

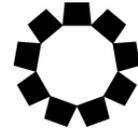
SEPTEMBER 14, 2016

ABAG
Regional Planning Committee

AGENDA, MINUTES AND ATTACHMENTS

ASSOCIATION OF BAY AREA GOVERNMENTS

REPRESENTING CITY AND COUNTY GOVERNMENTS OF THE SAN FRANCISCO BAY AREA



DRAFT AGENDA

REGIONAL PLANNING COMMITTEE

Wednesday, September 14, 2016, 1:00-3:00 PM (Lunch 12:45)

Location:

Bay Area Metro Center

375 Beale Street, Yerba Buena Conference Room
San Francisco CA 94105

The ABAG Regional Committee may act on any item on this agenda.

Agenda and attachments available at abag.ca.gov

For information, contact Wally Charles, ABAG Planning and Research, at (510) 464 7993.

1. CALL TO ORDER / CONFIRM QUORUM

2. PUBLIC COMMENT

Information

3. APPROVAL OF SUMMARY MINUTES OF JUNE 1, 2016

ACTION

Attachment: Summary Minutes of June 1, 2016

4. ANNOUNCEMENTS

Information

5. SESSION OVERVIEW

Information

Miriam Chion, ABAG Planning and Research Director

Attachment: Overview

6. REGIONAL TRAILS AND OPEN SPACE

Information/ACTION

Laura Thompson, Bay Trail Project Manager at ABAG, will report on significant regional trail progress and will highlight gap closure projects that are well-positioned to receive funding from several sources.

Attachment:

1. Bay Trail-Water Trail Draft Capital Program Priority Project List
2. Bay Trail-Water Trail Draft Capital Program Priority Project Map

7. PLAN BAY AREA 2040, DRAFT PREFERRED SCENARIO

Information

Miriam Chion, Planning and Research Director at ABAG, will be joined by Ken Kirkey, Planning Director at MTC, to present the Draft Preferred Scenario, which includes the land use growth allocation, transportation investments, performance targets and policies and strategies.

Attachment:

1. *Plan Bay Area 2040 DRAFT Preferred Scenario – Growth Distribution*
2. *Plan Bay Area 2040 Draft Transportation Investment Strategy*
3. *Plan Bay Area 2040: Draft Preferred Scenario - Preliminary Results for Performance Targets and Equity Measures*
4. *Plan Bay Area 2040 Draft Implementation Actions*

8. ADJOURNMENT

Submitted:

Miriam Chion
Planning and Research Director

9/1/2016

SUMMARY MINUTES (DRAFT)

ABAG Regional Planning Committee Meeting
Wednesday, June 1, 2016

375 Beale Street, Yerba Buena Room, San Francisco, California 94105

1. CALL TO ORDER

Pradeep Gupta, Chair and Vice Mayor, City of South San Francisco, called the meeting of the Regional Planning Committee of the Association of Bay Area Governments to order at 1:05 PM

A quorum of the committee was present.

Committee Members Present	Jurisdiction
Mark Boucher	BAFPAA
Desley Brooks	Councilmember, City of Oakland
Paul Campos	Senior Vice President, Government Affairs, Building Industry Association
Tilly Chang	Executive Director, SFCTA County of San Francisco
Cindy Chavez	Supervisor, County of Santa Clara
Pat Eklund	Mayor, City of Novato
Karen Engel	Director of Economic and Workforce Development, Peralta Community College District
Martin Engelmann	Deputy Executive Director of Planning, Contra Costa Transportation Agency
Pradeep Gupta	Vice Mayor, City of South San Francisco (Chair)
Scott Haggerty	Supervisor, County of Alameda
Erin Hannigan	Supervisor, County of Solano
John Holtzclaw	Sierra Club
Melissa Jones	Executive Director, BARHII, Public Health
Michael Lane	Policy Director, Non-Profit Housing Association of Northern California
Mark Luce	Supervisor, County of Napa
Jeremy Madsen	Executive Director, Greenbelt Alliance
Karen Mitchoff	Supervisor, County of Contra Costa
Anu Natarajan	Director of Policy and Advocacy, MidPen Housing
Julie Pierce	Councilmember, City of Clayton (ABAG President)
Matt Regan	Senior Vice President of Public Policy, Bay Area Council

Carlos Romero	Urban Ecology
Al Savay	Community & Economic Dev. Director, City of San Carlos (BAPDA)
Kirsten Spalding	Executive Director, SMCUCA
Dyan Whyte	Assist. Exc. Officer, San Francisco Regional Water Quality Control Board
Monica E. Wilson	Councilmember, City of Antioch

Members Absent

Diane Burgis
Julie Combs
Diane Dillon
Russell Hancock
Nancy Ianni
Eric Mar
Nate Miley
Carmen Montano
Harry Price
David Rabbitt

Katie Rice
Mark Ross
James P. Spering
Jill Techel
Egon Terplan

Jurisdiction

East Bay Regional Park District
Councilmember, City of Santa Rosa (Vice Chair)
Supervisor, County of Napa
President & CEO, Joint Venture Silicon Valley
League of Women Voters--Bay Area
Supervisor, City and County of San Francisco
Supervisor, County of Alameda
Vice Mayor, City of Milpitas
Mayor, City of Fairfield
Supervisor, County of Sonoma (ABAG Vice President)

Supervisor, County of Marin
Councilmember, City of Martinez
Supervisor, County of Solano
Mayor, City of Napa
Planning Director, SPUR

2. PUBLIC COMMENT

There were no public comments.

3. APROVAL OF REGIONAL PLANNING COMMITTEE MEETING MINUTES OF APRIL 6, 2016

Chair Gupta recognized a motion by **Pat Eklund**, Mayor, City of Novato, and seconded by **Julie Pierce**, Councilmember, City of Clayton, to approve the Regional Planning Committee (RPC) minutes of April 6, 2016.

There was no discussion.

The motion passed unanimously.

4. ANNOUNCEMENTS

Member Engelman encouraged members to listen to GoMentum Concord Station CA, where Contra Costa Transportation Authority leads and facilitates a collaborative partnership.

Member Eklund announced that the public workshop and open house will be on Saturday June 4, 2016 in Marin County and thanked ABAG staff for all their involvement and work.

5. SESSION OVERVIEW BY MIRIAM CHION, ABAG PLANNING AND RESEARCH DIRECTOR

Ms. Chion, Director of Planning and Research at ABAG, gave an overview of the meeting and future plans and schedules.

6. ECONOMIC PROSPERITY OVERVIEW

Cynthia Kroll, Chief Economist at ABAG, and **Johnny Jaramillo**, Senior Regional Planner at ABAG, discussed efforts to create an Economic Development District for the Bay Area. They were joined by **Malinda Matson**, Economic Development Representative from the US Department of Commerce, Economic Development Administration, and **Darien Louie**, Executive Director of East Bay Economic Development Alliance, who provided their perspectives on the process.

Member Mitchoff asked about the roles of the RPC subcommittees and the process for selecting members for the RPC Comprehensive Economic Development Strategy (CEDS) Committee.

Ms. Chion answered the three subcommittees (housing, infrastructure and economic) will work separately to inform comprehensive regional strategies. RPC members were collectively asked to indicate their interest in joining one of the subcommittees. To form the CEDS Committee, the economic development subcommittee was supplemented by additional sub-regional stakeholders required by the US Economic Development Agency. Staff is consulting with economic and workforce development organizations and cities to fulfill the requirements and ensure that the committee has broad representation from businesses, workforce, and equity organizations.

Member Eklund asked whether there are potential downsides or additional federal requirements if the Bay Area establishes a regional Economic Development District.

Ms. Matson answered that US EDA resources have to go to those areas that have high unemployment or low per capita income and do not have the necessary local resources to generate enough jobs. The Bay Area has a lot of wealth, but there are lots of pockets of economic distress, and until those areas are brought up, the region's economic challenges will continue. The Bay Area economic strategy should support more livable wages in these distressed communities, not just make the rich wealthier. Because this is a large region, the strategies and measurable objectives should be fairly high-level

Member Eklund said many cities and counties have established an economic strategy and wanted to know if these local strategies would be incorporated into a regional strategy, thereby elevating and supporting them. Also, will the strategy elevate local education actions and plans to the regional level in order to address the digital divide between those that are struggling at the bottom and middle income workers stuck where they are despite their attempts to move up?

Ms. Kroll answered yes to the first question. ABAG staff is reviewing the strategies and action plans that have already been developed to craft the Comprehensive Economic Development Strategy, and will be analyzing how different plans can be coordinated at a regional scale.

Mr. Jaramillo said on education and workforce development, ABAG is collaborating with the Bay Area Community College Consortium to create a regional Workforce Plan, in part a response to the US Work Force Innovation and Opportunity Act passed in July 2016. Their goal aligns with this effort, and the evolving needs of businesses to provide the skills necessary in the future.

Member Eklund said the North Bay bioscience / biotech initiative spearheaded by Novato for the three counties to the north, including Solano is doing great work. Also, community college is great, but we must go further. Most very low income people don't even make it to community college.

Mr. Jaramillo said that is also something that ABAG is seeking to address with the Consortium, which involves major business and workforce development interests.

Member Engel provided an example from the Peralta community college district about how the CEDS could benefit the region: the College of Alameda has a renowned aviation technology program that trains aviation mechanics and technicians. It has a 75-person wait list every semester. Yet, airlines and regional airports desperately need more workers with these skills as many in the industry retire. The College of Alameda has discussed with the US EDA expanding our aviation center to train more individuals. Yet we cannot do that without a CEDS. Transportation and logistics is a key sector that could boost our regional economy and increase the number of living-wage jobs, and which could benefit from a regional.

Ms. Matson said workforce development is not only a key component of the CEDS, but the new Workforce Innovation and Opportunity Act (WIOA), which requires that regional and state plans include economic development. The workforce and business communities must work together, which they generally want to do. Workforce training that aligns with strong job demand from employers is one of the best ways of reducing high unemployment.

Member Romero asked about labor representation in the committee.

Ms. Matson said these are nationwide standards so it is not an explicit requirement, but in a state like California, which has strong labor unions, they should be represented. If the national guidelines required labor unions it would be controversial in states where labor unions are not strong. The Strategy Committee needs to be reflective of the Bay Area.

Member Romero suggested that labor unions should be included, particularly if we want to lift up wages.

Mr. Jaramillo said that unions are embedded in the workforce category. For example, workforce development boards typically have heavy union representation.

Member Savay said the Strategy Committee looks very well represented in terms of the approach. He asked for clarification about how the plan gets adopted: when the guidelines say that five of the nine counties' boards of supervisors would need to approve the plan, but are county Board of Supervisor representatives, or County Boards required to approve it? What about other public officials and policy makers? We should consider this if we are trying to get support from these groups.

Ms. Matson stated that if you were to compare the current guidelines with the old guidelines, we moved away from mandated quotas of elected officials, business representatives and so on, to reflect the diversity of economic interests each region represents and provide more flexibility to the governing boards and the Strategy Committees. US EDA does want to see representation from the private sector, because businesses are going to benefit from economic development. It is up to the region how many elected or non-elected officials are on the governing board or Strategy Committee.

Ms. Chion said once we have a proposal of the Strategy Committee, we will be discussing this with the RPC and ABAG Executive Board (EB). The RPC and EB support a dialogue across the region. There will need to be a balance between representation and a Strategy Committee that is not so large to be unmanageable. As a first step in creating a Bay Area Economic Development District (EDD), the committee should carry the essential principles, tasks, and challenges of the region. Please let me know if you are interested in serving on the Strategy Committee.

Mr. Jaramillo summarized that the Strategy Committee should represent the main economic interests in the region. We are not going to have every single person at the table, but the Strategy Committee should be composed of those in a position to implement the CEDS Action Plan.

Ms. Louie stated that her organization is an ideal partner because it is a cross-sector organization that represents multiple levels of government and the business community in Alameda and Contra Costa County, from economic development directors; labor, environmental, and non-profit stakeholders; and special districts. This makes the plan more sustainable and brings our partners together to implement and evaluate strategies. ABAG staff will be looking for that same formula for people who can really represent that cross-sector perspective. We want this plan to be used widely and frequently.

Chair Gupta said the RPC's economic development subcommittee does not solely represent the Strategy Committee for the development of the CEDS report. The subcommittee is going to be looking at that issue, plus any other issue that may require our attention from the economic development perspective. The Bay Area is very unique in terms of its issues, problems and the growth patterns that have been developing and emerging. There may be issues in our region that do not fit the mold. We have discussed these issues in other committees, such as the challenge of growing the middle-wage workforce. The region's housing situation is such that the definition of affordable housing is changing very fast. There are a myriad of complex issues that will be brought forth. Any help that the federal government can provide through its thinking, previous experiences and resources, would be extremely useful. Thank you all very much for this discussion. We will be able to go forward with this item as the staff has defined it.

7. UPDATE ON PLAN BAY AREA SCENARIOS

Miriam Chion, Planning and Research Director at ABAG, and **Gillian Adams**, Senior Regional Planner at ABAG, will provide an overview of the land use scenario process and public workshops.

Ms. Chion stated that the workshops in Contra Costa and Santa Clara were very successful, with a diverse attendance and a variety of comments. The workshops have been focused on the three scenarios: Main Streets, Connected Neighborhoods and Big Cities. We discussed policies and strategies, investments, housing, jobs, open space, and placemaking among other subjects. The Places of the Bay Area station provided different images and qualities of space that we are creating throughout the Bay Area. There is a lot of change and we have different perspectives on how the change will be unfolding. We are trying to capture images and stories as part of this process.

Over the next three months ABAG and MTC will work on the development of the Preferred Scenario, including growth patterns, policies and targets, investments, and strategies. ABAG and MTC will approve the Preferred Scenario by September of this year and begin the environmental review for the approval of the plan by July 2017. This plan is going to be updated every four years. There is a lot of input that ABAG has received from jurisdictions and we will articulate those components over the next few months.

There has been some confusion about the growth allocations for the scenarios—the number of housing units and the number of jobs that are likely to happen over the next thirty years for each city and for each Priority Development Area. A clarification and an

apology are in order. ABAG has been working with local jurisdictions and stakeholders for the last nine months to gather input to inform the overall growth allocation. The point of these scenarios is to capture the different challenges and the different visions at the neighborhood scale and the city scale and incorporate them into a regional plan. The Bay Area produced probably the most successful Sustainable Communities Strategy because it was connected to the ground through the Priority Development Areas and the Priority Conservation Areas. It had a lot of meaning at the local level. There are local plans and local strategies that are giving traction to the plan. The plan will continue to be strong and successful if ABAG and MTC are able to articulate that.

ABAG and MTC released the scenarios with numbers that were a direct output from UrbanSim because this output is used to feed the transportation model and target analysis. However, this output did not reflect the input that we gathered from many jurisdictions. For example, because the UrbanSim model was used to test possibilities, Mountain View was proposed for ten times the jobs that they have in their plan and Treasure Island got three times the amount of housing that is proposed there.

ABAG and MTC proposed to address this problem by focusing on the policies, strategies and investments that we need in Plan Bay Area to inform the Preferred Scenario. ABAG and MTC will address the growth allocation in the Preferred Scenario. We are setting very specific deadlines to ensure that the input from jurisdictions and stakeholders gets reflected in the Preferred Scenario. The draft Preferred Scenario will be released in early July to allow for a substantial conversation that addresses the policies, targets, and investments as well as the growth allocation. ABAG and MTC will take that input into the final Preferred Scenario that will be adopted in September.

Member Campos thanked staff for putting together this scenario analysis. He noted that all three scenarios have to assume that all the housing units are going to be built, but that it looks like the main strategy is simply to assume that more housing will be built where we want it to be built. He stated that that kind of assumption is not really a policy or a strategy. He requested that the scenario include concrete policies that ABAG thinks will result in getting housing built, whether it is more ABAG funds following production or by right development in PDAs.

Ms. Chion replied that this is a very good point and noted that Member Campos has previously provided some very specific recommendations. These more specific policies should be included in the draft Preferred Scenario.

Member Natarajan asked whether there had been an analysis done on the actual implementation of housing and percentage of housing that went into PDAs versus outside of PDAs for all of the projects, both approved and constructed.

Ms. Chion answered there is a PDA assessment that addresses existing conditions and future conditions. We also have conducted an analysis of how much housing has been produced or approved within PDAs.

Ms. Adams replied we have looked at permitted units but not constructed units because the only source of information for permits issued in specific locations is our survey of

local jurisdictions. This focuses on permits issued because that is what the Regional Housing Need Allocation tracks.

Member Regan said that our regional target was to create 80 percent of future growth within PDAs. In the first four years the Bay Area had 53 percent. He stated that the Plan is not working as it should be, and we need to find ways to make it work better if we are to hit those targets.

Ms. Chion said that we do expect that we can increase the 50 percent. There was no expectation that the region would jump to 80 percent in the first four years of implementation. She agreed with the need for more specific measures to get there, and mentioned that one positive indicator is the increase in multifamily housing production that will contribute to some of the housing production in Priority Development Areas.

Member Chang asked whether the companion piece that MTC is writing regarding the travel demand model and greenhouse gas production results of the scenarios has been released.

Ms. Kroll answered that she did not believe that was written yet. MTC will be writing a methodology and that will be available at that point.

Member Chang said the schedule is very tight and called attention to the fact that the time period for local feedback is when many jurisdiction staff and elected officials are away and councils and boards do not meet. She requested that reconsider the schedule to ensure we have adequate time to respond and get to the final Preferred Scenario.

Ms. Chion agreed and explained that one reason the schedule is tight is because we inserted the release of a draft Preferred Scenario to allow for one additional point of conversation. She noted that she feels it is a workable schedule because we have already been getting a lot of input.

Member Romero asked what the approach will be used to align UrbanSim's numbers with the local plans, interests and inputs. He also asked whether the model will get better in the future.

Ms. Chion said that UrbanSim is a complex real estate model that helps inform the allocation, but it does not necessarily capture the values, visions, political debates, and challenges that communities face. UrbanSim shows where things would be allocated if we were looking at land value as the essential factor. ABAG also looks at existing conditions for housing and jobs, recent development trends, and Plan Bay Area 2013 as the parameters to adjust UrbanSim to get to a more reasonable and realistic framework and growth pattern.

Ms. Kroll explained that UrbanSim is a stochastic model which means that each time it runs, it randomly assigns development. Even with the same assumptions, you may get different results—not necessarily widely different, but in the case of small communities, they can be fairly different. She noted that there are a number of ways to take all of those results and massage them into something that looks more realistic. Some of the

issues that come up are because we do not have perfect information to use in the model, while some are because of the structure within the model. We evaluate the model output in relation to the feedback that we have gotten from jurisdictions and, where they are not aligned, try to “teach” the model to do things differently.

Member Romero asked whether vehicle miles traveled (VMT) or greenhouse gases (GHG) are taken into the model.

Ms. Kroll answered that the parcel-level growth information goes to MTC’s travel model, which produces VMT and GHG results. The absorption of greenfields might come directly from UrbanSim, but MTC is doing that analysis and we are not directly involved.

Ms. Chion answered the intent is to locate more housing and jobs close to transit and infrastructure, which have close relationship to VMT and GHG reduction.

Chair Gupta said that UrbanSim is a model which provides the distribution of housing and employment. The model structure is pretty rigid in terms of what it has been developed for, and it cannot necessarily respond to local circumstances. Also, some of the adopted performance criteria evaluate issues which may rely on information that does not come from UrbanSim.

He emphasized that it is very essential that ABAG staff’s experience and input from local jurisdictions are inputted in some way before the final scenario is developed. That is not going to come out of the model but it is going to be coming out of the people working with the raw outputs of the model.

We need to evaluate the impacts of each scenario against the performance criteria so we can compare the scenarios. We have a lot of work to do and the staff is trying to get the inputs back from the jurisdictions in order to see what is going on and what the comments are. That is why staff is trying to define the Preferred Scenario before they finalize it in order to facilitate a discussion with local jurisdictions.

Member Spalding said when we set the performance targets, specifically around economic development and economic prosperity, we acknowledged that the UrbanSim model was not going to produce dramatically different results for the scenarios. What she is hearing today, is that we are going to deal with that by discussing policies and strategies and really beginning to hone in on what are the right local jurisdiction policies and regional policies to incentivize, not just numbers of jobs but the quality of jobs, and making sure that particularly the lowest income folks in our region get access to those jobs in robust ways.

Member Eklund requested that the Appendix A and Appendix B mentioned in the report be sent to committee members, since they were not included in the meeting packet.

Ms. Chion explained that the report’s attachments were not included because those numbers have been superseded. Staff can share the previous numbers if requested. She emphasized that, at this point, we should all focus on the numbers that have been

released in relation to the public workshops, which were sent by MTC to every jurisdiction.

Member Pierce mentioned that the specific numbers were not available at the county workshop last week. Instead, the displays included ranges of numbers.

The conversation at this point is focused on looking at which scenario strategy is the best policy for the Bay Area to follow. In particular, what it would be like to continue to grow all over the Bay Area without any particular focus or rather we intensify each of our downtowns or intensify big cities. We are at the policy level of looking at three drastically different scenarios and deciding which way is the most efficient way to grow.

Chair Gupta recognized a motion by **Karen Mitchoff**, Supervisor, County of Contra Costa, and seconded by **John Holtzclaw**, Sierra Club, to approve staff's request for action to direct staff to develop a Preferred Scenario that takes into account local input and maximizes the goals of Plan Bay Area in line with the Sustainable Communities and Climate Protection Act of 2008 (SB375).

The aye votes were: Boucher, Brooks, Campos, Chang, Chavez, Engel, Gupta, Haggerty, Hannigan, Holtzclaw, Jones, Lane, Luce, Madsen, Mitchoff, Natarajan, Pierce, Regan, Romero, Savay, Spalding, Whyte, Wilson.

The nay votes were: none

Abstentions were: Eklund

The motion passed.

8. ABAG-MTC MERGER UPDATE

Ezra Rapport, ABAG Executive Director, provided an update on the merger process, including the actions taken by the ABAG Executive Board, ABAG General Assembly, and MTC Commission.

Mr. Rapport said the goal of this process is to make improvements to the institutional arrangements between ABAG and MTC and hopefully make a stronger regional agency. This effort has been done primarily under the political leadership of our President and Chair of MTC, Dave Cortese.

After significant debate on May 19, ABAG's General Assembly and Executive Board decided that the best way to achieve the opportunity of the combined agencies was to take a two-step process. First, to merge the administrative resources of both ABAG and MTC under a contract for services and memorandum of understanding. Second, a short period of time after the administrative merger, to look at the governance options for a Bay Area regional agency, responsive to the 21st century. Mr. Rapport stated that, regardless of the process, the two agencies are in a much stronger position to advance a better institution.

He mentioned that, when ABAG adopted its support for this two-step process (known as Option 7), the board adopted a number of principles that would retain the identity and autonomy of the Council of Governments as a separate entity from the transportation commission and it is expected that the functions of a Council of Governments would not be diminished. All the programs ABAG has which are currently serving sub-regions and many different cities as well as many different aspects of environmental protection, energy efficiency, climate change adaptation, resilience, etc. would not be lost, but would all be brought together into this merged institution. MTC will be evaluating all of our programs in terms of what they do and what they mean to the region, and how they fit into the overall comprehensive planning mission for the agency.

Mr. Rapport went on to state that the contract for services negotiation will start as soon as the ABAG Executive Board and MTC Commission approve the implementation plan. ABAG will be looking at that implementation plan and the negotiations to ensure that none of the principles that were adopted are violated. There will be monthly updates sent to the Executive Board, and every board meeting will be discussing the assurances necessary to make sure that the Council of Government will continue, the positive aspects of having the two agencies working together, and the plan for how we will bring forth additional governance options. We hope that we will bring more consulting assistance for facilitation.

Mr. Rapport stated that once we have settled on a full understanding of how these two organizations could merge to create an even better institution, then we will sit down and start thinking about the governance component. Initially, the MTC Executive Director will assume administrative control under the contract for services. The ABAG board will have the staff resources under that contract for services. We at ABAG think it is very important that the MTC commission not be impacted by the change in governance, that it's very important that that 18 member commission not be changed mid-stream on multi-billion dollar projects that they have been very successful in attracting resources and dollars to the region.

Member Pierce added that this merger represents an opportunity for us to make real improvements to how regional land use and transportation planning are integrated, which will also encompass important efforts related to economic development and natural resource management and preservation. She stated that, with the merger, we have a far better chance of each of our policy bodies making really fully informed decisions about how all of these different things interact so that we become that agency that people really do understand as being part of their comprehensive planning and the support team for their local government. Using the implementation action plan we will structure a contract that will respect who we are as a council of governments, and respect our metropolitan planning organization which is MTC and really work to put the best interest of the Bay Area forward.

Chair Gupta praised President Pierce for her very hard work on this issue along with Supervisor Dave Cortese.

Member Madsen congratulated everybody involved. There are three elements that are really critical. There is the administration piece, governance piece, and the mission piece

that we have done. He wanted to make sure we do not lose sight of all issues from transportation, housing, and land use to the natural resources, social equity, and economic development.

Member Eklund asked if the ABAG resolution was changed to reflect the friendly amendment that was made at the Board meeting and requested that the revised resolution be sent to the committee.

Mr. Moy answered that the change was made to the principles in Section E. The ten points that were raised by SEIU were added to that section. The additional edits which Member Eklund requested at the time were not made. The Clerk of the Board will be informed to send out the revised resolution.

9. ADJOURNMENT

Vice Chair Gupta adjourned the Regional Planning Committee at 2:52 PM

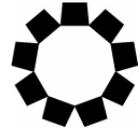
The next meeting of the Regional Planning Committee will be on September 14, 2016.

Submitted:

Wally Charles

Date: August 11, 2016

For information or to review audio recordings of ABAG Regional Planning Committee meetings, contact Wally Charles at (510) 464 7993 or info@abag.ca.gov.



Date: September 2, 2016
To: Regional Planning Committee
From: Miriam Chion, ABAG Planning and Research Director
Subject: Session Overview - September 14, 2016

As we informed you before, we moved this meeting from August 5 to September 14 in order to be able to discuss the Draft Preferred Scenario of Plan Bay Area 2040, which was released August 30, 2016. Your participation in the September and October sessions is essential to get your input on the Preferred Scenario and the policies and strategies to be included in Plan Bay Area. **We will be receiving comments until October 14, 2016.** These comments will inform the Final Preferred Scenario to be approved by the ABAG Executive Board and MTC Commission on Thursday, November 17, 2016.

The presentation of the Draft Preferred Scenario will be preceded by an overview of our Open Space Program with a particular focus on the Bay Trail priorities. This Program is an important component of our overall regional sustainability and equity efforts. The Priority Conservation Areas provide a balance to our focus on infill development in Priority Development Areas. Our Bay Trail and Water Trail efforts recognize the importance of open space access and reflect our collective efforts to come together around this issue.

On the ABAG-MTC merger process, the executive teams of both agencies have met twice to address the following:

1) Examine the roles and responsibilities outlined in the Implementation Action Plan (IAP) (follow this [link](#)) and 2) discuss coordination of the due diligence. During the due diligence process ABAG and MTC work together to identify business processes, current financial numbers, and the legal structure of ABAG and all our entities to lay the foundation for ABAG's contract for services with MTC. The contract for services will be the governing document on how ABAG and MTC successfully work together to ensure ABAG's mission is met with its members, grantors, partners, and ABAG entities. The contract must be agreed to before the staff consolidation can occur. Additionally, ABAG's Employee Relations Group has met twice with MTC's management and Committee for Staff Representation (MTC's employee representation group) to provide input into the analysis needed to

structure the staff consolidation process (ABAG Executive Director memo to staff, August 18, 2016).

At our June RPC meeting, we discussed the designation of the Economic Development District and received substantial input from the committee. This was presented to the ABAG Executive Board, which approved a resolution to authorize staff to partner with the US Economic Development Administration and regional and local organizations to prepare a Comprehensive Economic Development Strategy and to create a regional Economic Development District.

Ongoing efforts

▪ **Regional Planning Committee Subcommittee Meetings**

- Housing Subcommittee:
 - Wednesday, September 14th 3:00 – 4:30 (Metro Center, 375 Beale Street) Review of current housing tasks, recent housing data and discussion of priorities for 2016-2017.
- *Economic Strategy Subcommittee:*
 - Tuesday, September 13, 1:00 – 2:30 pm (Metro Center, 375 Beale Street). Review of strategies to support a more resilient, prosperous, and equitable economy.
- *Infrastructure Subcommittee:*
 - Wednesday, September 14th, 9:30 - 11:30 (Metro Center, 375 Beale Street) Continue discussion on local and regional collaboration between water districts, cities, and counties. Focus on potential water system disruptions following a scenario earthquake, hear impressions from the September 8th Yellow Command Exercise, and discuss how Subcommittee or a Lifelines Council can foster useful coordination.
 - October 12th, 2:00 - 4:00 (Metro Center, 375 Beale Street) Recap findings from July and September meetings and develop specific findings and recommendations for ABAG's RPC and Executive Board in December 2016 and January 2017.
 - November 10th, 1:00 - 5:30 *tentative time* (Oakland Museum, 1000 Oak Street) Share recommendations emerging from the July, September, and October RPC Subcommittee meetings with a broader audience of peers, and consider a specific proposal for Lifeline Council formation. Committee will initially focus on the resilience of our urban water systems.

ASSOCIATION OF BAY AREA GOVERNMENTS

Representing City and County Governments of the San Francisco Bay Area



ABAG

Date: September 2, 2016

To: Regional Planning Committee

From: Laura Thompson
Bay Trail Project Manager

Subject: **Regional Trails and Open Space**

Executive Summary

ABAG plays a lead role in implementing two regional trails in the Bay Area – the San Francisco Bay Trail and the San Francisco Bay Area Water Trail – both designated as Priority Conservation Areas (PCAs). With the Bay Trail recently reaching a milestone of 350 out of 500 miles and a rapidly growing Water Trail system with 23 designated sites out of over 100, these two programs are underway with significant progress toward completion.

However, the remaining Bay Trail segments to complete and Water Trail sites to designate and improve will be the most difficult since all the “low-hanging fruit” has been picked. We are tracking several potential sources of funding over the next five years that will or may become available, and we have compiled a running list of projects that are well-positioned to compete for a variety of these competitive dollars.

In the broad context of regional parks, trails, and open space, these programs have a significant impact on the way public lands are used and valued. Today’s presentation will: 1) provide an overview of recent progress on Bay Trail and Water Trail implementation, 2) identify specific projects that may be eligible for a variety of new funding sources.

Recommended Action

Staff requests Regional Planning Committee feedback and support on this strategic approach positioning key Bay and Water Trail projects for funding from multiple sources.

