Meeting Agenda

Regional Advisory Working Group

Tuesday, June 4, 2019	**9:30 AM**	**Yerba Buena - 1st Floor**

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

This meeting can also be accessed via WebEx:
Launch Link: https://bamc.webex.com/bamc/onstage/g.php?
MTID=ec55e85ec7addc85d059be9a0eee387bc
Dial-in Number: 1-415-655-0002
Access Code: 921 328 934

9:30 a.m.

1.   19-0533   Welcome, Introductions

     Presenter: Ken Kirkey

9:35 a.m.

2.   19-0537   Plan Bay Area 2050: Regional Growth Forecast Methodology

     Presentation on the approach, tools and assumptions underlying the Regional Growth Forecast of total jobs, population, and households for Plan Bay Area 2050.

     Action: Information

     Presenter: Cynthia Kroll and Bobby Lu

     Attachments: 02_PBA50_Draft Growth Forecast Methodology.pdf

                            02_Handout_Public Comment.pdf

10:20 a.m.

3.   19-0534   Horizon - Futures Round 2: Final Strategies for Round 2 Analysis

     Presentation on proposed set of final Horizon strategies to study in a second round of Futures analysis.

     Action: Information

     Presenter: Michael Germeraad

     Attachments: 03_Horizon_FuturesRound2_FinalStrategies.pdf

10:30 a.m.

4.   19-0536   Report on Plan Bay Area 2050 - Regional Growth Framework Adopted
                                      Update Overview

                                      Report on Plan Bay Area 2050 - Regional Growth Framework Adopted
                                      Update Overview.
           Action: Information

           Presenter: Mark Shorett

           Attachments: 04_Regional Growth Framework Update_SummarySheet.pdf

10:40 a.m.

5.   19-0541   Regional Housing Need Allocation (RHNA)

                                      Report on Regional Housing Need Allocation (RHNA).
           Action: Information

           Presenter: Gillian Adams

           Attachments: 05_RHNA.pdf

10:50 a.m.

6. Next Steps / Other Business / Public Comments

11:00 a.m.

7. Adjournment / Next Meeting

**A next meeting of the Regional Advisory Working Group will be Tuesday, July 9,
2019 at 9:30 a.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) for public review for at least one year.

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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.

Metropolitan Transportation Commission

Legislation Details (With Text)

File #:	19-0533	**Version:**	1	**Name:**	
Type:	Report			**Status:**	Informational
File created:	5/3/2019			**In control:**	Regional Advisory Working Group
On agenda:	6/4/2019			**Final action:**	
Title:	Welcome, Introductions				

Sponsors:

Indexes:

Code sections:

Attachments:

Date	Ver.	Action By	Action	Result

Subject:

Welcome, Introductions

Presenter:

Ken Kirkey

Metropolitan Transportation Commission

Legislation Details (With Text)

File #:	19-0537	**Version:** 1	**Name:**	
Type:	Report		**Status:**	Informational
File created:	5/3/2019		**In control:**	Regional Advisory Working Group
On agenda:	6/4/2019		**Final action:**	
Title:	Plan Bay Area 2050: Regional Growth Forecast Methodology			
	Presentation on the approach, tools and assumptions underlying the Regional Growth Forecast of total jobs, population, and households for Plan Bay Area 2050.			
Sponsors:				
Indexes:				
Code sections:				
Attachments:	02_PBA50_Draft Growth Forecast Methodology.pdf			
	02_Handout_Public Comment.pdf			

Date	Ver.	Action By	Action	Result

Subject:

Plan Bay Area 2050: Regional Growth Forecast Methodology

Presentation on the approach, tools and assumptions underlying the Regional Growth Forecast of total jobs, population, and households for Plan Bay Area 2050.

Presenter:

Cynthia Kroll and Bobby Lu

Recommended Action:

Information

Attachments:

June 4, 2019   Agenda Item 2

Plan Bay Area 2050: Regional Growth Forecast Methodology

Subject:	Presentation on the approach, tools and assumptions underlying the Regional Growth Forecast of total jobs, population, and households for *Plan Bay Area 2050*.
Background:	In preparation for crafting the growth pattern for *Plan Bay Area 2050*, it is necessary to first understand how much the region will likely grow over the next 30 years. Building upon the work from *Horizon* which explored three different futures and associated growth trajectories, *Plan Bay Area 2050* will require a likely Regional Growth Forecast for use in the development of the regional plan. The Regional Growth Forecast estimates of jobs, population, and households will serve as a key input to the UrbanSim 2.0 land use model, which will identify likely locations for future growth based on the ultimate Plan's strategies. This presentation will focus on the methods used for creating the Regional Growth Forecast, putting it in the broader context of the Plan Bay Area 2050 development process.
Issues:	**How will *Plan Bay Area 2050* be analyzed?**
	Each iteration of Plan Bay Area (officially the Regional Transportation Plan / Sustainable Communities Strategy) has started with a Regional Growth Forecast of how total levels of employment, population, and households will change across the nine-county region over the Plan lifespan and at what income levels. Further analysis of the Plan is conducted using a land use model (UrbanSim 2.0) to identify where growth will locate inside the region, and a transportation model that will explore the travel patterns and transportation demand generated by this growth.
	What tools are used?
	The Regional Growth Forecast makes use of the Regional Economic Modeling Inc. Bay Area REMI 2.2 model. Additional analysis of household, income and in-commute patterns are done using analytic techniques created in-house. Ultimately, the results are used in tandem with UrbanSim 2.0 and Travel Model 1.5.
	How are the underlying assumptions determined?
	A technical advisory committee of economic, demographic, real estate, and model experts provides feedback on the Regional Growth Forecast methodology. Economists and demographers from the California Department of Finance are consulted.

What is new for *Plan Bay Area 2050*?
There will be more attention to how the information provided by one model can inform other parts of the analysis, so that the Regional Growth Forecast of population, jobs and households takes into account the impacts of strategies for housing, economic development, and beyond. Furthermore, the Regional Growth Forecast will for the first time extend through the year 2050 – the horizon year for this planning cycle.

Next Steps: This early presentation of the forecasting methodology gives staff time to incorporate suggestions and address unanticipated concerns. The methodology is anticipated to be presented to the ABAG Executive Board with input from the public in July. Between June and September, staff will work on improving the method of iterating results between REMI 2.2, UrbanSim 2.0 and Travel Model 1.5, to produce a preliminary Regional Growth Forecast in September 2019. Further testing of strategies will be done in fall 2019 and early 2020, with a final Regional Growth Forecast adopted in April 2020.

Attachments: Attachment A: Plan Bay Area 2050: Regional Growth Forecast – Draft Methodology
Attachment B: Presentation

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M E T R O P O L I T A N   T R A N S P O R T A T I O N   C O M M I S S I O N
A S S O C I A T I O N   O F   B A Y   A R E A   G O V E R N M E N T S

PLAN BAY AREA 2050

Attachment A

Plan Bay Area 2050: Regional Growth Forecast – *Draft Methodology*

The Regional Growth Forecast is an important element of the Plan Bay Area 2050 long-range planning process. It sets expectations for how much the Bay Area might grow between today and 2050, and for characteristics of that growth. These include total employment and employment by major industrial sectors, total population and population by age and ethnic characteristics, and the number, size, demographic characteristics and income of households. This information in turn informs *where* growth (employment and households) may go and the nature and amount of travel demand associated with it, as well as expectations for housing production. The Regional Growth Forecast is a key analytical underpinning of much of the policy work associated with the regional planning process.

Tools and Talent

The Plan Bay Area 2050 Regional Growth Forecast is produced by Planning staff with consultant and technical advisory committee input. The Regional Growth Forecast makes use of multipurpose tools that can be used to describe future possibilities and to test the effects of different assumptions and events on future projections.

Talent

The Regional Growth Forecast is being developed in consultation with Stephen Levy from the Center for Continuing Study of the California Economy, with input and review by a technical advisory committee of experts as well as from ABAG and MTC advisory committees.

The technical advisory committee (list and affiliation attached) includes:
- 6 Bay Area economists
- 3 California Department of Finance experts *(chief economist, senior economist and demographer)*
- 3 megaregion representatives *(SACOG, SJCOG, University of the Pacific)*
- 3 experienced REMI users (from Atlanta, a Michigan think tank, and a Colorado nonprofit)

Input is also sought from other experts, including California Department of Finance (DOF) and Housing and Community Development (HCD) staff working on developing accurate counts of housing units and occupancy.
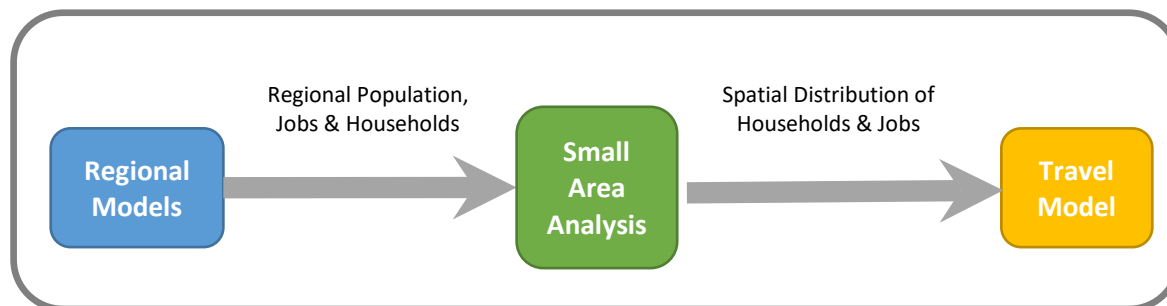
Tools

Central to the Regional Growth Forecast development is the REMI (Regional Economic Modeling Inc.) model for the San Francisco Bay Area, Version 2.2. The Bay Area REMI model represents the regional economy, its trading relationships, labor force, population and migration and recognizes the relationships to the state, nation, and surrounding metropolitan planning areas. Downstream, separate staff modules are used to compute households, income distribution, and in-commute levels. The Regional Growth Forecast then serves as an input into the small-scale distribution of land uses (including employment, population and households) using UrbanSim 2.0. The local allocation in turn informs the modeling of travel patterns and investments using Travel Model 1.5. The relationship among these models is described further below. Detailed descriptions of the versions of these tools used for *Plan Bay Area 2040* can be found in http://2040.planbayarea.org/reports (Land Use and Transportation sections).

