



# Metropolitan Transportation Commission

Bay Area Metro Center  
375 Beale Street  
San Francisco, CA 94105

## Meeting Agenda

### Policy Advisory Council

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Wednesday, June 14, 2017

1:30 PM

Board Room - 1st Floor

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This meeting is scheduled to be webcast live on the Metropolitan Transportation Commission's Website: <http://mtc.ca.gov/whats-happening/meetings>.

1. [17-2560](#) Welcome  
  
**Action:** Information  
**Presenter:** Randi Kinman, Council Chair
2. [17-2568](#) Roll Call / Confirm Quorum  
  
Quorum: A quorum of this council shall be a majority of its regular voting members (14).
3. [17-2561](#) Approval of May 10, 2017 Meeting Minutes  
(5 minutes)  
  
**Action:** Approval  
**Presenter:** Randi Kinman, Council Chair  
  
**Attachments:** [03\\_Minutes\\_May 2017.pdf](#)
4. [17-2562](#) 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:** Jim Blacksten, Subcommittee Chair
5. [17-2633](#) MTC Resolution No. 4290 - Regional Advance Mitigation Planning  
(RAMP) Program  
(45 minutes)  
  
Update on the RAMP Program efforts and proposed adoption of RAMP as a preferred mitigation strategy for the Bay Area.  
  
**Action:** Information  
**Presenter:** Kenneth Kao  
  
**Attachments:** [05\\_MTC Res. 4290\\_RAMP.pdf](#)

6. [17-2564](#) Plan Bay Area 2040 Action Plan: Discussion Notes  
(45 minutes)

The Council will complete its discussion on the three main elements of the Plan Bay Area 2040 Action Plan.

**Action:** Discussion

**Presenter:** Presenter(s)

**Attachments:** [06\\_PBA 2040\\_Action Plan Discussion Notes.pdf](#)

7. [17-2565](#) Staff Liaison Report - June 2017  
(5 minutes)

Relevant MTC policy decisions and other activities.

**Action:** Information

**Presenter:** Pam Grove, MTC Staff Liaison

**Attachments:** [07\\_Staff\\_Liaison\\_Report.pdf](#)

8. [17-2566](#) 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. [17-2567](#) 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 Comments / Other Business

## 11. Adjournment / Next Meeting

The next meeting of the Policy Advisory Council will be held Wednesday, July 12, 2017 at 1:30 p.m. at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA.

**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 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 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.

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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

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 17-2560      **Version:** 1      **Name:**  
**Type:** Report      **Status:** Informational  
**File created:** 5/1/2017      **In control:** Policy Advisory Council  
**On agenda:** 6/14/2017      **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

**Recommended Action:**  
Information



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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<b>File #:</b>	17-2568	<b>Version:</b>	1	<b>Name:</b>	
<b>Type:</b>	Report	<b>Status:</b>		Informational	
<b>File created:</b>	5/1/2017	<b>In control:</b>		Policy Advisory Council	
<b>On agenda:</b>	6/14/2017	<b>Final action:</b>			
<b>Title:</b>	Roll Call / Confirm Quorum				

Quorum: A quorum of this council shall be a majority of its regular voting members (14).

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:**

Date	Ver.	Action By	Action	Result
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**Subject:**

Roll Call / Confirm Quorum

Quorum: A quorum of this council shall be a majority of its regular voting members (14).



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 17-2561      **Version:** 1      **Name:**  
**Type:** Minutes      **Status:** Committee Approval  
**File created:** 5/1/2017      **In control:** Policy Advisory Council  
**On agenda:** 6/14/2017      **Final action:**  
**Title:** Approval of May 10, 2017 Meeting Minutes  
(5 minutes)  
**Sponsors:**  
**Indexes:**  
**Code sections:**  
**Attachments:** [03\\_Minutes\\_May 2017.pdf](#)

Date	Ver.	Action By	Action	Result
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**Subject:**  
Approval of May 10, 2017 Meeting Minutes  
(5 minutes)

**Presenter:**  
Randi Kinman, Council Chair

**Recommended Action:**  
Approval

### Attachments



# Metropolitan Transportation Commission

## Meeting Minutes - Draft

### Policy Advisory Council

#### Agenda Item 3

Bay Area Metro Center  
375 Beale Street  
San Francisco, CA 94105

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Wednesday, May 10, 2017

1:30 PM

Board Room - 1st Floor

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1. [17-2463](#) Welcome

**Presenter:** Randi Kinman, Council Chair

2. [17-2471](#) Roll Call / Confirm Quorum

Quorum: A quorum of this council shall be a majority of its regular voting members (14).

**Present:** 18 - Chair Kinman, Vice Chair Castellanos, Baker, Blacksten, Burnett, Din, Fearn, Florez, Glover, Hedges, Kaufman, Lane, Lee, Levine, Malekafzali, Pechner, Schweng and Talansky

**Excused:** 6 - Armenta, Fang, Chaudhary, Hernandez, Murray and Wolf

**Absent:** 2 - Clary and Nicholson

3. [17-2464](#) Approval of April 12, 2017 Meeting Minutes  
(5 minutes)

**Action:** Approval

**Presenter:** Randi Kinman, Council Chair

**Upon motion by Levine and second by Lane, the minutes of the April 12, 2017 meeting were adopted. The motion carried by the following vote:**

**Aye:** 15 - Chair Kinman, Vice Chair Castellanos, Blacksten, Burnett, Din, Fearn, Hedges, Lane, Lee, Levine, Malekafzali, Pechner, Schweng, Talansky and Wolf

**Absent:** 10 - Armenta, Baker, Clary, Fang, Florez, Chaudhary, Glover, Hernandez, Murray and Nicholson

**Abstain:** 1 - Kaufman

Cathleen Baker, Veda Florez, and Bob Glover arrived after the approval of the April 12, 2017 meeting minutes.

4. [17-2465](#) 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:** Jim Blacksten, Subcommittee Chair

5. [17-2466](#) Plan Bay Area 2040 Action Plan: Small Group Discussions  
(90 minutes)

Council small group discussions on the three main elements of Plan Bay Area 2040 Action Plan: 1) Housing Production, Preservation and Protection; 2) Economic Development; and 3) Resilience.

**Action:** Information and Discussion

**Presenter:** Randi Kinman, Council Chair and Matt Maloney, MTC Staff, Cynthia Kroll, ABAG Staff, and Dana Brechwald, ABAG Staff

Meeting went into recess

Meeting reconvened

6. [17-2467](#) Staff Liaison Report  
(5 minutes)

Relevant MTC policy decisions and other activities.

**Action:** Information

**Presenter:** Pam Grove, MTC Staff Liaison

7. [17-2469](#) Council Member Reports  
(5 minutes)

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

**Action:** Information

**Presenter:** Randi Kinman, Council Chair

8. [17-2470](#) 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



**9. Public Comments / Other Business**

Edward Mason was called to speak.

**10. Adjournment / Next Meeting**

**The next meeting of the Policy Advisory Council will be held Wednesday, June 14, 2017 at 1:30 p.m. at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA.**



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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<b>File #:</b>	17-2562	<b>Version:</b>	1	<b>Name:</b>	
<b>Type:</b>	Report	<b>Status:</b>		Informational	
<b>File created:</b>	5/1/2017	<b>In control:</b>		Policy Advisory Council	
<b>On agenda:</b>	6/14/2017	<b>Final action:</b>			
<b>Title:</b>	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.

### Sponsors:

### Indexes:

### Code sections:

### Attachments:

Date	Ver.	Action By	Action	Result
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### Subject:

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.

### Presenter:

Jim Blacksten, Subcommittee Chair

### Recommended Action:

Information

### Attachments



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 17-2633      **Version:** 1      **Name:**

**Type:** Report      **Status:** Informational

**File created:** 5/15/2017      **In control:** Policy Advisory Council

**On agenda:** 6/14/2017      **Final action:**

**Title:** MTC Resolution No. 4290 - Regional Advance Mitigation Planning (RAMP) Program (45 minutes)

Update on the RAMP Program efforts and proposed adoption of RAMP as a preferred mitigation strategy for the Bay Area.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [05 MTC Res. 4290 RAMP.pdf](#)

Date	Ver.	Action By	Action	Result
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**Subject:**

MTC Resolution No. 4290 - Regional Advance Mitigation Planning (RAMP) Program (45 minutes)

Update on the RAMP Program efforts and proposed adoption of RAMP as a preferred mitigation strategy for the Bay Area.

**Presenter:**

Kenneth Kao

**Recommended Action:**

Information

**Attachments**



**METROPOLITAN  
TRANSPORTATION  
COMMISSION**

**Agenda Item 5**

Bay Area Metro Center  
375 Beale Street, Suite 800  
San Francisco, CA 94105  
415.778.6700  
[www.mtc.ca.gov](http://www.mtc.ca.gov)

TO: Policy Advisory Council

DATE: June 9, 2017

FR: Kenneth Kao, MTC

W.I. 1515

RE: MTC Resolution No. 4290 - Regional Advance Mitigation Planning (RAMP) Program

Policy Advisory Council Agenda Item 5 on MTC Resolution No. 4290 - RAMP Program is attached as revised and as presented to this month's Joint MTC Planning Committee with the ABAG Administrative Committee, which met on June 9, 2017.

MTC staff will be at your June 14 meeting to discuss MTC Resolution No. 4290 - RAMP Program. The item will go before the Commission for final approval on June 28, 2017 at 10:30 AM.

Attachment

J:\COMMITTEE\Policy Advisory Council\Meeting Packets\2017\06\_Poli Advi Coun\_June 2017\05a\_MTC. Res. No. 4290\_Cover\_Memo.docx



METROPOLITAN  
TRANSPORTATION  
COMMISSION

**Agenda Item 5a**  
Bay Area Metro Center  
375 Beale Street  
San Francisco, CA 94105  
TEL 415.778.6700  
WEB [www.mtc.ca.gov](http://www.mtc.ca.gov)

## *Memorandum*

TO: Planning Committee

DATE: June 2, 2017

FR: Executive Director

W.I. 1515

RE: MTC Resolution No. 4290 - Regional Advance Mitigation Planning (RAMP) Program

### **Background**

Most large transportation projects require environmental mitigation as prescribed in each project's environmental document. These mitigation measures may include purchasing land or retaining land rights for certain affected species or activities. In the Bay Area, mitigation activities occur on a per-project basis, with each project individually satisfying its own mitigation purchase requirements. This may lead to increased project costs and a higher level of effort, with less environmental benefit because this piecemeal approach is not coordinated with other projects that may have the same or similar mitigation requirements.

