

## Meeting Agenda

### Joint MTC Planning Committee with the ABAG Administrative Committee

*MTC Committee Members:*

*James P. Spring, Chair    Eddie Ahn, Vice Chair*

*David Canepa, Damon Connolly, Carol Dutra-Vernaci,  
Victoria Fleming, Sam Liccardo, and Libby Schaaf*

*Non-Voting Members: Dorene M. Giacomini and Vacant*

---

Friday, July 9, 2021

9:40 AM

Board Room - 1st Floor (REMOTE)

---

In light of Governor Newsom's State of Emergency declaration regarding the COVID-19 outbreak and in accordance with Executive Order N-29-20 issued by Governor Newsom on March 17, 2020 and the Guidance for Gatherings issued by the California Department of Public Health, the meeting will be conducted via webcast, teleconference, and Zoom for Committee members who will participate in the meeting from individual remote locations.

A Zoom panelist link for meeting participants will be sent separately to Committee members.

The meeting webcast will be available at <http://mtc.ca.gov/whats-happening/meetings>. Members of the public are encouraged to participate remotely via Zoom at the following link or phone number. Committee Members and members of the public participating by Zoom wishing to speak should use the "raise hand" feature or dial \*9. When called upon, unmute yourself or dial \*6. In order to get the full Zoom experience, please make sure your application is up to date.

Attendee Link: <https://bayareametro.zoom.us/j/82706335899>

iPhone One-Tap: US: +16699006833,,82706335899# or +14086380968,,82706335899#

Join by Telephone (for higher quality, dial a number based on your current location) US:  
+1 669 900 6833 or +1 408 638 0968 or +1 346 248 7799 or +1 253 215 8782 or +1 646 876 9923  
or +1 301 715 8592 or +1 312 626 6799 or 888 788 0099 (Toll Free) or 877 853 5247 (Toll Free)

Webinar ID: 827 0633 5899

International numbers available: <https://bayareametro.zoom.us/j/82706335899>

Detailed instructions on participating via Zoom are available at:

<https://mtc.ca.gov/how-provide-public-comment-board-meeting-zoom>

Members of the public may participate by phone or Zoom or may submit comments by email at [info@bayareametro.gov](mailto:info@bayareametro.gov) by 5:00 p.m. the day before the scheduled meeting date. Please include the committee or board meeting name and agenda item number in the subject line. Due to the current circumstances there may be limited opportunity to address comments during the meeting. All comments received will be submitted into the record.

## 1. Roll Call / Confirm Quorum

*Quorum: A quorum of the ABAG Administrative Committee shall be a majority of its regular voting members (6).*

*Quorum: A quorum of the MTC Planning Committee shall be a majority of its regular voting members (5).*

## 2. ABAG Compensation Announcement – Clerk of the Board

## 3. ABAG Administrative Committee Consent Calendar

- 3a. [21-0871](#) Approval of ABAG Administrative Committee Summary Minutes of the June 11, 2021 Meeting  
**Action:** ABAG Administrative Committee Approval  
**Attachments:** [3a\\_Minutes 20210611 ABAG ADMIN.pdf](#)
- 3b. [21-0945](#) San Francisco Estuary Partnership: Ariel Rubissow Okamoto (\$85,000)  
**Action:** ABAG Administrative Committee Approval  
**Presenter:** Caitlin Sweeney  
**Attachments:** [3b\\_SFEP Summary Sheet Climate Adaptation Publication Ariel Okamoto BARC](#)
- 3c. [21-0946](#) San Francisco Estuary Partnership: City of Palo Alto (\$150,000)  
**Action:** ABAG Administrative Committee Approval  
**Presenter:** Caitlin Sweeney  
**Attachments:** [3c\\_SFEP Summary Sheet City of Palo Alto Parking Lots Assistance.pdf](#)
- 3d. [21-0947](#) ABAG Resolution No. 06-2021, Revised: Regional Early Action Planning (REAP) Funds  
**Action:** ABAG Administrative Committee Approval  
**Presenter:** Heather Peters  
**Attachments:** [3d\\_REAP Allocations.pdf](#)
- 3e. [21-0948](#) Regional Early Action Planning (REAP) Consulting Services: Urban Planning Partners (\$576,775)  
**Action:** ABAG Administrative Committee Approval  
**Presenter:** Heather Peters  
**Attachments:** [3e\\_Summary Sheet REAP Consulting Services\\_Alameda.pdf](#)

- 3f. [21-0949](#) Regional Early Action Planning (REAP) Consulting Services: 4Leaf, Inc.  
(\$615,175)  
**Action:** ABAG Administrative Committee Approval  
**Presenter:** Heather Peters  
**Attachments:** [3f\\_Summary Sheet REAP Consulting Services\\_SonomaNapa.pdf](#)
- 3g. [21-0950](#) Bay Area Regional Energy Network (BayREN): County of Ventura  
(\$146,667)  
**Action:** ABAG Administrative Committee Approval  
**Presenter:** Jenny Berg  
**Attachments:** [3g\\_BayREN Summary Sheet Purchase Order County of Ventura CCEC.pdf](#)

#### 4. MTC Planning Committee Consent Calendar

- 4a. [21-0872](#) Approval of MTC Planning Committee Minutes of the June 11,  
2021 Meeting  
**Action:** MTC Planning Committee Approval  
**Attachments:** [4a\\_MTC PLNG\\_Minutes\\_June 11 2021.pdf](#)
- 4b. [21-0904](#) Draft Transportation-Air Quality Conformity Analysis for Plan Bay Area  
2050 and Amended 2021 Transportation Improvement Program (TIP)  
**Action:** Information  
**Presenter:** Harold Brazil  
**Attachments:** [4b\\_DraftConformityAnalysis.pdf](#)

#### 5. Information

- 5a. [21-0873](#) Regional Sea Level Rise Adaptation Initiatives and Actions  
  
Presentation highlighting the ongoing regional sea level rise planning efforts and sea level rise roles for MTC/ABAG, including two proposed actions: 1) development of a Sea Level Rise Funding Strategy and 2) exploration of a resilience technical assistance effort.  
**Action:** Information  
**Presenter:** Rachael Hartofelis and Michael Germeraad  
**Attachments:** [5a\\_Sea Level Rise.pdf](#)

**5b.**     [21-0905](#)            Climate Program - Local Parking Policy Technical Assistance

Update on MTC/ABAG assistance to local jurisdictions on parking policy development and implementation.

**Action:**                    Information

**Presenter:**             James Choe

**Attachments:**        [5b\\_Parking Update.pdf](#)

**6. Public Comment / Other Business**

*Committee Members and members of the public participating by Zoom wishing to speak should use the “raise hand” feature or dial \*9. When called upon, unmute yourself or dial \*6.*

**7. Adjournment / Next Meeting**

**The next meeting of the MTC Planning Committee will be Friday, September 10, 2021 at 9:40 a.m. remotely and by webcast as appropriate depending on the status of any shelter in place orders. Any changes to the schedule will be duly noticed to the public.**



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

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

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

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

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

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

---

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

All items on the agenda are subject to action and/or change by the Committee. Actions recommended by staff are subject to change by the Committee.



## **Meeting Minutes - Draft**

### **ABAG Administrative Committee**

*Chair, Jesse Arreguin, Mayor, City of Berkeley*  
*Vice Chair, Belia Ramos, Supervisor, County of Napa*

---

Friday, June 11, 2021

9:40 AM

Board Room - 1st Floor (REMOTE)

---

#### **Association of Bay Area Governments Administrative Committee**

The ABAG Administrative Committee may act on any item on the agenda.  
The ABAG Administrative Committee will meet jointly with the MTC Planning Committee.  
The meeting is scheduled to begin at 9:40 a.m.  
or immediately following the preceding MTC committee meeting.  
Agenda, roster, and webcast available at <https://abag.ca.gov>  
For information, contact Clerk of the Board at (415) 820-7913.

#### **Roster**

Jesse Arreguin, Pat Eklund, Neysa Fligor, Dave Hudson, Otto Lee, Rafael Mandelman, Karen Mitchoff, Raul Peralez, David Rabbitt, Belia Ramos, Carlos Romero, Lori Wilson

#### **1. Call to Order / Roll Call / Confirm Quorum**

Chair Arreguin called the meeting to order at about 9:48 a.m. Quorum was present.

**Present:** 11 - Arreguin, Eklund, Fligor, Hudson, Lee, Mandelman, Mitchoff, Peralez, Rabbitt, Ramos, and Romero

**Absent:** 1 - Wilson L

#### **2. ABAG Compensation Announcement – Clerk of the Board**

The ABAG Clerk of the Board gave the ABAG compensation announcement.

#### **3. ABAG Administrative Committee Consent Calendar**

Upon the motion by Eklund and second by Mitchoff, the ABAG Administrative Committee approved the Consent Calendar. The motion passed unanimously by the following vote:

**Aye:** 9 - Arreguin, Eklund, Fligor, Hudson, Lee, Mitchoff, Peralez, Rabbitt, and Romero

**Absent:** 3 - Mandelman, Ramos, and Wilson L

- 3.a. [21-0892](#) Approval of ABAG Administrative Committee Summary Minutes of the May 14, 2021 Meeting

#### 4. MTC Planning Committee Consent Calendar

The MTC Planning Committee took action on this item.

- 4.a. [21-0781](#) Approval of MTC Planning Committee Minutes of the May 14, 2021 Meeting

#### 5. Information

- 5.a. [21-0782](#) Draft Plan Bay Area 2050

Presentation highlighting the Draft Plan Bay Area 2050 Document, Environmental Impact Report, and Implementation Plan and seeking feedback from the committees prior to anticipated fall 2021 adoption.

Dave Vautin gave the report.

The following gave public comment: Tim Frank; Roland Lebrun; Rich Hedges; Ken Bukowski; Anthony Nachor.

#### 6. Public Hearings

- 6.a. [21-0783](#) Public Hearing: Plan Bay Area 2050

The MTC Planning and ABAG Administrative committees will conduct a public hearing to receive oral comments on the Draft Plan Bay Area 2050.

The following gave public comment: Tim Frank, Ed Evans, Ken Bukowski, Richard Hedges.

**Upon the motion by Arreguin and second by Hudson, the ABAG Administrative Committee waived the reading of the proposed Draft Plan Bay Area 2050 Document, Draft Supplemental Reports, and Draft Implementation Plan. The motion passed unanimously by the following vote:**

**Aye:** 10 - Arreguin, Eklund, Fligor, Hudson, Mandelman, Mitchoff, Peralez, Rabbitt, Ramos, and Romero

**Absent:** 2 - Lee, and Wilson L

**6.b.**     [21-0784](#)     Public Hearing: Draft Environmental Impact Report

The MTC Planning and ABAG Administrative committees will conduct a public hearing to receive oral comments on the Draft Environmental Impact Report.

The following gave public comment: Tim Frank, Ken Bukowski.

**Upon the motion by Arreguin and second by Hudson, the ABAG Administrative Committee waived the reading of the Draft Environmental Impact Report. The motion passed unanimously by the following vote:**

**Aye:** 10 - Arreguin, Eklund, Fligor, Hudson, Lee, Mitchoff, Peralez, Rabbitt, Ramos, and Romero

**Absent:** 2 - Mandelman, and Wilson L

**7. Public Comment / Other Business****8. Adjournment / Next Meeting**

Chair Arreguin adjourned the meeting at about 11:21 a.m. The next regular meeting of the ABAG Administrative Committee is on July 9, 2021.

**Association of Bay Area Governments  
Administrative Committee**

**July 9, 2021**

**Agenda Item 3b**

**San Francisco Estuary Partnership: Ariel Rubissow Okamoto (\$85,000)**


**Subject:** Authorization to amend the existing Writing, Editorial, and Administrative Services agreement with Ariel Rubissow Okamoto to a new total of \$525,000, adding \$85,000 funded by the Bay Area Regional Collaborative for a new Climate Adapt online magazine between July 1, 2021 and June 30, 2022.

**Background:** Ariel Rubissow Okamoto provides writing, editorial, and administrative services to the Association of Bay Area Governments and the San Francisco Estuary Partnership section through an existing agreement for \$440,000 over four years which includes work on the award-winning ESTUARY News magazine and other publications such as SFEP's State of the Estuary Report. BARC would like to contribute \$85,000 toward publication of a new online magazine focusing on climate adaptation over the 2021-22 fiscal year. The new climate adaptation work would be implemented through a new task order to the existing agreement.

**Issues:** None

**Recommended Action:** The ABAG Administrative Committee is requested to authorize the Executive Director of the Metropolitan Transportation Commission, or designee, to amend the agreement on behalf of the San Francisco Estuary Partnership with Ariel Rubissow Okamoto for Writing, Editorial, and Administrative Services to add \$85,000 for a new online publication on regional climate adaptation and resilience work for a new total not to exceed \$525,000. The task order for additional climate adaptation work funded by BARC will be effective between July 1, 2021 and June 30, 2022.

**Attachments:** Summary Approval

  
Therese W. McMillan

**SUMMARY OF ABAG ADMINISTRATIVE COMMITTEE APPROVAL**

<b>Work Item No.:</b>	Program Code 6996
<b>Funder:</b>	Bay Area Regional Collaborative
<b>Work Project Title:</b>	Add new "Climate Adapt Magazine" publication to Writing, Editorial, and Administrative Services Agreement with Ariel Rubissow Okamoto: new publication focusing on regional climate adaptation work in the San Francisco Bay Area
<b>Purpose of Project:</b>	Provide a vehicle for regular communication among agencies and across the diverse communities where adaptation efforts should be taking place. The project will tell stories, lift up community voices, make connections and link efforts in different cities and counties, and de-jargonize plans, goals, objectives, metrics, and science.
<b>Brief Scope of Work:</b>	New online magazine (guided by interagency editorial board) focusing on climate adaptation to be published 4-6 times a year. Will include news briefs and links to city and county progress; science summaries and analysis; people profiles; in-depth stories; and resource lists.
<b>Project Cost Not to Exceed:</b>	Agreement total will be modified not to exceed \$525,000. Additional \$85,000 will be a new task order.
<b>Funding Source:</b>	Bay Area Regional Collaborative
<b>Fiscal Impact:</b>	Funds programmed in FY 2021-22 Budget
<b>Motion by Committee:</b>	The ABAG Administrative Committee is requested to authorize the Executive Director of the Metropolitan Transportation Commission, or designee, to amend the agreement on behalf of the San Francisco Estuary Partnership with Ariel Rubissow Okamoto for Writing, Editorial, and Administrative Services to add \$85,000 for a new online publication on regional climate adaptation and resilience work for a new total not to exceed \$525,000. The task order for additional climate adaptation work funded by BARC will be effective between July 1, 2021 and June 30, 2022.
<b>ABAG Executive Board Approval:</b>	
	Jesse Arreguin, ABAG President
<b>Approval Date:</b>	July 9, 2021

**Association of Bay Area Governments  
Administrative Committee**

**July 9, 2021**

**Agenda Item 3c**

**San Francisco Estuary Partnership: City of Palo Alto (\$150,000)**

---

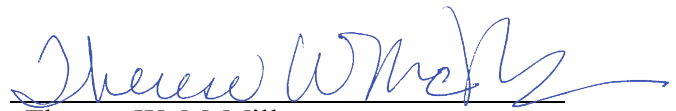
**Subject:** Authorization to accept up to \$150,000 from the City of Palo Alto to provide grant administration assistance for the Green Parking Facilities Project between July 1, 2021 and October 31, 2025.

