



TO: MTC Planning Committee/ABAG Administrative Committee

DATE: February 6, 2015

FR: MTC Executive Director/ABAG Executive Director

RE: Final Draft MTC Public Participation Plan, MTC Resolution No. 4174

State and federal statutes require MTC as the Bay Area's metropolitan planning organization to adopt participation plans to provide the public with opportunities to be involved in the transportation planning process. MTC's current Public Participation Plan (PPP) was adopted in 2010. A draft 2015 update was released for a 66-day comment period November 7, 2014, which closed on January 12, 2015.

The Final Draft PPP outlines how MTC and the Association of Bay Area Governments (ABAG) will involve the public in developing the focused update to Plan Bay Area scheduled for adoption in 2017. Attached are:

- Summary of comments received on the Draft PPP as released November 7, 2014, along with responses (Attachment 1). Note that full correspondence is available on the web (mtc.ca.gov/get_involved/ppp/comments_2015.htm).
- MTC Resolution No. 4174 : Final Draft 2015 Public Participation Plan, incorporating changes based on comments received (Attachment 2).

Approach to the 2015 PPP Update

MTC held an evening public meeting on October 8 to hear comments and suggestions for improving public engagement. ABAG staff held discussions at their Executive Committee and Regional Planning Committee, as well as at county delegate meetings. Likewise staff has sought ideas from MTC's Policy Advisory Council, the Regional Advisory Working Group, and congestion management agency planning directors. Staff also launched an online survey and comment forum, and surveyed the public at numerous community events around the region.

Key Messages Heard

We received 94 comments in all (see Attachment 1), including several from MTC's Policy Advisory Council and the Regional Advisory Working Group. Staff appreciates the many thoughtful comments, which fell into the following themes:

Be Specific — A number of comments asked for more detail in the PPP, including showing more explicitly how public comments are factored into the decision-making process. The Final Draft PPP includes strategies directing staff to summarize comments to highlight areas of consensus and areas of disagreement so that Commissioners and the public have a clear understanding of the depth and breadth of opinion on a given issue. The Final Draft PPP also calls for meeting minutes that reflect public comments and for staff documentation how comments are considered in MTC's decisions, and providing information about how public meetings and participation are helping to shape or have contributed to MTC's key decisions and actions. The Final Draft PPP also calls for explaining the rationale when outcomes don't correspond to the views expressed.

Localize the Plan Bay Area Message — One theme expressed the need to communicate the plan and related issues via a local framework to explain why Plan Bay Area matters in a given community and/or county. The Final Draft PPP calls for development of a communications tool kit that can be tailored and used by different communities for different audiences and topics.

Involve Under-served Communities — Many commenters noted the importance of taking the time to work with low-income communities and communities of color over the long-term to build capacity and allow for more effective participation. The Final Draft PPP calls for continued partnerships with community-based organizations to involve residents in communities that might not otherwise participate. Likewise, based on several comments, the Final Draft PPP includes revised language to form a Regional Equity Working Group similar to a panel used during the last process.

More Access to Meetings — A number of commenters asked for better access to meetings, whether in-person or via live and interactive web-streaming. Several suggested holding meetings at locations convenient and accessible, including by public transit. While the Final Draft PPP does not go into great detail on meeting formats or locations, it does call for holding meetings at varied times and locations that are convenient to more residents. It also calls for use of interactive web features. It is MTC's practice to hold all of our public meetings in locations accessible by public transit.

Evaluate and Improve — Another theme called for evaluating the previous Plan Bay Area process, and reviews of each phase of the upcoming Plan Bay Area public engagement process to identify what is likely to work and what needs to be improved. MTC and ABAG did review each phase of the last Plan Bay Area public process and completed a comprehensive evaluation after the Plan was approved. Those reviews helped shape the Final Draft PPP, and we anticipate continuing this practice moving forward.

Specific Plan Bay Area Topics — Many of the comments touched on specific issues that will be addressed during the Plan Bay Area update that did not directly relate to public participation. When possible, we explained opportunities in the upcoming Plan Bay Area update to address these concerns.

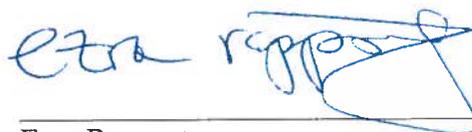
Recommendation

A number of revisions to the November 7, 2014 Draft have been made to provide requested clarification or to expand upon public participation opportunities. These are shown as strike-through and underscore changes in the Final Draft 2015 PPP, MTC Resolution 4174 (see Attachment 2). The Key Milestones Chart in Appendix A also has a slight edit to reflect an earlier due date for the Operations and Maintenance Need Assessments.

MTC staff requests the Planning Committee forward MTC Resolution No. 4174 to the Commission to adopt the final MTC 2015 Public Participation Plan.



Steve Heminger



Ezra Rapport

Public Comments Received on Preliminary Draft Public Participation Plan

(Preliminary Draft released Nov. 7, 2014; close of comments Jan. 12, 2015)

All correspondence is posted online at http://mtc.ca.gov/get_involved/ppp/comments_2015.htm.

Advisory Group Comments:

Name	Date	County
Policy Advisory Council	12/10/14	Multiple
Regional Advisory Working Group (RAWG)	1/6/14	Multiple

General Public Comments:

Name	Affiliation	Date	County
Marin Info		11/10/14	Marin
Robert Allen		11/12/14	Alameda
Wayne Phillips		11/19/14, 10/1/14	Contra Costa
Jennifer Savage		11/26/14	Unknown
Audrey LePell	Citizens for Alternative Transportation Solutions	11/29/14	Alameda
Ken Bukowski		12/13/14	Alameda
Robert Miltner		12/22/14	Marin
Sandi Galvez Michael Stacey, Solano County Public Health Chuck McKetney, Alameda County Dept. of Public Health	Bay Area Regional Health Inequities Initiative (BARHII)	1/12/15	Multiple
Cathleen Baker	Member, MTC Policy Advisory Council	1/12/15	Napa
David Denton		1/12/15	Unknown
Matt Vander Sluis	Greenbelt Alliance	1/12/15	Multiple
Susan Kirsch		1/12/15	Marin
Shireen Malekafzali	Member, MTC Policy Advisory Council	1/12/15	San Mateo
Multiple Organizations	37 signatories	1/12/15	Multiple
Stephen Nestel		1/12/15	Marin
Patrisha Piras		1/12/15	Alameda
Judy Schriebman		1/12/15	Marin

**Summary of Comments and Responses to
MTC’s November 2014 Preliminary Draft Public Participation Plan (PPP)**

COMMENTS <i>(Please note these comments are summarized.)</i>	MTC RESPONSE
<p>1. MTC Policy Advisory Council, Dec. 10, 2014 —</p> <p>Concern was expressed that a regional equity working group is not planned for this next phase/update of Plan Bay Area. The separation of the equity work from the Regional Advisory Working Group allows for a more manageable discussion around complex topics, and gives an opportunity for organizations that work with and represent the needs of low-income communities and communities of color to be able to delve deeper into and fully understand the equity issues related to Plan Bay Area.</p>	<p>This is a suggestion we have heard in several comments. We will establish an Equity Working Group to address issues related to low-income communities and communities of color as needed for the focused update to Plan Bay Area, drawing from membership of the Regional Advisory Working Group and MTC’s Policy Advisory Council. We have added language in the Final Draft PPP to so indicate (see Appendix A, p. 11).</p>
<p>2. MTC Policy Advisory Council, Dec. 10, 2014 —</p> <p>MTC should add live streaming video of its public hearings as part of the Public Participation Plan, and consider the possibility of a “call-in” conference setup to allow individuals to type their questions in from their computers remotely to be answered by the presenters at a hearing or workshop.</p>	<p>We do commit to offering interactive web-based polls and surveys (see Appendix A, p. 27). We will consider the idea of live streaming webinars as budget and resources allow.</p>
<p>3. Regional Advisory Working Group, Jan. 6, 2015</p> <p>Please work to include representatives from multilingual nonprofits; encourage working parents to participate by providing daycare and food.</p>	<p>MTC does contract with community-based organizations working in low-income communities and communities of color — including in communities with limited English proficiency — to engage residents on key planning work. We anticipate doing this again for the update to Plan Bay Area through a competitive procurement. We will partner with these groups to tailor engagement that best meets the needs of local residents (see Appendix A, p. 25).</p>
<p>4. Regional Advisory Working Group, January 6, 2015 —</p> <p>Please try to hold public meetings at places accessible by public transit and have a live, streaming option so that those who cannot attend meetings are still able to participate.</p>	<p>The Final Draft PPP includes language stating that public workshops will be held in convenient and accessible locations (see Appendix A, p. 26). Regarding the comment suggesting live streaming of public workshops, please see the response to comment #2.</p>
<p>5. Regional Advisory Working Group, January 6, 2015 —</p> <p>How will the Call for Projects relate to the land use, housing and transportation goals?</p>	<p>The call for projects will be followed by a project performance assessment. This project performance assessment will seek to track how well projects meet the goals of the Plan. Please see Appendix A, p. 9 “Project Performance Assessment.”</p>
<p>6. Regional Advisory Working Group, January 6, 2015 —</p>	<p>This question about GHG emissions goes beyond the scope of this Final Draft PPP. The GHG target</p>

