA cycles. Advocate for updates that are:

   - Aligned with Plan Bay Area 2050+'s guiding principles and housing goals, as well as ongoing discussions related to regional planning updates (see Item 3);
   - Structured to empower regions to balance competing goals related to housing, equity, climate, resilience, economic vitality and environment, including the unique needs and constraints of unincorporated communities;
   - Consistent with Item 4, including supporting resources for regions to continue to support local government partners in meeting their RHNA goals; and
   - Implementable at both the regional and local levels.
   - Structured to increase transparency related to the Department of Housing and Community Development's use of Department of Finance population projections and other adjustments in the preparation of the RHND.

6. **Transportation System Effectiveness:** Advocate for policies that sustain and improve the effectiveness and service delivery of the Bay Area's transportation system, including Bay Area Toll Authority (BATA) toll bridge operations, FasTrak®, Clipper®, Freeway Service Patrol, Bay Wheels (bike share), Express Lanes, high-occupancy vehicle lanes, bus-only lanes and other transit priority improvements that

help move buses out of traffic. Explore opportunities to increase FasTrak and Clipper usage (including Express Lanes START ^{SM} and Clipper START^{SM}), including through exploring partnerships with state agencies to increase usage of Bay Area means-based discount programs and/or expanding the ability of transportation agencies to better communicate with their customers.

7. **Improving the Transit Rider Experience:** Support policies and funding aimed at ensuring public transit is an affordable, reliable, safe and convenient transportation option that is provided equitably and accessibly. This includes supporting funding opportunities consistent with Item #1 to implement programs and policies to create a more user-friendly, connected Bay Area transit network that better serves existing transit riders and attracts new riders to transit in line with the Bay Area Transit Transformation Action Plan (Action Plan) adopted by the Blue Ribbon Transit Recovery Task Force. Additionally, support policies that show promise to remove barriers to timely Action Plan implementation, including related to fare coordination and integration, real-time transit and other customer information initiatives, and transit priority. See Item #6 regarding Clipper START.

8. **Transportation Project Delivery:** Monitor legislation related to transportation project delivery and support strategies to speed up the delivery of transportation projects and reduce their cost, including expanding flexibility in contracting and public private partnerships.

9. **Climate, Resilience and Environment:** Support funding and policy strategies to help achieve and better coordinate state, regional and local climate and conservation goals, including providing regional technical assistance to advance sea level rise adaptation and protecting the San Francisco Estuary through implementing the Estuary Blueprint and other San Francisco Estuary Partnership work; advancing energy efficiency and decarbonization, including through supporting the Bay Area Regional Energy Network (BayREN) and ABAG POWER; and improving the Bay Area's resilience to natural hazards and the impacts of climate change, including earthquakes, sea level rise, heat and fire.

10. **Other Plan Bay Area 2050+ Implementation:** Consistent with Item 4, advocate for policies and funding tools that support regions in implementing state-mandated sustainable communities strategies (SCS), including support for policies that improve safety, active transportation and other strategies in the Plan Bay Area 2050+ Implementation Plan.

    Explore revisions to the Innovative Clean Transit (ICT) rule that would allow Bay Area transit partners to better balance the sometimes-competing priorities of state of good repair, safety, service and zero emission fleet transition. Consider updates that allow transit operators to seek multi-year exemptions from zero-emission purchase requirements if doing so is necessary to sustain or grow transit ridership. Such revisions would recognize that, in some cases, service improvements may deliver larger near-term greenhouse gas reductions than early fleet turnover.

Federal Advocacy Objectives and Goals

1. **Transportation Funding:** Secure federal investment in Bay Area transportation infrastructure consistent with Plan Bay Area 2050+ and pursue federal funding consistent with MTC's Bay Area Infrastructure Grants Strategy and Major Project Advancement Policy, both of which outline the region's transportation project priorities for federal funding.

2. **Housing Funding:** Advocate to protect and enhance federal support for affordable housing and homelessness prevention, including, but not limited to, retaining policies designed to maximize the use of the federal Low Income Housing Tax Credit program, continued funding of housing vouchers (e.g., Section 8 Housing Choice Vouchers, HUD-VASH, etc.) and continued federal funding commitments towards permanent housing solutions.