Attachments

1. Bay Trail-Water Trail Draft Capital Program Priority Project List
2. Bay Trail-Water Trail Draft Capital Program Priority Project Map

Bay Trail – Water Trail Draft Capital Program Priority Project List – 2016

Draft List for Potential Funding Sources

No.	Project	County	Lead Agency	Length (miles)	RM3	Measure AA	PCA	Park Bond	Notes
San Francisco Bay Trail									
1	Pier 70 Crane Cove Park	San Francisco	Port of San Francisco	0.12		X	X	X	Bay Trail extension as part of habitat restoration and shoreline enhancements at new park.
2	Yosemite Slough	San Francisco	CA State Parks	1.1		X	X	X	Construction of trails in a State Park as part of wetland restoration project.
3	Millbrae Avenue Bicycle/Pedestrian Bridge	San Mateo	City of Millbrae	0.4	X		X		Bike/ped bridge over Highway 101 connects 25+ miles of existing trail from the Millbrae BART station to San Carlos.
4	Ravenswood Pond Spur	San Mateo	San Francisco Bay National Wildlife Refuge	2.0		X	X	X	Extension of existing trail at Bedwell Bayfront Park into restored wetlands.
5	Bay Trail Reach 9B	Santa Clara	City of San Jose	1.1	X		X	X	Includes 540-foot bike/ped bridge, 1.1-mile trail and undercrossing connection to the 9-mile Guadalupe River Trail.
6	Marshlands Road bicycle/pedestrian facilities	Alameda	San Francisco Bay National Wildlife Refuge	3.0	X		X		Connects Dumbarton Bridge pathway to 37-mile network of East Bay Regional Park District and Don Edwards San Francisco Bay National Wildlife Refuge trails.
7	Eden Landing - Phase 2	Alameda	State Coastal Conservancy	7.8	X	X	X	X	Closes gap in 60+ mile continuous trail network as part of South Bay Salt Pond Restoration Project.
8	Multi-Use Path Parallel to Doolittle Drive/State Route 61	Alameda	East Bay Regional Park District/Caltrans	1.3	X		X	X	Multi-use path adjacent to Doolittle Drive between Island Drive and Hegenberger Road closes gap in 40-mile trail network.

No.	Project	County	Lead Agency	Length (Miles)	RM3	Measure AA	PCA	Park Bond	Notes
9	Alameda Point Trail	Alameda	City of Alameda/ EBRPD	6.0		X	X	X	Multi-use pathway around perimeter of Alameda Point connecting to the Alameda Main Street ferry terminal.
10	Lake Merritt Channel Connector	Alameda	City of Oakland	0.1	X		X		Bicycle/pedestrian bridge over Highway 880 links to 3.6-mile Lake Merritt Trail.
11	Gateway Park / The Link	Alameda	City of Oakland + other partners	1.0	X	X	X	X	Bicycle/pedestrian link between Gateway Park at base of Bay Bridge and 50+ miles of Bay Trail in SF, Alameda and Contra Costa.
12	Pt. Richmond	Contra Costa	City of Richmond	0.75	X				Pt. Richmond connection to RSR Bridge approach, completes 30+ miles between RSR Bridge and Bay Bridge.
13	Point San Pablo Peninsula	Contra Costa	City of Richmond /EBRPD	4.0	X		X	X	Trail connection from RSR Bridge pathway along entire length of peninsula.
14	Hercules to Carquinez Bridge	Contra Costa	Contra Costa County/EBRPD	3.5	X		X	X	Bicycle/pedestrian infrastructure connecting Hercules Intermodal Transit Center to the Carquinez Bridge pathway.
15	George Miller Trail to Benicia Bridge	Contra Costa	City of Martinez/ EBRPD	2.5	X		X	X	Bicycle/pedestrian infrastructure from Carquinez Scenic Drive to Benicia Bridge pathway, including connection to the Martinez Amtrak Station.
16	Vallejo Bluff	Solano	City of Vallejo/ Caltrans	1.2	X		X	X	Eastern trail link to Carquinez Bridge on bluff above Highway 80.
17	Napa-Solano County Connector Trail	Solano-Napa	City of American Canyon/City of Vallejo	4.1	X		X	X	Connection between southern American Canyon and Vallejo extends 8 miles of Bay and Vine Trails.

No.	Project	County	Lead Agency	Length (Miles)	RM3	Measure AA	PCA	Park Bond	Notes
18	Highway 37 bicycle/ pedestrian pathway	Solano-Napa-Sonoma-Marin	Caltrans	17	X				Bicycle/pedestrian infrastructure along a modified Highway 37 corridor between Vallejo and Novato.
19	Skaggs Island Trail	Sonoma	U.S. Fish & Wildlife Service	6.5		X	X	X	Trail construction as part of tidal wetland restoration.
20	Bel Marin Keys Trail	Marin	Coastal Conservancy	0.70		X	X	X	Bay Trail completion as part of tidal restoration and construction of flood control levee extending 3.4 miles of trail.
21	Sonoma-Marin Area Rail Transit (SMART) Trail	Marin	SMART	1.7	X				Bay Trail portion of parallel trail along SMART railroad between Highway 37 and San Rafael Civic Center.
22	Lower Gallinas Creek	Marin	Marin County Flood Control District	0.13		X	X	X	Trail gap closure as part of enhancements to existing marshes.
23	Sir Francis Drake Boulevard RSR Bridge approach	Marin	Caltrans/ Marin County	0.6	X		X	X	Bicycle/pedestrian infrastructure along Sir Francis Drake Blvd between Remillard Park and RSR Bridge approach extends 7+ miles of trail.
	Total miles:			67					
San Francisco Bay Area Water Trail									
A	Crissy Field ADA Water Access	San Francisco	National Park Service	NA		X	X	X	Provide accessible path of travel across beach near Crissy Field parking lot
B	Mission Rock / Pier 70	San Francisco	Port of San Francisco			X	X	X	Provide launch and community boathouse.
C	Warm Water Cove	San Francisco	Port of San Francisco			X	X	X	ADA launch; restrooms

No.	Project	County	Lead Agency	NA	RM3	Measure AA	PCA	Park Bond	Notes
D	India Basin Shoreline Park	San Francisco	City of San Francisco; Trust for Public Land; Port of San Francisco PG&E; Build Inc; Lennar			X	X	X	Two ADA launch docks; community boathouse; vendor; ship building
E	Yosemite Slough / Candlestick Park	San Francisco	California State Parks			X	X	X	Kayak-in campground; ADA launch; beach; vendor
F	Baywinds Park – Upper Launch Restoration	San Mateo	City of Foster City; CalTrans?			X	X	X	Restore eroded beach; widen path; access path over riprap; provide observation platform; designate parking;
G	Palo Alto Baylands Improvement	Santa Clara	City of Palo Alto			X	X	X	Pave parking area and path of travel; restrooms; and fix broken gangway/dock.
H	San Leandro Marina	Alameda	City of San Leandro				X	X	Several ADA launches; boathouse; public restrooms; vendor
I	Doolittle Drive Boat Launch	Alameda	EBRPD			X	X	X	Removing existing docks; renovate docks and ramp; reconfigure parking lot; upgrade restrooms.
J	Crown Memorial State Beach	Alameda	EBRPD			X	X	X	Install firm surface beach crossing
K	Encinal Launching Facility	Alameda	EBRPD/City of Alameda			X	X	X	Improve the beach dunes and create a formalized kayak launch on Encinal Beach; improve boat ramp; build new bathrooms.
L	Gateway Park	Alameda	EBRPD; CalTrans; Port Authority; City of Oakland; Port of Oakland; EBMUD			X	X	X	Kayak center; ADA launches; formal access to Radio Beach; restrooms

No.	Project	County	Lead Agency	NA	RM3	Measure AA	PCA	Park Bond	Notes
M	Point Isabel	Contra Costa	EBRPD			X	X	X	Reconstruct of steps and an access ramp to the gravel beach; nourish small beach; removal of submerged boulders; path of travel from the parking lot; install wash-down station.
N	Point Pinole Launch and Campground	Contra Costa	EBRPD			X	X	X	Construction of an ADA access ramp to the water; wash down station; path of travel; and a kayak storage area for overnight camping.
O	Pinole Baypoint Park (Lone Tree)	Contra Costa	EBRPD			X	X	X	Access to and across the sandy beach; restrooms and picnic facilities; parking area within 300 feet of beach access.
P	Carquinez Strait - Eckly Pier	Contra Costa	EBRPD			X	X	X	Construction of beach launch and path of travel; Removal of submerged pilings; Construct two convenience camp; Formalize railroad crossing
Q	Carquinez Strait Brickyard Campground	Contra Costa	EBRPD			X	X	X	Develop kayak in campground; develop formal ADA kayak launch
R	Bay Point Regional Shoreline	Contra Costa	EBRPD			X	X	X	Install floating low freeboard dock, including path of travel to the J channel; Consider kayak accessible campground.
S	Solano	Solano				X	X	X	Incorporate water access facilities into restoration projects, as appropriate
T	Mare Island	Solano				X	X	X	Develop kayak-in camping in Mare Island Heritage Reserve; ADA boat launch or ramp; restrooms

No.	Project	County	Lead Agency	NA	RM3	Measure AA	PCA	Park Bond	Notes
U	Napa	Napa				X	X	X	Incorporate water access facilities into restoration projects, as appropriate
V	Hudeman Slough	Sonoma	Sonoma County / CDFW / USFWS			X	X	X	Repair ADA dock; develop campground
W	Lakeville Marina	Sonoma				X	X	X	Restore shoreline; develop ADA launch; develop campground
X	Dunphy Park / Cass Gidley Marina	Marin	City of Sausalito			X	X	X	Community boathouse; parking; dock; firm surface beach crossing
Y	Fort Baker ADA Launch	Marin	NPS				X	X	Provide ADA launch at Fort Baker near yacht club or existing ramp; Establish vendor to provide rentals and community programs.

Bay Trail-Water Trail Draft Capital Program Priority Project Map



SAN FRANCISCO
BAY AREA
WATER
TRAIL

1 = Bay Trail project
A = Water Trail project

San Francisco Bay Trail

- Paved
- Dirt/Gravel
- On Street
- Planned

Other Regional Trails

- Existing
- Planned

San Francisco Bay Trail

Over 340 miles of adventure by foot or by wheel





To: Regional Planning Committee
From: Miriam Chion, Planning and Research Director
Subject: Plan Bay Area – Draft Preferred Scenario
Date: September 7, 2016

This September session opens an important discussion for the ABAG Regional Planning Committee and Executive Board on the Plan Bay Area 2040 Preferred Scenario, which is scheduled for final approval by November 2016.

This packet includes a land use growth distribution (Attachment 1, Plan Bay Area 2040 DRAFT Preferred Land Use Scenario with its related transportation investments (Attachment 2, Plan Bay Area 2040 Draft Transportation Investment Strategy), performance measures (Attachment 3, Plan Bay Area 2040: Draft Preferred Scenario - Preliminary Results for Performance Targets and Equity Measures), and a draft of the proposed supportive implementation actions for Plan Bay Area (Attachment 4, Draft Implementation Actions) prepared by ABAG staff as a Draft for comment.

The first three components have been developed by ABAG and MTC staff to be discussed by both agencies' boards. As the regional transportation agency, the MTC Commission is responsible for the final Regional Transportation Plan component of Plan Bay Area 2040. As the Council of Governments, the ABAG Executive Board is responsible for preparing the land use growth distribution and the implementation actions related to housing, resilience, economic development, Priority Development Areas (PDAs), and open space (Attachment 4). The ABAG Administrative Committee and the MTC Planning Committee jointly approved the Performance Targets. The MTC Commission and the ABAG Executive Board will approve the final Plan Bay Area 2040 and Environmental Impact Report (EIR).

1. Background on Regional Land Use Planning at ABAG

As the Council of Governments, one of ABAG's primary responsibilities has been to develop land use and economic forecasts that distribute growth to all jurisdictions in the nine county Bay Area. These long-term forecasts represent ABAG's best assessment of the type, scale, and location of land use changes throughout the region. Many towns, cities, and counties use ABAG's forecast as a critical input as they develop their own General Plans and Specific Plans that show how their communities will grow and change over time. ABAG's forecast is also used for environmental review, water management plans and as a framework for infrastructure investments. ABAG's forecast is developed using economic and demographic models as well as information from local land use plans.

Since 2003, ABAG's forecasted growth pattern has also incorporated a variety of policy assumptions related to how the Bay Area will respond to larger global, national, state or regional trends. The policy direction incorporated into Projections 2003 was developed as part of the Smart Growth Strategy/Regional Livability Footprint Project. This collaborative effort among regional agencies, local governments, and stakeholders asked whether it was possible "to change the course of current growth: to find ways for

the Bay Area to accommodate its expanding populace, provide adequate housing, improve transportation, and at the same time protect the environment and preserve open space.”¹ The Footprint Project was lauded for establishing a vision for a more sustainable pattern of growth for the Bay Area. However, local governments criticized the planning process: more and broader consultation and collaboration with local governments was needed to garner their support for a regional vision of sustainable growth.

The FOCUS Program, initiated in 2007, represented the next step in the Bay Area’s evolution toward a regional vision for a sustainable land use pattern that was developed in partnership with local governments. The process for local identification of Priority Development Areas (PDAs) and Priority Conservation Areas (PCAs) continued and expanded upon ABAG’s collaboration with local governments. PDAs and PCAs became, and continue to be, the foundation for the vision articulated in Plan Bay Area.

Over the past ten years, regional agencies’ experience with these initiatives to incentivize and support land use changes that move the region toward a more sustainable land use pattern have reinforced the importance of collaboration with jurisdictions. Throughout all of these efforts, an essential component of ABAG’s planning and forecasting process has been close consultation with local governments. Information from local plans and local insights into community needs, political support, and fiscal constraints for a given development pattern informed and supplemented the analytic geographic distribution of the forecast. This allows the regional growth distribution to incorporate some of the local knowledge that regional-level modeling efforts might not capture. This is not to say that ABAG staff simply adjusted the projections to match the feedback provided by local governments. Instead, the collaboration with local governments enabled ABAG to develop a land use distribution that recognized the region’s shared goals for a better quality of life in the future while remaining grounded in local realities. It also took into account the fact that land use changes only result from actions taken by local governments.

2. Addressing Land Use in Plan Bay Area 2040

One important purpose of Plan Bay Area 2040 is to promote a regional dialogue about the future of the region and to enable local government leaders, businesses, and residents to have a better understanding of how their community relates to the rest of the region. As part of this process, the Plan identifies the qualities and characteristics about the Bay Area to be preserved and enhanced as well as the key policies that will help make the region a better place to live and work for members of all communities—now and into the future.

The purpose of the land use portion of the Preferred Scenario is to present an aspirational yet achievable vision for growth that promotes a better quality of life for the Bay Area. The Draft Preferred Scenario growth numbers provide broad direction for the scale, type, and character of the growth to come to our neighborhoods over the next decades. More importantly, they serve as a point of reference for choosing the optimum long-term transportation investments, based on quantitative performance criteria defined in terms of health, jobs, environment, and equity.

The Preferred Scenario should highlight a path forward for how local governments can embrace this vision as they exercise their authority over land use decisions. While it is helpful to highlight the policies that will be necessary to implement the regional vision, it

is also helpful to provide local governments with specific benchmarks against which to gauge their decisions.

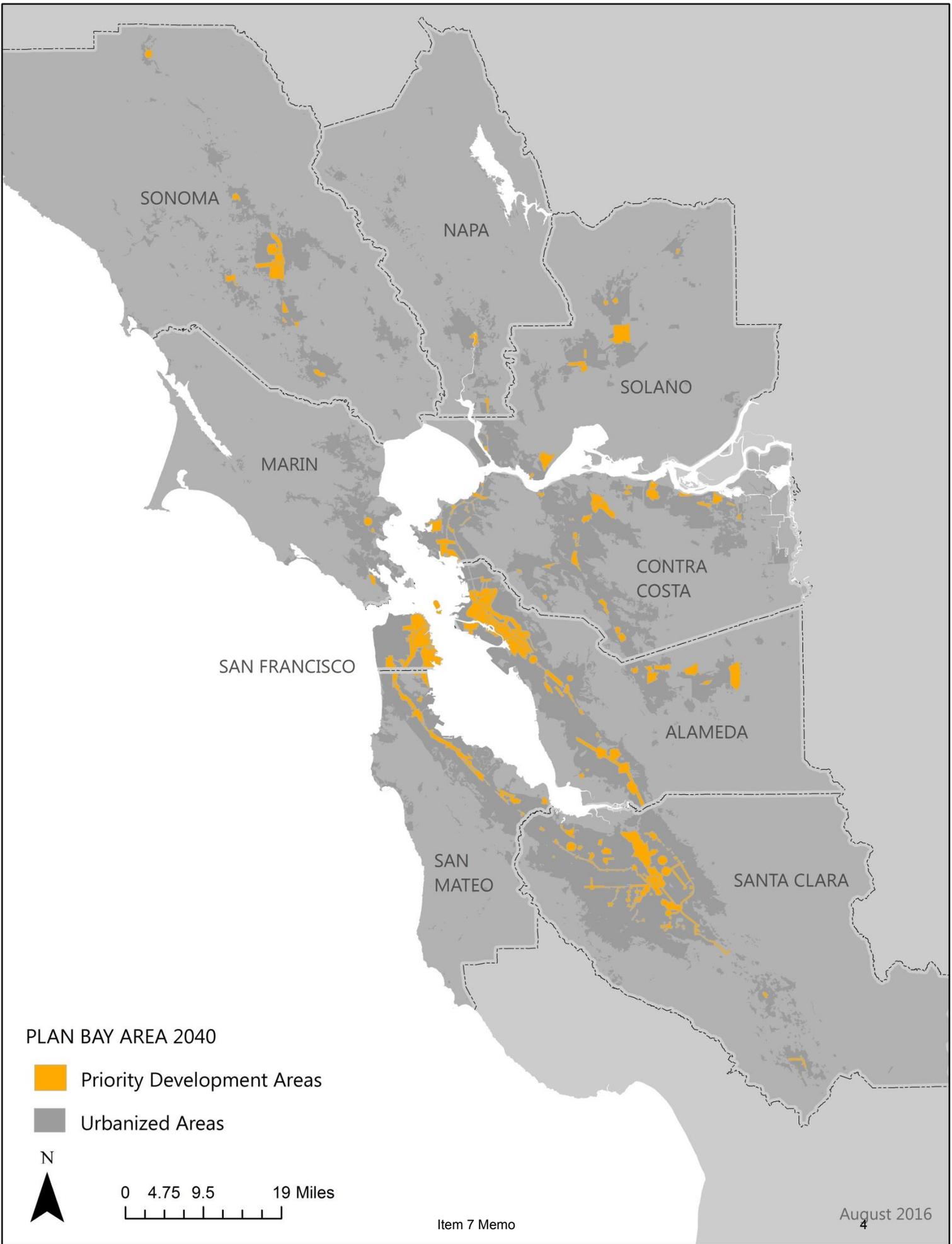
As an update to Plan Bay Area 2013, Plan Bay Area 2040 incorporates the underlying framework of the PDAs and PCAs as the foundation for the land use pattern. As a region, we have achieved consensus around PDAs as places of growth and PCAs as places that recognize our valuable natural resources. The characteristics of each locally-identified PDA and PCA vary according to the history, natural resources, and visions of each community. A PDA can convey the efforts to bring new vitality to Downtown Petaluma around the theater, new street lights, and shops; it can carry the efforts in Downtown Redwood City to bring music to Courthouse Square and address housing affordability; it can express the efforts in downtown Fremont to bring multifamily housing, offices, and shops around the BART station. A PCA can reflect local efforts to retain family farms in Solano County; it can be a section of Bay Trail in Napa; it can reflect the urban farms efforts in Oakland, or the restoration of wetlands in Santa Clara County. (For more information, visit the PDA website: <http://abag.ca.gov/priority/development/>)

Our PCAs have increased in complexity since Plan Bay Area 2013 in order to better reflect the various ways in which these areas support our natural environment. PCAs are categorized by four designations: Natural Landscapes, Agricultural Lands, Urban Greening, and Regional Recreation. These areas are identified through consensus by local jurisdictions and park/open space districts as lands in need of protection due to pressure from urban development or other factors. While most PCA land is found in rural areas and open space, we also have a number of PCAs in urban areas to support recreation and access to green space. (For more information, visit the PCA website: <http://abag.ca.gov/priority/conservation/>)

Based on this framework, most new housing and almost half of job growth are expected in PDAs in the ring around the bay defined by the three big cities—San Jose, Oakland, and San Francisco—and the two corridors on the East Bay and the West Bay. This ring allows access to major job clusters as well as a variety of services and entertainment, supported by transit, freeways, and trails. The corridors play an important role in connecting neighborhoods of different sizes and income that support the diversity of our region. Equally important are the PDAs in three other key urban nodes. Tri-Valley and Concord-Walnut Creek are major East Bay centers of job and population growth that support a wide range of smaller cities. In the North Bay, Santa Rosa is the region's fifth-largest city, providing health, education, and business services for neighboring communities. We also have PDAs in medium-sized cities that support residents as well as agricultural activities and recreation, such as those in Napa, San Rafael, Vallejo or Fairfield. This focused urban growth allows our small cities and rural communities to retain much of their character and scale—supporting the diversity of places in the Bay Area. (See Plan Bay Area, Land Use Framework on page 6)

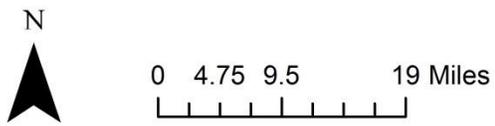
3. Preparing the Land Use Growth Distribution

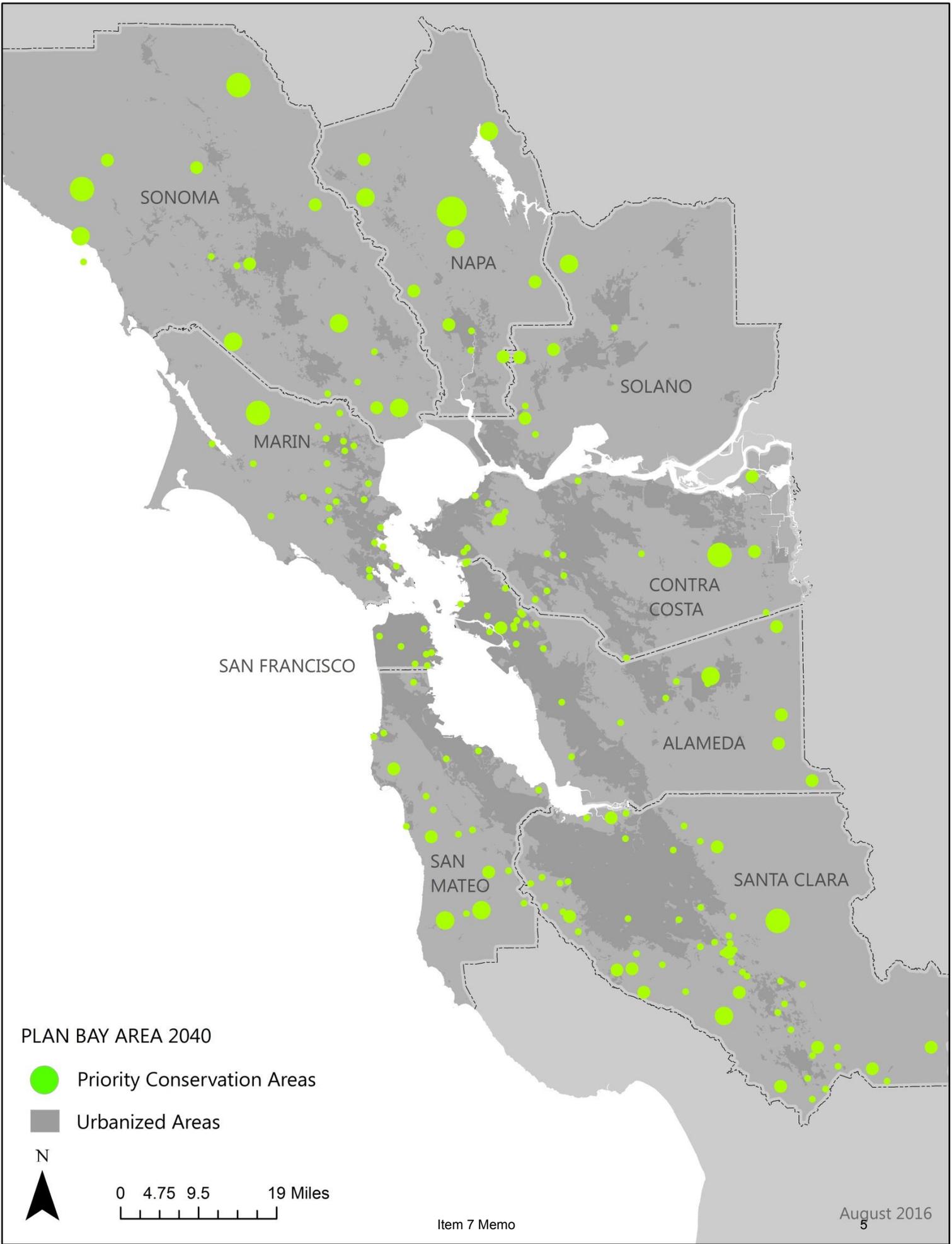
Since July 2015, ABAG staff has gathered input from jurisdictions and incorporated it into growth targets by PDA and jurisdiction. These growth targets are developed based on local plans and data, Plan Bay Area 2013, historic trends, recent development projects, and UrbanSim outputs. ABAG approached the development of the land use pattern in much the same way that it had in the past, with an emphasis on consultation and collaboration with local governments.



PLAN BAY AREA 2040

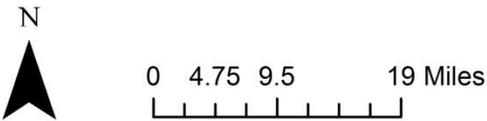
- Priority Development Areas
- Urbanized Areas

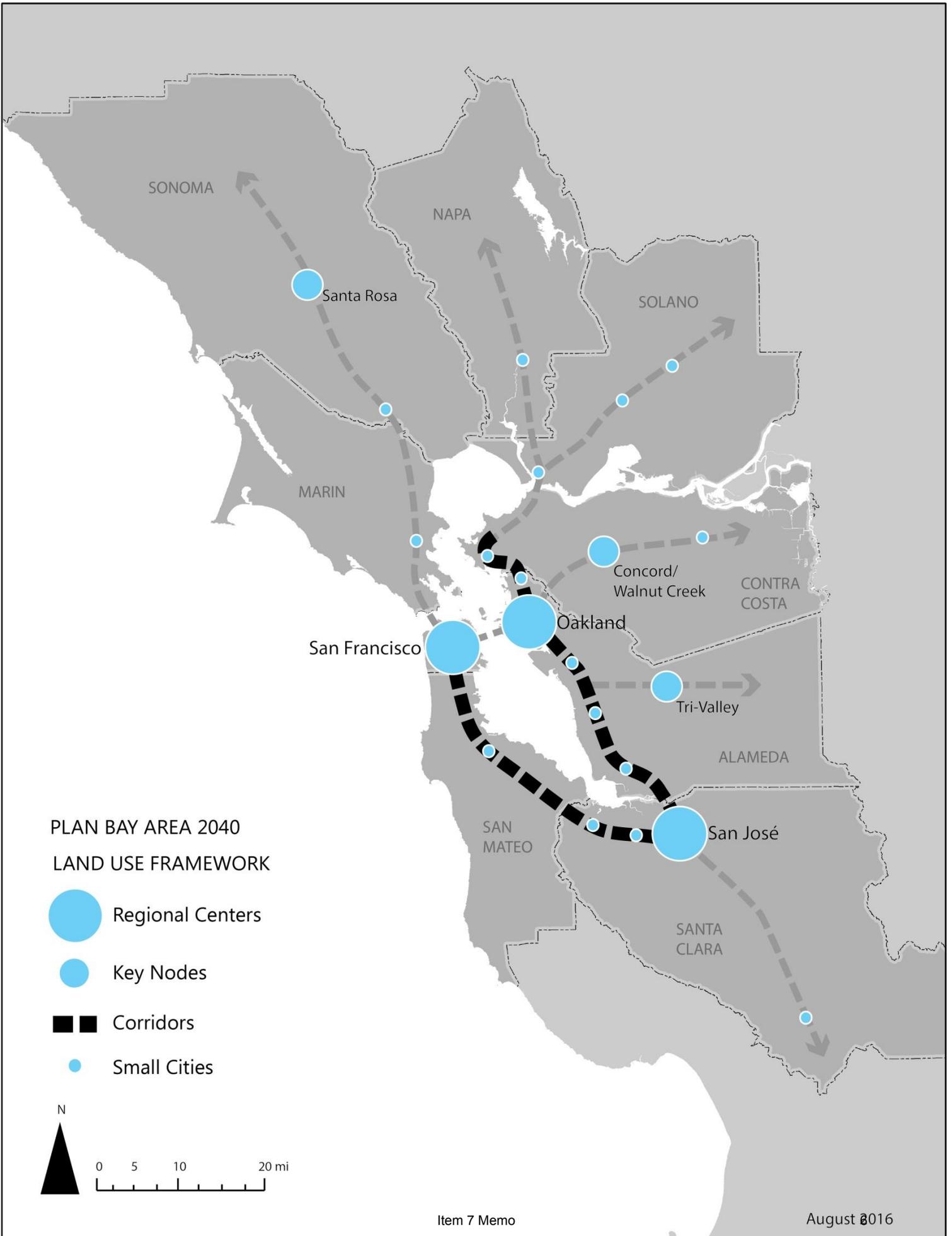




PLAN BAY AREA 2040

-  Priority Conservation Areas
-  Urbanized Areas





HOUSEHOLDS

	Plan Bay Area 2013					Plan Bay Area 2040 - Draft Preferred Scenario						
	Non-PDA	PDA	total	Non-PDA	PDA	total	Non-PDA	PDA	total			
Three Biggest Cities												
3 Cities-Oakland	4,406	54,275	58,681	8%	92%	100%	2,806	74,921	77,727	4%	96%	100%
3 Cities-San Francisco	13,309	88,225	101,534	13%	87%	100%	10,063	118,300	128,363	8%	92%	100%
3 Cities-San Jose	12,140	118,524	130,664	9%	91%	100%	8,362	134,523	142,885	6%	94%	100%
subtotal	29,855	261,024	290,879	10%	90%	100%	21,231	327,744	348,975	6%	94%	100%
Corridor Jurisdictions												
East Bay Corridor	30,547	53,244	83,791	36%	64%	100%	18,702	66,982	85,684	22%	78%	100%
West Bay Corridor	51,191	64,455	115,646	44%	56%	100%	39,098	96,073	135,171	29%	71%	100%
subtotal	81,738	117,699	199,437	41%	59%	100%	57,800	163,055	220,855	26%	74%	100%
Key Nodes Outside Corridors												
Concord-Walnut Creek	8,762	18,228	26,990	32%	68%	100%	5,915	22,842	28,757	21%	79%	100%
Dublin-Pleasanton-Livermore	6,597	18,952	25,549	26%	74%	100%	7,117	13,426	20,543	35%	65%	100%
Santa Rosa	4,403	12,582	16,985	26%	74%	100%	1,504	13,507	15,011	10%	90%	100%
subtotal	19,761	49,763	69,524	28%	72%	100%	14,536	49,775	64,311	23%	77%	100%
Other Areas												
Other Area-Alameda	3,916	8,697	12,613	31%	69%	100%	11,376	6,564	17,940	63%	37%	100%
Other Area-Contra Costa	19,213	22,124	41,337	46%	54%	100%	28,796	32,605	61,401	47%	53%	100%
Other Area-Marin	5,854	2,974	8,828	66%	34%	100%	10,374	1,647	12,021	86%	14%	100%
Other Area-Napa	4,956	2,475	7,431	67%	33%	100%	4,618	1,902	6,520	71%	29%	100%
Other Area-San Mateo	1,201	-	1,201	100%	0%	100%	1,479	-	1,479	100%	0%	100%
Other Area-Santa Clara	13,581	10,330	23,911	57%	43%	100%	18,345	10,574	28,919	63%	37%	100%
Other Area-Solano	12,245	14,698	26,943	45%	55%	100%	22,236	5,692	27,928	80%	20%	100%
Other Area-Sonoma	10,460	7,464	17,924	58%	42%	100%	15,914	13,235	29,149	55%	45%	100%
subtotal	71,425	68,763	140,188	51%	49%	100%	113,138	72,219	185,357	61%	39%	100%
Regional Total	202,780	497,248	700,028	29%	71%	100%	206,705	612,793	819,498	25%	75%	100%

EMPLOYMENT

		Plan Bay Area 2013					Plan Bay Area 2040 - Draft Preferred Scenario					
Three Biggest Cities	Non-PDA	PDA	total	Non-PDA	PDA	total	Non-PDA	PDA	total	Non-PDA	PDA	total
3 Cities-Oakland	11,114	74,150	85,264	13%	87%	100%	7,225	71,220	78,445	9%	91%	100%
3 Cities-San Francisco	29,465	161,314	190,779	15%	85%	100%	19,796	291,155	310,951	6%	94%	100%
3 Cities-San Jose	25,622	121,757	147,379	17%	83%	100%	44,669	70,267	114,936	39%	61%	100%
subtotal	66,202	357,220	423,422	16%	84%	100%	71,690	432,642	504,332	14%	86%	100%
Corridor Jurisdictions												
East Bay Corridor	54,450	69,080	123,530	44%	56%	100%	131,654	57,492	189,146	70%	30%	100%
West Bay Corridor	138,974	75,973	214,947	65%	35%	100%	264,515	79,617	344,132	77%	23%	100%
subtotal	193,424	145,053	338,477	57%	43%	100%	396,169	137,109	533,278	74%	26%	100%
Key Nodes Outside Corridors												
Concord-Walnut Creek	13,220	24,251	37,471	35%	65%	100%	11,325	33,242	44,567	25%	75%	100%
Dublin-Pleasanton-Livermore	12,245	32,658	44,903	27%	73%	100%	9,360	19,983	29,343	32%	68%	100%
Santa Rosa	10,393	18,081	28,474	37%	63%	100%	7,767	7,478	15,245	51%	49%	100%
subtotal	35,857	74,991	110,848	32%	68%	100%	28,452	60,703	89,155	32%	68%	100%
Other Areas												
Other Area-Alameda	7,109	11,827	18,936	38%	62%	100%	4,859	10,220	15,079	32%	68%	100%
Other Area-Contra Costa	32,796	32,775	65,571	50%	50%	100%	19,042	9,694	28,736	66%	34%	100%
Other Area-Marin	14,276	4,128	18,404	78%	22%	100%	15,548	1,193	16,741	93%	7%	100%
Other Area-Napa	15,458	3,430	18,888	82%	18%	100%	6,906	1,421	8,327	83%	17%	100%
Other Area-San Mateo	2,793	-	2,793	100%	0%	100%	2,116	-	2,116	100%	0%	100%
Other Area-Santa Clara	31,121	6,909	38,030	82%	18%	100%	24,071	4,890	28,961	83%	17%	100%
Other Area-Solano	31,982	15,596	47,578	67%	33%	100%	24,911	1,435	26,346	95%	5%	100%
Other Area-Sonoma	25,451	11,522	36,973	69%	31%	100%	22,042	1,372	23,414	94%	6%	100%
subtotal	160,986	86,187	247,173	65%	35%	100%	119,495	30,225	149,720	80%	20%	100%
Regional Total	456,469	663,451	1,119,920	41%	59%	100%	615,806	660,679	1,276,485	48%	52%	100%

MTC modeling staff has been working on revisions to UrbanSim since the completion of Plan Bay Area 2013. This parcel-based land use model has improved data and functionality since the last Plan. MTC and ABAG have used UrbanSim in developing the three preliminary Land Use Scenarios and this Draft Preferred Land Use Scenario.