Adjustments to the Overall Forecast Methodology from Plan Bay Area 2040

This will be the first Plan Bay Area done with a consolidated regional planning team for ABAG and MTC, the two regional agencies responsible for crafting the long-range plan. While the overall suite of models is similar to the Plan Bay Area 2040 approach, staff proposes to make use of the model output in a more iterative fashion between models to better capture feedback mechanisms in the economy. This will ideally create stronger bridges among the different technical elements of the forecast for Plan Bay Area 2050, including the Regional Growth Forecast, the small area distribution of the forecast, and forecasts of travel investments and flows.

For decades, the general approach to forecasting proceeded in a linear fashion consisting of the steps outlined in Figure 1, although the specific tools used at each step changed over time. The Regional Growth Forecast of employment, population and households fed directly into the small area analysis, which then provided data used by the travel model.

Figure 1: Historic Approach to Regional, Spatial and Transportation Forecasts

With a changeover of tools for the Plan Bay Area 2040 forecast, the land use and travel modelers added additional feedback loops between the small area analysis (estimated using UrbanSim 1.0) and Travel Model 1.0, as shown in Figure 2. We have long known that land use impacts transportation demand, but it has also been recognized that transportation, through accessibility, in turn impacts land use patterns. The model system was modified to include this two-way connection, so that the location of growth can be influenced by improved accessibility following planned transportation investments. At the same time, growth and location affect congestion, access and transportation investment decisions. This coupling of land use and transportation was reflected in the modeling approach for the first time in *Plan Bay Area 2040* but did not include a feedback loop to the forecasts at the regional level.

Figure 2: Approach Used in *Plan Bay Area 2040*
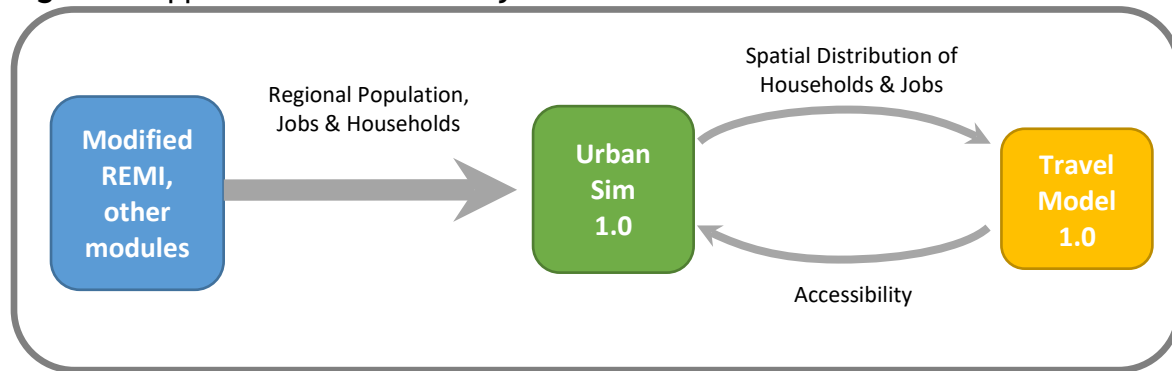
Land use and transportation are not the only connected systems, however. Local land markets may have regional implications. For example, economists have pointed to constrained housing markets as in turn reducing the overall size of the economy. When preparing a Regional Growth Forecast for Plan Bay Area 2050, we intend to consider how model results from the UrbanSim 2.0 and Travel Model 1.5 could be entered into the modified REMI model, altering the forecast at the regional level. For example, where and how much housing is built could change the cost of housing, as well as the cost and demand for labor. Similarly, a change in housing prices and location overall could further change the number and types of jobs that can be generated in the region as well as the labor force that can live in the region (see Figure 3). The first aim of this integration is to seek a fuller representation of these types of effects. The second aim is, by having a better accounting of housing markets across the model systems, to better capture effects of policy interventions (i.e., strategies) addressing housing and labor markets. If we are successful in incorporating housing changes into the regional employment and population analysis, we may also be better positioned to then analyze the effects of other strategies, such as economic development strategies like workforce training programs and Priority Production Areas, which could affect the ability of middle-wage jobs to remain in the region.

The remainder of the memo focuses on the first of the three elements of the Regional Growth Forecast: the projection of jobs, population, and households at the *regional level*.

Figure 3: Proposed Iterative Approach for *Plan Bay Area 2050*
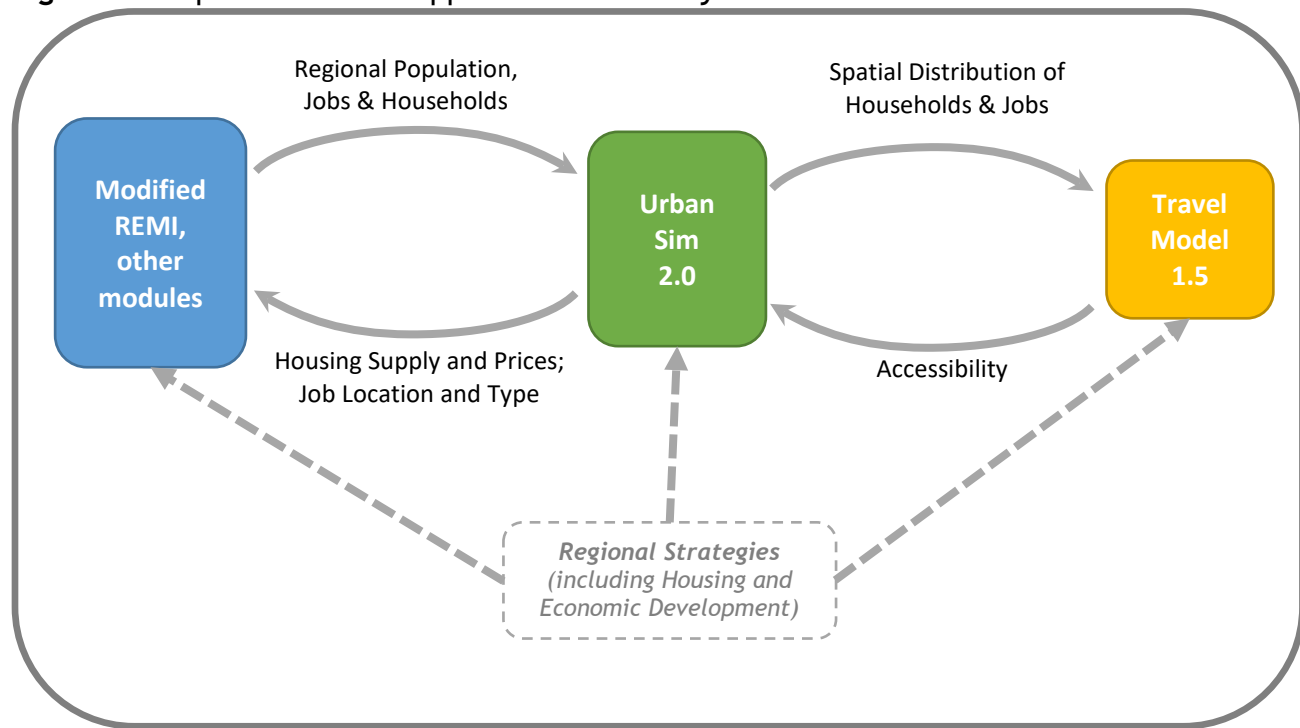
What Does the Regional Forecast Do?

The Regional Growth Forecast projects total employment, population, households, income distribution and in-commute change for the region as a whole. As part of the iterative process, we will begin with a "realistic" baseline employment and population forecast that will be consistent with likely national economic and demographic trends.

Table 1 summarizes the approach this cycle and how this was done in the last cycle.

Table 1: Summary of Approach to Regional Growth Forecast

Forecast Element	Plan Bay Area 2040	Plan Bay Area 2050 *(Draft)*
Employment	Adjustments to REMI, with input from CCSCE and TAC	**Update** – different base compared to *Plan Bay Area 2040*, CCSCE and TAC recommended adjustments
Population	Minor REMI adjustments only	**Update** – REMI adjusted to some DOF fertility assumptions and to match labor force requirements.
Households	Average headship rates for the most recent 5 years, some decrease over time for seniors and multigenerational households	*Work in progress* – Methodology has changed over last 3 cycles. Goal in this cycle is to provide a more detailed accounting of households by size, number of workers, and income level categories as well as age and race of household head. Headship, or household formation rates in consultation with TAC and CCSCE, applied to population age and race estimates. Specific method of disaggregating to income and workforce categories remains to be developed.
Income distribution	Econometric equations for each of four categories based on national cross-sectional data by income category. Reconciliation of numbers to total household control.	
In-commute change	Took the larger of two alternative estimates drawn from REMI data on residence workforce, labor force and jobs	**No change** in method, but further informed by iterations with other models and by multiregional results of REMI model.

The assumptions underlying the adjustments to the REMI model and the other elements of the Regional Growth Forecast are summarized below, by element of the forecast.