3. **Surface Transportation Reauthorization:** Advocate for a federal transportation reauthorization platform for the next multi-year federal surface transportation program consistent with the priorities below. Engage with local, regional, state and national partners to build a coalition to support MTC reauthorization priorities in advance of the IIJA's expiration on September 30, 2026.

    A. **Ensure the Bay Area's federal transportation funding remains stable:** Our top priority is to keep Bay Area federal transportation dollars at least level by sustaining and, where possible, increasing Highway Trust Fund (HTF) support for the core highway and transit formula programs. This includes avoiding steep cuts for California and the Bay Area by sustaining bridge and transit state of good repair (SOGR) formula funding in the surface transportation authorization. The Federal Transit Administration (FTA) Capital Investment Grant (CIG) program also provides multiyear commitments that are essential for the Bay Area's priority transit system modernization and expansion projects. (See C.)

    B. **Prioritize highway and transit formulas:** The 2021 infrastructure law — the Infrastructure Investment and Jobs Act — paired a federal surface transportation authorization with an economic stimulus package that, together, provided an unprecedented scale of federal transportation investment. As Congress considers a narrower reauthorization, it should prioritize formula funds, which provide the certainty states and regions need to plan, deliver and maintain major projects. Predictable funding levels are essential to make progress on national priorities like safety, state of good repair, and congestion relief. These shared goals require tailored solutions, and states and regions are best positioned to identify and prioritize the solutions that will be most effective. Formula funding enables local decision-making, while minimizing administrative burdens across all levels of government. Notably, discretionary programs remain important for funding nationally significant projects that are too large for formulas and for testing new ideas (See C and D). However, the vast majority of federal transportation funding should be distributed by formula.

C. **Federal Transit Administration's Capital Investment Grant Program:** Sustain federal investment in the CIG program, which is vital to completing the next generation of Bay Area transit expansion projects. BART to Silicon Valley, Phase II, The Portal and the Valley Link Rail Project, Phase I — which are all awaiting full funding grant agreements through CIG — will improve rail connectivity into our major population and jobs centers. The projects are also projected to create more than 150,000 jobs nationwide. Continued federal partnership will keep this suite of projects on track to deliver tremendous benefits for riders, workers, and businesses nationwide.

D. **Establish a Resilient Regions Challenge:** Break down barriers to hardening our nation's infrastructure by creating a new Resilient Regions Challenge program to fund a limited number of large-scale demonstration projects that protect critical infrastructure, streamline interagency coordination, expedite project completion and provide a national blueprint for cost-effective disaster preparedness. In the Bay Area alone, an estimated $90 billion in additional funding is needed just to protect the shoreline from flooding through 2050. States and regions nationwide face similar resiliency needs, but funding is siloed there's no clear framework to coordinate permitting and project approvals across agencies. Federal investment and guidance are needed to ensure faster delivery of infrastructure improvements to prepare the nation for natural disasters that put critical infrastructure, local economies and millions of lives at risk.

E. **Improve Project Delivery and Transportation System Effectiveness:** Enhance flexibility in federal policy and funding implementation to remove barriers and accelerate projects getting to construction. Policy updates like expanding at-risk project pre-agreement authority, allowing regions to adopt six-year (vs. four-year) Transportation Improvement Programs and clarifying eligibility for regional advance mitigation can reduce project delivery costs and accelerate construction timelines while maintaining environmental and health and safety safeguards. Also, retain and, where possible, increase flexibility for states and local governments to improve transportation system effectiveness through deploying the latest technology and best practices.

4. **Climate, Resilience and Environment:** Monitor developments related to executive orders and administrative actions regarding climate, resilience, and environmental policy. Advocate for federal policies and funding to advance the Bay Area's efforts to improve air quality and health outcomes and make our regions and transportation network resilient to flooding, wildfires, earthquakes, and rising sea levels. Further, advocate for funding and policies that protect the San Francisco Estuary and support sea-level rise adaptation, including securing funding for the U.S. Environmental Protection Agency San Francisco Bay Program Office and the reauthorization of the National Estuary Program.