For the development of the Draft Preferred Scenario, ABAG and MTC staff worked together in an effort to adjust the UrbanSim model to reflect policies and recent development activity at the local level. As a result, the planning process this time draws upon a land use model that can incorporate more detailed data than ever before. The agencies ran the model hundreds of times, testing the effects that different regional strategies could have on affecting the distribution of housing and employment growth. The output was measured against a set of growth targets put together by ABAG regional planners working with planners from local jurisdictions. Overall, the growth allocation results of the UrbanSim model align fairly closely with these growth targets at a summary level as well as for most localities, though, there are substantial differences for some individual localities. The extent of the differences between local plans and the UrbanSim output is a discussion for the agencies, regional stakeholders, and individual jurisdictions.

4. Implementation Actions to Support Growth Pattern

While the growth distribution is an important component of Plan Bay Area 2040, development of the implementation actions needed to meet our shared goals for a more prosperous, sustainable, and equitable future is equally important. Our transportation dollars are probably the most important financial resource to guide that growth. Attachment 2 includes a proposal for how those dollars would be allocated. In addition to transportation planning and investments, the regional land use growth pattern acquires meaning to the extent that cities and stakeholders can agree on a set of policies and strategies that have traction on the ground. The ABAG Executive Board and the Regional Planning Committee have requested that we address housing, resilience, economic development, PDAs, and open space implementation actions in this Plan. In approving *Plan Bay Area 2013*, the Executive Board recognized the importance of continuing the efforts to provide a broader range of housing choices and increased housing affordability in the region and requested that the next Plan explicitly address strategies to support good jobs and economic investment and resilience strategies to respond to the risks related to climate change and other natural events.

Since the last Plan, the region has accomplished major tasks, experienced strong investments, and encountered new challenges. In contrast to the economic downturn while we were preparing Plan Bay Area 2013, over the last five years many PDAs have flourished with new investments. Between January 2010 and December 2015, the region added over 500,000 jobs, advanced new technologies, and supported higher education. Half of the housing units for which permits were issued since 2013 went to PDAs. People are choosing housing close to schools, shops, and transit. However, during the same period of time, the region added about 70,000 units, faced population displacement and increased homelessness, reduced our middle-wage job opportunities, and experienced a severe drought and the Napa earthquake.

The draft implementation actions for Plan Bay Area 2040 (Attachment 4) will need to rely on the great human and natural resources of our region and our innovation capacity to meet these challenges. As we look to the adoption of Plan Bay Area 2040 next year, ABAG and MTC will continue to work closely with our other regional agencies, local

jurisdictions, advisory committees and stakeholders to develop a series of implementation strategies to meet our 2040 goals.



DATE: August 30, 2016

RE: Plan Bay Area 2040 DRAFT Preferred Scenario

Dear Colleagues,

The *Plan Bay Area 2040 Draft Preferred Scenario* is now ready for review and MTC and ABAG are seeking the input of local jurisdictions to inform the development of the Final Preferred Scenario slated for adoption in November 2016. As outlined in the attached Introduction, the *Draft Preferred Scenario* builds upon the current Plan Bay Area adopted in 2013 and represents a projected pattern of household and employment growth in the Bay Area through 2040. Combined with the corresponding transportation investment scenario and incorporating additional refinements based, in part, upon local jurisdictional feedback it will form the core of Plan Bay Area 2040 slated for final adoption in Summer, 2017.

For many local communities, the distribution of 2040 employment and household forecasts may be viewed as the most important output of this effort. This draft information is included in Attachment A to the introduction, organized by local jurisdiction and split into PDA and jurisdiction totals. We understand that some adjustments may be necessary as we continue to refine the *Draft Preferred Scenario's* assumptions. Regional Agency Staff are currently working with county-level Planning Director organizations and Congestion Management Agencies to schedule staff-level presentations of the *Plan Bay Area 2040 Draft Preferred Scenario* in each county. Information on the date/time and location of these meetings is available here: <http://planbayarea.org/misc/county-planning-directors-meetings.html>.

Regional agency staff will also be available during the month of September to meet with local planners from individual jurisdictions at the Bay Area Metro Center in San Francisco, via teleconference, or onsite with local jurisdictions to hear feedback as to where and how the *Draft Preferred Scenario* allocates the region's growth. This dialogue will be informed by model output, as well as local economics, pipeline projects, proposed policies, local plans and current zoning. Requests for jurisdictional meetings should be directed to Megan Espiritu, mespiritu@mtc.ca.gov. Any written comments on the *Draft Preferred Scenario* should be submitted no later than October 14, 2016. In response to this upcoming cycle of feedback, MTC and ABAG will make adjustments as appropriate during the month of September and October, with the goal of the MTC Commission and ABAG Executive Board adopting the Final Preferred Scenario on November 17, 2016.

Please do not hesitate to contact Ken Kirkey kkirkey@mtc.ca.gov or Miriam Chion miriamc@abag.ca.gov with any questions or comments. We greatly appreciate your involvement and input in the development of Plan Bay Area 2040.

Best Regards,

A blue ink signature of Steve Heminger.

Steve Heminger
MTC, Executive Director

A black ink signature of Ezra Rapport.

Ezra Rapport
ABAG, Executive Director

Introduction to the Draft Preferred Scenario for Plan Bay Area 2040

Welcome to *Plan Bay Area 2040's Draft Preferred Scenario*. This vision for the nine-county San Francisco Bay Area builds on the groundbreaking *Plan Bay Area*, adopted by the Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC) in 2013 after extensive analysis and outreach. Plan Bay Area 2040 continues to be guided by Senate Bill 375, requiring California's metropolitan areas to adopt an integrated long range regional transportation plan (RTP) and sustainable communities strategy (SCS) — a roadmap to reduce per-capita greenhouse gas emissions and house the region's population at all income levels.

Plan Bay Area 2040's *Draft Preferred Scenario* largely reflects the foundation established by its predecessor. The Plan creates a blueprint for providing sufficient housing for current residents and newcomers alike, at all income levels. It focuses development toward Priority Development Areas (PDAs) — neighborhoods that are close to public transit and identified by local jurisdictions as being appropriate for smart, compact development. Lastly, it confines growth to established communities, and protects the Bay Area's legacy of vast and varied open spaces.

What is the Draft Preferred Scenario?

The Draft Preferred Scenario represents a projected regional pattern of household and employment growth in 2040. Together with the corresponding transportation investment strategy, it forms the core of Plan Bay Area 2040. The Preferred Scenario and transportation investment strategy are evaluated against a set of regionally-adopted performance targets to measure how well the Plan addresses regional goals including climate protection, transportation system effectiveness, economic vitality, and equitable access. Only two targets are mandatory for the region to achieve under Senate Bill 375 – Climate Protection and Adequate Housing. The remaining 11 targets are voluntary, but provide a useful reference point for policymakers and the public to consider.

For many local jurisdictions, the distribution of 2040 employment and household forecasts may be viewed as the most important output of this effort. This draft information is included in Attachment A, organized by local jurisdiction, and split into PDA totals. These numbers stem from distributing ABAG's economic and demographic forecasts through use of an advanced regional land use model. The land use model, UrbanSim, went through an iterative set of adjustments in response to expert reviews, public input, and dialogue with local officials. ABAG regional planners developed a set of targets informed by local dialogue against which the model output could be evaluated.

Simply put, the most fundamental challenge faced by MTC and ABAG when developing these forecasts is to create a Plan that supports local plans while accommodating the region's total forecasted growth and meeting the state mandated sustainability goals. Thus, the Draft Preferred Scenario must assess potential opportunities for new housing and jobs while reflecting local aspirations and numerous local, regional, and state public policy decisions that affect growth and protect our natural areas.

The Draft Preferred Scenario does not mandate any changes to local zoning rules, general plans or processes for reviewing projects, nor is it an enforceable direct or indirect cap on development locations or targets in the region. As is the case across California, the Bay Area's cities, towns

and counties maintain control of all decisions to adopt plans and permit or deny development projects. Plan Bay Area 2040 also does not establish new state-mandated Regional Housing Needs Allocation (RHNA) numbers for each jurisdiction. RHNA operates on an eight-year cycle, with the next iteration not due until the 2021 RTP/SCS. Because RHNA numbers are not at stake this cycle, this update to the region's long-range plan has been characterized as **limited and focused**.

What's new and different?

The Bay Area economy has exploded over the past four years, attracting thousands of new people and jobs. Regional growth forecasts have been revised upward as a result. ABAG forecasts an additional 1.3 million jobs and 2.4 million people and therefore the need for approximately 820,000 housing units between 2010 and 2040. This represents an increase of 15 percent in the projected employment growth and a 25 percent increase in projected household growth, relative to the last Plan.

The economic surge has been both a blessing and a challenge, offering employment opportunities unseen since the Bay Area's dot-com boom, while also clogging freeways and public transit, and triggering an unprecedented housing squeeze, particularly for lower and moderate income workers, many of whom have been displaced or are at risk for displacement. Moving forward, some cities will welcome new residents and housing with open arms, seeing the opportunity to revitalize depressed areas, or to make better use of prime land around transit nodes. For other communities, accommodating future growth may be an acute challenge, practically and/or politically. The Draft Preferred Scenario recognizes the diversity of the region's communities, and that there is no "one size fits all" in terms of the type of future development desired by our residents.

To address the challenges of planning for an increasingly complex region, MTC and ABAG have continued to evolve technical methods for creating regional scenarios. UrbanSim incorporates current zoning for 2 million individual land parcels across the Bay Area, as well as available information about current regional and local economic and real estate market trends. UrbanSim is an ambitious project which compiles a large amount of data at a very detailed geographic resolution. The detailed level of UrbanSim output is used for the analysis of performance measures.

UrbanSim builds upon the methodology used by the Agencies in the prior Plan. The prior methodology combined a land use allocation process based on observed historic growth patterns with jurisdictional expectations described in local plans. This time, UrbanSim also incorporates zoning tools, the most recent PDA assessment, and household, business, and developer choice models. The agencies ran the model hundreds of times, testing the effects that different regional strategies could have on affecting the distribution of housing and employment growth. The output was measured against a set of growth targets put together by ABAG regional planners working with planners from local jurisdictions. Overall, the growth allocation results of the UrbanSim model align fairly closely with these growth targets at a summary level as well as for most localities, though, there are substantial differences for some individual localities. The extent of the differences between local plans and the UrbanSim output is a discussion for the agencies, regional stakeholders, and individual jurisdictions.

The *Draft Preferred Scenario* accommodates 100 percent of the needed housing units, and offers a rationale that these units can be built given future market conditions and existing or expected policies to support focused growth at the local, regional or state level.

How did we get here?

In May 2016, MTC and ABAG released three alternative land use and transportation scenarios illustrating the effects that different housing, land use, and transportation strategies would have on the adopted goals and performance targets. The three scenarios represented a progression of plausible regional futures, from more intense housing and employment growth in the urban core — called the “Big Cities Scenario”; to more evenly apportioned development among PDAs in medium-sized cities with access to rail services — labeled the “Connected Neighborhoods Scenario”; to a more dispersed development pattern, with more relative growth occurring outside of PDAs — known as the “Main Streets Scenario.”

The release of the scenarios initiated a public process in May and June 2016 to garner input from the public, stakeholders, community groups, and local officials, via public open houses in each county, an online comment forum as well as an online interactive quiz (the “Build a Better Bay Area” website). By July, MTC and ABAG had received comments from more than 1,100 residents. During this time period, the agencies received direct feedback from the local jurisdictions on the scenarios.

Additionally, the results of a 2015 PDA Assessment have also directly informed our confidence in the Draft Preferred Scenario. This assessment examined 65 of the nearly 200 locally identified PDAs. The analysis evaluated the likelihood of housing actually being built in each PDA, by examining local planning and permitting processes; community support for development; market forces, including the attractiveness of the area to investors, developers and builders; the capacity of water and sewer systems and other infrastructure; and the availability of financing. The PDA Assessment was a reality check. It found that under existing conditions — meaning with current zoning laws, policies and market conditions — only about 70 percent of housing allocated to PDAs in *Plan Bay Area 2013* would get built with these results being boosted to nearly 90 percent with a range of fairly aggressive policy and investment strategies. The results of the *Draft Preferred Scenario* align with the results of the PDA Assessment, providing added confidence in the regional forecast’s consideration of both market conditions and local policy.

Strategies included in the Preferred Scenario

Beyond built-in assumptions on local planning and market conditions, the Draft Preferred Scenario also works to incorporate a number of regional land use strategies, which can affect land use patterns by changing a community’s capacity for new development or incentivizing a particular type or location of growth. This combination of strategies is necessary to create a *Draft Preferred Scenario* that can achieve or move toward the region’s adopted targets.

The land use strategies incorporated in the Draft Preferred Scenario include the following:

- Current urban growth boundaries are kept in place.
- Inclusionary zoning was applied to all cities with PDAs, meaning that these jurisdictions are assumed to allow below-market-rate or subsidized multi-family housing developments.

- All for-profit housing developments are assumed to make at least 10 percent of the units available to low-income residents, in perpetuity (via deed restrictions).
- In some cases, PDAs were assigned higher densities in the future than are currently allowed.
- The cost of building in PDAs and/or Transit Priority Areas (TPAs) is assumed to be reduced by the easing of residential parking minimums and streamlining environmental clearance.
- Subsidies are assumed to stimulate housing and commercial developments within PDAs.

These measures are not prescriptive— again, there are many potential public policy options that could help the region attain its adopted targets. Rather, these strategies should be considered as illustrations of what it would take to keep the Bay Area an economically vibrant, diverse and sustainable region in the year 2040.

Moving Forward

Although the levels of new housing and jobs may appear daunting, the challenge becomes much more achievable when viewed through the long-range lens of a 25-year plan. For instance, a medium-sized city of 50,000 residents slated to absorb 1,000 more new housing units by 2040 than previously anticipated would in actuality need to only add 40 units a year to meet the target. That yearly figure could be reached by adding two 10-unit apartment buildings (or one 20-unit building) per year, and creating another 20 accessory dwelling units associated with single-family homes each year. In other words, in nearly all cases, jurisdictions should be able to absorb their housing allotments while fully retaining the character of their communities.

It is important to keep in mind that the process of refining the Bay Area’s ideal development pattern is nearly continuous to stay synced with the four-year mandated update cycles— we will revisit all the assumptions in the adopted Preferred Scenario as we launch the next update to Plan Bay Area. We learn more with each cycle, and are able to take those lessons and apply them to the forecasting and modeling as well as our public outreach methods for the next cycle.

Such assurances aside, regional planners and policymakers understand that some adjustments may be necessary as we continue to refine the *Draft Preferred Scenario*’s assumptions. To this end, a careful balancing act regarding future growth patterns is as much an art as a science, and we look forward to working with local planners and policymakers, stakeholders and members of the public in the coming weeks to advance our mutual understanding of the development climate and capacity in various jurisdictions, and to refine and improve this *Draft Preferred Scenario*.

Attachment A: Distribution of 2040 Household and Employment Forecasts

Attachment A: Distribution of 2040 Household and Employment Forecasts
 Plan Bay Area 2040 *Draft Preferred Scenario*

County	Jurisdiction	Summary Level	Households 2010	Household Forecast 2040	Employment 2010	Employment Forecast 2040
Alameda	Alameda	Total	30,100	41,700	29,200	39,600
		PDA	1,850	6,000	6,900	15,200
	Albany	Total	7,350	7,850	4,400	5,600
		PDA	300	550	2,100	2,450
	Berkeley	Total	46,500	55,700	90,300	139,400
		PDA	6,700	13,300	28,500	42,000
	Dublin	Total	14,900	23,300	18,100	31,400
		PDA	3,100	8,500	5,000	14,000
	Emeryville	Total	5,600	14,300	15,850	20,550
		PDA	2,400	10,500	13,500	16,850
	Fremont	Total	70,000	89,900	86,200	114,500
		PDA	23,000	41,200	38,200	46,000
	Hayward	Total	45,100	53,200	60,900	92,400
		PDA	4,350	8,600	7,600	10,300
	Livermore	Total	28,600	30,900	42,600	48,800
		PDA	850	2,100	23,800	27,750
	Newark	Total	12,900	15,450	17,300	25,600
		PDA	200	2,150	200	450
	Oakland	Total	157,200	235,000	179,100	257,500
		PDA	115,500	190,500	158,200	229,400
	Piedmont	Total	3,800	3,850	1,800	1,750
	Pleasanton	Total	24,700	34,600	60,100	69,900
		PDA	1,300	8,000	12,500	19,600
San Leandro	Total	30,800	38,500	49,700	66,800	
	PDA	4,700	11,700	9,750	11,000	
Union City	Total	20,300	24,200	21,000	30,700	
	PDA	500	3,450	250	250	
Alameda County Unincorporated	Total	50,000	56,300	28,850	33,700	
	PDA	10,450	12,850	6,850	8,850	
County Total	Total	548,000	724,700	705,500	978,300	
	PDA	175,100	319,300	313,400	444,000	

County	Jurisdiction	Summary Level	Households 2010	Household Forecast 2040	Employment 2010	Employment Forecast 2040
Contra Costa	Antioch	Total	32,400	41,900	20,200	25,400
		PDA	1,400	5,200	2,050	2,300
	Brentwood	Total	16,800	29,700	11,600	12,150
	Clayton	Total	3,950	4,050	2,000	2,100
	Concord	Total	45,000	66,000	54,200	95,200
		PDA	4,000	22,200	10,200	41,400
	Danville	Total	15,300	16,550	11,800	12,450
		PDA	1,350	2,000	6,300	6,600
	El Cerrito	Total	10,300	11,950	5,300	5,750
		PDA	750	2,000	3,800	4,550
	Hercules	Total	8,300	10,600	4,850	6,050
		PDA	900	2,650	1,150	1,500
	Lafayette	Total	9,200	10,750	9,050	9,650
		PDA	1,700	2,700	6,650	7,250
	Martinez	Total	14,250	15,450	20,800	26,200
		PDA	700	850	6,800	9,650
	Moraga	Total	5,600	5,750	4,500	5,800
		PDA	30	40	1,400	1,650
	Oakley	Total	10,600	16,700	3,350	6,050
		PDA	800	6,400	1,550	4,050
	Orinda	Total	6,500	7,050	4,850	5,150
		PDA	250	550	2,650	2,800
	Pinole	Total	6,550	7,300	6,850	9,000
		PDA	350	950	5,250	6,950
	Pittsburg	Total	19,400	27,400	11,800	16,400
		PDA	5,150	8,900	4,600	6,100
	Pleasant Hill	Total	13,500	14,000	16,300	19,600
		PDA	850	950	5,750	7,100
	Richmond	Total	36,700	56,500	30,800	63,500
PDA		8,600	22,300	13,400	37,000	
San Pablo	Total	8,950	9,600	7,400	10,000	
	PDA	2,000	2,350	4,850	6,700	
San Ramon	Total	24,400	31,100	47,900	46,100	
	PDA	200	5,800	25,650	22,400	
Walnut Creek	Total	30,400	38,200	51,050	54,550	
	PDA	4,950	9,550	27,400	29,500	
Contra Costa County Unincorporated	Total	57,800	70,700	0	0	
	PDA	4,400	16,100	0	0	
County Total	Total	375,900	491,200	360,200	472,700	
	PDA	38,300	111,500	138,200	209,400	

County	Jurisdiction	Summary Level	Households 2010	Household Forecast 2040	Employment 2010	Employment Forecast 2040
Marin	Belvedere	Total	900	1,000	300	300
		PDA				
	Corte Madera	Total	3,900	4,350	6,650	7,450
		PDA				
	Fairfax	Total	3,400	3,550	1,550	1,700
		PDA				
	Larkspur	Total	5,850	6,300	7,450	8,800
		PDA				
	Mill Valley	Total	5,900	8,150	6,000	6,600
		PDA				
	Novato	Total	20,150	21,350	26,400	29,500
		PDA				
	Ross	Total	800	900	350	400
		PDA				
	San Anselmo	Total	5,200	5,450	3,300	3,650
PDA						
San Rafael	Total	22,550	25,950	43,300	49,100	
	PDA	1,650	2,750	9,000	10,100	
Sausalito	Total	4,150	4,500	5,200	5,800	
	PDA					
Tiburon	Total	3,600	3,850	2,850	2,900	
	PDA					
Marin County Unincorporated	Total	27,450	30,600	17,500	21,350	
	PDA	1,500	2,050	650	750	
County Total	Total	103,900	115,900	120,800	137,600	
	PDA	3,150	4,800	9,650	10,850	
Napa	American Canyon	Total	5,400	7,000	5,450	8,150
		PDA	400	1,500	1,350	1,700
	Calistoga	Total	2,050	2,400	2,200	2,650
		PDA				
	Napa	Total	28,100	30,250	34,000	36,500
		PDA	350	1,200	5,300	6,300
	St. Helena	Total	2,400	3,000	5,700	5,650
		PDA				
	Yountville	Total	1,100	1,200	2,750	2,750
		PDA				
Napa County Unincorporated	Total	10,200	11,850	20,550	23,250	
	PDA					
County Total	Total	49,200	55,700	70,700	79,000	
	PDA	800	2,700	6,600	8,050	
San Francisco	San Francisco	Total	347,100	475,500	576,900	887,800
		PDA	184,000	302,300	473,800	765,000

County	Jurisdiction	Summary Level	Households 2010	Household Forecast 2040	Employment 2010	Employment Forecast 2040
San Mateo	Atherton	Total	2,350	2,500	2,150	2,300
		PDA	2,500	2,850	3,500	4,450
	Belmont	Total	8,800	9,600	7,900	10,000
		PDA	2,500	2,850	3,500	4,450
	Brisbane	Total	1,800	6,300	5,200	17,600
		PDA	0	4,400	0	10,900
	Burlingame	Total	12,250	13,800	28,000	38,300
		PDA	6,950	8,300	11,500	15,700
	Colma	Total	850	1,250	3,950	4,900
		PDA	700	1,050	1,450	1,950
	Daly City	Total	30,700	37,000	18,400	23,150
		PDA	8,500	13,500	4,650	5,800
	East Palo Alto	Total	6,950	9,950	5,100	7,000
		PDA	800	2,200	950	1,750
	Foster City	Total	11,900	14,250	15,800	21,800
	Half Moon Bay	Total	4,200	4,700	4,900	5,200
	Hillsborough	Total	3,750	3,950	2,100	2,300
	Menlo Park	Total	12,300	17,800	34,600	45,000
		PDA	200	1,050	6,200	7,950
	Millbrae	Total	7,950	11,000	5,900	12,900
		PDA	600	3,350	2,800	9,100
	Pacifica	Total	13,900	14,300	5,950	7,300
	Portola Valley	Total	1,700	1,750	2,700	3,000
	Redwood City	Total	27,800	36,000	59,200	85,000
		PDA	600	6,700	20,700	27,600
	San Bruno	Total	14,600	18,300	12,900	15,350
		PDA	3,700	6,750	9,300	11,300
	San Carlos	Total	13,200	13,700	16,300	21,700
		PDA	50	100	1,200	1,650
	San Mateo	Total	37,900	49,200	51,000	67,600
		PDA	11,200	19,200	25,300	34,000
	South San Francisco	Total	20,450	23,450	38,800	55,400
PDA		5,300	7,650	8,250	11,350	
Woodside	Total	2,050	2,500	1,950	2,150	
San Mateo County Unincorporated	Total	21,400	24,500	20,600	27,500	
	PDA	2,400	2,950	3,200	4,100	
County Total	Total	256,900	315,800	343,300	475,300	
	PDA	43,500	80,100	99,000	147,600	

County	Jurisdiction	Summary Level	Households 2010	Household Forecast 2040	Employment 2010	Employment Forecast 2040
Santa Clara	Campbell	Total	16,550	18,950	25,200	31,800
		PDA	600	1,650	5,250	6,950
	Cupertino	Total	20,900	24,450	26,800	53,100
		PDA	2,250	4,900	9,800	13,950
	Gilroy	Total	14,000	19,600	17,850	20,800
		PDA	1,400	3,350	4,500	5,300
	Los Altos	Total	10,500	12,000	14,050	16,750
		PDA	0	200	2,200	2,650
	Los Altos Hills	Total	2,850	3,050	1,550	1,750
	Los Gatos	Total	11,900	12,400	19,000	21,250
	Milpitas	Total	19,000	30,800	42,000	56,400
		PDA	800	8,800	5,700	9,900
	Monte Sereno	Total	1,250	1,350	550	550
	Morgan Hill	Total	12,550	15,500	19,250	20,700
		PDA	250	900	1,550	1,400
	Mountain View	Total	31,800	58,500	48,500	69,600
		PDA	5,800	29,300	25,200	39,000
	Palo Alto	Total	26,550	29,150	102,000	123,200
		PDA	500	950	3,850	4,800
	San Jose	Total	297,700	440,600	387,700	502,600
		PDA	67,200	201,700	229,200	299,400
	Santa Clara	Total	42,100	54,900	102,900	189,100
		PDA	300	6,200	10,200	13,100
	Saratoga	Total	10,650	11,000	8,750	9,500
	Sunnyvale	Total	52,600	80,700	65,800	116,000
		PDA	6,200	32,000	21,900	29,000
	Santa Clara County Unincorporated	Total	26,100	33,600	29,500	36,500
County Total	Total	597,100	846,600	911,500	1,269,700	
	PDA	85,300	289,800	319,200	425,500	

County	Jurisdiction	Summary Level	Households 2010	Household Forecast 2040	Employment 2010	Employment Forecast 2040
Solano	Benicia	Total	10,700	11,800	12,900	18,600
		PDA	600	900	2,050	2,050
	Dixon	Total	5,850	6,950	4,850	6,100
		PDA	450	550	300	350
	Fairfield	Total	34,200	38,700	43,100	51,600
		PDA	2,300	5,000	6,450	7,100
	Rio Vista	Total	3,700	10,400	2,350	2,450
	Suisun City	Total	9,000	9,650	2,500	3,000
		PDA	1,100	1,550	1,100	1,300
	Vacaville	Total	31,000	33,050	29,300	35,000
		PDA	850	2,250	4,900	4,950
	Vallejo	Total	40,950	45,050	30,900	35,300
		PDA	400	1,150	2,600	3,050
	Solano County Unincorporated	Total	6,900	14,700	4,250	4,400
County Total	Total	142,300	170,300	130,200	156,500	
	PDA	5,700	11,400	17,350	18,800	
Sonoma	Cloverdale	Total	3,250	5,250	1,750	1,600
		PDA	800	2,850	550	500
	Cotati	Total	3,050	3,550	2,700	3,000
		PDA	350	700	700	700
	Healdsburg	Total	4,400	4,700	8,400	9,900
	Petaluma	Total	21,800	27,100	30,000	35,700
		PDA	500	4,450	3,500	4,050
	Rohnert Park	Total	15,000	21,100	12,050	13,350
		PDA	1,300	5,300	4,250	4,900
	Santa Rosa	Total	63,800	78,800	76,400	91,700
		PDA	16,800	30,300	41,100	48,600
	Sebastopol	Total	3,300	5,000	5,000	5,050
		PDA	2,050	3,750	4,650	4,650
	Sonoma	Total	4,900	6,250	7,150	8,050
	Windsor	Total	9,050	10,550	7,600	9,200
		PDA	1,100	2,300	900	1,200
	Sonoma County Unincorporated	Total	58,300	68,600	51,700	63,900
	County Total	Total	186,800	231,000	202,700	241,400
PDA		23,000	49,700	55,800	64,600	
Regional Total	Total	2,607,000	3,427,000	3,422,000	4,698,000	
	PDA	559,000	1,172,000	1,433,000	2,094,000	

TO: Joint MTC Planning Committee with the
ABAG Administrative Committee

DATE: September 2, 2016

FR: MTC Deputy Executive Director, Policy

RE: Plan Bay Area 2040 Draft Transportation Investment Strategy

Overview

The Draft Investment Strategy comprises a 24-year fiscally constrained set of transportation projects and programs that support the region's land use and transportation goals. The following memo describes staff's process for forecasting revenues and expenditure needs, and summarizes the breakout of investments by different categories. Together with the Preferred Land Use Scenario, the Investment Strategy provides the overall foundation for Plan Bay Area 2040 (PBA 2040) — a set of regional transportation priorities that can be delivered within the planning horizon given estimates of future financial resources.