**Background:** The San Francisco Estuary Partnership (SFEP) manages numerous grants from the U.S Environmental Protection Agency (US EPA)'s San Francisco Bay Water Quality Improvement Fund (SFBWQIF). The City of Palo Alto requested assistance from SFEP to administer its newly funded US EPA BWQIF project to reduce stormwater pollution at parking lots. SFEP will apply its expertise in required reporting to this project, assisting with review of progress reports and invoices from the project partners and vendors.

**Issues:** None

**Recommended Action:** The ABAG Administrative Committee is requested to authorize the Executive Director of the Metropolitan Transportation Commission, or designee, to enter into an agreement on behalf of the San Francisco Estuary Partnership with the City of Palo Alto for grant administration assistance for the Green Parking Facilities Project in an amount not to exceed \$150,000 between July 1, 2021 and October 31, 2025.

**Attachments:** Summary Approval

  
Therese W. McMillan

**SUMMARY OF ABAG ADMINISTRATIVE COMMITTEE APPROVAL**

<b>Work Item No.:</b>	1720 (FSRC tbd)
<b>Funder:</b>	City of Palo Alto
<b>Work Project Title:</b>	Grant Administration Assistance to City of Palo Alto Green Parking Facilities Project
<b>Purpose of Project:</b>	Provide grant administration assistance for City of Palo Alto project to reduce stormwater runoff pollution from two pilot parking lots in the cities of Palo Alto and Santa Clara
<b>Brief Scope of Work:</b>	Assist the City with review of quarterly reports and invoices from project partners and vendors
<b>Project Cost Not to Exceed:</b>	\$150,000
<b>Funding Source:</b>	City of Palo Alto
<b>Fiscal Impact:</b>	Funds programmed in FY 2021-22 Budget
<b>Motion by Committee:</b>	The ABAG Administrative Committee is requested to authorize the Executive Director of the Metropolitan Transportation Commission, or designee, to enter into an agreement on behalf of the San Francisco Estuary Partnership with the City of Palo Alto for grant administration assistance for the Green Parking Facilities Project in an amount not to exceed \$150,000 between July 1, 2021 and October 31, 2025.
<b>ABAG Executive Board Approval:</b>	
	Jesse Arreguin, ABAG President
<b>Approval Date:</b>	July 9, 2021



**Association of Bay Area Governments  
Administrative Committee**

**July 9, 2021**

**Agenda Item 3d**

**ABAG Resolution No. 06-2021, Revised: Regional Early Action Planning (REAP) Funds**

---

**Subject:** Approval of Revision of ABAG Resolution No. 06-2021, Revised, to change the recipient for \$615,175 in Regional Early Action Planning (REAP) funds of support for Santa Clara County's Planning Collaborative to the Cities Association of Santa Clara as described in Attachment A.

**Background:** On May 20, 2021, ABAG Resolution No. 06-2021 was adopted to, among other things, authorize the Executive Director of the Metropolitan Transportation Commission (MTC), or her designee, on behalf of the Association of Bay Area Governments (ABAG), to negotiate and enter into a funding agreement for the suballocation of Regional Early Action Planning Grant (REAP) funds with the County of Santa Clara (County) in the amount of \$615,175 to support a County Collaborative.

Subsequently the Santa Clara County Board of Supervisors designated the Cities Association of Santa Clara County to receive the \$615,175 in REAP funding referenced above on behalf of County to support its existing County Collaborative.

ABAG Resolution No. 06-2021 is being revised to include designation of the Cities Association of Santa Clara County to receive REAP funding on behalf of the County of Santa Clara to support its existing County Collaborative. The revised resolution and summary of funding agreement amounts are attached.

**Issues:** None

**Recommended Action:** The ABAG Administrative Committee is requested to adopt ABAG Resolution No. 06-2021, Revised, to change the recipient for \$615,175 in Regional Early Action Planning (REAP) funds of support for Santa Clara County's Planning Collaborative to the Cities Association of Santa Clara as described in Attachment A, Revised.

**Attachments:** Attachment A: ABAG Resolution No. 06-2021, Revised  
Attachment B: Summary of REAP Funding Agreement Amounts, Revised

  
Therese W. McMillan

**ASSOCIATION OF BAY AREA GOVERNMENTS  
ADMINISTRATIVE COMMITTEE**

**RESOLUTION NO. 06-2021, REVISED**

**APPROVAL OF ALLOCATION OF REGIONAL EARLY ACTION PLANNING (REAP)  
FUNDS**

**ABSTRACT**

This resolution adopted the recommended suballocations and allocation of REAP funding as described in the attached spreadsheet and authorized the Executive Director of the Metropolitan Transportation Commission (MTC), or her designee, on behalf of the Association of Bay Area Governments, to negotiate and enter into REAP funding agreements with the entities in the amounts listed in the attached spreadsheet. The resolution was adopted on May 20, 2021.

The resolution is revised to designate the Cities Association of Santa Clara County to receive a suballocation of Regional Early Action Planning (REAP) funds on behalf of the Santa Clara County Board of Supervisors to support its existing County Collaborative and as described in the revised attached spreadsheet. The resolution was revised on \_\_\_\_.

**ASSOCIATION OF BAY AREA GOVERNMENTS  
ADMINISTRATIVE COMMITTEE**

**RESOLUTION NO. 06-2021, REVISED**

**APPROVAL OF ALLOCATION OF REGIONAL EARLY ACTION PLANNING (REAP)  
FUNDS**

**WHEREAS**, the Association of Bay Area Governments (ABAG), a joint exercise of powers entity created pursuant to California Government Code Sections 6500 et seq., is the Council of Governments and the regional land use planning agency for the San Francisco Bay Area; and

**WHEREAS**, ABAG approved the Regional Housing Technical Assistance Program Design and Framework in November 2020, which included the creation of a \$1,000,000 competitive round of funding for local suballocations of Regional Early Action Planning Grant (REAP) funds to local jurisdictions to support housing elements and rezoning with a minimum of 1/3 of the funding to be awarded to small jurisdictions defined as having populations of 60,000 or less; and

**WHEREAS**, the approved the Regional Housing Technical Assistance Program Design and Framework also included \$1.8 million for Strategic Initiatives; and

**WHEREAS**, ABAG subsequently issued a call for Letters of Interest from local Bay Area jurisdictions describing how their proposed projects would meet regional priorities set forth in Plan Bay Area and explaining any project funding gaps; and

**WHEREAS**, the ABAG Housing Committee recommended approval of the following suballocations of REAP funding at its meeting on May 13, 2021; and

**ASSOCIATION OF BAY AREA GOVERNMENTS  
RESOLUTION NO. 06-2021, REVISED**

<b>Jurisdiction</b>	<b>Amount</b>
Oakland	\$75,000
San Pablo*	\$75,000
San Francisco	\$75,000
Berkeley	\$75,000
Alameda County	\$75,000
Milpitas	\$75,000
Santa Clara County	\$75,000
San Rafael*	\$75,000
Concord	\$75,000
Orinda*	\$75,000
Larkspur*	\$75,000
Napa County*	\$75,000
Cotati*°	\$50,000
East Palo Alto*°	\$50,000

\* Population below 60,000

° Last qualifying jurisdictions tied and split the balance equally

**WHEREAS**, the ABAG Housing Committee recommended approval of the allocation of \$470,000 of the \$1.8 million in REAP Strategic Initiatives funding for regional VMT Policy Working Groups at its meeting on May 13, 2021; and

**WHEREAS**, on November 19, 2020, ABAG approved the Regional Housing Technical Assistance Program Design and Framework which included the suballocation of \$20,000 of REAP funds to support RNHA Subregions; and

**WHEREAS**, on November 19, 2020, ABAG approved the Regional Housing Technical Assistance Program Design and Framework which also included the suballocation of \$2.18 million in Non-Competitive Initial Minimum Local Allocations of REAP funds in the amount of \$20,000 to each of the 109 local Bay Area jurisdictions; and

**WHEREAS**, on November 19, 2020, ABAG approved the Regional Housing Technical Assistance Program Design and Framework which also included the suballocation of \$3 million in Non-Competitive Supplemental RNHA-based Local Allocations of REAP funds to be distributed pro rata based on the units allocated by the Draft RHNA Methodology to the local Bay Area jurisdictions that receive at least 1,000 units; and

**WHEREAS**, on January 21, 2021, ABAG approved the Draft RHNA Methodology and confirmed that the only RHNA Subregion would be the Solano Subregion; and

**ASSOCIATION OF BAY AREA GOVERNMENTS  
RESOLUTION NO. 06-2021, REVISED**

**WHEREAS**, on November 19, 2020, ABAG approved the Regional Housing Technical Assistance Program Design and Framework which included the suballocation of \$480,000 of REAP funds to Bay Area counties or their designees to support County Collaboratives; and

**WHEREAS**, on January 21, 2021, ABAG approved the suballocation of another \$4.2 million of REAP funds to Bay Area counties or their designees to support County Collaboratives; and

**WHEREAS**, San Mateo County has designated the San Mateo County Department of Housing to receive its County Collaborative suballocation of REAP funds; and

**WHEREAS**, Solano County has designated the Solano Transportation Authority (STA) to receive its County Collaborative suballocation of REAP funds; and

**WHEREAS**, the Solano Transportation Authority (STA) is the fiscal agent for the Solano RHNA Subregion; and

**WHEREAS**, the Santa Clara County Board of Supervisors has designated the Cities Association of Santa Clara County to receive its County Collaborative suballocation of REAP funds; and

**WHEREAS**, the revised spreadsheet attached hereto is an accurate accounting of the amounts due under all of the above suballocations of REAP funds.

**ASSOCIATION OF BAY AREA GOVERNMENTS  
RESOLUTION NO. 06-2021, REVISED**

Executive Director of the Metropolitan Transportation Commission (MTC), or her designee, on behalf of the Association of Bay Area Governments, is authorized to negotiate and enter into REAP funding agreements with the entities in the amounts listed in the attached spreadsheet.

**NOW, THEREFORE, BE IT RESOLVED**, that the Administrative Committee of the Association of Bay Area Governments hereby certifies that the foregoing recitals are true and correct and incorporated by this reference; and be it further

**RESOLVED**, that the ABAG Administrative Committee, as a decision-making body, hereby adopts the recommended suballocations and allocation of REAP funding as listed above and in the attached revised spreadsheet; and be it further

**RESOLVED**, that the Executive Director of the Metropolitan Transportation Commission (MTC), or her designee, on behalf of the Association of Bay Area Governments, is authorized to negotiate and enter into REAP funding agreements with the entities in the amounts listed in the attached revised spreadsheet.

The foregoing was adopted by the ABAG Administrative Committee the 9<sup>th</sup> day of July, 2021.

---

Jesse Arreguin  
President

**Certification of Executive Board Approval**

I, the undersigned, the appointed and qualified Clerk of the Board of the Association of Bay Area Governments (Association), do hereby certify that the foregoing resolution was adopted by the Administrative Committee of the Association at a duly called and noticed meeting held in San Francisco, California, and at other remote locations, on the 9<sup>th</sup> day of July. 2021.

---

Frederick Castro  
Clerk of the Board

**ASSOCIATION OF BAY AREA GOVERNMENTS  
RESOLUTION NO. 06-2021, REVISED**

**Attachment**

**Summary of REAP Funding Agreement Amounts, Revised**

Jurisdiction	County	RHNA Subregion Suballocation (approved 11/19/20)	Planning Collaborative Suballocation (approved 11/19/20)	Minimum Suballocation (approved 11/19/20)	RHNA-Based Supplemental Suballocation (formula approved 11/19/20, RHNA units approved 1/20/21)	5/20/21 Competitive Suballocation Recommendations (\$1M approved on 11/19/20)	TOTALS
Alameda	AC	\$-	\$-	\$20,000	\$38,058	\$-	\$58,058
Alameda County	AC	\$-	\$576,775	\$20,000	\$33,495	\$75,000	\$705,270
Albany	AC	\$-	\$-	\$20,000	\$7,919	\$-	\$27,919
American Canyon	NC	\$-	\$-	\$20,000	\$-	\$-	\$20,000
Antioch	CCC	\$-	\$-	\$20,000	\$21,439	\$-	\$41,439
Atherton	SMC	\$-	\$-	\$20,000	\$-	\$-	\$20,000
Belmont	SMC	\$-	\$-	\$20,000	\$12,688	\$-	\$32,688
Belvedere	MC	\$-	\$-	\$20,000	\$-	\$-	\$20,000
Benicia	SOL	\$-	\$-	\$20,000	\$-	\$-	\$20,000
Berkeley	AC	\$-	\$-	\$20,000	\$63,506	\$75,000	\$158,506
Brentwood	CCC	\$-	\$-	\$20,000	\$10,819	\$-	\$30,819
Brisbane	SMC	\$-	\$-	\$20,000	\$11,288	\$-	\$31,288
Burlingame	SMC	\$-	\$-	\$20,000	\$23,152	\$-	\$43,152
Calistoga	NC	\$-	\$-	\$20,000	\$-	\$-	\$20,000
Campbell	SCC	\$-	\$-	\$20,000	\$21,162	\$-	\$41,162
Cities Association of Santa Clara County (as designee of Santa Clara County)	SCC	\$-	\$615,175	\$-	\$-	\$-	\$615,175
Clayton	CCC	\$-	\$-	\$20,000	\$-	\$-	\$20,000
Cloverdale	SON	\$-	\$-	\$20,000	\$-	\$-	\$20,000
Colma	SMC	\$-	\$-	\$20,000	\$-	\$-	\$20,000
Concord	CCC	\$-	\$-	\$20,000	\$36,061	\$75,000	\$131,061
Contra Costa County	CCC	\$-	\$768,975	\$20,000	\$54,343	\$-	\$843,318
Corte Madera	MC	\$-	\$-	\$20,000	\$-	\$-	\$20,000
Cotati	SON	\$-	\$-	\$20,000	\$-	\$50,000	\$70,000
Cupertino	SCC	\$-	\$-	\$20,000	\$32,613	\$-	\$52,613
Daly City	SMC	\$-	\$-	\$20,000	\$34,390	\$-	\$54,390
Danville	CCC	\$-	\$-	\$20,000	\$15,930	\$-	\$35,930
Dixon	SOL	\$-	\$-	\$20,000	\$-	\$-	\$20,000
Dublin	AC	\$-	\$-	\$20,000	\$26,436	\$-	\$46,436
East Palo Alto	SMC	\$-	\$-	\$20,000	\$-	\$50,000	\$70,000
El Cerrito	CCC	\$-	\$-	\$20,000	\$9,888	\$-	\$29,888
Emeryville	AC	\$-	\$-	\$20,000	\$12,902	\$-	\$32,902
Fairfax	MC	\$-	\$-	\$20,000	\$-	\$-	\$20,000
Fairfield	SOL	\$-	\$-	\$20,000	\$21,659	\$-	\$41,659
Foster City	SMC	\$-	\$-	\$20,000	\$13,477	\$-	\$33,477
Fremont	AC	\$-	\$-	\$20,000	\$91,677	\$-	\$111,677
Gilroy	SCC	\$-	\$-	\$20,000	\$12,603	\$-	\$32,603
Half Moon Bay	SMC	\$-	\$-	\$20,000	\$-	\$-	\$20,000
Hayward	AC	\$-	\$-	\$20,000	\$32,869	\$-	\$52,869
Healdsburg	SON	\$-	\$-	\$20,000	\$-	\$-	\$20,000
Hercules	CCC	\$-	\$-	\$20,000	\$-	\$-	\$20,000
Hillsborough	SMC	\$-	\$-	\$20,000	\$-	\$-	\$20,000
Lafayette	CCC	\$-	\$-	\$20,000	\$15,027	\$-	\$35,027
Larkspur	MC	\$-	\$-	\$20,000	\$-	\$75,000	\$95,000
Livermore	AC	\$-	\$-	\$20,000	\$32,478	\$-	\$52,478
Los Altos	SCC	\$-	\$-	\$20,000	\$13,918	\$-	\$33,918
Los Altos Hills	SCC	\$-	\$-	\$20,000	\$-	\$-	\$20,000
Los Gatos	SCC	\$-	\$-	\$20,000	\$14,167	\$-	\$34,167
Marin County	MC	\$-	\$573,175	\$20,000	\$25,377	\$-	\$618,552
Martinez	CCC	\$-	\$-	\$20,000	\$9,561	\$-	\$29,561
Menlo Park	SMC	\$-	\$-	\$20,000	\$20,941	\$-	\$40,941
Mill Valley	MC	\$-	\$-	\$20,000	\$-	\$-	\$20,000
Millbrae	SMC	\$-	\$-	\$20,000	\$15,631	\$-	\$35,631
Milpitas	SCC	\$-	\$-	\$20,000	\$47,718	\$75,000	\$142,718