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

October 2, 2026 **Agenda Item 6a-26-2094**

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 – October 2026

Andrew B. Fremier

Staff Liaison Report – October 2026

Updates and Follow Up Items:

- The proceedings report from the Accessible Futures Conference can be found on the links on the left-hand side of the Accessible Futures Webpage (https://mtc.ca.gov/about-mtc/public-participation/accessibility/accessible-futures-conference).

"Motion Commotion" - Parliamentary Tip of the Month:

At the suggestion of Vice Chair Benitez, this report will include a monthly tip on parliamentary procedure.

October Edition: One Motion at a time

If members are debating multiple questions at once, it is usually a sign that the chair should help the body return to the pending motion.

This simple question can quickly refocus discussion and improve decision-making:

"Madam Chair, for clarification, what motion is currently before the Council?"

Why It Matters

Good parliamentary procedure is not about bureaucracy. It is about fairness, transparency, and making sure every member has an equal opportunity to participate in the decision-making process.

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

The Commission and ABAG Executive Board both met in August. The following items are excerpts from the September 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

Commission Updates:

Next Gen Clipper System (C2)

As I reported last month, the Next Gen Clipper system continues to mature. MTC, Cubic and transit operator staff remain focused on maintaining system stability, resolving customer account issues and enhancing customer service tools. Customer Service Center performance continues to provide timely support and achieved an average speed of answer of less than two minutes and an average call handling time of under 10 minutes in August.

Adoption of the C2 system continues to grow. To date, more than 3.4 million Clipper cards have migrated to the new system. As of early September, 65% of Clipper trips are paid with C2 methods, including 50% with account-based Clipper cards and 15% with contactless credit or debit cards. With both plastic and mobile card migration now performing successfully, account migration activity has been ramping up to support ongoing operational needs. This includes management of institutional and transit benefit programs, like Clipper BayPass, and discount programs, like Clipper START and Clipper Access, Youth and Senior. The program is continuing with these operational migrations as Cubic continues to address the outstanding issues. The next major milestone will be migration of the remaining existing Clipper customers to C2. Additional details on Next Gen Clipper's progress and status will be available in the staff report to the joint Regional Network Management and Clipper Executive Board for their Sept. 28 meeting, which will be posted here.

BAHFA Secures New State Funding

The legislature's "budget bill junior" (the identical Assembly Bill 113/Senate Bill 113) contains a $6.75 million appropriation for BAHFA. While not the full $15 million we originally requested, this appropriation represents a significant win in what was a challenging budget year. The success was due in large part to advocacy from ABAG and the Commission. Thank you for all your support.

We are sending "thank you" notes to Assemblymember Buffy Wicks and Senators Jesse Arreguín and Josh Becker, whose combined district asks resulted in the $6.75 million for BAHFA.

Throughout the month of September, MTC-ABAG staff continued to engage local government leaders to seek feedback on potential changes to BAHFA's enabling legislation to lead up to a regional housing revenue measure as soon as 2028.

To date, staff have presented to elected officials in Sonoma, San Mateo and Santa Clara counties. Presentations will be held in the remaining counties by the end of October. To supplement the presentations, all local elected officials in the Bay Area have received an invitation to complete a survey and attend a webinar, scheduled for 11 a.m. on Sept. 30.

Commissioners Travel for Transit & Housing Solutions

Vice Chair Stephanie Moulton-Peters, Commissioner Alicia John-Baptiste, Association of Bay Area Governments (ABAG) Board Member Nikki Fortunato Bas, ABAG Alternate Cassandra James, Chief Deputy Executive Director Alix Bockelman and Bay Area Housing Finance Authority (BAHFA) Assistant Director Sara Amaral traveled to Vienna, Austria, this month for a social housing field study. Organized by the Global Policy Leadership Academy (GPLA), the Vienna field study includes meetings and site visits with public and private housing developers and local officials to share the key features of Vienna's successful social housing model for potential adaptation to California.

Commissioner Noelia Corzo, Mobility Deputy Executive Director Lisa Klein, and other MTC-ABAG staff members attended the Mpact Transit + Community Conference (formerly Rail-Volution) in Toronto, Canada, from Sept. 14-17. The conference focused on transit, mobility, land use and development.