Regional Advance Mitigation Planning (RAMP) is a mechanism by which transportation agencies can plan comprehensively for projects, reduce project costs, and accelerate project delivery, while achieving significant conservation benefits. Two years ago, following approval of Plan Bay Area, MTC and the Bay Area Program of the State Coastal Conservancy (SCC) sponsored an effort to consider the feasibility of a RAMP program in the Bay Area. This memo discusses the progress on RAMP and recommended next steps.

### **Development and Engagement**

In 2015, MTC staff worked with staff from the Nature Conservancy (TNC) and SCC (the "RAMP Team") to form a Technical Advisory Committee (TAC). The TAC included state and federal regulatory agencies, three Congestion Management Agency's (Contra Costa Transportation Authority (CCTA), Solano Transportation Authority (STA), and Santa Clara Valley Transportation Authority (VTA)) and the two approved habitat conservancies in the region. The RAMP team used the TAC to set the vision and goals, develop the tools and receive feedback on the framework. The team also formed a Stakeholder Advisors group consisting of regional organizations representing conservation, business, transportation and mitigation experts to provide advice and guidance on the direction of the program and to serve as a sounding board on ideas.

### **Framework and Pilots**

Last Fall, the Governor signed AB 2087 into law, which enables advance mitigation through approval of a new tool called a Regional Conservation Investment Strategy (RCIS). Entities that invest in conservation actions consistent with an approved RCIS will be able to receive assurances through a Mitigation Credit Agreement with California Department of Fish and Wildlife for advance mitigation. In other words, agencies that participate in RAMP by investing in a "conservation bank" will receive mitigation credit for their project; the "bank" will then use the investment to purchase or improve environmentally valuable properties in a more coordinated and strategic fashion, for instance focusing on wildlife corridors or watersheds in their entirety, rather than piecemeal.

Thanks to funding from the Bechtel Foundation, the team is testing the RCIS concept with two pilots in Santa Clara County and the East Bay (Contra Costa and Alameda counties). Both areas expressed interest given the recently-approved sales tax measures in Alameda and Santa Clara Counties. Voters approved VTA's measure and VTA is working with partners on an advance mitigation plan specific to the county. As the Contra Costa Sales tax measure failed last November, funding for RAMP is not readily available there, but CCTA remains engaged on the East Bay pilot.

### **Funding**

The RAMP team examined a number of options for establishing RAMP in the Bay Area. A self-sustaining funding arrangement is the preferred funding mechanism, where the RAMP account is funded through initial start-up. The program would purchase mitigation land/credits based on expected impacts from projects in the regional transportation plan. Once those projects complete the environmental process and identify mitigation values, the project would purchase the advance mitigation. Proceeds would then be re-deposited into the account to purchase further mitigation land/credits.

While the RAMP team has not yet identified a fund source for the initial start up, potential sources include local sales taxes, future State Transportation Improvement Program (STIP) funds, new transportation revenues, and statewide Advance Mitigation Program funds authorized by Senate Bill 1 (SB 1). The SB 1 funds are currently limited to Caltrans projects, though further enabling legislation may allow participation from regional programs.

### **Recommendations**

MTC staff believes that a RAMP Program for the Bay Area will improve how projects are delivered, produce cost savings through mitigation efficiencies and improve environmental benefits. As part of the development of *Plan Bay Area 2040* (PBA2040), staff incorporated RAMP into the Environmental Impact Report and propose it as a resilience action in the Draft PBA2040. Furthering the region's commitment, staff recommends the following actions:

- Adopt RAMP as the preferred mitigation strategy for the Bay Area, through the adoption of Plan Bay Area 2040 and MTC Resolution No. 4290;
- Direct staff to develop RAMP pilots, and engage with Caltrans, State Coastal Conservancy, and other partners on implementation strategies;
- Direct staff to examine funding options for a self-sustaining fund and to fund reasonable costs associated with implementation, conditioned on further Commission authorization and approval of future agency budgets or other processes; and
- Report back to the Planning Committee in 2018 on the status of the RAMP pilots and implementation.

Adopting RAMP as the preferred strategy does not preclude the use of other mitigation strategies where required or appropriate, particularly as RAMP is being developed.



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Steve Heminger

### **Attachment:**

- MTC Resolution No. 4290

SH:kk

J:\COMMITTEE\Planning Committee\2017\06\_PLNG\_June 2017\5a\_RAMP\_Res-4290.docx

Date: June 28, 2017  
W.I.: 1515  
Referred by: Planning

**ABSTRACT**

Resolution No. 4290

This resolution establishes the Regional Advance Mitigation Planning (RAMP) Program as the region's preferred mitigation strategy.

Discussion of this resolution is contained in the Executive Director's Memorandum to the Planning Committee dated June 2, 2017.

The resolution includes the following attachment:

Attachment A – Regional Advance Mitigation Planning (RAMP) Program List

Date: June 28, 2017  
W.I.: 1515  
Referred by: Planning

RE: Regional Advance Mitigation Planning (RAMP) Program as MTC's Preferred Mitigation Strategy

METROPOLITAN TRANSPORTATION COMMISSION

Resolution No. 4290

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code Section 66500 et seq.; and

WHEREAS, MTC has adopted and periodically revises, pursuant to Government Code Sections 66508 and 65080, a Regional Transportation Plan (RTP); and

WHEREAS, MTC, with the State Coastal Conservancy, formed a Technical Advisory Committee comprised of regulatory agencies and other stakeholders to examine the viability and framework for a Regional Advance Mitigation Planning (RAMP) Program; and

WHEREAS, the State of California enacted Assembly Bill 2087 (Statutes of 2016) into law, enabling advance mitigation through approval of Regional Conservation Investment Strategies (RCISs) with the California Department of Fish and Wildlife; and

WHEREAS, the State of California enacted Senate Bill 1 (Statutes of 2017) into law, setting aside \$120 million over four years to establish an Advance Mitigation Program administered by the California Department of Transportation; and

WHEREAS, MTC finds that the RAMP Program – which includes and will coordinate with other mitigation strategies such as Natural Community Conservation Plans (NCCPs), Habitat Conservation Plans (HCPs), and mitigation banking – enables an efficient use of funding and will promote better project delivery and mitigation of project impacts identified in each project's environmental document; now, therefore, be it

RESOLVED, that MTC adopts the Regional Advance Mitigation Planning (RAMP) Program as a preferred mitigation strategy for transportation projects in the Regional Transportation Plan/Sustainable Communities Strategy; and be it further



RESOLVED, that adopting RAMP as a preferred mitigation strategy does not require a transportation project to participate in a RAMP or RCIS, nor does it preclude the use of other mitigation strategies; and be it further

RESOLVED, that MTC supports the establishment of a self-sustaining fund to implement the RAMP Program, conditioned on further Commission authorization and approval; and be it further

RESOLVED, that MTC supports the advance mitigation efforts developed through Regional Conservation Investment Strategies (RCISs) with the California Department of Fish and Wildlife, as identified in Attachment A.

METROPOLITAN TRANSPORTATION COMMISSION

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Jake Mackenzie, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California on June 28, 2017.

**Attachment A**  
**MTC Resolution No. 4290**

MTC Res. No. 4290  
Attachment A  
Adopted: 06/28/17-C

**Regional Advance Mitigation Planning (RAMP)**  
**June 2017**

**Program List**

Regional Advance Mitigation Planning (RAMP)	
Santa Clara County RAMP Pilot Program	Santa Clara County
East Bay RAMP Pilot Program	Alameda & Contra Costa Counties

J:\SECTION\ALLSTAFF\Resolution\TEMP-RES\MTC\[tmp-4290\_Attachment\_A.xlsx]Mar 22 2017

# Bay Area Regional Advance Mitigation Planning



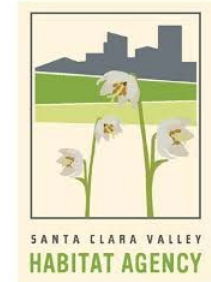
Joint MTC Planning Committee with the  
ABAG Administrative Committee

June 9, 2017

# Regional Advance Mitigation Planning

- **Goal:** Expedite project delivery and achieve meaningful conservation outcomes. Specifically, we aim to:
  - Save time
  - Save money
  - Improve project delivery and conservation outcomes
  - Encourage agency communication

# Technical Advisory Committee



Aware and/or Advising



California Strategic Growth Council



CALIFORNIA High-Speed Rail Authority

CALIFORNIA ENVIRONMENTAL PROTECTION AGENCY  
SAN FRANCISCO BAY REGIONAL WATER QUALITY CONTROL BOARD



# Stakeholder Advisors

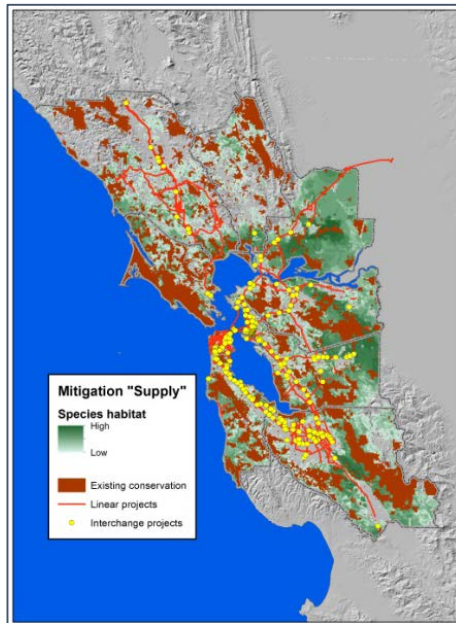


Craig Denisoff  
Consulting



# RAMP Planning Methodology

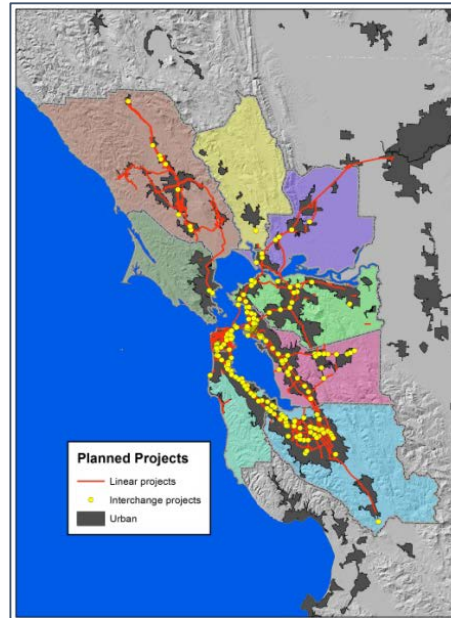
Identify Regional  
Conservation Values  
and Priorities