<p>Where do Greenhouse gas (GHG) emissions come into play in terms of the selection of alternatives?</p>	<p>reduction requirements will be key to assessing how well the scenarios perform in meeting Plan goals and one of the considerations relative to adoption of the Preferred Scenario.</p>
<p>7. Regional Advisory Working Group, Jan. 6, 2015 —</p> <p>How does Alameda County’s latest voter-approved sales tax program, which increases vehicle miles traveled (VMT) per capita, fit into the picture given MTC’s guidance on countywide plans?</p>	<p>Your comments about Alameda County’s sales tax measure go beyond the scope of this Final Draft PPP.</p> <p>MTC’s County Transportation Plan guidelines are not mandatory but are structured to create a strong link between the regional long-range plan and countywide plans.</p>
<p>8. Email (“Marin Info”)</p> <ul style="list-style-type: none"> • Utilize online forums. • The Draft uses the term “forum” without providing needed detail. • Provide ways for people to vote irrelevant comments to the bottom of the list, • Provide opportunities for participants and experts to squash incorrect assumptions that are leading the public astray and educate them instead. • If there are a lot of comments that need clarification, then provide a Frequently Asked Questions page. • Let the days be over where a meeting consists only of a presentation followed by two-minute public comment opportunities. • Start all meetings with an online presentation, available a week ahead of the meeting. • Decision-makers and experts should actively participate in the forum. • Consider an online meeting. 	<p>The Final Draft PPP is intended to provide a general framework rather than specify in detail how a public meeting or forum — online or in person — will be conducted. Many of your suggestions (for example, adding to an online Frequently Asked Questions feature as questions come up, and online forums that allowed individuals to agree with other commenters) were in fact implemented for the last Plan Bay Area process. Regarding the suggestion to live stream meetings online, please see the response to comment #2.</p>
<p>9. Email (Robert Allen)</p> <p>Our residents deserve better than the fractured network of MTC’s “Regional Rail Plan” that is really no plan at all. MTC could fulfill its destiny by letting the people vote on [the Regional Rail Plan], as the voters did in 1962 with their vote creating BART.</p>	<p>Your comments about deficiencies in the Bay Area’s transportation infrastructure are beyond the scope of this Final Draft PPP. Members of the public may comment on currently planned projects at Plan Bay Area public open houses slated for May 2015. We have added language in Appendix A of the Final Draft PPP to so indicate (see p. 8).</p>
<p>10. Email (Wayne Phillips)</p> <p>If you don't include powered two-wheeled vehicles (motorcycles and scooters), you're missing the total solution to bay area traffic. 20% of bay area households already own a PTW. If they all rode (and left their cars at home), it would be as if the highways were suddenly 15% bigger, wider, more comfortable.</p>	<p>Plan Bay Area identifies investments for a transportation network that supports a wide variety of modes for getting around, including two- and four-wheeled vehicles. Members of the public may comment on currently planned projects at Plan Bay Area public open houses slated for May 2015.</p>
<p>11. Email (Jennifer Savage)</p>	<p>Your comments are noted. MTC and ABAG will</p>

<p>The Public Participation Plan is a long document that seems to defeat your goal of providing user friendly web content and handouts . . . Please consider meeting the goal of user friendly content.</p>	<p>strive to develop user-friendly content.</p>
<p>12. Email (Audrey LePell)</p> <p>It has been my past experience that top MTC staff are NOT interested in citizens' input with regards to important transportation matters that apply to the general public. I used to attend MTC meetings; but became so discouraged with the rudeness of the top officials and the Caltrans people. I would appreciate a reply to my concerns about MTC and its past history of ignoring citizens' valid transportation statements.</p>	<p>We regret that you have encountered a less than ideal experience when attending MTC meetings. We strive to promote an atmosphere of civility at public meetings from staff as well as from members of the public. We sincerely hope that you will continue to participate in public comment opportunities.</p> <p>We are committed to making sure the public's views are summarized, analyzed and presented to decision-makers before key decisions are made. After major public comment periods — such as with Plan Bay Area or the Transportation Improvement Program — staff logs, analyzes and summarizes all public comments and presents key themes heard from the public to decision-makers prior to any action. We identify where there are areas of agreement with recommendations and conversely, where there is disagreement.</p> <p>There are many occasions when MTC and ABAG decision-makers opt to revise staff recommendations in response to public comments; conversely, there are times when they choose to not alter a proposal even though there is a significant amount of public comment requesting that they do so. Ultimately, it is an individual board member's decision about how to shape public policy or invest public funds, based on her or his best judgment.</p>
<p>13. Email (Ken Bukowski)</p> <p>Most of the public outreach is in the form of a workshop. Since the Commissioners are not required to attend, it may create the impression comments made are not actually heard by the decision makers.</p>	<p>Attendance and participation from both MTC Commissioners and ABAG Executive Committee members during the last Plan Bay Area process was robust, with ABAG board members and MTC Commissioners present at nearly all public workshops; we anticipate similar levels of participation in the pending plan update. Moreover, comments from all the public workshops and open houses are logged, summarized, analyzed and presented to ABAG and MTC board members at prior to their vote on key issues.</p>
<p>14. Email (Ken Bukowski)</p> <p>All of the public outreach meetings could be video recorded and posted on the web. If someone doesn't attend a meeting, the video is the next best thing to</p>	<p>As budget and resources allow we will attempt to video record public outreach meetings or produce videos that capture the information displayed at the meetings and allow those who could not attend to offer comments.</p>

<p>being there. The videos provide necessary evidence of the public meetings which are otherwise difficult to envision.</p>	
<p>15. Email (Ken Bukowski)</p> <p>There is some confusion of roles and responsibilities between ABAG & MTC. Perhaps that can be clarified.</p>	<p>California Senate Bill 375 gives MTC and ABAG joint responsibility for Plan Bay Area. As stated on page 6 of Appendix A of the Final Draft PPP, ABAG is responsible for land use forecasts, including jobs, housing and population forecasts; MTC will forecast travel demand and transportation revenue. The legislation also spells out that the two agencies are jointly responsible for “set(ting) forth a forecasted development pattern for the region, which, when integrated with the transportation network, and other transportation measures and policies, will reduce the greenhouse gas emissions from automobiles and light trucks....” We have added language to p. 1 of Appendix A to clarify this point.</p>
<p>16. Email (Ken Bukowski)</p> <p>Learn from the past public process. For example, look at transcript of past MTC meetings.</p>	<p>Thanks for including your record of a 2002 assessment of public involvement for the long-range regional transportation plan. We agree it is important to review past public engagement programs to identify strengths and weaknesses and endeavor to improve in subsequent efforts. Staff does prepare an evaluation of the public engagement efforts at the conclusion of each long-range planning process. The most recent evaluation can be viewed at http://planbayarea.org/pdf/Evaluation_Report_PB_A_Outreach.pdf.</p>
<p>17. Email (Robert Miltner)</p> <p>To improve transit in the Bay Area, and especially in Marin County, the solution is to purchase and schedule more bus service. Projects that involve building tracks, like the SMART train or studies to return to trolleys, are not economically justified as bus service can be initiated without any investment in the physical plant of the area, and routes can be altered or expanded to meet ongoing needs and demands by the public. Do not pursue more rail mass transit.</p>	<p>Your comments about funding priorities for public transit — including in Marin County — go beyond the scope of the Final Draft PPP. County-level congestion management agencies (CMAs) — including the Transportation Authority of Marin (TAM) — in spring of 2015 will begin updating their list of priority projects for submittal to MTC for inclusion in Plan Bay Area. (See Appendix A, p. 8, “Call for Projects.”) CMAs will be seeking public comment on their project submittals directly, and members of the public may comment on currently planned projects at Plan Bay Area public open houses slated for May 2015.</p>
<p>18. Email (Robert Miltner)</p> <p>Bicycle transit is not a realistic substitute for automated travel. It requires year-round, 24/7 good weather, and a degree of physical fitness that is not possible for most of the public. Expending public funds for special</p>	<p>Your comments about the costs and benefits of bicycle transportation go beyond the scope of this Final Draft PPP. However, MTC will be assessing the benefits and costs of various transportation projects or programs as part of the update to Plan Bay Area. (See Final Draft PPP, Appendix A,</p>