Jurisdiction	County	RHNA Subregion Suballocation (approved 11/19/20)	Planning Collaborative Suballocation (approved 11/19/20)	Minimum Suballocation (approved 11/19/20)	RHNA-Based Supplemental Suballocation (formula approved 11/19/20, RHNA units approved 1/20/21)	5/20/21 Competitive Suballocation Recommendations (\$1M approved on 11/19/20)	TOTALS
Monte Sereno	SCC	\$-	\$-	\$20,000	\$-	\$-	\$20,000
Moraga	CCC	\$-	\$-	\$20,000	\$7,947	\$-	\$27,947
Morgan Hill	SCC	\$-	\$-	\$20,000	\$7,371	\$-	\$27,371
Mountain View	SCC	\$-	\$-	\$20,000	\$79,152	\$-	\$99,152
Napa	NC	\$-	\$-	\$20,000	\$13,783	\$-	\$33,783
Napa County (&see Napa/ Sonoma Collaborative)	NC	\$-	\$-	\$20,000	\$7,201	\$75,000	\$102,201
Napa/Sonoma Collaborative (ABAG to administer funds)	NC & SON	\$-	\$615,175	\$-	\$-	\$-	\$615,175
Newark	AC	\$-	\$-	\$20,000	\$13,321	\$-	\$33,321
Novato	MC	\$-	\$-	\$20,000	\$14,856	\$-	\$34,856
Oakland	AC	\$-	\$-	\$20,000	\$186,609	\$75,000	\$281,609
Oakley	CCC	\$-	\$-	\$20,000	\$7,521	\$-	\$27,521
Orinda	CCC	\$-	\$-	\$20,000	\$9,660	\$75,000	\$104,660
Pacifica	SMC	\$-	\$-	\$20,000	\$13,449	\$-	\$33,449
Palo Alto	SCC	\$-	\$-	\$20,000	\$43,262	\$-	\$63,262
Petaluma	SON	\$-	\$-	\$20,000	\$13,577	\$-	\$33,577
Piedmont	AC	\$-	\$-	\$20,000	\$-	\$-	\$20,000
Pinole	CCC	\$-	\$-	\$20,000	\$-	\$-	\$20,000
Pittsburg	CCC	\$-	\$-	\$20,000	\$14,338	\$-	\$34,338
Pleasant Hill	CCC	\$-	\$-	\$20,000	\$12,809	\$-	\$32,809
Pleasanton	AC	\$-	\$-	\$20,000	\$42,401	\$-	\$62,401
Portola Valley	SMC	\$-	\$-	\$20,000	\$-	\$-	\$20,000
Redwood City	SMC	\$-	\$-	\$20,000	\$32,613	\$-	\$52,613
Richmond	CCC	\$-	\$-	\$20,000	\$25,690	\$-	\$45,690
Rio Vista	SOL	\$-	\$-	\$20,000	\$-	\$-	\$20,000
Rohnert Park	SON	\$-	\$-	\$20,000	\$11,231	\$-	\$31,231
Ross	MC	\$-	\$-	\$20,000	\$-	\$-	\$20,000
San Anselmo	MC	\$-	\$-	\$20,000	\$-	\$-	\$20,000
San Bruno	SMC	\$-	\$-	\$20,000	\$22,498	\$-	\$42,498
San Carlos	SMC	\$-	\$-	\$20,000	\$19,441	\$-	\$39,441
San Francisco	CCSF	\$-	\$150,175	\$20,000	\$583,362	\$75,000	\$828,537
San Jose	SCC	\$-	\$-	\$20,000	\$442,154	\$-	\$462,154
San Leandro	AC	\$-	\$-	\$20,000	\$27,403	\$-	\$47,403
San Mateo	SMC	\$-	\$-	\$20,000	\$49,865	\$-	\$69,865
San Mateo County	SMC	\$-	\$-	\$20,000	\$20,138	\$-	\$40,138
San Mateo County Department of Housing (as designee of San Mateo County)	SMC	\$-	\$807,375	\$-	\$-	\$-	\$807,375
San Pablo	CCC	\$-	\$-	\$20,000	\$-	\$75,000	\$95,000
San Rafael	MC	\$-	\$-	\$20,000	\$22,889	\$75,000	\$117,889
San Ramon	CCC	\$-	\$-	\$20,000	\$36,331	\$-	\$56,331
Santa Clara	SCC	\$-	\$-	\$20,000	\$82,684	\$-	\$102,684
Santa Clara County	SCC	\$-		\$20,000	\$22,221	\$75,000	\$117, 221

Jurisdiction	County	RHNA Subregion Suballocation (approved 11/19/20)	Planning Collaborative Suballocation (approved 11/19/20)	Minimum Suballocation (approved 11/19/20)	RHNA-Based Supplemental Suballocation (formula approved 11/19/20, RHNA units approved 1/20/21)	5/20/21 Competitive Suballocation Recommendations (\$1M approved on 11/19/20)	TOTALS
Santa Rosa	SON	\$-	\$-	\$20,000	\$33,310	\$-	\$53,310
Saratoga	SCC	\$-	\$-	\$20,000	\$12,170	\$-	\$32,170
Sausalito	MC	\$-	\$-	\$20,000	\$-	\$-	\$20,000
Sebastopol	SON	\$-	\$-	\$20,000	\$-	\$-	\$20,000
Solano County	SOL	\$-	\$-	\$20,000	\$-	\$-	\$20,000
Solano Transportation Authority (STA) (as designee of Solano County)	SOL	\$20,000	\$573,175	\$-	\$-	\$-	\$593,175
Sonoma	SON	\$-	\$-	\$20,000	\$-	\$-	\$20,000
Sonoma County (& see Napa/ Sonoma Collaborative)	SON	\$-	\$-	\$20,000	\$27,588	\$-	\$47,588
South San Francisco	SMC	\$-	\$-	\$20,000	\$28,128	\$-	\$48,128
St. Helena	NC	\$-	\$-	\$20,000	\$-	\$-	\$20,000
Suisun City	SOL	\$-	\$-	\$20,000	\$-	\$-	\$20,000
Sunnyvale	SCC	\$-	\$-	\$20,000	\$85,059	\$-	\$105,059
Tiburon	MC	\$-	\$-	\$20,000	\$-	\$-	\$20,000
Union City	AC	\$-	\$-	\$20,000	\$19,392	\$-	\$39,392
Vacaville	SOL	\$-	\$-	\$20,000	\$13,236	\$-	\$33,236
Vallejo	SOL	\$-	\$-	\$20,000	\$20,884	\$-	\$40,884
Walnut Creek	CCC	\$-	\$-	\$20,000	\$41,264	\$-	\$61,264
Windsor	SON	\$-	\$-	\$20,000	\$-	\$-	\$20,000
Woodside	SMC	\$-	\$-	\$20,000	\$-	\$-	\$20,000
Yountville	NC	\$-	\$-	\$20,000	\$-	\$-	\$20,000
	<b>TOTALS:</b>	<b>\$20,000</b>	<b>\$4,680,000</b>	<b>\$2,180,000</b>	<b>\$3,000,000</b>	<b>\$1,000,000</b>	<b>\$10,880,000</b>

**Metropolitan Transportation Commission and the Association of Bay Area Governments  
Joint MTC Planning Committee with the ABAG Administrative Committee**

**July 9, 2021**

**Agenda Item 3e**

**Regional Early Action Planning (REAP) Consulting Services: Urban Planning Partners (\$576,775)**

**Subject:** Authorization of a contract through December 31, 2023 with Urban Planning Partners to assist the Association of Bay Area Governments (ABAG) and the County of Alameda with Subregional Planning Collaborative Coordinator Services in an amount not to exceed \$576,775.

**Background:** In May 2021, a Mini-Request for Qualifications (RFQ) seeking to retain a consultant to assist ABAG and the County of Alameda with their Subregional Planning Collaborative, was issued. The selected consultant(s) will provide technical assistance, trainings, and logistical support for forming and sustaining the Subregional Planning Collaborative. The following 2 firms responded to the RFQ, met the minimum qualifications, and were interviewed on June 28<sup>th</sup>, 2021:

1. Urban Planning Partners
2. Baird + Driskell Community Planning

The interview panel consisted of ABAG Principal Regional Housing Planner, Heather Peters; Associate Planner, ABAG Bobby Lu; City of Berkeley Senior Planner, Grace Wu; City of Livermore Principal Planner, Steve Stewart; City of Fremont Principal Planner, Wayland Li. The evaluation criteria were as follows:

1. Overall quality and relevance of qualifications, experience & approach (60%)
2. Local knowledge of the county and jurisdictions (20%)
3. Hourly rates (20%)

Urban Planning Partners is both a Small Business Enterprise (SBE) and a Disadvantaged Business Enterprise (DBE) and Baird + Driskell is an SBE. Urban Planning Partners has committed to at least 40% SBE participation on this contract.

After a thorough review of the proposals and the interviews, the panel recommends Urban Planning Partners to serve as the consultant for County of Alameda's Subregional Planning Collaborative. Urban Planning Partners determined to be most qualified based on a combination of the strength of the staff's qualifications and experience, including their "Housing Collective" that provides a wide range of subject matter expertise including Housing Elements, vehicle miles traveled (VMT), transportation equity, the economic feasibility of zoning, and diverse public outreach. Urban Planning Partners is headquartered in Oakland, its team has worked in almost all 15 of the Alameda County Collaborative jurisdictions and has long-standing relationships with key staff throughout the county. Urban Planning Partners would have the following subcontractors:

- Diana Elrod Consulting
- Barry J. Miller, FAICP (SBE)
- Turner Center Housing Innovation Labs
- Urban Land Institute (ULI)
- Street Level Advisors
- ChangeLab Solutions
- Fehr & Peers
- David Baker Architects
- Kristen Hall City Design (SBE)

The following table shows the collective final score average of the two proposers based on their proposals and interviews.

	Total	Overall quality and relevance of qualifications, experience & approach	Local knowledge of the county and jurisdictions	Hourly rates
Supplier	/ 100 pts	/ 60 pts	/ 20 pts	/ 20 pts
Urban Planning Partners	88.80	54.20	18.20	16.40
Baird + Driskell Community Planning	82	49.20	14.60	18.20

ABAG has previously allocated \$576,775 of Regional Early Action Planning (REAP) funds to support the Alameda County Planning Collaborative for FY 2021-22 through FY2023-24 and the steering committee for this Collaborative has elected to have ABAG administer those funds on its behalf.

**Recommended Action:**

The ABAG Administrative Committee is requested to authorize the Executive Director of the Metropolitan Transportation Commission (MTC), or designee, on behalf of the Association of Bay Area Governments, to negotiate and enter into a contract with Urban Planning Partners in an amount not to exceed \$576,775 to assist ABAG and the County of Alameda with Subregional Planning Collaborative Coordinator Services.

**Attachments:**

Summary Approval

  
Therese W. McMillan

**SUMMARY OF ABAG ADMINISTRATIVE COMMITTEE APPROVAL**

<b>Work Item No.:</b>	1752
<b>Consultant:</b>	Urban Planning Partners
<b>Work Project Title:</b>	Consulting services
<b>Purpose of Project:</b>	To obtain services of a consultant
<b>Brief Scope of Work:</b>	To assist ABAG and the County of Alameda with Subregional Planning Collaborative Coordinator Services
<b>Project Cost Not to Exceed:</b>	\$576,775 for FY 2021-22 through FY 2023-24.
<b>Funding Source:</b>	2310 Regional Early Action Planning Grant (REAP).
<b>Fiscal Impact:</b>	Project costs are included in the FY 2020-21 Budget and subject to approval of annual budgets thereafter.
<b>Motion Committee:</b>	The ABAG Administrative Committee is requested to authorize the Executive Director of the Metropolitan Transportation Commission (MTC), or designee, on behalf of the Association of Bay Area Governments, to negotiate and enter into a contract with Urban Planning Partners in an amount not to exceed \$576,775 to assist ABAG and the County of Alameda with Subregional Planning Collaborative Coordinator Services.
<b>ABAG Administrative Committee Approval:</b>	
	Jesse Arreguin, ABAG President
<b>Approval Date:</b>	July 9, 2021

**Association of Bay Area Governments  
Administrative Committee**

**July 9, 2021**

**Agenda Item 3f**

**Regional Early Action Planning (REAP) Consulting Services: 4Leaf, Inc. (\$615,175)**

**Subject:** Authorization of a contract through December 31, 2023 with 4Leaf, Inc. to assist the Association of Bay Area Governments (ABAG) and the Counties of Napa and Sonoma with Subregional Planning Collaborative Coordinator Services in an amount not to exceed \$615,175.

**Background:** In May 2021, a Mini-Request for Qualifications (RFQ) seeking to retain a consultant to assist ABAG and the Counties of Napa and Sonoma with their Subregional Planning Collaborative, was issued. The selected consultant will provide technical assistance, trainings, and logistical support for forming and sustaining the Subregional Planning Collaborative. The following 3 firms responded to the RFQ and met the minimum qualifications:

1. Urban Planning Partners, Inc.
2. 4Leaf, Inc.
3. MIG

4Leaf, Inc. and MIG were shortlisted and invited to interview, the interviews was conducted on June 28<sup>th</sup>, 2021. The interview panel consisted of ABAG Principal Regional Housing Planner, Heather Peters; ABAG Associate Planner, Bobby Lu; Sonoma County Planning Manager, Brian Oh; and City of Napa Planning and Code Enforcement Division Manager, Erin Morris. The evaluation criteria were as follows:

1. Overall quality and relevance of qualifications, experience & approach (60%)
2. Local knowledge of the county and jurisdictions (20%)
3. Hourly rates (20%)

4Leaf, Inc. is not an SBE but their subconsultant Baird + Driskell Community Planning is a certified SBE and 4Leaf, Inc. has committed to 41% SBE participation on this contract.