1



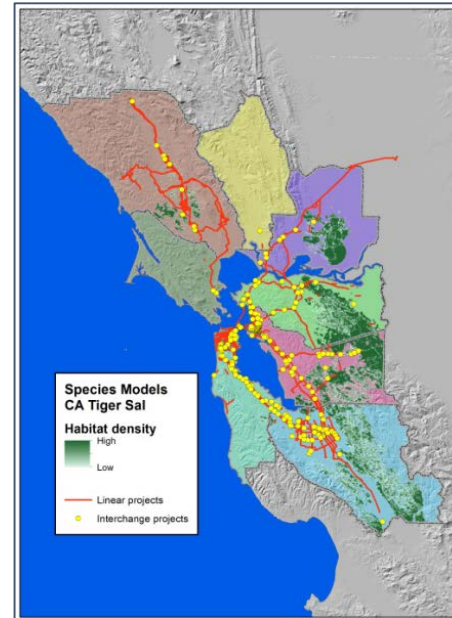
Identify Planned  
Transportation  
Projects



2



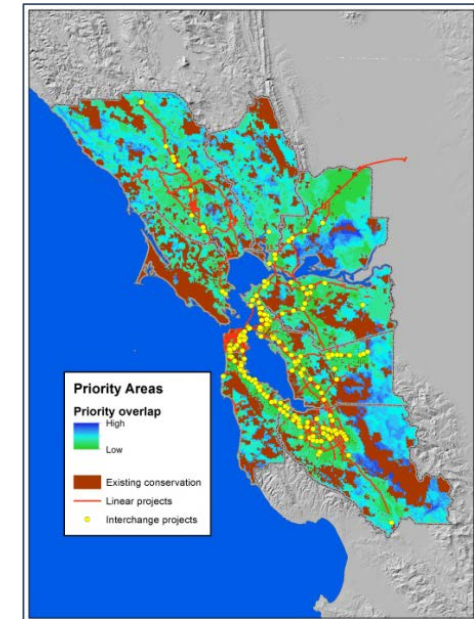
Estimate Potential  
Impacts and  
Mitigation Needs



