



**SUSTAINABLE COMMUNITIES STRATEGY
REGIONAL ADVISORY WORKING GROUP**
September 6, 2011, 9:30 a.m. to 11:30 a.m.
Joseph P. Bort MetroCenter, 1st Floor, Auditorium
101 - 8th Street, Oakland, CA 94607

A G E N D A

1. Convene Meeting <i>(Bruce Riordan, Consultant to the Joint Policy Committee)</i> Staff will outline today's meeting agenda, recap comments from previous meeting, and highlight upcoming agenda items.	9:30 a.m.
2. Sustainable Communities Strategy/Alternative Scenarios Report <i>(Ken Kirkey, ABAG; Miriam Chion, ABAG)</i> Staff will present the land use patterns for three alternative scenarios: Core Concentration Growth, Focused Growth and Outer Bay Area Growth, including household and employment distribution by 2040.	9:35 a.m.
3. Draft Transportation Networks <i>(Ashley Nguyen, MTC; David Ory, MTC)</i> Staff will provide an overview of the draft transportation networks developed for the scenarios.	10:15 a.m.
4. OneBayArea Grants Program – Review <i>Alix Bockelman, MTC; Craig Goldblatt, MTC)</i> Staff will provide an overview of the proposed consolidated grant program being considered for Plan Bay Area.	10:55 a.m.
5. July 5, 2011 Meeting Summary (Information)	11:15 a.m.
6. Next Steps/Other Business/Public Comments	11:20 a.m.
ADJOURN <u>Next meeting on: Tuesday, October 4, 2011 at 9:30 a.m.</u>	

*See Attachment

The Regional Advisory Working Group (RAWG) is comprised of local government planning, Congestion Management Agencies, and transit agencies staffs and stakeholder groups. RAWG provides input to regional agency staff on Regional Transportation Plan/Sustainable Communities Strategy work elements. Group discussion follows each staff presentation.

Staff Liaison: Miriam Chion, ABAG, 510-464-7919

Website: www.OneBayArea.org



Approach to Adding Transit Service

- **Purpose**

- Using efficiency savings, increase transit service to ...
- ... Serve the land use pattern's travel demand ...
- ... In an equitable manner

- **August 16 Presentation**

- Overview of large land use changes in the DRAFT “Maximum Growth” scenario
- Overview of large changes in transit demand in this scenario
- Equity considerations
 - Low income commute demand map is available here:
<http://geocommons.com/maps/93222>
 - How well do the identified routes meet your expectations in regards to serving communities of concern and the aging population?

Approach to Adding Transit Service

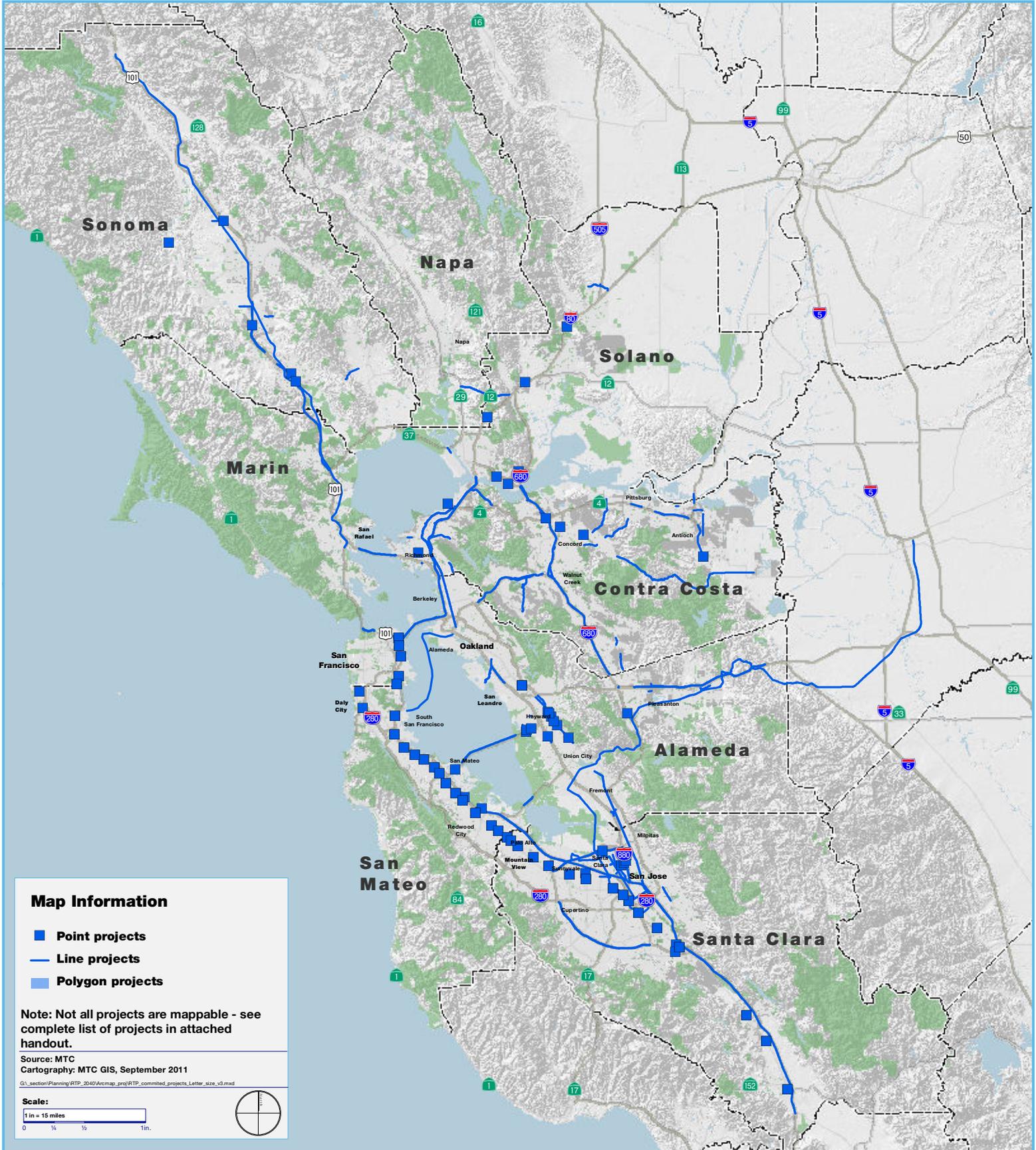
- **Distribute *DRAFT* list of proposed frequency increases**
 - Not a final list (see next steps)
 - Based on the demand analysis presented August 16
 - *Does* include increases to service that is either existing or committed
 - *Does not* include (or preclude) increases in frequencies that may be associated with capital projects (e.g. Caltrain 2025)
- **Next steps**
 - Reconcile frequency increases with capital projects
 - Discuss approach with transit providers
 - Compare proposed service increases with efficiency budget
 - Obtain feedback from stakeholders

DRAFT Core Capacity Transit Network: Proposed Frequency Changes

Operator	Service	Route	Existing plus committed headways					Proposed Core capacity network headways					Example relevant capital project needing reconciliation
			Early AM	AM Peak	Midday	PM Peak	Evening	Early AM	AM Peak	Midday	PM Peak	Evening	
AC Transit	Local bus	1 Berkeley to Bay Fair EB	90	15	20	15	20	20	10	15	10	20	East Bay BRT (22455)
AC Transit	Local bus	1 Berkeley to Bay Fair WB	60	15	20	15	20	20	10	15	10	20	East Bay BRT (22455)
AC Transit	Local bus	1 International Rapid EB	---	12	12	12	---	---	5	5	5	---	East Bay BRT (22455)
AC Transit	Local bus	1 International Rapid WB	---	12	12	12	---	---	5	5	5	---	East Bay BRT (22455)
AC Transit	Local bus	18 Albany to Montclair EB	90	15	15	15	25	25	7	7	7	25	
AC Transit	Local bus	18 Albany to Montclair WB	90	15	15	15	25	25	7	7	7	25	
AC Transit	Local bus	51A Rockridge to Fruitvale NB	60	10	12	10	20	20	7	7	7	20	
AC Transit	Local bus	51A Rockridge to Fruitvale SB	45	10	12	10	20	20	5	5	5	20	
AC Transit	Local bus	51B Berkeley to Rockridge SB	45	10	12	10	20	20	5	5	5	20	
AC Transit	Local bus	51B Rockridge to Berkeley NB	45	10	12	10	20	20	5	5	5	20	
AC Transit	Local bus	72 San Pablo Rapid NB	---	12	12	12	---	---	5	5	5	---	
AC Transit	Local bus	72 San Pablo Rapid SB	---	12	12	12	---	---	5	5	5	---	
AC Transit	Local bus	97 Bayfair to Union City NB	---	20	20	20	20	20	10	10	10	10	
AC Transit	Local bus	97 Bayfair to Union City SB	---	20	20	20	20	20	10	10	10	10	
BART	Heavy Rail	Blue - Daly City to Dublin/Pleasanton	15	15	15	15	20	15	12	15	12	15	BART Metro (240182)
BART	Heavy Rail	Blue - Dublin/Pleasanton to Daly City	15	15	15	15	20	15	12	15	12	15	BART Metro (240182)
BART	Heavy Rail	Green - Berryessa to Daly City	90	15	15	15	---	15	12	15	12	---	BART Metro (240182)
BART	Heavy Rail	Green - Daly City to Berryessa	90	15	15	15	---	15	12	15	12	---	BART Metro (240182)
BART	Heavy Rail	Orange - Berryessa to Richmond	15	15	15	15	20	15	12	15	12	15	BART Metro (240182)
BART	Heavy Rail	Orange - Richmond to Berryessa	15	15	15	15	20	15	12	15	12	15	BART Metro (240182)
BART	Heavy Rail	Red - Millbrae to Richmond	15	15	15	15	---	15	12	15	12	---	BART Metro (240182)
BART	Heavy Rail	Red - Richmond to Millbrae	15	15	15	15	---	15	12	15	12	---	BART Metro (240182)
BART	Heavy Rail	Yellow - Pittsburgh/Bay Point to SFO	15	15	15	15	20	15	12	15	12	15	BART Metro (240182)
BART	Heavy Rail	Yellow - SFO to Pittsburgh/Bay Point	15	15	15	15	20	15	12	15	12	15	BART Metro (240182)
SamTrans	Local bus	120 Colma to Brunswick/Templeton NB	99.99	10	20	10	30	30	5	10	5	15	
SamTrans	Local bus	120 Colma to Brunswick/Templeton SB	99.99	10	20	10	30	30	5	10	5	15	
SamTrans	Local bus	122 Colma to Stonestown NB	---	20	30	20	30	30	10	15	10	15	
SamTrans	Local bus	122 Colma to Stonestown SB	---	20	30	20	30	30	10	15	10	15	
SamTrans	Local bus	130 South San Francisco to Daly City NB	99.99	20	30	20	60	30	10	20	10	30	
SamTrans	Local bus	130 South San Francisco to Daly City SB	99.99	20	30	20	60	30	10	20	10	30	
SamTrans	Local bus	292 Hillside to Downtown SF NB	60	30	30	30	60	30	20	20	20	30	
SamTrans	Local bus	292 Hillside to Downtown SF SB	90	30	30	30	60	30	20	20	20	30	
SamTrans	Local bus	390 Palo Alto to Daly City NB	99.99	30	30	30	60	30	15	15	15	30	SamTrans BRT (240026)
SamTrans	Local bus	390 Palo Alto to Daly City SB	99.99	30	30	30	60	30	15	15	15	30	SamTrans BRT (240026)
SamTrans	Local bus	391 Redwood City to Downtown SF NB	30	120	---	30	---	30	30	---	30	---	SamTrans BRT (240026)

Operator	Service	Route	Existing plus committed headways					Proposed Core capacity network headways					Example relevant capital project needing reconciliation
			Early AM	AM Peak	Midday	PM Peak	Evening	Early AM	AM Peak	Midday	PM Peak	Evening	
SamTrans	Local bus	391 Redwood City to Downtown SF SB	60	60	---	30	---	30	30	---	15	---	SamTrans BRT (240026)
SamTrans	Local bus	391 Redwood City to Mission/Evergreen NB	---	30	30	80	60	---	30	15	30	30	SamTrans BRT (240026)
SamTrans	Local bus	391 Redwood City to Mission/Evergreen SB	---	240	30	120	60	---	30	15	30	30	SamTrans BRT (240026)
SC VTA	Light rail	900 Almaden to Mountain View	15	15	15	15	15	15	10	15	10	15	
SC VTA	Light rail	900 Mountain View to Almaden	15	15	15	15	15	15	10	15	10	15	
SC VTA	Light rail	901 Alum Rock to Santa Theresa	15	15	15	15	15	15	10	15	10	15	Capitol Expwy LRT Extension (22956)
SC VTA	Light rail	901 Santa Theresa to Alum Rock	15	15	15	15	15	15	10	15	10	15	Capitol Expwy LRT Extension (22956)
SC VTA	Light rail	902 Winchester to Saint James	15	15	15	15	15	15	10	15	10	15	
SC VTA	Light rail	902 Winchester to Saint James	15	15	15	15	15	15	10	15	10	15	
SC VTA	Light rail	903 Tasman Express IN	---	15	---	15	---	---	10	---	10	---	
SC VTA	Light rail	903 Tasman Express OUT	---	15	---	15	---	---	10	---	10	---	
SC VTA	Local bus	22 Palo Alto to East Ridge EB	30	15	15	15	20	15	10	10	10	15	El Camino Rapid (240119)
SC VTA	Local bus	22 Palo Alto to East Ridge WB	30	15	15	15	20	15	10	10	10	15	El Camino Rapid (240119)
SC VTA	Local bus	23 DeAnza to Alum Rock EB	90	15	15	15	30	30	10	10	10	30	
SC VTA	Local bus	23 DeAnza to Alum Rock WB	90	15	15	15	30	30	10	10	10	30	
SC VTA	Local bus	523 Express EB	90	10	10	10	30	30	10	10	10	15	
SC VTA	Local bus	523 Express WB	90	10	10	10	30	30	10	10	10	15	
SC VTA	Local bus	66 Kaiser to Milipitas NB	99.99	15	20	15	60	60	10	15	10	60	
SC VTA	Local bus	66 Kaiser to Milipitas SB	99.99	15	20	15	60	60	10	15	10	60	
SC VTA	Local bus	68 Gilroy to Diridon NB	30	15	20	15	60	30	10	15	10	60	
SC VTA	Local bus	68 Gilroy to Diridon SB	60	15	20	15	60	60	10	15	10	30	
SC VTA	Local bus	77 East Ridge to Great Mall	99.99	15	20	15	60	60	10	15	10	60	
SC VTA	Local bus	Berryessa to Downtown BRT	---	10	10	10	10	---	10	10	10	10	BART to San Jose (240375)
SF Muni	Light rail	F Market CASTRO	60	6	7	6	15	30	6	7	6	10	
SF Muni	Light rail	F Market WHARF	60	6	7	6	15	30	6	7	6	10	
SF Muni	Light rail	J Church IB	60	9	10	7	15	30	9	10	7	10	Transit Performance Initiative (240526)
SF Muni	Light rail	J Church OB	60	9	10	7	15	30	9	10	7	10	Transit Performance Initiative (240526)
SF Muni	Light rail	K Ingleside IB	60	10	10	9	15	30	10	10	9	10	
SF Muni	Light rail	K Ingleside OB	60	10	10	9	15	30	10	10	9	10	
SF Muni	Light rail	L Taraval IB	30	8	10	7	15	15	8	10	7	10	
SF Muni	Light rail	L Taraval OB	30	8	10	7	15	15	8	10	7	10	
SF Muni	Light rail	M Ocean IB	60	9	10	9	15	30	9	10	9	10	
SF Muni	Light rail	M Ocean OB	60	9	10	9	15	30	9	10	9	10	
SF Muni	Light rail	N Judah IB	30	7	10	7	12	15	7	10	7	10	
SF Muni	Light rail	N Judah OB	30	7	10	7	12	15	7	10	7	10	
SF Muni	Light rail	T Third Street IB	30	10	10	9	12	15	10	10	9	10	

Operator	Service	Route	Existing plus committed headways					Proposed Core capacity network headways					Example relevant capital project needing reconciliation
			Early AM	AM Peak	Midday	PM Peak	Evening	Early AM	AM Peak	Midday	PM Peak	Evening	
SF Muni	Light rail	T Third Street OB	30	10	10	9	12	15	10	10	9	10	
SF Muni	Local bus	1 California IN	45	7	5	7	16	15	7	5	7	10	
SF Muni	Local bus	1 California OUT	90	7	5	7	16	15	7	5	7	10	
SF Muni	Local bus	108 Treasure Island EB	40	10	20	15	30	20	5	10	5	20	
SF Muni	Local bus	108 Treasure Island WB	40	10	20	15	30	20	5	10	5	20	
SF Muni	Local bus	14 Mission IN	15	15	9	15	12	7.5	7.5	7.5	7.5	12	Congestion Pricing Pilot (240522)
SF Muni	Local bus	14 Mission Limited IN	---	9	9	9	---	---	7.5	10	7.5	15	Congestion Pricing Pilot (240522)
SF Muni	Local bus	14 Mission Limited OUT	---	9	9	9	---	---	7.5	10	7.5	15	Congestion Pricing Pilot (240522)
SF Muni	Local bus	14 Mission OUT	30	15	9	15	12	7.5	7.5	7.5	7.5	12	Congestion Pricing Pilot (240522)
SF Muni	Local bus	19 Polk NB	90	15	15	15	25	30	7	7	7	15	
SF Muni	Local bus	19 Polk SB	90	15	15	15	25	30	7	7	7	15	
SF Muni	Local bus	22 Fillmore IN	30	9	10	8	15	15	5	8	5	15	
SF Muni	Local bus	22 Fillmore OUT	30	9	10	8	15	15	5	8	5	15	
SF Muni	Local bus	30 Stockton IN	8	8	12	12	22	8	8	12	12	15	
SF Muni	Local bus	30 Stockton IN Pattern A	---	30	6	6	---	---	30	6	6	---	
SF Muni	Local bus	30 Stockton OUT	60	8	12	12	20	15	8	12	12	15	
SF Muni	Local bus	30 Stockton OUT Pattern A	---	6	6	6	---	---	6	6	6	---	
SF Muni	Local bus	38L Geary Limited IN	---	6	6	6	10	---	3	3	3	10	Geary BRT (230164)
SF Muni	Local bus	38L Geary Limited OUT	---	6	6	6	10	---	3	3	3	10	Geary BRT (230164)
SF Muni	Local bus	45 Union/Stockton IN	90	8	12	12	20	15	8	12	12	15	
SF Muni	Local bus	45 Union/Stockton OUT	---	8	12	12	20	---	8	12	12	15	
SF Muni	Local bus	49 Van Ness NB	60	8	9	8	16	30	5	5	5	8	Van Ness BRT (230161)
SF Muni	Local bus	49 Van Ness SB	90	8	9	8	16	30	5	5	5	8	Van Ness BRT (230161)
SF Muni	Local bus	8X San Bruno Express IN	30	8	9	8	15	30	5	8	5	15	
SF Muni	Local bus	8x San Bruno Express OUT	90	8	9	8	15	30	5	8	5	15	



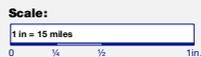
Map Information

- Point projects
- Line projects
- Polygon projects

Note: Not all projects are mappable - see complete list of projects in attached handout.

Source: MTC
Cartography: MTC GIS, September 2011

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Plan Bay Area Draft List of Committed Projects
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County	RTPID	Project Title	Total Cost (2013\$)
Alameda	21093	Route 92/Clawiter Road/Whitesell Street Interchange Improvements and Local Intersection Improvements	\$ 28
Alameda	21116	Widen I-580 for HOV and Aux Lanes Eastbound from Hacienda Rd to Greenville Rd and Westbound from Greenville Road to Foothill/San Rd	\$ 291
Alameda	21131	BART-Oakland International Airport connector	\$ 484
Alameda	21132	BART Warm Springs Extension	\$ 890
Alameda	21451	East 14th Street/Hesperian Boulevard/150th Street channelization improvements	\$ 7
Alameda	21472	I-680/Bernal Avenue interchange improvements	\$ 4
Alameda	21473	Construct a 4-lane major arterial connecting Dublin Boulevard and North Canyons Parkway	\$ 12
Alameda	22013	Eastbound I-580 Truck Climbing Lane	\$ 64
Alameda	22063	Route 238 Corridor Improvements between Foothill Boulevard/I-580 and south City Limits and on SR 185 between north city limits and A Street	\$ 119
Alameda	22100	I-880/Davis Street Interchange Improvements	\$ 10
Alameda	22670	Widen I-880 for southbound HOV lane from Hegenberger Road to Marina Boulevard (includes reconstructing bridges at Davis Street and Marina Boulevard)	\$ 109
Alameda	22990	Widen Route 262 from I-880 to Warm Springs Boulevard (including reconstructing Route 262/I-880 and Route 262/Kato Road interchanges) and reconstruct Union Pacific Railroad underpasses	\$ 58
Alameda	94012	Union City Intermodal Station (Phase 1)	\$ 57
Alameda	230052	I-880 NB and SB auxiliary lanes	\$ 15
Alameda	230054	I-880 Auxiliary Lanes between Whipple and Industrial Parkway West	\$ 10
Alameda	230066	I-880/Marina Blvd Interchange Improvements	\$ 32
Alameda	230083	I-580 Corridor ROW Preservation	\$ 121
Alameda	230091	Central Alameda County Integrated Corridor Mobility Program and Adaptive Ramp Metering	\$ 46
Alameda	230157	Las Positas Road Connection, Phase 2	\$ 4
Alameda	240015	Non-Capacity Increasing Freeway/Expressway Interchange Modifications	\$ 52
Alameda	240025	I-880/Industrial Parkway Interchange Reconstruction	\$ 43
Alameda	240050	I-580 Eastbound Express Lane from Hacienda Road to Greenville Road	\$ 19
Alameda	240065	Route 92/Industrial Boulevard Interchange	\$ 6
Alameda	240076	I-580 Eastbound Auxiliary Lane Project	\$ 40
Alameda	240200	Stoneridge Drive Extension	\$ 16
Alameda	240683	Bicycle/Pedestrian Expansion	\$ 3
Bay Area Region/Multi-County	21005	Clipper FY13-FY19 (formerly TransLink)	\$ 365
Bay Area Region/Multi-County	21013	Toll Bridge Rehabilitation/Replacement/Retrofit	\$ 1,200
Bay Area Region/Multi-County	21342	Caltrain downtown extension/Transbay Transit Center (Phase 1-committed)	\$ 1,625

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Bay Area Region/Multi- County	22001	Sonoma-Marín Area Rail Transit District (SMART) Commuter Rail and Multi-Use Pathway Project (Initial Operating Segment)	\$ 391
Bay Area Region/Multi- County	22008	Caltrain Downtown Extension/Transbay Terminal Replacement (Phase 2A - PE & ROW)	\$ 238
Bay Area Region/Multi- County	22245	Safe Routes to Transit	\$ 20
Bay Area Region/Multi- County	22423	Lifeline Transportation Program	\$ 136
Bay Area Region/Multi- County	94089	Presidio Parkway Project	\$ 2,053
Bay Area Region/Multi- County	94152	SR-12 Jameson Canyon Widening - Phase 1 (Segments 1 & 2)	\$ 136
Bay Area Region/Multi- County	94558	Central Contra Costa Transit Authority (CCCTA) - transit operating and capital improvement program (including replacement, rehabilitation, and minor e	\$ 801
Bay Area Region/Multi- County	230221	I-80 Integrated Corridor Mobility (ICM)	\$ 66
Bay Area Region/Multi- County	230222	San Pablo Avenue SMART Corridors Operations & Management	\$ 6
Bay Area Region/Multi- County	230336	Transit Connectivity FY13-FY19	\$ 10
Bay Area Region/Multi- County	230612	Ferry environmental and feasibility studies	\$ 2
Bay Area Region/Multi- County	230627	Jameson Canyon Widening Phase 2 - SR 12	\$ 13
Bay Area Region/Multi- County	230649	Transit Infrastructure for High Speed Rail	\$ 400
Bay Area Region/Multi- County	230710	High Speed Rail: San Francisco to San Jose Corridor	\$ 6,142
Bay Area Region/Multi- County	240019	Transit Enhancements - Caltrain Station Upgrades, Phase 1	\$ 200
Bay Area Region/Multi- County	240031	Transit Enhancements - Caltrain Station Upgrades, Phase 2	\$ 25
Bay Area Region/Multi- County	240687	Freeway Performance Initiative (Committed)	\$ 260
Contra Costa	21210	Capitol Corridor train station in Hercules	\$ 18
Contra Costa	21211	BART/East Contra Costa rail extension	\$ 463

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Contra Costa	21214	Widen Wilbur Avenue over Burlington Northern Santa Fe Railroad from 2 lanes to 4 lanes	\$ 16
Contra Costa	21225	Regional and local pedestrian and bicycle improvements, including overcrossing locations to be determined	\$ 29
Contra Costa	22402	School bus programs in San Ramon and Lamorinda	\$ 127
Contra Costa	22607	Major streets widening, extensions and interchange improvements (East County)	\$ 26
Contra Costa	22609	Major streets widening, extensions and interchange improvements (Central County)	\$ 26
Contra Costa	22610	Major streets widening, extensions and interchange improvements (West County)	\$ 26
Contra Costa	22611	West County Low-income student bus pass program	\$ 16
Contra Costa	22613	Major streets widening, extensions and interchange improvements (Southwest County)	\$ 26
Contra Costa	94046	Non-capacity-increasing improvements to interchanges and parallel arterials to Route 4	\$ 21
Contra Costa	94048	Non-capacity-increasing improvements to interchanges and parallel arterials to I-80	\$ 21
Contra Costa	94532	Gateway Lamorinda Traffic Program	\$ 3
Contra Costa	98115	Widen Ygnacio Valley/Kirker Pass Roads from 4 lanes to 6 lanes from Michigan Boulevard to Cowell Road	\$ 13
Contra Costa	98126	Non-capacity-increasing improvements to interchanges and parallel arterials to I-680 and Route 24	\$ 21
Contra Costa	98134	Widen Dougherty Road to 6 lanes from Red Willow to Contra Costa County line	\$ 48
Contra Costa	98194	Commerce Avenue Bridge at Pine Creek Channel	\$ 8
Contra Costa	98222	Route 4 Bypass, Segment 1: Route 160 freeway-to-freeway connectors to and from the north	\$ 49
Contra Costa	98999	Widen Route 4 from Somersville Road to Route 160 including improvements to interchanges	\$ 415
Contra Costa	230084	Richmond Waterfront Access Project	\$ 38
Contra Costa	230129	WestCAT Service Expansion	\$ 9
Contra Costa	230202	State Route 4 Bypass: Widen from 2 to 4 Lanes from Laurel Road to Sand Creek Road.	\$ 18
Contra Costa	230203	State Route 4 Bypass: Sand Creek Interchange - Phase 1	\$ 31
Contra Costa	230205	State Route 4 Bypass: Widen 2 to 4 lanes from Sand Creek Road to Balfour Road.	\$ 20
Contra Costa	230206	Balfour Road Interchange - Phase 1 Project	\$ 44
Contra Costa	230212	Clayton Road/Treat Blvd. Intersection Capacity Improvements	\$ 3
Contra Costa	230236	Pittsburg-Antioch Highway Widening	\$ 14
Contra Costa	230238	California Avenue Widening	\$ 12
Contra Costa	230239	Buskirk Avenue Realignment Project	\$ 11
Contra Costa	230250	Brentwood Boulevard North	\$ 16
Contra Costa	230253	Fitzuren Road Widening & Realignment	\$ 10
Contra Costa	230274	Main Street Widening: State Route 160 to Big Break Road	\$ 12
Contra Costa	230288	Empire Road Widening	\$ 2
Contra Costa	230293	San Pablo Dam Road Improvement in El Sobrante	\$ 7
Contra Costa	230505	East Side Improvements at the Richmond Intermodal Station	\$ 18
Contra Costa	230535	Realign Curves along Marsh Creek Road to improve safety and operations	\$ 8
Contra Costa	230538	Bailey Road Widening	\$ 5
Contra Costa	230542	San Pablo Avenue Bicycle/Pedestrian Bridge	\$ 1
Contra Costa	230596	Pacheco Blvd. Transit Hub	\$ 4