After a thorough review of the proposals and the interviews, the panel recommends 4Leaf, Inc. to serve as the consultant for the Joint Planning Collaborative for Napa and Sonoma Counties. 4Leaf, Inc. was determined to be most qualified based on a combination of the strength of the staff's qualifications and experience, including Jane Riley's extensive career in public service where she has worked on many housing elements in Sonoma County jurisdictions. The strength of 4Leaf, Inc.'s proposal was enhanced by the inclusion of Baird + Driskell Community Planning as a subcontractor on this project. Baird + Driskell recently led collaborative ADU work jointly with Napa and Sonoma Counties and pioneered the concept of subregional planning collaboratives with "21 Elements", where all jurisdictions in San Mateo County have successfully shared consulting services to achieve economies of scale for more than a decade.


The following table shows the collective final score average of the proposers based on their proposals and interviews, if interviewed.

	Total	Overall quality and relevance of qualifications, experience & approach	Local knowledge of the county and jurisdictions	Hourly rates
Supplier	/ 100 pts	/ 60 pts	/ 20 pts	/ 20 pts
4Leaf, Inc.	85.75	52.50	19	14.25
MIG	73.75	47.50	12.25	14
Urban Planning Partners, Inc.	69.25	45	10.50	13.75

ABAG has previously allocated \$615,175 of Regional Early Action Planning (REAP) funds to support the Joint Planning Collaborative for Napa and Sonoma Counties for FY 2021-22 through FY2023-24 and the steering committee for this Collaborative has elected to have ABAG administer those funds on its behalf.

**Recommended Action:** The ABAG Administrative Committee is requested to authorize the Executive Director of the Metropolitan Transportation Commission (MTC), or designee, on behalf of the Association of Bay Area Governments, to negotiate and enter into a contract with 4Leaf, Inc. in an amount not to exceed \$615,175 to assist ABAG and the Counties of Napa and Sonoma with Subregional Planning Collaborative Coordinator Services.

**Attachments:** Summary Approval

  
Therese W. McMillan

**SUMMARY OF ABAG ADMINISTRATIVE COMMITTEE APPROVAL**

<b>Work Item No.:</b>	1752
<b>Consultant:</b>	4Leaf, Inc.
<b>Work Project Title:</b>	Consulting services
<b>Purpose of Project:</b>	To obtain services of a consultant
<b>Brief Scope of Work:</b>	To assist ABAG and the Counties of Napa and Sonoma with Subregional Planning Collaborative Coordinator Services
<b>Project Cost Not to Exceed:</b>	\$615,175 for FY 2020-21 through FY 2023-24.
<b>Funding Source:</b>	2310 Regional Early Action Planning Grant (REAP).
<b>Fiscal Impact:</b>	Project costs are included in the FY 2020-21 Budget and subject to approval of annual budgets thereafter.
<b>Motion Committee:</b>	The ABAG Administrative Committee is requested to authorize the Executive Director of the Metropolitan Transportation Commission (MTC), or designee, on behalf of the Association of Bay Area Governments, to negotiate and enter into a contract with 4Leaf, Inc. in an amount not to exceed \$615,175 to assist ABAG and the Counties of Napa and Sonoma with Subregional Planning Collaborative Coordinator Services.
<b>ABAG Administrative Committee Approval:</b>	
	Jesse Arreguin, ABAG President
<b>Approval Date:</b>	July 9, 2021



**Metropolitan Transportation Commission and the Association of Bay Area Governments  
Joint MTC Planning Committee with the ABAG Administrative Committee**

**July 9, 2021**

**Agenda Item 3g**

**Bay Area Regional Energy Network (BayREN): County of Ventura (\$146,667)**

**Subject:** Authorization to pay the County of Ventura in an amount not to exceed \$146,667 for BayREN's portion of the sponsorship of the California Climate & Energy Collaborative (CCEC)

**Background:** Since 2013, the Bay Area Regional Energy Network (BayREN) has implemented a portfolio of energy efficiency programs across the region. The Association of Bay Area Governments (ABAG) serves as the program administrator and lead agency for a 10-member unincorporated association of local government entities.

On May 31, 2018, the California Public Utilities Commission (CPUC) issued Decision 18-05-041<sup>1</sup> which among other things, authorized funding for BayREN through 2025, allowed for modifications to the existing portfolio, and increased the portfolio's total and annualized budget. PG&E – as directed by the CPUC – is the fiscal agent for BayREN. The CPUC has also allowed PG&E and BayREN to negotiate contract terms independent of the CPUC. ABAG and PG&E have a contract for funding through December 2022 or FY 2022-23. The overall BayREN budget is developed each calendar year and the contracts have historically been amended on an annual basis or as needed.

The three California Investor Owned Utilities have traditionally sponsored the Statewide Energy Efficiency Collaborative (SEEC) that provided resources to local governments including climate action planning tools, trainings, and conferences. These services were well attended and useful to local governments in the Bay Area and across the state.

The Utilities elected not to renew their collective sponsorship at the end of Calendar Year 2019. In recognition of the valuable services that were provided to local governments through SEEC, the three California Regional Energy Networks (BayREN, SoCalREN (administered by the County of Los Angeles) and 3C-REN (San Luis Obispo, Santa Barba and Ventura counties) agreed to jointly take over the activities under the new name of the California Climate & Energy Collaborative (CCEC). The sponsorship total is \$439,986; BayREN's portion is \$146,662.

---


<sup>1</sup> <http://docs.cpuc.ca.gov/PublishedDocs/Published/G000/M215/K706/215706139.PDF>

The County of Ventura has a vendor agreement with the Local Government Commission, whose staff oversee the CCEC activities. The County of Ventura then invoices ABAG and the County of Los Angeles for one third each.

**Issues:** None

**Recommended Action:** The ABAG Administrative Committee is requested to authorize the Executive Director of the Metropolitan Transportation Commission, or designee, on behalf of the Association of Bay Area Governments and the Bay Area Regional Energy Network, to pay an invoice in the amount of \$146,667 for sponsorship of California Climate & Energy Collaborative.

**Attachments:** Summary Approval County of Ventura

  
Therese W. McMillan

**SUMMARY OF ABAG ADMINISTRATIVE COMMITTEE APPROVAL**

<b>Work Item No.:</b>	1721
<b>Consultant/Vendor:</b>	County of Ventura
<b>Work Project Title:</b>	BayREN
<b>Purpose of Project:</b>	Implement a portfolio of energy efficiency programs across the region.
<b>Brief Scope of Work:</b>	Sponsorship of the California Climate & Energy Collaborative (CCEC)
<b>Project Cost Not to Exceed:</b>	\$146,667
<b>Funding Source:</b>	Consultant/Professional Services line item of the ABAG/BayREN budget which includes PG&E (ratepayer funds) as directed by the CPUC (\$50,000/fy subject to the annual budgetary approval process); County of Ventura (on behalf of 3C-REN) (\$50,000/fy subject to the annual budgetary approval process)
<b>Fiscal Impact:</b>	FY 2021-22 \$146,667
<b>Motion by Committee:</b>	The ABAG Administrative Committee is requested to authorize the Executive Director of the Metropolitan Transportation Commission, or designee, on behalf of the Association of Bay Area Governments and the Bay Area Regional Energy Network, to pay an invoice in the amount of \$146,667 for sponsorship of California Climate & Energy Collaborative.
<b>Executive Board Approval:</b>	
	Jesse Arreguin, ABAG President
<b>Approval Date:</b>	July 9, 2021

## Meeting Minutes - Draft

### Joint MTC Planning Committee with the ABAG Administrative Committee

*MTC Committee Members:*

*James P. Spering, Chair    Eddie Ahn, Vice Chair*

*David Canepa, Damon Connolly, Carol Dutra-Vernaci,  
Victoria Fleming, Sam Liccardo, and Libby Schaaf*

*Non-Voting Members: Dorene M. Giacomini and Vacant*

---

Friday, June 11, 2021

9:40 AM

Board Room - 1st Floor (REMOTE)

---

#### 1. Roll Call / Confirm Quorum

**Present:** 7 - Commissioner Connolly, Commissioner Liccardo, Chair Spering, Vice Chair Ahn,  
Commissioner Canepa, Commissioner Dutra-Vernaci and Commissioner Schaaf

**Absent:** 1 - Commissioner Fleming

Non-Voting Member Present: Commissioner Giacomini

Ex Officio Voting Members Present: Commission Chair Pedroza and  
Commission Vice Chair Josefowitz

Ad Hoc Non-Voting Members Present: Commissioner Rabbitt and Commissioner Worth

ABAG Administrative Committee Members Present: Arreguin, Eklund, Fligor, Hudson, Lee, Mitchoff,  
Perez, Rabbitt, and Romero.

#### 2. ABAG Compensation Announcement – Clerk of the Board

#### 3. ABAG Administrative Committee Consent Calendar

- 3a. [21-0780](#) Approval of ABAG Administrative Committee Summary Minutes of the May  
14, 2021 Meeting

**Action:** ABAG Administrative Committee Approval

**Attachments:** [3a ABAG AC Minutes 20210514 MTC Planning Draft.pdf](#)

#### 4. MTC Planning Committee Consent Calendar

Upon the motion by Commissioner Canepa and second by Commissioner Dutra-Vernaci, the MTC Planning Committee Consent Calendar was unanimously approved. The motion carried by the following vote:

**Aye:** 6 - Commissioner Connolly, Commissioner Liccardo, Chair Spering, Vice Chair Ahn, Commissioner Canepa and Commissioner Dutra-Vernaci

**Absent:** 2 - Commissioner Schaaf and Commissioner Fleming

- 4a. [21-0781](#) Approval of MTC Planning Committee Minutes of the May 14, 2021 Meeting

**Action:** MTC Planning Committee Approval

**Attachments:** [4a MTC PLNG Minutes May 18 2021.pdf](#)

Commissioner Schaaf arrived after the approval of the Consent Calendar.

#### 5. Information

- 5a. [21-0782](#) Draft Plan Bay Area 2050

Presentation highlighting the Draft Plan Bay Area 2050 Document, Environmental Impact Report, and Implementation Plan and seeking feedback from the committees prior to anticipated fall 2021 adoption.

**Action:** Information

**Presenter:** Dave Vautin

**Attachments:** [5a DraftPlanBayArea2050 June2021 SumSheet and Attach A.pdf](#)  
[5a AttachmentB DraftPlanBayArea2050 June2021 Document.pdf](#)  
[5a AttachmentC DraftPlanBayArea2050 June2021 EIR ExecSummary.pdf](#)  
[5a AttachmentD DraftPlanBayArea2050 June2021 Presentation.pdf](#)

The following individuals spoke on this item:

Tim Frank of the Building and Construction Trade Council;  
 Roland Lebrun;  
 Rich Hedges;  
 Ken Bukowski; and  
 Anthony Nachor.

## 6. Public Hearings

### 6a. [21-0783](#) Public Hearing: Plan Bay Area 2050

The MTC Planning and ABAG Administrative committees will conduct a public hearing to receive oral comments on the Draft Plan Bay Area 2050.

**Action:** Public Hearing

The following individuals spoke on this item:

Tim Frank of the Building and Construction Trade Council;  
Ed Evans of Northern California Carpenters Regional Council;  
Ken Bukowski; and  
Rich Hedges.

**Upon the motion by Chair Spering and second by Commissioner Dutra-Vernaci, the reading of the proposed Draft Plan Bay Area 2050 Document, Draft Supplemental Reports, and Draft Implementation Plan was waived. The motion carried unanimously by the following vote:**

**Aye:** 7 - Commissioner Connolly, Commissioner Liccardo, Chair Spering, Vice Chair Ahn, Commissioner Canepa, Commissioner Dutra-Vernaci and Commissioner Schaaf

**Absent:** 1 - Commissioner Fleming

### 6b. [21-0784](#) Public Hearing: Draft Environmental Impact Report

The MTC Planning and ABAG Administrative committees will conduct a public hearing to receive oral comments on the Draft Environmental Impact Report.

**Action:** Public Hearing

**Presenter:** Adam Noelting, MTC and EIR Consultant Team

Tim Frank of the Building and Construction Trade Council, was called to speak.

Ken Bukowski was called to speak.

**Upon the motion by Chair Spering and second by Commissioner Dutra-Vernaci, the reading of the Draft Environmental Impact Report was waived. The motion carried unanimously by the following vote:**

**Aye:** 6 - Commissioner Connolly, Chair Spering, Vice Chair Ahn, Commissioner Canepa, Commissioner Dutra-Vernaci and Commissioner Schaaf

**Absent:** 2 - Commissioner Liccardo and Commissioner Fleming

**7. Public Comment / Other Business**

**8. Adjournment / Next Meeting**

The next meeting of the MTC Planning Committee will be Friday, July 9, 2021 at 9:40 a.m. remotely and by webcast as appropriate depending on the status of any shelter in place orders. Any changes to the schedule will be duly noticed to the public.

**Metropolitan Transportation Commission  
Planning Committee**

**July 9, 2021**

**Agenda Item 4b**

**Draft Transportation-Air Quality Conformity Analysis for Plan Bay Area 2050 and  
Amended 2021 Transportation Improvement Program (TIP)**

---

**Subject:** The Draft Transportation-Air Quality Conformity Analysis for Plan Bay Area 2050 and Amended 2021 Transportation Improvement Program (TIP) was released July 7, 2021 for a 30-day public review and comment period.

**Background:** Plan Bay Area 2050 (the “Plan”) is composed of 35 strategies across four interrelated elements—housing, the economy, transportation, and the environment—that provide a blueprint for how the Bay Area can accommodate future growth and make the region more equitable and resilient in the face of unexpected challenges and achieve regional greenhouse gas emissions reduction targets established by the California Air Resources Board pursuant to Senate Bill 375. The core of the transportation element is a list of transportation projects and programs—organized across 12 strategies and three themes—that have been prioritized for implementation over the next 30 years with expected revenues from federal, state, regional and local sources.

The Amended 2021 TIP, as amended by Revision Number 2021-10, includes transportation projects with committed federal, state, regional and local funding over the four-year TIP period from FY2020-21 through FY2023-24. The federally required TIP is a comprehensive listing of Bay Area surface transportation projects that receive federal funds, are subject to a federally required action, or are regionally significant (projects that add capacity from a roadway or transit system).