<p>structures like bridges and tunnels for bicycle use is not economically justified as the number of users is very small compared with the number of people who need to travel considerable distances (i.e., more than 5 miles) to work or shop. Current bicycle use is almost entirely recreational, and not for functional transit. Finally, investment for structures designed to provide access and rights of way for bicycles violate ADA requirements.</p>	<p>p. 9, “Project Performance Assessment”)</p>
<p>19. Email (Robert Miltner)</p> <p>Housing near transit is not a universal answer to reducing traffic congestion, and in most cases will simply make matters worse. Houses built near freeways will provide residents with more immediate access to freeway onramps, thus further congesting the feeder surface streets located at greater distances from the freeway.</p>	<p>Your comments about the costs and benefits of housing near transit and housing near freeways go beyond the scope of this Final Draft PPP. However, the connections between transportation, housing and employment will be central to the development of scenarios in the Plan Bay Area update. (See Final Draft PPP, Appendix A, p. 10 “Scenario Analysis”)</p>
<p>20. Letter (Sandi Galvez; Michael Stacey, Solano County Public Health; Chuck McKetney, Alameda County Dept. of Public Health -- Bay Area Regional Health Inequities Initiative (BARHII))</p> <p>Will there be a Technical Advisory Group (TAC)? If so, how will it be staffed? Its meetings should be open to the public, with minutes of their meetings and a report of its findings, made available to the public. What are the assumptions behind mode shift from motorized to non-motorized transportation? Will there be an analysis of induced demand from different projects? Public health is interested in serving on a TAC.</p>	<p>The Regional Advisory Working Group (RAWG), described on p. 18 of Appendix A of the Final Draft PPP, is the technical advisory committee. All key work associated with the technical and policy milestones will be discussed there. All RAWG meetings are audiocast and archived (along with meeting materials) and are accessible from the Plan Bay Area website.</p> <p>Analytical details and assumptions along the lines you suggest will be discussed at the RAWG and are not specifically described in this Final Draft PPP.</p>
<p>21. Letter (BARHII)</p> <p>Reconvene the Equity Working Group. Last round, the Regional Equity Working Group (REWG) was an effective forum for integrating equity and allowing for representatives from different low-income communities to participate meaningfully throughout the process, yet the PPP makes no mention of reconvening the REWG.</p>	<p>Please see the response to comment #1.</p>
<p>22. Letter (BARHII)</p> <p>Include an explicit process for integrating the recommendations of the Regional Prosperity Plan (RPP) into the PBA Update process: The Bay Area RPP is a three-year initiative funded by a \$5 million grant from the U.S. Department of Housing and Urban Development (HUD) to ABAG and the MTC. This important work should help inform the update process.</p>	<p>The Regional Prosperity Plan is led by a consortium of stakeholders including local jurisdictions, regional agencies, community and business groups, education institutions, and labor organizations, among others. MTC and ABAG are facilitating the process on behalf of the consortium.</p> <p>It is anticipated that the project will be completed</p>

<p>In particular:</p> <ul style="list-style-type: none"> • Fair Housing: MTC should use the approach suggested by HUD for our Regional Prosperity Plan’s “Fair Housing and Equity Assessment” by (1) identifying the determinants of current segregation and exclusion by race and income, (2) including actions to address and eliminate them in the short-term (4 years), and (3) assessing progress annually. • Focus on Quality Jobs: With hundreds of billions of dollars being spent, our new regional plan should include a focus on creating and giving low-income residents access to good jobs. 	<p>by June 2015. The project Steering Committee is currently in the process of developing an action plan for implementing key recommendations and lessons learned through this three-year process. The action plan will be informed by findings from the Fair Housing and Equity Assessment as well as more than 50 pilot projects that were funded through the program.</p> <p>It is anticipated that the action plan will include specific recommendations for the Plan Bay Area update. The action plan is expected to be completed and approved by the project Steering Committee by May 2015, at which point it will be forwarded to MTC and ABAG to be consideration as input into the Plan Bay Area update process.</p>
<p>23. Letter (BARHII)</p> <p>The Joint Policy Committee (ABAG, MTC, BAAQMD, BCDC) is committed to climate change adaptation planning. There is no mention of coordinating the policy objectives, targets, and scenarios between GHG mitigation and climate change adaptation plans. If the smart growth strategies involve increasing housing/jobs in PDAs threatened by sea level rise/coastal flooding, how will potential conflicts be anticipated and resolved, and still meet the targets?</p>	<p>Although the update to Plan Bay Area will be limited and focused, there are a few key issues that will be analyzed beyond what was included in the adopted 2013 Plan. The 2017 update to Plan Bay Area will indeed consider issues relating to climate adaptation, including sea-level rise, in partnership with the Joint Policy Committee. See Appendix A, p. 22.</p>
<p>24. Letter (BARHII)</p> <p>Assess needs first: There should be a mechanism early in the process to assess the critical transportation and housing needs of the region as a whole, and of low-income communities and communities of color in particular, as well as a decision as to how the critical needs identified will guide later analysis and decision making. This is a critical first step in public health program development and we recommend its use in your process.</p>	<p>Needs are assessed on an ongoing basis. The approach to updating Plan Bay Area will build upon the Plan adopted in 2013 and incorporate information gleaned from ongoing work, such as for the Regional Prosperity Plan effort, the Core Capacity Transit Study, the Regional Goods Movement Plan and the Core Connectivity Study.</p>
<p>25. Letter (BARHII)</p> <p>Use of performance measures throughout: PBA’s targets and performance measures are strong, and should be strengthened. They should be used throughout the process. Rather than waiting until the EIR to see how well each scenario meets the performance measures, they should guide the Scenario process and decision points throughout.</p>	<p>Similar to Plan Bay Area, performance measures and targets will be used throughout the process for the Plan update, both for the evaluation of planning scenarios and transportation projects. The current Plan included evaluation of planning scenarios throughout the process as documented in the Plan Bay Area Performance Assessment Report; this Plan update will include similar evaluations before the EIR process begins.</p>
<p>26. Letter (BARHII)</p> <p>Make assumptions explicit: The assumptions and</p>	<p>Equity measures will be considered as an integral part of the scenario performance assessment for the Plan Alternatives and will be a consideration</p>

<p>implications for social and health equity and income inequality should be made clear to the public. For example, if the stated or unstated assumption is that existing income disparities will stay the same or get worse in the next 20 years, this should be clearly stated so that this can best inform program and policy deliberations.</p>	<p>related to the selection of the Preferred Alternative.</p>
<p>27. Letter (BARHII)</p> <p>Updating population figures: Given the population shifts (displacement) since the 2010 Census, what more recent population data will the demographic, econometric, and travel models draw upon and what accommodations will be made to make sure the models reflect the new reality on the ground (e.g. eastern Contra Costa County)?</p>	<p>This question is beyond the scope of the PPP. The forecasting for the Plan Bay Area update will use the most currently available data from the U.S. Census, and the American Community Survey (ACS), and supplemented with local agency review of the data to confirm the accuracy of information at the jurisdictional level to the extent possible. The local agency review process will provide the opportunity for planners to flag any recent trends that may not be adequately represented in the ACS five-year data. The forecast development process also will consider the possible cyclical nature of the most recent swings..</p>
<p>28. Letter (BARHII)</p> <p>Will projects be evaluated for their health benefits and harms? Which benefits and harms will be considered? In cost-benefit analysis will the amount of health benefit or harm be used to screen projects irrespective of capital costs or thresholds? What opportunities will exist for independent review of cost-benefit methodologies? If so, will the findings of the review be made public?</p>	<p>In Plan Bay Area, a rigorous project assessment was conducted for all uncommitted projects (that is, those projects seeking discretionary revenue from MTC not already committed to other projects) with a particular emphasis on major investments with costs greater than \$50 million. Both the quantitative (benefit-cost) and qualitative (targets) assessments incorporated health impacts as a key component; for example, the benefit-cost analysis incorporated health benefits associated with improved physical activity from biking or walking. Specific benefits, methodologies, and tools for project evaluation for the update to Plan Bay Area, as well as cost thresholds for project-level analysis, will be identified through staff-level working groups specific to the performance assessment processes. Staff recommends that stakeholders interested in this issue participate in that process, which will be discussed at the Regional Advisory Working Group. Performance methodologies and results will be documented and made available to the public; please refer to the Plan Bay Area Performance Assessment Report as a precedent.</p>
<p>29. Letter (BARHII)</p> <p>Engage stakeholders in Scenario Development: The PPP only mentions public involvement in the evaluation of scenarios once developed. It does not lay out a process for involving the public in the</p>	<p>The Regional Advisory Working Group (RAWG) will serve as the technical advisory committee for the Plan update. Public input will be sought through the RAWG to develop the scenarios and throughout the Plan development process. RAWG meetings are open to the public, audiocast and</p>

