



Metropolitan Transportation Commission

101 Eighth Street,
Joseph P. Bort
MetroCenter
Oakland, CA

Meeting Agenda

Policy Advisory Council

Randi Kinman, Chair Carlos Castellanos, Vice Chair

Wednesday, October 14, 2015

1:30 PM

Lawrence D. Dahms Auditorium

Call Meeting to Order

1. [15-0913](#) Welcome

Presenter: Randi Kinman, Council Chair

2. [15-0914](#) Approval of September 9, 2015 Meeting Minutes
(5 minutes)

Action: Approval

Presenter: Randi Kinman, Council Chair

Attachments: [Minutes Sept 2015.pdf](#)

3. [15-0915](#) Public Comment on Items Not on the Agenda†
(5 minutes)

†Note: The Council will not take action on items not listed on today's agenda

Action: Information

Presenter: Randi Kinman, Council Chair

4. [15-0916](#) Subcommittee Reports
(20 minutes)

Subcommittees may refer items from their agenda to the full Council for action at their next meeting if needed.

Action: Information

Presenter: Jim Blacksten, Subcommittee Chair

Alan Talansky, Subcommittee Chair

Attachments: [04_Extraction_Fee_Proposal-Revised.pdf](#)

5. [15-0918](#) Region's Cap and Trade Framework
(30 minutes)

Staff presentation and discussion of revised alternatives for MTC's Cap and Trade framework.

Action: Information and Discussion

Presenter: Ken Folan, MTC Staff

Attachments: [Region's Cap and Trade Framework.pdf](#)

6. [15-0920](#) Plan Bay Area (PBA) 2040 Scenarios
(45 minutes)

Staff presentation of the approach, to date, for development of the Plan Bay Area 2040 scenarios.

Action: Information and Discussion

Presenter: Ken Kirkey, MTC Staff

Attachments: [Plan Bay Area -PBA- 2040 Scenarios.pdf](#)

7. [15-0921](#) Staff Liaison Report
(5 minutes)

Relevant MTC policy decisions and other activities.

Action: Information

Presenter: Pam Grove, MTC Staff Liaison

Attachments: [Staff Liaison Report.pdf](#)

8. [15-0922](#) Council Member Reports
(5 minutes)

Members of the Council may report on locally relevant issues or events.

Action: Information

Presenter: Randi Kinman, Council Chair

9. [15-0923](#) New Business
(5 minutes)

Members of the Council may bring up new business for discussion or addition to a future agenda.

Action: Discussion

Presenter: Randi Kinman, Council Chair

10. Public Comment / Other Business

11. Adjourn / Next Meeting

The next meeting of the Policy Advisory Council will be held Wednesday, November 4, 2015 at 1:30 p.m. in the Lawrence D. Dahms Auditorium at 101 Eighth Street Oakland, CA 94607.

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

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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 510.817.5757 或 510.817.5769 TDD / TTY。我們要求您在三個工作日告知，以滿足您的要求。

Acceso y el Titulo VI: La MTC puede proveer asistencia/facilitar la comunicación a las personas discapacitadas y los individuos con conocimiento limitado del inglés quienes quieran dirigirse a la Comisión. Para solicitar asistencia, por favor llame al número 510.817.5757 o al 510.817.5769 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.

MTC's Chair and Vice-Chair are ex-officio voting members of all standing committees.



Metropolitan Transportation Commission

101 Eighth Street,
Joseph P. Bort MetroCenter
Oakland, CA

Legislation Details (With Text)

File #: 15-0913 **Version:** 1 **Name:**
Type: Report **Status:** Informational
File created: 9/17/2015 **In control:** Policy Advisory Council
On agenda: 10/14/2015 **Final action:**
Title: Welcome

Sponsors:

Indexes:

Code sections:

Attachments:

Date	Ver.	Action By	Action	Result
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Subject:
Welcome

Presenter:
Randi Kinman, Council Chair



Metropolitan Transportation Commission

101 Eighth Street,
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Oakland, CA

Legislation Details (With Text)

File #: 15-0914 **Version:** 1 **Name:**

Type: Minutes **Status:** Committee Approval

File created: 9/17/2015 **In control:** Policy Advisory Council

On agenda: 10/14/2015 **Final action:**

Title: Approval of September 9, 2015 Meeting Minutes
(5 minutes)

Sponsors:

Indexes:

Code sections:

Attachments: [Minutes Sept 2015.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
Approval of September 9, 2015 Meeting Minutes
(5 minutes)

Presenter:
Randi Kinman, Council Chair

Recommended Action:
Approval

Attachments



Metropolitan Transportation Commission

101 Eighth Street,
Joseph P. Bort
MetroCenter
Oakland, CA

Meeting Minutes - Draft

Policy Advisory Council

Randi Kinman, Chair Carlos Castellanos, Vice Chair

Wednesday, September 9, 2015

1:30 PM

Lawrence D. Dahms Auditorium

Call Meeting to Order

1. [15-0830](#) Welcome

Presenter: Randi Kinman, Council Chair

Present: 17 - Chairperson Kinman, Vice Chair Castellanos, Armenta, Baker, Blacksten, Burnett, Din, Florez, Galvez, Glover, Hedges, Kaufman, Levine, Malekafzali, Talansky, Wolf and Jeffrey Sailors

Excused: 3 - Busenbark, Murray and Schweng

Absent: 5 - Banuelos, Clary, Nicholson, Pechner and Rico

2. [15-0818](#) Approval of August 12, 2015 Meeting Minutes
(5 minutes)

Action: Approval

Presenter: Randi Kinman, Council Chair

Upon motion by Baker and second by Hedges, the August 12, 2015 meeting minutes were adopted. The motion carried by the following vote:

Aye: 17 - Chairperson Kinman, Vice Chair Castellanos, Armenta, Baker, Blacksten, Burnett, Din, Florez, Galvez, Glover, Hedges, Kaufman, Levine, Malekafzali, Talansky, Wolf and Jeffrey Sailors

Absent: 8 - Banuelos, Busenbark, Clary, Murray, Nicholson, Pechner, Rico and Schweng

3. [15-0819](#) Public Comment on Items Not on the Agenda†
(5 minutes)

†Note: The Council will not take action on items not listed on today's agenda

Action: Information

Presenter: Randi Kinman, Council Chair

4. [15-0820](#) Subcommittee Reports
(5 minutes)

The Subcommittee may refer an item from its agenda to the full Council for action at its next meeting if needed.

Action: Information

Presenter: Alan Talansky, Subcommittee Chair

5. [15-0822](#) Vital Signs: Environment
(20 minutes)

Staff presentation of the final round of indicators from the Vital Signs performance monitoring initiative, including measures related to air quality, road safety, and the San Francisco Bay.

Action: Information

Presenter: Dave Vautin, MTC Staff

6. [15-0826](#) Plan Bay Area 2040 Goals and Targets - Revised Staff Recommendation
(30 minutes)

Revised staff recommendation of goals and performance targets related to Plan Bay Area 2040 in advance of Commission and ABAG Board consideration for approval in September.

Action: Information and Discussion

Presenter: Dave Vautin, MTC staff

Clarrissa Cabansagan of Transform was called to speak

Upon motion by Glover and second by Hedges to support the performance targets as proposed by staff, with the inclusion of the MTC adequate housing target language under Performance Target #2, and the inclusion of a Performance Target #7 dealing with displacement, to be adopted by the Commission later this year, the motion carried by the following vote:

Aye: 14 - Chairperson Kinman, Vice Chair Castellanos, Armenta, Blacksten, Burnett, Din, Florez, Glover, Hedges, Kaufman, Levine, Talansky, Wolf and Jeffrey Sailors

Absent: 8 - Banuelos, Busenbark, Clary, Murray, Nicholson, Pechner, Rico and Schweng

Abstain: 3 - Baker, Galvez and Malekafzali

7. [15-0825](#) Understanding Displacement in the Bay Area - Definition, Measures and Potential Policy Approaches
(40 minutes)
- Staff presentation on recent trends in the Bay Area, a working definition, potential methods to measure risk, and existing policy tools for discussion.
- Action:** Information and Discussion
- Presenter:** Miriam Chion, ABAG Staff and Ken Kirkey, MTC staff
- Ken Bukowski was called to speak.
8. [15-0827](#) Staff Liaison Report
(5 minutes)
Relevant MTC policy decisions and other activities.
- Action:** Information
- Presenter:** Pam Grove,
MTC Staff Liaison
9. [15-0828](#) Council Member Reports
(5 minutes)
Members of the Council may report on locally relevant issues or events.
- Action:** Information
- Presenter:** Randi Kinman, Council Chair
10. [15-0829](#) New Business
(5 minutes)
Members of the Council may bring up new business for discussion or addition to a future agenda.
- Action:** Discussion
- Presenter:** Randi Kinman, Council Chair

11. Public Comment / Other Business

12. Adjournment / Next Meeting

The next meeting of the Policy Advisory Council will be held Wednesday, October 14, 2015 at 1:30 p.m. in the Lawrence D. Dahms Auditorium at 101 Eighth Street Oakland, CA 94607.