Plan Bay Area Draft List of Committed Projects

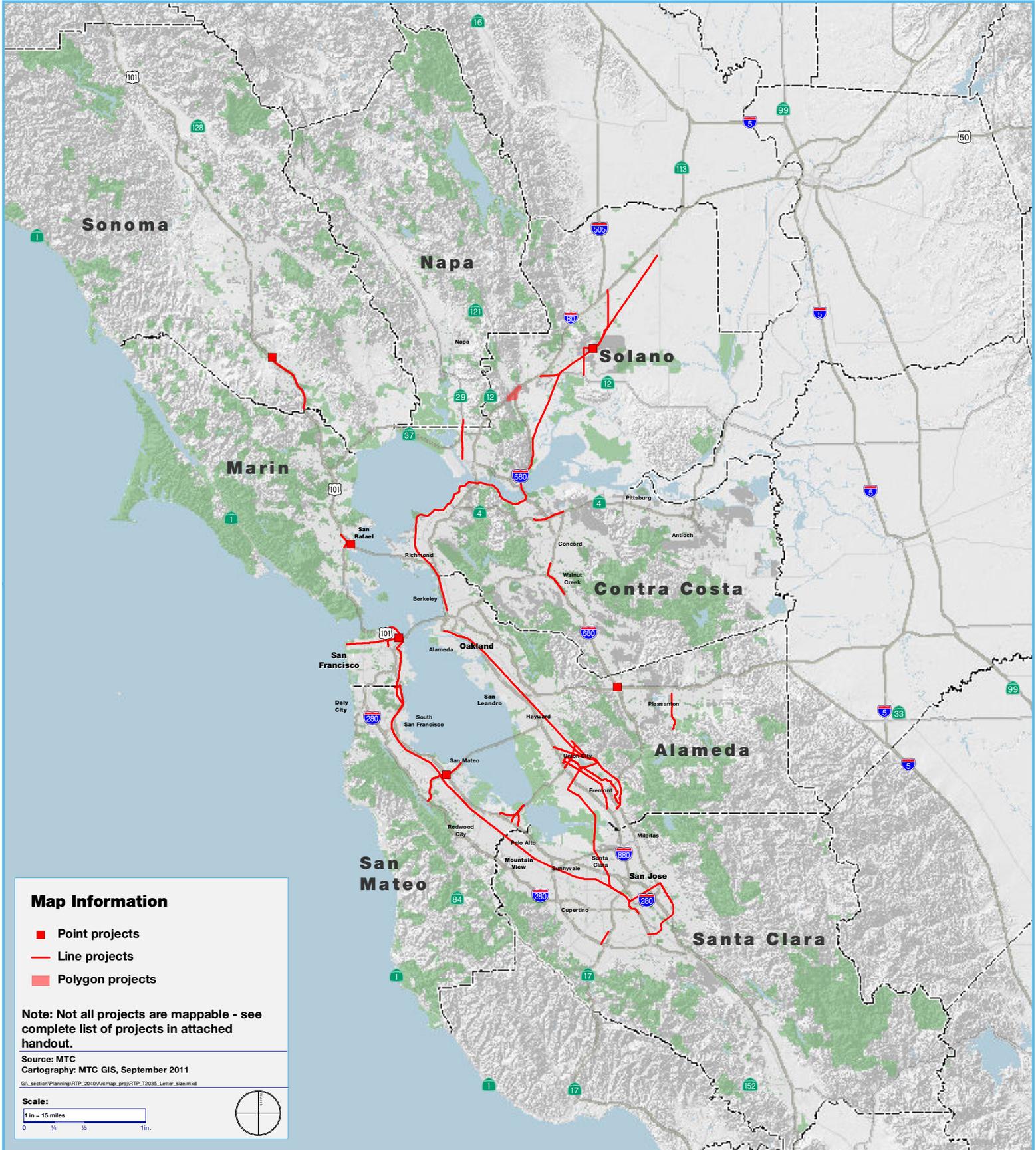
Version Date: August 31, 2011

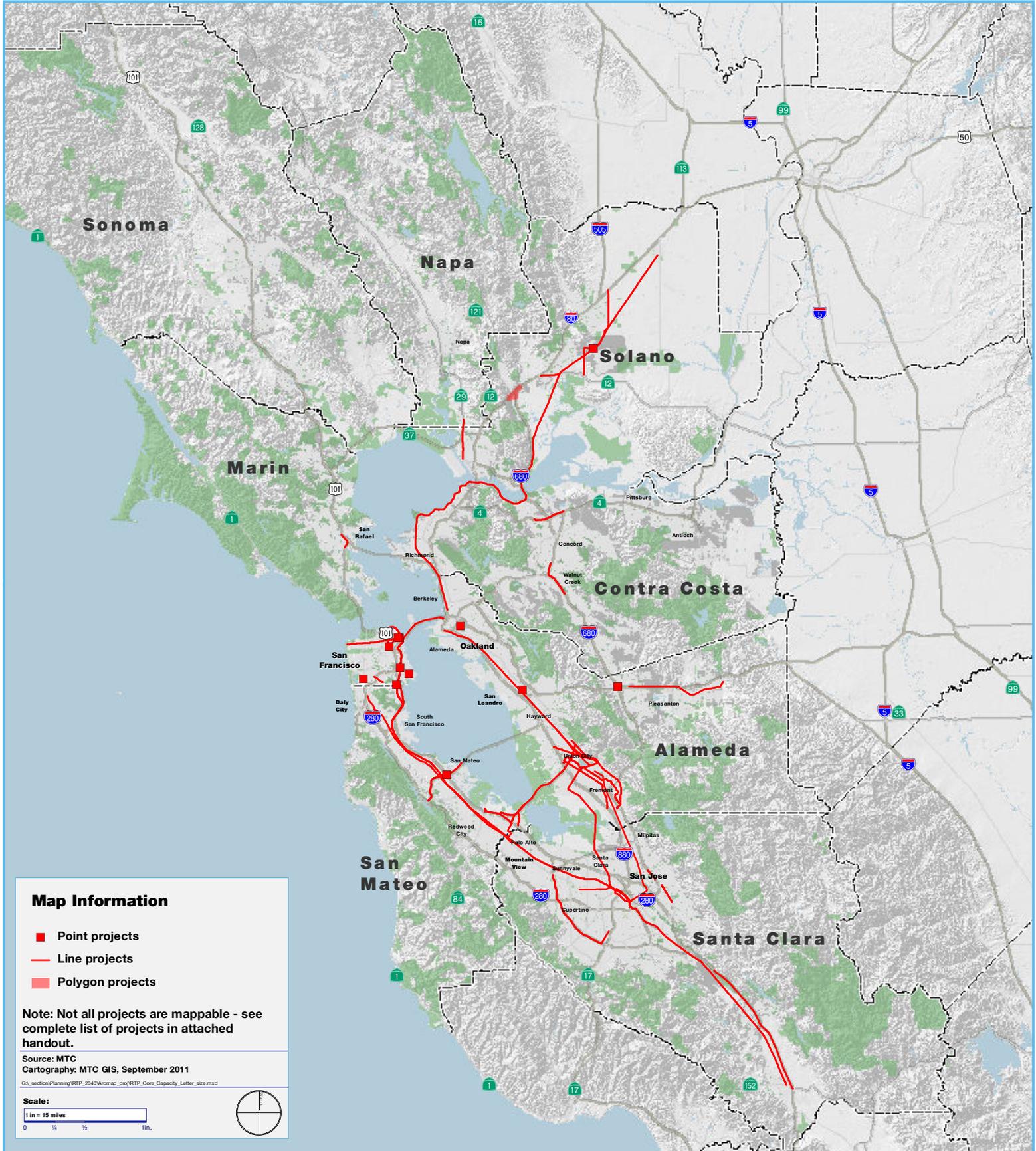
Contra Costa	230597	I-80 Integrated Corridor Mobility Project - Parallel Arterials Management System	\$ 27
Contra Costa	240364	Paratransit programs in Contra Costa	\$ 114
Contra Costa	240365	TLC/Streetscape projects in Contra Costa	\$ 73
Contra Costa	240367	Contra Costa Safe Routes to Schools including bus passes	\$ 23
Contra Costa	240624	I-80 Integrated Corridor Mobility (ICM) Project Operations and Management - Local Portion - Maintenance	\$ 3
Marin	98154	Marin Sonoma Narrows Stage 1 (Marin County)	\$ 209
San Francisco	21510	New Central Subway - Transit Extension to Chinatown	\$ 1,578
San Mateo	21608	US 101 northbound and southbound auxiliary lanes from Marsh Road to Embarcadero Road.	\$ 120
San Mateo	22726	South San Francisco to Alameda/Oakland ferry service	\$ 50
San Mateo	230417	US 101/ Holly St. Interchange Modification	\$ 19
San Mateo	230428	Redwood City Blomquist Street Extension and Blomquist Bridge over Redwood Creek	\$ 12
San Mateo	230704	Make Route 92 operational improvements to Chess Drive on/off-ramps	\$ 2
San Mateo	240142	Callan Boulevard/Serramonte Boulevard and Lake Merced Boulevard/Southgate Avenue Intersection Improvements	\$ 1
San Mateo	240176	Triton Drive	\$ 2
Santa Clara	21787	Palo Alto Intermodal Transit Center	\$ 68
Santa Clara	21790	Altamont Commuter Express (ACE) upgrade	\$ 27
Santa Clara	22134	US 101/Tully Rd. Interchange (includes Southbound Widening from Story Road to Yerba Buena Road)	\$ 64
Santa Clara	22246	Blossom Hill Road pedestrian overcrossing and improvements	\$ 3
Santa Clara	22839	Central Expressway Convert HOV lane to mixed-flow lane between San Tomas and De La Cruz	\$ 0
Santa Clara	22944	Widen I-880 for HOV lanes in both directions between Route 237 in Milpitas to US 101 in San Jose	\$ 95
Santa Clara	230267	Montague Expressway Widening from Lick Mill to Trade Zone	\$ 14
Santa Clara	230269	Montague Expressway & Trimble Interchange Improvements	\$ 36
Santa Clara	230284	Montague Expressway & McCarthy/O'Toole Interchange Improvements	\$ 39
Santa Clara	230356	Lawrence Expressway Interchange at Arques Ave	\$ 51
Santa Clara	230363	I-880 Interchange at Montague Expressway	\$ 14
Santa Clara	230456	Zanker Road Widening from US 101 to Tasman Dr	\$ 57
Santa Clara	230471	Sunnyvale Local Street Improvements	\$ 16
Santa Clara	230531	US 101 Auxiliary Lanes - SR 85 to Embarcadero Road	\$ 102
Santa Clara	230532	SR 237/North First Street Interchange Improvements	\$ 2
Santa Clara	230574	SR 85/Cottle Rd Interchange Improvements	\$ 6
Santa Clara	230641	North San Jose Bicycle and Pedestrian Improvements	\$ 35
Santa Clara	230644	North San Jose Miscellaneous Intersection Improvements	\$ 31
Santa Clara	230645	North First Street Core Area Grid Improvements	\$ 65
Santa Clara	230705	Improve local interchanges and auxiliary lanes	\$ -
Santa Clara	240117	Santa Clara/Alum Rock Transit Improvement/BRT	\$ 142
Santa Clara	240118	Stevens Creek Rapid Transit Project	\$ 161
Santa Clara	240159	King Road Rapid Transit Project	\$ 60
Santa Clara	240374	BART extension to Berryessa	\$ 3,174
Santa Clara	240439	SR 85 Express Lanes: US 101 (South San Jose to Mountain View)	\$ 181
Santa Clara	240463	SR 237 Express Connectors N. First St. to I-880	\$ 11
Santa Clara	240466	US 101 Express Lanes: Whipple Ave. to Cochrane Rd.	\$ 465
Santa Clara	240477	SR 237 Express Lanes: Mathilda Avenue to SR 85	\$ 81
Santa Clara	240481	SR 237 Express Lanes: N. First Street to Mathilda Avenue	\$ 20
Santa Clara	240485	US 101 Express Lanes: Cochrane Road to Masten Avenue	\$ 107
Santa Clara	240491	US 101 Express Lanes: Masten Avenue to 10th Street	\$ 68

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Santa Clara	240492	US 101 Express Lanes: 10th Street to SR 25	\$	50
Santa Clara	240512	Guadalupe Express Improvements	\$	20
Santa Clara	240518	Tasman Express Long T	\$	45
Santa Clara	240519	North First Speed Improvements	\$	8
Santa Clara	240591	Capitol Expressway Light Rail Extension - Phase I	\$	50
Santa Clara	240603	North San Jose Transit Improvements	\$	41
Solano	22632	American Canyon Road at I-80	\$	8
Solano	22985	Benicia Industrial Park Transit Hub	\$	1
Solano	230322	I-80 EB Cordelia Truck Scales Relocation Project	\$	101
Solano	230590	Railroad Avenue widening	\$	5
Solano	240210	I-505 / Vaca Valley Parkway Interim Improvements	\$	2
Solano	240213	I-80 / Lagoon Valley Road Interchange	\$	10
Solano	240313	Benicia Intermodal Facilities Project	\$	3
Sonoma	21070	Realign Route 116 (Stage Gulch Road) along Champlin Creek and widen remaining segments to accommodate pedestrians and bicyclists	\$	12
Sonoma	21902	Widen US 101 for HOV lanes from Pepper Road to Rohnert Park Expressway - Central Phase A	\$	106
Sonoma	22191	US 101 North Project - Phase B- Airport Boulevard interchange improvements and Airport Boulevard	\$	42
Sonoma	22195	Old Redwood Highway/US 101 interchange improvements	\$	42
Sonoma	22655	Widen US 101 for HOV lanes (one in each direction) from Rohnert Park Expressway to Santa Rosa Avenue (includes interchange improvements and ramp meter	\$	65
Sonoma	22656	US 101/East Washington Street interchange improvements	\$	21
Sonoma	230341	Mirabel Road and Route 116 Roundabout	\$	5
Sonoma	240359	Rohnert Park Expressway Widening	\$	9
Sonoma	240366	Golf Course Drive West (formerly Wilfred Avenue) Widening	\$	5
Sonoma	240672	Marin Sonoma Narrows Stage 1 (Sonoma County)	\$	120





Map Information

- Point projects
- Line projects
- ▭ Polygon projects

Note: Not all projects are mappable - see complete list of projects in attached handout.

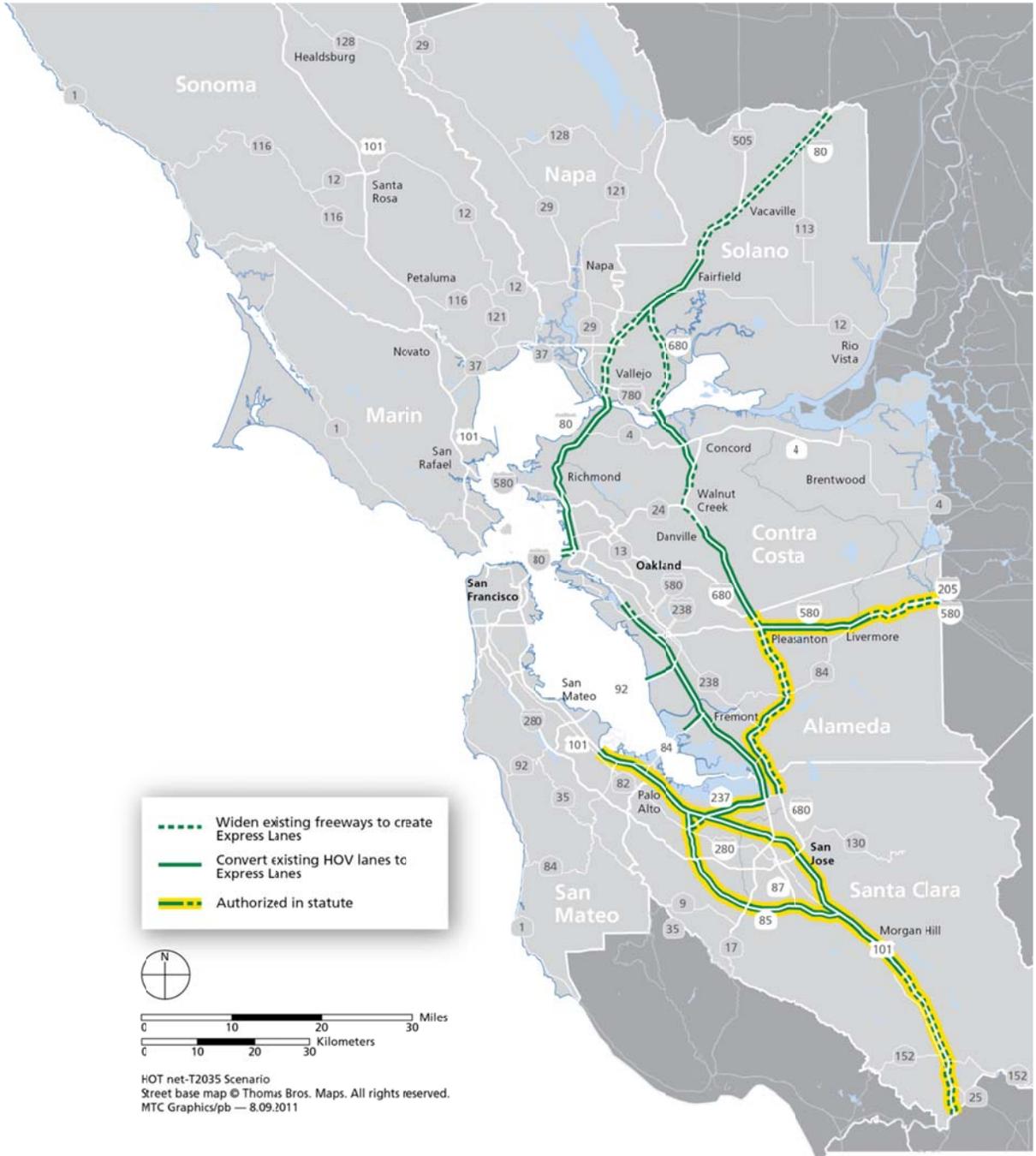
Source: MTC
 Cartography: MTC GIS, September 2011

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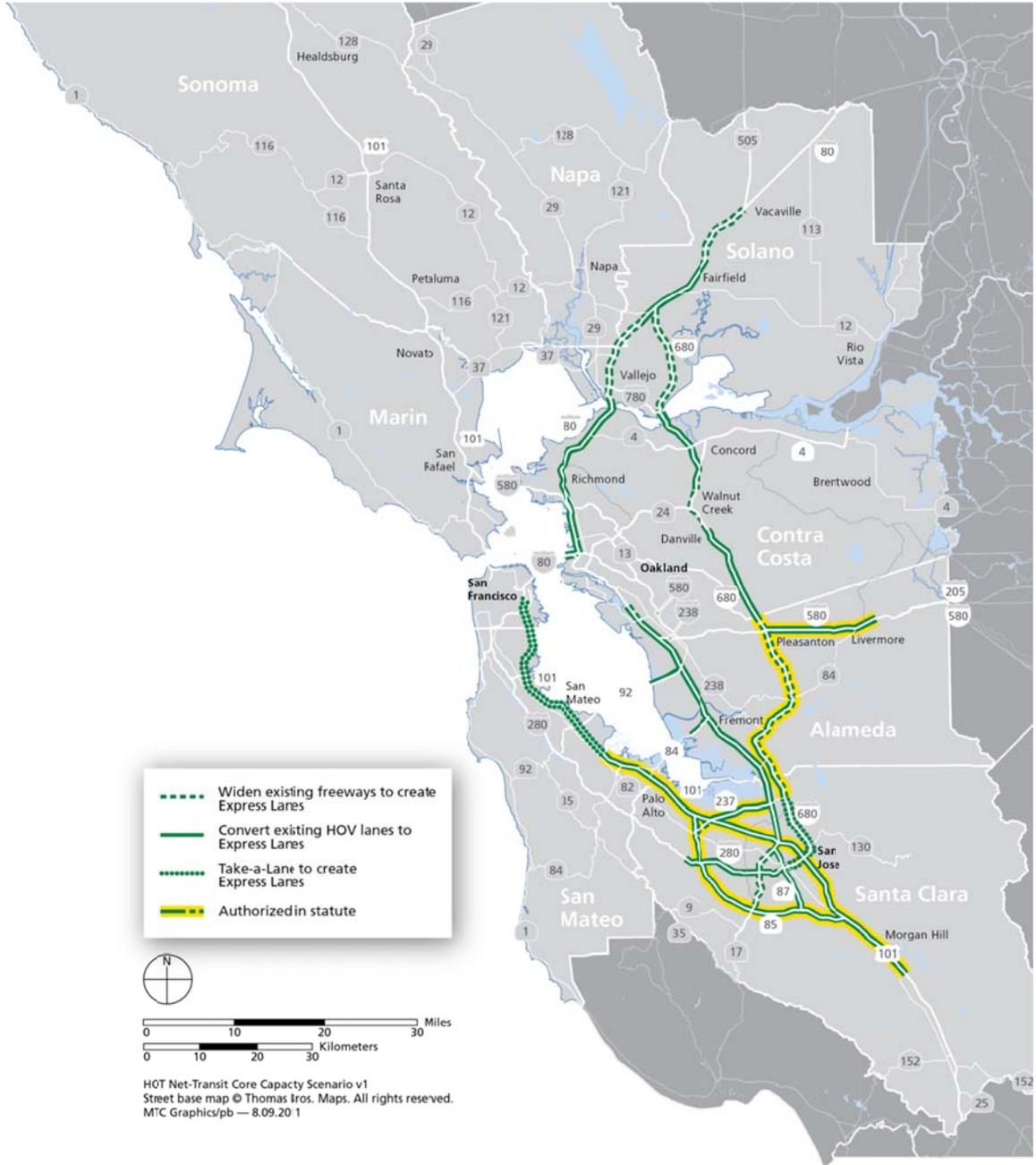
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Express Lanes Network A (Transportation 2035 Network)



Express Lanes Network B (Transit Core Capacity Network)



Plan Bay Area Draft List of Significant Uncommitted Projects

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County	RTPID	Project Title	Total Cost (2013\$)	Committed Funding (2013\$)	Requested Funding (2013\$)	T-2035 Network	Core Capacity Transit Network
Alameda	21100	I-580/Vasco Road interchange improvements	\$ 60	\$ 52	\$ 8	Yes	
Alameda	21123	Union City Intermodal Station infrastructure improvements (Phase 2)	\$ 26	\$ 19	\$ 6	Yes	Yes
Alameda	21144	I-80/Gilman Avenue Reconfiguration	\$ 25	\$ 1	\$ 24	Yes	Yes
Alameda	21475	I-580/First Street interchange improvements	\$ 40	\$ 35	\$ 5	Yes	
Alameda	21477	I-580/Greenville Road interchange improvements	\$ 46	\$ 37	\$ 9	Yes	
Alameda	21482	Extend Fremont Boulevard to connect to I-880/Dixon Landing Road	\$ 48	\$ -	\$ 48	Yes	
Alameda	21484	Widen Kato Road from Warren Avenue to Milmont Drive	\$ 12	\$ 0	\$ 12	Yes	
Alameda	21489	I-580/San Ramon Road/Foothill Road interchange improvements	\$ 4	\$ 3	\$ 1	Yes	
Alameda	22021	AC Transit transfer station/park-and-ride facility in Alameda County (1. Central, 2. Northern)	\$ 40	\$ -	\$ 40	Yes	Yes
Alameda	22062	Construct Irvington BART Station	\$ 123	\$ -	\$ 123	Yes	
Alameda	22082	7th Street Grade Separation & Roadway Improvement Project	\$ 221	\$ 110	\$ 110	Yes	
Alameda	22089	Martinez Subdivision & Rail Improvements	\$ 64	\$ -	\$ 64	Yes	
Alameda	22455	AC Transit East Bay Bus Rapid Transit (BRT)	\$ 211	\$ 173	\$ 38	Yes	Yes
Alameda	22511	Berkeley/Albany to San Francisco ferry service	\$ 59	\$ 27	\$ 32	Yes	Yes
Alameda	22760	Outer Harbor Intermodal Terminals	\$ 217	\$ 170	\$ 46	Yes	
Alameda	22769	I-880 at 23rd/29th Avenue interchange safety and access improvements	\$ 102	\$ 99	\$ 4	Yes	Yes
Alameda	22776	Route 84 Expressway Widening (Pigeon Pass to Jack London)	\$ 137	\$ 127	\$ 10	Yes	
Alameda	22779	Construct grade separation at Warren Avenue/Union Pacific RR as Phase 2 of the Route 262/I-880 interchange improvements	\$ 78	\$ -	\$ 78	Yes	

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County	RTPID	Project Title	Total Cost (2013\$)	Committed Funding (2013\$)	Requested Funding (2013\$)	T-2035 Network	Core Capacity Transit Network
Alameda	22780	AC Transit Grand-MacArthur BRT	\$ 36	\$ -	\$ 36	Yes	Yes
Alameda	94506	East-West Connector Project in North Fremont and Union City	\$ 190	\$ 107	\$ 83	Yes	Yes
Alameda	98207	I880 Broadway/Jackson Interchange, ramp and circulation Improvements; and Alameda Point, Downtown Oakland, and Jack London Square Transit Access	\$ 189	\$ 8	\$ 181	Yes	Yes
Alameda	230099	I-580/I-680 Improvements (NB I-680 to WB I-580)	\$ 528	\$ -	\$ 528	Yes	Yes
Alameda	230110	Route 262 Mission Boulevard Cross Connector Improvements between I-680 and Warm Springs Boulevard	\$ 20	\$ -	\$ 20	Yes	Yes
Alameda	230114	Auto Mall Parkway Cross Connector Widening between I-680 and I-880	\$ 24	\$ -	\$ 24	Yes	Yes
Alameda	230132	I-580/Isabel Avenue Interchange, Phase 2	\$ 30	\$ 25	\$ 5	Yes	
Alameda	230170	City of Oakland 42nd and High Access Improvements	\$ 17	\$ 6	\$ 11	Yes	
Alameda	240018	Dumbarton Rail Corridor Phase I	\$ 107	\$ 46	\$ 62		Yes
Alameda	240037	I-880/West Winton Avenue Interchange	\$ 25	\$ 25	\$ -		Yes
Alameda	240047	I-880/A Street Interchange Reconstruction	\$ 43	\$ 43	\$ -		Yes
Alameda	240092	Lewelling Blvd. / Hesperian Blvd. Intersection Improvements Project	\$ 5	\$ -	\$ 5		Yes
Alameda	240139	Stoneridge Drive Overcrossing Widening at I-680	\$ 5	\$ 1	\$ 4		Yes
Alameda	240261	Scarlett Drive Extension from Dougherty Road to Dublin Boulevard	\$ 13	\$ -	\$ 13		Yes
Alameda	240263	Upgrade Relinquished Route 84 in Fremont	\$ 43	\$ -	\$ 43		Yes
Alameda	240264	Widen Fremont Boulevard from I-880 to Grimmer Boulevard	\$ 5	\$ -	\$ 5		Yes
Alameda	240278	Harrison-Oakland Avenue Major Street Improvements	\$ 12	\$ 1	\$ 12		Yes

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County	RTPID	Project Title	Total Cost (2013\$)	Committed Funding (2013\$)	Requested Funding (2013\$)	T-2035 Network	Core Capacity Transit Network
Alameda	240280	Woodland - 81st Avenue Industrial Zone street reconstruction	\$ 12	\$ -	\$ 12		Yes
Alameda	240282	Tidewater District Street Reconstruction	\$ 5	\$ -	\$ 5		Yes
Alameda	240304	Platform Extension at Alameda and San Joaquin Co. ACE Stations	\$ 5	\$ -	\$ 5		Yes
Alameda	240562	Route 92/Clawiter Road/Whitesell Interchange Improvements & Local Intersection Improvements Phase II	\$ 52	\$ 52	\$ -		Yes
Alameda	22667	BART to Livermore Extension - Phase 2	\$ 2,927	\$ -	\$ 2,927	Yes	
Alameda	230101	Union City Passenger Rail Station & Dumbarton Rail Segment G Improvement	\$ 180	\$ 34	\$ 147		Yes
Alameda	240052	I-880 / Whipple Road Interchange Improvement	\$ 60	\$ -	\$ 60		Yes
Alameda	240180	BART Bay Fair Connection	\$ 150	\$ -	\$ 150		Yes
Alameda	240196	BART to Livermore Extension - Phase 1	\$ 1,250	\$ 144	\$ 1,106		Yes
Bay Area Region/Multi-County	21627	Caltrain Electrification between Tamien and San Francisco	\$ 785	\$ 261	\$ 524	Yes	Yes
Bay Area Region/Multi-County	22247	Bicycle/Pedestrian Expansion	\$ 607	\$ -	\$ 607	Yes	
Bay Area Region/Multi-County	22481	Caltrain (San Francisco County share) transit operating and capital improvement program (including replacement, rehabilitation and system enhancements)	\$ 1,077	\$ -	\$ -	Yes	
Bay Area Region/Multi-County	22765	Project Development for I-580/I-680 Interchange HOV Direct Connectors	\$ 1,167	\$ -	\$ 1,167	Yes	
Bay Area Region/Multi-County	94525	BART (Alameda County share based on population) - transit operating and capital improvement program (including replacement, rehabilitation and minor e	\$ 6,433	\$ -	\$ -	Yes	