<p>development of Scenarios in the first place. In the development of the CTP Guidelines, MTC heard and responded to the public’s desire to participate in workshops to inform the development of the guidelines. This same early engagement is needed for the PBA update.</p>	<p>archived on the project website at www.PlanBayArea.org.</p>
<p>30. Letter (BARHII)</p> <p>Include an Equity Scenario from the start: A Scenario should be developed and analyzed that maximizes greenhouse gas reductions by running more frequent local transit service, protecting high-use transit riders against displacement, and locating more affordable housing near transit and jobs.</p>	<p>Your comment on a specific scenario is beyond the scope and purpose of the PPP. The Regional Advisory Working Group (RAWG) will serve as the technical advisory committee for the Plan update. Public input will be sought through the RAWG to develop the scenarios and throughout the Plan development process.</p>
<p>31. Letter (BARHII)</p> <p>For scenario development and analysis, evaluate the equity impacts of each alternative prior to selection of Preferred alternative.</p>	<p>Your comment on equity impact evaluation is beyond the scope and purpose of the PPP. Equity measures will be considered as an integral part of the scenario performance assessment for the Plan Alternatives and will be a consideration related to the selection of the Preferred Alternative.</p>
<p>32. Letter (BARHII)</p> <p>Tracking Performance: will there be any effort to coordinate “Vital Signs” with the many existing public health indicator projects (e.g. BARHII Guide to the Social Determinants of Health, California Department of Public Health’s Healthy Communities Project)? Will assumptions behind economic and population growth be monitored and will forecasting models be re-rerun and assessed for their implications on the transportation scenarios?</p>	<p>Vital Signs is a critical aspect of implementation relating to the currently adopted Plan Bay Area. Vital Signs includes over 40 performance indicators spanning a wide range of issue areas. MTC planning staff intends to use Vital Signs data to establish baseline conditions and understand historical trends to better inform planning decisions going forward. See Appendix A, p. 16, “Tracking Performance.”</p>
<p>33. Letter (Cathleen Baker)</p> <p>List the media outlets and community based organizations that you work with or where people can go locally for information directly in the plan (perhaps in additional appendices), as well as on all websites and social media to empower residents to seek more in-depth information or communicate directly with their preferred local media outlet, service providers, or community resources.</p>	<p>The best place for individuals to go for in-depth information on the Plan is the joint MTC/ABAG website www.PlanBayArea.org, or to follow MTC and ABAG on social media. For more information about what is happening in their county with regard to the Plan and transportation planning, individuals should check with their county Congestion Management Agency.</p> <p>MTC will work with community-based organizations to assist in engaging certain populations, but those community groups will be selected via a competitive bid process and have not yet been identified (please see the response to comment #3).</p> <p>With regard to media outlets, MTC and ABAG issue news releases and advisories to media outlets large and small. MTC also uses a news</p>

	<p>service to distribute news releases. We receive a great deal of news media coverage, which is available for viewing on MTC’s web site: http://www.mtc.ca.gov/news/headlines.htm. You raise a good point that the public might want to know which news media outlets receive our press releases, so we have added such a listing to the Plan Bay Area website at www.PlanBayArea.org, and will reference its availability on p. 14 of the Final Draft PPP.</p>
<p>34. Letter (Cathleen Baker)</p> <p>Bay Area agencies (i.e. ABAG, BAAQMD, BCDC) should collaborate on proactive reporting so that significant developments, opportunities for input, and critical decisions among MTC’s partners are also publicized in a more centralized and effective manner. This is especially important given the stated commitment to stronger interagency collaboration in the update to the PBA.</p>	<p>We will endeavor to include content along the lines you suggest on the Plan Bay Area website when it affects the development of the Plan. Additionally, the Joint Policy Committee maintains a website that includes content from planning work that cuts across regional agency jurisdictions (from ABAG, MTC, the Bay Area Air Quality Management District and the San Francisco Bay Conservation and Development Commission). You can view this information here; http://www.abag.ca.gov/jointpolicy/</p>
<p>35. Letter (Cathleen Baker)</p> <p>Partnering with and communicating through offices of education, schools and districts, school boards, and social service providers is a highly effective strategy in meeting people where they already are. This will require additional steps and increased cultural competency as MTC develops content and messaging to better frame issues, investments, and trade-offs.</p> <p>One relatively simple option would be to partner with communications leadership in each of the Bay Area’s nine counties, and the top 15 to 20 cities in terms of household growth, to place a small “spotlight” window or link on relevant web pages. Counties could then extend this partnership to the community-based organizations that commonly care out select functions of local government. [Commenter provided screen shots of websites, see letter]</p>	<p>We are developing a communications tool kit for Plan Bay Area to encourage partnerships along the lines you suggest (see Appendix A, p. 25, “Other Partnerships”). We will consider your ideas as budget and resources allow.</p>
<p>36. Letter (Cathleen Baker)</p> <p>MTC and its partners should integrate the engagement and framing approaches used by Washington D.C. and the San Diego Association of Governments (SANDAG). The Public Participation Plan, especially for the update of PBA, would benefit from implementing these tactics. [Commenter provided links to examples, see letter]</p>	<p>Thank you for your suggestions. We are doing some modest retooling of the Plan Bay Area website to streamline navigation and will keep these examples in mind.</p>
<p>37. Letter (Cathleen Baker)</p>	<p>Please see the response to comment #28 regarding</p>

<p>MTC should shift the paradigm of first determining the capital cost of a project, then determining its benefits. The Integrated Transport and Health Impact Modelling Tool (ITHIM) provides a perfect and feasible opportunity to do so. I sincerely urge the Commission to empower its staff and stakeholders to utilize newly developed metrics to better gauge the true costs and benefits of our regional investments.</p>	<p>the inclusion of health benefits in the project performance assessment process. Staff will consider the use of ITHIM and/or alternative models to forecast project benefits through the Regional Advisory Working Group or staff-level working groups.</p>
<p>38. Letter (Cathleen Baker)</p> <p>Separate from the Regional Advisory Working Group (RAWG), I beg you to allocate some time and effort to convene a Regional Equity Working Group (REWG) or something similar to continue the important and beneficial advancements that were made in the 2013 PBA.</p>	<p>Please see the response to comment #1.</p>
<p>39. Letter (David Denton)</p> <p>Under the banner of opposing ‘Gentrification,’ your agencies have funded studies that extol pseudo-science, race-based wedge politics. HUD funding has been given to fringe groups with no accountability for the accuracy of the reports.</p> <p>I am asking that no additional funds be granted for these ‘Gentrification’ studies and mandate that all grantees must sign pledges to neither orchestrate, support nor participate in ANY illegal acts.</p>	<p>Please see the response to comment #22.</p>
<p>40. Letter (Matt Vander Sluis, Program Director, Greenbelt Alliance)</p> <p>The Participation Plan should do a better job of making the regional plan relevant, showing how Plan Bay Area is meaningful at the local scale and can have a positive local impact. For example, Plan Bay Area could reflect on what cities and towns are already doing to encourage smart development patterns through neighborhood-scale community-based plans. Public involvement needs to be a key component. This necessitates including public participation in early stages of plan development, particularly the development of land use and transportation scenarios. Additionally, at all relevant opportunities ABAG/MTC staff should clearly articulate how public feedback will be used and report afterwards how it was incorporated into the final plan.</p>	<p>We do seek to encourage and help outreach to various constituencies via a Plan Bay Area communications tool kit. (See Appendix A of the Final Draft PPP, p. 25, “Other Partnerships.”)</p> <p>Regarding public comments, please see the response to comment #12.</p>
<p>41. Letter (Greenbelt Alliance)</p> <p>The Participation Plan should do a better job of</p>	<p>You raise some interesting ideas and we will keep these in mind as budget and resources allow.</p>

<p>engaging Bay Area residents where they are. The draft plan should include listening sessions with a broad array of stakeholders (small business representatives, elderly, youth, etc.). These sessions should occur in the community, during regularly-scheduled events, to make participation as easy as possible. These meetings should include an emphasis on under-represented constituents.</p>	
<p>42. Letter (Greenbelt Alliance)</p> <p>The Participation Plan should do a better job of harnessing civic engagement technology to reach broader audiences. Plan Bay Area’s website should be responsively designed—able to detect device type and internet speed and improve the user experience accordingly to maximize participation. For example, signing up to receive updates about Plan Bay Area should be the most obvious button on both MTC and Plan Bay Area websites.</p>	<p>We are seeking to streamline navigation of the Plan Bay Area website and will keep your ideas in mind.</p>
<p>43. Letter (Greenbelt Alliance)</p> <p>MTC should be creative in encouraging people to follow their social media accounts through a visionary advertising campaign, retweeting, and/or sharing other interesting content. Additionally, outreach should include a text messaging strategy to engage the many Bay Area residents who have cell phones but do not regularly access the internet. (ex. Use Textizen)</p>	<p>We will keep your ideas in mind as budget and resources allow.</p>
<p>44. Letter (Susan Kirsch)</p> <p>The majority of citizens do not have direct voting access to a representative. For example in Marin, our MTC representative is elected by 20% of the population, leaving 80% of us with no direct access to a decision-maker. “Involvement” is not the same as a legal right to vote for representatives, ballot measures, or to agree to be taxed.</p>	<p>MTC’s composition is prescribed in state law and does not provide for directly elected members.</p>
<p>45. Letter (Susan Kirsch)</p> <p>The Public Meeting MTC held on October 8, 2014 and the Preliminary Draft released on November 7, 2014, 45 day comment period fell during Thanksgiving, the Christmas Holiday, and New Year’s, which raises questions about the sincerity of the process.</p>	<p>In response to comments made at an October 8, 2014 evening public meeting held prior to the release of the Draft PPP, the public comment period was extended for an additional three weeks, to January 12, 2015. This provided the public with a full 66 days to comment.</p>
<p>46. Letter (Susan Kirsch)</p> <p>Regarding the Guiding Principles and five Strategies, the plan fails to convey that public comment will actually be taken into account, seriously considered,</p>	<p>Please see the response to Comment #12.</p>