Metropolitan Transportation Commission

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Oakland, CA

Legislation Details (With Text)

File #:	15-0915	Version:	1	Name:	
Type:	Report	Status:		Informational	
File created:	9/17/2015	In control:		Policy Advisory Council	
On agenda:	10/14/2015	Final action:			
Title:	Public Comment on Items Not on the Agenda† (5 minutes)				

†Note: The Council will not take action on items not listed on today's agenda

Sponsors:

Indexes:

Code sections:

Attachments:

Date	Ver.	Action By	Action	Result
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Subject:

Public Comment on Items Not on the Agenda†
(5 minutes)

†Note: The Council will not take action on items not listed on today's agenda

Presenter:

Randi Kinman, Council Chair

Recommended Action:

Information



Metropolitan Transportation Commission

101 Eighth Street,
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Oakland, CA

Legislation Details (With Text)

File #:	15-0916	Version:	1	Name:	
Type:	Report	Status:		Informational	
File created:	9/17/2015	In control:		Policy Advisory Council	
On agenda:	10/14/2015	Final action:			
Title:	Subcommittee Reports (20 minutes)				

Subcommittees may refer items from their agenda to the full Council for action at their next meeting if needed.

Sponsors:

Indexes:

Code sections:

Attachments: [04 Extraction Fee Proposal-Revised.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Subcommittee Reports
(20 minutes)

Subcommittees may refer items from their agenda to the full Council for action at their next meeting if needed.

Presenter:

Jim Blacksten, Subcommittee Chair

Alan Talansky, Subcommittee Chair

Recommended Action:

Information

Energy Extraction Fee

MTC Policy Advisory Council
Fuel Extraction Fee Subcommittee

What's Wrong With This Picture?

- Six states — Texas, Louisiana, Alaska, California, Oklahoma, and Wyoming — account for 80% of all oil produced in the U.S.
- California is the 3rd leading oil-producing state and the 10th natural gas-producing state in the U.S.
- California is the only major mineral-rich state lacking any form of state extraction fee.

Severance Fees

- Extraction, or severance, fees are designed to ensure the public receives a lasting benefit from the depletion of non-renewable resources.
- By maximizing collection of fossil fuel revenue and ensuring it is adequately distributed, California will increase the benefits of energy development.

Alaska Severance Fee Facts

- Oil-related revenue from fees and taxes fund 72% of Alaska's treasury, including an annual oil revenue share check for every Alaskan citizen.
- Alaska sets aside approximately 11% of the proceeds it receives from oil and gas companies into the Alaska Permanent Fund. As of 2007, the fund had grown to more than \$40 billion.
- California receives 30% of its oil from Alaska.

MTC Should Lead the Call
for Extraction Fees to
Focus the Funds on
Transportation and Housing

...

Here's Our Plan To Get a Seat at the Table

...

Leadership Role

1. MTC should build a coalition to seek legislation or a ballot measure.

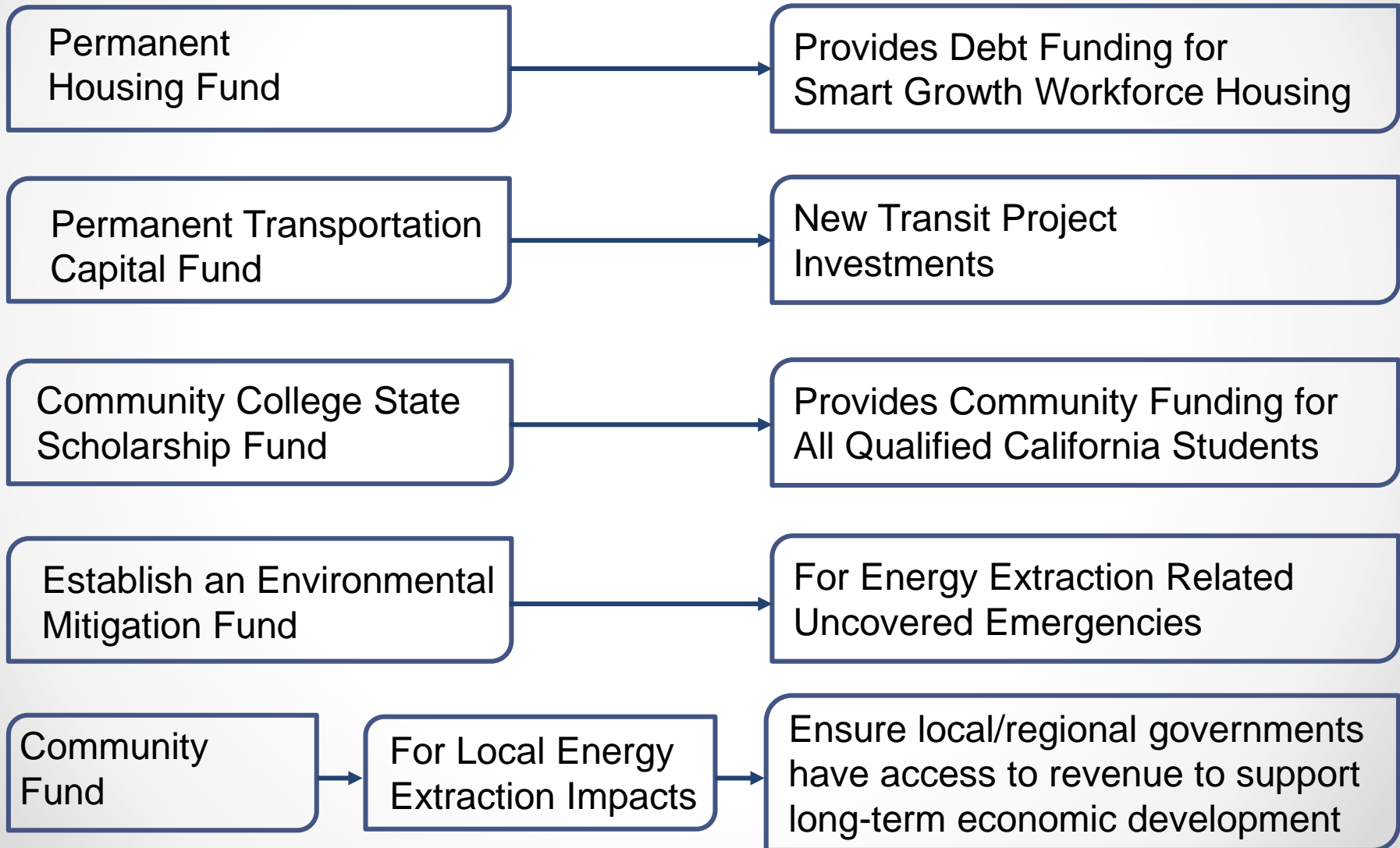
Some constituency examples:

- Transit agencies
- Housing advocates
- Community colleges
- Environmental activists
- Energy producing communities
- Senior groups

Leadership Role (continued)

2. MTC should design a simplified distribution formula for a severance fee, with revenues flowing into permanent trust funds (not the general fund).

Trust Fund Distribution Options





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Legislation Details (With Text)

File #: 15-0918 **Version:** 1 **Name:**
Type: Report **Status:** Informational
File created: 9/17/2015 **In control:** Policy Advisory Council
On agenda: 10/14/2015 **Final action:**
Title: Region's Cap and Trade Framework
(30 minutes)

Staff presentation and discussion of revised alternatives for MTC's Cap and Trade framework.

Sponsors:

Indexes:

Code sections:

Attachments: [Region's Cap and Trade Framework.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Region's Cap and Trade Framework
(30 minutes)

Staff presentation and discussion of revised alternatives for MTC's Cap and Trade framework.

Presenter:

Ken Folan, MTC Staff

Recommended Action:

Information and Discussion

Attachments



**METROPOLITAN
TRANSPORTATION
COMMISSION**

Agenda Item 5

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Memorandum

TO: Policy Advisory Council

DATE: October 7, 2015

FR: Kenneth Folan, MTC Staff

W.I.: 1114

RE: Region's Cap and Trade Framework

Staff seeks Policy Advisory Council input on proposed revisions to the region's Cap and Trade Framework. The proposed revisions will be presented to the Programming and Allocations Committee on October 14, 2015, and are summarized in the attached memorandum and presentation.

After input from the Policy Advisory Council, transit operators and stakeholders, staff intends to return in December 2015 to the Programming and Allocations Committee with recommended revisions to the framework.