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Bay Area Region/Multi-County	94526	AC Transit (Alameda County share based on population) - transit operating and capital improvement program (including replacement, rehabilitation and minor enhancements for rolling stock, equipment, fixed facilities and other capital assets; does not include system expansion)	\$ 6,507	\$ -	\$ -	Yes	
Bay Area Region/Multi-County	94572	Golden Gate Transit operating and capital improvement program	\$ 5,564	\$ 1,505	\$ 4,059	Yes	
Bay Area Region/Multi-County	94610	VTA - transit operating and capital improvement program (including replacement, rehabilitation and minor enhancements for rolling stock, equipment, fi	\$ 10,301	\$ -	\$ -	Yes	
Bay Area Region/Multi-County	94636	San Francisco Municipal Railway (MUNI) - transit operating and capital improvement program (including replacement, rehabilitation and minor enhancemen	\$ 15,582	\$ -	\$ -	Yes	
Bay Area Region/Multi-County	94666	SamTrans - transit operating and capital improvement program (including replacement, rehabilitation and minor enhancements for rolling stock, equipmen	\$ 3,022	\$ -	\$ -	Yes	
Bay Area Region/Multi-County	94683	Vallejo Transit - transit operating and capital improvement program (including replacement, rehabilitation, and minor enhancements for rolling stock, equipment, fixed facilities and other capital assets; does not include system expansion)	\$ 563	\$ -	\$ -	Yes	
Bay Area Region/Multi-County	230290	Caltrain Downtown Extension/Transbay Terminal Replacement (Phase 2B - FD, CON)	\$ 2,348	\$ 421	\$ 1,927	Yes	Yes
Bay Area Region/Multi-County	230419	Freeway Performance Initiative	\$ 4,508	\$ -	\$ 4,508	Yes	Yes
Bay Area Region/Multi-County	240036	Caltrain Communications-Based Overlay Signal System (CBOSS) and Positive Train Control System (PTC)	\$ 309	\$ 26	\$ 283	Yes	Yes

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Bay Area Region/Multi-County	240675	Sonoma-Marin Area Rail Transit District (SMART) Commuter Rail - Downtown San Rafael to Larkspur Extension	\$ 44	\$ 3	\$ 41	Yes	Yes
Bay Area Region/Multi-County	22003	Capitol Corridor: Phase 2 Service enhancements	\$ 96	\$ 3	\$ 94	Yes	Yes
Bay Area Region/Multi-County	22009	Capitol Corridor intercity rail service service expansion (Oakland to San Jose)	\$ 511	\$ 16	\$ 495	Yes	Yes
Bay Area Region/Multi-County	230055	Golden Gate Ferry Service Expansion	\$ 209	\$ -	\$ 209		Yes
Bay Area Region/Multi-County	230604	Contra Flow Lanes on Westbound Lanes of San Francisco-Oakland Bay Bridge	\$ 611	\$ -	\$ 611		Yes
Bay Area Region/Multi-County	240134	Caltrain Vehicle Expansion to Support 6 Trains During Peak	\$ 311	\$ -	\$ 311		Yes
Bay Area Region/Multi-County	240140	Caltrain At-Grade Crossing Improvements	\$ 149	\$ 6	\$ 143		Yes
Bay Area Region/Multi-County	240182	BART Metro Program	\$ 625	\$ -	\$ 625		Yes
Bay Area Region/Multi-County	240521	Caltrain 2025	\$ 5,214	\$ -	\$ 5,214		Yes
Bay Area Region/Multi-County		Express Lanes Network A - 540 miles (340 from conversion of existing HOV lanes, 200 from construction of new lanes)				Yes	
Bay Area Region/Multi-County		Express Lanes Network B - 590 miles (390 from conversion of existing HOV lanes, 130 from construction of new lanes, 70 from conversion of general purpose and auxiliary lanes)					Yes
Contra Costa	21205	I-680/Route 4 interchange (phase 1, 2 and 3)	\$ 198	\$ 32	\$ 167	Yes	Yes

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County	RTPID	Project Title	Total Cost (2013\$)	Committed Funding (2013\$)	Requested Funding (2013\$)	T-2035 Network	Core Capacity Transit Network
Contra Costa	22122	Richmond Ferry Service	\$ 52	\$ 1	\$ 51	Yes	Yes
Contra Costa	22352	I-680/Norris Canyon Road HOV direct ramps in San Ramon	\$ 97	\$ 48	\$ 50	Yes	
Contra Costa	22353	I-680 southbound HOV gap closure between North Main Street and Livorna	\$ 77	\$ 50	\$ 26	Yes	Yes
Contra Costa	22355	I-80/Central Avenue interchange improvements and local road realignment	\$ 24	\$ 20	\$ 4	Yes	Yes
Contra Costa	22360	Reconstruct I-80/San Pablo Dam Rd Interchange & modify adjacent interchanges incl. reconstruction of Riverside Ave Ped Overcrossing	\$ 112	\$ 27	\$ 84	Yes	Yes
Contra Costa	22388	Construct Route 242/Clayton Road on and off -ramp	\$ 33	\$ 5	\$ 27	Yes	
Contra Costa	22390	Reconstruct Route 4/Willow Pass Road ramps in Concord	\$ 34	\$ 25	\$ 9	Yes	Yes
Contra Costa	22602	Construct I-680 auxiliary lanes in both directions from Sycamore Valley Road to Crow Canyon Road	\$ 36	\$ 22	\$ 14	Yes	
Contra Costa	22614	Martinez Intermodal Station (Phase 3)	\$ 13	\$ 3	\$ 11	Yes	Yes
Contra Costa	98133	Widen Pacheco Boulevard from Blum Road to Arthur Road from 2 lanes to 4 lanes.	\$ 53	\$ 15	\$ 38	Yes	Yes
Contra Costa	98196	Route 24 eastbound auxiliary lanes from Gateway Boulevard to Brookwood Road/Moraga Way	\$ 6	\$ -	\$ 6	Yes	
Contra Costa	98198	Vasco Road safety and operational improvements in Contra Costa and Alameda counties	\$ 43	\$ 10	\$ 33	Yes	
Contra Costa	230123	Expand existing WestCAT maintenance facility	\$ 6	\$ 1	\$ 5	Yes	Yes
Contra Costa	230185	Establish Express Bus Service and eBART support network	\$ 21	\$ -	\$ 21	Yes	Yes
Contra Costa	230216	Waterworld Parkway Bridge over Walnut Creek	\$ 13	\$ 8	\$ 5	Yes	
Contra Costa	230232	State Route 4/Phillips Lane Interchange	\$ 47	\$ 29	\$ 18	Yes	Yes
Contra Costa	230233	James Donlon Extension	\$ 50	\$ 34	\$ 16	Yes	
Contra Costa	230237	West Leland Road Extension	\$ 15	\$ 13	\$ 1	Yes	

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Contra Costa	230240	Contra Costa Boulevard Improvement Project	\$ 13	\$ 2	\$ 11	Yes	
Contra Costa	230247	Lone Tree Way - widening: O'Hara Avenue to Brentwood Boulevard	\$ 15	\$ 4	\$ 12	Yes	
Contra Costa	230249	Lone Tree Way - Union Pacific Undercrossing	\$ 18	\$ 4	\$ 14	Yes	
Contra Costa	230289	Main Street Downtown Bypass	\$ 26	\$ 12	\$ 14	Yes	
Contra Costa	230291	Kirker Pass Road NB Truck Climbing Lanes	\$ 10	\$ 7	\$ 4	Yes	Yes
Contra Costa	230306	Alhambra Avenue Safety Improvements	\$ 2	\$ 0	\$ 2	Yes	
Contra Costa	230307	Camino Tassajara Road Widening: Windemere Parkway to County Line	\$ 13	\$ 5	\$ 7	Yes	
Contra Costa	230308	Alhambra Valley Road realignment and safety project	\$ 11	\$ 6	\$ 4	Yes	
Contra Costa	230309	Trunkline Transit Improvements - BRT Capital	\$ 15	\$ -	\$ 15	Yes	Yes
Contra Costa	230318	North Richmond Truck Route	\$ 19	\$ -	\$ 19	Yes	Yes
Contra Costa	230321	Hercules Intermodal Station (Phase 2, 3 and 4)	\$ 53	\$ 11	\$ 42	Yes	Yes
Contra Costa	230613	Hercules Ferry Service	\$ 52	\$ 4	\$ 48	Yes	Yes
Contra Costa	240167	Widen Brentwood Blvd. between Lone Tree Way and the north city limit	\$ 8	\$ 7	\$ 1	Yes	
Contra Costa	240457	Walnut Creek BART TOD Multimodal Improvements	\$ 32	\$ 23	\$ 10	Yes	Yes
Contra Costa	240459	Mokelumne Overcrossing Project	\$ 6	\$ -	\$ 6	Yes	
Contra Costa	240625	Railroad Avenue eBART Station	\$ 16	\$ 4	\$ 12		Yes
Contra Costa	240629	Bollinger Canyon Road Widening from Alcosta to San Ramon Valley Boulevard	\$ 10	\$ 7	\$ 3	Yes	
Contra Costa	240640	Ferry Service - Landside Improvements (parking expansion)	\$ 20	\$ 2	\$ 18	Yes	

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Contra Costa	240641	I-80 eastbound HOV lane extension from Cummings Skwy to the Carquinez Bridge	\$ 37	\$ -	\$ 37		Yes
Marin	21325	US 101 Greenbrae/Twin Cities Corridor Improvements	\$ 150	\$ -	\$ 150	Yes	Yes
Marin	98179	US 101/Tiburon Boulevard interchange improvements	\$ 22	\$ -	\$ 22	Yes	
Marin	230105	Pacific Way Bridge	\$ 8	\$ 1	\$ 7	Yes	
Marin	230252	Marin County Local Transit Expansion	\$ 644	\$ -	\$ 644	Yes	
Marin	230422	Anderson Dr/ East Sir Francis Drake Boulevard Project	\$ 4	\$ -	\$ 4	Yes	
Marin	240691	Marin Sonoma Narrows Stage 2 (Marin County)	\$ 110	\$ -	\$ 110	Yes	Yes
Napa	94073	Construct new southbound Route 221 to southbound Route 29 flyover (including auxiliary lane to Route 12/Route 29)	\$ 19	\$ -	\$ 19	Yes	
Napa	94075	Jameson Canyon Phase 3 - State Route 12/29 Grade Separation	\$ 106	\$ 2	\$ 105	Yes	
Napa	230381	St. Helena Main Street signalization improvements Sulphur Springs to Mills	\$ 2	\$ -	\$ 2	Yes	
Napa	230387	Silverado Trail Intersection Improvements	\$ 2	\$ -	\$ 2	Yes	
Napa	230390	Route 29 Intersection Improvements North of Napa	\$ 2	\$ -	\$ 2	Yes	
Napa	230392	Devlin Road extension - Airport Boulevard to Green Island Road	\$ 13	\$ -	\$ 13	Yes	
Napa	230393	29 Channelization Galleron to St. Helena	\$ 5	\$ -	\$ 5	Yes	
Napa	230394	Solano and Wine Country Intersection Improvements	\$ 1	\$ -	\$ 1	Yes	
Napa	230508	Napa - Yountville Corridor Improvements	\$ 1	\$ -	\$ 1	Yes	
Napa	230518	Petrified Forest Road/SR 128 Intersection Improvement - Calistoga	\$ 4	\$ -	\$ 4	Yes	
Napa	230599	Jameson Canyon Improvements Phase 2 (Napa)	\$ 22	\$ -	\$ 22	Yes	Yes

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Napa	240617	SR29 Reconfiguration Napa Junction to Vallejo Ferry including BRT system	\$ 60	\$ -	\$ 60	Yes	Yes
San Francisco	22415	Historic Streetcar Expansion Program	\$ 66	\$ 4	\$ 62	Yes	Yes
San Francisco	98593	Integrated Transportation Management System (SFgo)	\$ 215	\$ 57	\$ 158	Yes	Yes
San Francisco	230161	Van Ness Avenue BRT	\$ 140	\$ 22	\$ 118	Yes	Yes
San Francisco	230164	Geary Boulevard BRT	\$ 210	\$ 35	\$ 175	Yes	Yes
San Francisco	230490	Harney Way Re-Build, Widening and Multimodal Improvements	\$ 23	\$ 22	\$ 2	Yes	Yes
San Francisco	230555	Yerba Buena Island Ramp Improvements	\$ 100	\$ 100	\$ -	Yes	Yes
San Francisco	240147	Southeast Waterfront Transportation Improvements	\$ 397	\$ 360	\$ 37		Yes
San Francisco	240155	Better Market Street	\$ 250	\$ 2	\$ 248		Yes
San Francisco	240171	Transit Effectiveness Project	\$ 157	\$ 17	\$ 140		Yes
San Francisco	240259	Mission Bay Loop	\$ 7	\$ 0	\$ 7		Yes
San Francisco	240328	Geneva TPS/BRT	\$ 78	\$ 7	\$ 72		Yes
San Francisco	240334	Southern Intermodal Terminal	\$ 50	\$ 5	\$ 46		Yes
San Francisco	240344	SFpark	\$ 60	\$ 22	\$ 38		Yes
San Francisco	240522	Congestion Pricing Pilot	\$ 102	\$ 1	\$ 101		Yes
San Francisco	240526	Transit Performance Initiative	\$ 490	\$ -	\$ 490		Yes
San Francisco	240545	Parkmerced Light Rail Corridor	\$ 76	\$ 76	\$ -		Yes
San Francisco	240557	Oakdale Caltrain Station	\$ 51	\$ 5	\$ 46		Yes

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San Mateo	21602	US 101 / Broadway Interchange Reconstruction	\$ 75	\$ 45	\$ 29	Yes	Yes
San Mateo	21603	US 101/Woodside Road interchange improvements	\$ 66	\$ 33	\$ 33	Yes	Yes
San Mateo	21604	US 101 modified auxiliary lanes from Oyster Point to San Francisco County line	\$ 72	\$ 36	\$ 36	Yes	Yes
San Mateo	21606	US 101/ Willow Road interchange reconstruction	\$ 55	\$ 32	\$ 23	Yes	Yes
San Mateo	21607	University Overcrossing	\$ 7	\$ 2	\$ 5	Yes	
San Mateo	21612	Improve access to/ from west side of Dumbarton Bridge on Route 84 connecting to US 101 (Phase 1)	\$ 368	\$ 52	\$ 316	Yes	Yes
San Mateo	21613	Route 92 improvements from San Mateo Bridge to I-280, includes uphill passing lane from US 101 to I-280 (Phase 1)	\$ 175	\$ 18	\$ 157	Yes	Yes
San Mateo	21615	I-280/Route 1 interchange safety improvements	\$ 120	\$ 10	\$ 110	Yes	
San Mateo	21624	Transit Oriented Development (TOD)	\$ 100	\$ -	\$ 100	Yes	
San Mateo	21893	Route 92 between Half Moon Bay city limits and Pilarcitos Creek alignment and shoulder improvements	\$ 34	\$ 3	\$ 32	Yes	
San Mateo	22120	Ferry service from Redwood City to San Francisco	\$ 52	\$ 16	\$ 36		Yes
San Mateo	22227	Geneva Avenue Extension	\$ 87	\$ 70	\$ 17	Yes	
San Mateo	22230	I-280 auxiliary lanes from I-380 to Hickey Boulevard	\$ 74	\$ 6	\$ 68	Yes	Yes
San Mateo	22274	Intelligent Transportation System (ITS) improvements and TOS in San Mateo County	\$ 74	\$ 44	\$ 30	Yes	
San Mateo	22282	US 101 operational improvements near Route 92	\$ 54	\$ 27	\$ 27	Yes	Yes
San Mateo	22751	SR 1 Safety and Congestion Improvements in Half Moon Bay	\$ 16	\$ 8	\$ 8	Yes	
San Mateo	22756	US 101/Candlestick Point Interchange	\$ 192	\$ 154	\$ 38	Yes	Yes

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San Mateo	98204	Construct Route 1 (Calera Pkwy) northbound and southbound lanes from Fassler Avenue to Westport Drive in Pacifica	\$ 52	\$ 26	\$ 26	Yes	
San Mateo	230592	Bay Road Improvements, Phase II& III	\$ 12	\$ 12	\$ -	Yes	
San Mateo	240026	SamTrans Bus Rapid Transit (BRT)	\$ 782	\$ 3	\$ 779		Yes
San Mateo	240027	SamTrans Rapid Bus Service (Express)	\$ 3	\$ 1	\$ 1		Yes
San Mateo	240028	Incremental Increase in Samtrans Paratransit Service	\$ 481	\$ 2	\$ 479		Yes
San Mateo	240064	Grade Separations - Phase 1: San Mateo County	\$ 300	\$ 206	\$ 94		Yes
San Mateo	22226	Bayshore Intermodal Facility (cross platform transfers with 3rd Street LRT at Caltrain Bayshore station and BRT & bus connections)	\$ 49	\$ -	\$ 49	Yes	
San Mateo	22271	Widen Skyline Boulevard (Route 35) to 4-lane roadway from I-280 to Sneath Lane	\$ 22	\$ 2	\$ 20	Yes	
Santa Clara	21702	US 101/Buena Vista Avenue interchange construction	\$ 31	\$ -	\$ 31	Yes	
Santa Clara	21704	Improve I-280 downtown access between 3rd Street and 7th Street	\$ 29	\$ -	\$ 29	Yes	Yes
Santa Clara	21714	US 101 Widening from Monterey St. to SR 129	\$ 246	\$ 5	\$ 241	Yes	
Santa Clara	21719	I-880/I-280/Stevens Creek Boulevard interchange improvements	\$ 150	\$ 62	\$ 89	Yes	Yes
Santa Clara	21722	US 101 southbound Trimble Road/De La Cruz Boulevard/Central Expressway interchange improvements	\$ 39	\$ 17	\$ 22	Yes	Yes
Santa Clara	21760	Double-track segments of the Caltrain line between San Jose and Gilroy	\$ 86	\$ -	\$ 86	Yes	
Santa Clara	21785	US 101/Blossom Hill Road interchange improvements	\$ 23	\$ 9	\$ 14	Yes	
Santa Clara	21786	US 101/Hellyer Avenue interchange modifications	\$ 16	\$ -	\$ 16	Yes	
Santa Clara	21922	Mineta San Jose International Airport APM Connector	\$ 508	\$ 81	\$ 427	Yes	Yes

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Plan Bay Area Draft List of Significant Uncommitted Projects

Version Date: August 31, 2011

County	RTPID	Project Title	Total Cost (2013\$)	Committed Funding (2013\$)	Requested Funding (2013\$)	T-2035 Network	Core Capacity Transit Network
Santa Clara	22010	Construct I-280 northbound second exit lane to Foothill Expressway	\$ 2	\$ -	\$ 2	Yes	
Santa Clara	22019	Downtown East Valley: Santa Clara-Alum Rock Phase II (LRT)	\$ 307	\$ -	\$ 307	Yes	
Santa Clara	22142	US 101/Capitol Expressway interchange improvements (includes new northbound on-ramp from Yerba Buena Road)	\$ 46	\$ -	\$ 46	Yes	Yes
Santa Clara	22156	Route 85 northbound to SR 237 eastbound connector ramp improvements	\$ 30	\$ -	\$ 30	Yes	Yes
Santa Clara	22164	Route 237 westbound on-ramp at Middlefield Rd.	\$ 13	\$ -	\$ 13		Yes
Santa Clara	22175	Almaden Expressway Widen Coleman to Blossom Hill	\$ 12	\$ -	\$ 12	Yes	
Santa Clara	22179	Central Expressway Widen between Lawrence Expressway and San Tomas Expressway from 4 lanes to 6 lanes	\$ 15	\$ -	\$ 15	Yes	Yes
Santa Clara	22180	Central Expressway Widen between Lawrence Expressway and Mary Avenue to provide auxiliary acceleration and/or deceleration lanes	\$ 19	\$ -	\$ 19	Yes	Yes
Santa Clara	22186	San Tomas Expressway Widen to 8 lanes between Route 82 and Williams Road	\$ 46	\$ 5	\$ 41	Yes	Yes
Santa Clara	22814	Foothill Expressway deceleration lane extension	\$ 1	\$ -	\$ 1	Yes	Yes
Santa Clara	22822	Expressway Traffic Information & Advisory Systems	\$ 6	\$ -	\$ 6	Yes	
Santa Clara	22843	Lawrence Expressway Widening from Moorpark / Bollinger to south of Calvert	\$ 6	\$ -	\$ 6	Yes	Yes
Santa Clara	22845	Construct US 101 southbound auxiliary lane from Ellis Street to eastbound Route 237	\$ 4	\$ -	\$ 4	Yes	Yes
Santa Clara	22854	Oregon-Page Mill/ I-280 interchange modification	\$ 7	\$ -	\$ 7	Yes	Yes
Santa Clara	22873	Foothill Expressway Widen Loyola Bridge and Improve Circulation	\$ 8	\$ -	\$ 8	Yes	Yes
Santa Clara	22883	Lawrence Expressway - close median and right-in-and-out access	\$ 2	\$ -	\$ 2	Yes	Yes
Santa Clara	22895	San Tomas Expressway/Route 17 interchange operational improvements	\$ 3	\$ -	\$ 3	Yes	Yes

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Plan Bay Area Draft List of Significant Uncommitted Projects

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County	RTPID	Project Title	Total Cost (2013\$)	Committed Funding (2013\$)	Requested Funding (2013\$)	T-2035 Network	Core Capacity Transit Network
Santa Clara	22910	Santa Teresa Blvd-Hale Ave Corridor-TOS Improvements	\$ 6	\$ -	\$ 6	Yes	
Santa Clara	22925	DeWitt Avenue "S" curve realignment	\$ 3	\$ -	\$ 3	Yes	
Santa Clara	22956	Capitol Expressway light rail extension - Phase II	\$ 276	\$ 201	\$ 75	Yes	Yes
Santa Clara	22965	US 101/Mabury Road/Taylor Street interchange construction	\$ 57	\$ 25	\$ 32	Yes	Yes
Santa Clara	22978	Capitol Expressway light rail extension to Nieman	\$ 159	\$ -	\$ 159	Yes	
Santa Clara	22979	US 101/Zanker Road/Skyport Drive/Fourth Street interchange improvements	\$ 104	\$ 45	\$ 59	Yes	Yes
Santa Clara	98119	Light Rail Extension to Vasona Junction (Phase II of Vasona Project.	\$ 176	\$ 101	\$ 75	Yes	Yes
Santa Clara	230210	San Tomas Expressway Box Culvert	\$ 15	\$ 1	\$ 14	Yes	Yes
Santa Clara	230242	Capitol Expressway Traffic Operations System	\$ 5	\$ -	\$ 5	Yes	Yes
Santa Clara	230246	Lawrence Expressway at Prospect Road - Intersection Improvements	\$ 3	\$ -	\$ 3	Yes	Yes
Santa Clara	230251	Expressway Traffic Operations System Infrastructure Improvements	\$ 11	\$ -	\$ 11	Yes	Yes
Santa Clara	230262	Montague Expressway & US 101 Interchange Improvements	\$ 17	\$ -	\$ 17	Yes	Yes
Santa Clara	230265	Montague Expressway & Mission College Blvd At Grade Intersection Improvements	\$ 6	\$ -	\$ 6	Yes	Yes
Santa Clara	230273	Montague Expressway Widen between Trade Zone and I-680	\$ 15	\$ 6	\$ 9	Yes	Yes
Santa Clara	230286	Lawrence Expressway/ Doyle Road pedestrian/ bicycle improvements	\$ 1	\$ -	\$ 1		Yes
Santa Clara	230292	Expressway & Cross Street Signal Coordination	\$ 6	\$ -	\$ 6	Yes	Yes
Santa Clara	230294	New SR 152 Alignment: Santa Clara County	\$ 776	\$ -	\$ 776	Yes	
Santa Clara	230370	I-680 Interchange at Montague Expressway	\$ 26	\$ -	\$ 26		Yes

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Plan Bay Area Draft List of Significant Uncommitted Projects

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County	RTPID	Project Title	Total Cost (2013\$)	Committed Funding (2013\$)	Requested Funding (2013\$)	T-2035 Network	Core Capacity Transit Network
Santa Clara	230407	SR 17 SB/Hamilton Avenue Off-ramp Widening	\$ 1	\$ -	\$ 1	Yes	
Santa Clara	230410	US 101 Southbound Auxiliary Lane: Great America Parkway to Lawrence Expressway	\$ 3	\$ -	\$ 3	Yes	Yes
Santa Clara	230411	SR 237 Eastbound Auxiliary Lanes: Mathilda Avenue to Fair Oaks Avenue	\$ 7	\$ -	\$ 7	Yes	Yes
Santa Clara	230415	US 101 SB Auxiliary Lane Widening: I-880 to McKee	\$ 10	\$ -	\$ 10	Yes	Yes
Santa Clara	230425	SR 87/Capitol/Narvaez Interchange Improvements	\$ 12	\$ 5	\$ 7	Yes	Yes
Santa Clara	230445	Great America Parkway and Mission College Blvd. Intersection Improvements	\$ 7	\$ 2	\$ 5	Yes	
Santa Clara	230492	US 101/Old Oakland Road Interchange Improvements	\$ 23	\$ 10	\$ 13	Yes	Yes
Santa Clara	230534	Caltrain Electrification Gilroy to Tamien	\$ 143	\$ 61	\$ 82	Yes	
Santa Clara	230541	I-880 Northbound and Southbound Auxiliary Lanes - Coleman Ave. to First Street	\$ 34	\$ -	\$ 34		Yes
Santa Clara	230573	Fremont Avenue Improvements at SR 85	\$ 4	\$ -	\$ 4	Yes	Yes
Santa Clara	230580	SR 237/El Camino Real/Grant Road Intersection Improvements	\$ 5	\$ -	\$ 5		Yes
Santa Clara	230582	SR 237 Eastbound Auxiliary Lane between Zanker Road and North First Street	\$ 8	\$ -	\$ 8		Yes
Santa Clara	240063	Caltrain Terminal Station Improvement: San Jose Diridon Station	\$ 150	\$ 50	\$ 100		Yes
Santa Clara	240119	El Camino Rapid Transit Project	\$ 263	\$ 263	\$ -		Yes
Santa Clara	240375	BART extension from Berryessa to San Jose/Santa Clara	\$ 4,094	\$ 1,214	\$ 2,880		Yes
Santa Clara	240510	US 101 Ramp Metering Facilities	\$ 62	\$ -	\$ 62		Yes
Santa Clara	240553	US 101 Ramp/Intersection Improvements in Southern Santa Clara County	\$ 10	\$ -	\$ 10		Yes
Santa Clara	240554	SR 237/Mathilda Ave. & US 101/Mathilda Ave. Interchange Improvements	\$ 17	\$ -	\$ 17		Yes

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Santa Clara	240555	SR 237 WB to NB US 101 Ramp Improvements	\$ 10	\$ -	\$ 10		Yes
Santa Clara	240570	Double Lane SB US 101 Offramp	\$ 1	\$ -	\$ 1		Yes
Santa Clara	240611	SR 85/El Camino Real Interchange Improvements	\$ 23	\$ -	\$ 23		Yes
Santa Clara	240431	SR 85 NB and SB Auxiliary Lanes Between El Camino Real and Winchester Boulevard	\$ 198	\$ -	\$ 198		Yes
Santa Clara	240433	US 101 Auxiliary Lane Widening: Between Tennant Avenue and Dunne Avenue	\$ 24	\$ -	\$ 24		Yes
Santa Clara	240435	US 101 Auxiliary Lane Widening: Trimble Road to Montague Expressway	\$ 13	\$ -	\$ 13		Yes
Santa Clara	240436	US 101 Southbound Improvements: San Antonio Road to Charleston Road/Rengstorff Ave	\$ 22	\$ -	\$ 22		Yes
Santa Clara	240437	US 101 Braided Ramps between Capitol Expressway and Yerba Buena Road	\$ 53	\$ -	\$ 53		Yes
Santa Clara	240438	US 101 Auxiliary Lane Widening: Between 10th Street and Leavesley Road	\$ 45	\$ -	\$ 45		Yes
Santa Clara	240440	Moffett Boulevard / US 101 Overcrossing Replacement	\$ 22	\$ -	\$ 22		Yes
Santa Clara	240441	US 101/Oregon Expressway/Embarcadero Road Improvements	\$ 55	\$ -	\$ 55		Yes
Santa Clara	240444	US 101 Southbound to Eastbound SR 237 Connector Improvements	\$ 70	\$ -	\$ 70		Yes
Santa Clara	240449	SR 237 Eastbound to Mathilda Avenue Flyover Off-ramp	\$ 22	\$ -	\$ 22		Yes
Santa Clara	240468	SR 237 WB to SB SR 85 Connector Ramp Improvements (including SR 85 auxiliary lanes between El Camino Real and SR 87)	\$ 40	\$ -	\$ 40		Yes
Santa Clara	240473	I-280 Northbound Braided Ramps between Foothill Expressway and SR 85	\$ 44	\$ -	\$ 44		Yes
Santa Clara	240478	I-280 Northbound Saratoga Avenue - Connect Auxiliary Lanes to Complete 4th Lane	\$ 22	\$ -	\$ 22		Yes
Santa Clara	240479	I-680 Northbound/Southbound Auxiliary Lanes from McKee Road to Berryessa Road	\$ 58	\$ -	\$ 58		Yes

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Plan Bay Area Draft List of Significant Uncommitted Projects

Version Date: August 31, 2011

County	RTPID	Project Title	Total Cost (2013\$)	Committed Funding (2013\$)	Requested Funding (2013\$)	T-2035 Network	Core Capacity Transit Network
Solano	21341	Fairfield/Vacaville multi-modal rail station for Capitol Corridor intercity rail service in Solano County (Phases 1, 2, and 3)	\$ 54	\$ 43	\$ 11	Yes	Yes
Solano	22629	Vallejo Station Ferry Terminal Intermodal Facility	\$ 74	\$ 64	\$ 10	Yes	Yes
Solano	22794	Curtola Transit Center	\$ 55	\$ 12	\$ 43	Yes	
Solano	22795	Fairfield Transportation Center Expansion - Construct additional parking structure. Phases 1, 2, 3.	\$ 32	\$ 11	\$ 21	Yes	
Solano	94151	Construct 4-lane Jepson Parkway from Route 12 to Leisure Town Road at I-80	\$ 185	\$ 140	\$ 45	Yes	Yes
Solano	230313	Redwood Parkway / Fairgrounds Drive improvements	\$ 65	\$ 62	\$ 3	Yes	
Solano	230326	I-80/I-680/SR12 Interchange - Phase 1	\$ 700	\$ 336	\$ 364	Yes	Yes
Solano	230565	Vallejo Ferry Maintenance Facility - Mare Island	\$ 26	\$ 17	\$ 9	Yes	
Solano	230635	Vacaville Intermodal Station - Phase 2	\$ 14	\$ 2	\$ 12	Yes	Yes
Sonoma	21884	Petaluma cross town connector/interchange	\$ 62	\$ 12	\$ 50	Yes	
Sonoma	22190	Hwy 116/Hwy 121 intersection improvements and Arnold Drive improvements	\$ 15	\$ 5	\$ 10	Yes	Yes
Sonoma	22197	Penngrove local road improvements including Railroad Avenue interchange	\$ 38	\$ 19	\$ 19	Yes	
Sonoma	22204	Widen Fulton Road from Guerneville Road to Piner Road 2 lanes to 4 lanes	\$ 3	\$ 1	\$ 2	Yes	
Sonoma	22207	Extend Farmers Lane as a 3-lane or 4-lane arterial from Bellevue Avenue to Route 12	\$ 54	\$ 27	\$ 27	Yes	
Sonoma	22490	Convert bridges of Sonoma County from one-lane to two-lane bridges	\$ 17	\$ 1	\$ 16	Yes	
Sonoma	94689	US 101/Arata Lane interchange improvements in Windsor (Phase 2)	\$ 6	\$ -	\$ 6	Yes	
Sonoma	94691	Route 121 traffic signal system and channelization at 8th Street	\$ 3	\$ 0	\$ 3	Yes	

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Plan Bay Area Draft List of Significant Uncommitted Projects

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Sonoma	98147	Marin Sonoma Narrows Stage 2 (Sonoma County)	\$ 250	\$ 12	\$ 238	Yes	
Sonoma	240524	Fulton Rd - Equitable Access/Economic Vitality Improvements	\$ 47	\$ 18	\$ 29	Yes	
Sonoma	240529	Hearn Avenue @ Highway 101 Interchange Equitable Access/Economic Vitality Improvements	\$ 43	\$ 4	\$ 39	Yes	
Sonoma	240668	Airport Blvd Phases 1,2,3, & 5	\$ 38	\$ 13	\$ 26	Yes	
Sonoma	22193	Construct Forestville bypass on Route 116	\$ 11	\$ -	\$ 11	Yes	
Sonoma	22640	US 101/Shiloh Road interchange in Windsor	\$ 36	\$ -	\$ 36	Yes	
Sonoma	22646	US 101/River Road interchange	\$ 41	\$ -	\$ 41	Yes	
Sonoma	22998	U.S. 101/Todd Road interchange Equitable Access/Economic Vitality	\$ 41	\$ -	\$ 41	Yes	
Sonoma	230314	Golden Gate Transit Bus Service Expansion - Sonoma	\$ 234	\$ -	\$ 234	Yes	
Sonoma	230368	Suburban Center Intersection improvements at Highway 12 (Farmers Lane) and 4th Street	\$ 7	\$ -	\$ 7	Yes	
Sonoma	240619	U.S. 101/Dry Creek Road interchange	\$ 4	\$ 0	\$ 4	Yes	Yes

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OneBayArea Grant Program

(Draft July 8, 2011)

Federal Transportation Funding and Program Policies (Attachment A)

Approximately every six years, U.S. Congress enacts a surface transportation act. The current act (SAFETEA) originally scheduled to expire on September 30, 2009 is still in effect through several legislative extensions. The funding provided to our area through this legislation includes Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) funds.