This draft strategy culminates from staff's evaluation of major transportation projects, financial needs to operate and maintain the existing system, an evaluation of land use and transportation scenarios, as well as coordination with county congestion management agencies (CMAs), transit agencies and local jurisdictions. MTC staff presented the draft strategy at the Partnership Technical Advisory Committee and Partnership Board meetings in July and released draft project lists to CMAs and transit agencies in August. Staff seeks comments on the current proposal, draft project lists and funding assumptions, and funding categories. Several comment letters received to-date are included as Attachment A. Staff anticipates further refining the proposal and projects in advance of the November 2016 meeting.

The following attachments are included for reference:

- A. Correspondence Received on Investment Strategy
- B. Draft Revenue Forecast by Source
- C. Project Performance Assessment Draft High-Performers and Low-Performers
- D. Draft Transportation Project List
- E. Letter from 6 Wins for Social Equity Network

Investment Strategy at a Glance

- The draft investment strategy for PBA 2040 largely continues the overall priorities from the previous plan – an emphasis on “fix it first,” supporting focused growth, and protecting our climate.
- Funding existing transit operations is the largest single investment for the region over the next 24 years. Through a combination of local, federal, state and regional resources, the region estimates future funding investments of \$122 billion (roughly \$5 billion per year) on transit operations, a 25% increase over Plan Bay Area 2013. Unfortunately, due to the high cost of providing transit service in our region, that 25% increase in cost only buys a 7.5% increase in vehicle hours of service.
- Transit capital maintenance and local streets and roads maintenance are the two next largest investments, and the draft strategy invests \$31 billion on improving the condition of vehicles and other fixed-guideway infrastructure as well as \$24 billion on replacing and maintaining the pavement condition of the region's local streets and roads.

Investment Strategy Process

Development of the draft investment strategy required several important activities – an estimation of funding needs, a forecast of transportation revenues, the prioritization of major projects, and a comparison of trade-offs between funding maintenance, modernization, and expansion projects.

Needs Assessment

The initial process was guided by the expertise of congestion management agencies, transit operators and public works departments submitting an estimate of their operating, maintenance, and project needs for the next 24 years, as well as a request for future regional funding for those needs. In the fall of 2016, MTC took stock of the following needs:

- \$122 billion to operate the existing transit system
- \$47 billion to improve the existing transit infrastructure (vehicles, tracks, etc) to ideal conditions
- \$36 billion to improve the region’s local streets and roads pavement to ideal conditions
- \$35 billion to improve the region’s highways and bridges to ideal conditions
- \$187 billion to fund projects and programs beyond operating and maintaining the existing system
- Total need = \$426 billion

Compared to the previous plan, the amount of funding required to achieve a state of good repair, in which all pavement is maintained at optimal levels and all transit assets are replaced at the end of their useful life, is higher on an annualized basis. The funding need increased from \$8.1 billion/year in Plan Bay Area 2013 (PBA 2013) to \$9.3 billion/year in PBA 2040, as shown in Table 1. These increases reflect escalating costs to operate the transit system (25% higher) and to replace transit assets (18% higher). Comparatively, the funding need for local streets and roads has decreased by 5% and the need for state highways has remained steady. Attachment A details the streets and road and transit needs.

Table 1. Annualized Funding Need Change Between PBA 2013 and PBA 2040

Mode	Annual Need in billions of YOE \$		% Change
	PBA 2013	PBA 2040	
Local Streets and Roads ¹	\$1.6	\$1.5	-5%
State Highways ¹	\$0.8	\$0.8	0%
Transit Capital ¹	\$1.7	\$2.0	+18%
Transit Operating ²	\$4.1	\$5.1	+25%
Total	\$8.1	\$9.3	+15%

Notes:

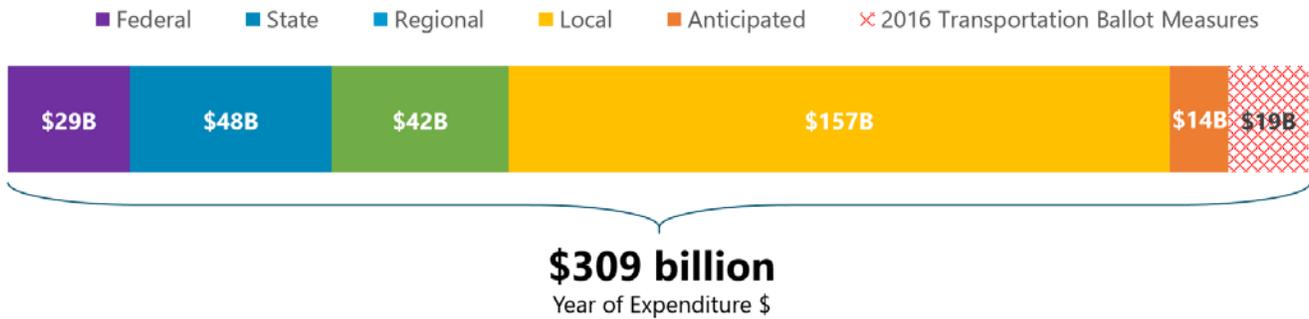
1. Amount required to reach ideal conditions for local streets and roads, state highways and transit capital
2. Amount required to sustain existing transit operations through 2040

Revenue Forecast

To prepare the revenue forecast, MTC worked with partner agencies and used financial models to estimate how much revenue will be available for transportation purposes over the next 24 years. Figure 1 illustrates Plan Bay Area 2040’s revenue forecast by source. The total forecast is \$309 billion, estimated in year of expenditure (YOE) dollars. Like other metropolitan regions, the Bay Area receives a vast array of federal, state, regional, and local sources for transportation. What differentiates the Bay Area from other regions is the preponderance of local and regional sources as a relative share of the total—approximately two-thirds of forecasted revenues are from regional and local sources, such as transit fares, dedicated sales tax programs, and bridge tolls. Making up the remainder of the pie are state and federal revenues (mainly derived from fuel taxes) and “anticipated” revenues (unspecified revenues from various sources that can reasonably be expected to become available within the plan horizon). The complete financial assumptions and amounts for the financially constrained Plan Bay Area 2040 are provided in Attachment B.

This draft investment strategy currently assumes revenues from five transportation ballot measures at stake in the upcoming November 2016 election. These include sales tax increases for Contra Costa, San Francisco and Santa Clara counties as well as San Francisco Bay Area Rapid Transit District’s (BART) bond measure and Alameda-Contra Costa Transit District’s (AC Transit) parcel tax. Together, these measures add \$19 billion to the revenue forecast, with almost half of that revenue going toward maintaining transit assets and pavement condition.

Figure 1. Total Plan Revenues by Source.



PBA 2040’s revenue envelope is larger than the preceding regional transportation plan. Key differences between this plan’s revenues and the previous plan, Plan Bay Area, are as follows:

- Local revenues have increased by 16% (or \$25 billion) since PBA 2013. Almost all of this increase is due to the anticipated passage of three county sales taxes and two transit taxes in November 2016.
- The amount of federal revenue is roughly the same, with significant differences in funding areas. Since the last plan, the Federal Transit Administration (FTA) has allowed transit agencies to compete for funding for capital replacements that enhance service through a new addition to the New Starts/Small Starts program called “Core Capacity.” The U.S. Department of Transportation has also re-packaged the existing highway program and included a larger focus on goods movement, via a new formula program and a discretionary program known as FASTLANE.
- The state’s Cap and Trade program is included, and reflects the implementation of MTC’s Cap and Trade framework (MTC Resolution No. 4130, Revised), which was adopted in 2013 and revised in 2016. In the last plan, Cap and Trade revenues were included in a reserve but not assigned to projects.

Committed Revenues and Expenditures

Only a modest share of the \$309 billion to spend on transportation purposes for the next 24 years is flexible. The vast majority of funding is either committed to specific purposes or projects by nature of the revenue source or by voter-approved county sales tax measures and past regional bridge toll increases. Further still, projects could also have prior funding commitments due to the on-going timeline of the project. Funding for these committed projects and programs is included in the plan in order to provide a complete picture of the regional investments and so that these critical efforts can continue to advance, often with additional, future regional funding.

Table 2 summarizes the committed investment levels for PBA 2040 by mode and function¹. At \$216 billion, the committed revenue and associated functions comprise 70% of the total plan. Slightly more than half of the committed revenues are related to operating and maintaining the existing transit system, with 26% of the commitments dedicated to road and bridge maintenance.

Table 2. PBA 2040 Committed Investments by Function (in billions of YOE \$)

Function	Investment	Share of Committed
Transit: Operate and Maintain	\$115	53%
Road and Bridge: Operate and Maintain	\$56	26%
Transit: Modernize	\$11	5%
Road and Bridge: Modernize	\$16	7%
Transit: Expansion	\$12	6%
Road and Bridge: Expansion	\$6	3%
Total	\$216	100%

Discretionary Revenues and Prioritization

The remaining revenues, with the exception of the November 2016 transportation measures, are considered “discretionary,” meaning they can be applied to transportation purposes within the constraints of the funding source. To realistically determine if the list of transportation projects is within the transportation budget, MTC staff generally assigned project purposes to revenue source. For example, federal transit funding for capital projects, like New/Small Starts, can only be used for transit projects. Furthermore, this fund source cannot be used to pay for existing transit operations. Table 3 presents revenues for future discretionary fund sources.

Table 3. Discretionary Revenue Sources for PBA 2040 (in billions of YOE \$)

Type	Fund Source	Amount
Federal	FTA Programs for Transit Capital ¹	\$14.0
	Surface Transportation Block Grant Program / Congestion Mitigation & Air Quality	\$4.7
	New/Small Starts/Core Capacity	\$5.0
	Federal Freight Programs	\$2.3
	FTA Bus and Bus Facilities Discretionary Program	\$0.4
State	Cap and Trade	\$4.9
	State Transit Assistance Proportional Pop-Based	\$1.8
	High Speed Rail	\$0.9
	STIP: Interregional Road/Intercity Rail	\$0.6
	Active Transportation Program	\$0.6
Regional	Regional Gas Tax	\$3.9
	New Bridge Tolls	\$5.1
	AB 1107 – Regional Share	\$2.6
	Existing Tolls	\$0.6
Other/Local	Anticipated/Unspecified	\$14.0
	Transportation Development Act	\$12.6
Total		\$74

1. Includes FTA Sections 5307, 5337, 5339, 5311, and Ferry Grant Program

¹ In the context of Plan Bay Area 2040, all locally generated revenue sources are considered “committed” even if they might be future revenue sources. This includes future state transportation improvement funding and future extensions of county sales taxes. Additionally, some FTA fund sources that are committed to specific purposes but can be influenced by MTC policy are considered future discretionary funding and are not a committed fund source. For a full description of MTC’s assumptions on committed and discretionary funding, see MTC Resolution No. 4182. Note: county shares of RTIP and TFCA funding are included in the “local/committed” funding category.

After accounting for the region’s commitments and funding needs to operate, maintain, and expand the transportation system, the additional discretionary funding needed to operate and maintain the system combined with the funding that CMAAs and transit agencies requested to fund projects totaled \$199 billion, almost three times the available discretionary amount (\$74 billion). To determine which projects to fund with the discretionary revenue, staff relied in part on the results of the project performance assessment, in which major projects were evaluated for their cost-effectiveness and support of regional targets, and county CMAAs’ prioritization of projects.

After generalizing the findings of the project performance assessment and reviewing the county submissions, staff developed the following investment principles for the draft investment strategy:

- Fund transit capital and maintenance of all infrastructure
- Fund high-performing, major transit projects
- Fund highway mobility initiatives
- Fund transit efficiency and expansions in priority development areas (PDA)
- Complete funding plans for county priorities

The list of the highest performing projects from the project performance assessment is included in Attachment C.

Draft Investment Strategy

The draft investment strategy for PBA 2040 combines county and regional priorities, as well as funding assumptions for each project. Attachment D summarizes the proposed transportation project list. Funding can either be local/committed, from an upcoming ballot measure, or from future, regional discretionary or anticipated revenue ². As shown in Table 4, just over 90% of the investments are related to operating, maintaining, and modernizing the existing transportation system. Operating and maintaining is the largest investment, including replacing transit assets, pavement for local streets and state highways, and operating the transit system. Modernization is the next highest investment category, which includes projects that improve the existing system without significantly increasing the geographical extent of the infrastructure. Electrifying Caltrain and replacing BART’s train control are two major investments within this category. Finally, projects that extend fixed-guideway or add lanes to roadways are included in the expand category. Major projects like extending Caltrain to downtown San Francisco and BART into Silicon Valley are in this category.

Table 4. PBA 2040 Draft Investment Strategy (in billions of YOE \$)

Strategy		Investment by Fund Source			
		Local/ Committed	November Measure	Regional Discretionary	Total Plan Investment
1	Operate and Maintain	\$171	\$7	\$48	\$226
2	Modernize	\$27	\$9	\$19	\$55
3	Expand	\$18	\$3	\$7	\$28
Total		\$216	\$19	\$74	\$309

² Local/committed fund sources are any locally generated transportation funding source, like county sales tax, vehicle registration fees, and impact fees. This category also includes future extensions of county sales tax measure and anticipated state regional transportation improvement program (RTIP) funds per county.

November measures include upcoming sales tax measures for Contra Costa, San Francisco and Santa Clara counties, BART’s bond measure, and AC Transit’s parcel tax measure. After a measure passes, it will be considered local/committed for the final Plan Bay Area 2040 adoption.

Regional discretionary fund sources include future STP/CMAQ, Cap and Trade, New/Small Starts, future bridge tolls, a regional gas tax, and anticipated/unspecified funding

As an update to PBA 2013, the draft strategy for PBA 2040 builds upon the priorities of the previous plan and highlights new areas where the previous plan may have fallen short. In order to successfully implement and deliver the three investment strategies, the Plan calls special attention to a number of areas where critical investments are planned over the 24-year Plan period. These include emphasizing core capacity transit, goods movement projects, increasing the performance of the region's roadway networks, continuing to facilitate focused housing and job growth, and laying a groundwork to improve mobility for the region's most underserved communities by funding transit operations.

Transit Capitol Investments: Similar to the previous plan, the draft plan invests in funding transit asset replacement, transit projects that alleviate capacity problems in the core of the region, and funding transit efficiency and expansions in the region's priority development areas. The region commits 49% of the future discretionary revenue and 22% of the total plan revenue to this investment strategy. The draft plan also dedicates more than \$30 billion to replacing and improving transit asset conditions. This includes a commitment to replacing 100% of the vehicle and fixed guideway need and reducing the percent of transit assets past their useful life from 30% in 2015 to 16% in 2040.

Additionally, the plan will replace transit infrastructure through "modernization" projects that replace existing assets with infrastructure that supports either more service or more reliable service. Two examples of this type of project are the Caltrain Electrification and BART Transbay Core Capacity projects. These projects replace vehicles and control systems with infrastructure that increases capacity and enables more frequent and reliable operations. As the draft preferred scenario increases job growth in San Francisco, the draft plan also invests in transit projects that increase capacity to downtown San Francisco. These include extending Caltrain and the future California High-Speed Rail to the Transbay Terminal in downtown San Francisco, bus rapid transit along Geary Boulevard, ferry service increases from Vallejo, Oakland, and Alameda to downtown San Francisco, and service increases of AC Transit, particularly in the Transbay routes.

Rounding out the transit vision are strategic investments in transit efficiency and expansions throughout the region. Several of these types of projects in the South Bay yielded significant benefits when considering the planned focused housing growth in PDAs along light rail corridors in Santa Clara County as part of the project performance assessment. These projects include bus rapid transit along El Camino Real, expanding light rail in the Capitol Expressway and Vasona Corridors, and expanding BART to Silicon Valley Phase 2.

Roadway Performance: The Bay Area consistently ranks as one of the most congested metropolitan areas in the nation and recent data suggest that the amount of time spent in congested conditions is now at the highest level on record. With today's mature system of roadways and increased demands on available financial resources, it is no longer possible – if it ever was – to build our way out of congestion. Instead, the draft plan invests in ways to operate our existing highways more efficiently. There is plenty of room for improvement in this area.

The draft strategy includes a discretionary funding commitment of \$4 billion over the next 24 years to support projects and programs that will boost system efficiency. These include the Columbus Day Initiative that aims to use low-cost technology upgrades to dramatically improve the speed and reliability of roadways and transit service and spot-capacity increases at interchanges to alleviate bottlenecks. In addition, efforts like San Francisco's cordon pricing program and the Regional Express Lane Network will leverage revenues generated from pricing to improve the efficiency of the existing system while expanding travel mode choice.

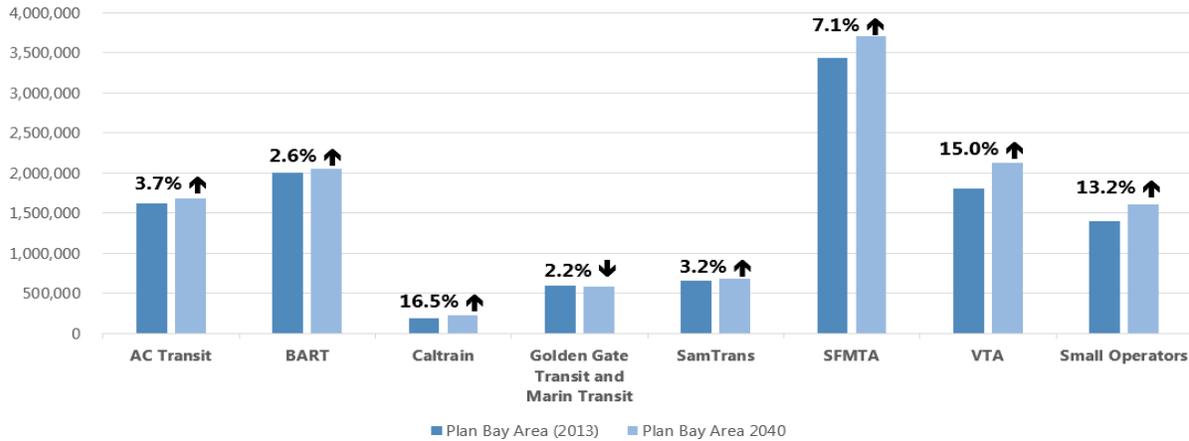
Support Focused Growth: As in the previous plan, this draft investment strategy makes a significant commitment to maintaining the pavement conditions of local streets and roads and to increasing the convenience and safety of walking and bicycling. The previous plan brought these two purposes together under the One Bay Area Grant (OBAG) program. This draft strategy continues to provide flexibility to congestion management agencies to fund any eligible OBAG program, including transportation infrastructure that supports infill development such as funding for bicycle and pedestrian improvements, local street repair, and planning activities, while also providing specific funding opportunities for Safe Routes to Schools projects and Priority Conservation Areas.

Accompanying the environmental and health objectives of this investment strategy is the Climate Initiatives Program, which was also first introduced in the previous plan and will be carried forward by this draft investment strategy. As the Bay Area's second RTP/SCS under SB 375, one of the plan's required targets is a per capita greenhouse gas (GHG) emissions reduction target of 7 percent by 2020 and 15 percent by 2035. Like the original Plan Bay Area, this new draft strategy for 2040 exceeds both GHG targets.

Goods Movement: The movement of freight is a crucial piece of our regional transportation puzzle and for the first time, the draft investment strategy includes dedicated state and federal funding for freight. This investment strategy dedicates \$5 billion to goods movement projects, as well as to programs that minimize the negative consequences of this activity. For example, the draft strategy includes a program that will implement the recommendations of the Freight Emission Reduction Action Plan, a follow-on effort from the Regional Goods Movement Plan that evaluated strategies that advance emission and near-zero emission freight movement in the Bay Area.

Equity Roadmap: The draft Plan includes an almost \$70 billion "Equity Roadmap" that makes major investments toward bus operations (\$62 billion), increases in bus service and other improvements (\$5 billion), county access initiatives (\$1 billion), and lifeline, mobility management, and means-based fare programs (\$1 billion). The draft investment strategy funds existing bus operations (including significant increases in bus service) annually through 2040 and at a higher rate than in the previous plan. Several of the region's operators have increased service since the previous plan was adopted, including AC Transit, VTA, and many of the small operators, as shown in Figure 2. Golden Gate and Marin Transit's trends differ as their service cuts trailed the other operators and such that their base service goals were higher in Plan Bay Area. Additionally, in terms of share of transportation investment benefits, we calculate that 42% of the investment strategy benefits the low-income population, which comprises a 24% share of the region's population.

Figure 2. Change in Revenue Vehicle Hours Funded in PBA 2013 vs. PBA 2040



During the Call for Projects process, staff received a request from the Six Wins for Social Equity Network (Attachment E) to include an “Underserved Community Benefits Program” totaling over \$2 billion. While staff is not recommending the creation of this new program, the draft investment strategy reaffirms the importance of addressing the mobility and accessibility needs of seniors, persons with disabilities, and residents in low-income communities throughout the region through the Equity Roadmap.

Low-Income and Minority Assessment of the Draft Investment Strategy

As noted above, staff has evaluated the draft investment strategy using a population use-based methodology to estimate the percent of investments that would likely be used by low-income and minority populations. The methodology estimates use through equating shares of trips made by low-income and minority populations to level of investment in particular categories.

Table 5 summarizes the use-based assessment. The draft strategy invests \$197 billion into transit (operations, maintenance, modernization, and expansion), of which \$89 billion is estimated to benefit low-income residents and \$113 billion is estimated to benefit minority residents. Almost 70% of the transit benefits for low-income residents is through investments in SFMTA, VTA, and BART. Similarly, the strategy invests \$107 billion in roadway projects, of which \$28 billion is estimated to benefit low-income residents and \$55 billion is estimated to benefit minority residents. Across the total draft strategy, 42% of the investments is estimated to benefit low-income residents, compared to 28% of trips, and 57% of the investments is estimated to benefit minority residents, compared to 52% of trips.

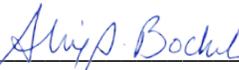
Table 5. Low-Income and Minority Assessment for the Draft Investment Strategy

	Population	Share of Population	Share of Transit Trips	Share of Transit Investment	Share of Roadway Trips	Share of Roadway Investment	Share of All Trips	Share of All Investment
Low-Income Population	1,777,132	24%	53%	45%	27%	26%	28%	42%
Minority population	4,497,334	59%	61%	58%	52%	52%	52%	57%

Cost Contingency and Debt Service

The draft investment includes a reserve for future cost increases for transportation projects. As projects move through the design, environmental, and construction phases, cost estimates tend to increase. In response to past cost increases and federal input on our planning process, this draft strategy sets aside \$1 billion of future funding as contingency.

Additionally, the draft investment strategy includes an accounting of the amount of future revenue that is required to pay for financing costs of previous projects (or already constructed projects). Financing is a common method for funding expansion projects that require future revenues, like sales tax or bridge tolls, all at once. Even though the project may be completed, the investment strategy must account for all transportation expenditures, including financing costs. This draft strategy includes \$1.1 billion for financing costs of the future bridge toll and \$2.8 billion for VTA's existing transportation sales tax, Measure A.


Alix A. Bockelman

Attachments

AB:kc

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Investment Strategy	Investment	Funding Source			Total Plan Investment	Share of Reg. Discr	Share of Total Plan	
		Local/Committed	November Measure	Regional Discretionary				
1	Operate and Maintain	Transit Operations	\$107	\$0	\$16	\$122	21%	40%
		Local Streets Preservation and Operations	\$26	\$4	\$8	\$37	11%	12%
		Transit Capital Preservation	\$5	\$4	\$22	\$31	30%	10%
		Highway and Bridge Preservation	\$30	\$0	\$0	\$30	0%	10%
		Cost Contingency and Debt Service	\$3	\$0	\$2	\$5	3%	2%
		Subtotal	\$171	\$7	\$48	\$226	65%	73%
2	Modernize	Transit Efficiency	\$6	\$3	\$8	\$18	11%	6%
		Highway Operational and Interchanges	\$4	\$1	\$3	\$7	3%	2%
		Express Lanes (Conversions) and Pricing	\$7	\$0	\$0	\$7	0%	2%
		Multimodal and Bike Ped	\$3	\$1	\$2	\$6	2%	2%
		Transit Service Increase and Other Improvements	\$2	\$2	\$1	\$5	1%	1%
		Goods Movement	\$2	\$0	\$3	\$5	4%	2%
		Planning and Programs	\$2	\$1	\$1	\$4	1%	1%
		Regional and County Access Programs	\$1	\$0	\$1	\$2	2%	1%
		Climate	\$0	\$0	\$1	\$1	1%	0%
Subtotal	\$27	\$9	\$19	\$54	25%	17%		
3	Expand	Express Lanes (Expand) and Roadway Expansion	\$6	\$1	\$1	\$8	2%	3%
		Transit Expansion	\$12	\$2	\$6	\$20	8%	7%
		Subtotal	\$18	\$3	\$8	\$29	10%	9%
Grand Total		\$216	\$19	\$74	\$309	100%	100%	



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Alix Bockelman
 Metropolitan Transportation Commission
 Bay Area Metro Center
 375 Beale Street, Suite 800
 San Francisco, CA 94105

Re: Contra Costa County's Draft Plan Bay Area 2040 Project List and Notes

Dear Ms. Bockelman:

Thank you for your letter dated August 4, 2016 regarding Contra Costa's project list in the Draft Plan Bay Area (PBA). We have reviewed the list and offer the following comments:

1. It is our understanding that the "Minor Roadway Expansion" program category includes projects on roadways that are classified as lower than Principal Arterial. Upon review of the project list under this program, the project titled "Widen San Ramon Valley Boulevard from 2 to 4 lanes – Jewel Terrace to Podva Road" should be listed individually as it is a Principal Arterial according to Caltrans' latest California Road System (CRS) maps.

The revised cost for the "Minor Roadway Expansion" program should be \$527M.

2. "I-680 and SR-24 interchange improvements" (Project No. 90) should be renamed to: "Construct Additional Auxiliary Lanes on I-680 – South of I-680/SR-24 Interchange".
3. The two projects below are missing from the list in your letter and should be added:
 - a. "Byron Highway Improvements" (Project Cost: \$29.7M), which can be included in the "County Safety, Security and Other" program category.
 - b. "I-80/SR4 interchange improvement – Replace SR4 to I-80 Ramp" (Project Cost: \$25M), which can be included in the project listing "I-80/SR4 interchange improvements".

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 Walnut Creek
 CA 94597
 PHONE: 925.256.4700
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 www.ccta.net

4. The grouped projects under "I-80/SR4 interchange improvements" should consist of the following:
 - a. Project #81: "I-80/SR4: New I-80 EB off ramp at Sycamore"
 - b. Project #87: "I-80/SR4 Interchange Improvements – New Eastbound Willow Avenue Ramps and SR-4 to I-80 Ramp"
 - c. "I-80/SR4 Interchange Improvement – Replace SR4 to I-80 Ramp" (See 3b above)

Total cost for the grouped project listing should be \$93M.

5. There are a few projects that need to be reassigned from current programmatic category to another:
 - a. From "County Safety, Security and Other" Program to "Bicycle and Pedestrian" Program:
 - "Contra Costa County Safe Routes to Schools Program"
 - "Safe Transportation for Children"
 - "San Pablo Avenue Pedestrian Overcrossing at Sycamore Avenue"
 - b. From "County Safety, Security and Other" Program to "Innovative Transportation Technology" Program:
 - "Connected Vehicle/Automated Vehicle and Other Technology Infrastructure."

The revised costs of the three programs with the changes will be as follows:

- County Safety, Security and Other (including 3a): \$139M
- Bicycle and Pedestrian: \$369M
- Connected Vehicle/Automated Vehicle & Other Technology Infrastructure: \$128M

6. We propose to combine "Express Bus Service" and "Park & Ride Lot to Support Regional Express Bus Service" into one project and list it individually instead of being under the "Minor Transit Improvements" program category. The title of the combined project would be "I-680 Transit Improvements including Express Bus Service, ITS components, and Park & Ride Lots".

The cost of the individually listed project is \$130M.

The revised cost for the "Minor Transit Improvements" program should be \$749M.

7. Though "East County Rail Extension (eBART) Phase 1" (Project #110) is nearly complete, BART would like to keep the project listed in the Plan with the project costs of \$525M to be shown as Pre-2017 funding. Please also include the "Brentwood Intermodal Transit Center" project in the Plan with a project cost of \$52M to be listed under Post 2017 Local/Committed Funding.

We appreciate the time and effort that MTC staff has spent guiding us through the RTP process. We hope this letter provides your staff with the information they need to proceed with finalizing the project list for the Plan.

Please contact Hisham Noeimi at hnoeimi@ccta.net or 925-256-4731 should you have any questions.

Sincerely,



Randell H. Iwasaki
Executive Director

cc: David Vautin, MTC
Kristen Carnarius, MTC
William Bacon, MTC

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CHAIR, CALIFORNIA DEMOCRATIC CONGRESSIONAL DELEGATION
CO-CHAIR, CONGRESSIONAL CAUCUS ON VIETNAM

June 29, 2016

Mr. Steve Heminger
Executive Director
Metropolitan Transportation Commission
375 Beale Street, Suite 800
San Francisco, CA 94105-2006

RE: Compelling Case Process and Capitol Expressway LRT-Phase 2

Dear Steve,

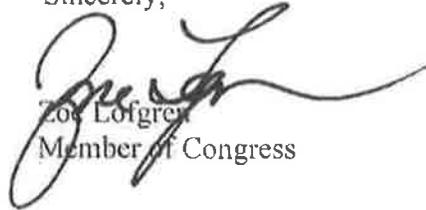
I write you to express support for the letter Supervisor Dave Cortese sent you recommending that the Commission give greater weight to projects serving Communities of Concern. Among the many benefits that public transit offers to the public, we must not overlook its social justice function. Communities of Concern often do not enjoy the same degree of transportation options and too often live farther away from employment and entertainment venues. In addition to decreasing congestion and greenhouse gases while improving safety, public transit is also a means to integrate Communities of Concern within our broader community.

I support the project to extend the Capitol Expressway LRT-Phase 2. As Supervisor Cortese notes, this project is entirely surrounded by Communities of Concern and would not just provide connections to entertainment and job centers along VTA's existing Light Rail corridor (such as downtown San Jose and Levi Stadium), but also it would provide intermodal connectivity with BART and Caltrain. It would provide a reliable means of transportation to connect one of the Bay Area's most economically disadvantaged and densely populated areas with bustling job markets in places such as Palo Alto and San Francisco.

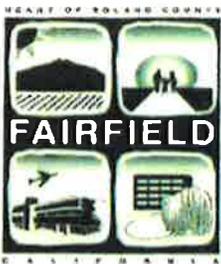
As the Bay Area continues to prosper economically, we must strive for a more inclusive community. I hope the MTC approves the Capitol Expressway LRT-Phase 2 project because it

would advance these goals. I urge MTC to include service to Communities of Concern as a base-case assessment for future projects, consistent with all applicable laws and regulations.

Sincerely,

A handwritten signature in black ink, appearing to read 'Zoe Lofgren', written in a cursive style. The signature is positioned above the printed name and title.