Attachments

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Metropolitan Transportation Commission Programming and Allocations Committee

October 14, 2015

Agenda Item 3a

Cap and Trade Funding Framework Update

Subject: A presentation and discussion of proposed revisions to the region's Cap and Trade Funding Framework

Background: Adopted in July 2013, Plan Bay Area included a \$3.1 billion reserve from future Cap and Trade revenues over 28 years (through 2040). In December 2013, MTC approved a Cap and Trade Funding Framework (MTC Resolution No. 4130) establishing a set of investment categories and initial funding amounts in anticipation of (then) future legislation. With legislation enacted in 2014, followed by program guidelines and the completion of the first rounds of the various Cap and Trade funding programs, staff is presenting revised alternatives for the framework. Because revenues are higher and there is more certainty about the process, staff proposes revisions to the original framework including added funding.

The amount of future revenues to be generated through State Cap and Trade allowance auctions will depend upon allowance price and the number of allowances sold at the auctions. Staff assumes \$2.5 billion in statewide annual funding for FY2015-16 and beyond. This amount is in line with recent auction results and is consistent with the long range plan revenue estimates, but is slightly higher than the enacted FY2015-16 state budget. Using this assumption, Table 1 shows estimated statewide cap and trade revenue by program for the statewide categories for FY2015-16 and beyond. If the recent state legislative negotiations related to a transportation funding package resume, transportation may secure some of the 40% uncommitted funds in FY 2015-16, but this could remain an unknown for several years.

Table 1: Statewide Cap and Trade Programs, FY2015-16 and Beyond
(\$ millions)

Statewide Revenue Framework		FY2015-16 and Beyond – Annual Funding	State Agency
Total Generations	%	\$2,500	
Transit & Intercity Rail Capital Program	10%	\$250	CalSTA
Low Carbon Transit Operations Program	5%	\$125	Caltrans, CARB
Affordable Housing and Sustainable Communities Program	20%	\$500	SGC/HCD
Uncommitted Funding	40%	\$1,000	Unknown
High Speed Rail	25%	\$625	HSRA

Table 2 (on the next page) summarizes the current and proposed revised framework.

Table 2: Summary of MTC Framework by Category, Amount, and State Cap and Trade Category (\$ millions, 2015-2040)

MTC Framework Category	MTC Framework Adopted Amount (28-years)	MTC Framework Proposed Amount (25-years)	Proposed Bay Area Share of Statewide Program
Core Capacity*	\$875	\$2,000	33% of TIRCP
Transit Operating	\$500	\$1,136	37% of LCTOP (54% of Rev and 19% of Pop-based)
OBAG	\$1,050	\$3,750	30% of AHSC
Climate Initiatives	\$275	TBD	TBD of 40% Uncommitted
Goods Movement	\$450	TBD	TBD of 40% Uncommitted
High Speed Rail	-	TBD	TBD of High Speed Rail
Total	\$3,150	\$6,886	

* 24-year estimate due to FY2015-16 advanced programming

Additional information for each program is below.

Program Details:

Transit and Intercity Rail Capital Program

Background

The Transit and Intercity Rail Capital Program (TIRCP) is a statewide competitive program to fund capital and operational improvements to modernize California's transit systems and reduce emissions of greenhouse gases. The California State Transportation Agency (CalSTA) is responsible for the overall administration of the program, including project evaluation and the development of a program of projects. The initial funding cycle provided \$24 million in FY2014-15 funds and \$200 million in FY2015-16 funds, for a total of \$224 million.

Based on the direction to prioritize projects that support investment in the Core Capacity Challenge Grant Program, MTC endorsed three projects for the 2015-2016 funds: SFMTA's Expansion of its Light Rail Vehicle Fleet; AC Transit's Re-Opening and Rehabilitation of the Division 3/Richmond Operating Facility; and VTA's BART Berryessa Station Campus Area Project. The following projects were awarded funds by CalSTA: SFMTA Light Rail Vehicles: \$41 million; SMART Rail Car Capacity: \$11 million; Capitol Corridor Travel Time Reduction: \$5 million. The region received roughly 25% of the statewide program, a share we believe we can improve on going forward given the robustness of the region's transit network and demand.

Proposed Revision

Based on the initial funding cycle and Cap and Trade auction proceeds to date, staff is recommending increasing the region's Cap and Trade target amount for the TIRCP category from \$875 million to \$2 billion. This revised estimate assumes \$2.5 billion in annual statewide Cap and Trade proceeds over 24 years, and a 33% Bay Area share of all TIRCP program awards. The 24-year period, as opposed to a 25-year period for the other Cap and Trade programs, is used because the FY2015-16 TIRCP funds have already been awarded.

With the additional \$1.1 billion in projected TIRCP revenue, staff recommends increasing the amounts for most of the identified core capacity projects, assigning an additional \$675 million to the BART to San Jose Phase 2 project, and establishing a \$200 million reserve for future projects, as shown below in Table 3. Staff recommends a substantial augmentation for the BART to San Jose Phase 2 project based on the following:

1. The goal of the TIRCP program is the reduction of greenhouse gases through the modernization of the state's transit system. Based on results of a Plan Bay Area project assessment, the project's greenhouse gas reduction potential was the highest for all transit expansion projects in the region.
2. The project has a proven track record of leveraging local, regional, state and federal funds, including the state's Traffic Congestion Relief Program and the federal New Starts program for the first phase of the extension to Berryessa.
3. Transportation Secretary Brian Kelly has emphasized his agency's interest in funding "transformative" projects. We believe connecting the region's largest city to our major passenger rail network is just such a project.

Table 3. Adopted and Proposed Transit and Intercity Rail Program (TIRCP) Framework (\$ millions, 24 years)

TIRCP	Adopted (MTC Res. 4030)	Proposed (24 years)
BART: Train Control	126	250
SFMTA: Fleet Enhance & Expand	400	481
SFMTA: Facilities	67	67
AC Transit: Fleet Expansion	45	90
AC Transit: Facilities	162	162
VTa: BART to San Jose	75	750
<i>Subtotal listed projects</i>	<i>875</i>	<i>1,800</i>
Potential other projects*		200
Projected Revenue		2,000

*Could be added over time, depending on actual revenues or project needs/timing.

Low Carbon Transit Operating Program

Background

The Low Carbon Transit Operating Program (LCTOP) provides operating and capital assistance for transit agencies to reduce greenhouse gas emissions and improve mobility, with a priority on serving disadvantaged communities. Funding is assigned based on the revenue and population-based State Transit Assistance formula.

Based on a \$500 million Plan Bay Area commitment to support transit operations, the Commission established a framework based on a formula that provides 40% of the funding to three core capacity transit operators (AC Transit, BART, and SFMTA) and 60% to the remaining transit operators. The formula for distribution within the two operator categories is as follows: 50% based on ridership; 25% based on low-income ridership; and 25% based on minority ridership.

Proposed Revision

Based on the recently completed FY2014-15 LCTOP funding round and input from transit operators and stakeholders, staff recommends releasing two alternatives for stakeholder input and returning in December with a preferred alternative. The two proposed alternatives are summarized below and detailed in Attachment A. The alternatives below are limited to population-based funds. The operators are expected to receive an estimated \$835 million in revenue-based funds.

Proposed Alternatives for LCTOP – \$302 Million – Population-based Funds

1. Maintain Existing Framework with remaining funds for regional initiatives	<ul style="list-style-type: none"> • \$89 million to existing framework as complement to revenue-based funds and maintain minimum \$500 million commitment • \$100 million to Transit Performance Initiative (TPI) Investment-like MTC discretionary program, for transit operators • \$113 million to seamless transit/regional coordination programs (ex: Clipper® 2.0, low-income fares, hub signage and wayfinding, 511, other)
2. 1/3 Distribution to North Counties/ Small Operators, with 1/3 regional program and 1/3 discretionary TPI Investment-like program	<ul style="list-style-type: none"> • \$102 million to North Counties/ Small Operators (distributed by population-based formula, as complement to revenue based funds) • \$100 million to TPI Investment-like MTC discretionary program, for transit operators • \$100 million to seamless transit/regional coordination programs (ex: Clipper® 2.0, low-income fares, hub signage and wayfinding, 511, other)

Both alternatives above fund customer focused transit improvements. Roughly 1/3 of the funds are directed towards transit operators for a TPI-like regional discretionary program to invest in projects that reduce transit travel times and improve customer experience. Another 1/3 of the funds support a more seamless transit experience by strengthening regional coordination such as the next generation of Clipper, low-income fares, better signage and wayfinding, and traveler information.

Alternative #1 applies the remaining funds to meet the established framework, which is based on percentages of overall, low-income and minority ridership and includes revenue-based funds. However, the annual amounts for some operators under this program are likely to be quite small and may not be most useful given the state guidelines. Alternative #2 reinforces transit operating funds for the North Counties and Small Operators, in balance to the TPI-like program and revenue-based funding which typically have been focused more on larger operators.