In December 2009 the Commission adopted an overall framework directing how approximately \$1.4 billion in STP and CMAQ funds were to be allocated over the following six years (2010-2015). The first three years (Cycle 1) of this period were committed to projects and programs and the overall framework provided policy direction for the second three years (Cycle 2).

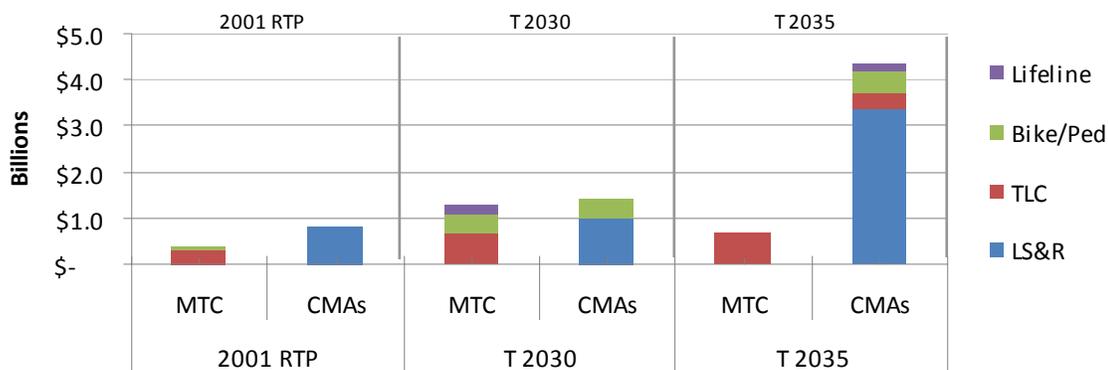
Staff proposes an alternative to the current Cycle 2 framework that better integrates the region's federal transportation program with land-use and housing policies by providing incentives for the production of housing with supportive transportation investments. Attachment A summarizes this framework and proposal for Cycle 2.

OneBayArea Grant Program

As shown in the chart below, over time the county congestion management agencies (CMAs) have been given increased responsibility for project selection for an increasing share of funding coming to the region.

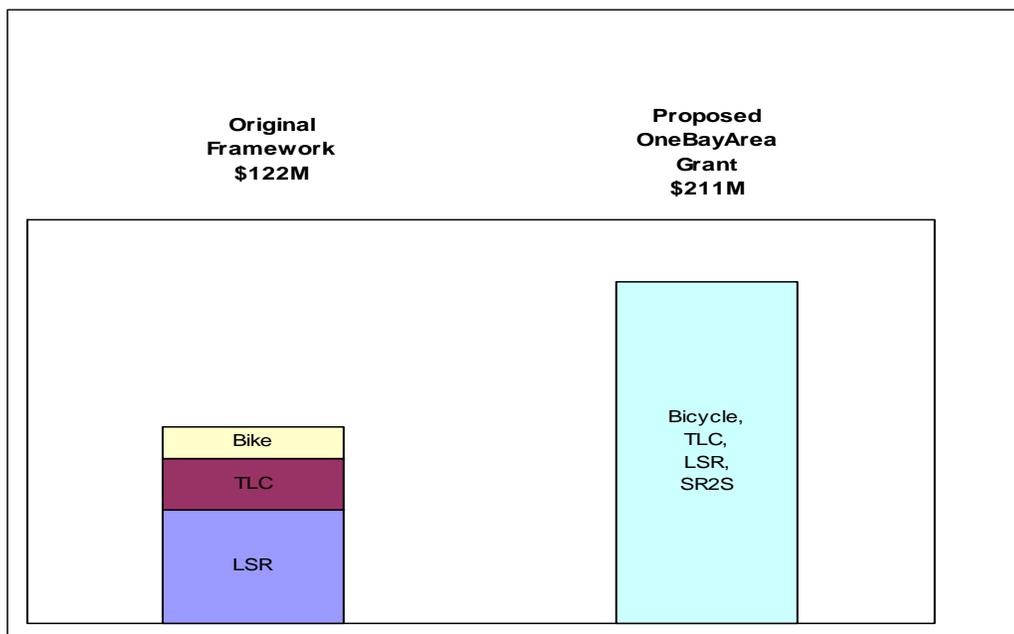
Program and Project Selection Evolves over Past Two Decades

Past Long Range Plan Discretionary Funding Assignments



For Cycle 2, staff proposes to continue this trend by shifting a larger portion of discretionary federal funding to local jurisdictions for taking on a larger share of the region's housing production. Further, additional flexibility is proposed for CMAs to address their respective transportation needs. Specifically, the proposal would:

- **Shift more Funding to Locally Managed OneBayArea Grant Program:** Dedicate \$211 million or roughly 40% of the Cycle 2 funding program to a new OneBayArea Grant. The funding for the OneBayArea Grant is the result of merging many of the programs in the Cycle 2 framework into a single flexible grant program and is roughly a 70% increase in the funding distributed to the counties as compared to the Cycle 2 framework adopted by the Commission. By comparison, the status quo approach for Cycle 2 would result in 22% going to County Congestion Management Agency (CMA) programs down from 30% in Cycle 1
- **Add Flexibility by Eliminating Program Categories:** The One Bay Grant proposal provides additional flexibility under Cycle 2 by eliminating required program categories and combining funding for TLC, Bicycle, Local Streets and Roads Rehabilitation, and Safe Routes to School. See figure illustrating this change on the following page. Project selection will be limited to a degree by the project eligibility limitations of CMAQ which will make up approximately half of the funds that each county will receive.



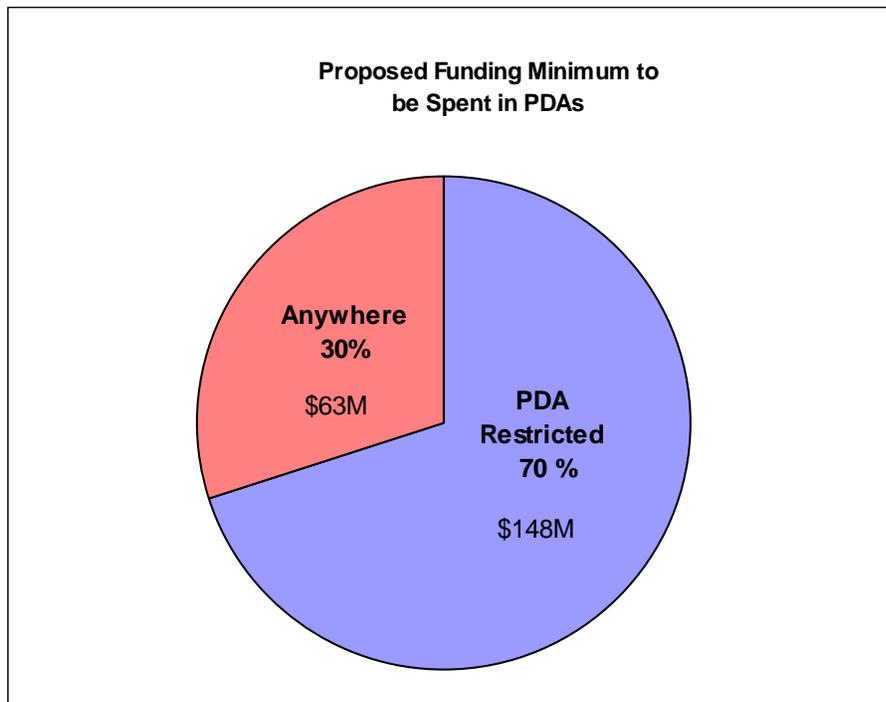
- **Leverage Outside Funds to Grow Program and Meet More Objectives:** Additional opportunities could be sought through other regional programs, other non-federal sources for affordable housing, and other local funds to augment program objectives. As a start, the Air District proposes \$6 million from its Regional Transportation for Clean Air (TFCA) Program. TFCA eligibility considerations will be guiding the use of these funds in the overall program.
- **Continue Key Regional Programs:** The remaining funding is targeted to continue regional programs such as Regional Operations, Freeway Performance Initiative, and Transit Capital Rehabilitation. Refer to Attachment A-2 for a description of these regional programs.
- **Establish a Priority Conservation Area Planning Program:** This new \$5 million program element will provide financial incentives for counties with populations under 500,000 for

preservation of resource area and farmland, as defined in California Government Code Section 65080.01.

Distribution Formula for the OneBayArea Grant (Attachments B, C, D)

Staff proposes a distribution formula for OneBayArea Grant funding (Attachment B) that includes housing incentives to support the SCS and promote effective transportation investments that support focused development. In order to ease the transition to this new funding approach, staff is also recommending a 50% population share factor in the formula:

1. Formula to Counties: The proposed distribution formula to the counties includes three components: 50% population, 25% Regional Housing Needs Allocation (RHNA) for 2007-2014, and 25% actual housing production. This approach provides incentives for both future housing commitments and actual housing production. The fund distribution will be refined using the new RHNA to be adopted by ABAG next spring along with the SCS. The new RHNA being developed, which covers years 2015-2022, places a greater emphasis on city centered growth. As a result, refinements are likely to result in modest revisions to the funding distribution consistent with these revised development patterns. The proposed OneBayArea Grant formula also uses actual housing data from 1999-2006, and has been capped such that each jurisdiction receives credit for housing up to its RHNA allocation. Subsequent funding cycles would rely on housing production from ABAG's next housing report to be published in 2013.
2. Priority Development Area (PDA) Minimum: Require that at least 70% of funding be spent on projects in Priority Development Areas (planned, potential and growth opportunity areas). Counties, at their discretion, can elect to use up to 5% of the PDA restricted funds for the development of priority conservation area (PCA) plans. Growth opportunity areas are tentatively considered as PDAs until ABAG completes final PDA designations next fall. See Attachment C for PDA program minimums for each county and Attachment D for a map and a list of the PDAs.



The OneBayArea Grant supports Priority Development Areas while providing flexibility to fund transportation needs in other areas.

Performance and Accountability

As noted at the outset, housing allocation according to RHNA and housing production will be the primary metric for distributing the OneBayArea Grant funding. In addition, staff recommends the following performance and accountability requirements.

1. Supportive Local Transportation and Land-Use Policies: Staff recommends that local agencies be required to have at least two of the following four policies adopted in order to be eligible for grant funds:
 - a) Parking/pricing policies (e.g. cash out, peak pricing, on-street/off street pricing differentials, eliminate parking minimums, unbundled parking) and adopted city and/or countywide employer trip reduction ordinances
 - b) Adopted Community Risk Reduction Plans (CRRP) per CEQA guidelines
 - c) Have affordable housing policies in place or policies that ensure that new development projects do not displace low income housing
 - d) Adopted bicycle/pedestrian plan and complete streets policy in general plans pursuant to Complete Streets Act of 2008

2. Approved Housing Element: Also, a HCD-approved housing element consistent with RHNA/SB375 law is a proposed condition for any jurisdiction receiving Cycle 2 OneBayArea grants. This may be met as follows: 1) adoption of a housing element that meets the current RHNA before the new RHNA is adopted, or 2) the adoption of a housing element that meets the new RHNA after its approval early in 2012. Jurisdictions have 18 months after the adoption of the SCS to meet the new RHNA; therefore, compliance is expected and required by September 2014. Any jurisdiction failing to meet either one of these deadlines will not be allowed to receive grant funding. Lastly any

jurisdiction without adopted housing elements addressing the new RHNA by September 2014 will be ineligible to receive any funding after Cycle 2 until they have adopted a housing element.

Implementation Issues

Below are issues to be addressed as we further develop the OneBayArea Grant concept:

1. Federal Authorization Uncertainty: We will need to closely monitor development of the new federal surface transportation authorization. New federal programs, their eligibility rules, and how money is distributed could potentially impact the implementation of the OneBayArea Grant Program as proposed.
2. Revenue Estimates: Staff assumes a steady but modest nominal revenue growth rate of 4% annually. Given the mood of Congress to downsize federal programs, these estimates are potentially overly optimistic if there are significant reductions in STP / CMAQ apportionments over the Cycle 2 time period. Staff recommends continuing to move forward with the conservative revenue assumptions and make adjustments later if needed.

Attachments

OneBayArea Grant Proposal

New Act STP / CMAQ Cycle 2 Draft Funding Proposal July 8, 2011

(amounts in millions \$)

Funding Available: Cycle 1: \$466M (after \$54M Carryover) Cycle 2: \$548M Air District: \$6M	Existing Framework				Cycle 2 One Bay Area		Cycle 2 Total
	Cycle 1		Cycle 2 Status Quo		MTC	One Bay Area Grant*	
	MTC	CMA Block Grant	MTC	CMA Grant			
1 Regional Planning *	23		26		5	21	26
2 Regional Operations	84	0	74	0	74	0	74
3 Freeway Performance Initiative (FPI)	51	0	66	0	66	0	66
4 Transit Capital Rehabilitation *	0	0	125	0	125	0	125
5 Local Streets and Roads Rehabilitation*	6	94	7	70	3	74	77
6 Climate Initiatives *	80		40		25	12	37
7 Regional Bicycle Program *	0	20	0	20	0	20	20
8 Transportation for Livable Communities (TLC) *	51	28	64	32	15	85	105
9 Transportation Oriented Development (TOD) Fund	10	0	0	0	5		
10 Priority Conservation Area Planning Pilot							
11 MTC Res 3814 Transit Payback Commitment	6	0	25	0	25	0	25
Total	324	142	426	122	343	211	554
	70%	30%	78%	22%	62%	38%	

Grant Totals:	Cycle 1 Block Grant		Cycle 2 Status Quo		Cycle 2 One Bay Area	
		142	30%	122	22%	211

J:\PROJECT\Funding\T4 - New Act\T4 - STP-CMAQ\T4 Cycle Programming\T4 Second Cycle\Cycle 2 Policy Dev\One Bay Area Grant\Cycle2 Develop tables.xls\Program Funding 7-8-11

* Air District funding of \$6 million adds capacity to support OneBay Area Grant.

1) Regional Planning:

\$21M (\$7M per year) for CMA Planning to be distributed to CMAs through OneBayArea Grant.

4) Transit Capital Rehabilitation:

100% Transit Rehab assigned as Regional Transit Rehabilitation, as Transit is network based and regional

5) Local Streets and Roads Rehabilitation

\$3M for a scaled back PTAP program

6) Climate Initiative:

\$5M for SFGO in Regional. Eastern Solano CMAQ to Solano TA part of OneBayArea Grant.

7) Regional Bicycle Program:

\$20M as CMAQ rather than TE as originally proposed in Framework

8) Transportation for Livable Communities (TLC)

TLC program eliminated - All TLC funds to OneBayArea grant

Attachment A-2: Regional Programs

Regional Planning to support planning activities in the region carried out by the Association of Bay Area Governments (ABAG), the San Francisco Bay Area Conservation and Development commission (BCDC), and MTC. CMAs would access their OneBayArea grant to fund planning activities.

Regional Operations: This program includes Clipper, 511, Incident Management and a scaled-back Pavement Technical Assistance Program (PTAP).

Freeway Performance Initiative This program emphasizes the delivery of ramp metering projects on the State Highway System throughout the Bay Area to gain the most efficiency out of the existing highway network.

Priority Conservation Area Planning: Staff is recommending a new pilot for the development of priority conservation area (PCA) plans for counties with populations under 500,000 to ameliorate outward development expansion and maintain their rural character.

Transportation for the Livable Communities (TLC) and the Affordable Transportation Oriented Development (TOD) Housing Fund: The bulk of the TLC Program's funding will shift to the OneBayArea Grant. The remaining funds under MTC's management are proposed to continue station area planning and/or CEQA assistance to PDAs and support additional investments in affordable housing.

Climate Initiatives: The objective of the Climate Initiatives Program launched in Cycle 1 was to make short-term investments that reduce transportation-related emissions and vehicle miles traveled, and encourage the use of cleaner fuels. Through the innovative projects selected and evaluation process, the region is building its knowledge base for the most effective Bay Area strategies for the Sustainable Communities Strategy and next long-range plan. The proposed funding for the Cycle 2 Climate Initiative Program would allow some continuation of these efforts at the regional level and protect a prior commitment to the SFGo project.

Transit Capital Rehabilitation: The Commission deferred transit rehabilitation needs from Cycle 1 to Cycle 2 in order to allow more immediate delivery of some of the other programs. The program objective, as in the past, is to assist transit operators to fund major fleet replacements, fixed guideway rehabilitation and other high-scoring capital needs that cannot be accommodated within the FTA Transit Capital Priorities program.

MTC Resolution 3814 Transit Payback Commitment: Consistent with the Cycle 2 framework, MTC is proposing to program \$25 million to Lifeline, small operators, and SamTrans right-of-way settlement to partially address a commitment originally envisioned to be met with state spillover funds.

**Attachment B
PROPOSAL**

**OneBayArea Grant Distribution Formula
Cycle 2 (FYs 2013, 2014, 2015)**

County	50%-25%-25% (Pop. RHNA - Housing Production Capped)	Status Quo Grant Program
Alameda	\$42.4	\$25.4
Contra Costa	\$31.5	\$16.6
Marin	\$6.4	\$5.0
Napa	\$4.2	\$2.9
San Francisco	\$24.6	\$11.8
San Mateo	\$17.2	\$11.1
Santa Clara	\$55.3	\$28.1
Solano	\$13.8	\$9.0
Sonoma	\$15.8	\$12.3
Bay Area Total	\$211.0	\$122.1

Difference From Status Quo Grant Program

County	50%-25%-25% (Pop. RHNA - Housing Production Capped)	Status Quo Grant Program
Alameda	\$17.1	-
Contra Costa	\$14.9	-
Marin	\$1.4	-
Napa	\$1.3	-
San Francisco	\$12.8	-
San Mateo	\$6.1	-
Santa Clara	\$27.2	-
Solano	\$4.8	-
Sonoma	\$3.5	-
Bay Area Total	\$88.9	-

% Change From Status Quo Grant Program

County	50%-25%-25% (Pop. RHNA - Housing Production Capped)	Status Quo Grant Program
Alameda	67%	-
Contra Costa	89%	-
Marin	27%	-
Napa	43%	-
San Francisco	109%	-
San Mateo	55%	-
Santa Clara	97%	-
Solano	53%	-
Sonoma	29%	-
Bay Area Total	73%	-

J:\PROJECT\Funding\T4 - New Act\T4 - STP-CMAQ\T4 Cycle Programming\T4 Second Cycle\Cycle 2 Policy Dev\Block Grant\Distribution Options.xls\Distrib Overview

Notes:

Status quo program based on framework for Cycle 2 adopted by the Commission and continuation of Cycle 1 county block grant policies.

RHNA is based on current 2007-20014 targets

Population data from Department of Finance, US Census 2010

Housing production 1999-2006 is capped at 1999-2006 RHNA thresholds

Attachment C

PROPOSAL

PDA Investments for the OneBayArea Grant

50%-25%-25% (Pop.- RHNA - Actual Housing Production Capped) Distribution

Apportionment Area	County Grant Amount	Allocation Areas	
		PDA 70% Minimum	Anywhere in County
Alameda	\$42.4	\$29.7	\$12.7
Contra Costa	\$31.5	\$22.0	\$9.4
Marin	\$6.4	\$4.5	\$1.9
Napa	\$4.2	\$2.9	\$1.2
San Francisco	\$24.6	\$17.2	\$7.4
San Mateo	\$17.2	\$12.0	\$5.1
Santa Clara	\$55.3	\$38.7	\$16.6
Solano	\$13.8	\$9.6	\$4.1
Sonoma	\$15.8	\$11.0	\$4.7
Regional Total	\$211.0	\$147.7	\$63.3

Attachment D: Priority Development Areas

Alameda County

Jurisdiction or Area Name	PDA Status
Alameda	
Naval Air Station	Planned/Potential
<i>Northern Waterfront</i>	<i>Growth Opportunity Area</i>
Albany	
<i>San Pablo Avenue & Solano Avenue</i>	<i>Growth Opportunity Area</i>
Berkeley	
Adeline Street	Potential
Downtown	Planned
San Pablo Avenue	Planned
South Shattuck	Planned
Telegraph Avenue	Potential
University Avenue	Planned
Dublin	
Downtown Specific Plan Area	Planned
Town Center	Planned
Transit Center	Planned
Emeryville	
Mixed-Use Core	Planned
Fremont	
Centerville	Planned
City Center	Planned
Irvington District	Planned
<i>Ardenwood Business Park</i>	<i>Growth Opportunity Area</i>
<i>Fremont Boulevard & Warm Springs Boulevard Corridor</i>	<i>Growth Opportunity Area</i>
<i>Fremont Boulevard Decoto Road Crossing</i>	<i>Growth Opportunity Area</i>
<i>South Fremont/Warm Springs</i>	<i>Growth Opportunity Area</i>
Hayward	
Downtown	Planned
South Hayward BART	Planned
South Hayward BART	Planned
The Cannery	Planned
<i>Carlos Bee Quarry</i>	<i>Growth Opportunity Area</i>
<i>Mission Corridor</i>	<i>Growth Opportunity Area</i>
Livermore	
Downtown	Planned
Vasco Road Station Planning Area	Potential
Newark	
Dumbarton Transit Oriented Development	Potential
Old Town Mixed Use Area	Potential
<i>Cedar Boulevard Transit</i>	<i>Growth Opportunity Area</i>
<i>Civic Center Re-Use Transit</i>	<i>Growth Opportunity Area</i>

Oakland

Coliseum BART Station Area	Planned
Downtown & Jack London Square	Planned
Eastmont Town Center	Planned
Fruitvale & Dimond Areas	Planned
MacArthur Transit Village	Planned
Transit Oriented Development Corridors	Potential
West Oakland	Planned

Pleasanton

Hacienda	Potential
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San Leandro

Bay Fair BART Transit Village	Potential
Downtown Transit Oriented Development	Planned
East 14th Street	Planned

Union City

Intermodal Station District	Planned
<i>Mission Boulevard</i>	<i>Growth Opportunity Area</i>
<i>Old Alvarado</i>	<i>Growth Opportunity Area</i>

Alameda County Unincorporated

<i>Castro Valley BART</i>	<i>Growth Opportunity Area</i>
<i>East 14th Street and Mission Boulevard Mixed Use Corridor</i>	<i>Growth Opportunity Area</i>

Contra Costa County

Jurisdiction or Area Name

PDA Status

Antioch

Hillcrest eBART Station

Planned

Rivertown Waterfront

Potential

Concord

Community Reuse Area

Potential

Community Reuse Area

Potential

Downtown BART Station Planning

Growth Opportunity Area

North Concord BART Adjacent

Growth Opportunity Area

West Downtown Planning Area

Growth Opportunity Area

El Cerrito

San Pablo Avenue Corridor

Planned

Hercules

Central Hercules

Planned

Waterfront District

Planned

Lafayette

Downtown

Planned

Martinez

Downtown

Planned

Moraga

Moraga Center

Potential

Oakley

Downtown

Potential

Employment Area

Potential

Potential Planning Area

Potential

Orinda

Downtown

Potential

Pinole

Appian Way Corridor

Potential

Old Town

Potential

Pittsburg

Downtown

Planned

Pittsburg/Bay Point BART Station

Planned

Railroad Avenue eBART Station

Planned

Pleasant Hill

Buskirk Avenue Corridor

Potential

Diablo Valley College

Potential

Richmond

Central Richmond

Planned

South Richmond

Planned

23rd Street

Growth Opportunity Area

San Pablo Avenue Corridor

Growth Opportunity Area

San Ramon

City Center

Planned

North Camino Ramon

Potential

Walnut Creek

Walnut Creek: West Downtown

Planned

Contra Costa County Unincorporated

Contra Costa Centre

Planned

Downtown El Sobrante

Potential

North Richmond

Potential

Pittsburg/Bay Point BART Station

Planned

West Contra Costa Transportation Advisory Committee: San Pablo Avenue
Corridor

Planned/Potential

Marin County

Jursidiction or Area Name	PDA Status
<i>San Rafael</i>	
Civic Center/North Rafael Town Center	Planned
Downtown	Planned
<i>Marin County Unincorporated</i>	
Urbanized 101 Corridor	Potential
<i>San Quentin</i>	<i>Growth Opportunity Area</i>

Napa County

Jursidiction or Area Name	PDA Status
<i>American Canyon</i>	
Highway 29 Corridor	Potential

San Francisco County

Jursidiction or Area Name	PDA Status
<i>San Francisco</i>	
19th Avenue	Potential
Balboa Park	Planned
Bayview/Hunters Point Shipyard/Candlestick Point	Planned
Downtown-Van Ness-Geary	Planned
Eastern Neighborhoods	Planned
Market & Octavia	Planned
Mission Bay	Planned
Mission-San Jose Corridor	Planned
Port of San Francisco	Planned
San Francisco/San Mateo Bi-County Area (with City of Brisbane)	Planned
Transbay Terminal	Planned
Treasure Island	Planned
<i>Citywide</i>	<i>Growth Opportunity Area</i>