Zoe Lofgren
Member of Congress



CITY OF FAIRFIELD

Founded 1856

Incorporated December 12, 1903

COMMUNITY DEVELOPMENT DEPARTMENT Planning Division

Home of
Travis Air Force Base

June 27, 2016

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Mayor
Harry T. Price
707 428 7395

Vice-Mayor
Chuck Timm
707 428 6298

Councilmembers
707 428 6298

Pam Bertani

Catherine Moy

Rick Vaccaro

...

City Manager
David A. White
707 428 7400

...

City Attorney
Gregory W. Stepanicich
707 428 7419

...

City Clerk
Karen L. Rees
707 428 7384

...

City Treasurer
Oscar G. Reyes Jr.
707 428 7498

DEPARTMENTS

City Manager's Office
707 428 7400

...

Community Development
707 428 7461

...

Parks & Recreation
707 428 7465

...

Finance & Technology
707 428 7498

...

Fire
707 428 7375

...

Police
707 428 7362

...

Public Works
707 428 7485

Mr. Ken Kirkey, Planning Director
Metropolitan Transportation Commission (MTC)
Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105

Re: 2016 MTC/ABAG Scenarios for Plan Bay Area 2040

Dear Mr. Kirkey:

The City of Fairfield would like to express our appreciation for the opportunity to comment on the three scenarios prepared for Plan Bay Area 2040, namely the Main Streets Scenario, Connected Neighborhoods, and Big Cities. Our understanding is that all three scenarios would enable the Bay Area to potentially meet obligations for greenhouse gas reduction (SB 375), housing production, and economic growth.

The City of Fairfield has reviewed the proposed scenarios with our neighboring cities of Vacaville and Suisun City along with Solano Transportation Authority (STA) staff. Our consensus is that we generally support the Main Streets Scenario (Scenario 1). The scenario is consistent with both our Heart of Fairfield and Train Station Specific Plans for Priority Development Areas which will be a major focus for growth in the City of Fairfield over the next 25 years. We also believe this scenario will result in a more equitable distribution of "discretionary transportation spending" and includes a realistic recognition that "traditional" suburban growth will continue.

The City of Fairfield joins STA and the Cities of Suisun City and Vacaville in expressing concern about the transportation investments proposed for the second scenario, Connected Neighborhoods.

The three cities share several proposed transportation projects in common, namely the Jepson Parkway, I-80/I-680/SR 12 Interchange, and the Solano Express Bus Service Improvements. All three of these projects are included in the transportation improvements for Scenario 1 (Main Streets), and we agree with this inclusion.

Our concern is over the exclusion of all three projects from Connected Neighborhoods. Our three cities will be taking the lion's share of future residential growth in Solano County, and we expect some of the new residents of our communities to commute to jobs in the Bay Area. A combination of the regional

express lane network with the interchange improvements and the express bus improvements create by far the greatest potential for these commuters to use some form of transit for their commute trips.

Not all of the trips through the Interchange or on Solano Express buses, or in carpools and van pools, will be residents from our cities commuting into the inner Bay Area. They will be commuting to jobs and classes in Vallejo and Benicia, just as residents of those cities will be coming to work, learn, and generally participate in life in our communities. No matter how those local trips are made – and the Solano Express Bus Service Improvements will make it much more attractive for those trips to be made by bus – they will mostly pass through the I-80/I-680/SR 12 Interchange. Many trips between our three cities can also take an alternative route if it is built – the Jepson Parkway, which links the three cities along their eastern borders, and avoids I-80. The Jepson Parkway is a bicycle- and transit-friendly corridor, with the new Fairfield/Vacaville Capitol Corridor train station at its center.

The Connected Communities scenario anticipates significant development in our three cities, although not as much as does the Main Streets scenario. The existing congestion in the I-80 corridor, from pass-through commuters, freight movement and Solano commuters, justifies the inclusion of the I-80/I-680/SR 12 Interchange, Solano Express Bus Improvements and Jepson Parkway projects in both scenarios.

The City of Fairfield does not support the Big Cities scenario. We do not believe this scenario represents a realistic framework for growth and will result in lack of investment in needed transportation infrastructure in Fairfield and Solano County. As in Scenario 2 (Connected Neighborhoods), the omission of Jepson Parkway, I-80/I-680/SR 12 and Solano Express Bus Improvements will have serious regional impacts.

The City of Fairfield looks forward to participating, along with other agencies and jurisdictions, in the discussion about Plan Bay Area 2040. If you have any questions about this letter, please feel free to contact Brian K. Miller on my staff at bkmiller@fairfield.ca.gov or 707-428-7446.

Respectfully,



KARL A. DUMAS
Director of Community Development

KAD:BKM:ccs

From: Richard Snyder
To:
Cc:
Subject: Plan Bay Area 2040
Date: Thursday, July 07, 2016 8:35:26 AM

Dear MTC & ABAG,

In my email of June 27, I stated:

Dear ABAG & MTC,

Any further planning in the Bay Area should be centered on the development of a ferry system, akin to that in Seattle and Sydney.

Such a plan was fully developed over 30 years by Bruce Spaulding, former Vice Chancellor of UCSF. He can be reached at "[REDACTED]".

Such a system would create numerous benefits, including but not limited to new transportation hubs, thus relieving stress on existing communities, reduction of automobile traffic, easing the burden on bridges, and obviating the need to expensive tunnels. As well, it would be a primary system for public safety in the event of natural catastrophe. such a system would allow the projected increase of population without disruption of existing communities, and would facilitate the seamless absorption of new population elements into existing communities.

One of the problems of existing regional planning, is that it is focussed on existing modes of transportation, exiting hubs, etc.

It would constitute of total lack of due diligence not to fully examine this possible transportation element. Any plans made without taking this into consideration would be a breach of public trust.

For the purpose of reviewing those earlier plans, and hopefully incorporating them into the Bay Area 2040 Plan, perhaps the best source of information is the Water Emergency Transportation Authority ("WETA") [www.sanfranciscobayferry.com/weta]. WETA was established by SB 976, and replaced the original Water Transit Authority ("WTA") in order to be eligible for FEMA funds when the next major earthquake[s] occurred. In addition, the Bay Area Council [www.bayareacouncil.org] was involved in creating the WTA and WETA, and has files covering the development of extensive the Bay Area ferry plan.

And yes, it would be expensive, but that is a political/finance problem which could be overcome.

Richard N. Snyder

Richard Neil Snyder
P.O. Box 989

From:
To: [MTC Info](#)
Subject: Plan Bay Area stinks
Date: Thursday, July 28, 2016 4:19:31 PM

Plan Bay Area is urbanizing out lying and peninsula cities to their detriment. Push electric/hybrid cars instead of buses, and stop stack and pack building which tears out buildings of character from various decades which end up in landfill. All this is creating increasingly worse air quality in these areas. Much worse.

We hate "The Grand Boulevard." It is a gross concept of uniformity and human activity in undesirable areas that will still be awful no matter how much money goes into the ill advised modifications. Let places people congregate develop naturally and they will be far superior. We are not Europe and should not be built like it. We have major earthquakes, they do not. We are Californians and prefer to maintain our personal freedom and flexibility in our transportation, so just let us use our electric cars on the arterial streets as they are now, without the road diets impeding us. We have plenty of sunshine to fuel these cars. Europe does not.

Just as pedestrians need to be on a path that is separate from cars, bicycles also belong on separate bikeways, not along fast major traffic, even with barriers that cars and trucks can crash through due to mechanical failure or driver error. So build bicycles their own completely safe and separate bikeways instead of modifying existing heavy traffic corridors to lull bicycle riders into thinking they are safe there. They are not.

Quit ruling over us like tyrants and forcing your pie in the sky decisions on us. Allow us to work as a democracy to preserve and better our quality of life.

Serious.

September 2, 2016

MTC Chair, Dave Cortese
Planning Committee Chair, James P. Spering
Metropolitan Transportation Commission
375 Beale Street, Suite 800
San Francisco, CA 94105

Re: Lifeline Program and Plan Bay Area Investment Strategy

Dear MTC Chair Cortese and Planning Committee Chair Spering,

Thank you for the opportunity to share our thoughts as you consider the long-term investment strategy to support the implementation of Plan Bay Area and advance MTC’s goals. Our comments focus on:

- 1) significantly increasing the funding amount for the Lifeline Transportation Program, and;**
- 2) ensuring the funding sources for Lifeline allow sufficient flexibility to meet the goals of the Program: “meet(ing) mobility and accessibility needs in low-income communities across the Bay Area.”**

The Lifeline Transportation Program is a key funding source for services that increase the mobility of seniors, low-income people, communities of color and those with disabilities across the Bay Area.

The program funds vital bus and train service, transit stop improvements, pedestrian and bicycle projects, senior and children’s transportation, community shuttles, auto loan programs, and mobility management activities. Lifeline is administered locally by Congestion Management Agencies targeting specific service gaps identified through a needs assessment (Community Based Transportation Programs). Lifeline provides funding directly to counties to fill the gap in service needs for transit-dependent populations to reach critical destinations such as healthcare, food, jobs, and education –important to advancing health and health equity.

With the senior populations across the Bay Area growing dramatically, the increase in housing costs, as well as projections for increases in low-wage jobs, the Lifeline Transportation Program is more important than ever to sustain the future of the Bay Area.

The Lifeline Transportation Program promotes health by:

- Increasing opportunities for low-income people, people of color, and disadvantaged populations to access jobs, services, health-care, and other health-promoting destinations; by reducing injuries; and by promoting physical activity.
- Providing safe places to walk, bike, and take public transportation, which are leading strategies for preventing overweight and obesity, diabetes and heart disease.
- Reducing driving, which slows climate change, limits injuries by cars, and improves air-quality-related health issues like asthma and cancer.
- Supporting access to safe outdoor spaces for people to gather, helping build strong social connections, relieve stress, and allowing people to recover more quickly from illness.

San Mateo County, similar to other counties, relies heavily on Lifeline to provide shuttle services, expand important bus lines and provide transit vouchers to our most vulnerable populations. A recent SamTrans survey demonstrates the deep reliance of our vulnerable populations on transit



SECTION TITLE: SUBJECT ##

service to get them around. Between 70-75% of riders are people of color, approximately 45% are youth or seniors, and nearly 40% make less than \$25,000 per year, with 54% making less than \$50,000 per year. 72% of riders do not own a car and 82% utilize service at least 3 days/week with 63% using it at least 5 days/week. 44% of riders are traveling to and from work, and 28% to and from school. Out of 11 attributes of SamTrans including personal safety, courtesy of driver and more, the frequency of buses ranked lowest – indicating a clear need for expanded services.

In summary, the majority of riders are low-income people of color, youth and seniors, with no other transportation options who rely on public transit to get to work and school. The biggest need they have is to increase transit frequency indicating an important gap in service for those who need transit the most. Lifeline provides a critical funding source to specifically fill gaps in public transit services for the populations that need them most.

We encourage you to significantly expand the funds for the Lifeline Transportation Program in recognition of the large and growing gap between the transit needs of seniors, low-income people, people of color and those with disabilities, and current transit service, which Lifeline can help bridge. As you consider the funding sources for the program, we urge you to consider maximizing the flexibility of the funds to ensure Lifeline can focus on the highest priority needs identified in the Community Based Transportation Program. Highly restrictive funding sources limit the ability of Congestion Management Districts to appropriate the funds to address local needs.

Our economy relies on the mobility of all of our residents. When residents don't have access to key public transportation lines, they cannot get to work and must rely more heavily on social services. In addition, when residents cannot get to school, they cannot get the education needed to position themselves for well-paying jobs to support their families and serve as the future workforce for our communities. Income and educational attainment are two of the key factors that determine a person's health. The more money and education a person has, the healthier they are.

We would like to work with MTC staff to not only expand the Lifeline Transportation Program but to improve it in order to maximize the intentions of the program to best serve our most vulnerable populations.

Thank you for the opportunity to share our recommendation as you consider the long term investment strategy for Plan Bay Area.

Sincerely,



Shireen Malekafzali
Senior Manager for Policy, Planning and Equity for the San Mateo County Health System
MTC Policy Advisory Council Member

cc: Steve Heminger, Executive Director
Alix Bockelman, Deputy Executive Director
Ken Kirky, Director

PLAN BAY AREA 2040 - DRAFT REVENUE FORECAST BY SOURCE

In Billions of Year of Expenditure \$

Updated August 2016

Revenue Source	Plan Bay Area 2040 Total Revenue	Plan Bay Area 2040 Total Committed Revenue	Plan Bay Area 2040 Total Discretionary Revenue (Including 2016 Ballot Measures)
FEDERAL			
FHWA Construction of Ferry Boats & Ferry Terminal Facilities Formula Program	\$ 0.04	\$ 0.04	\$ -
FHWA/FTA Section 5303 Metropolitan Planning	\$ 0.03	\$ 0.03	\$ -
FHWA STP/CMAQ - Regional	\$ 3.26	\$ 0.40	\$ 2.86
FHWA Highway Safety Improvement Program (HSIP)	\$ 0.31	\$ 0.31	\$ -
FHWA STP/CMAQ - County	\$ 2.18	\$ 0.35	\$ 1.82
FTA Passenger Ferry Grant Program	\$ 0.10	\$ 0.10	\$ -
FTA Sections 5307 & 5340 Urbanized Area Formula (Capital)	\$ 7.08	\$ -	\$ 7.08
FTA Section 5309 Fixed-Guideway Capital Investment Grants - New Starts and Core Capacity	\$ 5.02	\$ 0.67	\$ 4.35
FTA Section 5309 Fixed-Guideway Capital Investment Grants - Small Starts	\$ 0.70	\$ 0.05	\$ 0.65
FTA Section 5310 Enhanced Mobility of Seniors & Individuals with Disabilities	\$ 0.16	\$ -	\$ 0.16
FTA Section 5311 Non-Urbanized Area Formula	\$ 0.07	\$ -	\$ 0.07
FTA Section 5337 State of Good Repair Formula	\$ 6.56	\$ -	\$ 6.56
FTA Section 5339 Bus & Bus Facilities Program	\$ 0.40	\$ -	\$ 0.40
FTA Bus and Bus Facilities Discretionary Program	\$ 0.38	\$ -	\$ 0.38
National Highway Freight Program	\$ 0.77	\$ -	\$ 0.77
National Significant Freight and Highway Projects Discretionary Program	\$ 1.53	\$ -	\$ 1.53
Federal Total	\$ 28.59	\$ 1.96	\$ 26.63
STATE			
Active Transportation Program (ATP) - State Program	\$ 0.28	\$ -	\$ 0.28
Affordable Housing & Sustainable Communities Program	\$ 1.08	\$ -	\$ 1.08
High Speed Rail	\$ 9.26	\$ 8.40	\$ 0.86
Cap & Trade Goods Movement (from 40% Uncommitted Funds)	\$ 0.50	\$ -	\$ 0.50
Gas Tax Subvention	\$ 8.29	\$ 8.29	\$ -
Low Carbon Transit Operations Program Population-Based	\$ 0.29	\$ -	\$ 0.29
Low Carbon Transit Operations Program Revenue-Based	\$ 0.80	\$ 0.80	\$ -
Proposition 1B	\$ 0.01	\$ 0.01	\$ -
State Highway Operations & Protection Program (SHOPP)	\$ 13.75	\$ 13.75	\$ -
State Transit Assistance (STA) Population-Based	\$ 1.79	\$ 0.05	\$ 1.74
State Transit Assistance (STA) Revenue-Based	\$ 5.12	\$ 5.12	\$ -
Transit and Intercity Rail Capital Program	\$ 3.00	\$ -	\$ 3.00
State Transportation Improvement Program (STIP): Regional Transportation Improvement Program (RTIP) County Shares	\$ 3.11	\$ 3.11	\$ -
STIP: Interregional Road/Intercity Rail (ITIP)	\$ 0.71	\$ 0.11	\$ 0.60
State Total	\$ 47.99	\$ 39.65	\$ 8.34
REGIONAL			
2% Toll Revenues	\$ 0.10	\$ -	\$ 0.10
5% State General Funds	\$ 0.09	\$ -	\$ 0.09
Active Transportation Program (ATP) - Regional Program	\$ 0.31	\$ -	\$ 0.31
AB 1107 ½-cent Sales Tax in three BART counties (25% MTC Administered Share)	\$ 2.61	\$ -	\$ 2.61
AB 1107 ½-cent Sales Tax in three BART Counties (75% BART Share)	\$ 7.82	\$ 7.82	\$ -
AB 1171	\$ 0.09	\$ -	\$ 0.09
AB 434 (Transportation Fund for Clean Air – Regional) – 60% of funding	\$ 0.37	\$ 0.37	\$ -
AB 664	\$ 0.38	\$ -	\$ 0.38
BATA Base Toll Revenues	\$ 3.60	\$ 3.60	\$ -
Bridge Toll Increase - \$1 in 2019; \$1 in 2024	\$ 5.10	\$ -	\$ 5.10
Regional Express Lane Network Revenues	\$ 4.50	\$ 4.50	\$ -
Regional Gas Tax Increase - 10¢ increase at 2020 election	\$ 3.94	\$ -	\$ 3.94
Regional Measure 2 (RM2)	\$ 3.18	\$ 3.18	\$ -
RM1 Rail Extension Reserve	\$ 0.05	\$ -	\$ 0.05
Service Authority for Freeway and Expressways (SAFE)	\$ 0.15	\$ 0.15	\$ -
Seismic Surcharge with Carpool	\$ 3.43	\$ 3.43	\$ -
Seismic Retrofit Account (Caltrans)	\$ 3.18	\$ 3.18	\$ -
Seismic Retrofit	\$ 3.18	\$ 3.18	\$ -
Regional Total	\$ 42.06	\$ 29.40	\$ 12.66
LOCAL			
AB 434 (Transportation Fund for Clean Air – County Program Manager) – 40% of funding	\$ 0.26	\$ 0.26	\$ -
County Sales Tax Measures	\$ 33.15	\$ 33.15	\$ -
County Sales Tax Measures - Reauthorizations	\$ 5.98	\$ 5.98	\$ -
County Vehicle Registration Fees	\$ 1.02	\$ 1.02	\$ -
County Vehicle Registration Fees - Reauthorization	\$ 0.03	\$ 0.03	\$ -
Express Lane Revenue (county managed)	\$ 2.70	\$ 2.70	\$ -
Golden Gate Bridge Toll	\$ 3.43	\$ 3.43	\$ -
Land Sales & Other Developer Revenues	\$ 1.05	\$ 1.05	\$ -
Local Funding for Streets and Roads	\$ 14.76	\$ 14.76	\$ -
Property Tax/Parcel Taxes	\$ 5.27	\$ 5.27	\$ -
San Francisco Municipal Transportation Agency (SFMTA) General Fund + Proposition B	\$ 10.10	\$ 10.10	\$ -
San Francisco Transportation Sustainability Fee	\$ 0.80	\$ 0.80	\$ -
SMART Sales Tax in Marin and Sonoma Counties	\$ 0.54	\$ 0.54	\$ -

Revenue Source	Plan Bay Area 2040 Total Revenue	Plan Bay Area 2040 Total Committed Revenue	Plan Bay Area 2040 Total Discretionary Revenue (Including 2016 Ballot Measures)
SMART Sales Tax in Marin and Sonoma Counties - Reauthorization	\$ 0.64	\$ 0.64	\$ -
Transit Fare Revenues	\$ 37.10	\$ 37.10	\$ -
Transit Non-Fare Revenues	\$ 23.50	\$ 23.50	\$ -
Transportation Development Act (TDA)	\$ 12.58	\$ 0.03	\$ 12.55
Other Local	\$ 2.90	\$ 2.90	\$ -
Local Total	\$ 155.81	\$ 143.27	\$ 12.55
ANTICIPATED/UNSPECIFIED			
Anticipated/Unspecified	\$ 14.00	\$ -	\$ 14.00
Anticipated/Unspecified Total	\$ 14.00	\$ -	\$ 14.00
OTHER			
San Francisco Treasure Island/Cordon Pricing	\$ 1.75	\$ 1.75	\$ -
2016 Bay Area County/Transit District Transportation Ballot Measures	\$ 18.77	\$ -	\$ 18.77
<i>AC Transit Parcel Tax</i>	\$ 0.60	\$ -	\$ 0.60
<i>BART General Obligation Bond</i>	\$ 3.50	\$ -	\$ 3.50
<i>Contra Costa County 1/2¢ Sales Tax Increase</i>	\$ 3.31	\$ -	\$ 3.31
<i>San Francisco County 1/2¢ Sales Tax Increase</i>	\$ 3.99	\$ -	\$ 3.99
<i>Santa Clara County 1/2¢ Sales Tax Increase</i>	\$ 7.37	\$ -	\$ 7.37
Other Total	\$ 20.52	\$ 1.75	\$ 18.77
GRAND TOTAL	\$ 308.97	\$ 216.03	\$ 92.95

Attachment C: Project Performance Assessment Draft High-Performers and Low-

Performers High-Performing Projects: High B/C (≥ 7) and Moderate Targets Score (≥ 3)

OR High Targets Score (≥ 7) and Moderate B/C (between 3 and 7)

Row #	Project ID	Project Name	Location (County)	B/C Ratio	Targets Score	Project Description
1	302	Treasure Island Congestion Pricing	San Francisco	14	4.5	Charges a toll for residents to exit Treasure Island with net revenues used to increase ferry and bus service to/from Treasure Island.
2	1301	Columbus Day Initiative	Multi-County	11	4.0	Increases capacity of freeways and arterials through adaptive ramp metering, signal coordination, and hard-shoulder running lanes for carpools and buses.
3	501	BART to Silicon Valley – Phase 2	Santa Clara	8	8.0	Extends BART from Berryessa through a new BART subway to Alum Rock, Downtown San Jose, Diridon Station, and Santa Clara.
4	306	Downtown San Francisco Congestion Pricing	San Francisco	7	7.0	Charges a toll to enter/exit the northeast quadrant of San Francisco with net revenues used to increase bus service, implement transit priority infrastructure, and pedestrian and bicycle improvements.
5	1651	Public Transit Maintenance – Rail Operators	Multi-County	7	9.5	Funds the maintenance of all assets related to providing existing rail service throughout the Bay Area.
6	301	Geary BRT	San Francisco	6	7.0	Constructs a bus rapid transit line with dedicated lanes along Geary Boulevard in San Francisco.
7	207	San Pablo BRT	Multi-County	4	7.0	Constructs a bus rapid transit line with dedicated lanes along San Pablo Avenue from San Pablo to downtown Oakland.
8	1650	Public Transit Maintenance – Bus Operators	Multi-County	6	8.0	Funds the maintenance of all assets related to providing existing bus service throughout the Bay Area.
9	1001	BART Metro Program	Multi-County	3	9.0	Increases frequency on all BART lines through infrastructure upgrades, new turnbacks and providing new express train service to SFO.
10	307	Caltrain Modernization + Caltrain to Transbay Transit Center	Multi-County	3	7.0	Electrifies the Caltrain line to support faster and more frequent high-capacity transit from San Jose to San Francisco and constructs a tunnel from the existing 4th and King terminus to the Transbay Terminal.
11	506	El Camino BRT	Santa Clara	7	6.5	Constructs a bus rapid transit line with dedicated lanes along El Camino Real in Santa Clara County.

ROW #	RTPID	County/ Sponsor	Listing Type	Project Title	Total Project Cost	Pre2017 Funding	Cost Included in the Investment Strategy
1	17-01-0001	Alameda	Program	Bicycle and Pedestrian Program	\$658	\$79	\$579
2	17-01-0002	Alameda	Program	Climate Program: TDM and Emission Reduction Technology	\$150	\$55	\$95
3	17-01-0003	Alameda	Program	County Safety, Security and Other	\$732	\$23	\$709
4	17-01-0004	Alameda	Program	Multimodal Streetscape	\$461	\$71	\$390
5	17-01-0005	Alameda	Program	PDA Planning	\$61	\$6	\$55
6	17-01-0006	Alameda	Program	Minor Roadway Expansions	\$203	\$0	\$203
7	17-01-0007	Alameda	Program	Roadway Operations	\$203	\$66	\$137
8	17-01-0008	Alameda	Program	Minor Transit Improvements	\$762	\$135	\$627
9	17-01-0009	Alameda	Project	New Alameda Point Ferry Terminal	\$177	\$0	\$177
10	17-01-0014	Alameda	Project	I-680 Southbound Express Lanes (SR-237 to SR-84) Upgrades	\$39	\$0	\$39
11	17-01-0015	Alameda	Project	7th Street Grade Separation East	\$558	\$3	\$555
12	17-01-0016	Alameda	Project	Oakland Army Base transportation infrastructure improvements	\$314	\$213	\$101
13	17-01-0017	Alameda	Project	Outer Harbor Intermodal Terminal (OHIT) Phases 2 and 3	\$205	\$0	\$205
14	17-01-0018	Alameda	Project	7th Street Grade Separation West	\$171	\$3	\$168
15	17-01-0019	Alameda	Project	I-580 Integrated Corridor Mobility (ICM)	\$146	\$0	\$146
16	17-01-0020	Alameda	Project	SR-262 Mission Boulevard Cross Connector Improvements	\$112	\$0	\$112
17	17-01-0021	Alameda	Project	I-880 Whipple Road Interchange Improvements	\$80	\$0	\$80
18	17-01-0022	Alameda	Project	Outer Harbor Turning Basin	\$65	\$0	\$65
19	17-01-0023	Alameda	Project	I-880 Industrial Parkway Interchange Reconstruction	\$57	\$0	\$57
20	17-01-0024	Alameda	Project	I-880 A Street Interchange Reconstruction	\$54	\$0	\$54
21	17-01-0025	Alameda	Project	Oakland International Airport Perimeter Dike	\$53	\$3	\$50
22	17-01-0026	Alameda	Project	Minor Freight Improvements Programmatic	\$51	\$2	\$49
23	17-01-0027	Alameda	Project	Middle Harbor Road Improvements	\$33	\$0	\$33
24	17-01-0028	Alameda	Project	I-580/I-680 Interchange Improvement Project	\$300	\$0	\$300
25	17-01-0029	Alameda	Project	SR-84/I-680 Interchange Improvements and SR-84 Widening	\$278	\$5	\$273
26	17-01-0030	Alameda	Project	I-880 Broadway/Jackson Interchange Improvements	\$244	\$2	\$242
27	17-01-0031	Alameda	Project	I-880 at 23rd/29th Avenue Interchange Improvements	\$111	\$67	\$44
28	17-01-0032	Alameda	Project	SR-84 Widening (Ruby Hill Drive_to Concannon Boulevard)	\$88	\$59	\$29
29	17-01-0033	Alameda	Project	I-580 Vasco Road Interchange Improvements	\$81	\$0	\$81
30	17-01-0034	Alameda	Project	I-580 Greenville Road Interchange Improvements	\$68	\$0	\$68
31	17-01-0035	Alameda	Project	I-580 First Street Interchange Improvements	\$62	\$0	\$62
32	17-01-0036	Alameda	Project	SR-92/Clawiter Road/Whitesell Street Interchange Improvements	\$62	\$0	\$62

ROW #	RTPID	County/ Sponsor	Listing Type	Project Title	Total Project Cost	Pre2017 Funding	Cost Included in the Investment Strategy
33	17-01-0037	Alameda	Project	Ashby I-80 Interchange with Bicycle and Pedestrian Ramps	\$60	\$0	\$60
34	17-01-0038	Alameda	Project	I-580 Interchange Improvement_at Hacienda/Fallon Road - Phase 2	\$58	\$0	\$58
35	17-01-0039	Alameda	Project	I-580 SR-84/Isabel Interchange Improvements Phase 2	\$43	\$0	\$43
36	17-01-0040	Alameda	Project	I-80 Gilman Street Interchange Improvements	\$42	\$2	\$40
37	17-01-0041	Alameda	Project	I-880 Winton Avenue Interchange Improvements	\$41	\$0	\$41
38	17-01-0042	Alameda	Project	I-680 Overcrossing Widening and Improvements (at Stoneridge Drive)	\$19	\$0	\$19
39	17-01-0043	Alameda	Project	42nd Ave & High St_Access Improvement at_I-880_On/Off Ramp	\$18	\$8	\$10
40	17-01-0044	Alameda	Project	I-680 Sunol Interchange Modification	\$18	\$0	\$18
41	17-01-0045	Alameda	Project	Santa Rita Road I-580 Overcrossing Widening	\$10	\$0	\$10
42	17-01-0046	Alameda	Project	Coliseum City Transit Hub	\$181	\$9	\$172
43	17-01-0047	Alameda	Project	I-880 to Mission Boulevard East-West Connector	\$236	\$41	\$195
44	17-01-0048	Alameda	Project	Dublin Boulevard - North Canyons Parkway Extension	\$89	\$0	\$89
45	17-01-0049	Alameda	Project	Fruitvale Avenue (Miller Sweeney) Lifeline Bridge Project	\$86	\$0	\$86
46	17-01-0050	Alameda	Project	SR-84 Mowry Avenue Widening (Peralta Blvd to Mission Blvd)	\$51	\$0	\$51
47	17-01-0051	Alameda	Project	Tassajara Road Widening from N. Dublin Ranch Drive to City Limit	\$48	\$0	\$48
48	17-01-0052	Alameda	Project	Auto Mall Parkway Widening and Improvements	\$30	\$0	\$30
49	17-01-0053	Alameda	Project	Dougherty Road Widening	\$23	\$4	\$19
50	17-01-0054	Alameda	Project	Union City Boulevard Widening (Whipple to City Limit)	\$17	\$0	\$17
51	17-01-0055	Alameda	Project	SR-84 Peralta Boulevard Widening (Fremont Blvd to Mowry Ave)	\$15	\$0	\$15
52	17-01-0056	Alameda	Project	Thornton Avenue Widening (Gateway Boulevard to Hickory Street)	\$15	\$0	\$15
53	17-01-0057	Alameda	Project	Dublin Boulevard Widening - Sierra Court_to Dublin Court	\$6	\$1	\$5
54	17-01-0058	Alameda	Project	Irvington BART Station	\$256	\$0	\$256
55	17-01-0059	Alameda	Project	Union City Intermodal Station Phase 4	\$78	\$0	\$78
56	17-01-0060	Alameda	Project	East Bay BRT	\$180	\$178	\$2
57	17-01-0061	Alameda	Project	Ralph Appezato Memorial Parkway BRT	\$10	\$0	\$10
58	17-01-0062	Alameda	Project	BART to Livermore/ACE Project Development and Construction Reserve	\$664	\$7	\$657
59	17-01-0063	Alameda	Project	Broadway Shuttle Expansion	\$37	\$0	\$37
60	17-02-0001	Contra Costa	Program	Access and Mobility Program	\$391	\$0	\$391
61	17-02-0002	Contra Costa	Program	Innovative Transportation Technology	\$75	\$0	\$75
62	17-02-0003	Contra Costa	Program	Bicycle and Pedestrian Program	\$246	\$0	\$246
63	17-02-0004	Contra Costa	Program	County Safety, Security and Other	\$285	\$0	\$285
64	17-02-0005	Contra Costa	Program	Multimodal Streetscape	\$792	\$1	\$791