Employment

Baseline employment for the Bay Area is driven by national trends in population growth and employment, by the Bay Area employment mix by sector and by the competitiveness of Bay Area sectors relative to the equivalent sectors in the US. The forecast for *Plan Bay Area 2040* is quite low compared to recent experience or to continuation of trends. While a recession could readjust to this level, the employment future is more likely to lie somewhere between a low extension of recent trends (calculated from the overall rate of growth across business cycle troughs) and a higher extension of trends (calculated from growth by sector across business cycle peaks), as shown in Figure 4. Note that as in the last forecast, there is a great deal of uncertainty about how the region will fare in the near future. A national recession or a reversal of fortunes in the social media sector (due to aging of their customer base or changing regulations) could lead to an extended period of stagnant growth or job loss in that sector. In the last three decades, new industry formation of new industries has led to strong surges of growth in the region following downturns. Will we continue to have this capacity over the next 30 years?

Figure 4: Final Plan Bay Area 2040 and Historic Trendlines
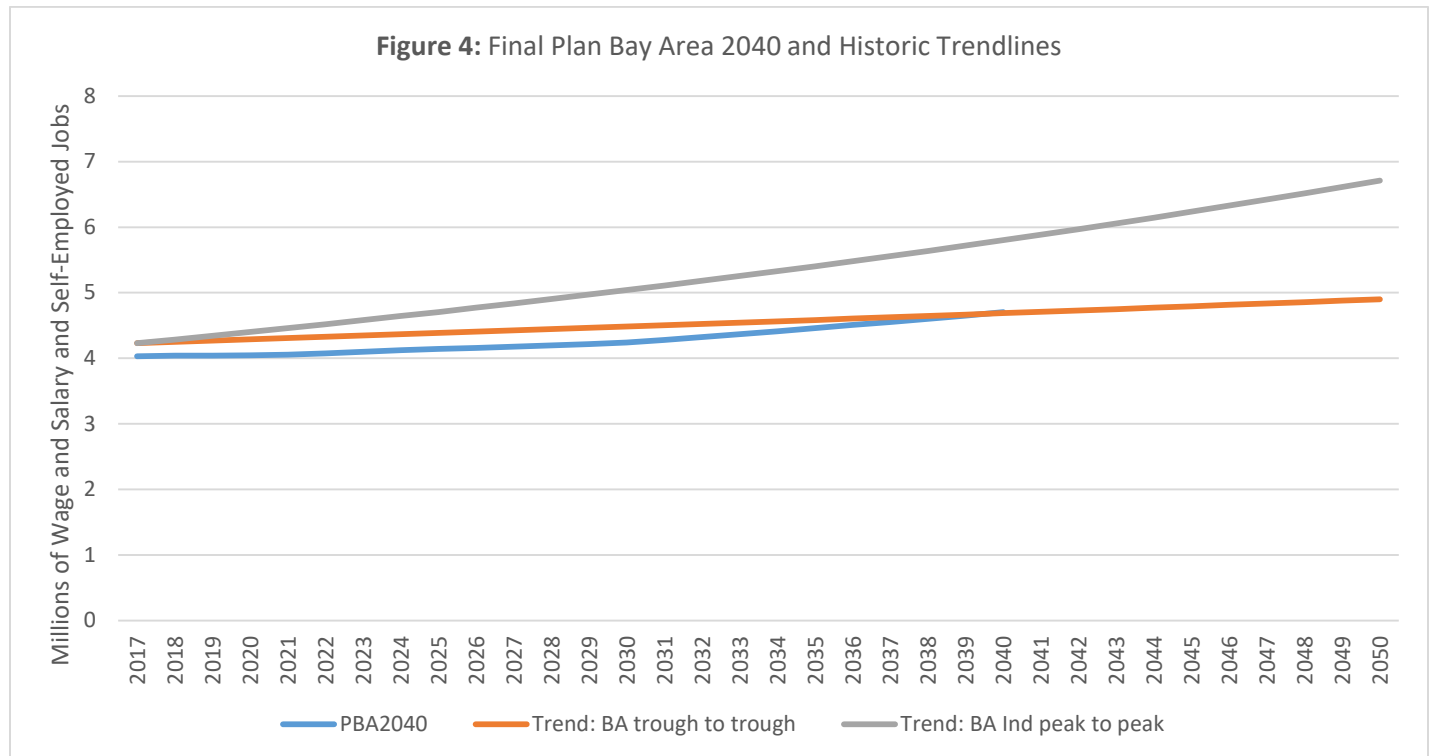
PBA40 = Plan Bay Area 2040; **BA =** Bay Area
Source: ABAG/MTC Analysis, 2019

At the iterative stage, strategies that may be tested before reaching a final employment figure could include:

- Improved access to housing in the region can change the cost of labor, affecting rates of growth of middle and lower wage sectors.
- Workforce training could have complex effects, improving productivity, allowing higher output without necessarily more jobs, although a more skilled workforce could also attract additional employers.

Population

Bay Area population growth will be driven by natural increase (based on birth and mortality rates of the population by age and race/ethnicity) and by migration. Migration includes economic migration in response to job opportunities, international migration for family reasons, and retirement migration. Apart from the population level, there are age and ethnic differences between the REMI standard control forecast and the California Department of Finance 2017 forecast that need to be better understood. We are examining how assumptions about trends in birth and mortality rates and immigration levels and composition are affecting the REMI levels. This will help us create a population forecast that is both consistent with expected growth levels and reflective of our understanding of the composition of the California population.

Figure 5: Bay Area Age and Ethnic Distribution, 2000, 2017 and DOF 2050 Projection
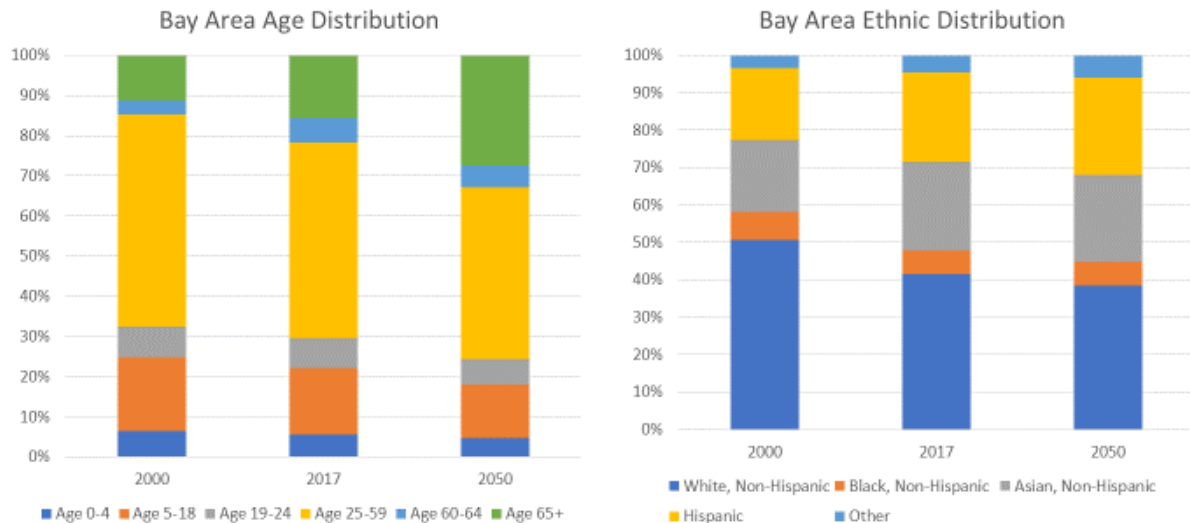
Source: ABAG/MTC from US Census and California Department of Finance.

Possible effects to be captured in iterations:
- Lower housing prices and greater availability of subsidized housing may help retain lower and middle wage earners and encourage economic in-migration, increasing the working aged population.
- Rental subsidies would also help to retain lower- and middle-income households.
- Lower housing prices could also discourage cashing in by seniors, by reducing expected returns from home sales, increasing the number of senior households that stay in the region and increasing the overall demand for housing.

Households

The headship rate is the share of adults in a particular age group (e.g., 25 to 29 years old) who are heads of households. This share can be applied to population projections by age and race/ethnicity to estimate the number of households by these demographic characteristics. A higher headship rate would imply lower average household sizes.

The household estimate for *Plan Bay Area 2040* was built using exponentially weighted moving average headship rates for the 2006 to 2014 period, with additional marginal adjustments. The *Plan Bay Area 2050* headship estimate will begin with headship rates by age and ethnicity for the most recent 5-year average from ACS (2013-2017) and gradually rise over time to the previous 2005-2009 rate if higher, with Hispanic and Asian/Other rates gradually converging to the average rate of the remaining non-Hispanic groups. This is based on two assumptions:
  i) The current headship rate is compressed due first to the Great Recession and then to the high cost of housing. The 2005 to 2009 average will capture both an economic peak and a downturn.

ii) Hispanic and Asian/Other headship rates will converge, though not reach, toward the average headship of the two other ethnic categories, as the native-born share of households in those groups increases and the household characteristics of immigrants move towards those in the US.

We will compare this headship rate approach with one in which we use averages for a full economic cycle, from 2010-2017 and assess which is preferable.