Affordable Housing and Sustainable Communities Program

Background

The Affordable Housing and Sustainable Communities program (AHSC) is administered by the Strategic Growth Council, and distributes 20% of the state's Cap and Trade auction proceeds. Under the current program guidelines, Metropolitan Planning Organizations (MPOs) have a role at both stages in the application review process: 1) during the preliminary concept proposal stage, MPOs review proposed projects for support of Sustainable Communities Strategy (SCS) implementation, and 2) during full application review, MPOs consult and provide project recommendations for SGC consideration. For the first round of AHSC, MTC was actively involved in both stages. All concept proposals from the region were confirmed as SCS-supportive by MTC staff, and 13 projects were recommended by the Commission during the full application review, based on approved regional principles. Bay Area awards totaled \$47 million across 11 projects or 39% of statewide funding awarded.

During summer 2015, SGC conducted a review of the first round of AHSC and released draft revised guidelines in mid-September. After several public workshops, SGC expects to approve revised guidelines in the winter. It is likely that several important components of the program will be under consideration for revision. Staff will monitor and participate in these discussions, advocating for a continued role for MPOs, increased transparency in the scoring process, increased technical assistance to applicants, and other pertinent issues that arise. Depending on revisions to the AHSC guidelines, MTC may find itself with a different role in the application review process. Staff may propose an update to the regional principles following the adoption of the program guidelines.

Proposed Revisions

- Increase the region's AHSC target amount from \$1 billion to \$3.75 billion, equal to a 30% share of the total estimated statewide amount available to this program over a 25-year period. This target is consistent with Round One awards for the Bay Area but recognizes that future rounds may provide more funding to other regions.
- Continue to advocate for Bay Area projects in the AHSC program, monitor program and provide technical assistance to potential Bay Area applicants.
- Funding is complementary to OBAG, with focus on affordable housing and Transit Oriented Development transit projects.
- Formalize principles used for FY14-15 program. (Attachment A)

Climate Initiatives and Goods Movement

Background

In 2013, MTC staff had anticipated funding being available from Cap and Trade for goods movement and climate initiative-type programs. However, no such programs were identified in the state legislation passed in 2014, although 40% of the funds remain uncommitted (are not assigned to specific categories or uses). Because of this uncertainty, staff proposes some changes in these categories.

Recommendations

- Remove reference and funding for Climate Initiatives and Goods Movement, replace with To-Be-Determined Cap and Trade programs from the 40% uncommitted funds.
- Continue to advocate for funding for specific projects or programs as opportunities arise.
 - Climate pilot program evaluation is being finalized. If funding is available, projects could be drawn from the best-performing pilots.
 - Goods Movement Plan and Freight Emission Reduction Plan could serve to guide freight projects.

High Speed Rail

Background

The statewide program includes a 25% share for High Speed Rail. Given the regional commitment to funding the Caltrain Electrification Program (the 9-Party MOU), which already includes funding from state High Speed Rail bonds (Proposition 1A), the region may consider whether the Cap & Trade High Speed Rail program presents funding opportunities for the Caltrain Modernization Program and both High Speed Rail and Caltrain service into the Transbay Transit Center.

Recommendations

- Continue coordination with High Speed Rail Authority on Bay Area segment and interoperability with existing services
- Continue to advocate for funding for specific projects or programs as opportunities arise

Issues:

Staff seeks Committee direction on a revised Cap and Trade framework. Additional input will be gathered from the MTC Policy Advisory Council, partner agencies and interested stakeholders. Based on the Committee direction and additional input, staff intends to present recommendations to this Committee in December.

Recommendation: None. Information and discussion only.

Attachments: Attachment A: AHSC Program Principles from FY2014-15
Attachment B: Powerpoint Presentation

Regional Principles for Prioritizing Final Applications under the Affordable Housing and Sustainable Communities Program (Approved for FY2014-15)

Overview

The Affordable Housing and Sustainable Communities (AHSC) final guidelines provide regional agencies an opportunity to advise on AHSC project selection. After an initial screening of concept applications for Plan Bay Area supportive elements, MTC staff in coordination with ABAG, will review full applications and make project recommendations to the Commission for approval and transmittal to the Strategic Growth Council (SGC). The role for regional agencies in this process is advisory, meaning that SGC has the ultimate project selection authority.

Regional Bid Target

In the final application process, MTC proposes to **cap total regional priorities at 150%-200% of the regional population share of the State**. This is equivalent to roughly **\$35-45 million** for the first year. MTC will apply this cap for final applications, not concept applications, as project scopes and costs are expected to change between the initial concept and final application stages and we want to encourage a significant pool of applications.

Project Prioritization Process

MTC staff proposes to conduct a **project prioritization process, in coordination with ABAG staff**, to provide SGC with a set of regional priority projects, based on the following principles. Although these criteria are not “thresholds” that must be achieved, staff will look most favorably on applications achieving most to all of the following elements, which are listed here roughly in rank order of importance:

- 1. Significant Greenhouse Gas Reduction (GHG).** Prioritize projects that demonstrate significant GHG reduction. While the SGC will employ a statewide methodology in the final applications for quantifying GHG benefits, MTC staff also intends to analyze projects using a regional methodology.
- 2. Communities of Concern/Disadvantaged Communities.** Prioritize projects located in or providing benefits to the region’s Communities of Concern as well as CalEPA’s defined Disadvantaged Communities.
- 3. Support Plan Bay Area’s Focused Growth Investment Strategies.** Prioritize ready-to-go TOD projects within Priority Development Areas (PDAs) in high growth jurisdictions and corridors that provide access to jobs and services. Prioritize projects providing both a greater share and total number of affordable units to address concerns about community stability and displacement. Per SGC criteria, TOD projects must be served by “qualifying high quality transit” (headways under 15 minutes during peak times). When applicable, also prioritize projects that provide funds for active Transit Oriented Affordable Housing (TOAH) projects, all of which have a strong nexus to transit and PDAs and have ownership of land for development. Projects that meet the criteria for TOAH and are at the same state of readiness will also be considered favorably. Staff will also consider high-performing Integrated Connectivity Projects (ICPs), which require “qualifying transit” or one route departing two or more times during peak hours.

- 4. Level of Housing Affordability.** For proposals including an affordable housing development as a capital project, prioritize projects in a manner consistent with the Strategic Growth Council's AHSC scoring criteria, which places the highest priority on rental restricted units for households at lower percentages of Area Median Income.
- 5. Support for the Region's Adopted Transit Priorities.** Prioritize projects that support the Commission's adopted transit priorities. These include the Regional Transit Expansion program of projects (Resolution 3434), Plan Bay Area's Next Generation Transit program, projects under the Core Capacity Challenge Grant program, projects that support the implementation of the Transit Sustainability Project, and recommendations of the Coordinated Public Transit-Human Services Plan.
- 6. Funding Leverage.** Prioritize projects leveraging other funding sources for local match.
- 7. OBAG Policy.** When applicable, OBAG's policy requirements should be applied to help determine a project's alignment with the SCS. These requirements include adherence with state and regional Complete Streets policies and General Plan Housing Element adoption and certification. These policies should be applied based on the jurisdiction of where the project is located (rather than whether the local jurisdiction is listed as co-applicant).

Cap & Trade Framework



Policy Advisory Council

October 14, 2015

Statewide Cap and Trade Programs: FY2015-16 and Beyond

Statewide Revenue Framework		FY2015-16 and Beyond Annual Funding (\$ millions)	State Agency
Total Generations	%	\$2,500	
Transit & Intercity Rail Capital Program	10%	\$250	CalSTA
Low Carbon Transit Operations Program	5%	\$125	Caltrans, CARB
Affordable Housing and Sustainable Communities Program	20%	\$500	SGC/HCD
Uncommitted Funding	40%	\$1,000	Unknown
High Speed Rail	25%	\$625	HSRA

- Assumes \$2.5 billion in statewide annual funding for FY2015-16 and beyond; actual revenues will be determined based on auctions



Revising the Region's Cap and Trade Framework

- **Staff proposes revising the framework based on:**
 - Higher revenue projections
 - Lessons learned from Round 1 awards
 - Additional program guidance

- **Proposed Schedule:**
 - Programing and Allocations Committee direction today
 - October/November - Input from partner agencies, Policy Advisory Council, interested stakeholders
 - Staff recommendation for consideration in December

Regional Framework

- Plan Bay Area included \$3.1 billion in Cap & Trade Revenues over 25 year period
- Framework adopted in December 2013
- Proposed update to framework in December 2015

MTC Framework Category	MTC Framework Adopted Amount (28 years)	MTC Framework Proposed Amount (25 years)	Proposed Bay Area Share of Statewide Program
Core Capacity*	\$875	\$2,000	33% of TIRCP
Transit Operating	\$500	\$1,136	37% of LCTOP (54% of Rev and 19% of Pop-based)
OBAG	\$1,050	\$3,750	30% of AHSC
Climate Initiatives	\$275	TBD	TBD of 40% Uncommitted
Goods Movement	\$450	TBD	TBD of 40% Uncommitted
High Speed Rail	-	TBD	TBD of High Speed Rail
Total	\$3,150	\$6,886	

*24-years due to FY2015-16 advanced programming

Transit and Intercity Rail Capital

- Revenue estimates increased for this discretionary program
- Continue to support investments in the region's Core Capacity Challenge Grant Program – a \$7.5 billion regional commitment to fund key transit capital modernization and rehab needs
 - Increase funding for most core capacity projects
 - Assign an additional \$675 million to the BART to San Jose Phase 2 project
 - Hold \$200 million in reserve for future assignment

TIRCP Projects (in \$million, 24 years)	Adopted (MTC Res. 4030)	Proposed
BART: Train Control	\$126	\$ 250
SFMTA: Fleet Enhance & Expand	\$400	\$ 481
SFMTA: Facilities	\$ 67	\$ 67
AC Transit: Fleet Expansion	\$ 45	\$ 90
AC Transit: Facilities	\$162	\$ 162
VTA: BART to San Jose	\$ 75	\$ 750
Subtotal listed projects	\$875	\$1,800
Potential other projects*		\$ 200
Projected Revenue		\$2,000

*Could be added over time, depending on actual revenues or project needs/timing.