ROW #	RTPID	County/ Sponsor	Listing Type	Project Title	Total Project Cost	Pre2017 Funding	Cost Included in the Investment Strategy
65	17-02-0006	Contra Costa	Program	Additional Local Road Preservation/Rehab	\$787	\$0	\$787
66	17-02-0007	Contra Costa	Program	Minor Roadway Expansions	\$528	\$4	\$524
67	17-02-0008	Contra Costa	Program	Roadway Operations	\$44	\$0	\$44
68	17-02-0009	Contra Costa	Program	Minor Transit Improvements	\$879	\$4	\$875
69	17-02-0010	Contra Costa	Project	SR4 Integrated Corridor Mobility	\$15	\$0	\$15
70	17-02-0011	Contra Costa	Project	I-80 ICM Project Operations and Maintenance	\$3	\$0	\$3
71	17-02-0012	Contra Costa	Project	I-680 Northbound Managed Lane Completion through 680/24 and Operational Improvements between N. Main and Treat Blvd	\$99	\$0	\$99
72	17-02-0013	Contra Costa	Project	I-680 Northbound HOV lane extension between N. Main and SR-242	\$54	\$0	\$54
73	17-02-0014	Contra Costa	Project	Kirker Pass Road Northbound Truck Climbing Lane, Clearbrook Drive to Crest of Kirker Pass Road	\$19	\$0	\$19
74	17-02-0015	Contra Costa	Project	Vasco Road _ Byron Highway Connector Road (Formerly named: SR-239: Airport Connector)	\$89	\$0	\$89
75	17-02-0016	Contra Costa	Project	Construct SR 242/Clayton Road on and off-ramps	\$56	\$0	\$56
76	17-02-0017	Contra Costa	Project	SR-239 Feasibility Studies and Project Development	\$42	\$0	\$42
77	17-02-0018	Contra Costa	Project	I-80/SR4: New I-80 EB off-ramp at Sycamore	\$15	\$0	\$15
78	17-02-0019	Contra Costa	Project	I-680/SR4 Interchange Improvements - All Phases	\$599	\$0	\$599
79	17-02-0020	Contra Costa	Project	SR-4 Operational Improvements - All Phases	\$303	\$0	\$303
80	17-02-0021	Contra Costa	Project	Reconstruct I-80/San Pablo Dam Road Interchange	\$120	\$0	\$120
81	17-02-0022	Contra Costa	Project	I-680 Southbound HOV Lane between N. Main and Livorna	\$83	\$0	\$83
82	17-02-0023	Contra Costa	Project	State Route 4 Widening and Balfour Road IC Construction	\$69	\$0	\$69
83	17-02-0024	Contra Costa	Project	I-80/SR-4 Interchange Improvements - New Eastbound Willow Avenue Ramps and SR-4 to -I80 Ramp	\$53	\$0	\$53
84	17-02-0025	Contra Costa	Project	SR-24/Brookwood Ramp Modifications	\$48	\$0	\$48
85	17-02-0026	Contra Costa	Project	I-80/Central Avenue Interchange Modification - Phases 1 & 2	\$26	\$0	\$26
86	17-02-0027	Contra Costa	Project	I-680 and SR-24 Interchange Improvements	\$20	\$0	\$20
87	17-02-0028	Contra Costa	Project	I-80 Eastbound and Westbound Pinole Valley Road On-ramp Improvement	\$10	\$0	\$10
88	17-02-0029	Contra Costa	Project	Eastbound SR-24: Construct Auxiliary Lane, Wilder Road to Camino Pablo	\$7	\$0	\$7
89	17-02-0030	Contra Costa	Project	Widen Brentwood Boulevard - Havenwood Way to north city limit; and Chestnut to Fir	\$34	\$0	\$34
90	17-02-0031	Contra Costa	Project	Widen Willow Pass Road, Lynwood Drive to SR 4	\$20	\$0	\$20
91	17-02-0032	Contra Costa	Project	Widen Ygnacio Valley Road-Kirker Pass Road, Cowell to Michigan	\$20	\$0	\$20
92	17-02-0033	Contra Costa	Project	Widen Camino Tassajara Road, Windemere to County Line	\$17	\$0	\$17
93	17-02-0034	Contra Costa	Project	West Leland Road Extension	\$16	\$0	\$16
94	17-02-0035	Contra Costa	Project	Lone Tree Way Widening	\$16	\$0	\$16
95	17-02-0036	Contra Costa	Project	Pittsburg-Antioch Highway Widening	\$15	\$0	\$15
96	17-02-0037	Contra Costa	Project	Widen Main St, SR 160 to Big Break Rd	\$13	\$0	\$13

ROW #	RTPID	County/ Sponsor	Listing Type	Project Title	Total Project Cost	Pre2017 Funding	Cost Included in the Investment Strategy
97	17-02-0038	Contra Costa	Project	Main Street Bypass	\$4	\$0	\$4
98	17-02-0039	Contra Costa	Project	Hercules Train Station - All Phases	\$97	\$0	\$97
99	17-02-0040	Contra Costa	Project	Martinez Intermodal Project: Phase 3	\$7	\$0	\$7
100	17-02-0041	Contra Costa	Project	Privately Run Ferry Service including Small-Scale (non-WETA complying) Landside Improvements from Antioch, Martinez, and Hercules to San Francisco	\$73	\$0	\$73
101	17-02-0042	Contra Costa	Project	Richmond-San Francisco Ferry Service	\$53	\$0	\$53
102	17-02-0043	Contra Costa	Project	BART Capacity, Access and Parking Improvements - non vehicles	\$46	\$0	\$46
103	17-02-0044	Contra Costa	Project	Landside Improvements for Richmond Ferry Service	\$25	\$0	\$25
104	17-02-0045	Contra Costa	Project	El Cerrito del Norte BART Station Modernization, Phase 1	\$22	\$0	\$22
105	17-02-0046	Contra Costa	Project	Civic Center Railroad Platform Park & Ride Complex	\$8	\$0	\$8
106	17-02-0047	Contra Costa	Project	East County Rail Extension (eBART), Phase 1	\$525	\$525	\$0
107	17-02-0048	Contra Costa	Project	East County Rail Extension (eBART), Phase 2 - environmental and reserve	\$111	\$0	\$111
108	17-02-0049	Contra Costa	Project	West County High Capacity Transit Investment Study Implementation - Phase 1	\$15	\$0	\$15
109	17-02-0050	Contra Costa	Project	Brentwood Intermodal Transit Center	\$52	\$0	\$52
110	17-03-0001	Marin	Program	Bicycle and Pedestrian Program	\$30	\$0	\$30
111	17-03-0002	Marin	Program	Climate Program: TDM and Emission Reduction Technology	\$1	\$0	\$1
112	17-03-0003	Marin	Program	County Safety, Security and Other	\$4	\$0	\$4
113	17-03-0004	Marin	Program	Roadway Operations	\$20	\$0	\$20
114	17-03-0005	Marin	Program	Minor Transit Improvements	\$45	\$0	\$45
115	17-03-0006	Marin	Project	Implement Marin Sonoma Narrows HOV Lane and corridor improvements Phase 2 (Marin County)	\$136	\$0	\$136
116	17-03-0007	Marin	Project	US 101/580 Interchange Direct Connector - PAED	\$15	\$0	\$15
117	17-03-0008	Marin	Project	Tiburon East Blithedale Interchange - PAED	\$12	\$0	\$12
118	17-03-0009	Marin	Project	Access Improvements to Richmond San Rafael Bridge	\$7	\$0	\$7
119	17-03-0010	Marin	Project	Highway Improvement Studies	\$5	\$0	\$5
120	17-03-0011	Marin	Project	Widen Novato Boulevard between Diablo Avenue and Grant Avenue	\$17	\$0	\$17
121	17-03-0012	Marin	Project	Sir Francis Drake Boulevard/Red Hill Avenue/Center Boulevard (known as "The Hub") - project development	\$6	\$0	\$6
122	17-03-0013	Marin	Project	San Rafael Transit Center (SRTC) Relocation Project	\$36	\$0	\$36
123	17-03-0014	Marin	Project	Larkspur Ferry Terminal Parking Garage - Planning Study	\$1	\$0	\$1
124	17-03-0015	Marin	Project	SMART Downtown San Rafael to Larkspur Rail Extension	\$42	\$2	\$40
125	17-04-0001	Napa	Program	Bicycle and Pedestrian Program	\$100	\$0	\$100
126	17-04-0002	Napa	Program	County Safety, Security and Other	\$7	\$0	\$7
127	17-04-0003	Napa	Program	Multimodal Streetscape	\$9	\$0	\$9
128	17-04-0004	Napa	Program	Minor Roadway Expansions	\$16	\$0	\$16

ROW #	RTPID	County/ Sponsor	Listing Type	Project Title	Total Project Cost	Pre2017 Funding	Cost Included in the Investment Strategy
129	17-04-0005	Napa	Program	Roadway Operations	\$54	\$4	\$50
130	17-04-0006	Napa	Program	Minor Transit Improvements	\$246	\$0	\$246
131	17-04-0007	Napa	Project	Countywide Intelligent Transportation Systems Program	\$9	\$0	\$9
132	17-04-0008	Napa	Project	State Route 29 Improvements	\$32	\$0	\$32
133	17-04-0009	Napa	Project	Soscol Junction	\$61	\$0	\$61
134	17-04-0010	Napa	Project	SR29 Gateway	\$32	\$0	\$32
135	17-05-0001	San Francisco	Program	Bicycle and Pedestrian Program	\$844	\$16	\$828
136	17-05-0002	San Francisco	Program	Climate Program: TDM and Emission Reduction Technology	\$118	\$0	\$118
137	17-05-0003	San Francisco	Program	County Safety, Security and Other	\$418	\$0	\$418
138	17-05-0004	San Francisco	Program	Multimodal Streetscape	\$383	\$0	\$383
139	17-05-0005	San Francisco	Program	PDA Planning	\$51	\$2	\$49
140	17-05-0006	San Francisco	Program	Additional Local Road Preservation/Rehab	\$1,348	\$0	\$1,348
141	17-05-0007	San Francisco	Program	Transit Preservation/Rehabilitation	\$2,256	\$0	\$2,256
142	17-05-0008	San Francisco	Program	Minor Roadway Expansions	\$906	\$43	\$863
143	17-05-0009	San Francisco	Program	Roadway Operations	\$182	\$0	\$182
144	17-05-0010	San Francisco	Program	Minor Transit Improvements	\$1,146	\$110	\$1,036
145	17-05-0011	San Francisco	Project	San Francisco Late Night Transportation Improvements	\$91	\$0	\$91
146	17-05-0012	San Francisco	Project	SFgo Integrated Transportation Management System	\$89	\$48	\$41
147	17-05-0013	San Francisco	Project	Expand SFMTA Transit Fleet	\$1,488	\$0	\$1,488
148	17-05-0014	San Francisco	Project	Muni Forward (Transit Effectiveness Project)	\$612	\$208	\$404
149	17-05-0015	San Francisco	Project	Rail Capacity Long Term Planning and Conceptual Design - All	\$450	\$0	\$450
150	17-05-0016	San Francisco	Project	Better Market Street - Transportation Elements	\$415	\$10	\$405
151	17-05-0017	San Francisco	Project	Core Capacity Implementation - Planning and Conceptual Engineering	\$335	\$0	\$335
152	17-05-0018	San Francisco	Project	Downtown San Francisco Ferry Terminal Expansion - Phase II	\$43	\$0	\$43
153	17-05-0019	San Francisco	Project	Establish new ferry terminal at Mission Bay 16th Street	\$17	\$0	\$17
154	17-05-0020	San Francisco	Project	HOV/HOT Lanes on U.S. 101 and I-280 in San Francisco	\$90	\$0	\$90
155	17-05-0021	San Francisco	Project	Geary Boulevard Bus Rapid Transit	\$300	\$0	\$300
156	17-05-0022	San Francisco	Project	Presidio Parkway	\$1,595	\$859	\$736
157	17-05-0023	San Francisco	Project	Yerba Buena Island (YBI) I-80 Interchange Improvement	\$168	\$105	\$63
158	17-05-0024	San Francisco	Project	Balboa Park Station Area - Southbound I-280 Off-Ramp Realignment at Ocean Avenue	\$11	\$1	\$10
159	17-05-0025	San Francisco	Project	Balboa Park Station Area - Closure of Northbound I-280 On-Ramp from Geneva Avenue	\$6	\$0	\$6
160	17-05-0026	San Francisco	Project	Bayshore Station Multimodal Planning and Design	\$13	\$0	\$13

ROW #	RTPID	County/ Sponsor	Listing Type	Project Title	Total Project Cost	Pre2017 Funding	Cost Included in the Investment Strategy
161	17-05-0027	San Francisco	Project	Hunters Point Shipyard and Candlestick Point Local Roads Phase 1	\$501	\$14	\$487
162	17-05-0028	San Francisco	Project	Southeast San Francisco Caltrain Station - Environmental	\$11	\$1	\$10
163	17-05-0029	San Francisco	Project	Downtown Value Pricing/Incentives - Pilot, Transit Service, Supportive Infrastructure	\$876	\$0	\$876
164	17-05-0030	San Francisco	Project	Treasure Island Mobility Management Program: Intermodal Terminal, Congestion Toll, Transit Service, Transit Capital	\$974	\$0	\$974
165	17-05-0031	San Francisco	Project	Southeast Waterfront Transportation Improvements - Phase 1	\$406	\$0	\$406
166	17-05-0032	San Francisco	Project	Geneva-Harney Bus Rapid Transit	\$256	\$0	\$256
167	17-05-0033	San Francisco	Project	Van Ness Avenue Bus Rapid Transit	\$215	\$0	\$215
168	17-05-0034	San Francisco	Project	Arena Transit Capacity Improvements	\$137	\$0	\$137
169	17-05-0035	San Francisco	Project	EN Trips: All Components	\$122	\$0	\$122
170	17-05-0036	San Francisco	Project	Regional/Local Express Bus to Support Express Lanes in SF	\$82	\$0	\$82
171	17-05-0037	San Francisco	Project	Parkmerced Transportation Improvements	\$76	\$0	\$76
172	17-05-0039	San Francisco	Project	Geneva Light Rail Phase I: Operational Improvements, Planning and Environmental	\$18	\$0	\$18
173	17-05-0040	San Francisco	Project	T-Third Mission Bay Loop	\$7	\$7	\$0
174	17-05-0041	San Francisco	Project	T-Third Phase II: Central Subway	\$1,578	\$1,578	\$0
175	17-05-0042	San Francisco	Project	Historic Streetcar Extension - Fort Mason to 4th & King	\$87	\$0	\$87
176	17-06-0001	San Mateo	Program	Bicycle and Pedestrian Program	\$247	\$22	\$225
177	17-06-0002	San Mateo	Program	County Safety, Security and Other	\$41	\$1	\$40
178	17-06-0003	San Mateo	Program	Multimodal Streetscape	\$289	\$14	\$275
179	17-06-0004	San Mateo	Program	Minor Roadway Expansions	\$64	\$19	\$45
180	17-06-0005	San Mateo	Program	Roadway Operations	\$64	\$0	\$64
181	17-06-0006	San Mateo	Project	County-wide Intelligent Transportation System (ITS) and Traffic Operation System Improvements	\$93	\$0	\$93
182	17-06-0007	San Mateo	Project	Modify existing lanes on U.S. 101 to accommodate a managed lane	\$365	\$15	\$350
183	17-06-0008	San Mateo	Project	Add northbound and southbound modified auxiliary lanes and/ or implementation of managed lanes on U.S. 101 from I-380 to San Francisco County line	\$222	\$5	\$217
184	17-06-0009	San Mateo	Project	Improve operations at U.S. 101 near Route 92 - Phased	\$258	\$2	\$256
185	17-06-0010	San Mateo	Project	Improve U.S. 101/Woodside Road interchange	\$171	\$7	\$164
186	17-06-0011	San Mateo	Project	US 101 Produce Avenue Interchange	\$146	\$11	\$135
187	17-06-0012	San Mateo	Project	U.S. 101 Interchange at Peninsula Avenue	\$89	\$9	\$80
188	17-06-0013	San Mateo	Project	Reconstruct U.S. 101/Broadway interchange	\$83	\$83	\$0
189	17-06-0014	San Mateo	Project	Reconstruct U.S. 101/Willow Road interchange	\$80	\$60	\$20
190	17-06-0015	San Mateo	Project	Construct auxiliary lanes (one in each direction) on U.S. 101 from Marsh Road to Embarcadero Road	\$79	\$79	\$0
191	17-06-0016	San Mateo	Project	Improve access to and from the west side of Dumbarton Bridge on Route 84 connecting to U.S. 101 per Gateway 2020 Study - Phased	\$39	\$3	\$36
192	17-06-0017	San Mateo	Project	Route 101/Holly St Interchange Access Improvements	\$34	\$1	\$33

ROW #	RTPID	County/ Sponsor	Listing Type	Project Title	Total Project Cost	Pre2017 Funding	Cost Included in the Investment Strategy
193	17-06-0018	San Mateo	Project	Improve local access at I-280/I-380 from Sneath Lane to San Bruno Avenue to I-380 - Environmental only	\$32	\$0	\$32
194	17-06-0019	San Mateo	Project	State Route 92-82 (El Camino) Interchange Improvement	\$30	\$25	\$5
195	17-06-0020	San Mateo	Project	Hwy 1 operational & safety improvements in County Midcoast (acceleration/deceleration lanes; turn lanes; bike lanes; pedestrian crossings; and trails)	\$29	\$5	\$24
196	17-06-0021	San Mateo	Project	Environmental Studies for 101/Candlestick Interchange	\$25	\$5	\$20
197	17-06-0022	San Mateo	Project	Westbound slow vehicle lane on Route 92 between Route 35 and I-280 - Environmental Phase	\$25	\$0	\$25
198	17-06-0023	San Mateo	Project	Route 1 Improvements in Half Moon Bay	\$19	\$10	\$9
199	17-06-0024	San Mateo	Project	Reconstruct U.S. 101/Sierra Point Parkway interchange (includes extension of Lagoon Way to U.S. 101)	\$17	\$8	\$9
200	17-06-0025	San Mateo	Project	US 101/University Ave. Interchange Improvements	\$11	\$0	\$11
201	17-06-0026	San Mateo	Project	Implement incentive programs to support transit-oriented development	\$106	\$0	\$106
202	17-06-0027	San Mateo	Project	Implement supporting infrastructure and Automated Transit Signal Priority to support SamTrans express rapid bus service along El Camino Real	\$1	\$0	\$1
203	17-06-0028	San Mateo	Project	Make incremental increase in SamTrans paratransit service - Phase	\$377	\$0	\$377
204	17-06-0029	San Mateo	Project	Add new rolling stock and infrastructure to support SamTrans bus rapid transit along El Camino Real- Phase	\$228	\$0	\$228
205	17-06-0030	San Mateo	Project	Environmental Clearance and Design of the Redwood City Ferry Terminal and Service	\$8	\$0	\$8
206	17-06-0031	San Mateo	Project	Implement Redwood City Street Car - Planning Phase	\$1	\$0	\$1
207	17-06-0032	San Mateo	Project	Route 1 San Pedro Creek Bridge Replacement and Creek Widening Project	\$14	\$14	\$0
208	17-06-0033	San Mateo	Project	Widen Route 92 between SR 1 and Pilarcitos Creek alignment, includes widening of travel lanes and shoulders	\$8	\$1	\$7
209	17-06-0034	San Mateo	Project	Construct Route 1 (Calera Parkway) northbound and southbound lanes from Fassler Avenue to Westport Drive in Pacifica	\$58	\$10	\$48
210	17-06-0035	San Mateo	Project	I-280 improvements near D Street exit	\$1	\$0	\$1
211	17-06-0036	San Mateo	Project	Widen Skyline Boulevard (Route 35) to 4-lane roadway from I-280 to Sneath Lane - Phased	\$25	\$0	\$25
212	17-06-0037	San Mateo	Project	Widen Millbrae Avenue between Rollins Road and U.S. 101 southbound on-ramp and resurface intersection of Millbrae Avenue and Rollins Road	\$11	\$0	\$11
213	17-06-0038	San Mateo	Project	Construct a 6-lane arterial from Geneva Avenue/Baysmore Boulevard intersection to U.S. 101/Candlestick Point interchange - Environmental phase	\$17	\$1	\$16
214	17-06-0039	San Mateo	Program	Grade Separations	\$265	\$5	\$260
215	17-07-0001	Santa Clara	Program	Bicycle and Pedestrian Program	\$641	\$0	\$641
216	17-07-0002	Santa Clara	Program	Caltrain Grade Separations	\$800	\$0	\$800
217	17-07-0003	Santa Clara	Program	Multimodal Streetscape	\$446	\$0	\$446
218	17-07-0004	Santa Clara	Program	Additional Local Road Preservation/Rehab	\$1,405	\$0	\$1,405
219	17-07-0005	Santa Clara	Program	Minor Roadway Expansions	\$918	\$0	\$918
220	17-07-0006	Santa Clara	Program	Roadway Operations	\$59	\$0	\$59
221	17-07-0007	Santa Clara	Project	Affordable Fare Program	\$44	\$0	\$44
222	17-07-0008	Santa Clara	Project	Implement System Operations and Management Program for Santa Clara County	\$899	\$0	\$899
223	17-07-0009	Santa Clara	Project	SR 87 Technology-based Corridor Improvements	\$52	\$0	\$52
224	17-07-0010	Santa Clara	Project	Hwy. Transportation Operations System/Freeway Performance Initiative Phase 1 & 2	\$20	\$0	\$20

ROW #	RTPID	County/ Sponsor	Listing Type	Project Title	Total Project Cost	Pre2017 Funding	Cost Included in the Investment Strategy
225	17-07-0011	Santa Clara	Project	Expressway ITS/Signal System (Tier 1 Exp Plan 2040)	\$18	\$0	\$18
226	17-07-0012	Santa Clara	Project	BART Silicon Valley Extension - San Jose (Berryessa) to Santa Clara (capital cost is \$4.9 billion)	\$5,175	\$0	\$5,175
227	17-07-0013	Santa Clara	Project	Implement El Camino Rapid Transit Project	\$272	\$0	\$272
228	17-07-0021	Santa Clara	Project	Alviso Wetlands Doubletrack	\$196	\$0	\$196
229	17-07-0022	Santa Clara	Project	Environmental Studies for SR-152 New Alignment	\$30	\$0	\$30
230	17-07-0023	Santa Clara	Project	US 101/Zanker Rd./Skyport Dr./Fourth St. Interchange Improvements	\$161	\$0	\$161
231	17-07-0024	Santa Clara	Project	Lawrence/Stevens Creek/I_280 Interchange	\$140	\$0	\$140
232	17-07-0025	Santa Clara	Project	I-280/Winchester Blvd Interchange Improvements	\$100	\$0	\$100
233	17-07-0026	Santa Clara	Project	I-280/Wolfe Road Interchange Improvements	\$97	\$0	\$97
234	17-07-0027	Santa Clara	Project	US 101/Mabury Rd./Taylor St. Interchange Improvements	\$82	\$0	\$82
235	17-07-0028	Santa Clara	Project	I-280 Mainline Improvements from County line to Sunnyvale	\$60	\$0	\$60
236	17-07-0029	Santa Clara	Project	I-280/Saratoga Avenue Interchange Improvements	\$60	\$0	\$60
237	17-07-0030	Santa Clara	Project	I-280 Northbound Braided Ramps between Foothill Expressway and SR 85	\$54	\$0	\$54
238	17-07-0031	Santa Clara	Project	US 101 Southbound/Trimble Rd./De La Cruz Blvd./Central Expressway Interchange Improvements	\$53	\$0	\$53
239	17-07-0032	Santa Clara	Project	I-680/ Alum Rock/ McKee Road Interchange Improvements	\$47	\$0	\$47
240	17-07-0033	Santa Clara	Project	SR 237/Mathilda Ave. and US 101/Mathilda Ave. Interchange Improvement	\$42	\$0	\$42
241	17-07-0034	Santa Clara	Project	US 101 Interchanges Improvements: San Antonio Rd. to Charleston Rd./Rengstorff Ave.	\$40	\$0	\$40
242	17-07-0035	Santa Clara	Project	US 101/Buena Vista Ave. Interchange Improvements	\$40	\$0	\$40
243	17-07-0036	Santa Clara	Project	SR 85 Northbound to Eastbound SR 237 Connector Ramp and Northbound SR 85 Auxiliary Lane	\$39	\$0	\$39
244	17-07-0037	Santa Clara	Project	SR 85/El Camino Real Interchange Improvements	\$28	\$0	\$28
245	17-07-0038	Santa Clara	Project	US 101/Blossom Hill Rd. Interchange Improvements	\$28	\$0	\$28
246	17-07-0039	Santa Clara	Project	US 101/Old Oakland Rd. Interchange Improvements	\$28	\$0	\$28
247	17-07-0040	Santa Clara	Project	US 101/Shoreline Blvd. Interchange Improvements	\$20	\$0	\$20
248	17-07-0042	Santa Clara	Project	SR 237/Great America Parkway WB Off- Ramps Improvements	\$15	\$0	\$15
249	17-07-0043	Santa Clara	Project	SR 237/El Camino Real/Grant Rd. Intersection Improvements	\$6	\$0	\$6
250	17-07-0044	Santa Clara	Project	Double Lane Southbound US 101 off-ramp to Southbound SR 87	\$3	\$0	\$3
251	17-07-0046	Santa Clara	Project	Lawrence Expressway at Homestead Road Interim Improvements (Tier 1 Exp Plan 2040)	\$3	\$0	\$3
252	17-07-0047	Santa Clara	Project	Foothill Expressway widening between El Monte and San Antonio (Tier 1 Exp Plan 2040)	\$2	\$0	\$2
253	17-07-0048	Santa Clara	Project	Montague Expressway widening between Trade Zone and Main/Oakland (Tier 1 Exp Plan 2040)	\$2	\$0	\$2
254	17-07-0049	Santa Clara	Project	Lawrence Expressway from Reed/Monroe to Arques Grade Separation (Tier 1 Exp Plan 2040)	\$524	\$0	\$524
255	17-07-0050	Santa Clara	Project	Lawrence Expressway at Homestead Road Grade Separation (Tier 1 Exp Plan 2040)	\$119	\$0	\$119
256	17-07-0051	Santa Clara	Project	Widen Calaveras Boulevard overpass from 4-lanes to 6-lanes	\$85	\$0	\$85

ROW #	RTPID	County/ Sponsor	Listing Type	Project Title	Total Project Cost	Pre2017 Funding	Cost Included in the Investment Strategy
257	17-07-0052	Santa Clara	Project	San Tomas Expressway Widening between Homestead and Stevens Creek (Tier 1 Exp Plan 2040)	\$47	\$0	\$47
258	17-07-0053	Santa Clara	Project	Oregon-Page Mill widening between I-280 and Foothill Expressway (Tier 1 Exp Plan 2040)	\$25	\$0	\$25
259	17-07-0054	Santa Clara	Project	Capitol Expressway Widening from I-680 to Capitol Avenue (Tier 1 Exp Plan 2040)	\$13	\$0	\$13
260	17-07-0055	Santa Clara	Project	Montague Expressway Widening Between Great Mall to Trade Zone (Tier 1 Exp Plan 2040)	\$7	\$0	\$7
261	17-07-0056	Santa Clara	Project	Bus Stop Improvements	\$47	\$0	\$47
262	17-07-0057	Santa Clara	Project	Frequent Core Bus Network - 15 minutes	\$769	\$0	\$769
263	17-07-0058	Santa Clara	Project	SR 85 Corridor Improvements - reserve amount	\$450	\$0	\$450
264	17-07-0059	Santa Clara	Project	Implement Stevens Creek Rapid Transit Project	\$254	\$0	\$254
265	17-07-0060	Santa Clara	Project	North First Street light rail speed Improvements	\$12	\$0	\$12
266	17-07-0061	Santa Clara	Project	Extend Capitol Expressway light rail to Eastridge Transit Center - Phase II	\$386	\$0	\$386
267	17-07-0062	Santa Clara	Project	Extend light-rail transit from Winchester Station to Route 85 (Vasona Junction)	\$256	\$0	\$256
268	17-07-0063	Santa Clara	Project	Mineta San Jose International Airport APM connector - planning and environmental	\$50	\$0	\$50
269	17-07-0064	Santa Clara	Program	Other County Program: Safety, Security, Other	\$25	\$0	\$25
270	17-07-0065	Santa Clara	Project	Caltrain Station and Service Enhancements	\$722	\$0	\$722
271	17-07-0066	Santa Clara	Project	Future Transit Corridor Studies	\$5	\$0	\$5
272	17-07-0067	Santa Clara	Project	SR 17 Corridor Congestion Relief in Los Gatos	\$30	\$0	\$30
273	17-07-0068	Santa Clara	Project	237 WB Additional Lane from McCarthy to North First	\$52	\$0	\$52
274	17-07-0069	Santa Clara	Project	US 101/SR 25 Interchange	\$185	\$0	\$185
275	17-07-0070	Santa Clara	Project	SR 237 Express Lanes: North First St. to Mathilda Ave.	\$27	\$0	\$27
276	17-07-0071	Santa Clara	Project	US 101 Express Lanes: 10th St. to SR 25	\$69	\$0	\$69
277	17-07-0072	Santa Clara	Project	US 101 Express Lanes: Cochrane Rd. to Masten Ave.	\$135	\$0	\$135
278	17-07-0073	Santa Clara	Project	US 101 Express Lanes: Masten Ave. to 10th St.	\$89	\$0	\$89
279	17-07-0074	Santa Clara	Project	SR 85 Express Lanes: US 101 (South San Jose) to Mountain View	\$198	\$0	\$198
280	17-07-0075	Santa Clara	Project	US 101 Express Lanes: Whipple Ave. in San Mateo County to Cochrane Road in Morgan Hill	\$507	\$0	\$507
281	17-07-0076	Santa Clara	Project	VTA Express Lanes Operations and Maintenance	\$678	\$0	\$678
282	17-08-0001	Solano	Program	Access and Mobility Program	\$113	\$0	\$113
283	17-08-0002	Solano	Program	Bicycle and Pedestrian Program	\$20	\$0	\$20
284	17-08-0003	Solano	Program	Climate Program: TDM and Emission Reduction Technology	\$23	\$0	\$23
285	17-08-0004	Solano	Program	County Safety, Security and Other	\$17	\$2	\$15
286	17-08-0005	Solano	Program	Multimodal Streetscape	\$2	\$0	\$2
287	17-08-0006	Solano	Program	PDA Planning	\$17	\$0	\$17
288	17-08-0007	Solano	Program	Minor Roadway Expansions	\$10	\$0	\$10