Figure 6: Comparative Headship Rates by Ethnicity, Age Group and Time Period

Census Bureau ACS PUMS 1 year samples
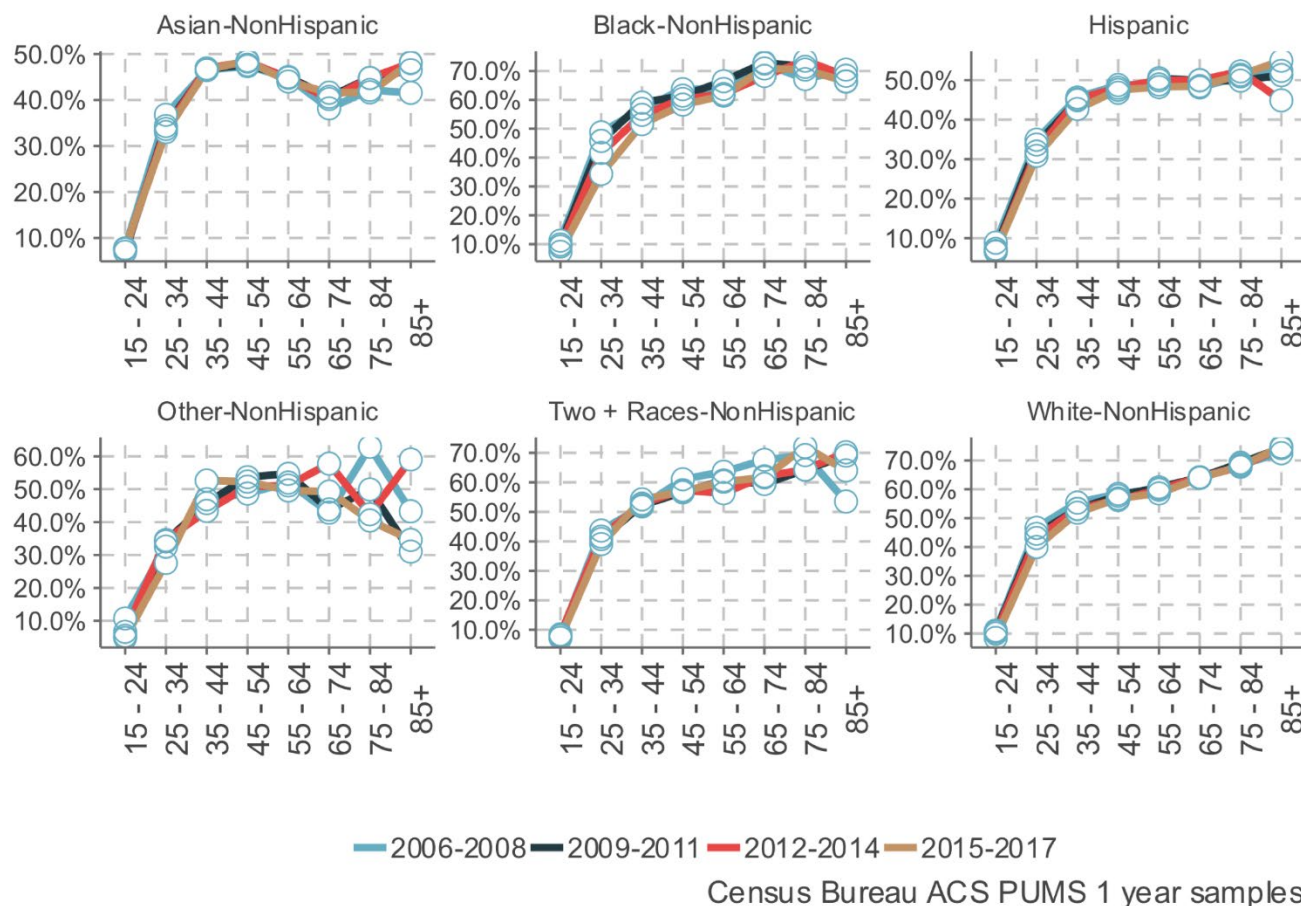
Housing strategies may affect overall household formation leading to lower or higher household sizes, changing costs, and changing locations of new households. Possible effects of strategies to test in the models include:

- Lower housing costs, through increased building around transit or housing subsidies may make it possible for new households to form, for example increasing headship rates among young adults who otherwise would live with their parents.
- Higher density rental housing may target young adult and senior families, again increasing headship rates and leading to greater household formation.

Income Distribution by Household

The method for this calculation will link age of head of household and number of working household members with income levels. Other factors that may also influence overall household income categories will include the overall change in the economy between high and low wage sectors, the relationship of output to employment (e.g., is value added rising, dropping or remaining constant in the growing sectors), and any changes between the proportions of wage income with other income sources. There are two general ways to approach this part of the forecast. Over the next 6 weeks we will be exploring both.

Approach 1: Project total households in each income category, use recent ACS household profiles to disaggregate into the detailed categories needed for Urban Sim. For *Plan Bay Area 2040*, the household numbers in each income bin were estimated using separate econometric equations that predicted the number of households in each income category (one predictive equation per household income quartile). UrbanSim 1.0 and Travel Model 1.0 then synthesized the types of households in each income category. This approach could be used again, or the income quartile analysis could then be disaggregated to households based on recent ACS profiles.

Approach 2: Define the full array of the 2017 baseline household categories needed for UrbanSim using ACS data, and "grow" these categories for each five-year increment of time based on how the economy, total income, occupations, and age profiles change over time. The detailed approach to this remains to be determined.

A number of strategies could affect the income mix of the region.
- Strategies aiming to preserve middle wage jobs such as incentivizing jobs to locate in housing rich areas and priority production areas could change the mix of sectoral growth, expanding the low-middle and high-middle household categories.
- Affordable housing programs may help lower income households stay in the region.
- Transit subsidies can have complex effects, making it easier to recruit a workforce for lower wage jobs, but also perhaps making it easier for those workers to commute in from outside the region.

In-Commute

The in-commute analysis was conducted in *Plan Bay Area 2040* as diagrammed in Figure 7. We propose doing a more nuanced in-commute analysis compared to the approach used for *Plan Bay Area 2040*. Rather than simply estimating the overflow, we will examine how the distribution of *employment location* may change for some sectors between the Bay Area and its neighboring MPOs in the REMI model, possibly reducing the need for in-commuting. In the iterative process, we will look at how housing availability may change based on policies affecting the amount of housing built and the cost-mix of housing between market rate and subsidized housing. Through this iterative process, we can test to what extent a larger housing stock may decrease in-commuting versus increasing employment growth.

Apart from these efforts, if adjustments are needed to reduce the in-commute, we will follow the method used in *Plan Bay Area 2040*.

Figure 7: Schematic for Adding In-Commute Housing to the Regional Housing Total, *Plan Bay Area 2040*
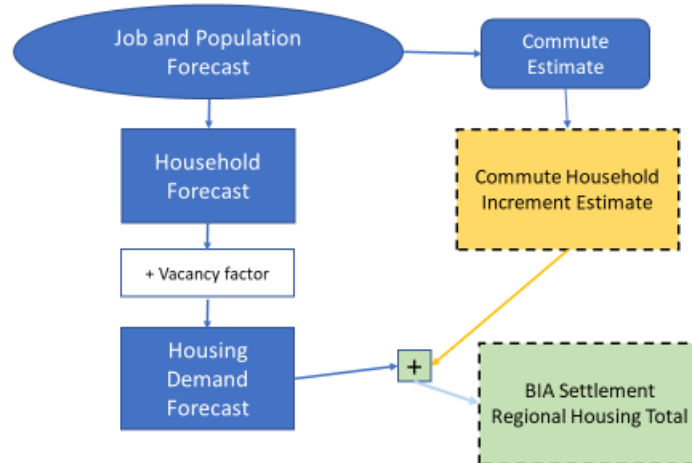

Source: ABAG Regional Forecast Approach, Presentation to the ABAG Executive Board, July 2015.

In reality, commute flows occur across MPOs for many reasons, going in two directions, a function of the size and pull of job centers, the resident labor force in the subregions, as well as the difference in housing costs and the relative ease of transportation. For a large region such as the Bay Area, it is expected that the concentration and diversity of specialized functions will attract workers from beyond the region's labor force. Further, a strong job node in the edge of the region, such as parts of the Tri-Valley, is much closer to the resident labor force of Tracy and Stockton. This draw will continue, even with more housing added west of the Altamont Pass. This is evident in Figure 8, where most commute flows into and outside the region are very small, but the most significant inflows are to Santa Clara County from its southern neighbors and to Alameda County from the Central Valley. Using the multiregional REMI model will allow us to examine further how Bay Area strategies may affect the net in- or out- commute flows the different regions experience as well as possible changes in job mix that occur because of the different strategies.

A number of strategies may affect in-commuting:

- Improved rail networks and bus rapid transit could reduce this number of current in-commuters by auto, although the net effects on total in-commuting would be more complex.
- Higher tolls on freeways and subsidies for transit ridership would reduce the number of in-commuters in private vehicles, but not necessarily in-commuting overall.