<p>and used to help shape decisions.</p>	
<p>47. Letter (Susan Kirsch)</p> <p>MTC's 27-member Policy Advisory Council is out of alignment with our representative government and its democratic process. There is no public accountability. PAC's are Policy ADVISORY groups. These advisory groups do not have legal political power.</p>	<p>Advisory councils are part and parcel of representative democracy, in that public policy makers (in this case members of MTC) directly appoint members of the public representing a range of viewpoints and backgrounds to serve on a formal advisory council to directly advise on key policy and fiscal issues that come before them for consideration and action. Meetings of MTC's Policy Advisory Council are open to the public. Meeting materials are posted on MTC's website and the deliberations are broadcast live then archived online.</p>
<p>48. Letter (Susan Kirsch)</p> <p>The 5 standing committees (Legislation, Administration, Planning, Program & Allocations, and Operations) demonstrate how the public is even further removed from decision making.</p> <p>Solution: At a minimum, name the members of the committees and provide the committee meeting schedule. Even more appropriate, these committees need to be terminated, agency advocacy prohibited and regional agencies absorbed into the State executive branch agencies and into our counties.</p>	<p>You do raise a good point that the PPP should mention when MTC's committees meet. While the times and dates are subject to change, and the MTC's website is the best place to look for up-to-date information on meetings, we have added information about meeting days on p. 9 of the Final Draft PPP.</p> <p>Regarding your suggestion to list committee members, the composition of MTC's committees changes from time to time. Given that a new term is starting in February 2015, committee membership will change significantly. We therefore direct interested members of the public to MTC's website for up-to-date information on committee membership. Committee members also are listed on each committee agenda.</p> <p>We respectfully disagree, however, that committee deliberations serve to distance the public from decision making. In fact the opposite is true. Committees are an integral part of the legislative process at all levels of government in the United States, and offer benefits to both the public as well as to the decision makers. Committee review and oversight provides two opportunities for the public to review and comment upon pending MTC actions. Board members serving on committees have the opportunity to delve more substantively into topics and develop subject-matter expertise. We likewise disagree that our organization should cease to exist.</p>
<p>49. Letter (Susan Kirsch)</p> <p>Provide the elected representatives with upcoming agenda items and provide links to relevant information. Explore mass media alternatives for the elected</p>	<p>We do send electronic newsletters to elected officials in the Bay Area at all levels, and plan to use a communications tool kit to make it easier for our board members to communicate with their constituents (for more information see Appendix</p>

<p>representatives to communicate effectively with their constituents.</p>	<p>A, p. 25, “Other Partnerships”).</p>
<p>50. Letter (Susan Kirsch)</p> <p>Public Participation Techniques, demonstrated at the October 8, 2014 meeting are not trusted. Rather than using techniques that fulfill the staff agenda, but not meet the needs of the public, find ways to bridge the gap between staff and public through genuine processes, discussion, and meaningful problem solving. Consider resources from the Kettering Foundation.</p>	<p>Please know that our public workshops and events — including the one you reference — are designed to encourage dialogue and deliberation from the public. We hope to continue to improve our meetings.</p>
<p>51. Letter (Susan Kirsch)</p> <p>Public Participations Procedures for the RTP and TIP. The charts on pages 23, 28, 29, and 30 demonstrate the complexity of these processes and the challenges faced by the MTC Policy Council, staff, and the public. Solution: The success of these procedures will depend on many factors of clarity, but consider: 1) The goals; 2) Alternative strategies to reach the goals; 3) Criteria by which the strategies are assessed; 4) Short and long-range impact of reaching the goals; 5) Timeline; 6) Budget; 7) Evaluation with milestones and benchmarks; 8) The roles and responsibilities of individuals or groups; 9) Schedules to monitor, assess, report, and correct . Use the axiom: A picture is worth a 1,000 words. Use more diagrams. In contrast to the Milestones 2014 --- 2017 map on page 30, print diagrams in a readable format and font size.</p>	<p>We agree that a picture is worth a thousand words. MTC recently released Vital Signs, an interactive website that residents can use to track the region’s progress toward reaching key transportation, land use, environmental and economic policy goals. Like Vital Signs, we will work to use more graphs and tables to depict information related to the Plan Bay Area update.</p>
<p>52. Letter (Susan Kirsch)</p> <p>You have a problem that individually engulfs the nine counties of the Bay Area and collectively impacts the MTC Planning Committee and the Joint Policy Committee. It is a core problem of trust and credibility.</p>	<p>Please know that MTC and its partner agencies are committed to working together to protect the wealth of features that make the Bay Area a wonderful place, including our diverse communities, our transportation network, our beautiful natural environment and our innovative economy.</p>
<p>53. Letter (Susan Kirsch)</p> <p>Public Participation Goals for Plan Bay Area. These are excellent goals and have broad based support. The current strategies to achieve these goals, however, are measured in terms that are substantially meaningless, such as producing user-friendly videos, holding meetings in all 9 counties, and logging 100% of written correspondence. This leaves a great challenge and room for significant improvement.</p>	<p>We agree that public engagement is challenging and certainly there is room for improvement. The measures show the unprecedented public participation in the last Plan Bay Area process, which included:</p> <ul style="list-style-type: none"> • 170 public meetings • Nearly 2,000 individuals participated in 36 community events; over 5,000 individuals participated in the public opinion poll via telephone; and nearly 1,400 people participated in online surveys and forums • 66,000 unique visitors to the Plan Bay Area website • Some 340 articles and opinion pieces were

	<p>published covering nearly every major local paper throughout the region</p> <ul style="list-style-type: none"> • Over 5,000 comments were logged throughout the four phases of outreach, including input from public workshops, community-based meetings, EIR hearings and online forums. <p>We look forward to working with partner agencies, advisors, the news media, civic groups and interested residents to improve upon our public engagement activities, which are critical to delivering a plan that reflects the priorities and values of the Bay Area.</p>
<p>54. Letter (Shireen Malekafzali)</p> <p>Include an early process for assessing important transportation needs of the region, particularly for low-income communities, communities of color, those with disabilities and older adults, and describe how the needs will guide the Plan’s development.</p> <ol style="list-style-type: none"> Review and consider analyses already conducted on transportation need. Create new methods for capturing need directly from residents, such as bus surveys, employee surveys at major employers of lower-wage workers, and organizations that provide services to older adults, those with disabilities and lower income communities. 	<p>Please see the response to comment #24.</p>
<p>55. Letter (Shireen Malekafzali)</p> <p>Ensure the targets and measures are a starting point for how the plan scenarios are developed rather than waiting until the EIR to see how well each scenario meets the performance measures. They should guide the scenario process and decision points throughout.</p>	<p>Please see the response to comment #25.</p>
<p>56. Letter (Shireen Malekafzali)</p> <p>MTC is building out a comprehensive performance measure web portal, which will be a great way to feature and share how MTC and Plan Bay Area are doing against their goals. Currently, there is no Equity section. If transportation and land use are the main mechanisms MTC utilizes to achieve its goals, with economy and environment featured as goals, equity must also be included. This highlight MTC's focus on advancing equity and allows for interested advocates to track progress. Equity measures should be both imbedded across sections as well as featured on their own.</p>	<p>Vital Signs is a critical aspect of implementation relating to the current Plan; it is outside of the scope of this PPP, which is focused on the planning process for the update to Plan Bay Area. That said, Vital Signs incorporates equity measures throughout the various sections of the website – reflecting the unique and cross-cutting nature of equity issues. Furthermore, for each of the performance targets in Plan Bay Area, the Vital Signs project will track corresponding indicators, including measures connected to equity goals (e.g., lower-income household affordability).</p>
<p>57. Letter (Shireen Malekafzali)</p>	<p>Your comments on gentrification and</p>

<p>Ensure issues of gentrification and involuntary displacement are front and center in the Plan's development. Be clear that the Plan intends to minimize and avoid the negative impacts of gentrification and plans to measures progress towards that goal. UC Berkeley's Center for Community Innovation analysis on this – scheduled for release in March 2015 –can be a great starting point for baseline data.</p>	<p>displacement are beyond the scope and purpose of the PPP.</p> <p>The Regional Prosperity Plan is structured to inform the implementation of Plan Bay Area. It may also provide mechanisms for stronger regional coordination beyond Plan Bay Area and the purview of the regional agencies. Housing affordability and displacement are both issues being considered as part of the Prosperity Plan.</p>
<p>58. Letter (Shireen Malekafzali)</p> <p>Provide a focus on quality jobs. Plan Bay Area provides an enormous opportunity to support the advancement and development of new quality jobs. The opportunity should be maximized.</p>	<p>Your comments on quality jobs are beyond the scope and purpose of the PPP.</p> <p>The Regional Prosperity Plan is structured to inform the implementation of Plan Bay Area. It may also provide mechanisms for stronger regional coordination beyond Plan Bay Area and the purview of the regional agencies. Economic and Workforce development are both issues being considered as part of the Prosperity Plan</p>
<p>59. Letter (Shireen Malekafzali)</p> <p>Include consideration of health outcomes, especially for vulnerable populations, in the Plan Bay Area process. Specify how the plan will be developed with clear health equity goals.</p>	<p>Please see the response to comment #28.</p>
<p>60. Letter (Shireen Malekafzali)</p> <p>Provide support for the development of accurate measures of transportation demand and mode share to effectively consider walking, biking and public transportation as critical means of transportation.</p>	<p>Your comment on transportation demand measurements is beyond the scope of the PPP. That said, MTC recognizes the importance of non-auto modes of transportation in achieving regional goals. MTC will consider a variety of potential performance measures and targets as part of the goals and target-setting processes at the beginning of the update to Plan Bay Area. Members of the public will have the opportunity to share their views on these goals at the first round of public open houses slated for May 2015. The current Plan Bay Area incorporates measures such as non-auto mode share and time spent walking and biking that directly relate to the strategies you cite. These measures and/or other alternative measures may be used to assess scenarios and projects, based on what is ultimately adopted by the joint MTC Planning Committee and ABAG Administrative Committee as targets for the Plan Update.</p>
<p>61. Letter (Shireen Malekafzali)</p> <p>Build in steps for considering and implementing the actions and strategies that have been developed under the HUD SCI grant.</p>	<p>Please see the response to comment #22.</p>