ROW #	RTPID	County/ Sponsor	Listing Type	Project Title	Total Project Cost	Pre2017 Funding	Cost Included in the Investment Strategy
289	17-08-0008	Solano	Program	Roadway Operations	\$59	\$0	\$59
290	17-08-0009	Solano	Project	I-80/I-680/SR12 Interchange (Packages 2-7)	\$380	\$6	\$374
291	17-08-0010	Solano	Project	Improve interchanges and widen roadways serving Solano County Fairgrounds, including Redwood Parkway	\$100	\$0	\$100
292	17-08-0011	Solano	Project	Provide auxiliary lanes on I-80 in eastbound and westbound directions from I-680 to Airbase Parkway	\$57	\$0	\$57
293	17-08-0012	Solano	Project	Construct 4-lane Jepson Parkway from Route 12 to Leisure Town Road at I-80	\$85	\$59	\$26
294	17-08-0013	Solano	Project	Conduct planning and design studies along SR-12 corridor in Solano County	\$58	\$0	\$58
295	17-08-0014	Solano	Project	Construct train station building and support facilities at the new Fairfield / Vacaville multimodal station	\$81	\$63	\$18
296	17-08-0015	Solano	Project	Solano MLIP Support Projects	\$115	\$0	\$115
297	17-08-0016	Solano	Project	Vallejo Station Parking Structure Phase B	\$30	\$0	\$30
298	17-08-0017	Solano	Project	I-80 WB Truck Scales	\$170	\$0	\$170
299	17-09-0001	Sonoma	Program	Bicycle and Pedestrian Program	\$173	\$0	\$173
300	17-09-0002	Sonoma	Program	SMART Rail Freight Improvements	\$10	\$0	\$10
301	17-09-0003	Sonoma	Program	Multimodal Streetscape	\$28	\$0	\$28
302	17-09-0004	Sonoma	Program	Minor Roadway Expansions	\$176	\$19	\$157
303	17-09-0005	Sonoma	Program	Roadway Operations	\$272	\$0	\$272
304	17-09-0006	Sonoma	Project	Implement Marin Sonoma Narrows Phase 2 (Sonoma County)	\$243	\$0	\$243
305	17-09-0008	Sonoma	Project	Arata Lane Interchange	\$4	\$0	\$4
306	17-09-0009	Sonoma	Project	Cotati US 101/Railroad Avenue Improvements (incl. Penngrove)	\$56	\$0	\$56
307	17-09-0010	Sonoma	Project	Hearn Avenue Interchange	\$36	\$0	\$36
308	17-09-0011	Sonoma	Project	Shiloh Road Interchange Reconstruction	\$27	\$0	\$27
309	17-09-0012	Sonoma	Project	Cotati Highway 116 Cotati Corridor Improvements	\$20	\$0	\$20
310	17-09-0013	Sonoma	Project	Petaluma Crosstown Connector and Rainier Interchange	\$123	\$0	\$123
311	17-09-0014	Sonoma	Project	Farmers Lane extension between Bennett Valley Rd and Yolanda Avenue	\$72	\$5	\$67
312	17-09-0015	Sonoma	Project	Road Diet Extension - Petaluma Boulevard South	\$3	\$0	\$3
313	17-09-0016	Sonoma	Project	SMART Petaluma Infill Station	\$11	\$0	\$11
314	17-09-0017	Sonoma	Project	Enhance bus service frequencies in Sonoma County	\$409	\$0	\$409
315	17-09-0018	Sonoma	Project	SMART Rail Extension to Windsor + Environmental to Cloverdale + Bike Path	\$49	\$0	\$49
316	17-10-0001	AC Transit	Project	AC Transit Fleet Expansion and Major Corridors	\$340	\$0	\$340
317	17-10-0003	AC Transit	Project	San Pablo Avenue BRT	\$390	\$0	\$390
318	17-10-0004	AC Transit	Project	Environmental Studies for Bay Bridge Contraflow Lane	\$20	\$0	\$20
319	17-10-0005	BART	Project	BART Metro Program + Bay Fair Connector	\$1,055	\$0	\$1,055
320	17-10-0006	BART	Project	BART Transbay Core Capacity Project	\$3,132	\$0	\$3,132

ROW #	RTPID	County/ Sponsor	Listing Type	Project Title	Total Project Cost	Pre2017 Funding	Cost Included in the Investment Strategy
321	17-10-0007	CAHSR	Project	California HSR in the Bay Area	\$8,400	\$0	\$8,400
322	17-10-0008	Caltrain	Project	Caltrain Electrification Phase 1 + CBOSS	\$2,360	\$0	\$2,360
323	17-10-0009	GGBHTD	Program	Golden Gate Bridge Capital and Operations	\$2,031	\$0	\$2,031
324	17-10-0010	GGBHTD	Project	Bus and Ferry Service Expansion	\$199	\$0	\$199
325	17-10-0011	Multi-County	Program	Lifeline, Community Based Transportation Program, and Mobility Management	\$890	\$0	\$890
326	17-10-0012	Multi-County	Program	Means-Based Fare Study Implementation	\$150	\$0	\$150
327	17-10-0013	Multi-County	Program	Transportation Management Systems	\$500	\$0	\$500
328	17-10-0014	Multi-County	Program	Bay Trail - non toll bridge segments	\$220	\$0	\$220
329	17-10-0015	Multi-County	Program	Climate Program: TDM and Emission Reduction Technology	\$535	\$9	\$526
330	17-10-0016	Multi-County	Program	Cost Contingency	\$1,000	\$0	\$1,000
331	17-10-0017	Multi-County	Program	Capital Projects Debt Service	\$4,100	\$0	\$4,100
332	17-10-0018	Multi-County	Program	Goods Movement Clean Fuels and Impact Reduction Program	\$350	\$0	\$350
333	17-10-0019	Multi-County	Program	Goods Movement Technology Program	\$300	\$0	\$300
334	17-10-0020	Multi-County	Program	New/Small Starts Reserve	\$680	\$0	\$680
335	17-10-0021	Multi-County	Program	Priority Development Area (PDA) Planning Grants	\$200	\$0	\$200
336	17-10-0022	Multi-County	Program	Local and Streets and Roads - Existing Conditions	\$20,970	\$0	\$20,970
337	17-10-0023	Multi-County	Program	Local Streets and Roads - Operations	\$12,850	\$0	\$12,850
338	17-10-0024	Multi-County	Program	Regional and Local Bridges - Existing Conditions	\$14,500	\$0	\$14,500
339	17-10-0025	Multi-County	Program	Regional State Highways - Existing Conditions	\$13,750	\$0	\$13,750
340	17-10-0026	Multi-County	Program	Regional Transit Capital - Existing Conditions	\$28,616	\$0	\$28,616
341	17-10-0027	Multi-County	Program	Regional Transit Operations	\$122,470	\$0	\$122,470
342	17-10-0028	Multi-County	Program	Clipper	\$1,735	\$0	\$1,735
343	17-10-0029	Multi-County	Program	511 Traveler Information Program	\$280	\$0	\$280
344	17-10-0030	Multi-County	Program	SAFE Freeway Patrol	\$150	\$0	\$150
345	17-10-0031	Multi-County	Program	Regional Transportation Emergency Management Program	\$25	\$0	\$25
346	17-10-0032	Multi-County	Program	Regional Rail Station Modernization and Access Improvements	\$370	\$0	\$370
347	17-10-0033	Multi-County	Program	Bay Area Forward - Active Traffic Management, Arterial Operations , Connected Vehicles, Shared Mobility, Transbay Operations, Managed Lanes Implementation Plan Operations, Transit and Commuter Parking	\$995	\$0	\$995
348	17-10-0034	Multi-County	Project	San Francisco-Oakland Bay Bridge West Span Bicycle, Pedestrian, and Maintenance Path - Environmental Only	\$30	\$10	\$20
349	17-10-0036	Multi-County	Project	I-580 Access Improvements Project	\$74	\$74	\$0
350	17-10-0037	Multi-County	Project	Highway 37 Improvements and Sea Level Rise Mitigation PSR	\$24	\$0	\$24
351	17-10-0043	Multi-County	Program	Regional Carpool Program	\$60	\$3	\$57

ROW #	RTPID	County/ Sponsor	Listing Type	Project Title	Total Project Cost	Pre2017 Funding	Cost Included in the Investment Strategy
352	17-10-0044	Multi-County	Project	I-80 Express Lanes: Airbase Parkway to Red Top Road	\$44	\$0	\$44
353	17-10-0045	Multi-County	Project	I-80 Express Lanes: Bay Bridge Approaches	\$18	\$0	\$18
354	17-10-0046	Multi-County	Project	I-680 Express Lanes: Benicia Bridge	\$0	\$0	\$0
355	17-10-0047	Multi-County	Project	I-680 Express Lanes: Marina Vista to SR 242	\$15	\$0	\$15
356	17-10-0048	Multi-County	Project	I-680 Express Lanes: Marina Vista to Rudgear	\$36	\$0	\$36
357	17-10-0049	Multi-County	Project	I-680 Express Lanes: Livorna/Rudgear to Alcosta	\$56	\$0	\$56
358	17-10-0050	Multi-County	Project	SR-84 Express Lanes: I-880 to Dumbarton Bridge Toll Plaza	\$6	\$0	\$6
359	17-10-0051	Multi-County	Project	SR-92 Express Lanes: Hesperian to San Mateo Bridge Toll Plaza	\$7	\$0	\$7
360	17-10-0052	Multi-County	Project	I-880 Express Lanes: Hegenberger/Lewelling to SR-237	\$81	\$0	\$81
361	17-10-0053	Multi-County	Project	I-80 Express Lanes: Carquinez Bridge to Bay Bridge	\$78	\$0	\$78
362	17-10-0054	Multi-County	Project	MTC Express Lane Program Cost	\$113	\$0	\$113
363	17-10-0055	Multi-County	Project	MTC Express Lanes Operations and Maintenance	\$1,278	\$0	\$1,278
364	17-10-0056	Multi-County	Project	MTC Express Lanes Reserve	\$3,258	\$0	\$3,258
365	17-10-0038	TJPA	Project	Caltrain/HSR Downtown San Francisco Extension	\$4,250	\$109	\$4,141
366	17-10-0039	TJPA	Project	Implement Transbay Transit Center/Caltrain Downtown Extension (Phase 1 - Transbay Transit Center)	\$1,741	\$1,682	\$59
367	17-10-0040	WETA	Project	North Bay Ferry Service Enhancement	\$220	\$0	\$220
368	17-10-0041	WETA	Project	Central Bay Ferry Service Enhancement	\$212	\$0	\$212
369	17-10-0042	WETA	Project	Albany/Berkeley Ferry Terminal	\$143	\$0	\$143

September 28, 2015

Steve Heminger, Executive Director
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607

Re: Response of the 6 Wins Network to the Plan Bay Area 2040 Call for Projects

Dear Mr. Heminger:

The 6 Wins for Social Equity Network, a regional coalition of over 20 organizations working to promote social, racial, economic and environmental justice in the Bay Area, is pleased to respond to the Call for Projects for Plan Bay Area 2040.

The members of the 6 Wins Network include community-based and grassroots groups with low-income members in many of the underserved communities within Priority Development Areas designated in Plan Bay Area. (A list of some of those organizations, with contact information, is attached.) We believe that if the region proposes to rebuild those neighborhoods for the greater good, existing at-risk residents should have a say in ensuring that their highest priority needs are met with a meaningful portion of new public investment.

We therefore request that MTC sponsor the Underserved Community Benefits Program, and evaluate it alongside other proposed priorities for the \$60 billion in “discretionary” revenues in the new Plan. The Underserved Community Benefits Program we propose (see Attachment A) consists of two phases: (1) **an ongoing planning phase** (first round to be completed during 2016) and funded with \$2 million in planning grants annually to community-based organizations with low-income and minority members in Communities of Concern, and (2) **an implementation phase**, to be funded with \$2 billion in discretionary funds during the first four fiscal years of Plan Bay Area 2040, for transportation projects and programs, and sustainable communities infrastructure, identified as priorities in the planning phase.

The Call for Projects memo of March 31, 2015, “encourages” the submission of projects that meet “one or more” of the following criteria: (1) Supports Plan Bay Area’s performance targets; (2) Supports Plan Bay Area’s adopted forecasted land use, include Priority Development Areas (PDA) and Priority Conservation Areas (PCA); or (3) Derives from an adopted plan, corridor study, or project study report. This project meets all three criteria, as discussed below. First, it will strongly support most, if not all, of Plan Bay Area’s performance targets. Second, it will support Plan Bay Area’s land use pattern, especially the PDAs that the regional agencies have referred to as the “centerpiece” of the Sustainable Communities Strategy. Finally, it is consistent with a community-adopted plan brought forward by the 6 Wins Network, and studied by MTC and ABAG as an alternative to Plan Bay Area 2013.

The Greenest and Most Effective Solutions Come from Underserved Communities Themselves

That community-adopted plan is known as the Equity, Environment and Jobs (EEJ) scenario for Plan Bay Area. The 6 Wins Network developed it through a community-driven process in 2011. When MTC and ABAG evaluated the EEJ scenario as an alternative in the Environmental Impact Report for Plan Bay Area, they found it was “environmentally superior” to the other alternatives. They also

found that the EEJ Alternative performed better than the plan developed by professional staff on a range of important regional goals: It would reduce daily VMT by 3.5 million miles and annual GHG emissions by over 500,000 tons a year more than the adopted Plan Bay Area. It would put tens of thousands fewer families at risk of flooding from sea-level rise and billions of dollars more into filling potholes on local streets and roads. It would do all this while also providing the greatest benefits to disadvantaged families and better protecting them from displacement.¹

The EEJ Alternative showed that, when residents of underserved communities make decisions for themselves, they can identify priorities and solutions that bring benefits not only to their immediate community, but to the greater region as a whole.² The lessons of direct community engagement were taken further under the Bay Area’s HUD “Sustainable Communities Initiative” grant. MTC sub-granted a portion of its HUD funds to community-based organizations. This led to inclusive and successful community engagement processes in underserved communities around the region, resulting in wise policy and investment recommendations informed by a depth and breadth of community voices.

Those lessons continue in California’s expenditure of Cap and Trade auction revenues. A growing consensus, reflected in significant part in the Air Resources Board’s guidance on SB 535 (de León), holds that the mere fact that an investment is made “within” a disadvantaged community is not by itself enough to ensure that it will benefit the low-income residents of that community. Instead, the determination of whether investments provide meaningful benefits to disadvantaged communities depends on the answers to four questions:

1. Does the investment meet an important community need identified by low-income residents?
2. Are the benefits of the investment significant?
3. Are the benefits targeted to lower-income residents and households?
4. Does the investment avoid harms to the community, like displacement?

The expertise in answering these questions lies not within public agencies, or in a computer-simulated “equity analysis” of the distant future, but in the community itself. This project would support residents in answering these questions in a manner that will meet their priority needs while strengthening the very neighborhoods so critical to Plan Bay Area’s success: the Priority Development Areas, or PDAs.

Creating Successful PDAs That Protect Against Displacement

Investments that serve the highest priority needs of low-income residents in Communities of Concern (COCs) will also support Plan Bay Area’s focus on PDAs because they overlap substantially.³ PDAs

¹ See UC Davis analysis of the Plan Bay Area EIR available at http://www.publicadvocates.org/sites/default/files/library/uc_davis_comparison_of_draft_pba_with_eej_alternative_summary.pdf.

² See Donald L. Kirp, “What do the Poor Need? Try Asking Them” (New York Times, Aug. 8, 2015), available at http://www.nytimes.com/2015/08/09/opinion/sunday/david-l-kirp-what-do-the-poor-need-try-asking-them.html?_r=1.

³ A map overlaying COCs with PDAs is available at <http://geocommons.com/maps/199657>.

are intended to focus growth and investment in a subset of the region's transit-served neighborhoods that local governments have self-nominated.

Community-driven investments that answer "yes" to the four questions above are essential both to achieving equity and to realizing the GHG reduction goals in SB 375 and Plan Bay Area. Low-income people of color in COCs face a very high risk of displacement, fueled in significant part by local, regional, and state policies that encourage transit-oriented development. Coupled with private market interest, these policies are contributing to severe upward pressures on housing costs in these neighborhoods.⁴ This, in turn, is forcing out many vulnerable residents, disrupting communities and causing substantial negative health impacts.

Displacement of low-income families from neighborhoods near transit also has GHG impacts: It robs the transit system of the "high-propensity transit riders" who use it the most.⁵ When these low-income residents are replaced by more affluent ones, transit ridership declines, feeding a cycle of transit service cuts and fare increases.⁶ When those same low-income residents can no longer afford to live near frequent and affordable transit, they are forced to drive to jobs and other destinations from often-distant places, including the ex-urban Bay Area and the Central Valley, stressing families and increasing GHG emissions.⁷ This project would ensure that transportation investments serve the needs of existing residents, and that infrastructure funding supports the development of affordable housing that can help existing families stay in their gentrifying communities.

Conclusion

While the 6 Wins Network recognizes that it is breaking new ground by submitting this response to MTC's Call for Projects, we believe that the new Underserved Community Benefits Program proposed here is one that offers the opportunity to launch Plan Bay Area on a win-win path to success and that promises to become a national model for community-based planning with healthy triple-bottom-line outcomes for equity, environment, and the economy. (For the connection to health, see the 6 Wins letter dated September 23, 2015, proposing that MTC and ABAG study an updated version of the Equity, Environment and Jobs scenario.)

Accordingly, we request that MTC analyze this proposal, issue an RFP for community outreach and engagement in Communities of Concern during 2016, and each year thereafter, make annual 12-month grants in the amount of \$2 million to community-based organizations with members in those communities, and fund the programs and projects in each of those communities that are identified as priorities through these community-led planning processes using a \$2 billion share of discretionary revenues over the first four years of the new Plan.

⁴ Causa Justa :: Just Cause, "Development Without Displacement," p. 47.

⁵ Dukakis Center for Urban and Regional Policy, "Maintaining Diversity in America's Transit-Rich Neighborhoods" (October 2010), available at http://www.northeastern.edu/dukakiscenter/wp-content/uploads/2011/12/TRN_Equity_final.pdf.

⁶ TransForm and California Housing Partnership Corporation, "Why Creating and Preserving Affordable Homes Near Transit is a Highly Effective Climate Protection Strategy" (May 2014), 3, 7-10, available at <http://www.chpc.net/dnld/AffordableTODResearch051514.pdf>.

⁷ Id.

To discuss planning grants, please contact the organizations listed in Attachment B. Please contact Public Advocates (rmarcantonio@publicadvocates.org) with respect to the project-level performance evaluation of this proposed project.

Very truly yours,

Anthony Panarese
Alliance of Californians for Community Empowerment

Miya Yoshitani
Asian Pacific Environmental Network

Carl Anthony
Breakthrough Communities

Wendy Alfsen
California Walks

Dawn Phillips
Causa Justa :: Just Cause

Tim Frank
Center for Sustainable Neighborhoods

M. Paloma Pavel
Earth House Center

Gloria Bruce
East Bay Housing Organizations

Kathryn Gilje
Genesis

Joshua Hugg
Housing Leadership Council of San Mateo County

Jill Ratner
New Voices Are Rising

Omar Medina
North Bay Organizing Project

Richard Marcantonio
Public Advocates

Joel Ervice
Regional Asthma Management Program

Tim Little
Rose Foundation for Communities and the Environment

Jennifer Martinez
San Francisco Organizing Project/Peninsula Interfaith Action

Rev. Kirsten Snow Spalding
San Mateo County Union Community Alliance

Peter Cohen and Fernando Marti
SF Council of Community Housing Organizations

Rev. Earl W. Koteen
Sunflower Alliance

Clarrissa Cabansagan
TransForm

Bob Allen
Urban Habitat

Derecka Mehrens
Working Partnerships USA

Enclosures: Attachment A (Web-Based Application Form)
Attachment B (CBOs and Contact Information)

Cc: Adam Noelting (anoelting@mtc.ca.gov)
Alix Bockelman (abockelman@mtc.ca.gov)
Ken Kirkey (kkirkey@mtc.ca.gov)

Attachment A: Web-Based Project Application Form

1. PROJECT TYPE & PROGRAM CATEGORIES MATRIX

Field	Description
Project/Program Type	Uncommitted

2. COMMITTED STATUS

1. *Is this project/program 100% funded through Local Funds?* No.
2. *Does this project/program have a full funding plan?* No.
3. *Will this project/program have a certified EIR or Record of Decision for EIS by September 30, 2015?* No.

3. BASIC INFORMATION

Field	Description
Project Title	Underserved Community Benefits Planning and Implementation Program
Project/Program Description	Regional program to dedicate \$2 billion of regional discretionary funds in the first 4 years of the Plan to projects and programs identified as priorities through a community-led process in COCs, with annual planning grants to CBOs.
County	Regional
Sponsor Agency	MTC
Operating Agency	Local transit operators and cities, depending on type and location of the individual projects or programs identified through a community-led process.
Implementing Agency	Local transit operators and cities, depending on type and location of the individual projects or programs identified through a community-led process.

4. COST

Field	Description
Capital Cost (2017\$)	Allocations to be determined by annual community-led process, subject to criteria below.
Environmental/Design (2017\$)	
Right-of-Way (ROW) (2017\$)	
Construction (2017\$)	
Rolling Stock (2017\$)	
Operations & Maintenance Start (2017\$)	Allocations to be determined by annual community-led process, subject to criteria below.
Operations (2017\$)	
Maintenance (2017\$)	

5. ESTIMATED BENEFIT BY MODE

Field	Description
Auto	To be determined by community-led process.
Transit	
Bike	
Pedestrian	
Freight	

6. SCHEDULE

Field	Description
Certified Environmental Document Date	N/A
Capital Start Year	FY 2017-18
Environmental/Design	
Right-of-Way (ROW)	
Construction	
Rolling Stock	FY 2017-18
Operations & Maintenance Start Year	
Operations	
Maintenance	

7. MODELING

Field	Description
Notes	<p>The Underserved Community Benefits Program is regional in scope, consisting of a planning phase (first round to be completed during 2016), and an implementation phase, to be funded during each of the first four fiscal years of Plan Bay Area 2040.</p> <p><u>Planning Phase:</u> Beginning in 2016, MTC will provide \$2 million in annual grants to community-based organizations with low-income and minority members or constituents in one or more of the Bay Area’s 35 “Communities of Concern.” A per capita share of this planning grant fund will be allocated to each Community of Concern (COC), and awarded to one or more community-based organizations (CBOs) with close ties to low-income residents and residents of color in each COC, to convene and lead inclusive priority-setting discussions. Through those CBO-led discussions, with technical assistance from regional, local and transit agencies, residents of each COC will come together to reach consensus on their highest priority unmet needs – and on the transportation projects and programs, and sustainable communities infrastructure – that would best address those needs in their communities.</p>

Implementation Phase: MTC will assign \$2 billion (approximately 25 percent of the “discretionary” portion of Plan Bay Area 2040 revenues in the first four years of the new Plan) to the transportation projects and programs, and transit-oriented development infrastructure (e.g., for affordable housing), identified as priorities through the community-led process conducted in the Planning Phase in each COC.

Criteria: While investments will be selected by local residents to meet the priority needs they identify, the program will be governed by these criteria:

1. The local package of investments for each Community of Concern must address one or more important unmet needs of underserved residents in that community, and must do so in a significant way relative to the dollar amount of the investment.
2. Local low-income families, residents, workers and small locally owned businesses must be the primary beneficiaries of the package of investments.
3. Each package of investments must avoid harms to underserved residents of the community, and in particular must reduce the risk that existing low-income residents will be displaced from their community.
4. Each package of investments must promote the creation and retention of quality living- and middle-wage jobs, and give low-income residents access to a meaningful share of those jobs. Capital projects must include a Project Labor Agreement to the full extent permitted by law.
5. Each package of investments must do its share in helping the region achieve its target for greenhouse gas (GHG) reduction.

While this program would direct investment to many of the same geographies as two existing regional programs – the Lifeline Transportation Program, and the OneBayArea Grant (OBAG) program – the new program would differ from both in significant respects.

First, unlike those programs, in which investment decisions are made by the countywide Congestion Management Agencies (CMAs), under this new program, existing low-income and minority residents of each COC would make those decisions. Second, this program would differ from Lifeline in scale. Over six years (2006-2012), MTC invested \$172 million in Lifeline projects regionally, just under \$30 million a year. (Plan Bay Area, pp. 7-8.) Plan Bay Area continues that level of funding, assigning \$800 million over 28 years to Lifeline. (Id.) This new program, by contrast, would front-load that approximate amount in each of the first four years of the new Plan, in recognition of the crucial role that PDAs play in achieving regional goals; the overall benefit to the economy of increasing economic opportunity for low-income residents; the massive threat of displacement that PDA development poses to low-income communities of color; and the risk to the region of the continuing displacement of low-income families, high-propensity transit riders, and low-wage workers from transit-oriented neighborhoods. Finally, this program would differ from OBAG in its focus on meeting the self-identified needs of low-income residents in and near PDAs.

Low-Income Communities of Color in the Bay Area

Plan Bay Area’s equity analysis identified 35 “Communities of Concern.” These places have an aggregate population of 1.38 million residents, or 20 percent of the Bay Area’s total population,⁸ of whom 81 percent are people of color and 45 percent live in low-income households (defined as below 200% of the federal poverty level).

In addition, the region’s “Fair Housing and Equity Assessment” (ABAG, March 2015) notes that several areas outside of designated “Communities of Concern” meet HUD’s definition of “Racially/Ethnically Concentrated Areas of Poverty.”⁹ In these places, more than 50 percent of residents are people of color, and more than 40 percent have incomes below the federal poverty level.

Plan Bay Area “Discretionary” Revenues

Like its predecessors, Plan Bay Area 2040 will assign “discretionary” revenues over the planning period. However, while the new Plan will span a decades-long planning period, it will remain in effect for only four years before it is replaced by the next regional transportation plan.

In Plan Bay Area 2013, \$60 billion in “discretionary” revenues were “available for assignment to projects and programs through Plan Bay Area.” (Plan Bay Area, p. 13.) As noted in the MTC staff report of May 26, “[d]iscretionary revenues in the [new] Plan are projected to be almost equal to those for Plan Bay Area, with only a .01% decrease.” Over the first four years of that 28-year Plan, these “discretionary” revenues will amount to approximately \$8 billion.

Setting aside a meaningful share of these near-term “discretionary” revenues to meet the self-identified needs of low-income residents of disadvantaged communities has precedent both in state law and in Plan Bay Area itself. SB 535 (de León 2012) requires at least 25 percent of California’s Cap and Trade auction proceeds to be invested to benefit disadvantaged communities. And Supervisor John Gioia’s amendment to Plan Bay Area committed MTC, should it receive a share of those revenues, to allocate them through a process that “will specifically ensure that at least 25 percent of these revenues will be spent to benefit disadvantaged communities in the Bay Area, and to achieve the goals of Plan Bay Area.” (Plan Bay Area, p. 66.)

Assigning these revenues to meeting the needs of underserved communities will promote social equity in the new Plan Bay Area. In particular, it will ensure that the region is demonstrably complying with US DOT’s Order on Environmental Justice, which prohibits not only the denial of a fair share of the Plan’s benefits to low-income and minority populations, but also any “significant delay in the receipt” of those benefits. As noted in

⁸ Plan Bay Area Equity Analysis, Appendix B.1.

⁹ FHEA, p. 2 and Table on pp. 67-68.

	the cover letter, it meets the criteria MTC has set for the Call for Projects and, in particular, will promote many of Plan Bay Area’s other goals and performance measures while also promoting its land use pattern
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8. FUNDING

Field	Description
Prior Funding	\$0
Committed Funding by Source	\$0
Discretionary Funding by Source	\$2,000,000,000 over 4 years (FY 2017-18 through FY 2020-21) (Note: Each Community of Concern will be assigned a per capita share of implementation revenues based on its share of the Bay Area’s total Community of Concern population. For instance, the “SF Downtown/Chinatown/North Beach/Treasure Is.” COC, with a population of 27,333, or 1.98 percent of the total COC population of 1.38 million, will be assigned a four-year implementation budget of \$39.6 million.)
<i>OneBayArea Grant</i>	N/A
<i>RTIP</i>	N/A
<i>Anticipated Local Discretionary Funds</i>	N/A
<i>Regional Discretionary Funds</i>	\$2,000,000,000 over 4 years (FY 2017-18 through FY 2020-21)

9. CONTACT

Field	Description
First Name	Richard
Last Name	Marcantonio
Title	Managing Attorney
Phone	415-431-7430
Agency	Public Advocates Inc.
Email	rmarcantonio@publicadvocates.org

Attachment B: Community-Based Organizations and Contact Information

Organization	Contact Person	Contact Email	Phone No.
Alliance of Californians for Community Empowerment (ACCE)	Anthony Panarese	apanarese@calorganize.org	510-269-4692
Asian Pacific Environmental Network (APEN)	Miya Yoshitani	miya@apen4ej.org	510-834-8920 (Oakland) 510-236-4616 (Richmond)
California Walks	Wendy Alfsen	wendy@californiawalks.org	510-292-4435
Cause Justa :: Just Cause	Dawn Phillips	dawn@cjjc.org	510-763-5877 (Oakland) 415-487-9203 (Mission, SF) 415-864-8372 (Bayview, SF)
East Bay Housing Organizations (EBHO)	Gloria Bruce	gloria@ebho.org	510-663-3830
Genesis	Mary Lim Lampe	marylimlampe@gmail.com	510-882-3404
North Bay Organizing Project (NBOP)	Susan Shaw	sshaw@northbayop.org	707-481-2970
San Francisco Organizing Project/Peninsula Interfaith Action (SFOP/PIA)	Jennifer Martinez	jennifer@sfop.org	650-796-4160
San Mateo County Union Community Alliance (SMCUCA)	Rev. Kirsten Snow Spalding	kss@well.org	510-207-6346
Sunflower Alliance	Rev. Earl W. Koteen	Rev.Earl.W.Koteen@gmail.com	916-441-0018
Working Partnerships USA	Derecka Mehrens	derecka@wpusa.org	408-809-2120



TO: Joint MTC Planning Committee with the
ABAG Administrative Committee

DATE: September 2, 2016

FR: MTC Deputy Executive Director, Policy /
ABAG Executive Director

RE: Plan Bay Area 2040: Draft Preferred Scenario – Preliminary Results for Performance Targets and Equity Measures

Background

Earlier this year, MTC and ABAG evaluated three alternative land use and transportation scenarios to better understand the effects of various strategies on the adopted goals and performance targets of Plan Bay Area 2040 (PBA 2040). Since then, staff has incorporated feedback received from the public and from policymakers to craft a *Draft Preferred Scenario* (discussed in the prior agenda items). Similar to the alternative scenarios, the *Draft Preferred Scenario* was evaluated against the thirteen performance targets, as well as six associated equity measures, to identify strengths and shortcomings with this latest iteration.

Each target and equity measure compares baseline conditions with future conditions to understand whether the region is expected to move in the right or wrong direction under a given scenario. It is important to note that the target and equity measure results discussed in this item remain preliminary until finalized later this fall, when all scenarios will be consistently evaluated against the 2040 Plan horizon year as specified in the approved targets methodology.

Draft Preferred Scenario: Preliminary Results

As the Draft Preferred Scenario combines elements and strategies from the earlier round of scenario evaluation, its performance remains in a similar range. Ultimately, the Draft Preferred Scenario generated the following results when compared to the Plan performance targets:

- **Exceeded or achieved 5 targets:** Climate Protection, Adequate Housing, Open Space and Agricultural Preservation, Middle-Wage Job Creation, Goods Movement/Congestion Reduction
- **Moving in the right direction for 5 targets:** Healthy and Safe Communities, Affordable Housing, Non-Auto Mode Share, Road Maintenance, Transit Maintenance
- **Moving in the wrong direction for 3 targets:** Housing + Transportation Affordability, Risk of Displacement, Access to Jobs

A more detailed breakdown of target results is included in **Attachment 1**, alongside results from previously analyzed scenarios.

In addition to analyzing the thirteen performance targets for the Plan, six of these targets were designated as equity measures for the purpose of the PBA 2040 Equity Analysis. The equity measures can be analyzed by income bracket or by geography in order to compare disadvantaged communities (either low-income households, lower-income households, or Communities of Concern, depending on the measure) with non-disadvantaged communities. **Attachment 2** summarizes the PBA 2040 equity measure results for each of the scenarios, showing that the Draft Preferred Scenario yields the strongest equity results for Displacement Risks and Access to Jobs and the weakest results for Housing + Transportation Affordability and Affordable Housing.

Results Discussion

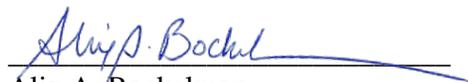
Notably, the Draft Preferred Scenario performs well in terms of addressing climate change and protecting the natural environment. With per-capita greenhouse gas emissions results on par with the Connected Neighborhoods Scenario, the Draft Preferred Scenario exceeds the Senate Bill 375 greenhouse gas emissions target for year 2035 – thanks in part to robust funding of the Climate Initiatives Program. Similarly, the Draft Preferred Scenario results in nearly 12,000 fewer acres of greenfield development than under the No Project scenario, fully achieving the ambitious 100 percent agricultural preservation target.