Figure 8: Commute Flows to and from the Bay Area 2015

Source: CTPP 2012–2016, Table B302102
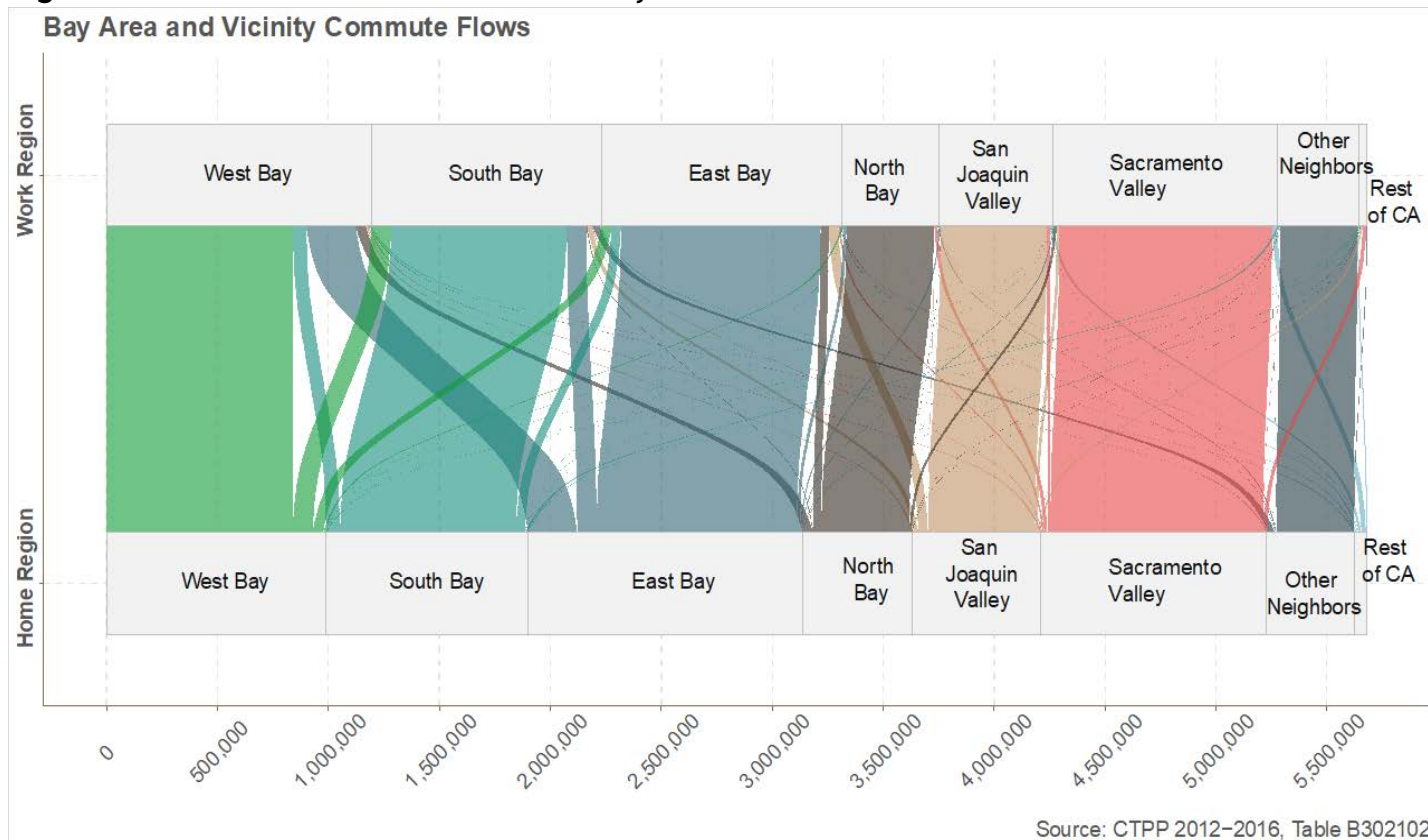
Next Steps

The methodology is still under development. Staff are currently taking feedback and incorporating suggestions over the next few weeks and will continue to improve the analytic methods as the iterative process is put in place during the summer. The methodology will be presented to the joint MTC Planning/ABAG Administrative Committees in July. The ABAG Executive Board meeting in July will take public comment, as required by the agreement among MTC, ABAG and the Bay Area Building Industry Association. The ABAG Executive Board will be asked to approve the methodology at that time.

Table 2 shows the timing for the Regional Growth Forecast and its place in the development of the Preferred Plan. Staff have already started working on the associated forecasting and data analysis; ABAG/MTC will further develop the draft baseline Regional Growth Forecast over the summer for use in crafting the Draft Preferred Plan this fall. Further refinement of the forecast will continue through early 2020. The final Regional Growth Forecast to be used in the Plan is scheduled to be completed in April 2020 in time for the Final Preferred Plan to be advanced into the EIR phase by July 2020.

Table 2: Regional Growth Forecast Schedule for *Plan Bay Area 2050*

Year	2019								2020			
Month	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr
Methodology												
Presentations and Review		◊	◊									
Modifications as Needed												
Preliminary Baseline												
Employment												
Population												
Households												
Income Distribution												
Iterations												
Housing Strategies												
Economic Development Strategies												
Forecast												
Preliminary Forecast Presentation					◊							
Comments and Revisions												
Develop Final Forecast												
Final Forecast Presentation											◊	◊

Technical Advisory Committee for the Regional Growth Forecast

Organization	Title	Name
City of San Francisco	Chief Economist	Ted Egan
Center for Business and Policy Research, University of the Pacific	Director	Jeffrey Michael
Trulia	Chief Economist	Issi Romen
SPUR	Regional Planning Director (alternate: Research Manager)	Egon Terplan (Sarah Jo Szambelan)
Bay Area Council Economic Institute	Executive Director (alternate: Acting Executive Director)	Micah Weinberg (Jeff Bellisario)
San Joaquin Council of Governments	Senior Regional Planner	Kim Anderson
California Department of Finance	Chief Economist	Irena Asmundson
Atlanta Regional Commission	Principal Planner	Colby Lancelin
Sonoma State University	Dean	Robert Eyler
Common Sense Policy Roundtable	Director, Policy and Research	Chris Brown
Economic Growth Institute, University of Michigan	Senior Research Area Specialist	Don Grimes
Sacramento Council of Governments	Senior Regional Planner	Garett Ballard-Rosa
California Department of Finance	Researcher	Ethan Sharygin
Indeed.com	Chief Economist	Jed Kolko
MTC/ABAG Staff Advisors	Assistant Director	Matt Maloney
	Principal Planner	Dave Vautin
	Principal Planner	Mike Reilly

Consultant: Stephen Levy, President, Center for Continuing Study of the California Economy
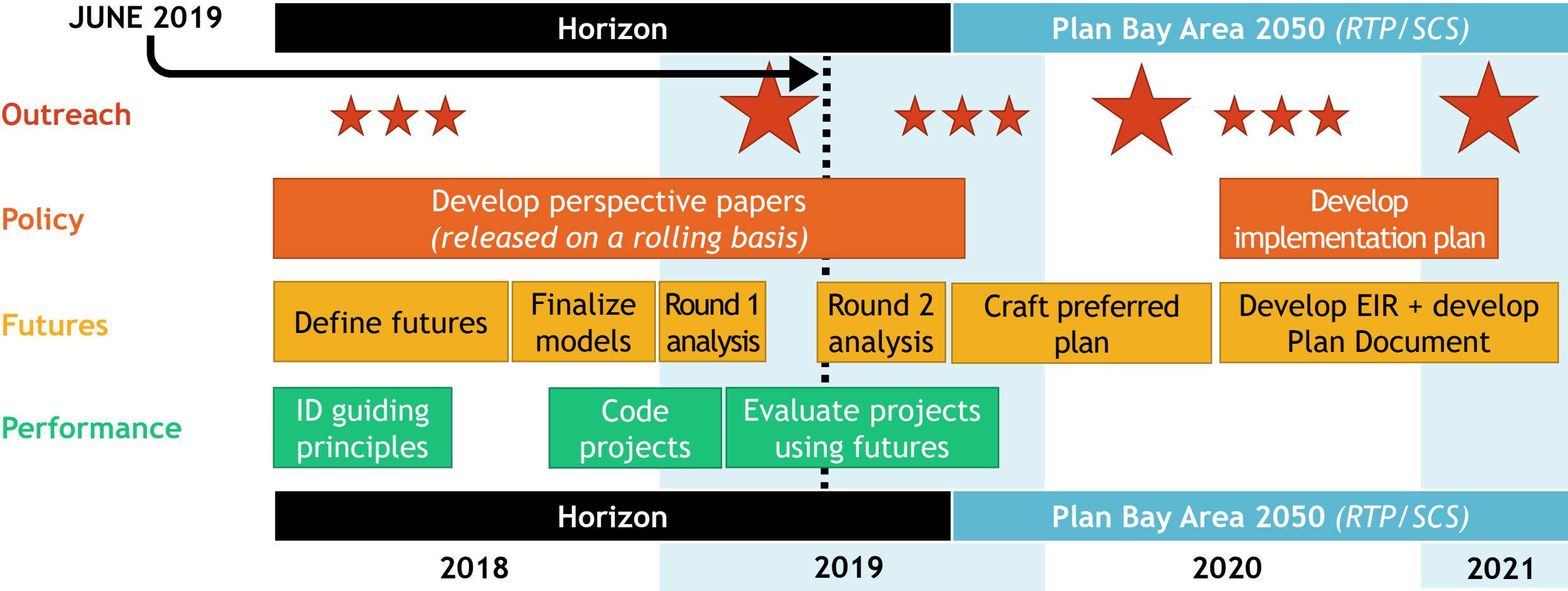
PLAN BAY AREA 2050
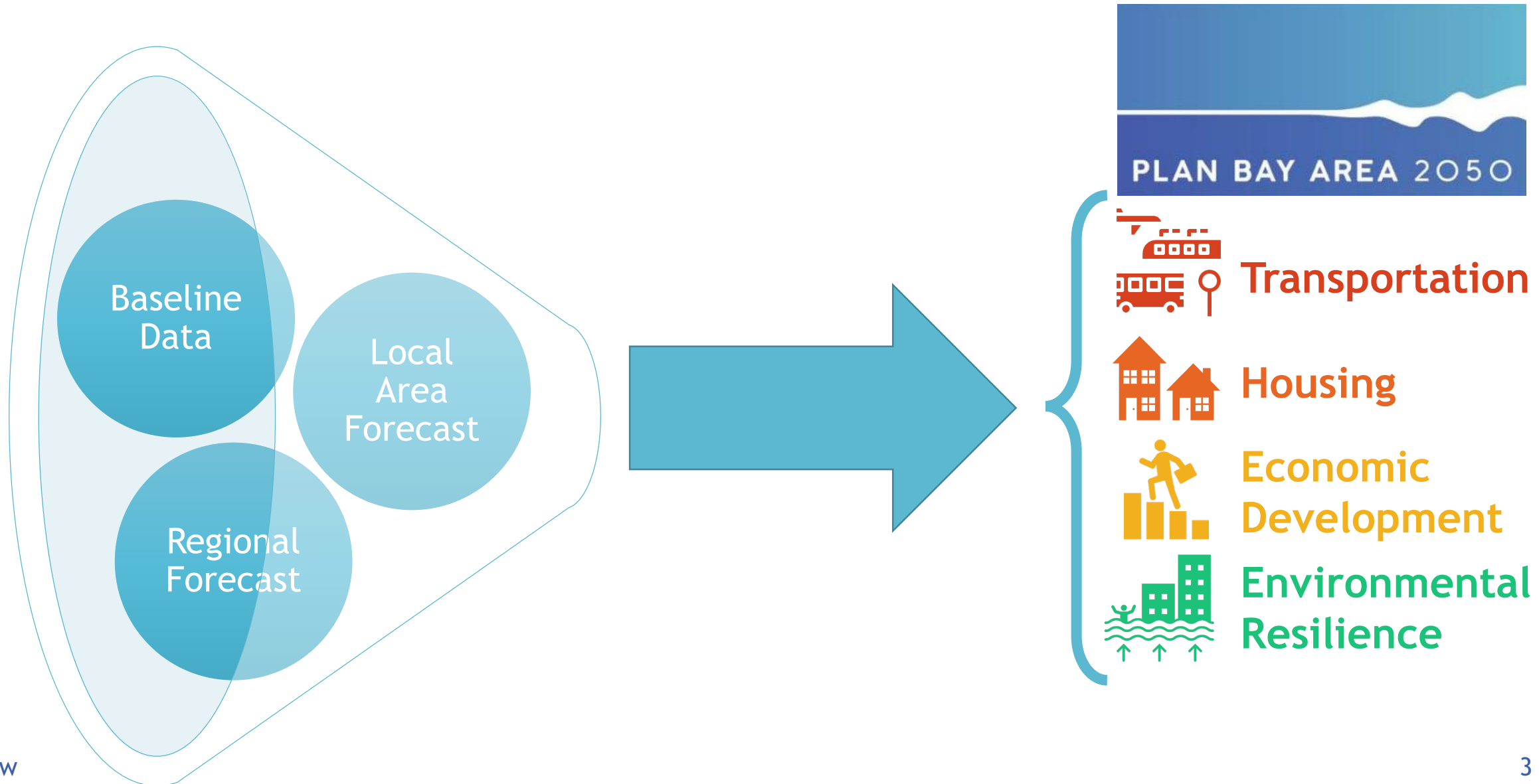
Regional Growth Forecast Methodology *(Draft)*