<p>62. Letter (Shireen Malekafzali)</p> <p>Maximize Effective and <i>Ongoing</i> Means of Public Participation by low-income people, those with disabilities and older adults.</p> <p>Engage with underrepresented communities much earlier in the process with a focus on establishing understanding around the fundamentals of regional planning and how it impacts local experiences and local planning.</p> <p>Provide local opportunities for stakeholders, particularly those that are low-income, people of color, those with disabilities and older adults to meet with commissioners and other MTC decision-makers in their communities to express their needs and aspirations.</p> <p>Provide mini-grants to organizations representing low-income participants to conduct outreach and facilitate their participation effectively and appropriately.</p>	<p>Please see the response to comment #3.</p>
<p>63. Letter (Shireen Malekafzali)</p> <p>Provide information on how to ensure continued participation through resources and easy to access venues and means of providing substantive input.</p> <p>Vary the location of Plan Bay Area deliberation meetings around the Bay Area to make it easier to participate and enable a broader set of participants from across the region.</p> <p>Clarify the linguistic needs of communities of concern and specify how the participation process will support access for limited English speakers with an important stake in the Plan's development.</p>	<p>The best place for individuals to stay involved and offer input is to check the joint MTC/ABAG website www.PlanBayArea.org, or to follow MTC and ABAG on social media.</p> <p>As in the past, we will hold meetings around the region in various locations. Limited-English participants can request translation assistance at any point, as noted on pgs. 18-19 of the Final Draft PPP.</p> <p>Also, please see the response to comment #3.</p>
<p>64. Letter (Shireen Malekafzali)</p> <p>Maintain an Equity Working Group as an effective forum for integrating equity throughout the process.</p>	<p>Please see the response to comment #1.</p>
<p>65. Letter (Shireen Malekafzali)</p> <p>Include public participation in the development of scenarios, not just evaluation of the scenarios.</p> <p>Demonstrate how public input is considered and incorporated within the process.</p> <p>Specify how the Public Participation Process will be utilized and referred to throughout the Plan development and how accountability to the Plan will be</p>	<p>Regarding your comment on scenarios, please see the response to comment #29. Regarding public comments, please see the response to comment #12.</p> <p>Regarding lessons learned from past efforts, please see the response to comment #16.</p>

<p>assured.</p> <p>Ensure lessons learned from the last Plan Bay Area public participation process are not lost and are incorporated throughout this next round.</p>	
<p>66. Letter (Multiple Organizations, 37 signatories)</p> <p>Start with the Needs: As in 2010, the draft Participation Plan skips this crucial step. MTC should include an early process for assessing the critical transportation and safety needs of the region as a whole, and of low - income communities and communities of color in particular, and should describe how the critical needs identified will guide later analyses and decision making.</p>	<p>Please see the response to comment #24.</p>
<p>67. Letter (Multiple Organizations, 37 signatories)</p> <p>The draft Participation Plan does not lay out a process for involving the public in the development of scenarios (as opposed to the evaluation of scenarios developed by staff). We have long expressed our desire to be included in that process. In the recent development of the CTP Guidelines, MTC heard and responded to the public’s desire to participate in workshops before the draft was “written in stone.” The same early engagement is even more crucial here.</p>	<p>Please see the response to comment #29.</p>
<p>68. Letter (Multiple Organizations, 37 signatories)</p> <p>A scenario should be developed and analyzed that, like the EEJ, maximizes greenhouse gas reduction by running more frequent local transit service; protecting high - propensity transit riders against displacement; incentivizing increased transit mode share with free passes (especially for youth, persons with disabilities, and seniors); locating more affordable housing near transit, schools and jobs; integrating local transit and safe, active transportation between these essential destinations; investing more in complete streets maintenance and improvement; and ensuring that underserved and disadvantaged communities receive a fair, timely and meaningful share of the benefits of public investment.</p>	<p>Please see the response to comment #30.</p>
<p>69. Letter (Multiple Organizations, 37 signatories)</p> <p>Evaluate and Integrate Goals and Performance Measures: Plan Bay Area’s goals and performance measures are strong, and should be strengthened. Since they are the yardstick against which progress will be measured, they should not live in a vacuum during this process:</p>	<p>Please see the response to comment #25 regarding how the goals and performance measures relate to scenario analysis. With regard to Vital Signs, while it is a critical aspect of implementation for the current Plan, it is outside the scope of this PPP. That said, Vital Signs does include indicators directly aligned with all of Plan Bay Area’s performance targets, including measures</p>

<ul style="list-style-type: none"> • The goals and performance measures should guide the entire process. For instance, rather than waiting until the EIR to see how well each scenario meets the performance measures, that analysis should be conducted during the process of scenario development and selection. • MTC should report annually on the extent to which progress has been made against PBA’s performance measures at both the project and overall plan levels, and the public should be involved in this evaluation process. The “Vital Signs” initiative is a welcome step in that direction, but it must encompass all of PBA’s performance measures and equity metrics. 	<p>related to equity. Vital Signs will be updated on a regular basis going forward to track progress toward regional goals.</p>
<p>70. Letter (Multiple Organizations, 37 signatories)</p> <p>Evaluate Near-Term Equity Impacts: Instead of analyzing equity impacts using a “colorblind” methodology that speculates about impacts at the distant horizon of the planning process, MTC should build on the approach suggested by HUD for our Regional Prosperity Plan’s “Fair Housing and Equity Assessment” by (a) identifying the determinants of current segregation and exclusion by race and income (including gentrification and displacement) ; (b) adopting action program s to address and eliminate them in the short term (four years); and (c) assessing progress annually.</p>	<p>This comment is beyond the scope of the PPP. Regarding the Fair Housing and Equity Assessment, please see the response to comment #22.</p>
<p>71. Letter (Multiple Organizations, 37 signatories)</p> <p>Add a New Focus on Quality Jobs: With hundreds of billions of dollars being spent, our new regional plan has the power to help reduce extreme income inequality. It should include a focus on how that public funding can be used in a way that creates, and gives low - income residents access to, good jobs, and should incorporate key findings and strategies identified in the Economic Prosperity Strategy and other outcomes of the HUD - funded Sustainable Communities Regional Planning Grant.</p>	<p>Please see the response to comment #58.</p>
<p>72. Letter (Multiple Organizations, 37 signatories)</p> <p>Be Proactive about Access:</p> <ul style="list-style-type: none"> • Public meetings should be held at times and places that are convenient and accessible to the public, including low - income residents. Evening and weekend meetings should be scheduled at locations that are well served by public transit that runs at night and on weekends. • Assure meaningful opportunities to participate by Limited English Proficient residents based upon 	<p>Regarding timing and location of public meetings, please see the response to comment #4. Regarding removing language barriers for limited-English proficient residents, we do plan to seek partnerships with community-based organizations and intend to work with them to provide needed translations in a given community (please see the response to comment #3). Likewise we routinely translate vital documents (for example, the PPP) as well as any other documents upon request) in accordance with MTC’s Plan for Special</p>