Vice Chair Moulton-Peters is currently in the Netherlands with the Smart City Mobile Council. Program participants meet with national and local officials, researchers and transit operators to learn about optimal practices that have made the Netherlands a leader in reliable transit, safer streets and lower operating costs.

I look forward to hearing from commissioners and staff on their travels and what lessons learned can be applied to the Bay Area.

MTC Takes Glydways Tour

Chair Sue Noack, Vice Chair Moulton-Peters, Alix Bockelman and I, along with several commissioners and staff, took a tour of the new Glydways facility in Richmond on Aug. 31. Glydways is a transit technology company that develops automated public transportation systems using electric, autonomous vehicles on dedicated guideways. We learned about Glydways' mission to provide equitable and sustainable transportation solutions, saw a demo of the vehicles, and spoke with Glydways executives and project partners from the Contra Consta Transportation Authority, Tri Delta Transit and City of San José.

Move Bay Area WEST Summit Held at Bay Area Metro Center (BAMC)

Commissioner and San Mateo County District 2 Supervisor Noelia Corzo, as well as Commissioner and Bay Area Council CEO Libby Schaaf were featured panelists at Move Bay Area's WEST Summit on Aug. 28. The summit took place at the Bay Area Metro Center. Alix Bockelman gave welcoming remarks alongside San Francisco Mayor Daniel Lurie, and Speaker Emerita Nancy Pelosi gave the keynote address in the afternoon. Commissioner Pat Burt also attended the summit, which was an opportunity for transit riders, community and business leaders, transportation advocates, and local partners to network and discuss public transportation improvements and funding strategies.

Transit Month Events

I attended the annual "All Aboard Ride-along with Transit CEOs" on Friday, Sept. 11. As part of Transit Month, this event invites the public to ride with and interact with regional transit leaders while riding multiple modes of transit together.

MTC-ABAG also hosted an opening night event on Sept. 8 for “Community in Transit,” a photography exhibit that highlighted the transit infrastructure that weaves the Bay Area together

and the people forging connections on public transit. The exhibit will be open in the Bay Area Metro Center's first-floor cafe through Sept. 30, and I invite you to stop by and see the photos. For a calendar of Transit Month events, visit: Bay Area — California Transit Month (https://www.ca.transitmonth.org/bay-area)

SB 1087 (Cabaldon) Update

MTC-ABAG's co-sponsored bill, SB 1087 (Cabaldon), passed its final legislative hurdle on Aug. 31, with an overwhelming and bipartisan vote of support in the California Senate. The bill is now at the Governor's desk, where he has 30 days to sign or veto it.

SB 1087 is the first comprehensive update to California's regional long-range planning law since 2008, when SB 375 (Steinberg) established the requirement for regions to develop sustainable communities strategies (SCS) to achieve state climate goals through integrated transportation, housing and land use planning. Nearly two decades later, the challenge has shifted from creating those plans to implementing them. SB 1087 right-sizes the planning process to better reflect that reality, most notably by moving the SCS from a four-year to an eight-year cycle, beginning with Plan Bay Area 2060. The bill also modernizes California's public participation requirements for regional planning and makes several other important changes.

Another Banner Year for Bikeshare

Lyft Bike, formerly known as Bay Wheels, has seen almost 150% growth in ridership since MTC's 2023 investment and has already set all-time daily, weekly and monthly ridership records this year. The program is on course for a record of over six million rides in 2026. Bikeshare gets more people on bikes and supports transit as many of the highest ridership bikeshare stations are located near regional transit hubs.

The bikeshare station with the highest ridership is next to the 4th and King Caltrain station, where an electrified charging station was recently installed to improve e-bike availability.

The Regional Network Management Committee approved a five-year extension with Lyft in March, ensuring the popular program will continue through 2032. This fall, the system will begin implementing stronger operational standards, installing new stations and expanding to Treasure Island. The City of Alameda will also pilot an expansion in spring 2027. In July, Lyft exercised its rights to become the title sponsor for the bikeshare program, changing the name to Lyft Bike from Bay Wheels. Lyft also announced an expansion of its low-income Bikeshare for All program, which has supported over 1.7 million rides.