Transit and Intercity Rail Capital

- **Funding increases align with TIRCP program goals of reducing greenhouse gases and modernizing state's transit system:**
 - **BART to San Jose:** Completes major link in regional rail network, providing strong GHG-reducing transit option
 - **BART Train Control:** Modernizes system, enhancing BART capacity, reliability, and safety
 - **Fleet Expansions:** Provides new vehicles allowing for service expansions for **SF Muni** and **AC Transit**



Low Carbon Transit Operating Program

- Current MTC approved framework is \$500 million
- Formula program for state:

Estimated LCTOP Revenue-based funds:	\$ 835 million
Estimated LCTOP Population-based funds:	\$ 302 million
Total Estimated LCTOP Funding:	\$1,136 million

- **Proposal:**
 - \$835 million revenue-based distributions to operators (formula)
 - \$302 million population-based fund distribution

Low Carbon Transit Operating Program

\$302 million population-based fund distribution options:

- **Option 1: Maintain existing framework**
 - \$89 million to existing framework
 - \$100 million to TPI-like MTC discretionary program
 - \$113 million to seamless transit/regional coordination programs
- **Option 2: Reinforce transit operating funds**
 - \$102 million to North Counties/Small Operators
 - \$100 million to TPI-like MTC discretionary program
 - \$100 million to seamless transit/regional coordination programs
- Invest approx. **1/3** of funding to transit operators via formula, and
- Invest approx. **2/3** of funding in customer focused transit improvements



Affordable Housing and Sustainable Communities Program

- Tied to One Bay Area Grant Program in current MTC framework
- Bay Area could receive estimated \$3.7 billion from AHSC over 25 years, statewide discretionary program
- Draft revised guidelines currently out for comment, some significant program changes
- Proposal:
 - Continue to advocate for Bay Area projects and provide assistance to potential Bay Area applicants
 - Focus on affordable housing and Transit-Oriented Development-related transportation projects
 - Formalize MTC principles used for FY14-15 program



Climate Initiatives and Goods Movement

- Current MTC framework includes these categories as placeholders, however, no corresponding state programs were enacted.
- 40% of state Cap and Trade funding remains “uncommitted”
- Proposal:
 - Remove reference and funding for Climate Initiatives and Goods movement, replace with TBD
 - Continue to advocate for funding for specific projects or programs as opportunities arise
 - Potential guides will be Climate Pilot Program, Goods Movement Plan, and Freight Emission Reduction Plan



High Speed Rail

- **25% of state Cap and Trade funding for High Speed Rail**
- **High Speed Rail Authority is part of the 9-party agreement to fund the Caltrain Electrification Program through High Speed Rail bonds (Prop 1A)**
- **Proposal:**
 - Continue coordination with High Speed Rail Authority on Bay Area segment and interoperability with existing services
 - Continue to advocate for funding for specific projects or programs as opportunities arise

Next Steps

Proposed Schedule:

- Programing and Allocations Committee direction today
- October/November — Input from partner agencies, Policy Advisory Council, interested stakeholders
- Staff recommendation for consideration in December



Metropolitan Transportation Commission

101 Eighth Street,
Joseph P. Bort MetroCenter
Oakland, CA

Legislation Details (With Text)

File #:	15-0920	Version:	1	Name:	
Type:	Report	Status:		Informational	
File created:	9/17/2015	In control:		Policy Advisory Council	
On agenda:	10/14/2015	Final action:			
Title:	Plan Bay Area (PBA) 2040 Scenarios (45 minutes)				

Staff presentation of the approach, to date, for development of the Plan Bay Area 2040 scenarios.

Sponsors:

Indexes:

Code sections:

Attachments: [Plan Bay Area -PBA- 2040 Scenarios.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Plan Bay Area (PBA) 2040 Scenarios
(45 minutes)

Staff presentation of the approach, to date, for development of the Plan Bay Area 2040 scenarios.

Presenter:

Ken Kirkey, MTC Staff

Recommended Action:

Information and Discussion

Attachments



TO: Policy Advisory Council

Dated: October 7, 2015

FR: Ken Kirkey, Director, MTC Planning

RE: Plan Bay Area (PBA) 2040 Scenarios

ABAG and MTC are beginning the process of developing three land use and transportation scenarios to inform discussions about the strategic update of Plan Bay Area 2040. Scenarios show different options for how the Bay Area can grow and change over time in ways that help us meet our goals for a more prosperous, sustainable, and equitable region. A vital part of the Plan Bay Area 2040 strategic update, scenarios represent alternative Bay Area futures based on distinct land use development patterns and transportation investment strategies.

ABAG and MTC are requesting feedback about our draft scenario concepts to ensure they preserve the character of our diverse communities while adapting to the challenges of future population growth. On October 6 and October 7, ABAG and MTC held two scenario workshops at the Regional Advisory Working Group (RAWG) and ABAG's Regional Planning Committee (RPC), respectively. After a short overview of our Plan Bay Area 2040 scenario development approach (Attachment 1), participants had the opportunity to engage in small-group discussions around the initial scenario concepts. Participants were asked for their feedback on the draft scenario concepts, and to prioritize the policy and investment strategies that best shape each alternative.

Next Steps

Once refined, these scenario concept narratives will provide a framework for our scenario alternatives, which will be developed, modeled, and evaluated to understand the effects of different combinations of land use and transportation strategies on our shared goals and targets. The scenario planning process is summarized and next steps are identified in Attachment 2.

Attachments:

1. Scenario Planning Approach
2. Scenario Development Process
3. Scenario Planning Approach Presentation

Scenario Planning Approach

Background

In July 2013, MTC and ABAG adopted Plan Bay Area 2013 as the Bay Area's first Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The plan responds to State Law (SB 375) requiring the preparation of an integrated land-use and transportation plan to meet greenhouse gas (GHG) emission reduction targets. A lot has changed in the Bay Area since the Plan's adoption, as the region's economy is growing rapidly and housing costs continue to increase, and many communities have recently completed land use plans that envision how to accommodate future growth.

MTC and ABAG are required to update the RTP/SCS every four years. In spring 2015, MTC and ABAG began a limited and focused update of Plan Bay Area 2013, called Plan Bay Area 2040 (PBA 2040). From late April through May, a series of open houses were conducted across the region to introduce the public to the PBA 2040 update process, seek comments on goals and targets, and receive feedback on local priorities across a wide range of issue areas. The comments and feedback were compiled and shared with the Regional Advisory Working Group (RAWG) as well as MTC and ABAG other committees and working groups, in July 2015. Meanwhile, over the past several months, MTC and ABAG have presented information regarding PBA 2040's proposed Goals and Performance Targets, Regional Forecasts, and Project Performance Assessment to the RAWG, the MTC Planning and ABAG Administrative Committees, and various other committees and working groups. With the Goals and Performance Targets up for adoption this fall and the Regional Forecasts underway, the next milestone is to develop and evaluate regional scenarios that integrate land use and transportation strategies.

What is Scenario Planning?

Scenario planning is a common way for organizations such as MTC and ABAG to analyze and communicate the effects of different combinations of land use and transportation strategies on regional goals and targets. Scenarios can help articulate alternative future paths and provide information to help partner agencies, local jurisdictions, and the general public understand trade-offs. Scenarios can be constructed to modify the status quo, analyze and evaluate strategies that may be practically or politically challenging, and engage the region in a common dialogue about planning for our common future.

Constructing and communicating scenarios generally requires adherence to the following principles:

- **Develop a small number of scenarios.** A good regional planning process should advance a short list of coherent scenarios that can be clearly communicated. This can be challenging, because the strategies underpinning scenarios can be arranged in an infinite number of ways.
- **Construct a preferred scenario.** Since an infinite number of scenarios can theoretically be constructed, it is not appropriate to conduct a "winner takes all" approach to scenario planning. Rather, a "preferred scenario" can incorporate some of the best ideas from each scenario alternative. This can be challenging, because most people naturally gravitate toward voting for a favorite scenario out of the alternatives presented.
- **Balance sophistication with simplicity.** Scenarios should be meaningful for the most engaged and sophisticated observers, but also be easy to communicate to a broad spectrum of people around the region. This can be challenging, because scenarios may seem overly simplistic to some audiences or cryptic to other audiences.