**Transportation-Air Quality Conformity Analysis**

Federal regulations require that MPOs conduct an analysis to determine whether the region’s long-range plans and short-range funding programs are in compliance with federal air quality requirements as part of the Plan and TIP approval processes. MTC has prepared the Draft Transportation-Air Quality Conformity Analysis for the Plan and the Amended 2021 TIP (“Conformity Analysis”) in accordance with the latest U.S. Environmental Protection Agency (EPA) transportation conformity regulations and the Bay Area Air Quality Conformity Protocol (MTC Resolution No. 3757), and by using the latest planning assumptions, emissions model, and consultation provisions, including a quantitative regional emissions analysis that meets emissions budget requirements of the U.S. EPA transportation conformity rule. The Draft Conformity Analysis approach, methodology, and findings have been prepared in consultation with the multiagency Air Quality Conformity Task Force (comprised of staffs from the EPA, Federal Highway Administration, Federal Transit Administration, Caltrans, and participating congestion management agencies and transit operators), as stipulated in MTC Resolution No. 3757. These task force meetings, which were open to the public, took place in June 2020, January 2021, February 2021, and May 2021.



This Draft Conformity Analysis demonstrates that both the Plan and the Amended 2021 TIP are consistent with (“conform to”) the federal air quality plan, which is referred to as the state implementation plan (SIP), meaning that the transportation activities will not cause new air quality violations, worsen existing violations, or delay timely attainment of the federal air quality standards. The Draft Conformity Analysis finds that emissions in the Plan and the Amended 2021 TIP are lower than the air quality emissions budgets and meet the requirements related to ozone and fine particulate matter, and the implementation of transportation control measures.

**Public Comment Period and Next Steps**

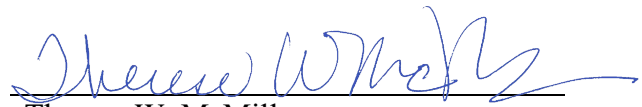
The Draft Conformity Analysis was released for public review and comment on July 7, 2021 and is available at: [www.planbayarea.org/reports](http://www.planbayarea.org/reports). The close of the comment period is scheduled for 5 p.m. Monday, August 5, 2021. At the end of the 30-day public review period, MTC staff, in consultation with the Air Quality Conformity Task Force will review and respond to public comments and make revisions to the Draft Conformity Analysis as needed, as outlined in MTC Resolution No. 3757.

MTC will consider public comments received on the Draft Conformity Analysis at its October 8, 2021 Planning Committee meeting. MTC is expected to approve the final transportation-air quality conformity analysis during the Commission’s special meeting to adopt Plan Bay Area 2050 on Thursday, October 21, 2021.

**Issues:** None

**Recommendations:** Receive Public Comment

**Attachments:** None

  
Therese W. McMillan

Metropolitan Transportation Commission and the Association of Bay Area Governments  
Joint MTC Planning Committee with the ABAG Administrative Committee

July 9, 2021

Agenda Item 5a

Regional Sea Level Rise Adaptation Initiatives and Actions

---

**Subject:** Presentation highlighting the ongoing regional sea level rise planning efforts and sea level rise roles for MTC/ABAG, including two proposed actions: 1) development of a Sea Level Rise Funding Strategy and 2) exploration of a resilience technical assistance effort.

**Background:** Sea level rise planning has taken place in the region for years, with MTC/ABAG having its own experience planning bridge corridors, as well as the flood-prone State Route 37. Recently, however, sea level rise planning is an even more active space in the San Francisco Bay Area, with dozens of different public agencies, non-profit entities, and key stakeholders engaged in discussions about how the region can adapt to rising tides. Notably, three key planning efforts integrate sea level rise in a central manner: MTC/ABAG's Plan Bay Area 2050, BCDC's Bay Adapt initiative, and SFEP's Estuary Blueprint. Furthermore, staff is closely monitoring state legislative proposals for climate adaptation planning and implementation, including AB 897 and AB 1500.

**Plan Bay Area 2050**, led by MTC/ABAG, integrates Strategy EN1 entitled "Adapt to Sea Level Rise" as part of a broader regional plan for transportation, housing, the economy, and the environment. This strategy is paired with a set of actions that MTC/ABAG anticipates leading over the next five years in the draft Implementation Plan. The Plan includes a needs and revenue assessment for sea level rise, illustrative adaptation strategies ringing the bay, and near-term actions to establish clear sea level rise roles and responsibilities and to craft more complete sea level rise funding strategy.

**Bay Adapt**, led by BCDC, is a collaborative initiative focused specifically on sea level rise adaptation that began in spring 2019. BCDC released a draft Joint Platform in spring 2021, which includes 20 wide-ranging actions to be collaboratively advanced by Bay Area government and non-government organizations. The effort is currently developing an implementation plan as well.

The **Estuary Blueprint**, led by SFEP, is a regional plan that identifies actions needed for a healthy, resilient San Francisco Estuary in 2050. The Estuary Blueprint advances many goals, including addressing sea level rise, which can then receive federal resources for implementation. It is currently updating the 2016 Estuary Blueprint, to align with current regional efforts including Plan Bay Area 2050 and Bay Adapt.

Two state bills on climate adaptation currently in the legislature— **AB 897** and **AB 1500**— would help implement the bold vision and actions delineated in each of these plans. AB 897 would enable the formation of regional climate adaptation networks and the development of regional adaptation plans. AB 1500 would place a \$7.1 billion bond on the 2022 ballot for climate adaptation (wildfire, drought, sea level rise), with over \$100 million in flexible funding to support Bay Area priorities identified in a regional adaptation plan, and hundreds of millions more for existing programs like the San Francisco Bay Restoration Authority.

**Discussion:**

As these planning efforts continue, MTC/ABAG can take two actions to advance sea level rise adaptation. First, staff have identified funding in the FY2021-22 agency budget to lead a Sea Level Rise Funding and Investment Strategy to answer key questions on how the region can pay for future adaptation needs. Second, staff recommend continued advocacy and tracking of the state and federal funding opportunities to enable funding for a potential regional Resilience Technical Assistance program.

**Sea Level Rise Funding and Investment Strategy.** In FY22, staff recommends the agency prioritize development of phase 1 of a Sea Level Rise Funding and Investment Strategy. This effort would build off the Plan Bay Area 2050 Needs and Revenue Assessment, which estimated a \$19 billion need to address two feet of adaptation and \$3 billion in anticipated revenue from a handful of local sources, state bonds, and federal programs. The Funding and Investment Strategy would have two focus areas: to improve these estimates with updated project costing, and to analyze the tradeoffs of different revenue generation sources. To do this, staff would collaborate with colleagues and partners, including SFEP, BCDC, and BARC to focus on regional priorities, answer shared funding questions, and improve data and assumptions. The effort would include the following elements:

- create a technical advisory committee that would bring together partners to guide analysis in a collaborative nature;
- integrate recently developed local strategies in lieu of regional assumptions;
- develop a long-term strategy for continuous tracking of local adaptation strategies and costing estimates;
- analyze possible revenue sources and study equity outcomes.

Depending on the findings of the phase 1 technical analysis, the Sea Level Rise Funding and Investment Strategy could continue forward in a phase 2 effort in FY2022-23, focused on engaging with communities and decision makers. In this phase, staff would share research findings and collect input on possible paths forward before taking items to MTC/ABAG committees and the BARC Board for discussion and possible action. The work would help prime the region to make equitable decisions about where, when, and how new revenues are raised to adapt the shoreline.

**Resilience Technical Assistance.** Stakeholders have suggested MTC/ABAG take a larger role in managing a sea level rise technical assistance initiative. The idea would be for MTC/ABAG to build on efforts like the Regional Housing Technical Assistance (RHTA) program that includes workshops, data development and visualization, consultant benches, and dispersal of funds, to work with regional partners to deliver similar assistance on sea level rise. Before accepting any lead role in managing a technical assistance effort, MTC/ABAG must first address funding constraints. Staff recommends continued advocacy in FY2021-22 on the state level to allocate funds for resilience technical assistance. If funding were made available, MTC/ABAG could build off the existing REAP funding platform to manage a resilience-focused technical assistance program. The program would coordinate with partners to develop and streamline technical assistance in the Bay Area, with a focus on developing adaptation strategies for at-risk areas of the region's shoreline. The resilience technical assistance program could initially focus on sea level rise, with an expansion to multi-hazard assistance as resources allowed.

**Next Steps:** MTC/ABAG staff will begin work on the Sea Level Rise Funding and Investment Strategy in late 2021. The first steps include forming a technical advisory committee with partners, pursuing consultant assistance, and beginning a cost assessment analysis. Staff also recommend continued advocacy with the legislature to allocate funds for resilience technical assistance.

Updates on the Sea Level Rise Funding and Investment Strategy and potential resilience technical assistance will be brought to the Joint MTC Planning and ABAG Administrative Committee and the BARC Governing Board throughout 2022.

**Recommendation:** Information

**Attachments:** Attachment A: Presentation

  
Therese W. McMillan



# Regional Sea Level Rise Adaptation Initiatives and Actions



**Joint MTC Planning Committee with the ABAG Administrative Committee | July 9, 2021**

Michael Germeraad, Resilience Planner [mgermeraad@bayareametro.gov](mailto:mgermeraad@bayareametro.gov)

Rachael Hartofelis, Resilience Planner [rhartofelis@bayareametro.gov](mailto:rhartofelis@bayareametro.gov)



# Today's Presentation

1

Plan Bay Area  
2050 Background

2

Regional Sea  
Level Rise  
Efforts

3

MTC/ABAG Sea  
Level Rise  
Implementation  
Actions

# Plan Bay Area 2050 Sea Level Rise Integration

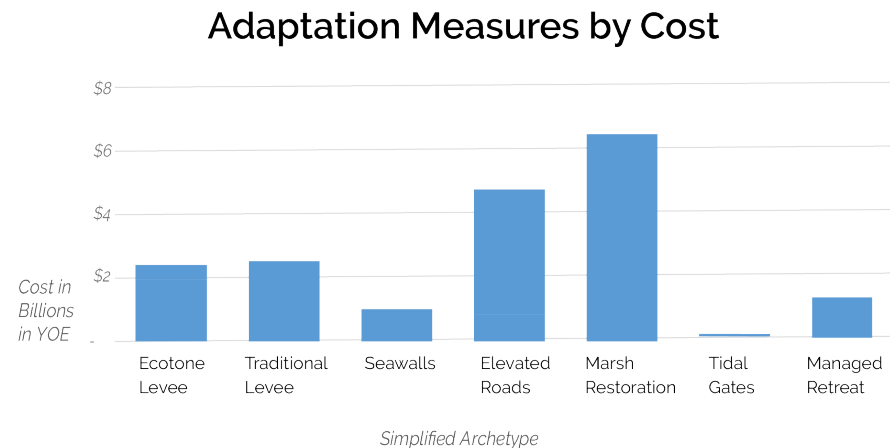
- The predecessor **Horizon** initiative explored a range of different sea level rise projections, depending on the global response to a changing climate, while identifying the types of sea level rise mitigations that could be pursued in different Futures.
- Plan Bay Area 2050 relies upon state scientific guidance from the Ocean Protection Council, which projects **up to two feet of sea level rise by the year 2050**.
- Rather than simply identifying risks in the environmental process, Plan Bay Area 2050 included a **brand-new Environment Element as part of the core plan**.
- Building upon the work from Horizon, a set of **\$19 billion in sea level rise adaptation investments** was integrated as part of Strategy EN1, “**Adapt to Sea Level Rise**”.

## Steps to Integrating Sea Level Rise into Plan Bay Area 2050

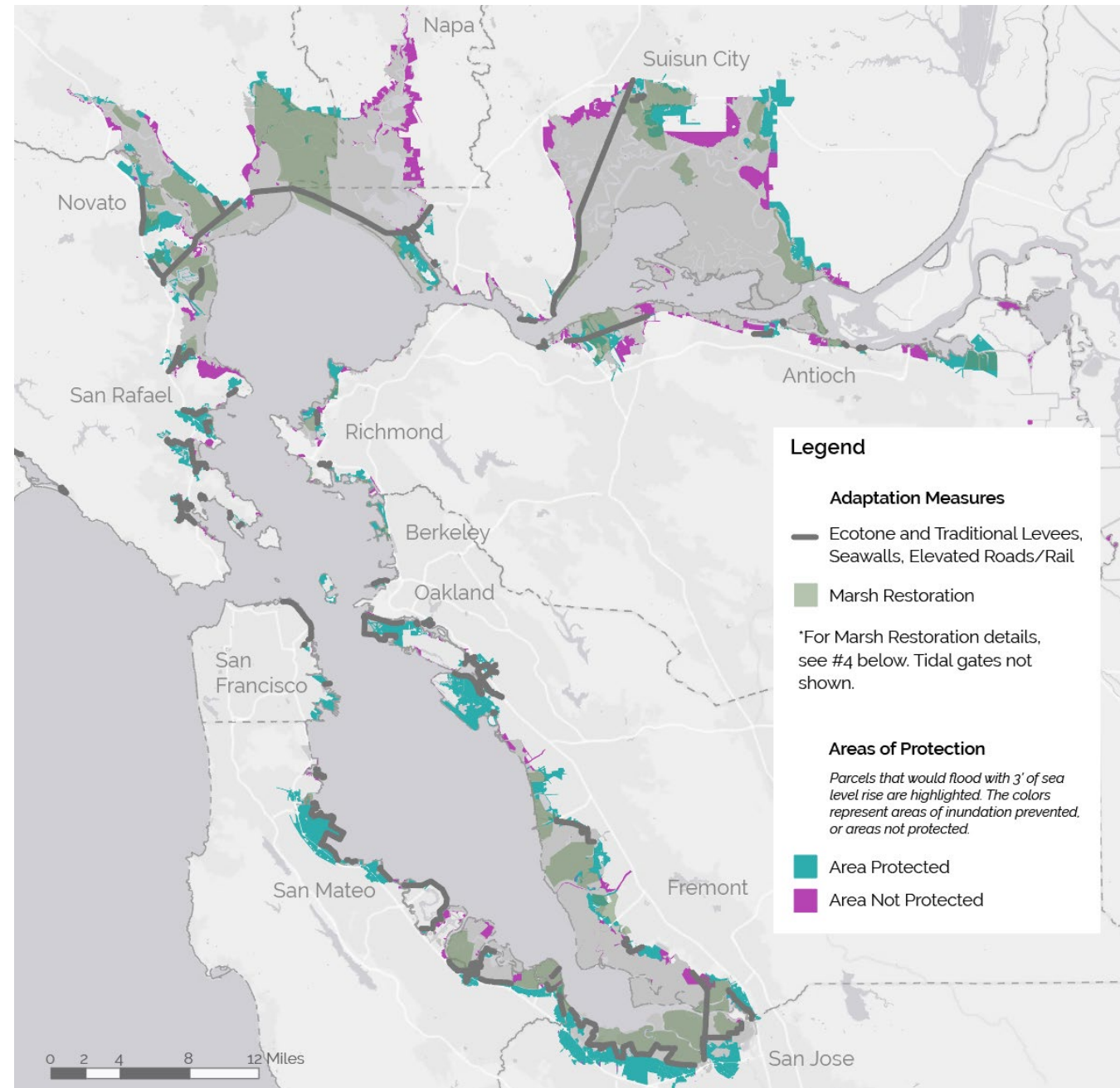


# Plan Bay Area 2050 Needs and Revenue Assessment

Iterating with stakeholders during the Blueprint planning phase, the Adapt to Sea Level Rise strategy proposes to fully fund the \$19 billion estimated need to protect most communities from projected inundation by 2050 - but **new revenues would be required** to do so.