<p>language needs of local communities and not merely a request for translation. Identify the language needs of “communities of concern,” especially in Priority Development Areas where planning and investment decisions may have the greatest impacts. Provide additional assistance reflecting the language needs of the locality in which meetings, hearings, and outreach occur.</p>	<p>Language Services to Limited English Proficient Populations (as noted on p. 5 of the Final Draft PPP).</p>
<p>73. Letter (Multiple Organizations, 37 signatories)</p> <p>Do Not Disband the Equity Working Group: Last round, the Regional Equity Working Group (REWG) was an effective forum for bringing together the best thinking on equity issues through an ongoing dialogue of equity experts, yet the draft Plan makes no mention of reconvening the REWG. At the same time, MTC should ensure that the recommendations of equity stakeholders do not live in a silo, but are brought to the Commission and to key advisory groups, such as the Regional Advisory Working Group, throughout the Plan Bay Area process.</p>	<p>Please see the response to comment #1.</p>
<p>74. Letter (Multiple Organizations, 37 signatories)</p> <p>Establish a Housing Advisory Committee and Track RHNA Performance: There is no plan to convene a housing - focused advisory group (pp. 21 - 22). Although this cycle of Plan Bay Area will not include an update of the Regional Housing Need Allocation (RHNA), housing 100 percent of the region’s projected population growth at all income levels remains one of SB 375’s two mandatory targets. A formal housing advisory group comprised of a diverse set of local and regional stakeholders will help ensure that this target is met. The process should also include an assessment of whether the region is on track to meet the 2013 RHNA, and whether policy changes are needed to encourage and accommodate the necessary housing production.</p>	<p>This comment is beyond the scope of the PPP.</p> <p>RHNA performance is being tracked by the regional agencies. The 2013 RHNA-related updates to local Housing Elements are either underway or recently adopted.</p>
<p>75. Letter (Multiple Organizations, 37 signatories)</p> <p>Demonstrate Explicit Consideration of Input: Describe how public input from each of the varied forums described in the draft Participation Plan will be used in the development, evaluation and selection among alternatives at each key decision point. Provide specific opportunities for residents of low - income communities of color to meet with decision makers in their communities.</p>	<p>Please see the response to comment #12 regarding how public comments — including for alternative scenarios — are considered.</p> <p>Regarding opportunities for low-income and community of color residents, please see the response to comment #3.</p>
<p>76. Letter (Multiple Organizations, 37 signatories)</p> <p>Highlight Local Outcomes: Residents connect to</p>	<p>Plan Bay Area describes the long-range needs, policies and investments for the nine-county San Francisco Bay Area. Staff work closely with local</p>

<p>planning most effectively when they understand how it affects them at the local level – in their communities and neighborhoods. Describing throughout the Plan Bay Area process how decisions, scenarios, and plans affect transit riders, residents, commuters, and workers where they live and work will help ensure robust public participation</p>	<p>jurisdictions and will strive to produce information and materials that help the public understand how the Plan affects individuals at the local level.</p>
<p>77. Email (Stephen Nestel)</p> <p>You have acknowledged the failing of your outreach in Plan Bay Area One and it seems like the public is being taken for a second time with an autocratic central plan that presumes to control the economic and governmental destiny of millions for decades to come. Most people have no idea what is happening with Plan Bay Area because the entire process was designed to MINIMIZE public involvement by holding daytime meetings, arcane language and the collusion of silence from local media. Informal surveys have demonstrated that 80% of the INFORMED public is opposed.</p>	<p>We respectfully disagree. The process for developing the current Plan Bay Area as adopted in 2013 was designed to encourage robust public participation, and involved an unprecedented number of Bay Area residents (please see the response to comments #50 and #53). Regarding your opposition for planning at the regional level to address transportation and housing issues, data from a 2012 telephone survey of 1,600 randomly selected Bay Area residents shows that an overwhelming 87 percent of Bay Area residents express support for the concept of a regional transportation and housing plan like Plan Bay Area.</p>
<p>78. Letter (Patrisha Piras)</p> <p>Specifically, please note that Title VI does not require citizenship for its protections, and numerous non-citizens have strong interests in, or reliance on, their rights to public transit and other transportation issues and services. Before bringing the document back for approval, MTC staff should conduct a further review to eliminate the existing uses of “citizen” in the document except when it is used as a direct quote from other sources. As one example, the description of the Policy Advisory Council on page 7 references “citizen advisors” – is this now a requirement for appointment?</p>	<p>We agree that citizenship is not a prerequisite for civil rights nor is it a requirement to serve on our Policy Advisory Council. We use this term in the expanded definition to describe a resident of our region, as opposed to a representative from a governmental agency. We have removed it.</p>
<p>79. Letter (Patrisha Piras)</p> <p>This is also to recognize and urge that a second comment period may well be needed to allow the public to respond collectively to MTC staff’s preliminary recommendations for the PPP update. Given comments by others, as well as those below, a further iteration should be conducted, and indeed, there appears to be adequate time to allow this additional involvement and enhancement of understanding the process.</p>	<p>We do not see the need for a second comment period since we are not recommending any significant changes to the Final Draft PPP; the changes recommended by staff are intended to clarify or strengthen the original draft.</p>
<p>80. Letter (Patrisha Piras)</p> <p>Have an Evaluation of each iteration of the Regional Public Participation Plan. It would be helpful to</p>	<p>We do report on each phase of public engagement for our long-range plans, and these documents are available under the heading “PBA Outreach and Participation Program” on the Plan Bay Area</p>

<p>identify more quantitative evaluation criteria as part of the PPP so that the public can be advised and provide input on how we will all know if-or-when “success” has been achieved; most of the proposed “metrics” are qualitative and difficult to measure. But it would be more useful and indeed honest to do so as part of this introduction to the next Plan update, to record and disclose areas where the public identifies needs for improvement. Also, an up-to-date Evaluation should be made available for public review and comment as to how the 2010 PPP has addressed the public’s goals.</p>	<p>website at this link: http://planbayarea.org/plan-bay-area/final-plan-bay-area/final-supplementary-reports.html</p> <p>An evaluation of the entire Plan Bay Area Public Outreach and Participation Program can be viewed at: http://planbayarea.org/pdf/Evaluation_Report_PB_A_Outreach.pdf</p>
<p>81. Letter (Patrishia Piras)</p> <p>A key element in the development of the 2013 RTP/SCS was the new publicly noticeable partnership between MTC and ABAG. But the absence of information regarding ABAG’s statutory and other anticipated roles leading up to the 2017 document is stark, and requires further explanation, as well as commitment by ABAG. The draft PPP is being released by and is due to be adopted by MTC alone – why is no action listed by ABAG?</p>	<p>This Draft PPP details which agency — ABAG, MTC, or both — will be responsible for making decisions on each of the planning milestones. MTC, as the federally designated metropolitan planning organization (MPO), adopted the 2010 PPP. Both federal and state law task the MPO with the responsibility of developing and adopting the PPP. Please see the response to comment #15.</p>
<p>82. Letter (Patrishia Piras)</p> <p>The availability and archiving of audiocasts of MTC standing committee meetings and other key public events and MTC - ABAG jointly sponsored meetings is laudable and much appreciated. But why are not similar events conducted “solely” by ABAG similarly available (e.g., the Regional Planning Committee), when they share the same venue and have access to the same technology?</p>	<p>A consultant videotapes ABAG’s major meetings: Executive Board, Legislation and Governmental Organization Committee, Finance and Personnel Committee (except when discussing personnel issues), Regional Planning Committee and General Assembly. These videos are available on http://regional-video.com/mtc-abag-video-index/ (YouTube) and also linked from ABAG’s website http://abag.ca.gov/meetings/. We have added language to p. 20 of Appendix A to alert the public to this resource.</p>
<p>83. Letter (Patrishia Piras)</p> <p>Open and transparent meetings and processes: In numerous places, significant qualifiers appear on these public rights (e.g., “ample” or “reasonable” opportunities). There needs to be more evidence than perfunctory statements that “MTC staff makes every effort” regarding meeting minutes, or to explain why outcomes do not correspond to views expressed. The document needs to document why and how staff actions or analysis are changed by public input.</p>	<p>The PPP is intended to be a framework for how the public can get involved to help influence and shape key MTC decisions or to access the agency’s programs and services. It is written to describe MTC’s commitment to providing a transparent, inclusive participation process that offers early and continuing opportunities for engagement, and we are committed to following the principles and strategies outlined on pp 2-3 of the Final Draft PPP. Please also see the response to comment #12.</p>
<p>84. Letter (Patrishia Piras)</p> <p>It seems inappropriate for MTC staff to pre-judge the relative “value” to individuals on how they can or should benefit from addressing various steps in the planning process (e.g., “there is comparatively less</p>	<p>This language is intended to encourage members of the public to get involved earlier in the process for considering transportation projects, such as during the development of the long-range plan on the rationale that earlier engagement is best. However, we agree that the language could be</p>