Fiscal constraint makes it difficult to achieve other ambitious targets, however. Without new funding sources to construct significant numbers of affordable housing units, the Draft Preferred Scenario yields results similar to other previously-analyzed scenarios – only slightly growing the existing share of affordable housing in PDA, transit-rich, or high-opportunity communities (rather than doubling it per the adopted target). Limited funding also makes it difficult to maintain and modernize the region’s aging transportation infrastructure. While the Draft Preferred Scenario substantially improves infrastructure conditions for motorists and transit users, it does not achieve an ideal state of good repair by year 2040. Without regional funding for highway maintenance, its performance remains significantly lower than in the Main Streets Scenario previously evaluated. At the same time, the “Fix It First” emphasis means that only 10 percent of funds remain to expand capacity-constrained freeways and transit lines, resulting in limited performance improvements for travel mode shift, public health and access to jobs.

Displacement risk and affordability remain the most vexing regional challenges under the Draft Preferred Scenario. While the latest scenario performs better than any other scenario previously analyzed for displacement risk – notably reducing the number of at-risk households by 63,000 compared to No Project conditions – it still results in elevated risk levels compared to year 2010. Displacement risk increases are forecasted to be significantly greater outside Communities of Concern in the Draft Preferred Scenario, avoiding the adverse impacts of the Big Cities Scenario in many urban low-income neighborhoods. At the same time, affordability impacts will continue to hit hardest for lower-income households. While lower-income households are expected to be most adversely affected by increasing rents and home prices, the Draft Preferred Scenario indicates that this impact will affect residents at all income levels to some degree. In summary, the performance results indicate that much more work remains to be done on the local and regional levels – as well as through federal and state policy – to tackle the Bay Area’s ongoing affordability crisis in the coming years.

Next Steps

Staff will present updated performance results later this year as MTC and ABAG move closer to a preferred scenario for PBA 2040. The preferred scenario adoption is expected in November 2016, which will advance the project into the environmental review phase.


Alix A. Bockelman


Ezra Rapport

Attachments

AB:dv

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Draft Performance Target Results

Goal	Target*	%	No Project	Main Streets	Connected Neighborhoods	Big Cities Preferred	Draft
	1 Reduce per-capita CO2 emissions	-15%	-5%	-15%	-18%	-20%	-18%
	2 House the region's population	100%	100%	100%	100%	100%	100%
	3 Reduce adverse health impacts	-10%	-0%	-0%	-1%	-1%	-1%
	4 Direct development within urban footprint	100%	87%	91%	100%	100%	100%
	5 Decrease H+T share for lower income households	-10%	+14%	+13%	+13%	+13%	+13%
	6 Increase share of affordable housing	+15%	+1%	+1%	+1%	+0%	+1%
	7 Do not increase share of households at risk of displacement	+0%	+18%	+11%	+13%	+15%	+9%
	8 Increase share of jobs accessible in congested conditions	+20%	-2%	-1%	-1%	-1%	-0%
	9 Increase jobs in middle-wage industries	+38%	+43%	+43%	+43%	+43%	+43%
	10 Reduce per-capita delay on freight network	-20%	+14%	-22%	-14%	-35%	-28%
	11 Increase non-auto mode share	+10%	+2%	+2%	+3%	+4%	+3%
	12 Reduce vehicle O&M costs due to pavement conditions	-100%	+46%	-66%	-9%	+15%	-16%
	13 Reduce per-rider transit delay due to aged infrastructure	-100%	-59%	-77%	-78%	-80%	-78%

Notes: *Target results are subject to change as scenarios are further refined this fall. Note that select targets have not yet been analyzed for the final horizon year of 2040 and are currently using year 2035 as the best available proxy. Final target results released in fall 2016 will reflect the ultimate horizon year. Complete target language as adopted by the Commission and ABAG Board can be found at <http://planbayarea.org/the-plan/plan-details/goals-and-targets.html>. Target language shown above is summarized for brevity.

Symbols used in summary tables:

- Performance moving in wrong direction from target
- Performance moving in right direction, but falls well short of target
- Target achieved

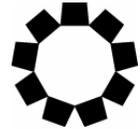
Draft Results for Equity Measures

Equity Measures		Geography	%	No Project	Main Streets	Connected Neighborhoods	Big Cities	Draft Preferred
3	Reduce Adverse Health Impacts	High-Income Households	-10%	-1%	-1%	-1%	-1%	-1%
		Low-Income Households		-0%	-1%	-1%	-1%	-1%
5	Decrease H+T share for lower-income households	Higher-Income Households	-10%	+4%	+4%	+4%	+4%	+4%
		Lower-Income Households		+14%	+13%	+13%	+13%	+13%
6	Increase share of affordable housing	Outside Communities of Concern	+15%	+0%	+1%	+2%	+2%	+1%
		Inside Communities of Concern		+1%	+0%	+0%	-2%	-1%
7	Do not increase share of households at risk of displacement	Outside Communities of Concern	+0%	+20%	+19%	+18%	+14%	+14%
		Inside Communities of Concern		+16%	-4%	+4%	+19%	+1%
8	Increase share of jobs accessible in congested conditions	Outside Communities of Concern	+20%	-2%	-1%	-1%	-1%	-1%
		Inside Communities of Concern		-1%	-0%	-0%	-2%	+0%
9	Increase jobs in middle-wage industries	Outside Communities of Concern	+43%	+43%	+43%	+43%	+43%	+43%
		Inside Communities of Concern		+43%	+43%	+43%	+43%	+43%

Notes: Equity measure results are subject to change as scenarios are further refined this fall. Note that select equity measures have not yet been analyzed for the final horizon year of 2040 and are currently using year 2035 as the best available proxy. Final equity measure results released in fall 2016 will reflect the ultimate horizon year. For equity measures #3 and #5, low-income households earn less than \$30,000 in year 2000 dollars, lower-income households earn less than \$60,000 in year 2000 dollars, high-income households earn more than \$100,000 in year 2000 dollars, and higher-income households earn more than \$60,000 in year 2000 dollars. For equity measures #6 and #7, the measures are specific to Priority Development Areas, Transit Priority Areas, or High-Opportunity Areas. Note that Attachment 3 Communities of Concern do not generally overlap with High-Opportunity Areas.

Symbols used in summary tables:

- **Stronger** performance in Communities of Concern or for lower-income households
- **Weaker** performance in Communities of Concern or for lower-income households
- **Similar** performance in Communities of Concern or for lower-income households



Date: September 6, 2016

To: ABAG Regional Planning Committee

From: Miriam Chion, ABAG Planning & Research Director

Subject: **Plan Bay Area 2040 Draft Implementation Actions**

Summary

While the distribution of housing and jobs is a central component of Plan Bay Area 2040, an understanding of the actions needed to meet our shared goals for a more prosperous, sustainable, and equitable future is equally important. The regional agencies are working in concert to develop an implementation framework—a critical part of which is the second One Bay Area Grant program (OBAG2) recently adopted by the Metropolitan Transportation Commission (MTC). The region's strategy for future growth acquires meaning to the extent that cities and stakeholders can agree on a set of strategies that have traction on the ground. Building on the adopted *People, Places and Prosperity* Report, you have requested that we develop housing, economic development, resilience, and placemaking actions in this Plan while continuing to focus on creating thriving Priority Development Areas (PDAs).

This memo offers for your review and discussion an initial set of Plan Bay Area implementation actions to complement the Preferred Scenario Growth Allocation and the Plan's transportation investments. The actions are divided into four categories: 1) Housing; 2) Resilience; 3) Economic Development; and 4) Priority Development Areas. The actions reflect four years of collaboration with local jurisdictions, the Executive Board, Regional Planning Committee (RPC), MTC, and other regional partners, and align with ABAG's responsibilities as the Bay Area's Council of Governments.

1. Housing

Bay Area Housing Challenges

By design, Plan Bay Area must show how we can house all of the region’s projected growth at every income level, and strives to do so without displacing current low-income residents¹. This goal is supported by ABAG’s statutory responsibility as the Council of Governments to conduct the Regional Housing Needs Allocation (RHNA) process through which each local jurisdiction identifies adequate land zoned for housing to accommodate its fair share of natural and employment-induced growth. In many jurisdictions, however, housing production routinely falls short of targets, especially for housing affordable to very-low, low and even moderate-income households.

In general, producing housing that would be affordable to most Bay Area residents requires substantial public funding. The available funding is very limited, especially since the State’s elimination of local redevelopment agencies (and their mandatory local housing trust funds). Housing production is further hampered by fiscal disincentives, and often community resistance.

Over the last several years the tech-led economic boom has attracted hundreds of thousands of new residents while fewer than 40,000 new housing units were built. The consequent high housing costs have triggered widespread displacement—from homes, from home neighborhoods, even from the region—that many characterize as the Bay Area’s Housing Crisis.

In response, the regional agencies have expanded their role in housing matters. In addition to its long-standing practice of research, data collection, and fostering replication of exemplary local innovations, ABAG has added more direct technical assistance, policy leadership and resource development to facilitate planning and implementation in Priority Development Areas (PDAs). MTC has used transportation funds to incentivize planning and support site acquisition for infill housing.

Housing Action Agenda

Broadly, the Plan’s housing strategies can be characterized as the 3 P’s: **production** of new homes, **preservation** of affordability, and **protection** of residents against economic displacement. In addition to funding for affordable housing production and preservation, the region needs accompanying infrastructure investments; streamlining of the process to secure permits for housing projects that conform to local, regional and state guidelines; and policies and programs to mitigate economic displacement.

Housing Production

Although it is not the only answer to the Bay Area’s housing affordability challenge, building new homes, both market and affordable, is critical. We must make it easier to build new housing when it aligns with local land use plans, provide new funding sources to increase housing affordability, and expand the tools that jurisdictions can use to build mixed-income neighborhoods and raise funds for affordability solutions.

State subsidies play an important role in meeting our workforce housing needs, and Greenhouse Gas Reduction Fund (“Cap and Trade”) revenues are an important new source. The region worked closely with the California Strategic Growth Council to assure that allocation methodologies amplify successful regional efforts which center on PDAs generally and strategic

¹ Goals and Performance Targets for Plan Bay Area 2040,

downtowns and sub-regional corridors in particular². The regional agencies are also encouraging and supporting local governments to pursue a variety of “self-help” strategies to augment diminished state and federal funding sources.

Affordable Housing Preservation

Almost all of the housing that will be in the Bay Area in 2040 is here today. For the many homeowners with relatively long-held mortgages, existing homes provide affordability and place-security. For many renters, older apartment buildings offer lower market rents or, in some cities, rent stability. However, each year thousands of relatively affordable homes in older buildings are demolished for high-cost new homes, and a few thousand deed-restricted rental units are at risk of reverting to market rate as their affordability contracts and subsidies expire. Further, thousands of units of housing are removed from our existing supply by conversion to short-term rentals. We need to preserve existing affordability where we can, and unlock affordability potential in our existing housing stock. Housing renovations, rehabs, and retrofits can preserve affordability while providing many other benefits. Modern seismic code upgrades can save lives and will reduce the Bay Area’s current risk of 250,000 instantly displaced households in a major earthquake. Accessory dwelling units (ADUs) can accommodate homeowners’ changing family size and activities of daily living while also giving or retaining ADU residents’ access to neighborhoods with jobs, services, and amenities. Public funding can accelerate renovations that make residents safer and communities stronger.

Protection against Displacement

Across the region renters face unprecedented price pressures. Adding new homes will relieve some pressure, except where it accelerates displacement because of rapidly escalating land values. Acquisition/rehab/conversion (ARC) of older affordable apartment houses to long-term affordability will give those residents rent stability and place security when they move back in, but these projects take time and money.

Helping today’s renters is harder. State law limits local discretion to adopt rent stabilization, just cause eviction, and condominium conversion ordinances. Therefore, to enable jurisdictions to act to assure their residents’ place-security, we need to not only increase the region’s housing supply and fund the preservation of existing homes, but also support jurisdictions that choose to adopt policies to protect existing residents from economic displacement.

Implementation Actions: Housing

Regional leadership on housing. A regional collaboration platform facilitates work by and among cities, counties, and other partner agencies to implement Plan Bay Area. The platform includes the Regional Planning Committee, the Regional Advisory Working Group, the Bay Area Planning Directors Association, county Congestion Management Agencies and the regional agency staffing dedicated to maintaining these institutional connections and developing in-depth understanding of local perspectives, opportunities and constraints. The regional agencies provide local governments and other stakeholders with the housing and economic information, convene peer cohorts for best-practice implementation, and provide specific technical assistance. For example, ABAG actively supports numerous housing policy implementation projects proceeding under the auspices of the East Bay Corridor Initiative, the Grand Boulevard Initiative and the 21 Elements program.

² Your Council of Governments at Work, Budget and Work Program FY 2016-2017

Leverage regional funds to expand affordable housing. The Plan expands the Transportation-Oriented Affordable Housing Fund (TOAH), which leverages a small but catalytic kernel of transportation funds to attract private social investment to, among other eligible uses, acquire land for infill housing. The Plan also creates a similarly structured Naturally-Occurring Affordable Housing Fund (NOAH) to help preserve housing affordability through acquisition/rehabilitation/conversion (ARC) of existing housing and other approaches.

Link transportation funding to housing. OBAG2 expands upon the region's innovative approach of incentivizing housing production and planning by allocating transportation funding, in part, based on local efforts to approve new homes—particularly affordable homes. The regional agencies will explore options to build on the recently-approved incentive fund to reward jurisdictions that meet future production targets.

Develop long-term regional housing and infrastructure funding mechanisms. The regional agencies will continue to explore incubation of a Regional Housing Trust Fund and an Infrastructure Fund capable of providing subsidies roughly comparable to amounts formerly available through redevelopment agencies for affordable housing and housing supportive public works.

Promote Acquisition/Rehabilitation/Conversion (ARC). To increase and retain affordability inherent in existing homes through renovation, ABAG will continue to advance enabling legislation to remove barriers and gain affordable housing production credit (toward RHNA targets) for jurisdictions' production of affordable homes through ARC and accessory dwelling units (ADUs); and provide technical assistance and fund development for integrated seismic/conservation retrofits.

2. Resilience

Bay Area Resilience Challenges

Plan Bay Area is focused on accommodating growth and infrastructure investments that support and enhance the health of our region's environment, economy, and communities now and into the future. Responsible long-range planning requires us to consider the social and environmental context of where growth is planned so that we can mitigate, where possible, the impacts of current and future hazards and make our communities more resilient over time. The natural and man-made forces that have shaped the Bay Area also place the region at significant risk from hazards such as earthquakes and flooding. Due to historic growth patterns, a large proportion of the region's most intensely developed areas, which include critical assets such as residential communities, job centers, airports, seaports, parks, natural areas and transportation infrastructure, are located near the San Francisco Bay shoreline, where earthquake and flooding risks are highest. The impact of hazards such as earthquakes, floods, and fire may be immediate and acute, while other hazards such as drought and sea level rise are likely to occur over longer periods of time with cumulating impacts.

Plan Bay Area directs growth to existing communities and along major transportation corridors. As a result, many of the areas identified in Plan Bay Area for future growth are located in areas at risk from seismic and flooding hazards. While growth is important for the region's continued prosperity, it is equally important that this growth proceeds in a safe and smart manner that increases our region's resilience to current and future hazards. Increasing the region's resilience means taking proactive steps to decrease potential disruptions caused by current and future hazards and other events, preparing for the process of recovering and rebuilding communities, as well as planning for future growth that minimizes risk to new investments.

The Bay Area is also experiencing a number of other factors that could negatively impact quality of life as the region grows such as inequality, housing affordability and displacement. These challenges, coupled with potential hazards, disproportionately affect already vulnerable populations, including low-income residents, communities of color, and disabled, young and elderly residents. Decision-makers will need to make conscious and informed choices about what level of risk is acceptable, as well as which tools to implement to help reduce risk and ensure that loss of life, injuries, displacement, and disruption of everyday life is minimized when disasters occur. The policies and strategies that we identify to achieve Plan Bay Area 2040's vision of economic prosperity, housing affordability, and environmental sustainability must address existing and future issues and hazards, such as sea level rise and earthquakes.

Resilience Action Agenda

The action agenda for resilience focuses on three key points: 1) protect existing development (housing and infrastructure) through investment in retrofit or new flood control infrastructure and 2) incorporate current and future hazards into new land use patterns to avoid building significant risk into new communities; and 3) deepen our understanding of future risks.

Protect Existing Investments

Much of the Bay Area's existing built environment was built to past building codes that did not fully take into account resilience to natural hazards. Yet these homes, businesses, roads, pipelines, and bridges will be what we depend on *after* a disaster to keep daily lives moving. We must encourage residents, property owners, and utilities to continue to retrofit older buildings to be able to better withstand flooding, earthquakes, and other natural hazards, and to expand policy and financial support for streamlined, affordable retrofits.

In some cases, retrofitting structures themselves is ineffective or doesn't offer adequate protection from hazards. Particularly in the case of sea level rise and flooding, we may also need to consider local and regional actions that offer protection for existing structures, like flood control measures.

Jurisdictions can implement local policies that require evaluating and retrofitting older structures. ABAG is working closely with jurisdictions to develop awareness and policy tools to support retrofit, and to support the exploration of a variety of financing tools to help ease the burden of retrofit costs, especially for housing that serves the region's most vulnerable residents. The region is also facilitating conversations between utilities and jurisdictions to catalyze better plans for infrastructure resilience, as well as partnering with jurisdictions to conduct in-depth analysis of potential investments in protection against flooding.

Safe, Smart Future Land Use

Making investments in new housing, businesses, and infrastructure can be safer and smarter with land use planning that takes current and future hazards into account. While building codes significantly help reduce loss of life and property in a disaster, some hazards are so significant or unpredictable that avoiding the highest hazard areas is the best choice. This is particularly true with liquefaction and sea level rise areas. Priority Development Areas, especially those with significant greenfield development, should be incentivized to locate housing and other highly vulnerable land uses in lower hazard areas, or to include mitigation and adaptation strategies if they are located in hazardous areas. Priority Conservation Areas or other park or open space lands can be used to preserve buffers of open space along the shoreline and can act as nature-based protection and mitigation for future sea level rise and storm surges. All new proposed PDAs should include a hazard evaluation, and priority should be given to those applicants who have given consideration to high hazard areas. Existing PDAs should be given priority opportunities for OBAG funding if they have assessed their risk and developed mitigation and adaptation plans, if necessary. Directing new development and investment to lower-risk areas is critical not just for housing and businesses, but for new transportation and utility investments, which will dictate the direction of growth for decades.

Continue to Deepen our Understanding of Future Risks

While the region has a long history of planning for natural hazards like seismic risks and fire, climate change presents new unknowns for the future of the Bay Area. Questions such as exactly what challenges we will face and how they will impact assets and residents are still being answered. There have been such assessments for some areas around the region, such as the Adapting to Rising Tides (ART) Program's Alameda County project, the C-Smart project on the Outer Coast of Marin County and San Mateo County's SeaChange San Mateo which is currently undertaking a near county-scale assessment. At the regional scale, ABAG and BCDC have conducted an assessment of the region's housing and people to determine the risks and consequences of flooding, sea level rise and seismic events to these critical regional assets. The next step underway is to bring those assessments together into one document and fleshing out a more comprehensive regional assessment that will lead to specific strategies, to address the range of vulnerabilities to our people, places and infrastructure. The understanding we have to date through the work mentioned above conducted over the last five years allows us to lift up some representative case studies that highlight some of most important risks and consequences that the region faces related to these current and future hazards.

Implementation Actions: Resilience

Expand adoption of resilient housing policies. ABAG's Resilient Housing Policy Initiative helps jurisdictions access analysis and policy tools for seismic retrofit of existing housing. This includes a standard plan set for single family retrofit, a database with examples of seismic retrofit policies, an extensive policy guidance document on developing a soft story retrofit program, and workshops with key vulnerable jurisdictions to overcome policy challenges around soft story retrofit. Expanding upon these efforts through focused outreach and technical assistance to cities and corridors will play a key role in successfully implementing the Plan.

Strengthen infrastructure lifelines. The Infrastructure Subcommittee of ABAG's Regional Planning Committee convenes utilities and jurisdictions to identify how the region can work together to ensure that utilities can provide services as stressors are added to the region's systems, including increased population and current and future hazards. ABAG will leverage the council work to advance concrete actions toward a more robust regional infrastructure network.

Create innovative financing for retrofits. ABAG is exploring innovative financing and grant programs for retrofits, including partnerships with the Federal Emergency Management Agency (FEMA) and the California Earthquake Authority, as well as a potential regional financing pool to assist vulnerable populations with retrofits. Solidifying this concept will help jurisdictions implement recently-adopted soft story ordinances, particularly in low income communities.

Integrate resilience into PDA planning. To take into account the importance of resilience in creating successful PDAs, the region can offer incentives and funding to jurisdictions to include strategies addressing vulnerability to natural hazards in PDA plans.

Support Adapting to Rising Tides. The regional agencies will continue to collaborate with the Bay Conservation and Development Commission (BCDC) on the Adapting to Rising Tides (ART) project, working closely with local jurisdictions to deeply assess vulnerability to sea level rise, and identify workable solutions to protect key assets and regional resources.

Coordinate climate technical assistance through Bay Area Regional Collaborative (BARC). BARC is coordinating a climate technical assistance program to integrate the myriad efforts around the region to respond to climate change challenges and to provide a comprehensive toolkit to jurisdictions. This cross-agency effort will bring together both resources for assessing vulnerability and policy tools for adaptation strategies.

3. Economic Development

Understanding the Region's Economic Challenges

Plan Bay Area 2013 was developed during one of the region's most challenging economic periods in recent times. While focusing on providing space and transportation systems for regional growth, there were questions about whether the Bay Area economy would be dealing with growth, rather than stagnation or decline. Four years later, the question is how far and how fast can the region grow, how many will enjoy the fruits of that growth, what populations may be left behind economically or displaced entirely from the region, and how can the region remain resilient in downturns. The strong economic conditions projected in *Plan Bay Area 2040* can only be achieved by addressing concerns such as 1) creating and attracting a skilled workforce, 2) housing that workforce and the rest of the region's population, 3) maintaining and expanding the transportation network to bring the workforce to employment centers and distribute the products of the region to markets within and beyond the Bay Area, and 4) investing in resilient world-class infrastructure.

A series of initiatives addressing the region's economic prosperity and resilience have been completed since the adoption of *Plan Bay Area 2013*. The 2014 *Economic Prosperity Strategy*, reporting on two years of research and engagement, focuses on economic opportunity for low- and moderate-wage workers. The San Francisco Bay Area Council Economic Institute (BACEI) convened business leaders around *A Roadmap for Economic Resilience: The Bay Area Regional Economic Strategy*, published in 2015, identifies actions needed to maintain the region's competitive advantage. The 2016 *San Francisco Bay Area Goods Movement Plan* addresses the role of goods movement in the economy and ways to maintain and improve the system while limiting environmental and community impact. A University of California analysis of Bay Area industrial land identifies the economic activities dependent on industrial land and how competition for land is affecting this part of the economy.

Economic Development Action Agenda

These collaborative regional efforts identified a number of common challenges and goals:

A 21st century workforce to meet the needs of 21st century industries. Workforce access issues identified include: a mismatch of skills available and skills needed by employers within the region; the geographic distance between new more-affordable housing and employment opportunities; and attracting new workers to a high cost-of-living locale. Regional economic development actions need to reduce barriers to workforce recruitment that are exacerbated by housing and travel constraints, narrow skills gaps between available workers and job openings, while improving educational opportunities for low and middle-wage workers and making efficient use of training resources in the region.

*Land use and regulation to foster economic stability and nurture growth—*As the region struggles to house its population, land use planning becomes central to achieving a workable balance between adequate space for business operation and expansion and sufficient land for housing at a range of income levels. Land use regulations, critical to the success of a regional plan, can enhance or impede the ability of employers and housing developers to respond to economic opportunities or changes.

*Housing supply and affordability for the workforce—*Housing is number one on many lists of the barriers to business and workforce prosperity in the region. How the regional plan addresses the gap between the growth of housing demand and supply will have a direct effect on the region's

employment growth and on the access of workers at all income levels to employment opportunities.

Strengthen transportation and infrastructure resources—Transportation can be a route to opportunity or a barrier. Projects selected must balance maintaining and improving efficient use of existing resources with investments to improve accessibility for residents and the workforce to goods and service providers. Modernized and resilient infrastructure is a crucial piece to the continued economic health of the region. This includes not only buildings and transportation facilities but also energy and communications networks; and flood control, sewer, and water systems that serve regional homes and businesses.

Generate supportive programs in pockets of vulnerability—Advocacy organizations and local workforce and economic development programs point to the challenges faced by some population groups and geographic areas within the region that suffer high levels of unemployment, low wages, poverty, high housing costs or homelessness as the region's economy expands.

Each of these areas of concern is manifested in many different ways throughout the region. Actions at the regional level require establishing processes and programs that can address concerns at the individual and local level while aiming towards the regional goal of economic resilience.

Implementation Actions: Economic Development

Establish a Regional Economic Development District. Establish a designation by the US Economic Development Administration as a Regionwide Economic Development District (EDD), based on a Comprehensive Economic Development Strategy (CEDS). This will: 1) identify the region's economic strengths, weaknesses, opportunities and threats; 2) create consensus-based regional economic and workforce development strategies; 3) establish a platform for obtaining economic development initiatives and investments that address regional and sub-regional issues as well as the specialized needs of vulnerable populations or business groups; and 4) advocate and provide technical assistance to realize actions identified in the CEDS and earlier regional studies.

Introduce Priority Production Areas. Building upon discussions with local economic development officials, establish a Priority Production Area (PPA) program that will provide the information needed for crafting a set of criteria for establishing a priority land use category that supports production and distribution activities in the region.

Expand Regional Partnerships. Maintain strong partnerships with other regional economic, business and workforce organizations and provide support to initiatives that address the need of specific industries or broader regional goals, such as the Bay Area Community College Consortium Strong Workforce Program, East Bay Works Manufacturing and Logistics Summit, and the nascent efforts to provide a platform for communication and to coordinate local organizations concerned with agriculture and food systems sustainability.

4. Priority Development Area (PDA) Implementation

Progress on PDAs

Since the inception of the Priority Development Area (PDA) program in 2007, PDAs have become the foundation of regional land use, housing, and transportation coordination. PDAs are locally nominated places with frequent transit service planned for significant housing growth and supportive services. Building upon *Plan Bay Area 2013*, Plan Bay Area 2040 focuses the vast majority of housing and the bulk of employment growth in PDAs. The PDAs continue to be the focal point for transportation investments. The Plan's major transit projects connect the region's network of PDAs, and a minimum of 50%-70% of the One Bay Area Grant (OBAG) funding to counties will be spent on projects in PDAs.

In much of the Bay Area, housing and job growth is already shifting to PDAs, reflecting a growing preference among businesses and residents for pedestrian-friendly places with convenient transit access and local services. PDAs in cities such as San Francisco, San José, and Mountain View are ahead of schedule to meet the housing and job projections in the first Plan Bay Area. The PDA Planning Program led by MTC and ABAG has contributed to this success by supporting local plans that together created capacity for 70,000 homes and commercial floorspace for 110,000 employees. The PDAs are increasingly recognized by regional, state, and federal partners as the linchpin to sustainable growth in the Bay Area. Recent Environmental Protection Agency (EPA), Federal Emergency Management Agency (FEMA), and Housing and Urban Development (HUD) grants to the region addressing issues ranging from brownfields to sea level rise and equitable economic development focus on PDAs. Since the adoption of the *Plan Bay Area 2013*, the regional agencies have worked with jurisdictions to tailor the PDA program to meet local needs through programs such as the East Bay Corridors Initiative.

Challenges remain to realizing a PDA-focused regional growth pattern. In the absence of strong inclusionary zoning, rapidly growing PDAs often struggle to produce housing affordable to low and moderate income households and to address displacement. In some areas, particularly places with weaker housing markets and less frequent transit service, PDAs are attracting a smaller share of housing and job growth. Common obstacles to implementing PDA plans across the region include limited resources for affordable housing and infrastructure following the dissolution of redevelopment agencies, uncertainty during the entitlement process, and the gap between rents affordable to typical Bay Area wage earners and the rents sought by market rate developers to meet profit targets.

PDA Action Agenda

The success of PDAs is closely linked to the Bay Area's ability to meet our housing needs, protect our open space, make the most of our transportation investments, improve community health, and maintain a culture of innovation. The regional agenda for PDAs builds on the program's successes while responding to emergent challenges and opportunities.

Build on Success

As noted above, the PDA planning grant and technical assistance program continues to produce comprehensive community-driven visions for PDAs. To implement the Plan, the program continues to evolve to tackle the increasingly complex set of issues affecting PDAs ranging from stormwater management to entitlement obstacles to displacement pressure. In addition to continuing to support grants, regional agency planners assigned to each county will deepen their expertise to connect communities to best practices and collaboration opportunities, maximizing the positive impact of regional staff resources.

Respond to Both Shared and Unique Challenges

As the *PDA Assessment* revealed, sub-regional factors such as market demand and access to job centers create unique challenges and opportunities for PDAs in different parts of the Bay Area. At the same time, issues such as infrastructure funding are common across the region. The regional agencies will tailor staff support and funding to address both these region-wide challenges and the unique needs of individual PDAs and smaller groups of PDAs through knowledge sharing and the development of platforms for collaboration such as the East Bay Corridors Initiative.

Make PDAs Complete Communities

In addition to providing homes and jobs near transit, successful PDAs are complete communities in which a diverse population can thrive—places with greenspace, convenient local services, clean air and infrastructure resilient to climate change and natural disasters. Building complete communities will mean collaboration with organizations that together with cities help shape the quality of life for PDA residents, such as utilities, public works departments, county public health agencies, and the region’s water and air districts. It will also mean seeking funding that rewards projects that provide multiple health, transportation and land use benefits to help create complete communities and achieve state and regional goals.

Implementation Actions: Priority Development Areas

PDA Planning and Technical Assistance Grants. MTC and ABAG will sustain the successful PDA Planning and Technical Assistance grant program, supporting Specific Plans for PDAs without adopted visions for growth, updating older plans, and amending more recently adopted plans to address new regulatory requirements and community concerns.

Corridor and Regional Centers Collaboration. The region’s three largest cities—San Jose, San Francisco, and Oakland—and the corridors connecting these cities receive the highest concentration of growth in the Plan, and benefit from many of its most significant transportation investments. The regional agencies will build upon the successful East Bay Corridors and Grand Boulevard Initiatives, as well as initial collaboration between the three regional centers, to identify and pursue actions that balance local and regional objectives.

Planning for Healthy Places. ABAG and MTC will continue to partner with the Bay Area Air Quality Management District (BAAQMD) to implement its *Planning for Healthy Places* guidelines and seek opportunities to link these guidelines to broader efforts to integrate public health and resilience into PDA planning and implementation.

Placemaking. ABAG will continue to advance the regional placemaking initiative, which adds the dimension of place to the regional discussion about growth and investment. The *Places of the Bay Area* website will provide a channel for ongoing dialogue about the future of the region’s communities, particularly PDAs.

Entitlement Efficiency. ABAG and MTC are creating a web-based tool to assist local planners, community members and potential investors identify locations with incentives for housing and commercial development such as streamlined environmental review.