San Mateo County

Jursidiction or Area Name	PDA Status
Brisbane	
San Francisco/San Mateo Bi-County Area (with San Francisco)	Potential
Burlingame	
Burlingame El Camino Real	Planned
Daly City	
Bayshore	Potential
Mission Boulevard	Potential
<i>Citywide</i>	
East Palo Alto	
Ravenswood	Potential
<i>Woodland/Willow Neighborhood</i>	
Menlo Park	
El Camino Real Corridor and Downtown	Planned
Millbrae	
Transit Station Area	Planned
Redwood City	
Downtown	Planned
<i>Broadway</i>	<i>Growth Opportunity Area</i>
<i>Middlefield</i>	<i>Growth Opportunity Area</i>
<i>Mixed Use Waterfront</i>	<i>Growth Opportunity Area</i>
<i>Veterans Corridor</i>	<i>Growth Opportunity Area</i>
San Bruno	
Transit Corridors	Planned
San Carlos	
Railroad Corridor	Planned
San Mateo	
Downtown	Planned
El Camino Real	Planned
Rail Corridor	Planned
South San Francisco	
Downtown	Planned
<i>Lindenville Transit Neighborhood</i>	<i>Growth Opportunity Area</i>
CCAG of San Mateo County: El Camino Real	Planned/Potential

Santa Clara County

Jurisdiction or Area Name

PDA Status

Cambell

Central Redevelopment Area

Planned

Winchester Boulevard Master Plan

Growth Opportunity Area

Gilroy

Downtown

Planned

Los Altos

El Camino Real Corridor

Growth Opportunity Area

Milpitas

Transit Area

Planned

Hammond Transit Neighborhood

Growth Opportunity Area

McCandless Transit Neighborhood

Growth Opportunity Area

McCarthy Ranch Employment Center

Growth Opportunity Area

Midtown Mixed-Use Corridor

Growth Opportunity Area

Serra Center Mixed-Use Corridor

Growth Opportunity Area

Tasman Employment Center

Growth Opportunity Area

Town Center Mixed-Use Corridor

Growth Opportunity Area

Yosemite Employment Center

Growth Opportunity Area

Morgan Hill

Morgan Hill: Downtown

Planned

Mountain View

Whisman Station

Potential

Downtown

Growth Opportunity Area

East Whisman

Growth Opportunity Area

El Camino Real Corridor

Growth Opportunity Area

Moffett Field/NASA Ames

Growth Opportunity Area

North Bayshore

Growth Opportunity Area

San Antonio Center

Growth Opportunity Area

Palo Alto

Palo Alto: California Avenue

Planned

Palo Alto: El Camino Real Corridor

Growth Opportunity Area

Palo Alto: University Avenue/Downtown

Growth Opportunity Area

San Jose

Berryessa Station

Planned

Communications Hill

Planned

Cottle Transit Village

Planned

Downtown "Frame"

Planned

East Santa Clara/Alum Rock Corridor

Planned

Greater Downtown

Planned

North San Jose

Planned

West San Carlos and Southwest Expressway Corridors

Planned

Bascom TOD Corridor

Growth Opportunity Area

Bascom Urban Village

Growth Opportunity Area

Blossom Hill/Snell Urban Village

Growth Opportunity Area

Camden Urban Village

Growth Opportunity Area

Capitol Corridor Urban Villages

Growth Opportunity Area

Capitol/Tully/King Urban Villages
Oakridge/Almaden Plaza Urban Village
Saratoga TOD Corridor
Stevens Creek TOD Corridor
Westgate/El Paseo Urban Village
Winchester Boulevard TOD Corridor

Growth Opportunity Area
Growth Opportunity Area

Santa Clara

Central Expressway Focus Area
El Camino Real Focus Area
Great America Parkway Focus Area
Lawrence Station Focus Area
Santa Clara Station Focus Area
Tasman East Focus Area

Growth Opportunity Area
Growth Opportunity Area
Growth Opportunity Area
Growth Opportunity Area
Growth Opportunity Area
Growth Opportunity Area

Sunnyvale

Downtown & Caltrain Station
El Camino Real Corridor
Lawrence Station Transit Village
East Sunnyvale ITR
Moffett Park
Peery Park
Reamwood Light Rail Station
Tasman Station ITR

Planned
Planned
Potential
Growth Opportunity Area
Growth Opportunity Area
Growth Opportunity Area
Growth Opportunity Area

VTA Cores, Corridors, and Station Areas (estimate)

Potential

Solano County

Jurisdiction or Area Name	PDA Status
<i>Benicia</i>	
Downtown	Planned
<i>Northern Gateway</i>	<i>Growth Opportunity Area</i>
<i>Dixon</i>	
<i>Fairfield</i>	
Downtown South (Jefferson Street)	Planned
Fairfield-Vacaville Train Station	Potential
North Texas Street Core	Potential
West Texas Street Gateway	Planned
<i>Rio Vista</i>	
<i>Suisun City</i>	
Downtown & Waterfront	Planned
<i>Vacaville</i>	
Allison Area	Planned
Downtown	Planned
<i>Vallejo</i>	
Waterfront & Downtown	Planned
<i>Solano County Unincorporated</i>	

Sonoma County

Jursidiction or Area Name	PDA Status
<i>Cloverdale</i>	
Downtown/SMART Transit Area	Planned
<i>Cotati</i>	
Downtown and Cotati Depot	Planned
<i>Healdsburg</i>	
<i>Petaluma</i>	
Central, Turning Basin/Lower Reach	Planned
<i>Rohnert Park</i>	
Sonoma Mountain Village	Potential
<i>Santa Rosa</i>	
Downtown Station Area	Planned
Mendocino Avenue/Santa Rosa Avenue Corridor	Potential
Sebastopol Road Corridor	Planned/Potential
<i>North Santa Rosa Station</i>	<i>Growth Opportunity Area</i>
<i>Sebastopol</i>	
Nexus Area	Potential
<i>Sonoma</i>	
<i>Windsor</i>	
Redevelopment Area	Planned
<i>Sonoma County Unincorporated</i>	
<i>8th Street East Industrial Area</i>	<i>Growth Opportunity Area</i>
<i>Airport/Larkfield Urban Service Area</i>	<i>Growth Opportunity Area</i>
<i>Penngrove Urban Service Area</i>	<i>Growth Opportunity Area</i>
<i>The Springs</i>	<i>Growth Opportunity Area</i>



P1 BayArea Plan

OneBayArea Grant

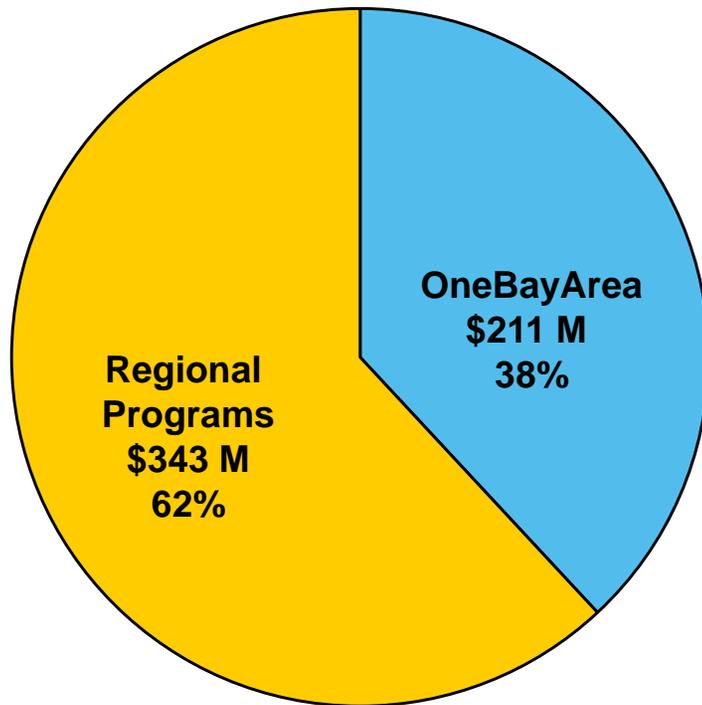
Regional Advisory Working Group
September 6, 2011

Principles

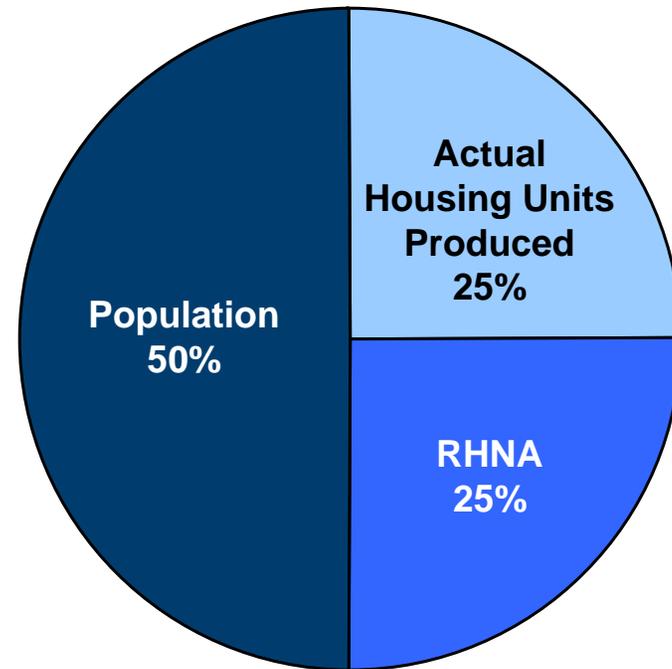
- **SB 375:** Integrate land use and transportation planning – reward jurisdictions willing to accept more housing in locations close to transit and other essential destinations
- Emphasize transportation investments in Priority Development Areas (PDAs)
- Provide more local funding overall and more flexibility on how money can be spent
- Leverage other local and regional funding to accomplish even more
- Consider how grant program might inform longer-range regional investment strategy for One Bay Area Plan
- Monitor how expenditures address adopted performance targets

Funding Information

Cycle 2 STP/CMAQ Program

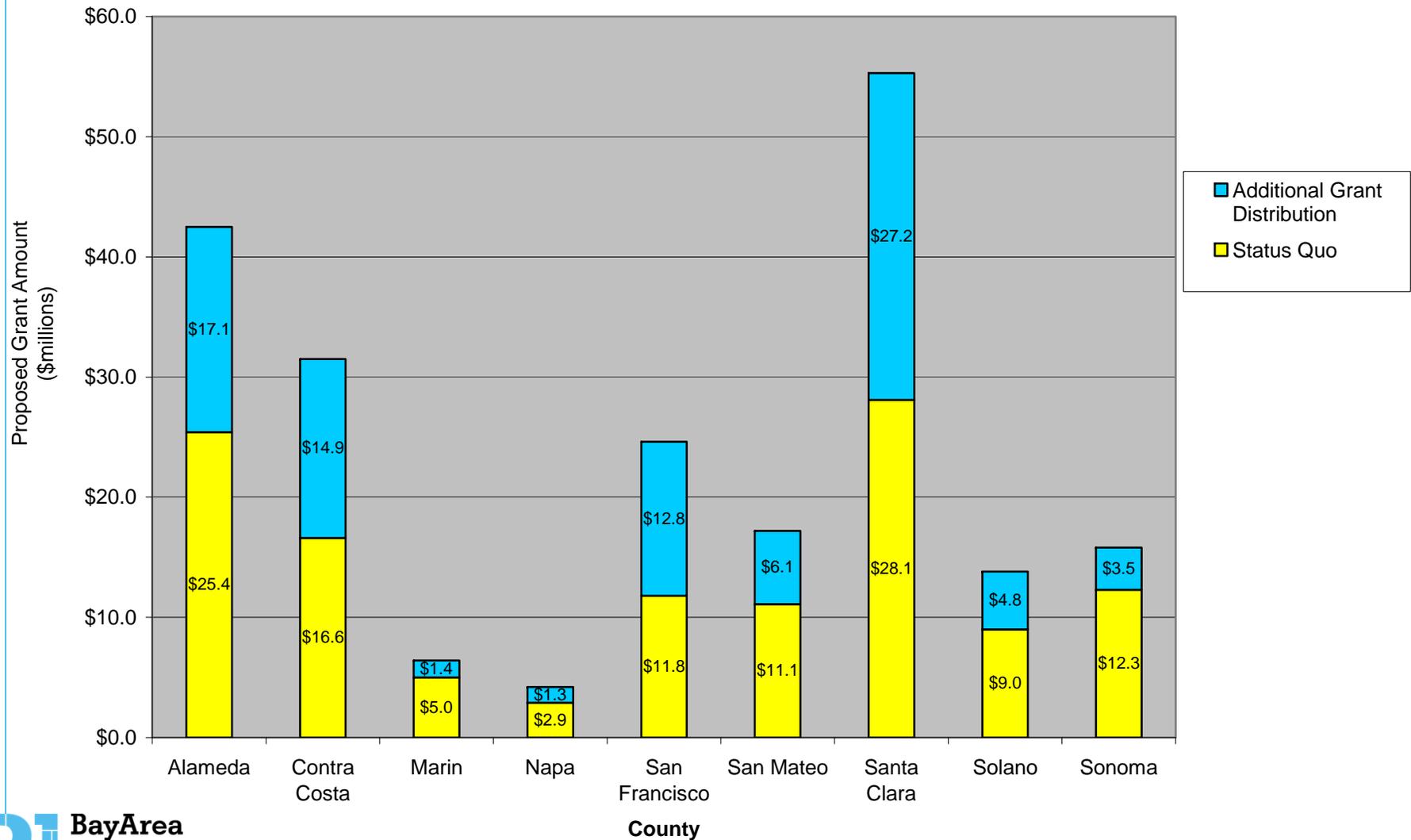


OneBayArea Grant Distribution Formula



Funding Information (continued)

OneBayArea Grant Distribution Increase from Status Quo

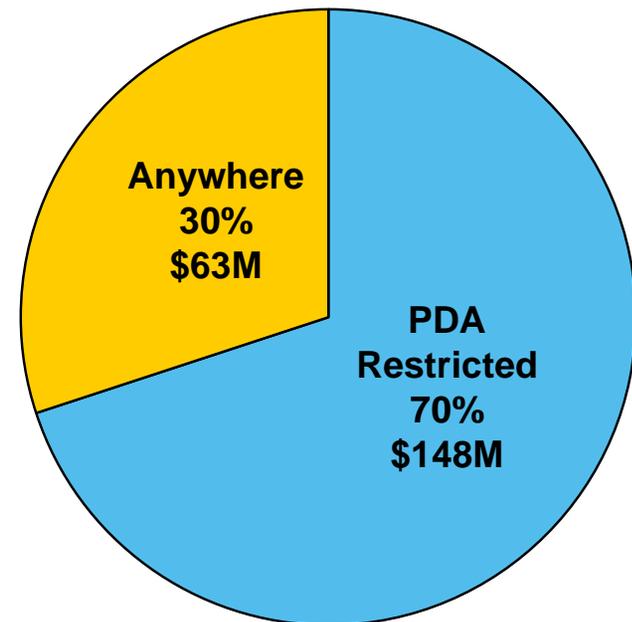


Funding Information (continued)

Local Programs and Eligibility



Proposed Funding Minimum to be Spent in PDAs



Next Steps

- **Summer 2011:** Release of draft concepts for Cycle 2 grant proposal and RHNA to Policy Advisory Council, RAWG, Partnership committees, working groups and public for review
- **Fall 2011:** Committee review of refined Cycle 2 and RHNA proposals based on public and stakeholder input
- **December 2011:** Adoption of Cycle 2 approach using Draft RHNA and funding commitments to MTC regional programs
- **February/March 2012:** Adoption of Cycle 2 OneBayArea Grant programming using final RHNA factors



TO: Regional Advisory Working Group

DATE: August 25,
2011

FR: Alix Bockelman, Director, Programming and Allocations, MTC

RE: OneBayArea Grant — Cycle 2 STP/CMAQ Funding

Attached for your review and comment is a proposal to establish the OneBayArea Grant program approved for release to the public by the MTC Planning Committee and ABAG Administrative Committee at their joint meeting on July 8, 2011.

Preliminary Timeline and Next Steps

Staff will seek feedback from stakeholder and technical working groups over the next several months. The preliminary timeline for development and approval of the OneBay Area Grant is shown below.

July – Sept. 2011	<ul style="list-style-type: none"> ▪ The Joint MTC Planning Committee / ABAG Administrative Committee release of OneBay AreaGrant proposal for public review ▪ <i>ABAG releases preliminary draft concepts for RHNA methodology</i> ▪ Working Group Discussions of Cycle 2/OneBayArea Grant approach
Fall 2011	<ul style="list-style-type: none"> ▪ Follow-up Committee Presentation of OneBayArea Grant and Cycle 2 approach ▪ <i>ABAG releases draft RHNA methodology</i>
December 2011	<ul style="list-style-type: none"> ▪ <i>Adoption of Cycle 2 approach based on draft RHNA methodology</i> ▪ <i>MTC/ABAG releases draft preferred SCS</i> ▪ Commission adoption of Cycle 2 funding commitments for MTC Regional Programs
February 2012	<ul style="list-style-type: none"> ▪ <i>MTC/ABAG approves draft preferred SCS</i>
March 2012	<ul style="list-style-type: none"> ▪ Commission adoption of Cycle 2/OneBayArea Grant with Final RHNA
April 2012 – Feb. 2013	<ul style="list-style-type: none"> ▪ CMA Project Selection Process
April 2013	<ul style="list-style-type: none"> ▪ Final SCS adopted

If you have questions about the proposal please contact Alix Bockelman (510-817-5850) or Craig Goldblatt (510-817-5837) of MTC staff.



Sustainable Communities Strategy

ALTERNATIVE LAND USE SCENARIOS Core Concentration, Focused Growth, and Outer Bay Area Growth

REVISED: September 1, 2011

In July, ABAG's Executive Board and the Metropolitan Transportation Commission approved a framework for Five Alternative Scenarios, which will be used to inform the development of the Preferred Scenario of the Sustainable Communities Strategy (SCS). Scenario 1 and 2 are based on unconstrained growth, assume very strong employment growth, and unprecedented funding to support housing affordability. Scenario 1, the Initial Vision Scenario was released in March 2011. Scenario 2, Core Concentration Unconstrained will be developed to provide a more concentrated development pattern along transit corridors. These two scenarios are essential to identify the challenges and policies for an ideal sustainable development path.

This report presents the land use patterns for scenarios 3, 4, and 5 based on an assessment of economic growth, financial feasibility, and reasonable planning strategies. They provide a range of housing and employment distribution patterns across places and cities that support equitable and sustainable development. The three scenarios are as follows:

- *Core Concentration Growth Scenario:* Concentrates housing and job growth at selected Priority Development Areas in the Inner Bay Area along the region's core transit network.
- *Focused Growth Scenario:* Recognizes the potential of Priority Development Areas and Growth Opportunity Areas across the region with an emphasis on housing and job growth along major transit corridors.
- *Outer Bay Area Growth Scenario:* Addresses higher levels of growth in the Outer Bay Area and is closer to previous development trends than the other two scenarios.

These three scenarios assume a strong economy supported by the appropriate affordable housing production. They also assume targeted local and regional strategies and additional funding to support sustainable and equitable growth. They are designed primarily around Priority Development Areas and Growth Opportunity Areas, as places for growth identified by local jurisdictions. (PDAs will refer to both areas in this report) The level of PDA growth is defined based on the Place Type established by the local jurisdiction (i.e., regional center, transit neighborhood, rural town), which provides a regional language to recognize the character, scale, density and expected growth for the wide range of places in the Bay Area. Beyond the PDAs, household growth is distributed based on employment, transit access, household formation, and housing production. Employment distribution is based upon the existing employment pattern, reversing the previous dispersal trends throughout the region.

Regional dialogue on land use scenarios

The purpose of the land use alternative scenarios is to expand the regional dialogue on the type of development, planning strategies, and investments to define the SCS. We are seeking input from local jurisdictions, community organizations, business organizations, and general public on the following themes:

Distribution of growth

- Shifting from previous trends of dispersed growth, do these three land use scenarios provide an appropriate spectrum for sustainable and equitable development trends? Is growth concentrated at the appropriate places?

Development of vital and healthy places

- Are housing and jobs converging at the appropriate places? Can this convergence support greater access to jobs and housing, particularly for the low and moderate income populations?
- What elements of the scenarios would support the development of complete communities?
- Do the scenarios address the local expectations and necessary adjustments for regional equity and sustainability?

Planning strategies and investments

- How can local jurisdictions, community organizations, and business organizations converge into a coherent regional strategy?
- What policies and investments should be prioritized to support the SCS?

This report includes five sections and two appendices. The first section is a brief summary of the input received from local jurisdictions and stakeholders on local development and equity. The second section is an overview of regional employment and household growth between 2010 and 2040. The third section describes employment trends and distribution, including some details of the recent regional employment analysis undertaken by ABAG and MTC to inform the land use patterns. The fourth section provides an overview of the housing distribution, which relies on the housing analysis presented in previous reports. The fifth section covers the next steps towards the development of the Preferred Scenario. The appendices include, first, details on the methodology for growth distribution; and, second, tables of growth by PDA and local jurisdiction. Scenarios maps are compiled in a separate packet.

1. INPUT ON SCS SCENARIOS

The development of the SCS Core, Focused, and Outer Bay Area Growth Scenarios are informed by a wealth of input we received on the Initial Vision Scenario (IVS) from local elected officials, planning directors, and Congestion Management Agencies (CMAs) as well as from the Regional Advisory Working Group, Equity Group, and stakeholders groups. County-level Basecamp sites have been well noticed and public workshops were held throughout our nine-county region.

As indicated in previous reports, land use decisions are a local responsibility governed by local jurisdictions. The land use scenarios presented here are based upon local input and strong

coordination among local and regional agencies. Regional agencies have incorporated local input into three coherent land use development patterns.

Input on local development

The input received reflects the unique characteristics of the region's communities. Some communities described the level of housing growth depicted in the IVS as too high, while other jurisdictions responded that IVS housing growth levels would be appropriate if funding for redevelopment, public schools, transit and other community infrastructure were available. Still, a number of common themes have emerged.

- *Addressing the Bay Area economic challenges:* The Bay Area's first Sustainable Communities Strategy should advance a vibrant economy and strong growth for the region. Employment growth should be aligned with existing and planned transit. Employment totals are too high given past performance and the depth of the recession.
- *Sustainable and equitable housing production:* Growth levels in the Initial Vision Scenario are not feasible given current market constraints and funding availability. Infill development challenges require capital investments and supportive policies. The SCS should reward communities that advance sustainable growth at transit nodes.
- *Transit service:* Cuts in transit service will impede sustainable growth. Transit-served, infill areas that have not been nominated by local communities as PDAs should take on comparable levels of growth.
- *Coordination of regional efforts:* Loss of redevelopment agencies will limit infill development. The SCS should provide CEQA benefits for projects in PDAs. Air District and BCDC requirements should be aligned with the SCS.

Input on equity

Regional agency staff has worked with the Regional Equity Working Group and MTC's Policy Advisory Council to develop inputs to the Alternative Scenarios that will increase access to opportunities and an improved quality of life for residents from all income categories in communities throughout the region. Social equity as well as economic growth and environmental sustainability are promoted through the emphasis on encouraging growth in complete communities served by transit. In addition, each of the alternative scenarios will also distribute growth in a way that ensures each jurisdiction is planning to accommodate a minimum percent of its expected household growth. Factors related to transit service, employment, and net low-income commuters to a jurisdiction will also inform the alternative scenario housing distributions.

2. REGIONAL EMPLOYMENT AND HOUSEHOLD GROWTH 2010 – 2040

The recent national economic recession triggered a major employment decline. Recent data and research indicates that the nation is facing a slower recovery than expected over the next few years, which will in turn impact the recovery of the Bay Area. Beyond this short term recovery, the rates of employment growth for the Bay Area and California have become closer to or lower than the national rates since the 1980s. They were higher than the nation from the 1960s to the 1980s, but as the region and the state matured in its economic composition, growth rates became closer to the national average.

Due to lowered forecasts of national economic and job growth, along with dramatic decreases in state and national immigration levels (even prior to the recession), the Bay Area job forecast for 2040 would be revised downward by an estimated 100,000 jobs than the forecast employment for the Initial Vision Scenario. The total jobs for 2040 would drop by another 200,000 jobs by switching to a forecast where the Bay Area maintains its current share of national employment.

Even under those considerations, the SCS can reasonably assume a healthy economy for the Bay Area by 2040. High expectations are based on the strength of our knowledge-based economy, the development of new high technology sectors as well as the diverse economy to support these leading sectors. In addition, the Bay Area has a highly qualified labor force when compared to other regions and a high quality of life based on access to urban amenities, natural resources, and a Mediterranean climate. The region also provides businesses with a wealth of research and development resources and a strong network of international exchange.

Given these resources, regional and economic experts working with ABAG and MTC suggest the Bay Area could add almost a million jobs up to 4.26 million jobs by 2040. This is an average of 33,000 per year over the next 30 years, which assumes a healthy and strong economy. This is more than three times the 10,000 average annual job growth of the previous two decades. It is close to the 40,000 average annual job growth of the last 50 years when the region experienced the development of the high technology industry and the finance sector.

This employment growth will be supported by strong housing production of about 770,000 units by 2040. This would represent an annual production of 27,000 units per year. The slow recovery of job growth and housing prices are expected to limit housing production in the near-term. This period should be addressed independently from the housing production of the later years. Assuming a suppressed housing production rate of 15,000 units from 2010-2015, this level of growth would increase to almost 30,000 units per year over the 2015-2040 timeframe. In comparison, historical rates were 20,000 per year from 1990-2010 and 36,000 averaging 1970, 1975, 1980, and 1985 rates, periods of much greenfield housing production.

The expected growth of 770,000 housing units by 2040 in the scenarios under discussion is lower than the equivalent one million units in Initial Vision Scenario. The former is the expected housing production while the latter reflects the housing need. The expected housing production addresses lower 2010 household and population counts (Census 2010), lower employment growth than previous forecasts, and reasonable assumptions on market trends, local and regional policies, and infrastructure.

This level of housing reflects a reasonable job to household ratio for the Bay Area and would consider a reasonable pace of recovery of the housing market. For these scenarios we are assuming a job to household ratio of 1.3 by 2040. This ratio is based on the regional average over the past six decades and is also similar to the present-day ratio. It could be expected that demographic shifts would lower this ratio over the next fifteen years as the baby boomer generation retires, but that it would rise again in the later years of the planning horizon.

Regional Growth: Households, Population, Employed Residents, Jobs, 2010 - 2040

	Core, Focused, and Outer Bay Area Growth Scenarios			Initial Vision Scenario
	2010	2040	Growth 2010-40	Growth 2010-40
<i>Households</i>	2,608,000	3,378,000	770,000	1,031,000
<i>Population</i>	7,151,000	9,236,000	2,085,000	2,432,000
<i>Employed residents</i>	3,153,000	3,974,000	821,000	1,338,000
<i>Jobs</i>	3,271,000	4,266,000	995,000	1,463,000

These scenario land development patterns will be supported by transportation scenarios that will vary the level of funding for “fix-it-first” maintenance, transit capacity improvements, roadway improvements, and bike/pedestrian funding.

3. REGIONAL EMPLOYMENT DISTRIBUTION

The region is experiencing a transformation in its economic activities and in its population composition, both of which have major land use implications. The very strong growth of knowledge-based activities at the intersection with urban amenities brings new strength to employment centers. These economic trends are parallel to some key emerging demographic changes: young professionals’ preferences for vital urban places instead of office parks, an increase in the ethnic diversity of the labor force and residents, and a major wave of retirement and increase in the senior population. Providing that the region can develop and implement a solid SCS, these changes provide an opportunity to strengthen the economic health, social equity, and sustainability of the Bay Area.

SCS tasks to support a healthy economy include:

- Provide the appropriate transit, affordable housing, and urban amenities to support the new wave of industries at urban locations and densified office parks.
- Support a diverse economy through public investments that support strategic sectors, and the retention and expansion of affordable housing close to major employment centers.
- Regain the economic vitality of regional centers, which lost employment over the past decades. Support increased densities and a mix of uses at suburban office parks, which have been major employment growth areas.
- Concentrate urban amenities and affordable housing in downtown areas and along transit corridors across the region.
- Maintain and increase the viability and productivity of industrial lands and agricultural resource areas.

For the purpose of the SCS Alternative Scenarios we have revised the total employment growth by 2040, the growth by industry, and the distribution by PDA and city. The rationale for this healthy economic growth in relation to population and housing growth will be discussed in a

separate memo. This report primarily focuses on growth by industry and distribution patterns based on the employment analysis developed by ABAG and MTC in collaboration with Strategic Economics.

Changes in the regional industrial composition

Starting in the 1970s the region experienced major employment growth in San Francisco's financial district and the emergence of Silicon Valley as the global center of high technology. In contrast to many other metropolitan regions for subsequent decades, the Bay Area's economic sectors developed through very distinct specialized clusters. In the years following the turn of the millennium the region has a more mature economic base with an economic sector composition that is closer to the national average.