## Illustrative Adaptation Measures in Strategy EN1





# Plan Bay Area 2050 Strategy Outcomes



## Housing

**89,000**

units protected

**2,500**

units still at risk



## Jobs

**166,000**

jobs protected

**12,000**

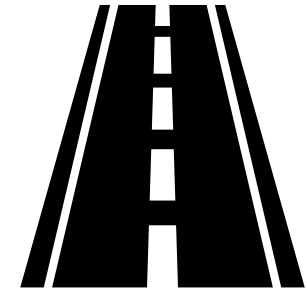
jobs still at risk



## Environment

**100,000**

acres of marsh  
adaptation and  
restoration



## Transportation

**All major highway  
and rail corridors**  
protected at 2 feet of  
sea level rise

# Today's Presentation

1

Plan Bay Area  
2050 Background

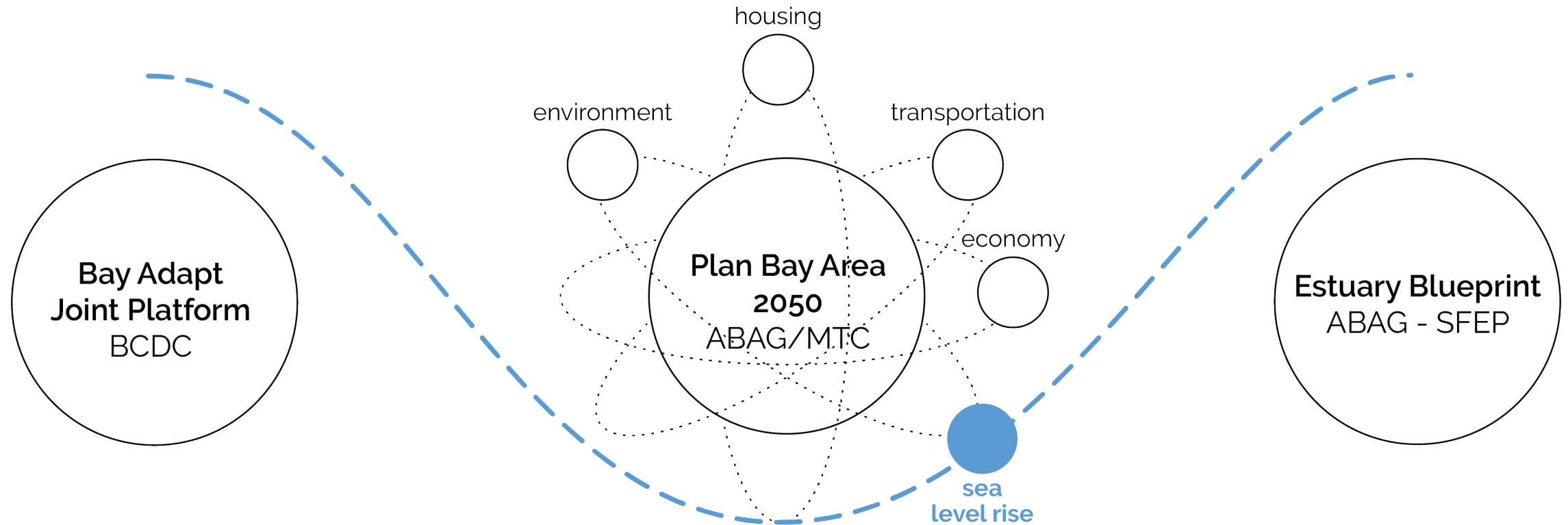
2

Regional Sea  
Level Rise  
Efforts

3

MTC/ABAG Sea  
Level Rise  
Implementation  
Actions

# Regional Sea Level Rise Efforts



BCDC led a two-year regional process to identify actions to advance adaptation efforts. The **Joint Platform**, recently released, organizes the 20 necessary actions. Bay Adapt now pivots to identifying roles to carry out the Joint Platform.

**Plan Bay Area 2050** is a comprehensive regional plan that integrates sea level rise with other planning topics. The Draft Plan was released this spring with a Draft Implementation Plan that includes five sea level rise actions for MTC/ABAG to lead in the next five years.

SFEP is actively working on their five-year update to the 2016 **Estuary Blueprint**, a regional plan that identifies actions needed for a healthy and resilient San Francisco Estuary. The Blueprint seeks to align with regional efforts, such as the Bay Adapt Joint Platform and Plan Bay Area.

# Regional Sea Level Rise Roles

There's a broad consensus in the region: sea level rise roles and responsibilities need to be assigned to specific entities for the Bay Area to make headway on this important issue.

## BCDC

- The Bay Adapt Joint Platform process has pivoted from *what* actions are needed to advance shoreline adaptation to how and who will lead them?

## MTC/ABAG

- Draft Plan Bay Area 2050 includes an implementation action to “advocate for legislative reforms to better address climate resilience goals and establish clear roles and responsibilities for sea level rise adaptation planning, funding, and implementation.”

## State Legislature

- State bills are contemplating designation of regional adaptation networks and regional adaptation plans (AB 897), as well as possible funding to support regional adaptation priorities (AB 1500).

# MTC/ABAG Roles and Responsibilities

The Draft Plan Bay Area 2050 Implementation Plan proposes a lead role for MTC/ABAG on funding, and a potential lead role - if funding is acquired - for managing technical assistance in the sea level rise space. Both roles would be led in a collaborative manner, working closely with our sea level rise partners.

Roles	Proposed Lead	Potential Lead	Collaborator Roles for MTC/ABAG & SFEP
Funding	MTC/ABAG	-	SFEP
Technical Assistance	-	MTC/ABAG	SFEP
Legislative Coordination	-	-	MTC/ABAG
Education	-	-	-
Science and Data	-	-	SFEP
Visioning	-	-	SFEP
Project Logistics	-	-	MTC/ABAG
Monitoring	-	-	SFEP

# Today's Presentation

1

Plan Bay Area  
2050 Background

2

Regional Sea  
Level Rise  
Efforts

3

MTC/ABAG Sea  
Level Rise  
Implementation  
Actions

# Sea Level Rise Implementation Actions

FY  
21/22

1. Seek new revenue for the full range of resilience needs

FY  
21/22

2. Advocate for legislative reforms to better address climate adaptation and resilience goals and establish clear roles and responsibilities for sea level rise

3. Support multi-benefit, multi-jurisdictional shoreline adaptation efforts, working in partnership with cities, counties, and other key partners, with a goal of supporting up to five adaptation planning processes by 2025

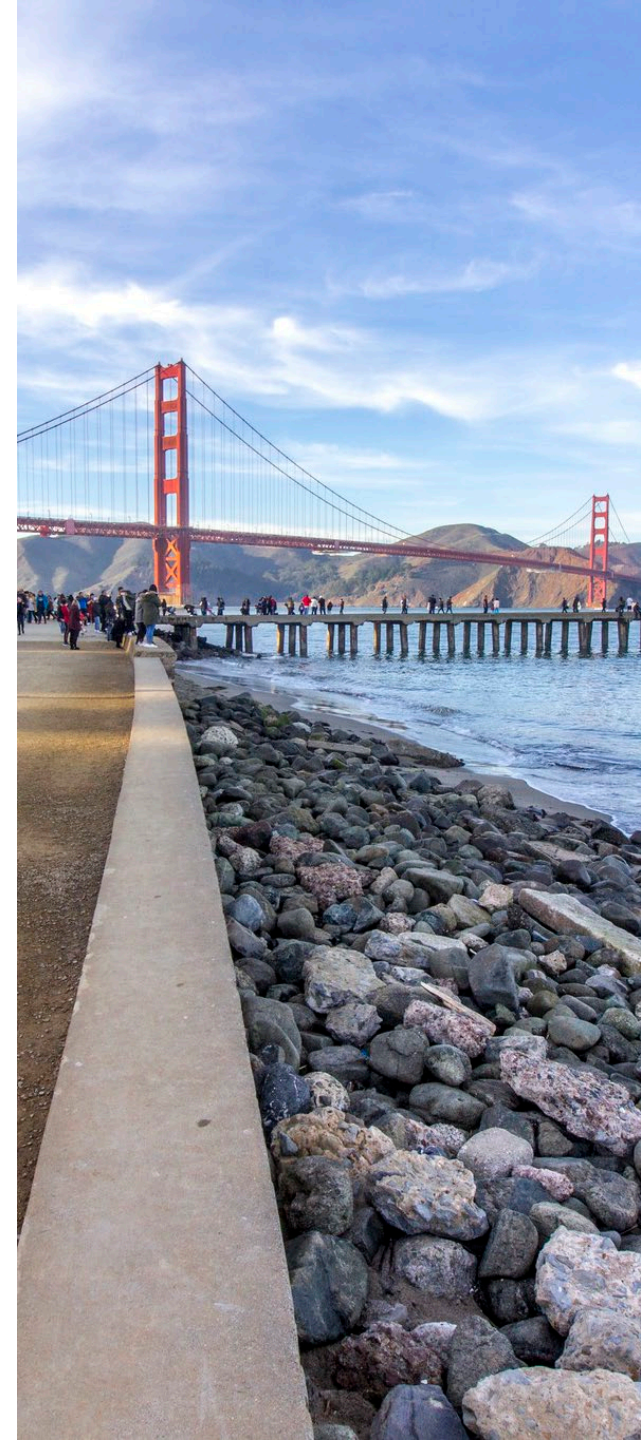
FY  
21/22

4. Develop a sea level rise funding plan to support the implementation of projects that reduce sea level rise risks to communities, infrastructure, and ecology, prioritizing green infrastructure whenever possible

5. Study and identify Plan Bay Area 2050 Growth Geographies for resilience risks and opportunities, and reform Growth Geography planning guidance accordingly

# Implementation Action #4: Sea Level Rise Funding and Investment Strategy

- **Improve adaptation strategy inputs** to better define regional need and **analyze tradeoffs between different revenues sources** to close the estimated \$16 billion gap
- Identified as a key priority by stakeholders during the Plan Bay Area 2050 Implementation Plan process
- The Funding and Investment Strategy will build off MTC/ABAG experience with:
  - Needs and revenue assessments
  - Federal, state, regional funding and grants
  - Project financing
  - Collaboration with agency partners with specialized expertise





# Sea Level Rise Funding and Investment Strategy: Phase 1

## Update and improve adaptation strategy inputs

*Fall - Winter 2021*

- Integrate locally developed strategies in lieu of regional assumptions and update cost assumptions to reflect the latest data
- Collaborate with colleagues, including the MTC/ABAG funding team and BCDC & SFEP, to better understand current project costs

## Conduct funding analysis

*Spring - Summer 2022*

- Identify which funding measures applied at different scales raise funds most equitably
  - Possible funding types: assessment district, parcel taxes, or business taxes
  - Possible funding scales: neighborhood, city, county, region

# Sea Level Rise Funding and Investment Strategy: Phase 2\*

## Conduct stakeholder outreach

*Fall - Winter 2022*

- Share analysis findings; discuss with vulnerable communities, elected officials, city staff, and subject matter experts

## Finalize recommendations

*Winter - Spring 2023*

- Develop final recommendations and deliverables based on outreach, including potential funding actions that may inform legislation

# Sea Level Rise Funding and Investment Strategy Next Steps

## Phase 1 would kick off in late 2021:

- Form a technical advisory committee with partners
- Pursue consulting assistance
- Begin cost assessment analysis

**In 2022 and beyond:** bring forward updates on the Sea Level Rise Funding Strategy both to the **Joint MTC Planning and ABAG Administrative Committee** and the **BARC Governing Board**.

# Implementation Action #1 & 2: Sea Level Rise Technical Assistance

MTC/ABAG can build on current efforts like the Regional Housing Technical Assistance (RHTA) program to manage sea level rise technical assistance, tapping the expertise of other organizations and institutions in the Bay Area. Prior to pursuing a lead role in Technical Assistance, MTC/ABAG and the region need to advocate for and secure sufficient funding.

Staff is actively following state and federal legislation and budgeting for climate resilience funding opportunities to advance sea level rise adaptation.



# Questions and Discussion

What feedback do you have on the proposed FY22 funding & technical assistance implementation actions for MTC/ABAG?

More broadly, what roles do you see other regional agencies as needing to play in the sea level rise space, such as BCDC and BARC?

# Metropolitan Transportation Commission and the Association of Bay Area Governments Joint MTC Planning Committee with the ABAG Administrative Committee

July 9, 2021

Agenda Item 5b

## Climate Program – Local Parking Policy Technical Assistance

**Subject:** Update on MTC/ABAG assistance to local jurisdictions on parking policy development and implementation.

**Background:** For over ten years, MTC/ABAG has provided technical assistance to local jurisdictions to support parking policy development. Policies that guide the provision and management of parking help to achieve both local and regional goals. Parking intersects with multiple opportunities and challenges in both land use and transportation planning, and with increasing pressures related to cost of housing, health and safety, congestion, and greenhouse gas (GHG) emissions, addressing parking conditions can provide benefits across these critical issues. MTC/ABAG technical assistance offered to-date has included parking policy guidance through data and reports, workshops, and grants for local parking planning projects.

### Parking Policy Connection to Plan Bay Area 2050

Given the role that parking plays in meeting transportation and land use goals, MTC continues to provide parking support and technical assistance to local jurisdictions. Parking policies can support robust and equitable development in residential and commercial growth areas while reducing VMT and GHG impacts and helping to address key regional goals, including:

- PDA Planning and Transit-Oriented Development – Oversupplied and underpriced parking hinders vibrant growth in PDAs and other growth areas that are well-connected to a diversity of high-quality transportation options. Jurisdictions often seek assistance to assess and better manage parking policies to better meet local land use goals. Parking is a key planning element included in PDA Planning efforts, which acknowledges the role parking policies play in helping manage travel demand.
- Housing Production and Affordability – The Bay Area is experiencing a housing crisis and parking policies can help address housing availability and affordability. Parking development requirements are costly and often result in the oversupply of parking, which can limit the number of housing units produced, particularly affordable units.
- VMT and GHG Reduction – Parking policies can align with efforts towards VMT mitigation under Senate Bill 743 (Steinberg) (SB743) and GHG reduction in Plan Bay Area 2050. SB 743 requires local jurisdictions to consider VMT impacts of new developments under the California Environmental Quality Act (CEQA), and parking can support or hinder the mitigation of those impacts. The management and pricing of parking can help to manage the demand for driving. Parking districts can provide opportunities to generate revenue for transportation and public improvements that will expand affordable mobility options and reduce vehicle emissions.

- Safe and Complete Streets – Management of the curb for parking and other uses can expand access and improve safety for all users. Considering right-of-way space for uses beyond parking can meet increasing demands on the curb for mobility, goods delivery, and placemaking, including transit stops, bike lanes, pedestrian improvements, passenger pick-up and drop-off, bikeshare, and package and food delivery. Additionally, there are opportunities to reimagine these spaces for commercial uses such as outdoor dining and placemaking uses such as parklets.