3

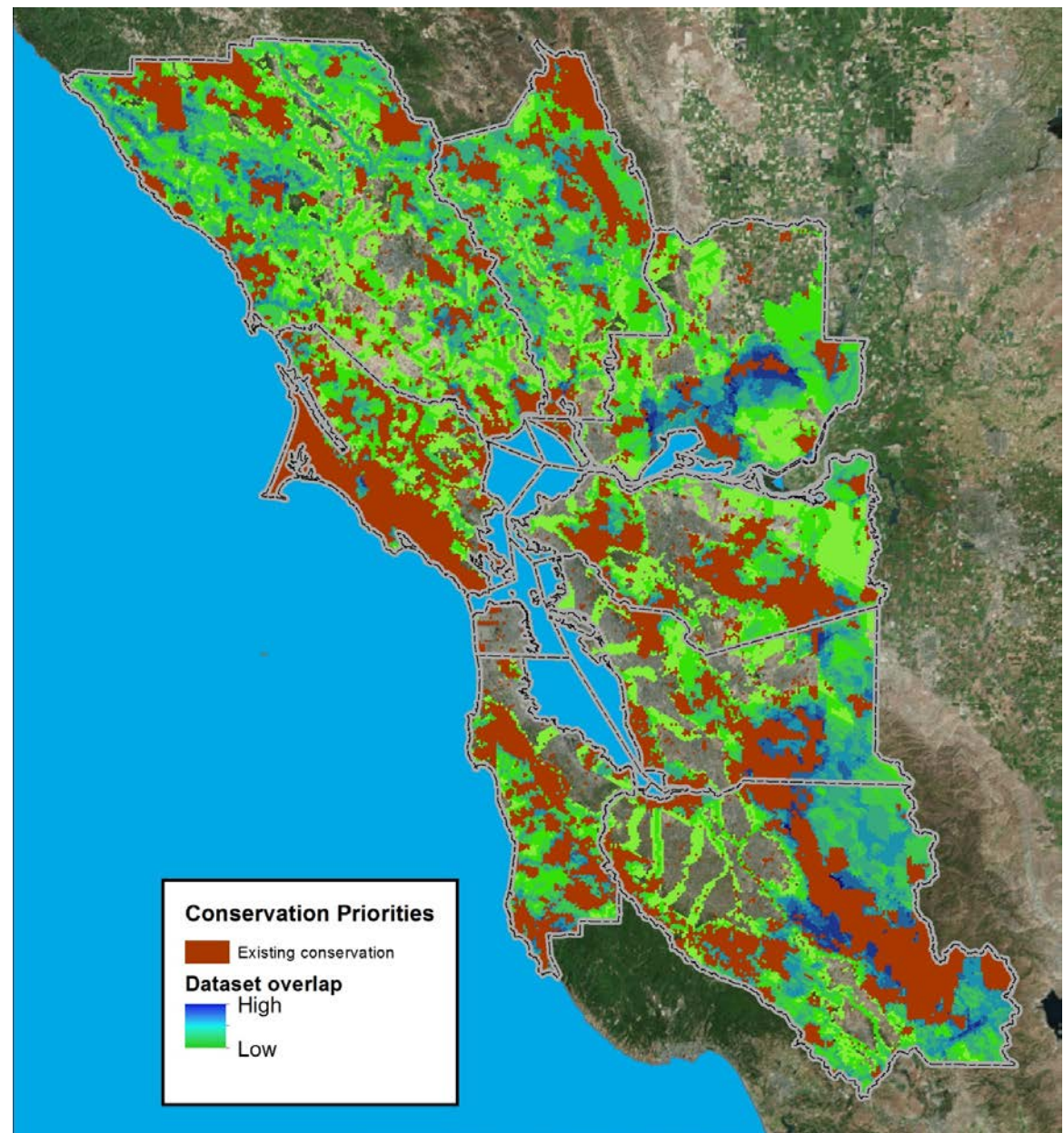


Select Appropriate  
Mitigation Sites

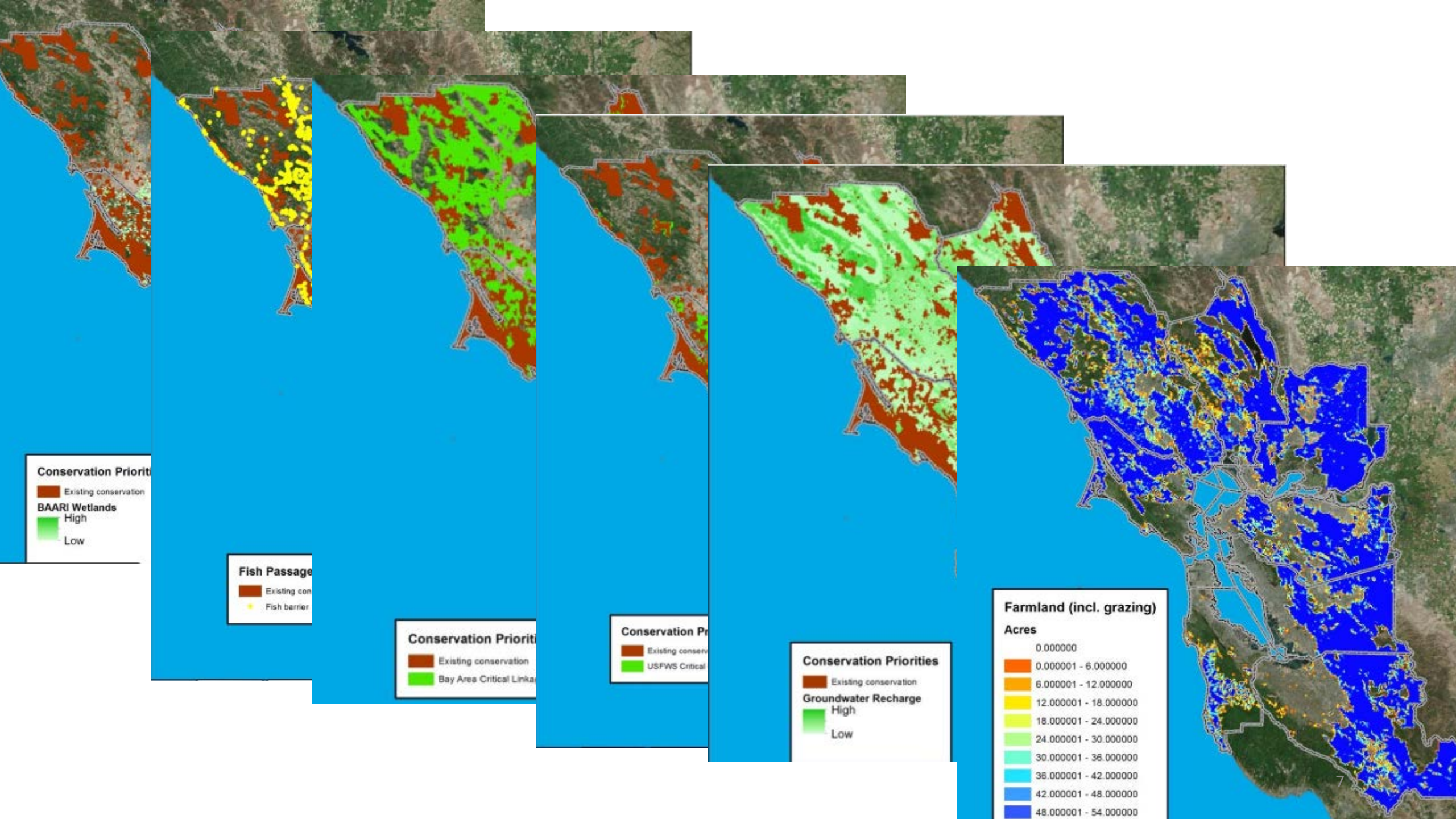


4

# Conservation Assessment

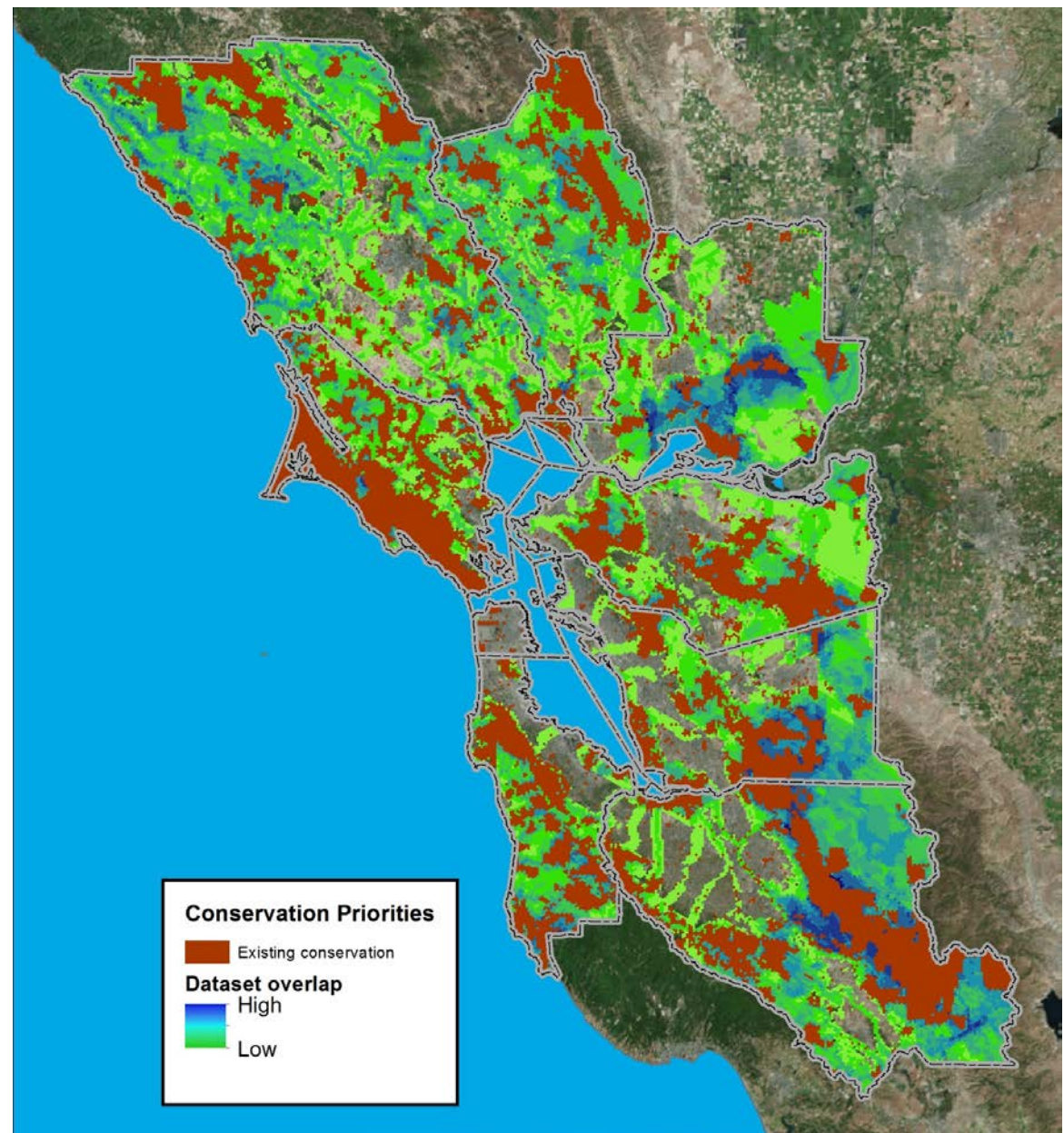




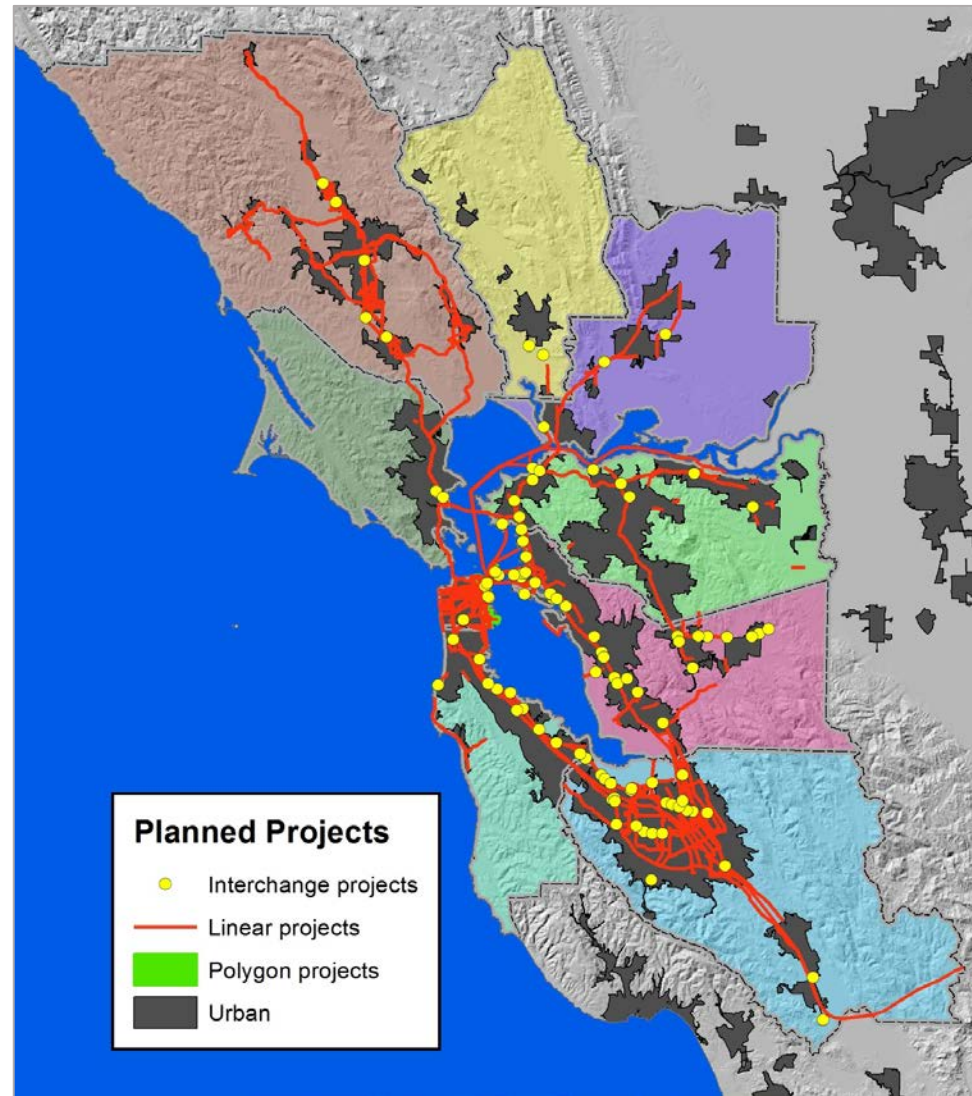




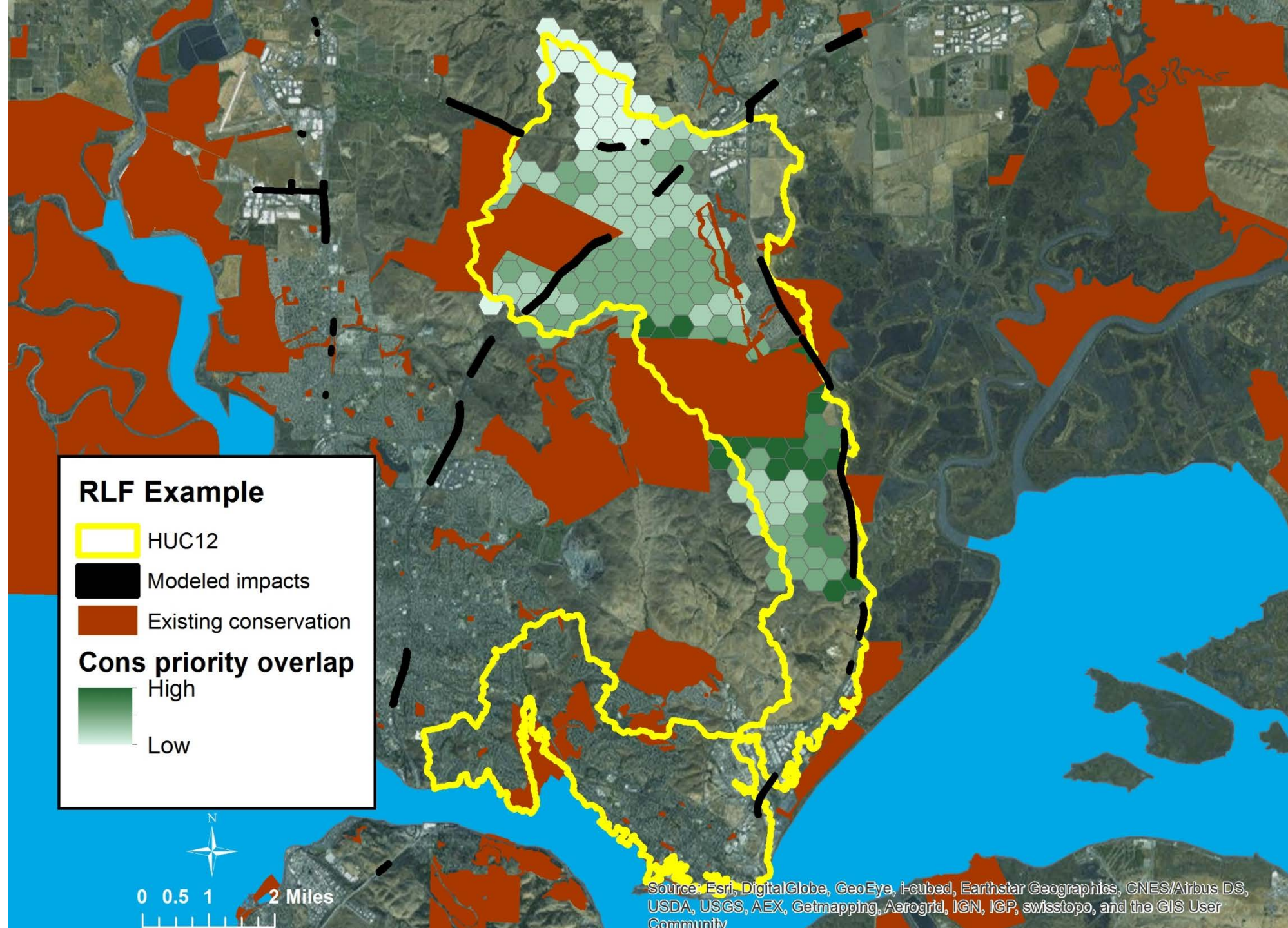
# Conservation Assessment



# Transportation Assessment





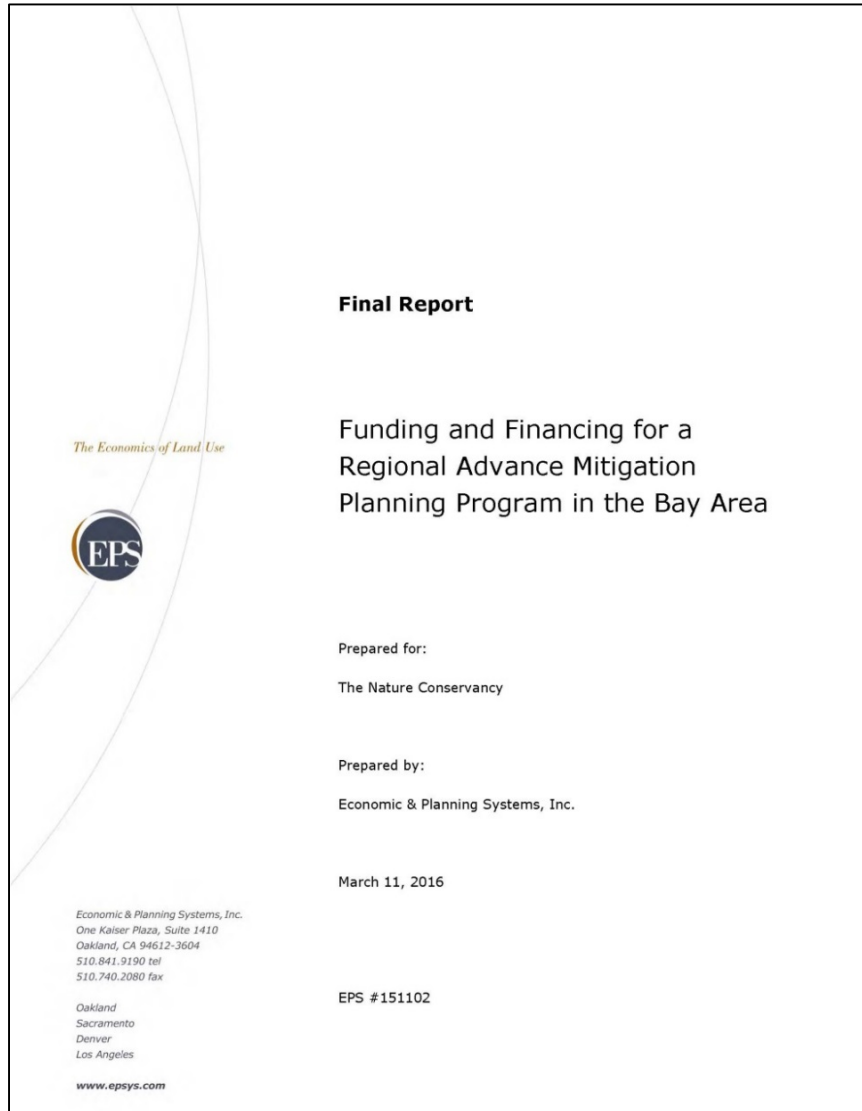


# Mitigation Framework



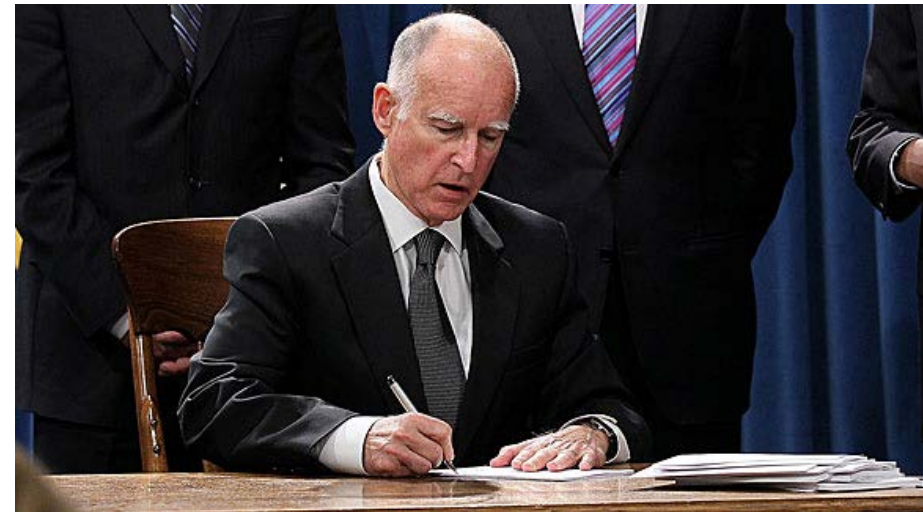