Setting the Stage for Crafting Plan Bay Area 2050's Growth Pattern

Cynthia Kroll and Bobby Lu – ABAG/MTC
Regional Advisory Working Group – June 2019

Preparing for Plan Bay Area 2050

JUNE 2019

	Horizon		Plan Bay Area 2050 *(RTP/SCS)*

Outreach ★★★ ★ ★★★ ★ ★★★ ★

Policy
- Develop perspective papers *(released on a rolling basis)*
- Develop implementation plan

Futures
- Define futures
- Finalize models
- Round 1 analysis
- Round 2 analysis
- Craft preferred plan
- Develop EIR + develop Plan Document

Performance
- ID guiding principles
- Code projects
- Evaluate projects using futures

	Horizon		Plan Bay Area 2050 *(RTP/SCS)*

2018   **2019**   **2020**   **2021**

How Will We Forecast the Growth Pattern?

BASIS:
Working to Improve Baseline Data

- In tandem with developing a Regional Growth Forecast, MTC/ABAG has been **working to improve data on existing land use conditions** in concert with local jurisdictions.

- This work is being conducted as the **first step of the Bay Area Spatial Information System (BASIS) initiative**, a staff-driven effort to bring key regional datasets onto an industry-standard Data as a Service (DaaS) Platform that supports greater collaboration with external partners.

- Key BASIS datasets are expected to be **ready in time for the Plan Bay Area 2050 kickoff** this fall – and will be used for UrbanSim 2.0 model runs.
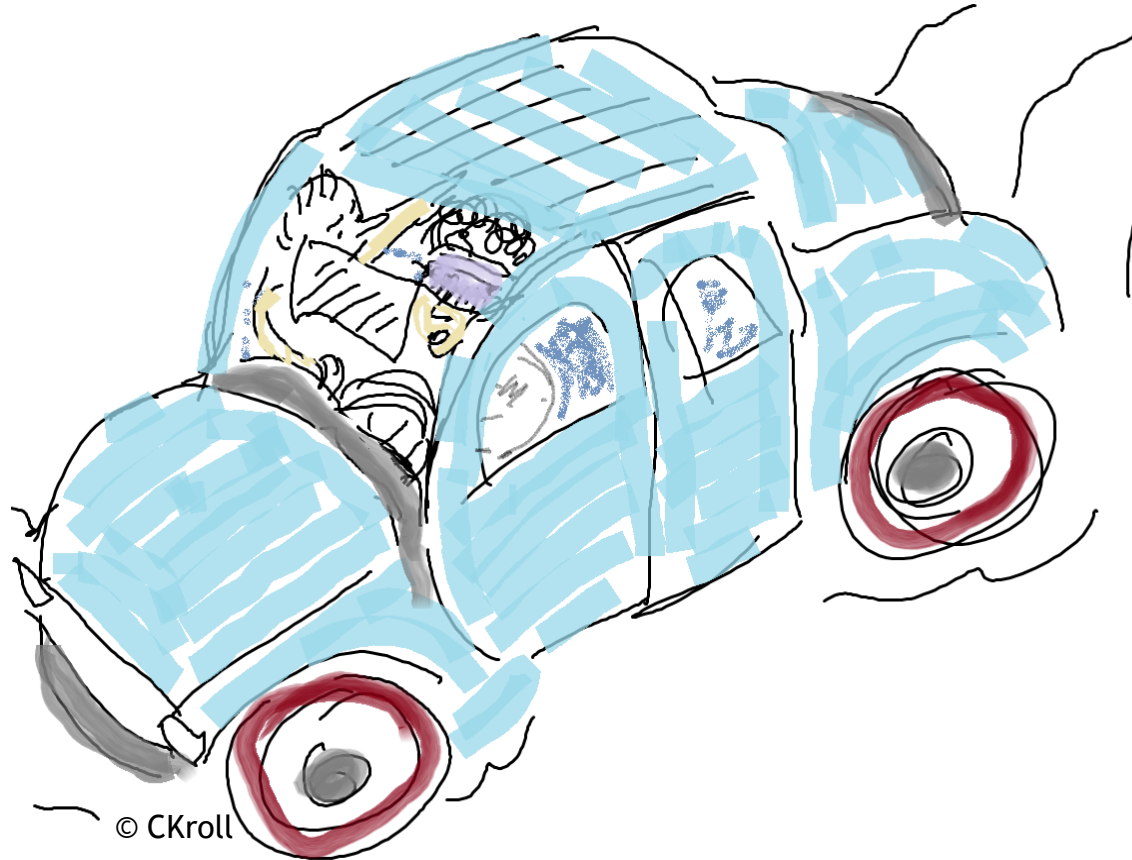
PLAN BAY AREA 2050

BASIS:
Working to Improve Baseline Data

What datasets are specifically being updated at this time?

General Plans	Zoning	Existing Policies	Permits	Pipeline Projects

BASIS

PLAN BAY AREA 2050
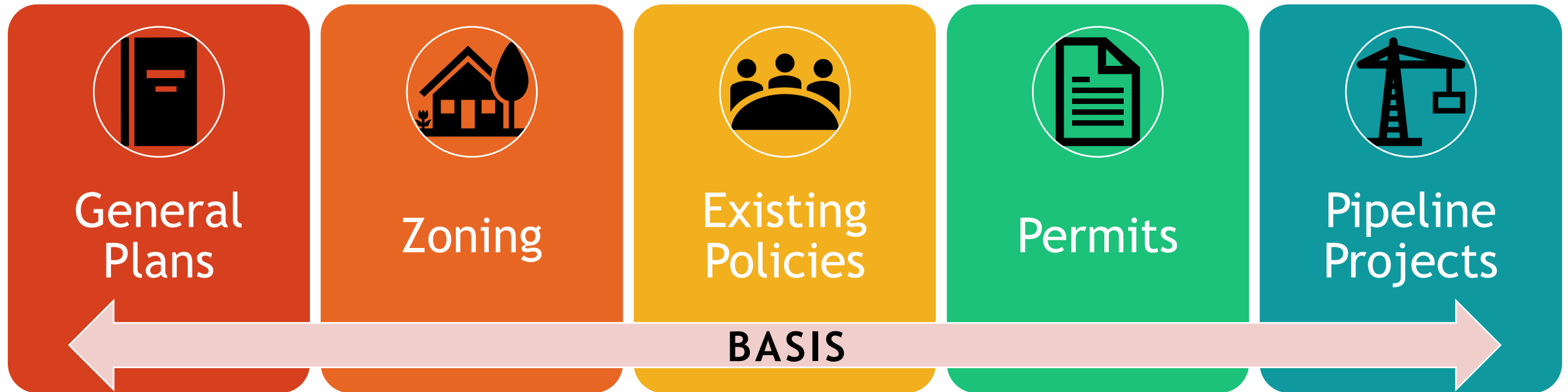
How do we know what the future will bring?