<p>value for public to participate in the TIP,” page 19). The timing of when RTP projects make it into the TIP is indeed a significant public issue for those who rely on, or are affected by, identified projects</p>	<p>improved and thus we modified the wording on p. 20 of the Final Draft PPP.</p>
<p>85. Letter (Patrisha Piras)</p> <p>The statutory requirement whereby SB 375 assigns joint responsibility for Plan Bay Area to MTC and ABAG makes the absence of commitments by ABAG as to what they will be doing in these processes quite noteworthy. The document, or at least at a minimum Appendix A, should be a joint document, mutually and formally agreed to by both agencies.</p>	<p>Please see the response to comment #81.</p>
<p>86. Letter (Patrisha Piras)</p> <p>There is a disconnect between several of the representations in the document and actual experience. In practice, MTC staff adheres to the least applicable minimums required by the Ralph M. Brown Act and other “open meeting” provisions – unfortunately, far too many discussion opportunities are closed to the public under various (and often unnecessary or inappropriate) claims of exemptions. It should change its policies and practices so that the great majority of meetings are open and available to the public. As one example, the last paragraph on page 7 states that “MTC facilitate policy and technical discussion through numerous ad hoc working groups” – the PPP should identify what these are, how decisions are made as to whether public access will be allowed, and if not, why. When MTC or its staff “coordinates” with “counterpart agencies in adjacent regions,” how is the public notified and invited? If not, why not? Further, how will MTC (and ABAG) go beyond the bare minimums of the California Environmental Quality Act (CEQA) in providing useful information to both the public and decision - makers regarding the next Plan Bay Area?</p>	<p>MTC is fully committed to meeting the requirements of the Brown Act and CEQA. This includes providing public access to public meetings, including providing an audio archive of public meetings on its website.</p> <p>Regarding technical ad hoc, staff-level working groups — including with staff from counterpart agencies in adjacent regions — such groups are used from time to time to address issues that require consultation of a detailed and technical nature. It is not possible to know in advance which issues might require a working group. Any resulting policy decisions are brought before the Commission.</p> <p>All staff-level technical working groups that might be needed for Plan Bay Area will be discussed at the Regional Advisory Working Group.</p>
<p>87. Letter (Patrisha Piras)</p> <p>Multiple places in the draft document reference “Resolution 3757” – it (and any other resolutions and policies related to public communications) should be available and searchable on the MTC website.</p>	<p>MTC Resolution 3757 can be found via a search from MTC’s website. MTC plans to transition to a new software platform that should further improve search capabilities for all MTC meeting packets, including resolutions that are up for revision. MTC is in the midst of an overhaul to its website, and search capabilities there should also improve.</p>
<p>88. Letter (Patrisha Piras)</p> <p>The description of Executive Orders on pages 4-5 only addresses such actions at the federal level – similar such pronouncements have been made at the State level, notably by the current and immediate past</p>	<p>We reference federal executive orders pertaining to civil rights and environmental justice because we are a recipient of federal funding and as such are obliged to assist the U.S. Department of Transportation in implementing applicable federal executive orders.</p>

<p>Governors relating to Greenhouse Gas reductions. The document should be revised to include State – level Executive Orders.</p>	<p>Regarding the applicability of state executive orders pertaining to greenhouse gas emissions, this is a subject of active litigation, on appeal to the California Supreme Court. With the exception of a single Court of Appeal decision in a case involving the San Diego Association of Governments (SANDAG), California courts have long held that local government agencies may exercise considerable discretion in what to consider.</p> <p>One of the issues on appeal is whether the Court of Appeal was correct in applying the Executive Order at issue to SANDAG, as doing so elevates the Executive Order beyond its constitutional bounds and raises serious separation of powers concerns. Until the issue is resolved by the California Supreme Court, MTC believes it is not appropriate to elevate these Executive Orders to the status of legislative mandates.</p>
<p>89. Letter (Patrisha Piras)</p> <p>There are multiple other references in the draft document where explanations should be expanded in order to be useful to the interested public. As examples, where is a list of “newspapers of general circulation” in each county to which MTC meeting notices are provided, or a list of the “numerous newspapers” where public hearing notices are sent? What is the list of “local media” as a “technique” (page 16)? How does a “database of local government officials and staff” connect to “targeted mailings to keep the public updated” (page 10)? If an individual member of the public is included in MTC’s database, how do they know how they or their areas of interest are identified? When “major initiatives and events” are announced “if appropriate” by email, who decides “appropriateness” for the public, and how?</p>	<p>MTC works with media outlets large and small to release information to the public. Regarding a listing of media outlets, see the response to comment #33.</p> <p>MTC utilizes its database of interested persons and government staff to keep its numerous stakeholders informed via electronic newsletters or email. Some information may be targeted by county.</p> <p>MTC has multiple ways for people to sign up for alerts and information. Members of the public can select to receive certain categories of updates from the News section of MTC’s website via a web subscription service. You have raised some specific ideas we will look into further to make our system more robust so that individuals can better identify their interests.</p>
<p>90. Letter (Patrisha Piras)</p> <p>MTC’s Plan for communications with and services for Limited English Proficiency (LEP) Populations is identified on page 17 as a “technique for involving low income communities and communities of color” – please explain the intended connection between income & race with language. Further, the “techniques” of polls, surveys and focus groups do not identify how persons with languages other than English are included.</p>	<p>Data suggest there is a correlation between limited-English proficiency and lower incomes, as well as between limited-English proficiency and race/ethnicity. We have clarified the specific techniques used when reaching out to Limited-English proficient persons, low-income individuals, communities of color and low-literacy populations. Additionally, we have added language on p. 19 of the Final Draft PPP to reflect MTC’s practice to offer translated polls/surveys into other languages, such as Spanish and Chinese, in order to involve LEP populations; as</p>

	well as to hold focus groups in-language or offer translation services.
<p>91. Letter (Patrisha Piras)</p> <p>ABAG’s Regional Planning Committee (RPC) is described briefly in the draft PPP for Plan Bay Area (Appendix A, page 22) but they do not appear to be assigned a role for any of the “key milestones” outlined, even though they have already had significant discussions on matters such as Priority Development Areas and Priority Conservation Areas. Nor is any successor to the Regional Equity Working Group (REWG) identified for any role for the 2017 PBA update, even for the Title VI and Environmental Justice Analysis. Please correct these omissions.</p>	<p>ABAG’s Regional Planning Committee has an advisory role relative to the development and adoption of Plan Bay Area. ABAG utilizes its Executive Board and Administrative Committee for decision-making.</p> <p>Regarding the Regional Equity Working Group please see the response to comment #1.</p>
<p>92. Letter (Patrisha Piras)</p> <p>A comprehensive list of “unresolved” topics and issues, and requests for further information was developed throughout the course of the 2011-to-2013 REWG. When and how will responses to these information requests be available?</p>	<p>This comment is beyond the scope and purpose of the PPP. During the last Plan Bay Area process, the Regional Equity Working Group (REWG) created a “parking lot” for important issues impacting the Bay Area that were beyond the purview of MTC and ABAG. It was not expected that MTC or ABAG could respond to all of these issues, many of which are beyond the purview of either agency. The REWG provided a good forum to consider the variety of challenges that face the region’s communities of concern, as well as for people who are low-and moderate income generally. The Regional Prosperity Plan slated for completion in 2015 was developed and advanced with the objective of identifying potential solutions to some of these challenges (Please see the response to comment #22 for more information.)</p>
<p>93. Letter (Patrisha Piras)</p> <p>The identification in the draft PBA PPP of the link relating to Legal Settlements from the 2013 PBA can be useful, but at a minimum, the page on “Legal Documents” should be improved by adding dates of materials reported. How will the interested public be informed when updates and additions to this site are posted?</p>	<p>Information on all of the Plan Bay Area lawsuits and Settlement Agreements has been featured prominently on the www.PlanBayArea.org website. New developments are highlighted as they happen.</p>
<p>94. Letter (Patrisha Piras)</p> <p>It is also crucial that an Evaluation and Monitoring report be provided regarding implementation and performance of the 2013 PBA, as input to the 2017 process. Both the public and elected decision-makers should know what the region has actually achieved as work is started on the next RTP. If the new “Vital</p>	<p>For a long-range plan, we believe that short-term trends should be considered with caution relative to informing future policy considerations. However, performance monitoring is a key component for both the development and implementation of Plan Bay Area and will be utilized to inform the development of the update to Plan Bay Area. This information will be made</p>

<p>Signs” initiative is intended to fill this role, it should be more clearly described; if this is not the intent, how will the information be made available?</p>	<p>available online, through the Regional Advisory Working Group and the public process for developing Plan Bay Area.</p>
<p>95. Letter (Patrisha Piras)</p> <p>What is the purpose of “Attachment B” (Roles & responsibilities) for the draft PPP for Plan Bay Area? It appears to currently be an outline that needs to be filled in – if so, when will it be completed?</p>	<p>The table in the referenced attachment is intended to show in one place the major technical and decision milestones, which agency or agencies are involved as well as the timing. It is complete, but as with any such schedule, is subject to change as the process unfolds.</p>
<p>96. Email (Judy Schriebman)</p> <p>The public is not interested in being manipulated by false choices, carefully managed “opportunity sessions” and a lack of sincerity on staff’s part to rally and address concerns.</p>	<p>Please see the response to comment #50.</p>
<p>97. Email (Judy Schriebman)</p> <p>It would behoove MTC and ABAG to knit together a coordinated Bay Area transportation network, with real time information on busses, Muni, and ferries, routes, times and payment cards FIRST before attempting to shoehorn more people into an already cramped and badly mismanaged and uncoordinated, aging transportation system.</p> <p>The SMART train will fail to serve any serious transportation needs due to the lack of follow up bus service at stations and the placement of the tracks in the path of sea level rise flooding.</p>	<p>Please see the response to comment #9.</p>
<p>98. Email (Judy Schriebman)</p> <p>The MTC board members should every one of them be taking the bus to all meetings, errands, etc. to see where the holes are, fixing those holes and making our Bay Area transportation system viable.</p>	<p>The comment goes beyond the scope of this PPP.</p>

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