- RAMP is aligned with the agencies' policies to achieve outcomes
- Incorporated agency considerations into RAMP documents –  
**more to be done through implementation**

# Funding



## SBI Signed into Law

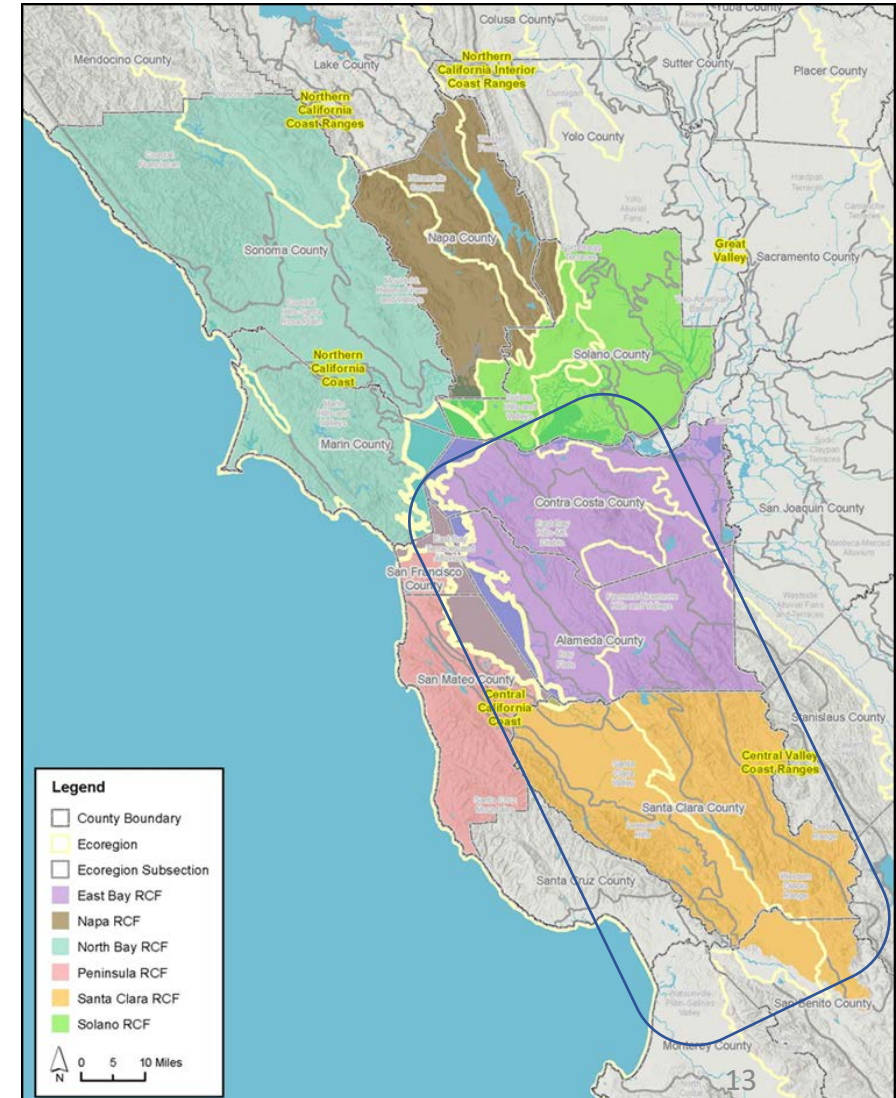
- ✓ New Advance Mitigation Program
- ✓ Predictable funding flow





# New law: AB 2087

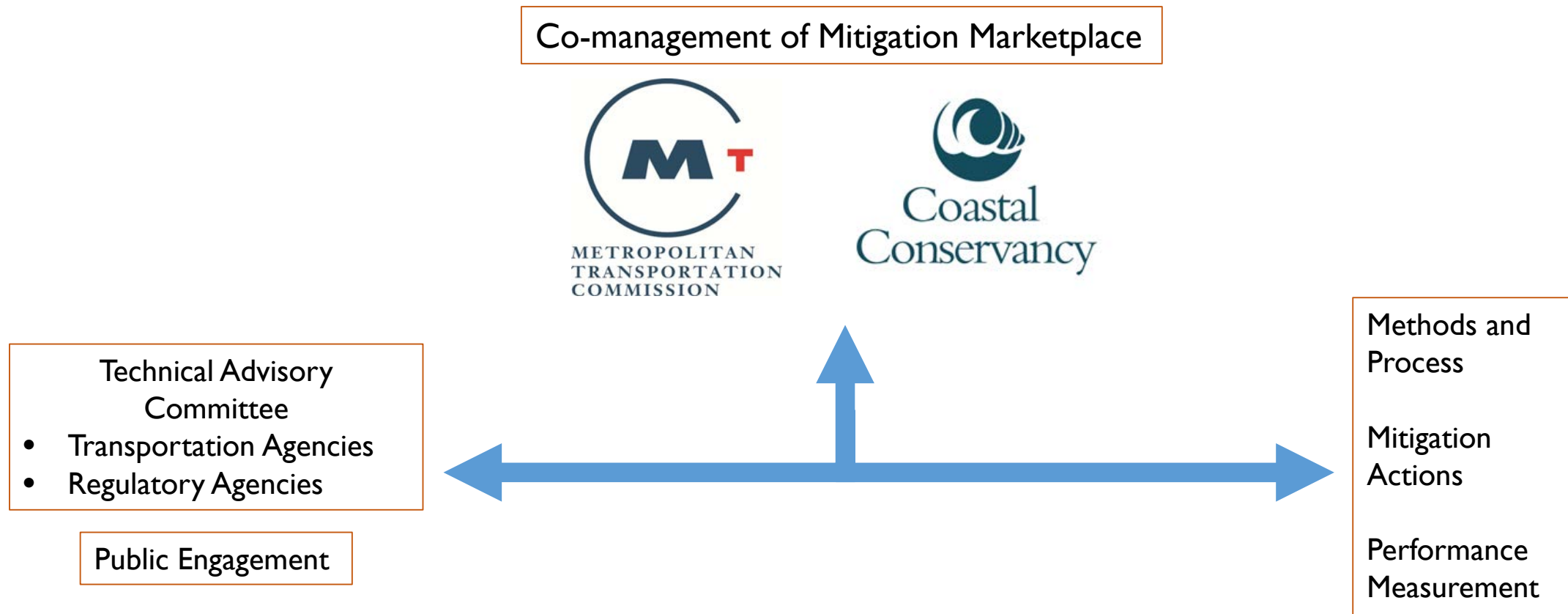
- Encourages *Regional Conservation Investment Strategies*
- Enables Mitigation Credit Agreements
- Bay Area Pilots: Santa Clara and East Bay