A forecast is like **driving blindfolded,** while directed by someone looking **through the rear window.**

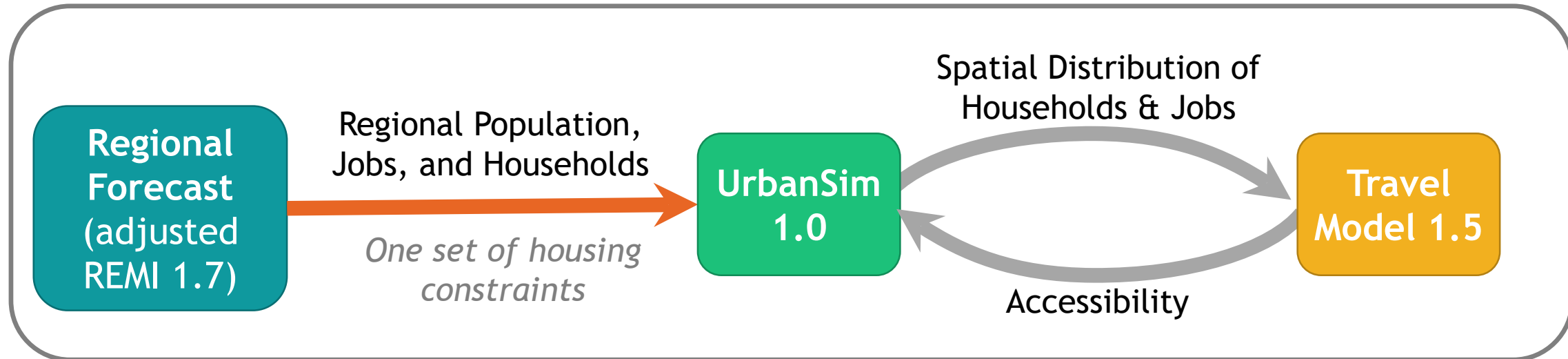*["Don't we have something better than this old car to navigate ahead?"]*

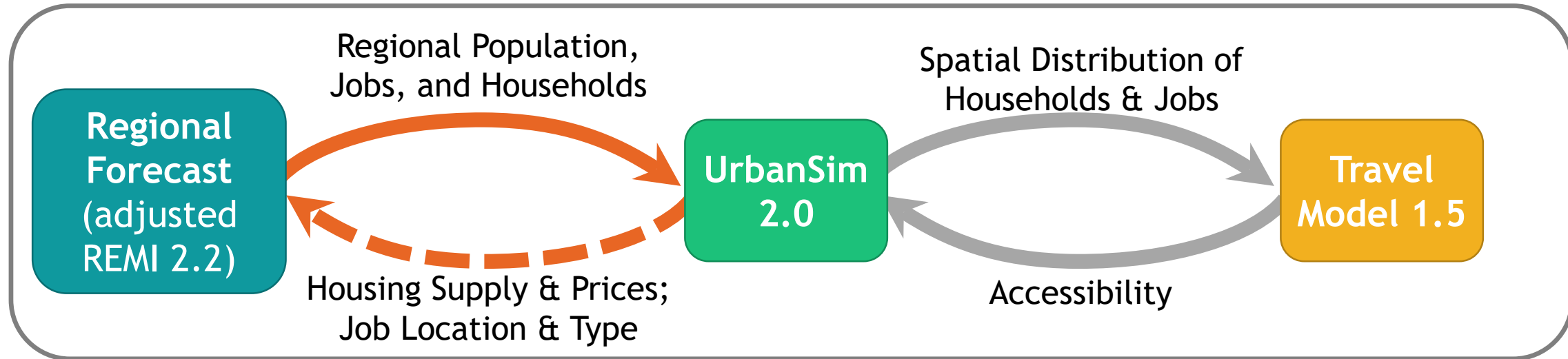# Developing the Regional Growth Forecast

- **Consulting with Center for Continuing Study of the California Economy (CCSCE) and a Technical Advisory Committee**

- **Tools to craft the Regional Growth Forecast**

  - Regional Economic Models, Inc. (REMI) version 2.2 – for the San Francisco Bay Area

  - Household + Income Model *(developed in-house)*

  - In-Commute Assessment *(developed in-house)*

- In general, our approach **builds upon the REMI model**, making adjustments when supported by further data analysis by ABAG/MTC or CCCSE.

- Additional technical information is available in **Attachment A**, which documents the draft methodology under development.

PLAN BAY AREA 2050

Model Flow Chart: Moving from 2040 to 2050

Plan Bay Area **2040**

Regional Forecast (adjusted REMI 1.7) → Regional Population, Jobs, and Households / *One set of housing constraints* → UrbanSim 1.0 ⇄ Spatial Distribution of Households & Jobs / Accessibility ⇄ Travel Model 1.5

Plan Bay Area **2050** *(draft)*

Regional Forecast (adjusted REMI 2.2) → Regional Population, Jobs, and Households → UrbanSim 2.0; Housing Supply & Prices; Job Location & Type ⇄ Spatial Distribution of Households & Jobs / Accessibility ⇄ Travel Model 1.5

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Elements of the Regional Forecast

- **Five core components to the Regional Growth Forecast,** as shown to the right.

- **Key underlying assumptions:**
  - Bay Area employment is driven by national trends in population growth and employment.
  - Overall U.S. population growth is slowing over next three decades.
  - Competitiveness of Bay Area sectors relative to the equivalent sectors in the U.S. will also affect how fast the region's economy grows.

Employment

Population

Households

Income

In-Commute

PLAN BAY AREA 2050
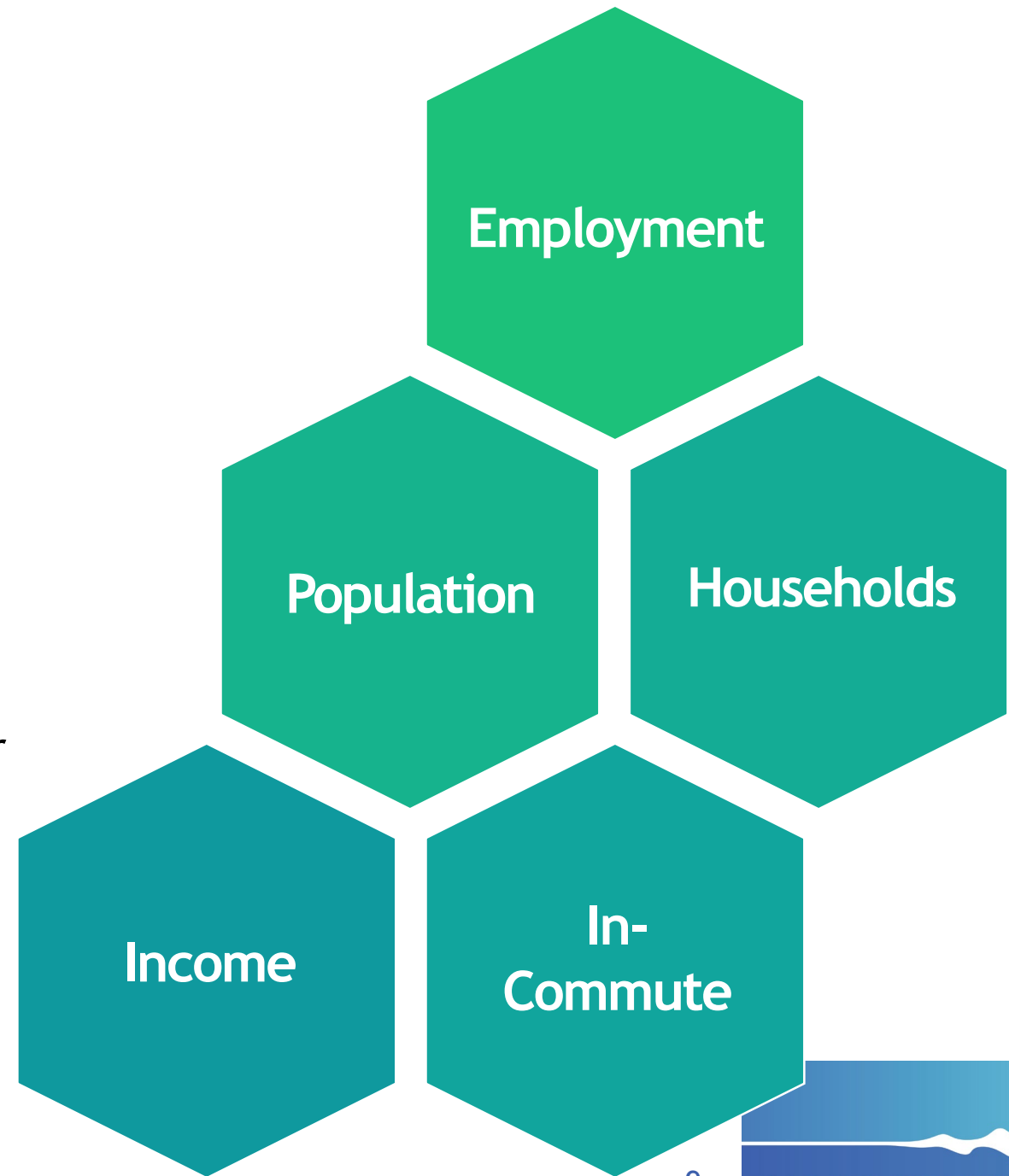
Key Factors in the Employment Forecast

- Will the sectors driving growth today continue to be tomorrow's drivers?

- What factors will affect industry competitiveness?

- How do we balance short terms shifts and long term trends?