Professional and business services and information jobs have become the major leading sectors in the regional economy. Over the last decades they have experienced sharp growth but they have also been the most impacted during periods of economic decline. These regional leading sectors have increased the demand for highly educated labor and provided high wage jobs. Educational and health services have displayed steady growth, but a more moderate level than professional services. These sectors have surpassed manufacturing, government administration, and retail employment. Over the next 30 years, educational and health services sectors are expected to continue their rate of growth. Professional and business services are expected to generate more than one third of the total regional growth by 2040.

Since the 1980s, these growing sectors have more than compensated the loss in manufacturing and finance jobs. During this period, much of the region's traditional manufacturing employment has relocated to low cost labor regions in Asia and Latin America. More recently despite steady growth in professional and business service jobs related to emerging technology industries, high tech manufacturing has also relocated out of Silicon Valley to lower cost locations. Changes in technology have also reduced labor requirements and increased productivity for the remaining manufacturing businesses. On the opposite spectrum of the economic sector location patterns, while the region continues to be an important financial center, finance employment jobs have been eliminated or relocated out of the Bay Area. The decline of these two sectors has resulted in a loss of middle-income jobs for the region. Looking forward to 2040, manufacturing and finance are not expected to significantly expand. However, they will remain essential and stable sectors in the regional economy and are expected to retain approximately the same employment size over the next 30 years.

The Bay Area is a major international destination for business and leisure travel. Leisure, hospitality and retail are growing employment sectors. In particular, leisure and hospitality employment has grown at a faster pace than retail, following the pattern of professional and business services. Both industry groups are expected to retain a steady growth over the next 30 years.

Changes in the regional spatial patterns

Over the past decades the Bay Area experienced a decline of employment at its major regional economic centers while suburban employment centers and office parks emerged and grew throughout the region. These spatial patterns were conditioned by the decline of the finance sector in San Francisco, the growth of the high technology sectors in Silicon Valley, the formation of the Tri-Valley business cluster supported by labor from lower housing cost communities in the eastern part of the Bay Area and the central valley, and the strengthening of medium size downtowns such as Walnut Creek, Santa Rosa and Berkeley.

The growth of professional services in close proximity to urban amenities, point toward a new wave of growth that could be accommodated at major economic centers and a demand for urban amenities, mixed-uses and higher densities at suburban employment locations. Analysis of employment and demographic trends indicates that the SCS can serve to support these emerging trends by increasing access to transit, affordable housing, and urban amenities at employment centers. The SCS would recognize the economic function of each place in the region and the potential they offer for the growth of selected industry groups, jobs and businesses. This recognition is also informed by the community choices on the function and qualities of their places. Some of the expected trends are described below.

▪ Renewed regional centers

Regional centers have reduced their office jobs as a share of the region from 49 percent in 1990 to 41 percent in 2010. Downtown San Francisco and Downtown Oakland also reduced their absolute employment levels. Downtown San Jose had a small increase. In the SCS Scenarios we expect a reversal of this trend. This is based on the rate and scale of growth of professional services urban entertainment, which brings a new economic vitality to the regional centers. Similar to the growth of the financial district in the 1970s, the Bay Area is attracting new businesses and workers that want to locate in close proximity to related firms, services and amenities. The new wave of businesses and young professionals' demand for building space prioritizes flexibility to adjust spaces to multiple functions and requires less office space per worker relative to the early growth of traditional downtown office space. The growth of health and educational services would also support the growth of regional centers.

▪ Office parks:

Office parks have been a dominant building pattern in the two suburban areas that experienced major growth in the Bay Area over the past several decades: Silicon Valley and the Tri-Valley. In the SCS Alternative Scenarios office park employment will continue to grow but at a slower pace than in recent decades. The emerging private shuttle services run by businesses, particularly in San Mateo and Santa Clara County are expected to grow and improve transit access while lessening, but not fully mitigating increased freeway traffic congestion related to employment growth. Growth in office park employment is limited in part by the capacity of the region's congested freeway network. Office parks in the Tri-Valley area would house more workers within their own jurisdictions, but will continue to draw from lower cost labor in the Central Valley. Some office parks would be transformed with additional office buildings and a mix of uses including housing.

- **Downtown areas and transit corridors**

The increasing need and desire for local services in close proximity to residential locations has led to a clustering of services along corridors and in small downtown areas over the past decades. The increasing size of the region's senior population will likely reinforce this trend over the next decades. The SCS Alternative Scenarios assume an increase in local serving jobs in Priority Development Areas proportional to housing growth in PDAs.

- **Industrial land**

The decline of the manufacturing and wholesale employment due to business relocation and changes in technology has resulted in a major contraction of those businesses in industrial areas. In many areas this has not resulted in vacant industrial land, but a different mix of businesses that are necessary to support the local and regional economies. In addition to basic services such as refuse collection or supply distribution, industrial lands are now occupied by a wide range of businesses from food processing to green industry manufacturing, and auto repair to high tech product development drawing employment from many sectors into traditional industrial lands. The SCS Alternative Scenarios assume limited but stable job growth in manufacturing, given retention of industrial land at core locations and an expanding array of production, distribution and repair activities.

- **Agricultural land**

The Bay Area has a wealth of agricultural land unparalleled among our nation's largest metropolitan regions that provides high quality agricultural products including diverse high-value crop production and its world-renowned wine industry. For the most part the region's remaining farmland is policy-protected from urban expansion. All of the counties outside of San Francisco have a growth management framework (e.g. urban growth boundaries, agricultural zoning, etc.) in place. The SCS Alternative Scenarios assume the retention of most agricultural land with some increase in productivity yielding modest employment growth.

Core Concentration, Focused Growth, and Outer Bay Area Growth Scenarios

Given the expected levels of regional growth, changes in the economic sector composition, and changes in the spatial patterns of employment location, the three alternative scenarios provide alternative land use development patterns based on various degrees of employment concentration. All scenarios assume nearly one million additional jobs in the region through 2040. They also assume the same growth rates by industry. The three scenarios assume slowing or reversal in the declining share of employment in Priority Development Areas experienced in previous decades. The three scenarios also assume some growth in local serving jobs proportional to the housing growth by PDAs.

The three employment scenarios are CONCEPTUAL scenarios to understand and assess distinct land use patterns in relation to housing and transit. Starting from the current distribution of employment and growth trends over previous decades, the scenarios add three factors: the concentration of jobs in PDAs, the concentration of knowledge-based jobs (Information, Finance, Professional & Business Services), and the link of local serving jobs (primarily Retail, some Health, Educational, and Recreational Services) to housing growth. They do not yet include input from local jurisdictions or analysis of land constraints, industrial cluster support, or

public and private investments. This input and analysis will be essential to develop the employment distribution for the Preferred Scenario.

Overview of job growth by scenario

	Core Concentration	Focused Growth	Outer Bay Area
Land use trends	Higher growth in major employment centers close to transit	Higher concentration of employment in PDAs than 2010	Continued trends of more growth in Outer Bay Area and more growth outside of PDAs
PDA job growth	Small increase of PDAs share of regional jobs over Focused Growth Scenario	Small increase of PDAs share of regional jobs over 2010	Decline of PDAs share of regional jobs over 2010
Knowledge-based jobs	Additional 15% in inner bay PDAs	Additional 10% across all PDAs	Decline in share of PDAs following previous trends
Local serving jobs	Follows housing growth, more jobs in inner bay area PDAs	Follows housing growth, distributed across all PDAs and jurisdictions	Follows housing growth, more jobs in outer bay area

Core Concentration Growth Scenario: This scenario assumes that the concentration of employment in PDAs across most economic sectors will remain as in 2010. Knowledge-based jobs will be more concentrated in regional centers, city centers, urban neighborhoods, and mixed-use neighborhoods in the Inner Bay Area places where jobs are concentrated today. Local serving jobs will follow housing in PDAs, which will be more concentrated in the Inner Bay Area.

Focused Growth Scenario: This scenario assumes that the concentration of employment in PDAs across most economic sectors will remain as in 2010. Knowledge-based and local serving jobs will be more concentrated in PDAs by 2040 than in 2010.

Outer Bay Area Growth Scenario: This scenario follows the growth trends from the previous 30 years but with lower rates of job dispersal. Regional Centers and large City Centers grow but slower than other Place Types, while Suburban Centers and office parks outside of PDAs continue to grow at higher rates than the regional average.

Employment by economic sector

The employment growth by economic sector is based on the forecast prepared by Caltrans and adjusted to the total regional growth established by ABAG and MTC. While the same level of growth by industry is assumed in the three scenarios, the distribution by city and PDA varies across scenarios.

Employment growth by economic sector 2010 - 2040

	Jobs 2010	Jobs 2040	Job growth 2010 – 2040	Annual Growth Rate 2010- 2040
<i>Total Jobs</i>	3,270,906	4,265,736	994,831	1.01%
<i>Agriculture and Natural Resources</i>	22,142	22,286	144	0.02%
<i>Manufacturing Wholesale and Transportation</i>	543,974	659,580	115,606	0.71%
<i>Retail</i>	325,168	402,036	76,868	0.79%
<i>Professional and Business Services / Finance</i>	774,502	1,153,879	379,378	1.63%
<i>Health, Education, Recreation Services</i>	853,755	1,106,095	252,340	0.99%
<i>Other: Information, Government, Construction</i>	751,365	921,860	170,495	0.76%

Distribution of Employment

The employment distribution for 2010 is based on NETS data (See appendix for description of data sources). This data provides employment information by location of a business establishment. This is a high level of geographical resolution, which allows us to capture the employment by PDA more accurately than previous zip code data.

In 2010, it was estimated that PDAs encompassed an estimated 1,586,000 or 48 percent of jobs regionwide. This is 5 percent lower than the PDA share in 1990 according to ABAG analysis of the NETS data. The three scenarios assume different shares of jobs in PDAs as indicated below. Following previous trends but at a slower pace, the Outer Bay Area Scenario assumes a lower PDA share of total jobs in 2040 than in 2010. The Focused Growth and Core Concentration Growth Scenarios both assume a higher concentration of jobs in PDAs in 2040 than in 2010.

Job Share in PDAs by Scenario: Past and Future Trends 1990 – 2010 – 2040

	Core Concentration	Focused Growth	Outer Bay Area
<i>PDA Job Share 1990</i>	53%	53%	53%
<i>PDA Job Share 2010</i>	48%	48%	48%
<i>PDA Job Share 2040</i>	51%	50%	48%
<i>PDA Job Growth Share 2010-2040</i>	58 %	55 %	47 %

Within PDAs, the distribution of jobs varies according to sector and Place Type. The Outer Bay Area Scenario retains a similar distribution in 2010 and 2040 except for the local serving jobs, which shifts according to housing growth. The Focused Growth Scenario increases knowledge-based jobs across all PDAs. The Core Concentration Growth Scenario increases knowledge-based jobs in regional centers, city centers, urban neighborhoods, and mixed-use corridors in the inner Bay Area.

Share of Regional Job Growth in PDA by Industry Group by Scenario 2010 – 2040

	Core Concentration	Focused Growth	Outer Bay Area
<i>Total region</i>	58%	55%	47%
<i>Agriculture and Natural Resources</i>	27%	27%	27%
<i>Manufacturing Wholesale and Transportation</i>	43%	43%	39%
<i>Retail</i>	61%	58%	55%
<i>Professional services/Finance</i>	65%	60%	45%
<i>Health, Education, Recreation Services</i>	48%	48%	47%
<i>Other: Information, Government, Construction</i>	67%	63%	51%

Share of Regional Job Growth in PDA by Place Type by Scenario 2010 – 2040

	Core Concentration	Focused Growth	Outer Bay Area
Total PDA/GOA Jobs	58.3%	55.3%	46.9%
Inner Bay			
Regional Center	21.4%	19.0%	12.5%
City Center	4.4%	3.9%	4.0%
Suburban Center	1.0%	1.1%	1.0%
Transit Town Center	2.6%	2.7%	2.9%
Urban Neighborhood	5.1%	4.6%	3.5%
Transit Neighborhood	2.3%	2.5%	1.8%
Mixed-Use Corridor	13.3%	12.1%	11.1%
Employment Center	1.4%	1.5%	1.2%
Outer Bay			
Regional Center	0.0%	0.0%	0.0%
City Center	0.7%	0.8%	0.8%
Suburban Center	2.0%	2.2%	2.5%
Transit Town Center	1.7%	1.9%	1.8%
Transit Neighborhood	0.8%	0.9%	1.3%
Mixed-Use Corridor	1.4%	1.6%	1.9%
Employment Center	0.2%	0.2%	0.3%
Rural Town Center	0.1%	0.2%	0.1%
Rural Mixed-Use Corridor	0.0%	0.0%	0.0%

Share of Regional Professional and Business Services / Finance Job Growth in PDA by Place Type by Scenario 2010 – 2040

	Core Concentration	Focused Growth	Outer Bay Area
Total PDA/GOA Jobs	65.1%	60.0%	45.4%
<u>Inner Bay</u>			
Regional Center	29.5%	25.3%	12.8%
City Center	4.7%	4.0%	5.1%
Suburban Center	0.7%	0.9%	1.4%
Transit Town Center	2.0%	2.4%	2.9%
Urban Neighborhood	4.7%	4.0%	2.8%
Transit Neighborhood	1.9%	2.3%	0.7%
Mixed-Use Corridor	14.3%	12.3%	11.5%
Employment Center	1.2%	1.5%	0.9%
<u>Outer Bay</u>			
Regional Center	0.0%	0.0%	0.0%
City Center	0.7%	0.8%	0.9%
Suburban Center	1.9%	2.2%	1.9%
Transit Town Center	1.5%	1.8%	1.1%
Transit Neighborhood	0.6%	0.7%	1.4%
Mixed-Use Corridor	1.1%	1.4%	1.5%
Employment Center	0.2%	0.3%	0.4%
Rural Town Center	0.1%	0.2%	0.2%
Rural Mixed-Use Corridor	0.0%	0.0%	0.0%

Share of Regional Retail Job Growth in PDA by Place Type by Scenario 2010 – 2040

	Core Concentration	Focused Growth	Outer Bay Area
Total PDA/GOA Jobs	61.3%	57.9%	55.0%
Inner Bay			
Regional Center	10.2%	9.2%	9.5%
City Center	4.7%	4.4%	4.2%
Suburban Center	3.2%	3.0%	3.2%
Transit Town Center	5.3%	4.8%	3.6%
Urban Neighborhood	5.1%	4.4%	3.6%
Transit Neighborhood	4.5%	4.0%	3.3%
Mixed-Use Corridor	16.2%	14.7%	12.1%
Employment Center	0.6%	0.6%	0.6%
Outer Bay			
Regional Center	0.2%	0.2%	0.2%
City Center	0.9%	1.2%	1.2%
Suburban Center	4.1%	4.3%	6.3%
Transit Town Center	2.2%	2.2%	1.9%
Transit Neighborhood	1.7%	1.9%	2.0%
Mixed-Use Corridor	2.3%	2.7%	2.8%
Employment Center	0.1%	0.1%	0.1%
Rural Town Center	0.1%	0.1%	0.1%
Rural Mixed-Use Corridor	0.0%	0.0%	0.1%

Job Growth by County and PDA by Scenario 2010 – 2040

	PDA Jobs			County Jobs		
	Core Concentration	Focused Growth	Outer Bay Area	Core Concentration	Focused Growth	Outer Bay Area
Alameda	106,300	104,000	93,500	203,800	203,700	216,300
Contra Costa	38,000	41,300	46,500	96,400	104,900	126,300
Marin	6,000	6,800	7,900	31,700	34,600	35,900
Napa	300	300	300	14,600	15,600	22,000
San Francisco	206,500	178,000	127,000	206,900	179,100	127,000
San Mateo	41,900	40,300	35,200	99,600	104,000	112,700
Santa Clara	159,300	154,000	129,300	254,200	257,400	247,400
Solano	6,600	7,300	7,500	42,000	46,200	50,200
Sonoma	15,600	17,600	19,700	45,500	49,200	57,100
TOTAL	580,400	549,700	467,000	994,800	994,800	994,800

4. REGIONAL HOUSING DISTRIBUTION

The three scenarios, Core Concentration, Focused Growth and Outer Bay Area Growth, address the distribution of 771,000 households by 2040 through alternative land use patterns. Each of these scenarios relates to the employment growth and the three distribution patterns described in the previous section. Levels of household growth are specifically linked to the concentration of knowledge-based and local serving jobs. The three scenarios support healthy economic growth by 2040.

Shifting from the dominant development trend of single-family homes in greenfield areas over the last three decades, the three scenarios assume a higher concentration of households within multi-family housing at transit nodes and corridors with appropriate services and stores. Most of the growth is expected to be accommodated through 3 to 6 story wood-frame buildings, with the exception of major downtown areas where steel-frame buildings of more than 10 stories would be constructed.

The scenarios vary in the overall share of households in PDAs as well as by Place Type and city. The distribution of household growth is based on local input and regional criteria established through the densities and scale of Place Types, transit service, employment, and net low-income commuters. In addition, in the three scenarios each city is expected to reach a minimum household growth equivalent to 40 percent of its household formation. This last factor comes from the Regional Housing Need Allocation methodology for 2014-2022, which identifies the housing needs by city to be addressed through local plans and zoning controls.

Local plans and their proposed housing growth are an important component in the distribution of household growth. Local input on household growth from each jurisdiction was utilized in at least one of the three scenarios.

The PDAs and the growth factors directly addressed equity in the SCS. This final approach to the alternative scenarios is the result of in-depth interactions with equity groups. PDAs cover a wide range of neighborhoods with diverse income levels, infrastructure needs, and transit service. Regional staff worked closely with local jurisdictions to identify neighborhoods appropriate for PDA designation that need public investment for current and future populations as well as areas that are ready to accommodate additional housing. Two growth factors are directly linked to equity. The low-income net in-commuters' factor recognizes the potential of cities with high employment and limited affordable housing to accommodate future household growth. Similarly, the minimum growth floor of 40 percent of jurisdictions' household formation level allows cities with good services to accommodate a portion of their own population growth.

In order to appropriately address equity in the SCS, ABAG and MTC will conduct a thorough assessment of regional income levels and distribution. This report only includes some minor revisions to the income distribution factors used in Projections 2009. Current regional economic changes in the type of businesses, jobs, and labor indicate some regional income polarization. This task requires detailed attention and will be a priority over the next several weeks in preparation for the draft Preferred Scenario.

Overview of household growth by scenario

	Core Concentration	Focused Growth	Outer Bay Area
Land use trends	More growth in PDAs, particularly in Inner Bay Area’s major employment centers and transit nodes	Growth throughout regional transit corridors and job centers	Less growth in PDAs, more growth in Outer Bay Area along transit corridors.
Growth factors	Transit service Employment Net low-income commuters		
Minimum level of growth	40% of the expected household formation rate for each jurisdiction		
PDA household growth	Based on Focused Growth Scenario, increase household growth by 20% in Inner Bay Area, plus or minus housing value factor	Growth within PDAs based on minimum level of growth by Place Type.	Based on Focused Growth Scenario, increase household growth by 5 to 30% in Outer Bay Area depending on job growth

Core Concentration Growth Scenario: This scenario assumes a concentration of households in PDAs and jurisdictions in the Inner Bay Area to take advantage of the core transit network.

Focused Growth Scenario: This scenario assumes focused household growth in PDAs throughout the region’s transit corridors.

Outer Bay Area Growth Scenario: Closer to recent development trends than the other two scenarios, this scenario assumes more growth of households in the Outer Bay Area in relation to the employment growth by jurisdiction.

The three scenarios vary in their share of PDA household growth from 67 to 79 percent of all regional growth. PDAs currently account for 24 percent of all households in the region. The PDA share of households increases to between 34 and 37 percent of all households in the three scenarios.

Households in PDAs by Scenario: Current and Future Trends 2010 – 2040

	Core Concentration	Focused Growth	Outer Bay Area
<i>PDA households 2010</i>	634,730	634,730	634,730
<i>PDA households 2040</i>	1,239,900	1,187,740	1,154,970
<i>PDA households growth 2010-2040</i>	605,170	553,010	520,270
<i>PDA share of total households 2040</i>	37%	35%	34%
<i>PDA household growth share 2010-2040</i>	79%	72%	67%

In the Core Concentration Growth Scenario, Inner Bay Area jurisdictions for the most part experience a greater concentration of growth within their PDAs than in the Focused Growth Scenario, whereas in the Outer Bay Area Scenario growth is less concentrated in the PDAs. In each of the scenarios, the 40 percent housing growth threshold has a considerable affect on some of the smaller residential communities throughout the region.

The concentration of households varies by Place Type. In each scenario, the greatest share of regional growth is within the Mixed-Use Corridors, followed by Regional Centers. The Core Concentration Growth Scenario brings a higher concentration of households at Regional Centers, City Centers, Urban Neighborhoods, and Mixed-Use Corridors. This includes downtown areas in Oakland, San Francisco and San Jose and the San Pablo, Mission, and El Camino transit corridors. The Transit Town Centers and Transit Neighborhoods also play an important role in the Core Concentration Growth Scenario, as many of the PDAs along the core transit network in the Inner Bay Area have these Place Types. In the Focused Growth and Outer Bay Area scenarios, growth is more evenly distributed across all Place Types. The Outer Bay Area Growth Scenario shows higher growth in suburban centers such as the Dublin, Livermore, and San Ramon PDAs

Share of Regional Household Growth in PDA by Place Type by Scenario 2010 – 2040

	Core Concentration	Focused Growth	Outer Bay Area
Total PDA/GOA Share of Households	37%	35%	34%
Regional Center	12.6%	11.2%	10.3%
City Center	8.4%	8.3%	7.7%
Suburban Center	8.3%	8.3%	8.5%
Urban Neighborhood	7.3%	6.1%	5.1%
Transit Town Center	11.2%	9.9%	9.8%
Transit Neighborhood	10.2%	9.3%	9.2%
Mixed-Use Corridor	20.2%	18.3%	16.6%
Employment Center	0.1%	0.0%	0.1%
Rural Town Center	0.1%	0.1%	0.1%
Rural Mixed-Use Corridor	0.2%	0.2%	0.2%

The distribution of growth by county varies according to their transit access and the relationship of the county to the Inner and Outer Bay Area. Alameda, San Francisco, San Mateo, and Santa Clara, counties have high levels of existing transit service and are primarily within the Inner Bay Area. As a result these counties have more growth in the Core Concentration Growth Scenario. North Bay Counties—Marin, Napa, Solano and Sonoma— and much of Contra Costa County are identified as part of the Outer Bay Area and many of their cities have limited transit access. Thus they display higher growth in the Outer Bay Area Growth Scenario.

Household Growth by County and PDA by Scenario 2010 – 2040

	PDA Households			County Households		
	Core Concentration	Focused Growth	Outer Bay Area	Core Concentration	Focused Growth	Outer Bay Area
Alameda	132,610	121,050	111,740	167,750	172,990	164,300
Contra Costa	66,790	67,510	72,650	96,880	110,930	136,550
Marin	4,100	6,380	6,690	10,100	11,260	13,250
Napa	1,660	1,660	1,740	5,520	6,290	7,170
San Francisco	105,110	85,940	71,900	110,640	90,470	76,430
San Mateo	54,820	44,130	40,810	72,110	68,570	61,700
Santa Clara	205,960	182,220	167,280	245,990	242,060	227,120
Solano	15,440	16,390	17,230	28,740	30,860	38,690
Sonoma	18,680	27,730	30,230	33,080	37,380	45,620
TOTAL	605,170	553,010	520,270	770,810	770,810	770,830

5. NEXT STEPS

The three land use scenarios presented in this report provide the preliminary analysis for the development of the SCS Preferred Scenario. The following additional tasks are pending to inform the Preferred Scenario and will be developed this fall 2011.

1. Land use analysis
 - Further analysis of regional employment and population growth
 - Further analysis of income forecast and distribution
2. Policy Development to support the Preferred Scenario
 - Housing production
 - Infill development investments
 - Transit access
 - Complete Communities
3. Transportation network analysis
4. Performance targets results for the three Alternative Land Use Scenarios
5. Gather input from local jurisdictions and stakeholders to inform development of the Preferred Scenario

APPENDIX I

1. EMPLOYMENT DISTRIBUTION DATA AND METHODOLOGY

Data Sources

California Department of Transportation Sector Forecast (Caltrans)

Caltrans uses an econometric model to project employment by industry out to 2040 for each county in California. The agency's model uses variables and assumptions taken from the UCLA Anderson Forecast and historic employment data from EDD. The most recent projections were released in March 2010. In comparison, the most recent EDD and BLS projections available date from 2008 and 2009. A complete description of the 2010 Caltrans projection methodology and data out to 2035 (2040 data was provided upon request) is available at:

http://www.dot.ca.gov/hq/tpp/offices/ote/socio_economic.html.

Walls & Associates / Dun and Bradstreet (NETS)

Walls & Associates converts Dun and Bradstreet archival establishment data into a time-series database of establishment information called the National Establishment Times-Series (NETS) Database. ABAG has analyzed the NETS data to provide information on the spatial distribution of jobs at the jurisdiction and PDA level by employment sector, as well as changes in spatial distribution at these geographies from 1989-2009. More information on the NETS data is available at: <http://www.youreconomy.org/nets/?region=Walls>

Methodology

2010 Employment

Current employment is based on total jobs established for the Current Regional Plans and Initial Vision Scenario and the Caltrans breakdown by employment sector for the region for 2010. NETS 2009 data is used to distribute jobs by geography for each sector.

Scenario Employment Distribution

The Caltrans forecast – scaled to match the regional constrained employment total established for the three alternative scenarios – was used for the regional growth by employment sector for all three scenarios. Each scenario follows two basic steps for then distributing employment growth by geography for each sector.

1. As a baseline, Focused Growth and Core Concentration Growth Scenarios maintain 2010 employment distribution by Place Type and county into the future and Outer Bay Area Growth Scenarios slows down the 1989-2009 trends in distribution of jobs by Place Type and county.
2. A portion of local-serving jobs and knowledge-based jobs are then distributed to follow the investments and growth pattern for each scenario.

Core Concentration Growth Scenario

The Core Concentration Growth Scenario starts with a baseline of maintaining 2010 employment distribution by sector by geography. 50% of new Retail jobs and 10% of new Health, Educational, and Recreational Services jobs were then allocated by PDA and by jurisdiction in conjunction with the housing growth distribution, reflecting a share of local-serving jobs that follows the housing growth in the Core Concentration scenario. An additional 15% of new Information, Professional & Business Services, and Government jobs were located in Inner Bay PDA locations that were Regional Center, Mixed-Use Corridor, City Center, and Urban Neighborhood Place Types. This reflects a further concentration in these sectors into the transit-served locations where they are already concentrated, corresponding to a stronger agglomeration of the knowledge-based and other vertical-office-user jobs into these core areas. These additional office jobs were also allocated to the corresponding jurisdiction.

Focused Growth Scenario

The Focused Growth Scenario also starts with a baseline of maintaining 2010 employment distribution by sector by geography. 50% of new Retail jobs and 10% of new Health, Educational, and Recreational Services jobs were again allocated by PDA and by jurisdiction in conjunction with the housing growth distribution in the Focused Growth Scenario. The Focused Growth Scenario also includes an additional 10% of new Information, Professional & Business Services, and Government jobs locating in PDA locations, reflecting a further consolidation of office uses in PDAs. These additional office jobs were distributed to PDAs throughout the region in proportion to their existing share of these sectors.

Outer Bay Area Growth Scenario

The Outer Bay Area Growth Scenario starts with a baseline that slows the 1989-2009 trend in job distribution by PDA Place Type (for the PDA distribution) and by County (for the jurisdiction distribution). In general this exhibits higher growth in the outer bay counties and slower growth in PDAs overall and a shift in share from inner bay PDAs to outer bay PDAs. As in the other two scenarios, 50% of new Retail jobs and 10% of new Health, Education, and Recreation jobs were allocated by PDA and by jurisdiction to match the housing growth distribution in the Outer Bay Area Growth Scenario. In this scenario, no additional office jobs were added to PDA locations. However, for the counties with both inner and outer bay designations (Alameda, Contra Costa, and Santa Clara counties), a share of Professional & Business Services jobs were reallocated from the inner bay to outer bay jurisdictions to reflect the trend in greater dispersal of jobs within these counties.

2. HOUSING DISTRIBUTION METHODOLOGY AND DATA

Data Sources

U. S. Census Bureau – 2010 Census

U. S. Census Bureau – Longitudinal Employment and Household Dynamics (LEHD)

MTC Transit Coverage and Frequency by City

Methodology

Scenario Housing Distribution

Each scenario was developed based on the three key components.