Scenario Planning in Plan Bay Area 2013

For Plan Bay Area 2013, MTC and ABAG conducted extensive outreach to develop multiple rounds of scenario development and evaluation. This led to the development and adoption of the preferred land use distribution and transportation investment strategy (preferred scenario). Once the preferred scenario was adopted, another set of scenarios was developed and evaluated as alternatives within Plan Bay Area 2013's Environmental Impact

Report (EIR). These multiple rounds of scenario development required a tremendous amount of time and effort on the part of MTC and ABAG, partner agencies, local jurisdictions, working groups and committees. In retrospect, this process may also have created confusion due to the large number of scenario alternatives (13 alternatives in total). As a result, in early project scoping meetings for PBA 2040, MTC and ABAG proposed a simplified approach to scenario planning as described in the following sections.

Recommended approach to PBA 2040 Scenario Development

As described in a July 2014 memo to the MTC Planning Committee and ABAG Administrative Committees, MTC and ABAG's approach for this RTP/SCS will be to conduct a limited and focused update, building off the core framework established in Plan Bay Area 2013. One key difference between Plan Bay Area 2013 and its update – PBA 2040 – is that PBA 2040 does not include the Regional Housing Need Allocation (RHNA), which will be included again in the 2021 RTP/SCS. The RHNA process required a great deal of outreach and planning work that will not be necessary for PBA 2040. In addition, this will not be the region's first RTP/SCS, so we can build on lessons learned in the first integrated transportation and land use planning effort.

The MTC Public Participation Plan, adopted in February 2015, lays out PBA 2040's scenario development approach. This approach can be summarized as follows:

- One round of scenario analysis and evaluation will be conducted, and a maximum of three scenarios will be developed;
- The scenarios will be constructed in an effort to achieve PBA 2040's goals and performance targets;
- The scenarios will be designed to inform the selection of a preferred scenario; and,
- The same scenario alternatives will be carried over into the Environmental Impact Report (EIR) process.

Additionally, in order to analyze and evaluate the scenario alternatives, each scenario output will include, at a minimum:

- **Land use**
 - Total jobs by PDA and city;
 - Total housing units and households by PDA and city; and
 - Total population by PDA and city.
- **Transportation**
 - Investments by mode and purpose; and,
 - GHG and other travel model outputs for performance targets assessment.

Specific Process and Timeline for Developing and Evaluating Scenarios

The scenario development and evaluation process will occur over the next nine months, with MTC and ABAG adopting a preferred scenario in June 2016. MTC and ABAG, using input from the public workshops held in Spring 2015, partner agencies, working groups, and committees will develop and evaluate three alternative scenarios composed of land use and transportation strategies.

The scenario planning process will have three phases:

- **Scenario Development.** In October, MTC and ABAG staff will host scenario development workshops with the RAWG and ABAG Regional Planning Committee (RPC) to kick off the scenario planning process; gather input on the draft scenario concepts; and identify potential jobs, housing and transportation strategies to support the scenario concepts. These workshops will help shape the development of the three scenario alternative concepts and their respective strategies.

Following the October workshops, MTC and ABAG staff will present the draft scenario concepts in November to the MTC Planning and ABAG Administrative Committees, ABAG Executive Board, and other committees and working groups as appropriate, for additional feedback.

In February and March 2016, MTC and ABAG staff will present to the RAWG, RPC, the MTC Planning and ABAG Administrative Committees, and the ABAG Executive Board defined scenario alternatives that show

different options for distributing forecasted housing, population, and employment growth, as well as the high performing projects of the project performance assessment and the costs to maintain and operate our existing transportation system.

- **Scenario Evaluation.** Following the November 2015 joint meeting of the MTC Planning and ABAG Administrative Committees, MTC and ABAG staff will begin an iterative process of scenario evaluation and refinement of each scenario's land use and transportation strategies to meet regional goals and targets. MTC and ABAG staff will use regional models, described in more detail in the following section, to develop and analyze the scenarios.

In March 2016, MTC and ABAG staff will present to the RAWG, the MTC Planning and ABAG Administrative Committees, and other committees and working groups as appropriate, the results of the performance targets and equity assessments for each of the three scenario alternatives.

In April 2016, MTC and ABAG will host public workshops to discuss the scenario alternatives and the results of their evaluation.

- **Scenario Adoption.** Following the April 2016 public workshops, MTC and ABAG staff will create a draft preferred scenario based on feedback from the public, local jurisdictions, MTC and ABAG's partner agencies, working groups, and committees. The draft preferred scenario will incorporate strategies that best achieve the adopted PBA 2040 goals and performance targets and equity metrics.

In May 2016, MTC and ABAG staff will present the draft preferred scenario to the RAWG, the MTC Planning and ABAG Administrative Committees, and ABAG Executive Board. Their input will be used to refine the preferred scenario before the MTC Commission and ABAG Executive Board are asked to adopt the final preferred scenario at a joint June 2016 meeting.



Figure 1

Modeling Tools

MTC and ABAG staff will use modeling tools to assist in the development and analysis of scenarios. The integration of the regional land use and travel demand models allows for analysis of how land use policies will affect transportation outcomes and how transportation projects and policies will affect land use outcomes. The models allow us to perform our targets assessment for each scenario.

- **UrbanSim.** This regional land use forecasting model relies on regional control totals of jobs, housing, and population, developed and adopted by ABAG, to analyze the effects of land use and transportation strategies on the forecasted regional development pattern. The model simulates the interactions of households, businesses, developers, and governments within the urban market. The model will produce land use outputs, including the forecasted location of new jobs and housing for each scenario alternative. MTC and ABAG staff will evaluate the model outputs through an extensive planning process involving input by local jurisdictions.
- **Travel Model One.** The regional travel demand model relies on UrbanSim's forecasted regional development pattern to analyze the significance of transportation impacts and estimate travel outcomes, including vehicle miles traveled, vehicle hours of delay, and accessibility for each scenario alternative.

Common Assumptions for All Scenarios

There are a number of core assumptions that will stay the same across different scenarios:

- **Regional Forecast – Total Jobs, Housing, and Population (Control Totals).** ABAG’s adopted regional forecast will set control totals for the total jobs, housing, and population in the region. This total number will not vary across scenarios.
- **Regional Housing Need Allocation (RHNA).** In 2013, ABAG adopted the *Final Regional Housing Need Plan for the San Francisco Bay Area: 2014-2022*, including the final housing unit allocations, by income, to local jurisdictions in the region. The three scenario alternatives will reflect the adopted 2013 RHNA, and will not vary across scenarios. The next RHNA process will occur in coordination with the 2021 RTP/SCS.
- **Regional PDA and PCA Framework.** PDAs and PCAs are locally nominated and their geography will not vary across scenarios; however, the extent to which growth is emphasized in PDAs and land in PCAs is conserved may be considered as strategies.
- **Regional Transportation Revenue Sources.** MTC develops a revenue forecast that accounts for all reasonably assumed revenue sources to 2040. The total amount of revenues and sources will not vary across scenarios; however, certain revenue enhancements may be considered as strategies.
- **Regional Committed Transportation Network.** The committed transportation network represents the existing transportation infrastructure and proposed transportation improvements that are fully funded and under construction. The committed transportation network will not vary across scenarios.

Strategies Varying Across Scenarios

The differences in scenario alternatives will be driven by alternative distributions of strategies, which generally comprise a short set of land use and housing policies, transportation policies, and transportation investments. While not an exhaustive list, the strategies generally encompass the following actions:

- **Land Use Strategies** that change a community’s capacity for new development or incentivize a particular type or location of growth, such as changes to zoning, fees and subsidies, incentives and growth boundaries.
- **Transportation Strategies**
 - Transportation Investments- includes strategies for different types of transportation investments by category (expansion, maintenance, state of good repair, etc.), and mode (highway, transit, bike/ped, etc.), and programs.
 - Transportation Policies- includes strategies to manage transportation demand, systems operations, parking policies, and taxes and fees.
 - Climate Strategies- includes technological advancements (e.g. clean vehicles) and incentive programs to encourage travel options that help meet GHG emissions reduction targets.

It is important to recognize that the distribution of different strategies within initial scenarios does not constitute a staff proposal or recommendation. This distribution is done simply to illustrate tradeoffs between alternative growth patterns and infrastructure investments and serve as a building block for developing a preferred scenario.