### **Parking Policy Technical Assistance to Local Governments**

To add to the existing library of parking policy resources, MTC/ABAG staff, with consultant support, is developing a Parking Policy Playbook. The purpose of the Playbook is help local jurisdiction staff implement parking policies and management approaches. The Playbook will be comprised of adaptable templates and tools, including:

- Model code language and policymaking templates
- Policy-specific information and implementation guidance
- Case studies of recent parking policy implementation
- Communication guidance and response to common questions and concerns
- Database of existing parking-related policies by Bay Area jurisdiction

An example of Playbook material is found in Attachment B. Following the release of the Parking Policy Playbook, staff and consultants will coordinate a series of workshops for local planners to provide guidance on how to use Playbook resources and discuss specific policy development and implementation topics in depth.

MTC/ABAG staff plan to add to the Playbook with additional resources in future phases of the Local Parking Policy Technical Assistance program. The Program's Technical Advisory Committee, comprised of local jurisdiction staff from transportation, planning and public works departments, are guiding the development of the Playbook and have identified additional technical assistance needs, such as further research on how parking policies contribute to VMT. Staff will seek input from the committee on the following questions that will also help to inform future phases of parking support and technical assistance:

- How are parking policies aligned (or not) with local and regional planning and policy goals?
- What are the barriers preventing parking policies from aligning with local and regional priorities?
- How can existing resources be improved to support local jurisdictions?
- What are remaining needs for future technical assistance?

**Issues:** None

**Recommendation:** Information

**Attachments:** Attachment A: Local Parking Policy Technical Assistance Presentation  
Attachment B: Parking Policy Playbook Sample Resource

  
\_\_\_\_\_  
Therese W. McMillan





# Local Parking Policy Technical Assistance

Joint MTC Planning Committee with the  
ABAG Administrative Committee

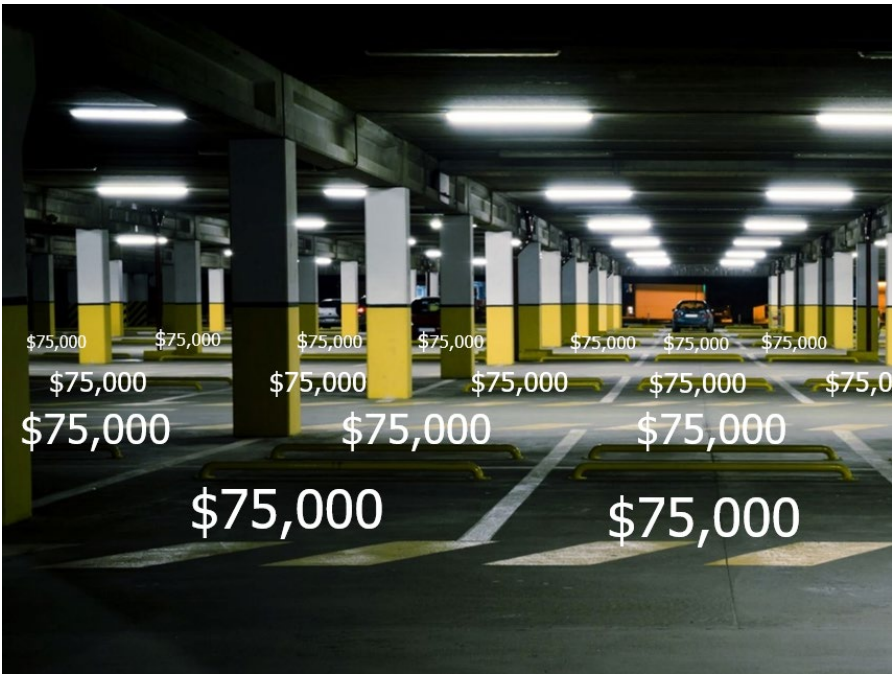
July 9, 2021

James Choe, MTC/ABAG



ASSOCIATION OF BAY AREA GOVERNMENTS  
METROPOLITAN TRANSPORTATION COMMISSION





PARKING  
COSTS A LOT





28% of Parking Spaces Unused  
= 1.1 M SQ FT  
= \$198 M

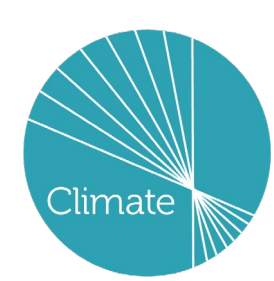
*and*  
**WE'RE  
BUILDING  
TOO MUCH**











# Parking Policies

## Supplying Parking

- Minimum/maximum parking requirements
- Shared parking
- Affordable housing, transit proximity, TDM, and other parking exemptions
- Parking in-lieu fees
- TDM ordinances

## Managing Parking

- Unbundling requirements
- Priced/metered parking
- Parking benefit district
- Residential parking permits
- Coordinated on-/off-street parking management
- Curb management





# Aligning Parking Policies and Priorities

## **VMT and Emission Reduction**

- Parking increases vehicle miles traveled, resulting in more traffic, more emissions, and reduced safety

## **Focused Growth and Vibrant Communities**

- Parking takes up space that could be used for other purposes

## **Affordable Housing and Transportation**

- Parking increases costs and hinders equitable development and access

## ***Regional Plans, Policies, & Programs***

- *Plan Bay Area 2050 and GHG reduction*
- *SB 743 and VMT mitigation*
- *PDA Planning and Growth Framework*
- *Regional Vision Zero Policy*
- *Complete Streets Policy*
- *Active Transportation Plan*
- *Mobility Hubs Program*
- *Local Housing Planning Assistance*
- *Transit-Oriented Development Policy*
- *Equity Priorities*

# MTC & ABAG Parking Policy Technical Assistance



**Toolbox/Handbook:**  
Parking Best Practices & Strategies For  
Supporting Transit Oriented Development  
In the San Francisco Bay Area

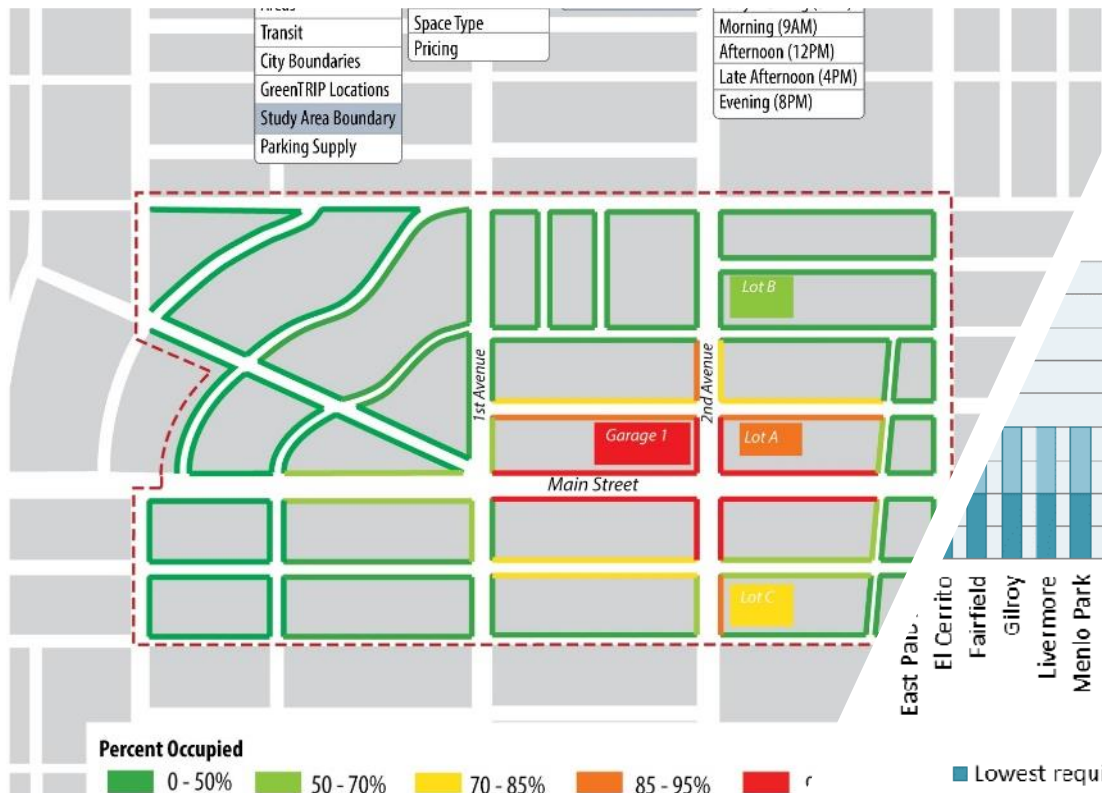
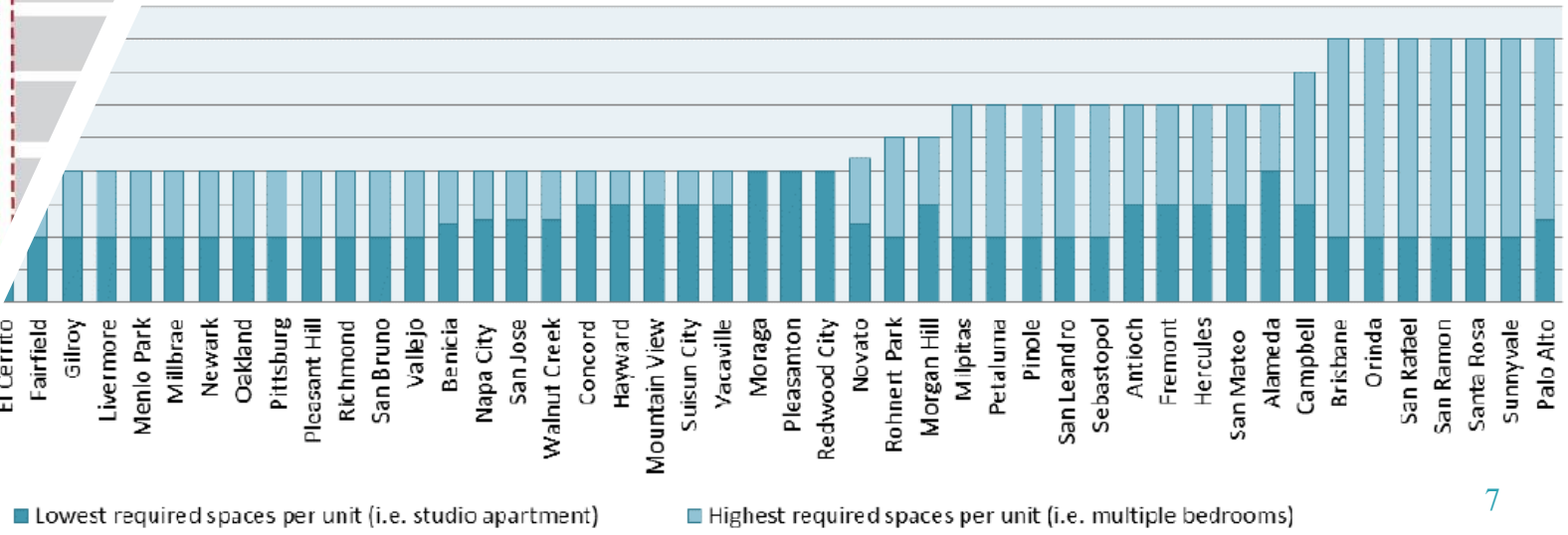


Chart 2: Residential Parking Minimums, Citywide







# 2021 Parking Policy Playbook

## Resources Focused on Policy Development and Implementation

- Policy-specific information and implementation guidance
- Model code language and policymaking templates
- Case studies of recent parking policy implementation
- Communication guidance and response to common questions and concerns
- Database of existing parking-related policies by Bay Area jurisdiction

## POLICY #9

### Demand-Responsive Pricing

#### Used For

- High-demand areas with low parking availability.
- Varying demand across different parking assets.
- Excessive circling for spaces.
- Maximizing use of existing parking supply.

#### Strategy Overview

Demand-responsive pricing charges the lowest possible rate that achieves availability targets. This involves moving from a static pricing system to a demand-based one in which rates are adjusted over time based on utilization data.

The ideal on-street parking occupancy rate is around 85%, which leaves roughly one to two spaces available per block. For off-street facilities where turnover is less frequent, the ideal rate is approximately 90-95%, which ensures supply is optimally utilized. To achieve these rates, cities decrease hourly rates where utilization is lower than the target and increase hourly rates in areas where utilization is higher than the target.

#### Benefits

- Better aligns price and demand to ensure there is always an open space.
- Makes it easier to find a parking space.
- Reduces circling for parking.
- Improves parking turnover.
- Creates lower rate parking options.

Ease of Implementation: *Low*

+++

Relative Cost: *High*

\$\$\$

#### Implementation Steps

1. Determine availability targets and base rates for on- and off-street parking. On-street rates should be higher than off-street to incentivize long-term parking to park off-street and keep the higher demand on-street spaces available.
2. Adopt a policy granting the appropriate staff authority over rate adjustments, time limits, locations, technology, and hours of operation.
3. Determine the most important demand trends to design the policy around (e.g., geographic unit, time of day or day or week, seasonality) depending on your area's parking demand trends and biggest parking challenges.
4. Set up ongoing adjustment procedures based on availability targets. This includes the frequency of rate adjustments (i.e., 1-4 times per year) and minimum and maximum charges per rate adjustment (i.e. \$0.25 or \$0.50).
5. Monitor and evaluate parking availability on a regular basis. Adjust rates and regulations 1-4 times per year to meet adopted availability targets. For a given block or off-street facility, the "right price" is the lowest price that will achieve this goal.





# 2021 Parking Policy Workshops

- Series of training workshops for local planning, transportation, and parking management staff
- Provide education on Parking Policy Playbook resources
- In-depth discussions on specific parking topics





# Ongoing Technical Assistance

MTC/ ABAG staff will continue to expand technical assistance in future phases

- How are parking policies aligned or not aligned with local and regional planning and policy goals?
- What are the barriers preventing parking policies from aligning with local and regional priorities?
- How can existing resources be improved to support local jurisdictions?
- What are remaining needs for future technical assistance?





Climate

# Questions & Discussion

James Choe // [jchoe@bayareametro.gov](mailto:jchoe@bayareametro.gov)



## POLICY #9

# Demand-Responsive Pricing

### Used For

- High-demand areas with low parking availability.
- Varying demand across different parking assets.
- Excessive circling for spaces.
- Maximizing use of existing parking supply.

### Strategy Overview

Demand-responsive pricing charges the lowest possible rate that achieves availability targets. This involves moving from a static pricing system to a demand-based one in which rates are adjusted over time based on utilization data.

The ideal on-street parking occupancy rate is around 85%, which leaves roughly one to two spaces available per block. For off-street facilities where turnover is less frequent, the ideal rate is approximately 90-95%, which ensures supply is optimally utilized. To achieve these rates, cities decrease hourly rates where utilization is lower than the target and increase hourly rates in areas where utilization is higher than the target.

### Benefits

- Better aligns price and demand to ensure there is always an open space.
- Makes it easier to find a parking space.
- Reduces circling for parking.
- Improves parking turnover.
- Creates lower rate parking options.