Judge Rules Against Transit Measure Challenge

A Santa Clara County Superior Court judge on Aug. 27 ruled against a group that had challenged portions of the ballot question adopted by the Public Transit Revenue Measure District for the Nov. 2026 sales tax measure. The measure was authorized by SB 63 for consideration by voters in Alameda, Contra Costa, San Francisco, San Mateo and Santa Clara counties.

New Agenda Management Software

Beginning Oct. 1, MTC-ABAG will transition away from its legacy meeting agenda and management software to a modern, reliable system designed and customized for ease of access. Meeting agendas will have a new look while still providing the same valuable information that the public, board members and commissioners rely on. Meeting materials will continue to be available on the MTC, ABAG and Plan Bay Area websites but will no longer be updated on mtc.legistar.com.

Looking Ahead / Save the Date

• Commission Workshop: October 28-29

ABAG Executive Board Updates:

To be added when available.

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

- Report: Millennial home ownership grows in Bay Area, but renting remains high (https://blog.bayareametro.gov/posts/report-millennial-home-ownership-grows-bay-area-renting-remains-high). San Francisco and San Jose posted solid Millennial homeownership growth in the nation over a five-year period — yet both remain among the top five renter-majority metros in the country, according to a new report from RentCafe.
- On View: Community in Transit Exhibit (https://blog.bayareametro.gov/posts/view-community-transit-exhibit) Community in Transit, part of Transit Month 2026, celebrates Bay Area transit through a unique photography exhibition that highlights the infrastructure linking the region and the community riders find on — and because of — transit.
- **MTC transit pass program expands across UCSF's workforce** (https://blog.bayareametro.gov/posts/mtc-transit-pass-program-expands-across-ucsfs-workforce) UC San Francisco has signed an agreement with MTC to offer a discounted Clipper BayPass to 36,000 employees and students, providing unlimited travel on 24 bus, rail, and ferry services across the nine-county Bay Area. The collaboration was approved Sept. 11 by the MTC Regional Network Management Committee.
- CHP targets Bay Bridge approach for stepped-up enforcement campaign (https://blog.bayareametro.gov/posts/chp-targets-bay-bridge-approach-stepped-enforcement-campaign) The California Highway Patrol, in partnership with Caltrans and the Bay Area Toll Authority, are resuming concentrated enforcement of the laws governing the westbound approach to the San Francisco-Oakland Bay Bridge.

- **SFEP-backed Palo Alto horizontal levee finished and celebrated** (https://blog.bayareametro.gov/posts/sfep-backed-palo-alto-horizontal-levee-finished-and-celebrated) The Association of Bay Area Government's San Francisco Estuary Partnership, City of Palo Alto, and regional and state agencies last week celebrated the completion of the Palo Alto Horizonal Levee Pilot project, a first in the Bay Area to use a nature-based solution protecting against sea level rise and improving marsh habitat in the San Francisco Bay.
- **BART achieves record 95% on-time performance, rider satisfaction hits new high** (https://blog.bayareametro.gov/posts/bart-achieves-record-95-time-performance-rider-satisfaction-hits-new-high) BART riders reached their destinations on time 95% of the time in the fourth quarter of Fiscal Year 2026, a new high for Customer On-Time Performance, outperforming the previous quarter's peak. Overall, train delays were down 13% this quarter, the agency reported this week.
- **Richmond-San Rafael Bridge turns 70** (https://blog.bayareametro.gov/posts/richmond-san-rafael-bridge-turns-70) The Richmond-San Rafael Bridge opened to the public 70 years ago.
- **Bay Area gets millions of state dollars for transportation projects** (https://blog.bayareametro.gov/posts/bay-area-gets-millions-state-dollars-transportation-projects). The California Transportation Commission (CTC) has approved $2.7 billion in funding for more than 150 new projects designed to improve travel times, increase multimodal options and strengthen the state's transportation assets against severe weather and other climate-related threats.

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).

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)
- Plan Bay Area Glossary (https://www.planbayarea.org/about/glossary)