Next Steps

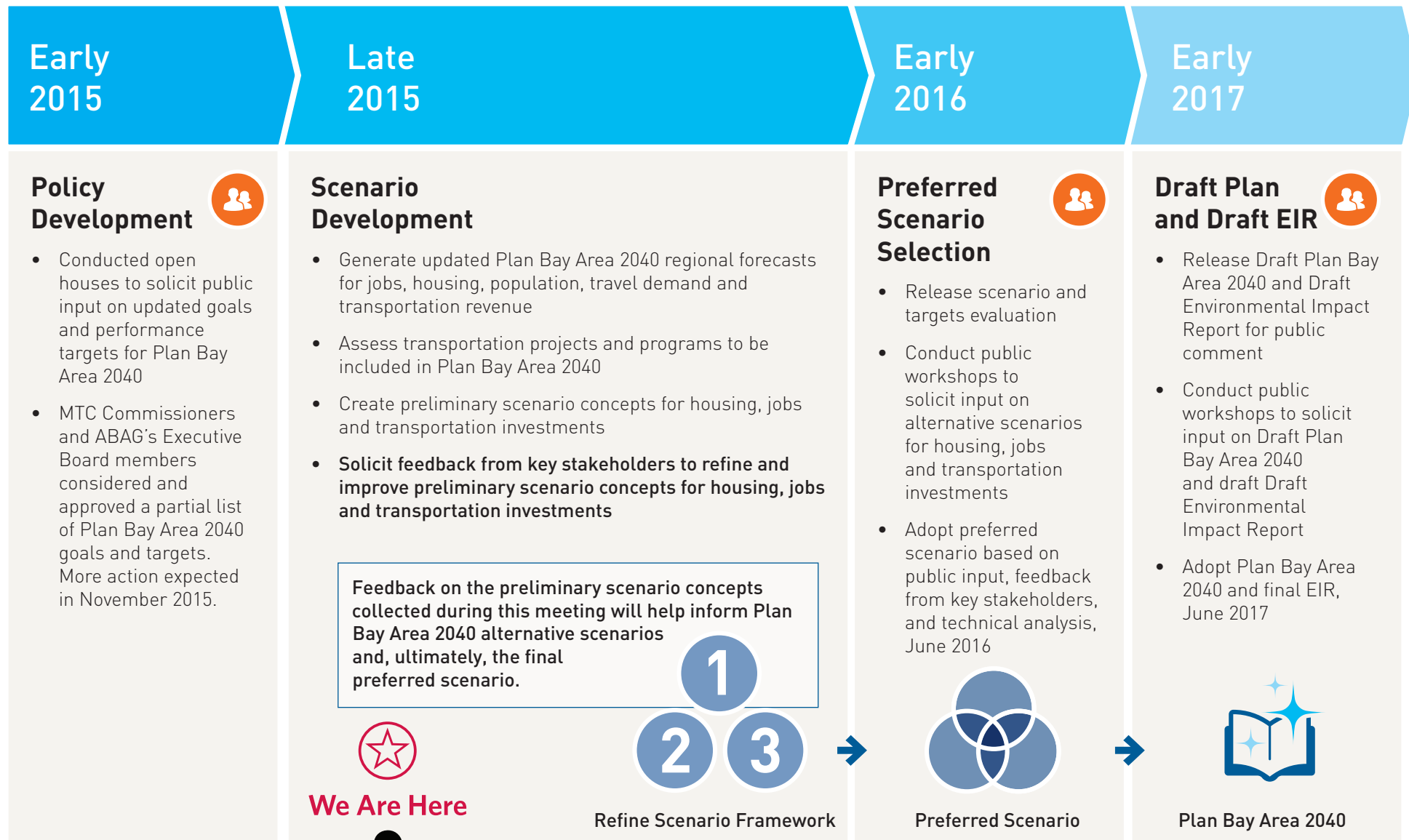
Stakeholder engagement will help shape the strategies across each of the three scenario alternatives. The October ’15 scenario workshops are the first opportunity for input.



Figure 2

Scenario Development Process

Plan
Bay Area
2040





Scenario Development

Policy Advisory Council

Ken Kirkey, Planning Director, MTC
October 14, 2015



METROPOLITAN
TRANSPORTATION
COMMISSION



Association of
Bay Area Governments

WHAT IS PLAN BAY AREA?

Plan
BayArea
2040

Plan Bay Area is a roadmap to help Bay Area cities and counties preserve the character of our diverse communities while adapting to the challenges of future population growth.



Promotes a strong regional **economy** by providing communities with the data they need to plan for future job growth, as well as any accompanying education, housing, and transportation needs.



Informs local cities and counties in their decision-making around new **housing** developments by providing housing demand forecasts.

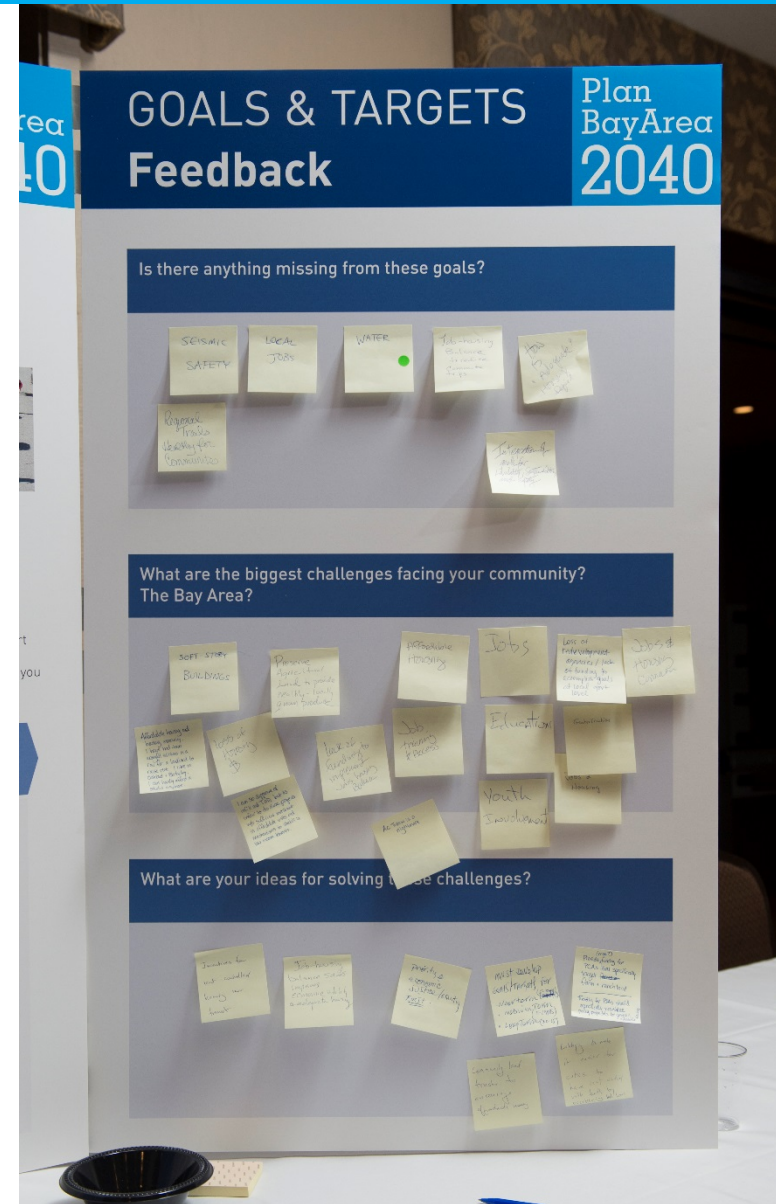


Supports strategic **transportation** investments that aim to decrease traffic congestion, improve travel options, and reduce pollution both locally and regionally.



Plan BayArea 2040

- We heard concerns about housing affordability and rapidly rising rents
- We heard suggestions for improving transit connections (especially BART)
- Many noted the lack of housing near available jobs and adequate transit options
- We heard about the importance of protecting open space and preserving water resources



FEEDBACK ON PBA GOALS & TARGETS

Plan
BayArea
2040



NEXT STEP: SCENARIOS

- Scenarios show different options for how the Bay Area can grow and change over time in ways that help us meet our goals for a more prosperous, sustainable, and equitable region.
- The alternative scenarios combine different strategies to highlight potential differences in the region's development pattern and transportation system.