### Ease of Implementation: **Low**

+++

### Relative Cost: **High**

\$\$\$

### Implementation Steps

1. Determine availability targets and base rates for on- and off-street parking. On-street rates should be higher than off-street to incentivize long-term parking to park off-street and keep the higher demand on-street spaces available.
2. Adopt a policy granting the appropriate staff authority over rate adjustments, time limits, locations, technology, and hours of operation.
3. Determine the most important demand trends to design the policy around (e.g., geographic unit, time of day or day or week, seasonality) depending on your area's parking demand trends and biggest parking challenges.
4. Set up ongoing adjustment procedures based on availability targets. This includes the frequency of rate adjustments (i.e., 1-4 times per year) and minimum and maximum charges per rate adjustment (i.e. \$0.25 or \$0.50).
5. Monitor and evaluate parking availability on a regular basis. Adjust rates and regulations 1-4 times per year to meet adopted availability targets. For a given block or off-street facility, the "right price" is the lowest price that will achieve this goal.

## ATTACHMENT B: Parking Policy Playbook Sample Resource

MTC/ABAG Local Parking Policy Technical Assistance | [Parking Policy Playbook](#)

### Key Features

- **Data source.** Demand-responsive pricing requires a consistently collected data source to help assess demand. Typical sources used include manual data collection and modeled occupancy data based on payment data or parking sensors.
- **Data-driven management.** Any parking regulations implemented today will need to be adjusted over time to respond to changes in demand. An ongoing data collection approach based on formally-adopted metrics and goals will enable a city to manage parking and adjust regulations in a way that is systematic and transparent.
- **Data dashboard.** Sharing data directly with the community via a web-based data portal can help build confidence and make it easier to address future parking needs of a neighborhood.
- **Signage and wayfinding.** Effective program operation requires signage, wayfinding, and technology systems to be in place prior to rollout. These tools are essential to make looking for and paying for parking as easy as possible for the customer.

### Pro Tips

- Can be linked to the implementation of a Parking Benefit District (**Policy #9**).
- Couple with relaxed time limit – focus on creating available spaces rather than worrying too much about exact turnover rate.
- Can be implemented by zone (e.g. Santa Rosa, Redwood City, Berkeley) or block-by-block (e.g. San Francisco).
- Incentivize private lots and garages to participate.
- Rate adjustments do not need to occur frequently to be effective.
- Many possible demand dynamics exist when designing adjustment policies (i.e. time of day, day of week, etc.). Analyze utilization trends and choose the most important one to design around – policies should not be overly complex.
- Publish the adjustment policy for transparency. Similarly, post adjustment analysis and rates.
- Communicate the program prior to implementation with effective outreach and messaging, including a program brand, marketing materials, workshops, and stakeholder meetings.

## ATTACHMENT B: Parking Policy Playbook Sample Resource

MTC/ABAG Local Parking Policy Technical Assistance | [Parking Policy Playbook](#)

### Case Study: Santa Rosa

In 2016, the City hired a consultant in 2016 to complete a citywide parking study, which recommended a package of parking strategies aimed at improving access to parking in the core downtown. In June 2017, the City Council approved a number of these strategies, including zone-based demand-responsive pricing. Key changes included:

- **Establishment of two metered parking rate areas.** The Premium Rate Area includes the core of downtown where demand for on-street parking exceeded 85% at peak demand. Hourly rates for parking increased to \$1.50/hour in the Premium Rate Area. The Value Rate Area remained at the existing rate of \$1.00/hour.
- **Rate adjustments.** Metered parking rates may be adjusted (up or down) over time to achieve the desired goal of 85% occupancy. Metered rates may be adjusted no more frequently than once every six months, by not more than \$0.25/hour, and with rates limitations in place that parking rates can be no lower than \$0.25/hour and no higher than \$3.00/hour.
- **Time Limits.** Time limits in the Premium Rate Area increased from 1 or 2 hours to 3 hours. Time limits in the Value Rate Area were set between 4 and 8 hours.
- **Hours of enforcement.** The hours of enforcement changed from 8 am to 6 pm Monday – Saturday to 10 am – 8 pm in the Premium Rate Area, and 10 am – 6 pm in the Value Rate Area, Monday - Saturday. The hours of operation reflect the times when businesses are open and parking is in highest demand. The hours of operation were later reduced to 9 am to 6 pm in December 2019 due to concerns from local businesses that charging for parking past 6 pm negatively impacted business.
- **Garage hourly rate changes.** The first hour of parking is free at two underutilized garages to make them a more attractive option among city parking assets. Rates were also reduced from \$0.75/hour to \$0.50/hour, after the first hour free. The rate at a high-demand garage increased to \$1.00/hour.

The City benefited from a strong municipal champion that oversaw the study from start to implementation, provided rigorous information that garnered political support, and conducted extensive outreach that included stakeholder interviews, online and intercept surveys, public outreach meetings, and flyering.

*For more info:*

<https://srcity.org/245/Parking-Management-Study>



## ATTACHMENT B: Parking Policy Playbook Sample Resource

MTC/ABAG Local Parking Policy Technical Assistance | [Parking Policy Playbook](#)

### Case Study: Berkeley (goBerkeley)

The goBerkeley program began as a three-year pilot program designed by the City to improve traffic congestion and parking options, and to promote alternatives to private automobiles within the core areas of the City. In the summer of 2013, the City Council authorized adjusting parking rates and time limits at meters, surface lots, and garages in three zones to achieve occupancy rates of 65-85%. An ordinance revising the City's Municipal Code was passed and included the following changes based on existing utilization:

- **Utilization Under 65%:** Lower rates and extend time limits to incentivize use of parking.
- **Utilization 65-85%:** No adjustments required.
- **Utilization over 85%:** Raise rates to increase turnover and/or shift demand.

The pilot program tested a variety of automated data collection and enforcement technologies, including smart meters and License Plate Recognition (LPR) surveys. The program is now reverting to manually-collected data.

The goBerkeley program has proven to be effective in managing parking demand, successful in gaining acceptance and approval from local merchants, and has a lean administrative framework relative to other successful programs. The program has since expanded from three zones (during the pilot) to five.

*For more info:*

[https://www.cityofberkeley.info/Public\\_Works/Transportation/Parking\\_Meters.aspx#\\_goBerkeley](https://www.cityofberkeley.info/Public_Works/Transportation/Parking_Meters.aspx#_goBerkeley)

#### Other Cities

- Redwood City
- San Francisco (SFpark)
- San Mateo
- Walnut Creek



## ATTACHMENT B: Parking Policy Playbook Sample Resource

MTC/ABAG Local Parking Policy Technical Assistance | [Parking Policy Playbook](#)

### Sample Code Language

#### Redwood City

##### Municipal Code Sec. 20.133. - Periodic Adjustment of Downtown Meter Zone Meter Rates

Under the authority of California Vehicle Code section 22508, the following process for adjusting Downtown Meter Zone meter rates from time to time to manage the use and occupancy of the parking spaces for the public benefit in all parking areas within the Downtown Meter Zones is hereby established.

- A. To accomplish the goal of managing the supply of parking, including the use and occupancy of parking spaces for the public benefit, and to make it reasonably available when and where needed, a target occupancy rate of eighty-five percent (85%) is hereby established as the goal sought to be achieved with the rate structure for parking meters within the Downtown Meter Zones. Such target occupancy rate balances the consistent use of the public parking supply with minimizing the time it takes for individual parkers to find a parking space. For purposes of this Section 20.133, the "two (2) representative days" shall fall on a Tuesday, Wednesday, or Thursday, and shall exclude days that fall on a holiday, experience severe weather, or host a special event within the City's downtown area. The two (2) representative days shall be taken from within a single month during one of the busiest four (4) months of the year, based on the past twelve (12) month period of parking data.
- B. At least biennially and not more frequently than quarterly, the City Manager shall survey the average occupancy for each parking area in the Downtown Meter Zone that has parking meters and recalculate the parking rates for parking meters in both Downtown Meter Zones A and B using the criteria and calculations established below:
  1. In the Downtown Meter Zone A:
    - a. The hourly parking rate in Downtown Meter Zone A shall at all times be between twenty-five cents (\$0.25) per hour and two (\$2.00) dollars per hour.
    - b. If the average occupancy within Downtown Meter Zone A between the hours of eleven o'clock (11:00) A.M. and one o'clock (1:00) P.M. on two (2) representative days are over 85%, the then existing hourly meter rate shall be increased by twenty-five cents (\$0.25) provided, however, the hourly parking rate shall in no event exceed the approved maximum rate.
    - c. If the average occupancy within Downtown Meter Zone A between the hours of eleven o'clock (11:00) A.M. and one o'clock (1:00) P.M. on two (2) representative days are between seventy percent (70%) and eighty-five percent (85%), the then existing hourly meter rate shall remain the same.
    - d. If the average occupancy within Downtown Meter Zone A between the hours of eleven o'clock (11:00) A.M. and one o'clock (1:00) P.M. on two (2) representative days are below seventy percent (70%), the then existing hourly meter rate shall be reduced by twenty-five cents (\$0.25), provided, however, the hourly parking rate shall in no event go below the approved minimum rate.
  2. In the Downtown Meter Zone B:
    - a. The hourly parking rate in Downtown Meter Zone B shall at all times be between fifty cents (\$0.50) per hour and three (\$3.00) dollars per hour.



## ATTACHMENT B: Parking Policy Playbook Sample Resource

MTC/ABAG Local Parking Policy Technical Assistance | [Parking Policy Playbook](#)

- b. If the average occupancy within Downtown Meter Zone B between the hours of eleven o'clock (11:00) A.M. and one o'clock (1:00) P.M. on two (2) representative days are over eighty-five percent (85%), the then existing hourly meter rate shall be increased by fifty cents (\$0.50), provided, however, the hourly parking rate shall in no event exceed the approved maximum rate.
  - c. If the average occupancy within Downtown Meter Zone B between the hours of eleven o'clock (11:00) A.M. and one o'clock (1:00) P.M. on two (2) representative days (Tuesday, Wednesday, or Thursday) are between seventy percent (70%) and eighty-five percent (85%), the then existing hourly meter rate shall remain the same.
  - d. If the average occupancy within Downtown Meter Zone B the hours of eleven o'clock (11:00) A.M. and one o'clock (1:00) P.M. on two (2) representative days are below seventy percent (70%), the then existing hourly meter rate shall be reduced by fifty cents (\$0.50), provided, however, the hourly parking rate shall in no event go below the approved minimum rate.
- C. The new rates shall become effective upon the programming of the parking meter for that rate. The current schedule of meter rates shall be available at the City Clerk's office.

## San Francisco

### [Transportation Code Article 400: Parking Meter Regulations](#)

#### **Sec. 401 Parking Meter Rates, Operation Times, and Time Limits.**

Within the range of charges authorized in Sections 402-405 of this Article 400, and consistent with applicable law and the policies established by the SFMTA Board of Directors, the Director of Transportation is authorized to determine:

- a. The rate to be charged at any particular meter at any particular time;
- b. The times and days during which deposit of valid payment at a Parking Meter is required;
- c. The maximum time period permitted for Parking at any Parking Meter; and
- d. The Parking Meter technology to be used by the SFMTA.

#### **Sec. 402. Citywide Variable Parking Meter Rates.**

The rates for parking meters located anywhere within the boundaries of the City and County of San Francisco as described in Appendix A, not under the jurisdiction of the Port of San Francisco, the Recreation and Park Department, the Golden Gate National Recreation Area, the Presidio of San Francisco, or the Treasure Island Development Authority, shall be between \$0.50 an hour and \$9 an hour effective July 1, 2020, and \$10 an hour effective July 1, 2021. Within that range, the rates may be adjusted periodically based on vehicle occupancy on any block or set of blocks during the hours of parking meter operation according to the following criteria: (a) if occupancy is 80% or above, rates will be increased by \$0.25 per hour; (b) if occupancy is 60% or above but below 80%, rates will not be changed; (c) if occupancy is below 60%, rates will be lowered by \$0.25 per hour. Rates shall be adjusted for any particular block or set of blocks not more than once every 28 days.

# How Would Demand-Responsive Pricing Work in [Insert City]?



LEARN MORE BY VISITING:  
**[insert website]**

OR CONTACT:  
**[insert email]**

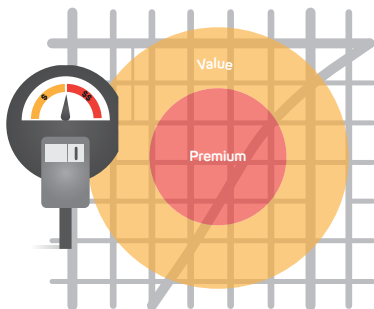
Demand-responsive pricing charges the lowest possible rate to achieve availability targets — matching price and demand to ensure there is always an open parking space nearby to someone searching for parking.

- *Static parking prices are replaced with demand-based prices that are adjusted over time based on parking demand – more convenient or “in demand” spaces cost more than less convenient parking spaces.*
- *The ideal on-street parking occupancy rate is around 85%, which leaves roughly one to two spaces available per block. For off-street facilities where turnover is less frequent, the ideal rate is approximately 90-95%, which ensures supply is optimally utilized. To achieve these rates, cities decrease hourly rates where utilization is lower than the target and increase hourly rates in areas where utilization is higher than the target.*
- *With demand-responsive pricing in place, there can be less emphasis on time limits to create turnover. Extending parking time limits makes parking more convenient for drivers. For example, a 4-hour limit gives ample time for visitors to visit multiple businesses without rushing back to their vehicle or risking a parking ticket. Some cities with demand-responsive pricing have found they can remove time limits altogether.*

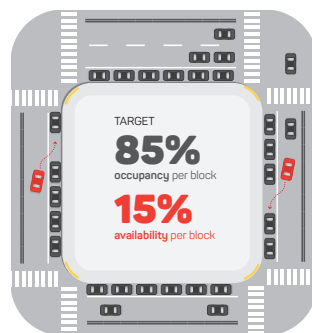
## Which Bay Area cities have implemented this?

- Berkeley
- Santa Rosa
- Redwood City
- San Francisco
- San Mateo
- Walnut Creek

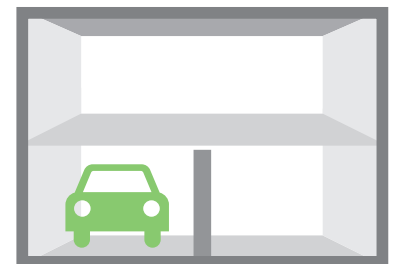
- 1** Eligible parking zones or blocks are identified based on existing demand for parking.



- 2** On-street pricing is set to achieve a goal of 85% occupancy with 15% availability on every block, at any given time.



- 3** Off-street facilities have an occupancy goal of 90-95%, and should be priced lower than higher demand on-street parking.



## Why is it Recommended?

- Researchers have determined that the ideal parking availability rate is about 15%, which means there will be roughly 1-2 spaces available per block at all times.
- Other cities have seen increases in parking availability and decreases in meter rates
- Demand-responsive parking pricing reduces the reliance on time limits, which results in fewer citations and a more positive parking experience for drivers.

## Benefits Summary

- Aligns price and demand to ensure there is always an open space.
- Makes it easier to find a parking space.
- Reduces circling for parking.
- Reduces congestion and improves traffic flow and air quality.
- Creates lower rate parking options.