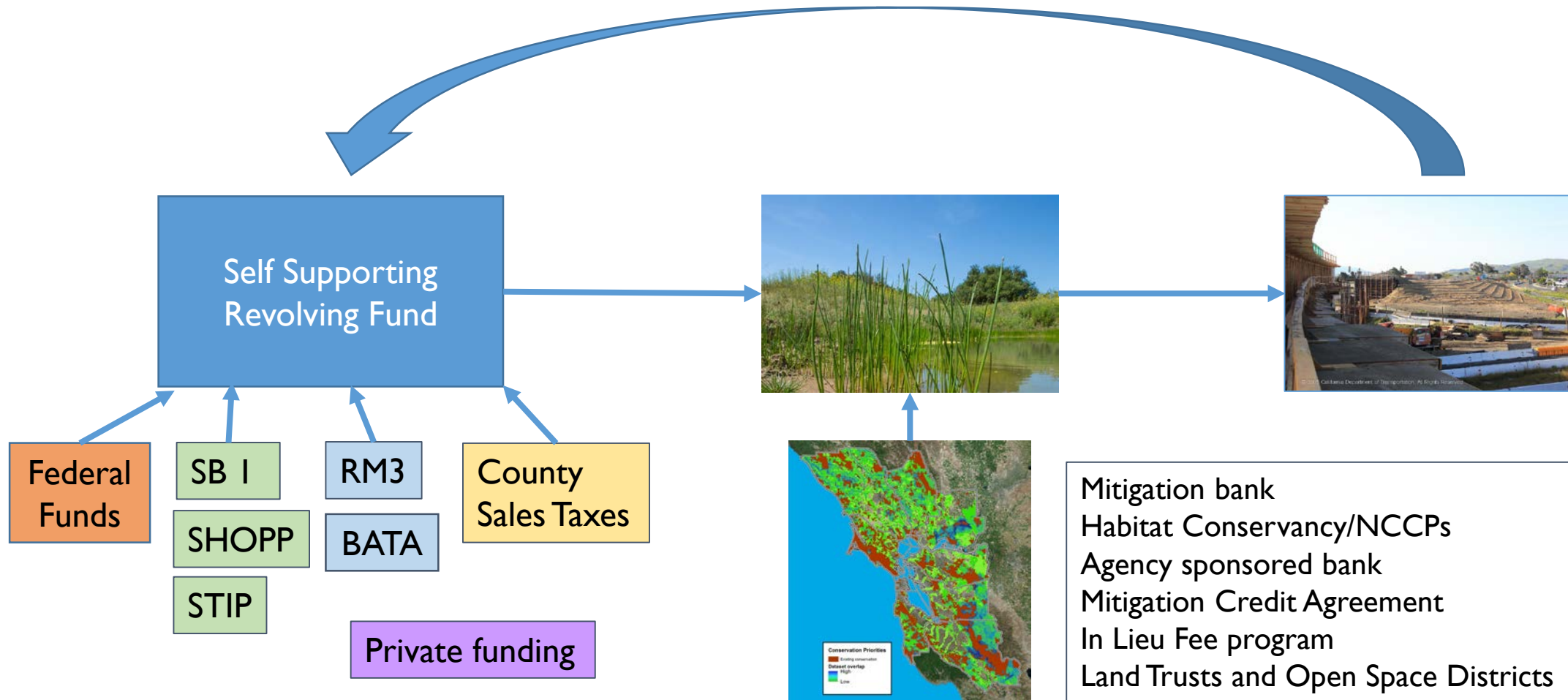
# How RAMP would work



# Organization and Administration



# Funding opportunities and process



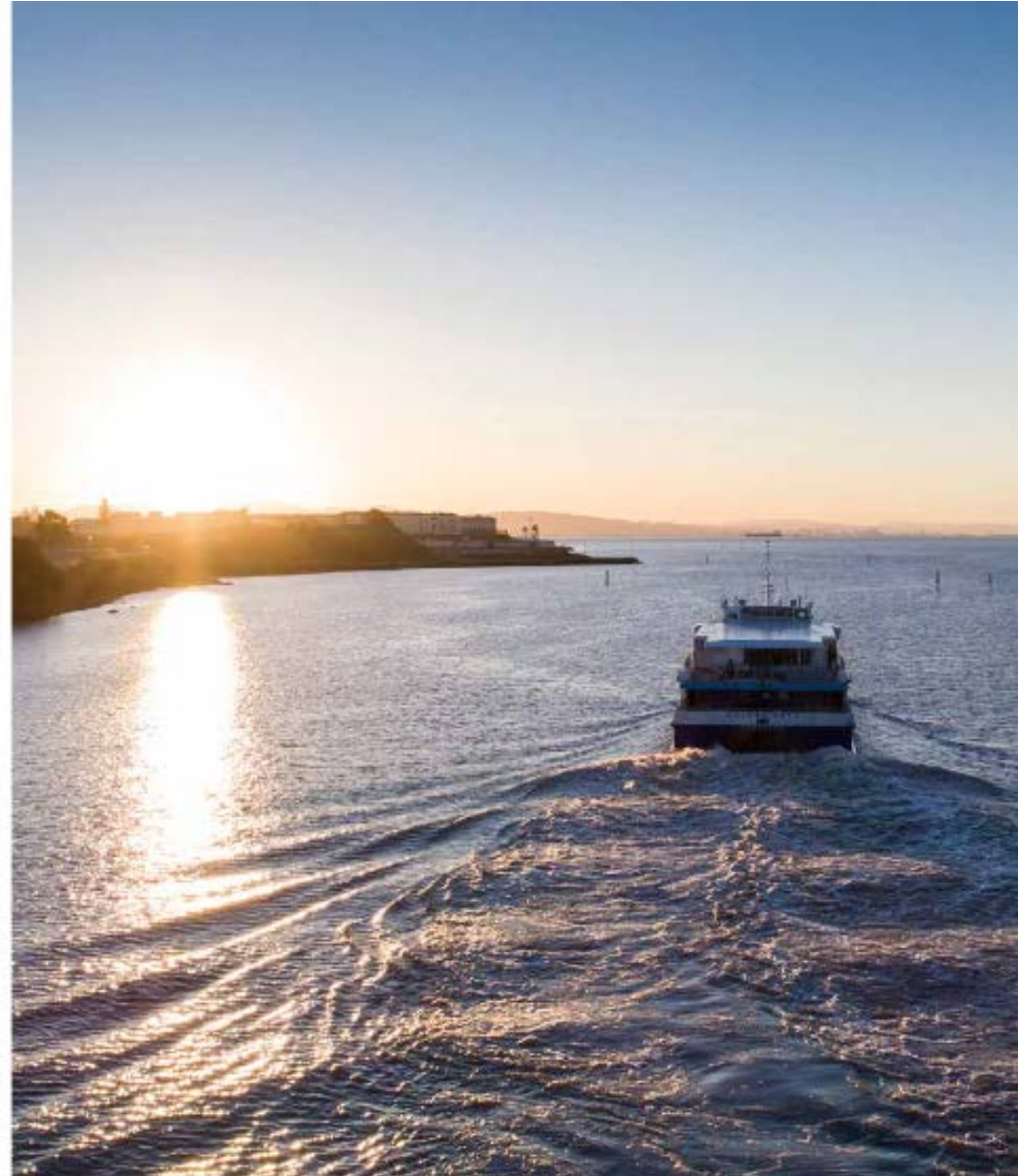
# Plan Bay Area 2040 Action Plan - Resilience

This Action Plan makes the following recommendations for Resilience:

Resilience Actions	Partners and Timeframe
<b>Develop a regional governance strategy for climate adaptation projects:</b> Develop an institutional strategy for managing, coordinating, and implementing regional and local projects related to sea level rise.	BARC, MTC/ABAG, BCDC, Caltrans, local jurisdictions 2 - 4 YEARS
<b>Provide stronger policy leadership on resilient housing and infrastructure:</b> Expand guidance on resilient housing policies for earthquake, flooding, and fire, working in coordination with state and federal agencies and focusing on communities with high social vulnerability and exposure to natural hazards. Strengthen infrastructure lifelines to ensure that utilities can provide services under a variety of conditions and future scenarios.	MTC/ABAG, local jurisdictions 1 - 4 YEARS
<b>Create new funding sources for adaptation and resilience:</b> Pursue new funding opportunities, including innovative financing, for retrofits of buildings, retrofits of existing infrastructure, and infrastructure solutions to protect against flooding, earthquakes, and exposure to environmental health risks.	MTC/ABAG, BARC, BCDC 1 - 4 YEARS
<b>Establish and provide a resilience technical services team:</b> Broadly share best practices and grant opportunities for climate adaptation and natural hazard mitigation. Continue to assess vulnerabilities and identify workable solutions through public and private avenues. Integrate resilience into Priority Development Area (PDA) planning.	BARC, MTC/ABAG, BCDC 1-2 YEARS
<b>Expand the region's network of natural infrastructure:</b> Coordinate regional programs to preserve and expand natural features that reduce flood risk, strengthen biodiversity, enhance air quality, and improve access to urban and rural public space. Leverage existing initiatives—including Priority Conservation Areas (PCAs), the Resilient by Design Challenge, San Francisco Estuary Partnership, and Bay Restoration Authority—and partner with special districts and cities.	MTC/ABAG, BCDC, jurisdictions, utilities 1 - 4 YEARS
<b>Establish the Regional Advance Mitigation Program (RAMP):</b> Advance mitigation for infrastructure projects to strengthen regional biological conservation priorities. Work to secure off-site compensatory mitigation lands for multiple infrastructure projects in advance of environmental reviews to improve both project delivery and conservation outcomes.	MTC/ABAG, Caltrans, RAMP coalition 1 - 4 YEARS

TABLE 5.3 Plan Bay Area 2040 "Action Plan" recommendations for resilience.