1. ***Growth in Priority Development Areas:*** PDAs define a sustainable and equitable development framework for the SCS. Local and regional efforts support the development of PDAs as complete communities with the appropriate level of services and urban amenities for the current and future residents and workers. The minimum level of growth for each Place Type and local input were used as a basis for the level of growth in the PDAs.
2. ***Growth by local jurisdiction:*** At the city level, jurisdictions' housing levels were based on Projections 2009, with adjustments based on the 2010 Census and local feedback. Household growth by city was determined based on job concentration, transit service, and existing population and jobs. In addition, a factor based on low-wage commuters was applied to the distribution of housing in order to improve access to employment centers served by transit for low-wage workers.
3. ***Growth pattern informed by the Regional Housing Need Allocation (RHNA):*** The scenarios utilized the proposed RHNA approach¹ for setting a minimum level of growth in the jurisdictions to ensure each jurisdiction is doing a reasonable amount of fair share housing to meet the region's housing need. A minimum housing growth threshold for each jurisdiction was set at 40 percent of its household formation growth. The scenarios assume that RHNA, as a short term housing strategy through local general plans, will shape the long term development pattern through a minimum housing floor (jurisdictions would accommodate at least 40 percent of their future household formation). The income distribution component of the proposed RHNA methodology, which is intended to address housing affordability (whereby jurisdictions would move towards the regional distribution of income groups), was not applied for the scenarios. Analysis of regional income levels and distribution is pending.

¹ The Regional Housing Needs Allocation (RHNA) is a state mandated process for determining how many housing units, including affordable units, each community must plan to accommodate. See http://www.onebayarea.org/plan_bay_area/housing.htm for more information on RHNA.

Transit and Employment Criteria for Housing Distribution

TRANSIT TYPE	EXISTING JOB CENTER (10,000+ JOBS)	FOCUSED GROWTH 2035 HOUSING
BART, Muni Metro, VTA Light Rail	Yes	Increase to low-range Place Type density plus 25%
BART, Muni Metro, VTA Light Rail	No	Increase to low-range Place Type density plus 20%
Caltrain	Yes	Increase to low-range Place Type density plus 25%
Caltrain	No	Increase to low-range Place Type density plus 20%
ACE, Capitol Corridor, SMART, eBART, Dumbarton Rail	Yes	Increase to low-range Place Type density plus 10%
ACE, Capitol Corridor, SMART, eBART, Dumbarton Rail	No	Increase to low-range Place Type density plus 5%
BRT Corridors: El Camino Real, San Pablo Avenue, E.14th Street/Mission Bvd	Yes	Increase to low-range Place Type density plus 5%
BRT Corridors: El Camino Real, San Pablo Avenue, E.14th Street/Mission Bvd	No	Increase to low-range Place Type density
PDA's not on major corridors	Yes	Increase to low-range Place Type density plus 10%
PDA's not on major corridors	No	Increase to min Place Type density minus 10%

Focused Growth Scenario

For the Focused Growth Scenario, the level of growth in a PDA was taken as the higher of:

- a. the planned level of growth in the PDA, based on jurisdictional feedback on the Initial Vision Scenario, and
- b. the minimum level of growth based on the PDA's Place Type.

The minimum level of growth for a PDA was calculated by multiplying the minimum density for the PDA's Place Type by the redevelopable acreage in the PDA, which was assumed to be 10% of net acreage. The minimum density for each PDA was scaled up or down based on transit tiers and whether the PDA is an existing job center containing 10,000+ jobs. The table below shows the distribution rules for each transit tier/job center combination. If the planned level of growth

in a PDA was lower than the minimum calculated for its Place Type, the growth for that PDA was increased to the calculated minimum.

At the city level, the share of growth within each jurisdictions' PDAs was capped at 95 percent of the jurisdiction's total growth.

Core Concentration Growth Scenario

For the Core Concentration Growth Scenario, growth was shifted to PDAs in the Inner Bay Area. First, housing growth was increased by 20 percent above Focused Growth Scenario levels for these PDAs. Next, housing levels were adjusted up or down based on a housing value factor for each jurisdiction. The housing value adjustment ranged from +15 to -15 percent, based on median home value. ABAG reduced growth in Outer Bay Area PDAs to the desired levels stated by local jurisdictions in their Initial Vision Scenario feedback.

At the city level, housing growth within the Outer Bay Area jurisdictions was reduced to account for the re-distribution of housing to Inner Bay Area PDAs. Housing levels in Inner Bay Area jurisdictions were kept at their Focused Growth Scenario levels or were increased slightly to account for an increase in their PDAs' housing levels, with the share of growth within each jurisdictions' PDAs capped at 95 percent of the jurisdiction's total growth.

Outer Bay Area Growth Scenario

To create the Outer Bay Area Growth Scenario, ABAG first estimated the potential job increase to each jurisdiction. ABAG continued the region's trend in recent decades of jobs shifting from inner to outer counties and from PDAs to outer areas. Within Alameda, Santa Clara and Contra Costa Counties, a share of professional and business growth was also shifted from the Inner Bay Area to Outer Bay Area jurisdictions.

ABAG increased housing growth in those Outer Bay Area jurisdictions that saw significant job growth. Outer Bay Area jurisdictions that had more than 3,000 new jobs received a 30% increase in housing growth in their PDAs over the Focused Growth Scenario, those that grew by 1,000 to 3,000 jobs received a 10% increase in their PDAs, and those that grew by less than 1,000 jobs received a 5% increase.

ABAG reduced growth in Inner Bay Area PDAs to the desired levels stated by local jurisdictions in their Initial Vision Scenario feedback. However, since the City and County of San Francisco did not request a reduction from the Initial Vision Scenario, ABAG reduced each San Francisco PDA's housing growth by 20%.

At the city level, Inner Bay Area jurisdictions' housing units were reduced to desired levels. These housing units were re-distributed to the Outer Bay Area jurisdictions based on each jurisdiction's share of regional growth. Outer Bay Area jurisdiction growth levels may also have increased to account for an increase in units within their PDAs. The share of jurisdictional growth in PDAs within the Outer Bay Area jurisdictions was capped at 85 percent.

Transportation Assumptions

The following transportation network assumptions, based in part on local jurisdictional feedback on the Initial Vision Scenario, were used to develop the three scenarios:

	Core Concentration	Focused Growth	Outer Bay Area
<i>Bus service</i>	<ul style="list-style-type: none"> ▪ Increased frequency and capacity within Inner Bay and along main corridors ▪ Bus Rapid Transit service on El Camino Real and E.14th Street/ Mission Blvd. 	<ul style="list-style-type: none"> ▪ Increased frequency and capacity within Inner Bay and along main corridors ▪ Bus Rapid Transit service on El Camino Real, San Pablo Ave, and E.14th Street/ Mission Blvd. 	<ul style="list-style-type: none"> ▪ Increased frequency and capacity along main corridors and improved local bus service.
<i>Rail</i>	<ul style="list-style-type: none"> ▪ Increased frequency and capacity along core network ▪ Expansion of commuter rail systems in Inner Bay 	<ul style="list-style-type: none"> ▪ Increased frequency and capacity along core network ▪ Expansion of commuter rail systems 	<ul style="list-style-type: none"> ▪ Expansion of commuter rail systems in Outer Bay
<i>Commute patterns</i>	<ul style="list-style-type: none"> ▪ Increase transit trips within and between West Bay and East Bay. ▪ Reduce number of auto trips 	<ul style="list-style-type: none"> ▪ Increase transit trips within and between West Bay and East Bay. ▪ Reduce number of auto trips 	<ul style="list-style-type: none"> ▪ Reduce length of auto trips

APPENDIX II: TABLES

- Employment Growth by PDA and Jurisdiction
- Household Growth by PDA and Jurisdiction

Employment Growth by PDA and Jurisdiction

KEY
<i>Jurisdiction (Bold Italic)</i>
Priority Development Area
<i>Growth Opportunity Area (Italics)</i>

Alameda County

Jurisdiction or Area Name	Place Type	2010 Total Jobs	Core-Constrained 2010-2040 Job Growth	Focused 2010-2040 Job Growth	Outer Bay Area 2010-2040 Job Growth
Alameda		26,480	7,570	8,220	7,870
Naval Air Station	Transit Town Center	1,310	770	770	830
<i>Northern Waterfront</i>	<i>Transit Neighborhood</i>	1,290	460	470	260
Albany		5,070	1,410	1,350	1,000
<i>San Pablo Avenue & Solano Avenue</i>	<i>Mixed-Use Corridor</i>	2,880	920	830	560
Berkeley		73,780	22,300	22,100	21,430
Adeline Street	Mixed-Use Corridor	940	310	280	250
Downtown	City Center	14,220	6,750	5,970	6,240
San Pablo Avenue	Mixed-Use Corridor	2,430	730	690	670
South Shattuck	Mixed-Use Corridor	1,000	280	250	160
Telegraph Avenue	Mixed-Use Corridor	1,700	570	530	500
University Avenue	Mixed-Use Corridor	1,680	520	480	450
Dublin		17,490	4,950	5,520	9,890
Downtown Specific Plan Area	Suburban Center	4,620	1,030	1,130	1,400
Town Center	Suburban Center	320	220	220	270
Transit Center	Suburban Center	0	160	170	200
Emeryville		16,350	6,010	5,660	5,290
Mixed-Use Core	City Center	11,490	4,630	4,190	4,650
Fremont		89,280	26,360	26,320	27,770
Centerville	Transit Neighborhood	2,980	1,140	1,230	670
City Center	City Center	16,300	7,070	6,330	6,630
Irvington District	Transit Town Center	2,670	890	930	1,020
<i>Ardenwood Business Park</i>	<i>Employment Center</i>	1,970	610	680	530
<i>Fremont Boulevard & Warm Springs Boulevard Corridor</i>	<i>Mixed-Use Corridor</i>	9,710	3,350	3,050	2,910
<i>Fremont Boulevard Decoto Road Crossing</i>	<i>Mixed-Use Corridor</i>	270	90	90	80
<i>South Fremont/Warm Springs</i>	<i>Suburban Center</i>	7,940	1,990	2,060	1,940
Hayward		63,960	16,050	16,650	17,440
Downtown	City Center	6,200	1,950	1,790	1,820
South Hayward BART	Mixed-Use Corridor	330	140	140	120
South Hayward BART	Urban Neighborhood	480	320	300	280
The Cannery	Transit Neighborhood	1,190	360	400	320
<i>Carlos Bee Quarry</i>	<i>Mixed-Use Corridor</i>	0	40	40	40
<i>Mission Corridor</i>	<i>Mixed-Use Corridor</i>	1,450	470	440	410
Livermore		47,200	13,540	15,090	20,130
Downtown	Suburban Center	2,870	910	960	1,180
Vasco Road TOD	Suburban Center	5,910	1,220	1,410	1,790
Newark		16,820	4,170	4,440	4,420
Dumbarton Transit Oriented Development	Transit Town Center	1,200	370	370	380
Old Town Mixed Use Area	Transit Neighborhood	180	70	70	50
<i>Cedar Boulevard Transit</i>	<i>Transit Neighborhood</i>	170	100	90	70
<i>Civic Center Re-Use Transit</i>	<i>Transit Neighborhood</i>	510	150	160	200
Oakland		196,600	64,390	58,930	57,160
Coliseum BART Station Area	Transit Town Center	5,450	1,520	1,610	1,680
Downtown & Jack London Square	Regional Center	92,180	34,070	35,210	26,080
Eastmont Town Center	Urban Neighborhood	3,570	1,270	1,130	790
Fruitvale & Diamond Areas	Urban Neighborhood	8,490	2,920	2,690	2,190
MacArthur Transit Village	Urban Neighborhood	10,460	3,270	3,110	2,570
Transit Oriented Development Corridors	Mixed-Use Corridor	33,650	12,620	11,540	10,960
West Oakland	Transit Town Center	7,570	2,370	2,390	2,660
Piedmont		2,100	610	690	330
Pleasanton		52,510	14,580	16,150	21,510
Hacienda	Suburban Center	9,870	3,720	4,290	4,400
San Leandro		39,350	10,750	10,800	11,300
Bay Fair BART Transit Village	Transit Town Center	1,470	340	360	350
Downtown Transit Oriented Development	City Center	7,910	3,220	2,890	2,960
East 14th Street	Mixed-Use Corridor	7,500	2,660	2,390	2,300
Union City		19,260	4,650	4,790	4,620
Intermodal Station District	City Center	340	160	150	160
<i>Mission Boulevard</i>	<i>Mixed-Use Corridor</i>	20	20	20	20
<i>Old Alvarado</i>	<i>Mixed-Use Corridor</i>	470	210	190	180
Alameda County Unincorporated		23,480	6,420	6,960	6,170
<i>Castro Valley BART</i>	<i>Transit Neighborhood</i>	2,030	530	560	330
<i>East 14th Street and Mission Boulevard Mixed Use Corridor</i>	<i>Mixed-Use Corridor</i>	2,390	770	710	670

Employment Growth by PDA and Jurisdiction

Contra Costa County

Jursidiction or Area Name	Place Type	2010 Total Jobs	Core-Constrained 2010-2040 Job Growth	Focused 2010-2040 Job Growth	Outer Bay Area 2010-2040 Job Growth
Antioch		19,910	5,140	5,560	6,900
Hillcrest eBART Station	Suburban Center	20	150	170	170
Rivertown Waterfront	Transit Town Center	3,910	1,060	1,190	1,200
Brentwood		8,370	2,470	2,750	3,480
Clayton		2,280	610	670	1,000
Concord		50,570	13,890	15,070	18,900
Community Reuse Area	Regional Center	170	220	230	300
Community Reuse Area	Transit Neighborhood	0	550	600	710
Downtown BART Station Planning Area	City Center	6,910	2,160	2,400	2,550
North Concord BART Adjacent Employment Center	Employment Center	5,940	1,590	1,770	2,680
West Downtown Planning Area	Mixed-Use Corridor	3,300	1,010	1,140	1,380
Danville		12,750	3,490	3,780	4,850
El Cerrito		6,550	1,880	1,870	1,680
San Pablo Avenue Corridor	Mixed-Use Corridor	3,480	920	850	680
Hercules		4,390	1,400	1,500	1,970
Central Hercules	Transit Neighborhood	900	400	450	590
Waterfront District	Transit Town Center	1,280	400	430	450
Lafayette		10,330	2,990	3,280	4,200
Downtown	Transit Town Center	6,180	1,770	1,930	1,740
Martinez		32,020	6,960	7,860	8,860
Downtown	Transit Neighborhood	6,820	1,660	1,910	2,730
Moraga		4,180	1,270	1,380	1,890
Moraga Center	Transit Town Center	1,200	460	520	400
Oakley		3,760	1,130	1,210	2,110
Downtown	Transit Town Center	580	210	230	210
Employment Area	Suburban Center	730	220	230	270
Potential Planning Area	Transit Neighborhood	300	180	190	250
Orinda		5,200	1,560	1,730	2,350
Downtown	Transit Town Center	2,750	840	950	790
Pinole		6,600	1,740	1,870	2,490
Appian Way Corridor	Suburban Center	2,460	660	690	840
Old Town	Transit Town Center	1,410	360	390	400
Pittsburg		16,710	4,510	4,820	5,960
Downtown	Transit Neighborhood	1,560	620	650	1,010
Pittsburg/Bay Point BART Station	Transit Town Center	150	200	220	200
Railroad Avenue eBART Station	Transit Town Center	6,500	1,670	1,820	1,860
Pleasant Hill		19,490	6,080	6,760	8,440
Buskirk Avenue Corridor	Mixed-Use Corridor	3,510	1,170	1,360	1,680
Diablo Valley College	Transit Neighborhood	2,950	1,610	1,910	3,550
Richmond		34,290	10,130	10,220	8,720
Central Richmond	City Center	6,250	2,540	2,310	2,280
South Richmond	Transit Neighborhood	6,600	1,880	2,060	1,420
23rd Street	Mixed-Use Corridor	320	140	140	130
San Pablo Avenue Corridor	Mixed-Use Corridor	1,910	900	810	780
San Pablo		8,000	2,050	2,150	2,700
San Ramon		42,110	10,930	12,130	14,820
City Center	Suburban Center	11,290	1,980	2,190	2,830
North Camino Ramon	Transit Town Center	10,720	3,490	3,870	3,670
Walnut Creek		50,600	13,690	15,290	18,610
West Downtown	Suburban Center	7,410	2,670	3,060	3,050
Contra Costa County Unincorporated		14,740	4,500	4,930	6,380
Contra Costa Centre	Mixed-Use Corridor	3,470	890	1,050	1,200
Downtown El Sobrante	Mixed-Use Corridor	970	280	290	370
North Richmond	Transit Neighborhood	1,850	520	540	760
Pittsburg/Bay Point BART Station	Transit Neighborhood	400	340	360	420
West Contra Costa Transportation Advisory Committee: San Pablo Avenue Corridor	Mixed-Use Corridor	9,490	2,660	2,770	3,320

Employment Growth by PDA and Jurisdiction

Marin County

Jurisdiction or Area Name	Place Type	2010	Core-Constrained	Focused	Outer Bay Area
		Total Jobs	2010-2040 Job Growth	2010-2040 Job Growth	2010-2040 Job Growth
<i>Belvedere</i>		460	130	140	150
<i>Corte Madera</i>		6,840	1,760	1,880	2,000
<i>Fairfax</i>		2,430	650	700	760
<i>Larkspur</i>		8,250	2,270	2,460	2,590
<i>Mill Valley</i>		6,330	1,900	2,080	2,180
<i>Novato</i>		22,600	5,820	6,370	6,640
<i>Ross</i>		510	150	160	160
<i>San Anselmo</i>		4,160	1,210	1,320	1,380
<i>San Rafael</i>		42,000	11,040	12,030	12,310
Civic Center/North Rafael Town Center	Transit Town Center	5,800	1,730	1,940	1,770
Downtown	City Center	8,830	2,590	2,930	3,060
<i>Sausalito</i>		7,460	2,520	2,820	2,860
<i>Tiburon</i>		2,960	930	1,030	1,090
<i>Marin County Unincorporated</i>		10,860	3,320	3,620	3,740
Urbanized 101 Corridor	Transit Neighborhood	2,630	820	1,010	1,560
<i>San Quentin</i>	<i>Transit Neighborhood</i>	3,100	870	940	1,520

Napa County

Jurisdiction or Area Name	Place Type	2010	Core-Constrained	Focused	Outer Bay Area
		Total Jobs	2010-2040 Job Growth	2010-2040 Job Growth	2010-2040 Job Growth
<i>American Canyon</i>		2,480	610	630	920
Highway 29 Corridor	Mixed-Use Corridor	1,040	280	290	340
<i>Calistoga</i>		2,300	570	600	790
<i>Napa</i>		28,740	7,270	7,730	10,950
<i>St. Helena</i>		4,390	970	1,040	1,570
<i>Yountville</i>		1,440	400	430	610
<i>Napa County Unincorporated</i>		22,390	4,830	5,170	7,130

San Francisco County

Jurisdiction or Area Name	Place Type	2010	Core-Constrained	Focused	Outer Bay Area
		Total Jobs	2010-2040 Job Growth	2010-2040 Job Growth	2010-2040 Job Growth
<i>San Francisco</i>		550,340	206,920	179,140	126,990
19th Avenue	Transit Town Center	10,490	2,850	2,880	3,350
Balboa Park	Transit Neighborhood	2,540	810	870	910
Bayview/Hunters Point Shipyard/Candlestick Point	Urban Neighborhood	20,270	7,970	7,170	5,900
Downtown-Van Ness-Geary	Regional Center	300,220	114,920	94,080	57,350
Eastern Neighborhoods	Urban Neighborhood	60,230	22,950	20,680	16,040
Market & Octavia	Urban Neighborhood	29,780	8,760	7,900	4,810
Mission Bay	Urban Neighborhood	2,900	1,380	1,230	980
Mission-San Jose Corridor	Mixed-Use Corridor	12,030	4,740	4,300	4,050
Port of San Francisco	Mixed-Use Corridor	5,280	2,010	1,850	1,710
San Francisco/San Mateo Bi-County Area (with City of Brisba	Transit Neighborhood	1,830	1,230	1,240	460
Transbay Terminal	Regional Center	7,680	4,480	3,870	2,340
Treasure Island	Transit Town Center	250	650	570	450
<i>Citywide</i>		96,840	33,720	31,390	28,630

Employment Growth by PDA and Jurisdiction

San Mateo County

Jurisdiction or Area Name	Place Type	2010 Total Jobs	Core-Constrained 2010-2040 Job Growth	Focused 2010-2040 Job Growth	Outer Bay Area 2010-2040 Job Growth
Atherton		2,280	710	780	780
Belmont		7,400	2,520	2,470	2,560
Brisbane		6,270	1,780	1,910	2,160
San Francisco/San Mateo Bi-County Area (with San Francisco Suburban Center)		440	190	190	110
Burlingame		25,880	7,440	8,060	8,610
Burlingame El Camino Real	Transit Town Center	10,520	2,940	3,090	3,330
Colma		2,540	510	490	430
Daly City		19,370	5,840	5,930	5,810
Bayshore	Transit Town Center	980	430	440	450
Mission Boulevard	Mixed-Use Corridor	3,520	1,110	1,030	980
<i>Citywide</i>		12,670	3,430	3,730	3,410
East Palo Alto		2,670	880	920	920
Ravenswood	Transit Town Center	900	290	310	300
<i>Woodland/Willow Neighborhood</i>	<i>Urban Neighborhood</i>	170	130	100	110
Foster City		13,380	3,900	4,360	4,730
Half Moon Bay		4,940	1,260	1,370	1,410
Hillsborough		2,110	660	740	740
Menlo Park		41,320	11,090	12,080	12,370
El Camino Real Corridor and Downtown	Transit Town Center	5,200	1,520	1,650	1,780
Millbrae		6,910	2,140	2,000	1,990
Transit Station Area	Mixed-Use Corridor	1,280	450	410	390
Pacifica		5,690	1,550	1,680	1,680
Portola Valley		1,780	500	560	580
Redwood City		58,370	17,820	18,250	21,190
Downtown	City Center	7,920	3,100	2,740	2,640
<i>Broadway</i>	<i>Mixed-Use Corridor</i>	5,010	1,490	1,380	1,170
<i>Middlefield</i>	<i>Mixed-Use Corridor</i>	2,380	830	760	700
<i>Mixed Use Waterfront</i>	<i>Mixed-Use Corridor</i>	610	360	320	300
<i>Veterans Corridor</i>	<i>Mixed-Use Corridor</i>	3,880	1,220	1,120	1,010
San Bruno		12,110	3,960	3,720	3,850
Transit Corridors	Mixed-Use Corridor	6,390	2,170	1,990	1,700
San Carlos		16,050	4,990	4,890	5,170
Railroad Corridor	Transit Town Center	1,820	420	450	470
San Mateo		50,640	16,320	17,210	18,580
Downtown	City Center	3,900	1,420	1,310	1,520
El Camino Real	Mixed-Use Corridor	2,110	580	540	450
Rail Corridor	Transit Neighborhood	8,780	2,060	2,210	1,280
South San Francisco		38,490	11,410	12,030	13,490
Downtown	Transit Town Center	2,200	880	900	930
<i>Lindenville Transit Neighborhood</i>	<i>Transit Neighborhood</i>	2,530	1,180	1,330	310
Woodside		2,630	570	640	660
San Mateo County Unincorporated		11,110	3,810	3,950	4,970
City County Association of Governments of San Mateo Count Mixed-Use Corridor		68,720	22,870	21,200	18,430

Employment Growth by PDA and Jurisdiction

Santa Clara County

Jurisdiction or Area Name	Place Type	2010	Core-Constrained	Focused	Outer Bay Area
		Total Jobs	2010-2040 Job Growth	2010-2040 Job Growth	2010-2040 Job Growth
Campbell		23,950	6,300	6,700	6,590
Central Redevelopment Area	Transit Neighborhood	5,850	1,640	1,820	1,380
Winchester Boulevard Master Plan	Transit Neighborhood	1,110	280	310	200
Cupertino		20,990	6,660	6,630	6,360
Gilroy		17,730	4,200	4,490	8,420
Downtown	Transit Town Center	2,030	640	700	660
Los Altos		13,290	4,870	4,810	4,810
El Camino Real Corridor	Mixed-Use Corridor	2,710	1,200	1,080	1,020
Los Altos Hills		2,960	1,140	1,220	1,400
Los Gatos		18,900	5,250	5,570	5,370
Milpitas		38,820	10,610	11,360	10,720
Transit Area	Suburban Center	3,760	1,790	1,920	2,370
Hammond Transit Neighborhood	Transit Neighborhood	710	160	160	40
McCandless Transit Neighborhood	Transit Neighborhood	920	400	460	150
McCarthy Ranch Employment Center	Employment Center	1,440	340	370	270
Midtown Mixed-Use Corridor	Mixed-Use Corridor	720	310	290	270
Serra Center Mixed-Use Corridor	Mixed-Use Corridor	570	130	130	120
Tasman Employment Center	Employment Center	7,560	1,740	1,870	1,050
Town Center Mixed-Use Corridor	Mixed-Use Corridor	530	170	160	150
Yosemite Employment Center	Employment Center	7,000	1,730	1,890	1,340
Monte Sereno		530	200	220	220
Morgan Hill		16,370	4,090	4,450	7,160
Downtown	Transit Town Center	1,370	480	530	530
Mountain View		45,690	14,180	15,280	14,630
Whisman Station	Transit Neighborhood	710	310	340	310
Downtown	Transit Town Center	5,810	2,170	2,470	2,670
East Whisman	Employment Center	4,220	1,670	1,920	1,670
El Camino Real Corridor	Mixed-Use Corridor	3,950	1,460	1,330	1,240
Moffett Field/NASA Ames	Suburban Center	410	270	260	360
North Bayshore	Suburban Center	6,420	2,080	2,270	230
San Antonio Center	Transit Town Center	2,530	850	890	880
Palo Alto		75,380	26,630	27,820	19,360
California Avenue	Transit Neighborhood	2,770	1,260	1,390	680
El Camino Real Corridor	Mixed-Use Corridor	10,230	5,990	5,190	4,990
University Avenue/Downtown	Transit Town Center	12,830	4,080	4,530	4,840
San Jose		363,730	116,760	112,610	109,040
Berryessa Station	Transit Neighborhood	5,910	1,530	1,630	1,060
Communications Hill	Transit Town Center	3,440	1,010	1,050	1,060
Cottle Transit Village	Suburban Center	2,110	610	610	820
Downtown "Frame"	City Center	25,780	10,390	9,420	9,560
East Santa Clara/Alum Rock Corridor	Mixed-Use Corridor	10,970	2,910	3,250	3,930
Greater Downtown	Regional Center	27,820	21,250	23,630	13,650
North San Jose	Regional Center	78,840	37,840	31,970	24,660
West San Carlos and Southwest Expressway Corridors	Mixed-Use Corridor	8,260	3,860	3,250	3,390
Bascom TOD Corridor	Mixed-Use Corridor	1,220	480	450	390
Bascom Urban Village	Mixed-Use Corridor	1,830	710	640	590
Blossom Hill/Snell Urban Village	Mixed-Use Corridor	910	350	330	300
Camden Urban Village	Mixed-Use Corridor	5,120	1,500	1,480	1,420
Capitol Corridor Urban Villages	Mixed-Use Corridor	2,600	1,170	1,120	1,000
Capitol/Tully/King Urban Villages	Suburban Center	3,150	1,240	1,400	1,890
Oakridge/Almaden Plaza Urban Village	Suburban Center	4,860	1,380	1,400	1,650
Saratoga TOD Corridor	Mixed-Use Corridor	3,700	1,490	1,360	1,290
Stevens Creek TOD Corridor	Mixed-Use Corridor	4,550	1,500	1,410	1,280
Westgate/El Paseo Urban Village	Suburban Center	3,010	800	840	1,030
Winchester Boulevard TOD Corridor	Mixed-Use Corridor	4,350	2,000	1,800	1,680
Santa Clara		96,340	30,080	31,370	29,820
Central Expressway Focus Area	City Center	2,550	1,030	930	950
El Camino Real Focus Area	Mixed-Use Corridor	4,060	1,150	1,080	1,020
Great America Parkway Focus Area	Urban Neighborhood	2,030	1,300	1,150	880
Lawrence Station Focus Area	Transit Neighborhood	3,200	1,260	1,300	520
Santa Clara Station Focus Area	City Center	3,430	1,040	960	830
Tasman East Focus Area	Transit Neighborhood	560	310	320	180
Saratoga		9,850	3,580	3,920	3,890

Employment Growth by PDA and Jurisdiction

Santa Clara County (continued)

Jurisdiction or Area Name	Place Type	2010	Core-Constrained	Focused	Outer Bay Area
		Total Jobs	2010-2040 Job Growth	2010-2040 Job Growth	2010-2040 Job Growth
Sunnyvale		63,860	18,270	19,330	17,930
Downtown & Caltrain Station	Transit Town Center	3,310	1,550	1,380	1,320
El Camino Real Corridor	Mixed-Use Corridor	9,910	2,680	2,870	2,790
Lawrence Station Transit Village	Transit Neighborhood	3,800	1,410	1,540	1,700
<i>East Sunnyvale ITR</i>	<i>Mixed-Use Corridor</i>	2,510	760	710	690
<i>Moffett Park</i>	<i>Employment Center</i>	9,610	2,550	2,870	2,310
<i>Peery Park</i>	<i>Employment Center</i>	5,180	1,510	1,680	1,250
<i>Reamwood Light Rail Station</i>	<i>Employment Center</i>	960	230	250	190
<i>Tasman Station ITR</i>	<i>Mixed-Use Corridor</i>	1,290	510	470	440
Santa Clara County Unincorporated		3,510	1,360	1,640	1,720
Valley Transportation Authority: Cores, Corridors, and Station	<i>Mixed-Use Corridor</i>	172,750	77,640	74,000	60,440