SCENARIOS APPROACH

- Develop 3 scenarios
- Construct a preferred scenario
- Balance sophistication with simplicity



SCENARIO DEVELOPMENT PROCESS

Plan
BayArea
2040



SCENARIO CONCEPTS

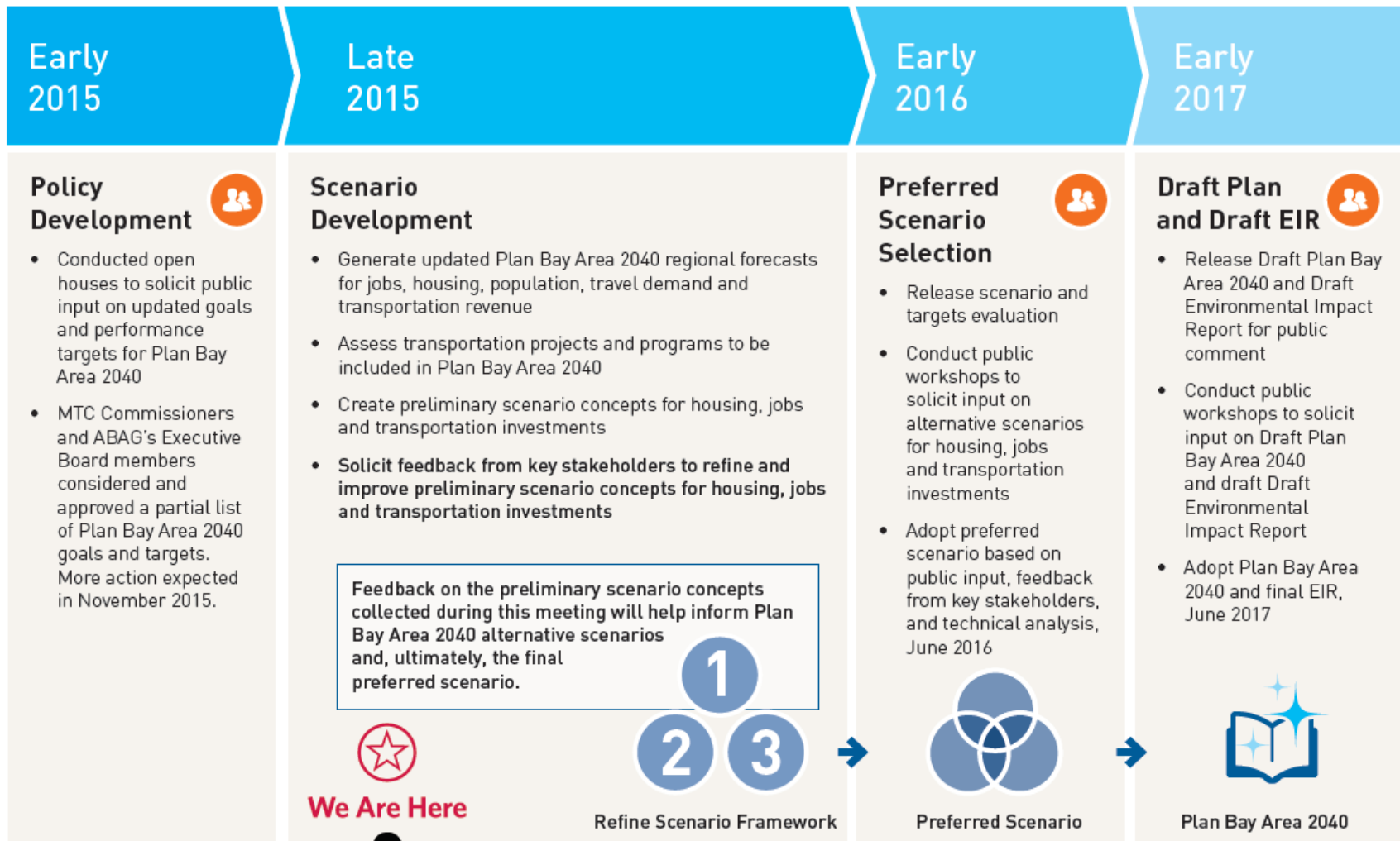
Keep in mind:

- Alternative scenarios are required as part of Plan Bay Area 2040
- Our goal today is to improve the three scenario concepts via policy strategies that preserve the character of our diverse communities while adapting to the challenges of future population growth.
- Common assumptions for all three scenarios concepts:
 - Plan Bay Area 2040 goals and targets
 - Regional Forecast totals
 - Regional Housing Need Allocation (RHNA)
 - Regional PDAs and PCAs Framework
 - Regional Transportation Revenue Sources
 - Regional Committed Transportation Network



SCENARIO DEVELOPMENT PROCESS

Plan
Bay Area
2040



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Subscribe to our mailing list to receive updates about Plan Bay Area and other regional initiatives at PlanBayArea.org



Contact MTC and ABAG directly to provide your comments in writing at info@planbayarea.org or join the discussion online on PlanBayArea.org or Facebook and Twitter.



Find an archive of past planning documents, frequently asked questions, regional planning agency calendars, and up-to-date planning information at PlanBayArea.org



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Thank You





Metropolitan Transportation Commission

101 Eighth Street,
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Oakland, CA

Legislation Details (With Text)

File #: 15-0921 **Version:** 1 **Name:**
Type: Report **Status:** Informational
File created: 9/17/2015 **In control:** Policy Advisory Council
On agenda: 10/14/2015 **Final action:**
Title: Staff Liaison Report
(5 minutes)

Relevant MTC policy decisions and other activities.

Sponsors:

Indexes:

Code sections:

Attachments: [Staff Liaison Report.pdf](#)

Date	Ver.	Action By	Action	Result
------	------	-----------	--------	--------

Subject:

Staff Liaison Report
(5 minutes)

Relevant MTC policy decisions and other activities.

Presenter:

Pam Grove, MTC Staff Liaison

Recommended Action:

Information

Attachments



METROPOLITAN
TRANSPORTATION
COMMISSION

Agenda Item 7

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Memorandum

TO: Policy Advisory Council

DATE: October 7, 2015

FR: Pam Grove, Staff Liaison

W.I. 1114

RE: Staff Liaison Report – October 2015

November and December Council Meeting Dates

As another reminder, the Council's November and December meeting dates have been changed due to holidays. If you have not already marked your calendars, please do so for the following dates:

Wednesday, November 4, 1:30 pm

Tuesday, December 8, 1:30 pm

If subcommittee meetings occur in those months, they will meet on the same day, and the Regional Equity Working Group will also meet on the same day as the Council.

Staff will continue to remind the Council in upcoming weeks as the dates get closer.

New Policy Advisory Council Vacancy

A new vacancy was created last month by the resignation of JoAnn Busenbark, senior representative from Napa County. Ms. Busenbark has been appointed to the City of Napa's Senior Advisory Committee and will be doing more senior advocacy work closer to home. As a result, MTC staff will be opening recruitment for her seat on the Council later this year. If you know of someone who lives in Napa County who would be a good fit with the subject of regional transportation, please encourage them to submit an application, or contact staff liaison, Pam Grove.

Executive Director's Report

The following items were in the September 2015 Executive Director's Report to the Commission:

- ***Fix the Roads Roundtable – August 19, Walnut Creek***
Commissioner Pierce and I were members of a panel of regional and local officials who testified before the special session version of the Assembly Transportation Committee about the importance of repairing our state highways and local roads in California.

Executive Director's Report (continued)

- ***Megaregion Partnership – September 17, Stockton***
Vice Chair Mackenzie and Commissioners Baker, Haggerty and Spering joined MTC senior staff in a “megaregional” meeting with our board and staff counterparts from the Sacramento Area Council of Governments. This is the third such session we’ve had to discuss transportation and housing issues common to – and overlapping – our three regions. The elected officials present agreed to seek approval from their respective governing bodies to establish this group in a more formal way through adoption of a memorandum of understanding (MOU). The draft MOU will be presented to the MTC Planning Committee in November for consideration.

To read the September 2015 Executive Director’s report to the Commission in its entirety, go to http://www.mtc.ca.gov/news/ed_report.htm.



Metropolitan Transportation Commission

101 Eighth Street,
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Legislation Details (With Text)

File #:	15-0922	Version:	1	Name:	
Type:	Report	Status:		Informational	
File created:	9/17/2015	In control:		Policy Advisory Council	
On agenda:	10/14/2015	Final action:			
Title:	Council Member Reports (5 minutes)				

Members of the Council may report on locally relevant issues or events.

Sponsors:

Indexes:

Code sections:

Attachments:

Date	Ver.	Action By	Action	Result
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Subject:

Council Member Reports
(5 minutes)

Members of the Council may report on locally relevant issues or events.

Presenter:

Randi Kinman, Council Chair

Recommended Action:

Information



Metropolitan Transportation Commission

101 Eighth Street,
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Oakland, CA

Legislation Details (With Text)

File #:	15-0923	Version:	1	Name:	
Type:	Report	Status:		Informational	
File created:	9/17/2015	In control:		Policy Advisory Council	
On agenda:	10/14/2015	Final action:			
Title:	New Business (5 minutes)				

Members of the Council may bring up new business for discussion or addition to a future agenda.

Sponsors:

Indexes:

Code sections:

Attachments:

Date	Ver.	Action By	Action	Result
------	------	-----------	--------	--------

Subject:

New Business
(5 minutes)

Members of the Council may bring up new business for discussion or addition to a future agenda.

Presenter:

Randi Kinman, Council Chair

Recommended Action:

Discussion