Source: Metropolitan Transportation Commission, 2014



# More work to be done

- Move from plans to action
  - Focus on pilots
  - Regulatory agency alignment
  - Refine transportation assessment
- Fully develop the funding mechanism
  - Sources
  - Financial modeling
  - Accounting and process
- Refine program guidelines

# Committee Recommendation/Approval

- **PBA 2040:** Adopt RAMP as a preferred mitigation strategy
- **Pilots and Partners:** Develop RAMP pilots, and engage with State Coastal Conservancy and partners
- **Funding:** Pursue a self-sustaining fund; fund reasonable costs associated with implementation
- **Report:** back to the Planning Committee in 2018



# Thank You!



Coastal  
Conservancy



S. D. BECHTEL, JR.  
FOUNDATION

STEPHEN BECHTEL FUND





# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 17-2564      **Version:** 1      **Name:**  
**Type:** Report      **Status:** Informational  
**File created:** 5/1/2017      **In control:** Policy Advisory Council  
**On agenda:** 6/14/2017      **Final action:**  
**Title:** Plan Bay Area 2040 Action Plan: Discussion Notes  
(45 minutes)

The Council will complete its discussion on the three main elements of the Plan Bay Area 2040 Action Plan.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [06\\_PBA\\_2040\\_Action\\_Plan\\_Discussion\\_Notes.pdf](#)

Date	Ver.	Action By	Action	Result
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**Subject:**

Plan Bay Area 2040 Action Plan: Discussion Notes  
(45 minutes)

The Council will complete its discussion on the three main elements of the Plan Bay Area 2040 Action Plan.

**Presenter:**

Presenter(s)

**Recommended Action:**

Discussion

**Attachments**



**METROPOLITAN  
TRANSPORTATION  
COMMISSION**

**Agenda Item 6**

Bay Area Metro Center  
375 Beale Street, Suite 800  
San Francisco, CA 94105  
415.778.6700  
[www.mtc.ca.gov](http://www.mtc.ca.gov)

TO: Policy Advisory Council

DATE: June 9, 2017

FR: Pam Grove, Staff Liaison

W.I. 1114

RE: Plan Bay Area 2040 Action Plan: Discussion Notes

At your May meeting, the Council broke into small groups to discuss the three main topics of the Plan Bay Area 2040 Action Plan: housing, economic development and resilience. Attached to this packet are the notes from that discussion. Also attached is a PowerPoint with staff's draft list of the top line policy points gleaned from that list. These are items that could possibly be directed to the Commission's attention either for implementation by staff, for further study, or to be placed on MTC's legislative agenda for 2018.

At your June 14 meeting, staff will lead the Council in a continued discussion of these policy items to determine whether you wish to bring any of them forward to the Commission at its June 28<sup>th</sup> meeting.

**Attachments**

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**Policy Advisory Council Breakout Session  
Plan Bay Area 2040 Action Plan – Discussion Notes Combined**

**HOUSING**

- There is a gap in workforce housing (housing for public employees such as teachers, firemen, nurses, etc., who don't qualify for below-market-rate housing, but can't afford market rate). The region is losing public sector workers because they can't afford to live in the area. What are local jurisdictions doing to fill this gap, and who is focused on the gap at the regional level?
- One model is to build multi-family housing rentals on public land, but build more densely than is permissible under current zoning rules. Land could be owned by local, regional or state government, or land-banked land. Builders –after they get an equity pay out of 8 percent -- split profits with the public agency that owns the land.
- Focus on multi-family vs. single-family units.
- Encourage high-density housing.
- TOD areas near train stations are good because they reduce vehicular transit, plus they also create a great transit option for seniors who don't drive as much (or at all).
- MTC/ABAG should:
  1. Create a land bank for the aforementioned workforce model and bond it, then provide the opportunity to local jurisdictions (patterned after open space preservation, but will take more aggressive zoning by the community).
  2. Explore legal/regulatory changes related to tax credits to incentivize affordable housing.
  3. Sharpen tie between transportation dollars and incentivizing housing development, affordable housing production and anti-displacement at the local level.
  4. Focus on community stabilization in addition to housing production.
  5. Consider getting involved with rent stabilization issues at the county level.
  6. Lobby for keeping/using public lands for “permanently” affordable housing.
- Review aspects of successful city/county projects for possible regional takeaways
- Consider clawbacks from counties/cities that don't build as promised with MTC funds; MTC needs to do some modeling to show improved performance (in order to create a stick)
- Coordinate with other state MPOs to lobby for funding for housing (convince them of the connection between transportation and housing)
- Create a slush fund and use it to incentivize landlords to cater to Section 8
- Increase smaller scale, high density projects (frame “density” differently)
- Create more/frequent conversations between residents and elected officials between communities (not just within one city) – this should be the regional agency's responsibility and focus
- Focus on ways to get people onto transit, such as increasing parking fees, creating more toll roads, and educating people on the true cost of driving
- Build a grassroots network of advocates who care about these issues; and get young people involved (i.e., local colleges)

- Increasing the overall housing supply is the solution. Market rate housing plays a role in solving the crisis. We need housing for all incomes. Since fear of low-income housing is pervasive, it's not always the solution.
- Good policy on paper doesn't translate into creating units (e.g., inclusionary zoning is great; still requires the building of market rate housing to work)
- Focus on generational change: the "American Dream" post-WWII vision may not be universal among generations (e.g., fitting density into existing suburban context, such as accessible dwelling units or mix of housing types)
- Some professionalization would allow more low- and middle-income families to buy in.
- Need quality rental opportunities (and perhaps a tax break for renters).
- Can/should we imagine a new take on "public housing"? Society does not care about addressing this, but public lands are where this might work.
- Identify the "sweet spot" of feasible project types (for communities and builders).
- Local planning/public works/Councils need to be staffed/resourced to make fastracking/streamlining realistic
- Consider overturning Prop 13, at least at the residential level, since it was put into place primarily for the commercial sector.

## ECONOMIC DEVELOPMENT

- Promote increased density to alleviate pressure on industrial land
- Improve modeling for Plan Bay Area around economic development (focus on worker opportunity/impacts vs. just industry)
- Similar to housing incentives, tie transportation funds (where possible) with economic development, such as jurisdictions that incentivize middle-wage jobs, good wages, etc., in PDAs
- Claw-back dollars from PDAs/CMAAs when planning is not manifested
- Improve transit connectivity between counties to job centers (coordinate from one system to another)
- Access to transportation (specifically efficient transit) is vital, especially for people with disabilities
- Solve first/last mile challenges to get to jobs
- Need strong goods movement; need to bring warehousing back to the Bay Area so we're not reliant on the Central Valley; consider a land bank for this type of infrastructure
- The conversion of industrial lands to housing (and low-density housing) means communities lose that tax base
- Non-polluting corporate campuses should provide housing
- Future solutions need to take into account the shift to the suburbanization of poverty
- Need to create a synergy with industrial training programs:
  - Coordinate with local colleges, consortiums
  - Invest in education (K-12)
  - Synergize with corporations

- Continue to evaluate means-based fare recommendations and free transit for youth with the goal of regional implementation and coordination (i.e., low-income transit riders are frequently displaced due to rising housing + transportation costs).
- Utilize/repurpose existing industrial lands as job centers with housing, without becoming a corporate campus (i.e., work-loft types of buildings)
- Need to train our youth for H-1B types of jobs and work with corporations to assist
- Need to look at the impact on economic development of continued shopping online vs. brick and mortar stores; also need to prioritize buying local
- Emphasize job access on/via subordinate corridors such as along Highway 4, the Highway 80 corridor (outlying Vacaville), Brentwood, Petaluma, etc. Focus middle-class jobs in these areas
- Skills mismatch isn't as big of a problem as enabling low-wage workers to secure housing
- There is a demand for blue-collar workers, like electricians and even in the waste management field. Of the 5 million jobs open, 4.2 million are non-technical (such as health aide). Perhaps need to focus energies on filling those types of jobs (more trade schools and focus on these skills at high school and junior college level).
- Perhaps need to focus more on how to automate jobs and training people to work in the automation of jobs.
- Some people will always want a larger home with access to land – they will not want to live in an urban setting. Preserving industrial lands for the purposes of housing is useless, since it doesn't help with higher wages or housing prices, and those who work in manufacturing are likely more interested in a suburban lifestyle and will move farther away in order to get the home they want.
- Preserving existing infrastructure should be the top priority. Increasing transportation access to growing job centers should also be a focus.

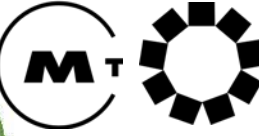
## RESILIENCE

- More focus on “people” resilience vs. infrastructure. Don't forget about social vulnerability; in the political world, resilience is an issue for people.
- Identify solutions/opportunities that prioritize disaster workers and low-income and/or vulnerable populations in terms of housing (we need to make sure our first-responders, police, nurses, PGE workers, etc., are within the community and not commuting in during a disaster)
- Promote regional certification program; also through local jurisdictions and feds
- We've put emphases on big impacts such as floods and earthquakes, but need to focus more on secondary impacts (such as food/water shortages/heat/freight impacts, etc.)
- Continue to strengthen connections with utilities (cable, PGE, cell companies, etc.)
- Focus on first responders is the most important thing – they need a direct channel and need to be able to talk to each other
- Also need to focus on the impact of heat, especially with vulnerable populations
- Focus on social and economic vulnerability as well

- Drinking water will be an important aspect, possibly discuss the effects of things like water capture and educate the public
- Prioritize projects based on funds available and what makes sense (i.e., a second Transbay tunnel would be great, but would be a huge project and would take major dollars)
- Add pilot projects
- Prioritize long-term planning
- There needs to be a regional leadership group that has statutory authority (power)
- Need to deal with greater stresses of storm water management at the regional level
- Create a Regional Resource Center
  - Consolidate information
  - Provide Technical Assistance
  - Speakers
  - Data
- Consider all modes when addressing flooding disasters – roads closed to cars could still be open to bicycles, motorcycles and pedestrians.
- More collaboration is needed to reduce redundancy of efforts; and need greater coordination with the Air District
- Need a funding source for resiliency implementation. Right now the focus is on planning; consider shifting some emergency preparedness/response funds to these efforts
- Educate the public about retrofit being a better use of dollars than earthquake insurance
- Distributed resource hubs; fuel (refineries and pipelines) is a heavy concern
- Climate Action Plan (CAP)
- Protect job centers as we develop them