Solano County

Jurisdiction or Area Name	Place Type	2010	Core-Constrained	Focused	Outer Bay Area
		Total Jobs	2010-2040 Job Growth	2010-2040 Job Growth	2010-2040 Job Growth
Benicia		14,160	3,630	3,950	4,990
Downtown	Transit Neighborhood	2,570	720	800	900
<i>Northern Gateway</i>	<i>Employment Center</i>	1,830	490	540	600
Dixon		4,490	1,070	1,160	1,310
Fairfield		82,840	18,060	20,310	21,420
Downtown South (Jefferson Street)	Suburban Center	4,100	1,270	1,450	1,410
Fairfield-Vacaville Train Station	Transit Town Center	330	460	470	490
North Texas Street Core	Mixed-Use Corridor	1,410	440	450	530
West Texas Street Gateway	Mixed-Use Corridor	1,640	490	530	640
Rio Vista		2,010	470	540	610
Suisun City		3,510	1,010	1,110	1,280
Downtown & Waterfront	Transit Town Center	1,670	500	560	520
Vacaville		32,290	7,600	8,230	8,740
Allison Area	Suburban Center	1,040	150	180	240
Downtown	Transit Town Center	2,860	700	750	880
Vallejo		34,790	8,810	9,530	10,190
Waterfront & Downtown	Suburban Center	4,660	1,350	1,540	1,340
Solano County Unincorporated		5,840	1,320	1,420	1,640

Sonoma County

Jurisdiction or Area Name	Place Type	2010	Core-Constrained	Focused	Outer Bay Area
		Total Jobs	2010-2040 Job Growth	2010-2040 Job Growth	2010-2040 Job Growth
Cloverdale		1,840	470	510	560
Downtown/SMART Transit Area	Transit Town Center	980	300	330	330
Cotati		3,170	680	710	830
Downtown and Cotati Depot	Transit Town Center	560	170	180	-190
Healdsburg		6,330	1,660	1,790	2,070
Petaluma		27,880	7,920	8,660	10,300
Central, Turning Basin/Lower Reach	Suburban Center	2,710	750	810	970
Rohnert Park		12,600	3,200	3,400	3,770
Sonoma Mountain Village	Suburban Center	130	160	170	160
Santa Rosa		70,670	18,160	19,640	22,740
Downtown Station Area	City Center	8,390	2,370	3,160	3,390
Mendocino Avenue/Santa Rosa Avenue Corridor	Mixed-Use Corridor	27,500	7,070	8,050	9,700
Sebastopol Road Corridor	Mixed-Use Corridor	7,990	2,270	2,680	3,070
<i>North Santa Rosa Station</i>	<i>Suburban Center</i>	6,150	1,830	2,000	2,280
Sebastopol		4,980	1,270	1,340	1,470
Nexus Area	Transit Town Center	3,830	1,000	1,090	1,130
Sonoma		6,090	1,590	1,700	1,880
Windsor		5,630	1,410	1,530	1,920
Redevelopment Area	Suburban Center	1,180	450	500	530
Sonoma County Unincorporated		38,430	9,180	9,950	11,530
<i>8th Street East Industrial Area</i>	<i>Employment Center</i>	660	150	160	220
<i>Airport/Larkfield Urban Service Area</i>	<i>Suburban Center</i>	5,480	1,440	1,580	1,030
<i>Penngrove Urban Service Area</i>	<i>Rural Town Center</i>	320	120	120	170
<i>The Springs</i>	<i>Rural Mixed-Use Corridor</i>	3,220	1,020	1,090	1,260

Household Growth by PDA and Jurisdiction

KEY
<i>Jurisdiction (Bold Italic)</i>
Priority Development Area
<i>Growth Opportunity Area (Italics)</i>

Alameda County

Jurisdiction or Area Name	Place Type	2010 Total Households	Core-Constrained 2010-2040 HH Growth	Focused 2010-2040 HH Growth	Outer Bay Area 2010-2040 HH Growth
Alameda		30,120	6,800	5,810	5,720
Naval Air Station	Transit Town Center	1,090	5,250	4,420	4,420
<i>Northern Waterfront</i>	<i>Transit Neighborhood</i>	390	1,210	1,010	1,010
Albany		7,400	960	960	960
<i>San Pablo Avenue & Solano Avenue</i>	<i>Mixed-Use Corridor</i>	1,600	820	700	700
Berkeley		46,030	8,370	8,370	8,370
Adeline Street	Mixed-Use Corridor	620	310	260	260
Downtown	City Center	2,570	4,900	3,980	3,980
San Pablo Avenue	Mixed-Use Corridor	1,440	1,150	960	960
South Shattuck	Mixed-Use Corridor	310	130	110	110
Telegraph Avenue	Mixed-Use Corridor	990	510	430	430
University Avenue	Mixed-Use Corridor	1,560	710	580	580
Dublin		14,910	10,900	13,810	15,780
Downtown Specific Plan Area	Suburban Center	790	470	1,030	1,330
Town Center	Suburban Center	3,750	2,150	2,150	2,710
Transit Center	Suburban Center	620	2,580	2,580	3,350
Emeryville		5,690	5,660	5,230	5,240
Mixed-Use Core	City Center	3,530	5,370	5,010	5,010
Fremont		71,000	19,090	17,380	15,500
Centerville	Transit Neighborhood	5,570	1,880	1,600	1,030
City Center	City Center	6,870	6,580	5,540	2,490
Irvington District	Transit Town Center	4,390	2,380	2,020	2,020
<i>Ardenwood Business Park</i>	<i>Employment Center</i>	0	0	0	0
<i>Fremont Boulevard & Warm Springs Boulevard Corridor</i>	<i>Mixed-Use Corridor</i>	8,540	2,640	2,230	2,180
<i>Fremont Boulevard Decoto Road Crossing</i>	<i>Mixed-Use Corridor</i>	650	510	430	430
<i>South Fremont/Warm Springs</i>	<i>Suburban Center</i>	20	4,140	3,460	3,000
Hayward		45,370	15,480	15,480	15,480
Downtown	City Center	2,540	3,390	3,070	3,070
South Hayward BART	Mixed-Use Corridor	170	1,300	1,170	1,170
South Hayward BART	Urban Neighborhood	1,660	2,670	2,420	2,420
The Cannery	Transit Neighborhood	410	830	750	750
<i>Carlos Bee Quarry</i>	<i>Mixed-Use Corridor</i>	30	610	550	550
<i>Mission Corridor</i>	<i>Mixed-Use Corridor</i>	910	2,410	2,200	2,200
Livermore		29,130	9,120	11,210	12,550
Downtown	Suburban Center	920	2,860	2,860	3,700
Vasco Road TOD	Suburban Center	330	670	2,500	3,250
Newark		12,970	5,800	5,800	5,800
Dumbarton Transit Oriented Development	Transit Town Center	140	2,800	2,430	2,430
Old Town Mixed Use Area	Transit Neighborhood	580	440	380	380
<i>Cedar Boulevard Transit</i>	<i>Transit Neighborhood</i>	0	980	850	850
<i>Civic Center Re-Use Transit</i>	<i>Transit Neighborhood</i>	200	400	340	340
Oakland		153,790	58,720	57,720	46,210
Coliseum BART Station Area	Transit Town Center	3,440	2,510	2,250	2,130
Downtown & Jack London Square	Regional Center	10,630	10,650	9,490	9,490
Eastmont Town Center	Urban Neighborhood	5,960	2,460	2,250	1,100
Fruitvale & Dimond Areas	Urban Neighborhood	12,840	7,080	6,350	4,930
MacArthur Transit Village	Urban Neighborhood	8,030	4,140	3,710	3,370
Transit Oriented Development Corridors	Mixed-Use Corridor	60,970	22,640	20,470	14,620
West Oakland	Transit Town Center	9,030	6,300	5,720	5,720
Piedmont		3,800	630	630	630
Pleasanton		25,250	6,300	7,380	8,340
Hacienda	Suburban Center	1,270	2,820	3,120	4,050
San Leandro		30,720	7,120	7,120	7,120
Bay Fair BART Transit Village	Transit Town Center	630	820	730	730
Downtown Transit Oriented Development	City Center	3,930	3,930	3,490	3,490
East 14th Street	Mixed-Use Corridor	4,490	1,510	1,370	1,370
Union City		20,430	4,550	4,550	4,160
Intermodal Station District	City Center	1,030	880	750	650
<i>Mission Boulevard</i>	<i>Mixed-Use Corridor</i>	0	180	150	150
<i>Old Alvarado</i>	<i>Mixed-Use Corridor</i>	290	180	160	160
Alameda County Unincorporated		48,520	8,270	11,540	12,440
<i>Castro Valley BART</i>	<i>Transit Neighborhood</i>	1,400	570	500	160
<i>East 14th Street and Mission Boulevard Mixed Use Corridor</i>	<i>Mixed-Use Corridor</i>	6,740	2,060	1,820	1,790

Household Growth by PDA and Jurisdiction

Contra Costa County

Jurisdiction or Area Name	Place Type	2010 Total Households	Core-Constrained 2010-2040 HH Growth	Focused 2010-2040 HH Growth	Outer Bay Area 2010-2040 HH Growth
Antioch		32,250	6,350	6,890	9,740
Hillcrest eBART Station	Suburban Center	150	2,430	2,430	2,680
Rivertown Waterfront	Transit Town Center	1,430	2,060	2,060	2,250
Brentwood		16,490	6,500	8,160	9,620
Clayton		4,010	530	530	530
Concord		44,280	16,740	17,280	24,620
Community Reuse Area	Regional Center	70	2,890	2,890	3,730
Community Reuse Area	Transit Neighborhood	0	9,030	9,030	11,740
Downtown BART Station Planning Area	City Center	2,080	3,910	3,910	5,030
North Concord BART Adjacent Employment Center	Employment Center	10	0	0	0
West Downtown Planning Area	Mixed-Use Corridor	0	600	600	770
Danville		15,420	2,630	2,880	3,100
El Cerrito		10,140	2,130	1,840	1,840
San Pablo Avenue Corridor	Mixed-Use Corridor	1,200	1,680	1,460	1,460
Hercules		8,120	4,650	4,650	4,880
Central Hercules	Transit Neighborhood	400	2,570	2,570	2,700
Waterfront District	Transit Town Center	640	1,090	1,090	1,150
Lafayette		9,220	1,500	1,650	1,780
Downtown	Transit Town Center	1,890	810	810	850
Martinez		14,290	2,300	2,550	2,760
Downtown	Transit Neighborhood	750	1,310	1,310	1,370
Moraga		5,570	1,010	1,100	1,190
Moraga Center	Transit Town Center	430	630	630	660
Oakley		10,730	3,750	3,870	11,980
Downtown	Transit Town Center	520	1,290	1,290	1,360
Employment Area	Suburban Center	560	980	980	1,030
Potential Planning Area	Transit Neighborhood	980	1,400	1,400	1,470
Orinda		6,550	940	980	1,010
Downtown	Transit Town Center	330	370	370	390
Pinole		6,780	2,130	2,630	3,760
Appian Way Corridor	Suburban Center	510	630	630	700
Old Town	Transit Town Center	680	230	390	430
Pittsburg		19,530	9,340	10,200	10,850
Downtown	Transit Neighborhood	1,600	2,180	2,180	2,270
Pittsburg/Bay Point BART Station	Transit Town Center	0	2,430	2,430	2,560
Railroad Avenue eBART Station	Transit Town Center	3,600	3,370	3,370	3,530
Pleasant Hill		13,710	4,490	5,770	6,900
Buskirk Avenue Corridor	Mixed-Use Corridor	1,670	170	700	760
Diablo Valley College	Transit Neighborhood	730	320	320	350
Richmond		36,090	12,250	12,250	12,140
Central Richmond	City Center	4,700	4,050	3,780	880
South Richmond	Transit Neighborhood	3,250	2,310	2,150	1,690
23rd Street	Mixed-Use Corridor	640	970	900	900
San Pablo Avenue Corridor	Mixed-Use Corridor	1,710	1,620	1,510	1,510
San Pablo		8,760	2,350	2,350	1,860
San Ramon		25,280	4,190	8,090	9,080
City Center	Suburban Center	480	630	1,410	1,830
North Camino Ramon	Transit Town Center	40	2,400	2,400	3,090
Walnut Creek		30,440	3,760	7,330	8,460
West Downtown	Suburban Center	1,270	1,960	1,960	2,480
Contra Costa County Unincorporated		57,710	9,320	9,920	10,450
Contra Costa Centre	Mixed-Use Corridor	1,780	450	450	470
Downtown El Sobrante	Mixed-Use Corridor	1,670	560	560	580
North Richmond	Transit Neighborhood	1,030	2,460	2,460	2,570
Pittsburg/Bay Point BART Station	Transit Neighborhood	1,020	3,940	3,940	4,130
West Contra Costa Transportation Advisory Committee: San Pablo Avenue Corridor	Mixed-Use Corridor	5,950	3,070	3,180	3,320

Household Growth by PDA and Jurisdiction

Marin County

Jurisdiction or Area Name	Place Type	2010 Total Households	Core-Constrained 2010-2040 HH Growth	Focused 2010-2040 HH Growth	Outer Bay Area 2010-2040 HH Growth
<i>Belvedere</i>		930	60	60	60
<i>Corte Madera</i>		3,790	370	560	640
<i>Fairfax</i>		3,380	240	240	240
<i>Larkspur</i>		5,910	530	530	610
<i>Mill Valley</i>		6,080	500	500	500
<i>Novato</i>		20,280	1,570	1,600	1,610
<i>Ross</i>		800	70	70	70
<i>San Anselmo</i>		5,240	410	410	410
<i>San Rafael</i>		22,760	2,500	2,790	4,000
Civic Center/North Rafael Town Center	Transit Town Center	1,900	820	820	860
Downtown	City Center	2,420	1,170	1,840	1,930
<i>Sausalito</i>		4,110	260	280	300
<i>Tiburon</i>		3,730	300	300	300
<i>Marin County Unincorporated</i>		26,190	3,290	3,920	4,510
Urbanized 101 Corridor	Transit Neighborhood	4,290	580	2,190	2,290
<i>San Quentin</i>	<i>Transit Neighborhood</i>	110	1,530	1,530	1,610

Napa County

Jurisdiction or Area Name	Place Type	2010 Total Households	Core-Constrained 2010-2040 HH Growth	Focused 2010-2040 HH Growth	Outer Bay Area 2010-2040 HH Growth
<i>American Canyon</i>		5,660	1,690	1,750	2,010
Highway 29 Corridor	Mixed-Use Corridor	400	1,660	1,660	1,740
<i>Calistoga</i>		2,020	120	120	130
<i>Napa</i>		28,170	2,660	3,160	3,600
<i>St. Helena</i>		2,400	120	120	120
<i>Yountville</i>		1,050	100	150	170
<i>Napa County Unincorporated</i>		9,580	830	990	1,140

San Francisco County

Jurisdiction or Area Name	Place Type	2010 Total Households	Core-Constrained 2010-2040 HH Growth	Focused 2010-2040 HH Growth	Outer Bay Area 2010-2040 HH Growth
<i>San Francisco</i>		345,810	110,640	90,470	76,430
19th Avenue	Transit Town Center	4,790	3,080	2,490	2,490
Balboa Park	Transit Neighborhood	1,190	2,350	1,870	1,500
Bayview/Hunters Point Shipyard/Candlestick Point	Urban Neighborhood	10,470	15,000	12,030	9,790
Downtown-Van Ness-Geary	Regional Center	89,850	32,810	27,770	23,950
Eastern Neighborhoods	Urban Neighborhood	31,650	8,720	7,230	6,110
Market & Octavia	Urban Neighborhood	11,130	7,650	6,150	5,010
Mission Bay	Urban Neighborhood	3,200	3,280	2,630	2,140
Mission-San Jose Corridor	Mixed-Use Corridor	29,360	6,220	5,120	4,290
Port of San Francisco	Mixed-Use Corridor	110	2,900	2,300	1,840
San Francisco/San Mateo Bi-County Area (with City of Brisbane)	Transit Neighborhood	1,510	8,370	6,630	5,320
Transbay Terminal	Regional Center	190	5,500	4,410	3,580
Treasure Island	Transit Town Center	590	9,240	7,320	5,880
<i>Citywide</i>		161,770	5,520	4,520	4,530

Household Growth by PDA and Jurisdiction

San Mateo County

Jurisdiction or Area Name	Place Type	2010 Total Households	Core-Constrained 2010-2040 HH Growth	Focused 2010-2040 HH Growth	Outer Bay Area 2010-2040 HH Growth
Atherton		2,330		400	400
Belmont		10,580	1,390	1,390	1,390
Brisbane		1,820	1,580	1,580	300
San Francisco/San Mateo Bi-County Area (with San Francisco Suburban Center)		0	1,420	1,160	20
Burlingame		12,360	3,930	3,930	3,930
Burlingame El Camino Real	Transit Town Center	7,170	3,540	2,630	2,630
Colma		560	610	520	210
Daly City		31,090	7,470	7,470	5,700
Bayshore	Transit Town Center	1,550	2,420	2,060	2,060
Mission Boulevard	Mixed-Use Corridor	2,070	1,360	1,180	1,180
<i>Citywide</i>		27,470	3,690	4,230	2,460
East Palo Alto		6,940	3,050	3,050	3,050
Ravenswood	Transit Town Center	970	1,070	930	930
<i>Woodland/Willow Neighborhood</i>	<i>Urban Neighborhood</i>	1,290	1,230	1,110	1,110
Foster City		12,020	1,670	1,670	1,670
Half Moon Bay		4,150	700	700	700
Hillsborough		3,690	820	820	600
Menlo Park		12,350	3,050	3,050	2,450
El Camino Real Corridor and Downtown	Transit Town Center	1,010	1,030	770	770
Millbrae		7,990	2,890	2,180	2,180
Transit Station Area	Mixed-Use Corridor	270	1,960	1,460	1,460
Pacifica		13,970	1,110	1,110	1,110
Portola Valley		1,750	240	240	240
Redwood City		27,960	10,510	9,070	8,280
Downtown	City Center	990	5,320	4,150	4,150
<i>Broadway</i>	<i>Mixed-Use Corridor</i>	1,710	770	600	380
<i>Middlefield</i>	<i>Mixed-Use Corridor</i>	2,170	640	500	410
<i>Mixed Use Waterfront</i>	<i>Mixed-Use Corridor</i>	210	1,350	1,050	1,050
<i>Veterans Corridor</i>	<i>Mixed-Use Corridor</i>	150	990	770	770
San Bruno		14,700	4,670	4,670	4,220
Transit Corridors	Mixed-Use Corridor	4,140	3,330	2,800	2,800
San Carlos		11,520	2,400	2,400	2,340
Railroad Corridor	Transit Town Center	440	0	0	0
San Mateo		38,230	11,810	11,810	10,130
Downtown	City Center	500	650	520	520
El Camino Real	Mixed-Use Corridor	840	1,210	970	970
Rail Corridor	Transit Neighborhood	140	6,580	5,310	5,310
South San Francisco		20,940	7,610	6,300	7,430
Downtown	Transit Town Center	1,510	3,640	3,030	3,030
<i>Lindenville Transit Neighborhood</i>	<i>Transit Neighborhood</i>	0	860	710	710
Woodside		1,980	310	310	310
San Mateo County Unincorporated		20,910	5,910	5,910	5,090
City County Association of Governments of San Mateo Count Mixed-Use Corridor		38,460	15,470	12,420	10,560

Household Growth by PDA and Jurisdiction

Santa Clara County

Jurisdiction or Area Name	Place Type	2010 Total Households	Core-Constrained 2010-2040 HH Growth	Focused 2010-2040 HH Growth	Outer Bay Area 2010-2040 HH Growth
Campbell		16,160	2,940	2,940	2,880
Central Redevelopment Area	Transit Neighborhood	1,140	1,430	1,180	1,180
Winchester Boulevard Master Plan	Transit Neighborhood	580	160	130	130
Cupertino		20,180	3,960	3,960	3,960
Gilroy		14,180	5,710	6,440	7,090
Downtown	Transit Town Center	880	1,600	1,600	2,060
Los Altos		10,750	2,160	2,160	2,160
El Camino Real Corridor	Mixed-Use Corridor	610	470	350	350
Los Altos Hills		2,830	730	730	730
Los Gatos		12,360	2,330	2,330	2,330
Milpitas		19,180	12,810	12,810	12,810
Transit Area	Suburban Center	750	8,140	6,910	6,910
Hammond Transit Neighborhood	Transit Neighborhood	300	690	580	580
McCandless Transit Neighborhood	Transit Neighborhood	0	410	340	340
McCarthy Ranch Employment Center	Employment Center	0	0	0	0
Midtown Mixed-Use Corridor	Mixed-Use Corridor	340	770	660	660
Serra Center Mixed-Use Corridor	Mixed-Use Corridor	210	40	40	10
Tasman Employment Center	Employment Center	0	0	0	0
Town Center Mixed-Use Corridor	Mixed-Use Corridor	0	860	730	730
Yosemite Employment Center	Employment Center	30	0	0	0
Monte Sereno		1,210	300	300	300
Morgan Hill		12,330	3,820	4,150	8,760
Downtown	Transit Town Center	510	1,200	1,200	1,550
Mountain View		31,960	15,120	12,460	11,020
Whisman Station	Transit Neighborhood	650	1,200	950	950
Downtown	Transit Town Center	1,170	1,200	960	960
East Whisman	Employment Center	250	290	230	230
El Camino Real Corridor	Mixed-Use Corridor	3,330	2,690	2,170	2,170
Moffett Field/NASA Ames	Suburban Center	180	2,770	2,210	1,940
North Bayshore	Suburban Center	350	2,640	2,110	1,330
San Antonio Center	Transit Town Center	1,480	3,580	2,870	2,870
Palo Alto		26,490	12,250	12,250	6,110
California Avenue	Transit Neighborhood	750	2,360	1,720	800
El Camino Real Corridor	Mixed-Use Corridor	4,090	5,380	3,930	1,570
University Avenue/Downtown	Transit Town Center	1,820	3,590	2,630	1,250
San Jose		301,370	133,030	130,890	116,500
Berryessa Station	Transit Neighborhood	1,850	5,540	5,100	4,640
Communications Hill	Transit Town Center	6,540	3,670	3,390	2,780
Cottle Transit Village	Suburban Center	0	3,390	3,120	2,840
Downtown "Frame"	City Center	16,980	12,660	11,710	10,720
East Santa Clara/Alum Rock Corridor	Mixed-Use Corridor	6,750	4,850	4,480	4,100
Greater Downtown	Regional Center	3,670	8,320	7,720	7,100
North San Jose	Regional Center	10,420	37,200	34,260	31,220
West San Carlos and Southwest Expressway Corridors	Mixed-Use Corridor	4,730	15,820	15,040	14,230
Bascom TOD Corridor	Mixed-Use Corridor	260	1,630	1,500	1,360
Bascom Urban Village	Mixed-Use Corridor	1,810	990	910	840
Blossom Hill/Snell Urban Village	Mixed-Use Corridor	700	1,280	1,180	1,070
Camden Urban Village	Mixed-Use Corridor	920	1,150	1,060	960
Capitol Corridor Urban Villages	Mixed-Use Corridor	4,210	7,270	6,700	6,110
Capitol/Tully/King Urban Villages	Suburban Center	1,410	2,610	2,400	2,190
Oakridge/Almaden Plaza Urban Village	Suburban Center	2,650	8,760	8,070	7,360
Saratoga TOD Corridor	Mixed-Use Corridor	2,710	1,310	1,200	1,100
Stevens Creek TOD Corridor	Mixed-Use Corridor	2,210	4,580	4,230	3,850
Westgate/El Paseo Urban Village	Suburban Center	1,010	2,920	2,690	2,450
Winchester Boulevard TOD Corridor	Mixed-Use Corridor	4,150	2,430	2,250	2,060
Santa Clara		43,020	24,260	21,130	20,350
Central Expressway Focus Area	City Center	0	4,640	3,880	3,880
El Camino Real Focus Area	Mixed-Use Corridor	1,650	1,300	1,110	1,110
Great America Parkway Focus Area	Urban Neighborhood	0	3,940	3,300	3,300
Lawrence Station Focus Area	Transit Neighborhood	0	7,190	6,020	6,020
Santa Clara Station Focus Area	City Center	450	3,890	3,260	3,260
Tasman East Focus Area	Transit Neighborhood	0	2,090	1,750	1,750
Saratoga		10,730	2,250	2,250	2,250

Household Growth by PDA and Jurisdiction

Santa Clara County (continued)

Jurisdiction or Area Name	Place Type	2010 Total Households	Core-Constrained 2010-2040 HH Growth	Focused 2010-2040 HH Growth	Outer Bay Area 2010-2040 HH Growth
Sunnyvale		53,380	16,780	16,780	16,780
Downtown & Caltrain Station	Transit Town Center	1,730	1,840	1,510	1,510
El Camino Real Corridor	Mixed-Use Corridor	10,350	5,310	4,400	4,400
Lawrence Station Transit Village	Transit Neighborhood	1,560	2,900	2,380	2,380
East Sunnyvale ITR	Mixed-Use Corridor	0	3,340	2,730	2,730
Moffett Park	Employment Center	20	0	0	0
Peery Park	Employment Center	110	10	10	10
Reamwood Light Rail Station	Employment Center	0	0	0	0
Tasman Station ITR	Mixed-Use Corridor	850	1,660	1,350	1,350
Santa Clara County Unincorporated		28,080	7,540	10,480	13,090
Valley Transportation Authority: Cores, Corridors, and Station	Mixed-Use Corridor	68,650	43,880	42,860	38,920

Solano County

Jurisdiction or Area Name	Place Type	2010 Total Households	Core-Constrained 2010-2040 HH Growth	Focused 2010-2040 HH Growth	Outer Bay Area 2010-2040 HH Growth
Benicia		10,690	1,190	1,190	1,440
Downtown	Transit Neighborhood	530	1,010	1,010	1,100
Northern Gateway	Employment Center	0	120	120	140
Dixon		5,860	1,390	1,680	1,940
Fairfield		34,480	11,960	12,520	14,420
Downtown South (Jefferson Street)	Suburban Center	600	380	910	950
Fairfield-Vacaville Train Station	Transit Town Center	90	6,510	6,510	6,820
North Texas Street Core	Mixed-Use Corridor	1,600	1,880	1,880	1,970
West Texas Street Gateway	Mixed-Use Corridor	1,020	2,590	2,590	2,720
Rio Vista		3,450	1,420	1,900	2,330
Suisun City		8,920	1,360	1,430	1,500
Downtown & Waterfront	Transit Town Center	1,090	1,190	1,190	1,240
Vacaville		31,090	4,940	5,320	9,950
Allison Area	Suburban Center	550	140	570	590
Downtown	Transit Town Center	220	750	750	780
Vallejo		40,560	5,490	5,640	5,780
Waterfront & Downtown	Suburban Center	980	870	870	910
Solano County Unincorporated		6,710	990	1,180	1,340

Sonoma County

Jurisdiction or Area Name	Place Type	2010 Total Households	Core-Constrained 2010-2040 HH Growth	Focused 2010-2040 HH Growth	Outer Bay Area 2010-2040 HH Growth
Cloverdale		3,180	960	1,040	1,090
Downtown/SMART Transit Area	Transit Town Center	1,040	810	900	940
Cotati		2,980	460	470	540
Downtown and Cotati Depot	Transit Town Center	830	450	450	470
Healdsburg		4,380	860	980	1,080
Petaluma		21,740	2,800	2,800	2,800
Central, Turning Basin/Lower Reach	Suburban Center	750	1,610	1,610	1,760
Rohnert Park		15,810	2,870	3,210	3,490
Sonoma Mountain Village	Suburban Center	200	2,140	2,140	2,350
Santa Rosa		63,590	15,170	18,150	22,620
Downtown Station Area	City Center	2,080	1,220	6,860	7,540
Mendocino Avenue/Santa Rosa Avenue Corridor	Mixed-Use Corridor	6,910	1,590	4,280	4,670
Sebastopol Road Corridor	Mixed-Use Corridor	2,750	3,250	3,250	3,560
North Santa Rosa Station	Suburban Center	3,940	3,350	3,350	3,660
Sebastopol		3,280	480	520	600
Nexus Area	Transit Town Center	1,150	200	500	520
Sonoma		4,960	520	520	520
Windsor		8,970	1,330	1,360	3,930
Redevelopment Area	Suburban Center	2,040	1,290	1,290	1,350
Sonoma County Unincorporated		56,950	7,640	8,330	8,940
8th Street East Industrial Area	Employment Center	80	20	20	20
Airport/Larkfield Urban Service Area	Suburban Center	2,850	1,110	1,250	1,380
Penngrove Urban Service Area	Rural Town Center	630	670	670	730
The Springs	Rural Mixed-Use Corridor	6,580	1,680	1,680	1,810