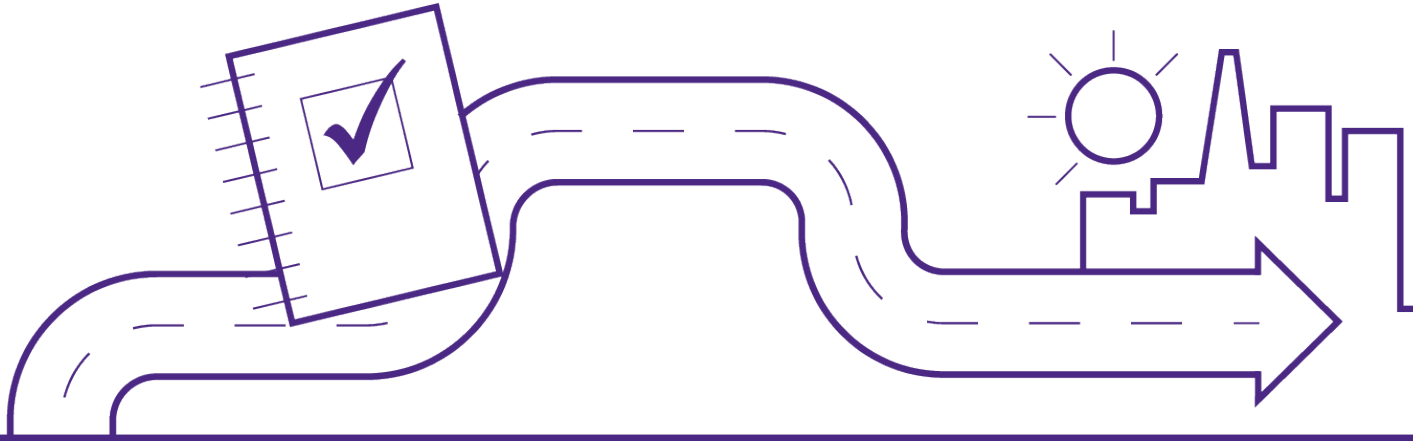
# Plan BayArea 2040

**June 14, 2017**  
*Policy Advisory Council*



# Overview of Plan Document (Preliminary based on input to date)

## Section 5: Action Plan



- Summarizes progress on Plan Bay Area implementation to date
- Proposes specific shorter-term actions focused on areas where Plan falls short: *affordability, displacement risk, access to jobs, road maintenance*

**Housing**

**Economic  
Development**

**Resilience**

# **Draft Action Plan: Housing Discussion Policy Points**

**Based on May Policy Advisory Council Break-Out Groups**

- **Use public lands for affordable housing**
- **Create land banks for housing**
- **Lobby for tax credits for the purpose of:**
  - **Incentivizing developers**
  - **Incentivizing landlords (to keep rents/housing affordable)**
  - **Assisting low-income renters**
- **Lobby to repeal Proposition 13 (at least at the residential level)**

- **Consider a means-based fare with the goal of regional implementation/coordination**
- **Study the possibility of repurposing existing industrial lands as job centers inclusive of housing**



- **Create a Regional Resource Center in order to:**
  - **Consolidate efforts and information**
  - **Educate the public**
  - **Provide technical assistance**
  - **Provide a resource for speakers**
  - **Provide a resource for data**
- **Search for an ongoing funding source for resiliency implementation (versus planning funds)**
- **Define which agency has statutory authority over which issues. Does there need to be one regional leadership group for this purpose?**



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**On agenda:** 6/14/2017      **Final action:**  
**Title:** Staff Liaison Report - June 2017  
(5 minutes)

Relevant MTC policy decisions and other activities.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [07\\_Staff\\_Liaison\\_Report.pdf](#)

Date	Ver.	Action By	Action	Result
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**Subject:**

Staff Liaison Report - June 2017  
(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: June 9, 2017

FR: Pam Grove, Staff Liaison

W.I. 1114

RE: Staff Liaison Report – June 2017

### **Resilient By Design Launches Bay Area Challenge**

Resilient By Design, Bay Area Challenge, an innovative new approach to prepare the Bay Area for the effects of climate change, launched June 1st with an open call for community leaders, local elected officials, national experts and residents to come together and address this critical issue. The project will develop 10 creative, implementable and long-lasting infrastructure solutions and serve as a blueprint for addressing climate change before a storm or earthquake strikes and creates billions of dollars of damage and displaces vulnerable communities.

The Rockefeller Foundation has funded the effort through a \$4.6 million grant, providing the necessary support to create and scale a model of the successful New York Rebuild by Design program which was pioneered by the Foundation in partnership with the U.S. Department of Housing and Urban Development.

For the press release with more information about the launch, go to:

<http://mtc.ca.gov/whats-happening/news/resilient-design-launches-bay-area-challenge>

To read more details about the challenge and Resilient By Design, go to:

<http://www.resilientbayarea.org/>

### **MTC Public Information Officer Wins WTS Rosa Parks Award**

MTC Senior Public Information Catalina Alvarado has won the Women's Transportation Seminar's (WTS) Rosa M. Parks Diversity Leadership Award. Ms. Alvarado is the former staff liaison to MTC's Minority Citizens Advisory Committee, and the award recognizes her for her 30-plus year career at MTC dedicated to making the transportation policymaking arena more accessible to those who often do not have a voice. Ms. Alvarado was honored at the WTS event in New York in May and at the San Francisco's chapter dinner on June 7.

To read about the 2017 WTS winners, including Ms. Alvarado's achievements, go to:

<https://www.wtsinternational.org/about-wts/2017-recognition-award-winners/>

## **Golden Gate Bridge Turns 80**

On Saturday, May 27, the Golden Gate Bridge had its 80th birthday, and while there was no physical celebration, the Golden Gate Bridge District commemorated the milestone on Facebook with an 80th anniversary event page and on Twitter using the #GGB80 and #MyGGBStory hashtags. The District asked the public to help celebrate the milestone by sharing their favorite memories and photographs of the bridge on social media. The Bridge opened to pedestrians on Thursday, May 27, 1937, and to vehicles the very next day on Friday, May 28, 1937.

You can follow the Golden Gate Bridge (and see the archived birthday posts/tweets) on Facebook at [facebook.com/GoldenGateBridge](https://www.facebook.com/GoldenGateBridge) and on [Twitter at twitter.com/GGBridge](https://twitter.com/GGBridge).

To view the 80th Anniversary Facebook event page, go to:  
<https://www.facebook.com/events/363865187340372/>

## **Cormorants Flock to Nesting Platforms on New East Span**

The colony of double-crested cormorants that long made its home on the old East Span of the San Francisco-Oakland Bay Bridge finally found its Field of Dreams on the Skyway section of the new East Span last month, when the first pair of the gangly black seabirds landed on the specially-designed nesting platforms that had been awaiting their arrival since the Skyway's completion a decade ago.

Knowing that the planned demolition of the old East Span would displace more than a thousand cormorants who nested on the crossbeams beneath the bridge's truss section, designers of the new East Span included a new home for the birds: some 6,000 square feet of stainless steel platforms tucked below the twin roadway decks. Construction of the platforms was a requirement for Caltrans to secure permits for the new bridge as well as to comply with both state and federal endangered species acts and the Migratory Bird Treaty Act. All the cormorants had to do was fly the short distance from the old bridge to the new. But the birds would not budge.

So Caltrans installed decoys to lure the cormorants into joining their brethren to the north. Nothing. Naturalists sweetened the pot with mirror boxes on the platforms that allowed passing cormorants to see themselves in their new home. Still nothing. Artificial nests fashioned from old holiday wreaths attracted nary a new arrival. Nor did an electronic audio system that played an endless string of cormorant come-ons. As dismantling of the old truss section got underway last year and the cormorants' old habitat began shrinking, the birds still refused to relocate, opting instead for ever-denser occupation of the old neighborhood. When the last of the old truss sections was removed late this March, the cormorants seemed to have vanished.

Where had the cormorants gone? No one quite knows the answer. But the first break in the case came in early April as the annual nesting season began and a video monitoring system captured the landing on one of the platforms by a pioneering pair of the puzzling pescetarians. Word of the spiffy waterfront condos appears to have spread quickly – if late – among the cormorant community. By mid-May, estimates of the colony's population had swelled to more than 700, with reinforcements arriving daily.

– more –



"The Bay Bridge cormorant colony is one of the largest in all of Northern California," said Caltrans Environmental Compliance Manager Stefan Galvez. "The successful relocation of the community to the nesting platforms on the new East Span is an important milestone for ensuring the permanence of the cormorant population in San Francisco Bay."

### **Executive Director's Report**

The following items are excerpts from the May 2017 Executive Director's Report to the Commission. Read the report in its entirety at:

<http://www.mtc.ca.gov/whats-happening/news/executive-directors-report>.

- **Plan Bay Area Wins Award – May 10, Washington, DC**  
I'm very pleased to report that the Plan Bay Area and our One Bay Area Grant (OBAG) program have won a Transportation Planning Excellence Award from the Federal Highway Administration. We were one of 11 award winners nationwide. Congratulations also to our colleagues at the San Diego Association of Governments, which won "Best of the Best" recognition in the same category.
- **MPO Coordination Rule Repealed – May 12, Washington, DC**  
President Trump has signed legislation to repeal the ill-advised rulemaking finalized in the waning days of the Obama Administration that would have required scores of metropolitan planning organizations (MPOs) either to adopt joint plans and programs – or merge together entirely – in order to address the issue of multiple MPOs existing in some metropolitan areas, especially along the East Coast. The repealed rule was truly a case of the cure being worse than the disease.
- **Caltrain FFGA Signed – May 22, Washington, DC**  
In a dramatic turnabout, the Trump Administration agreed to sign the \$650 million full Funding Grant Agreement (FFGA) to electrify the Caltrain commuter rail system serving the San Francisco Peninsula. This action will enable the project to begin construction in the next several weeks. Senator Feinstein deserves great credit for galvanizing the Bay Area's lobbying campaign to the FFGA signed after all.



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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<b>Type:</b>	Report	<b>Status:</b>		Informational	
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<b>On agenda:</b>	6/14/2017	<b>Final action:</b>			
<b>Title:</b>	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

**Attachments**



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
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## Legislation Details (With Text)

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<b>On agenda:</b>	6/14/2017	<b>Final action:</b>			
<b>Title:</b>	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
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### 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

### Attachments