- How do we balance what the models tell us with what our research and experts say?
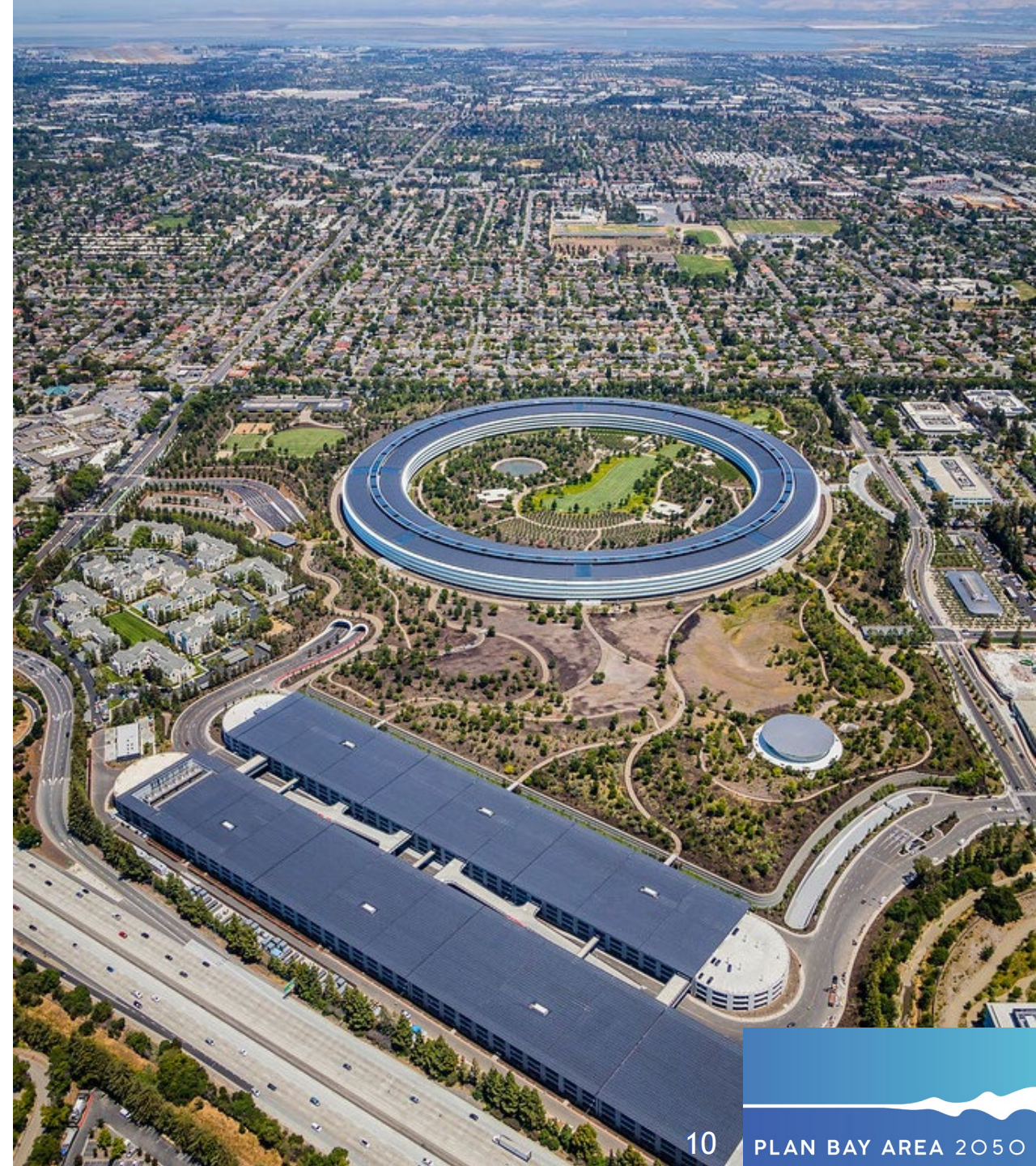
PLAN BAY AREA 2050

Exploring Employment Trendlines:
Compared to Plan Bay Area 2040

Regional Forecast

PBA2040 — Trend 1: BA trough to trough — Trend 2: BA Ind peak to peak
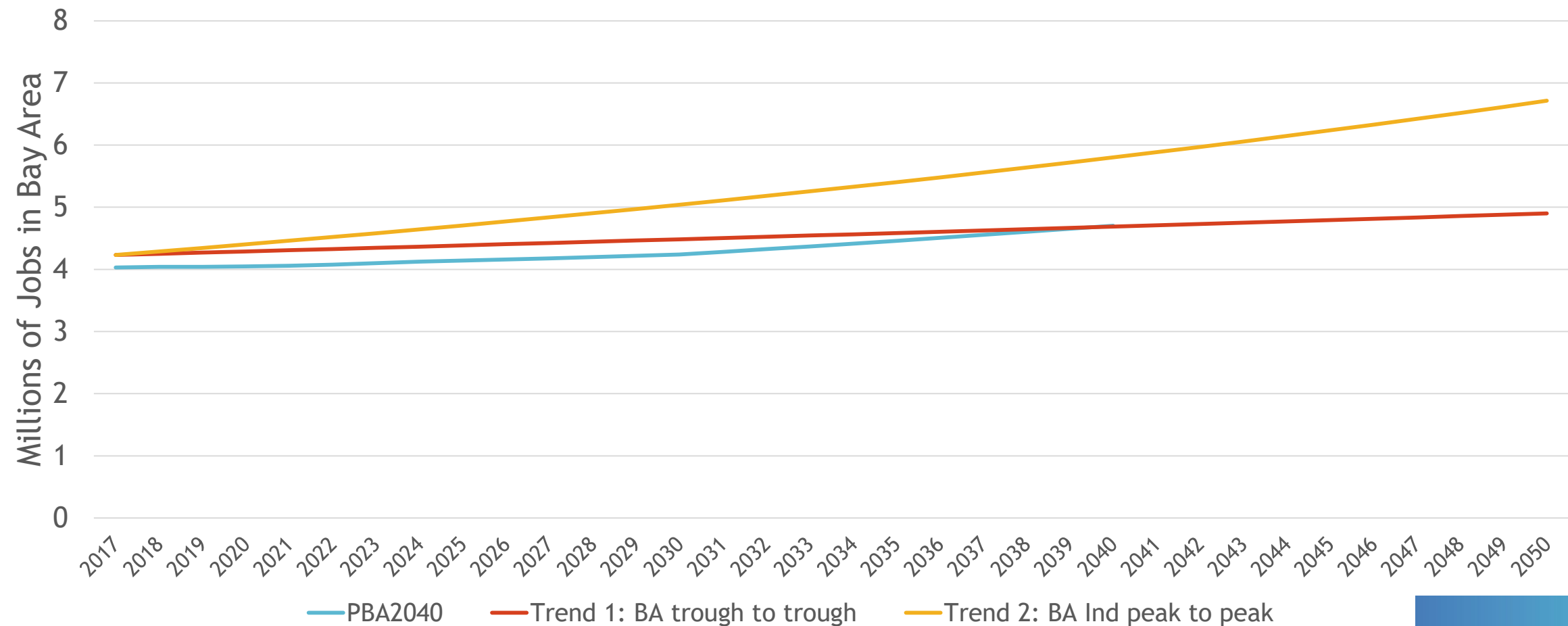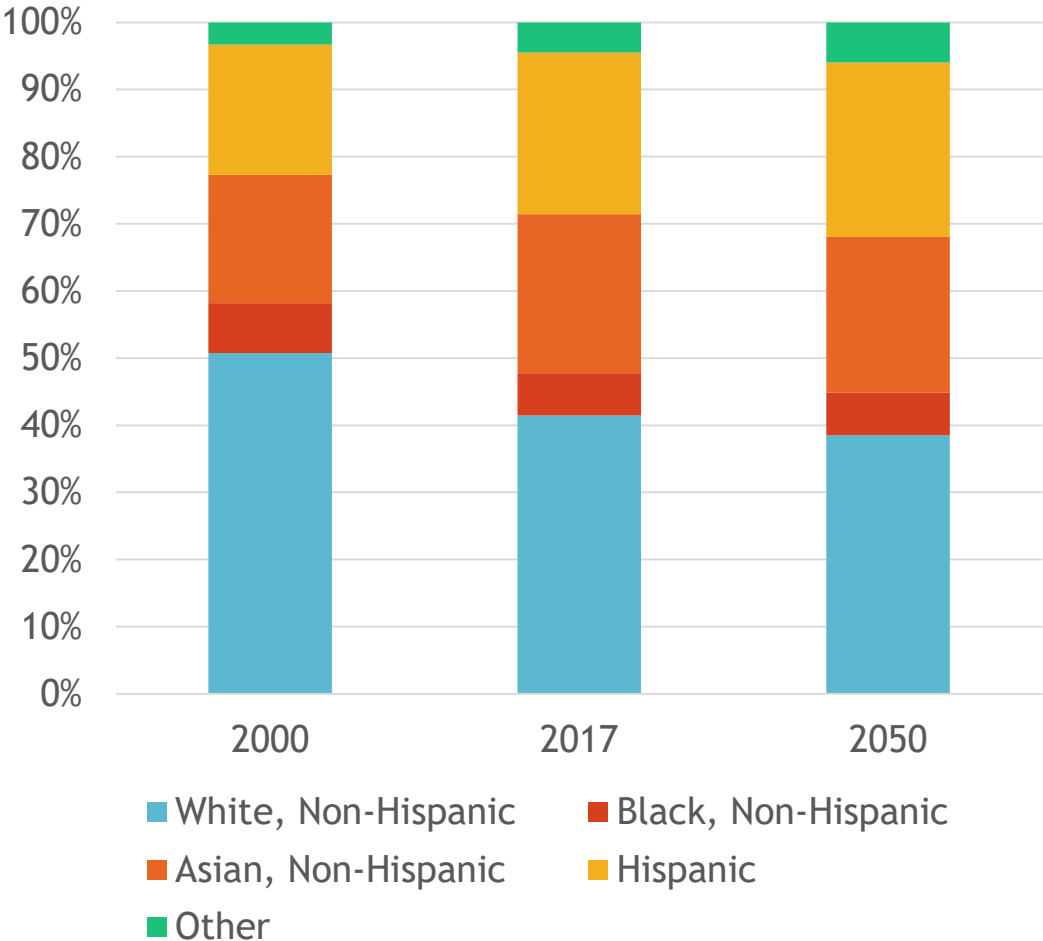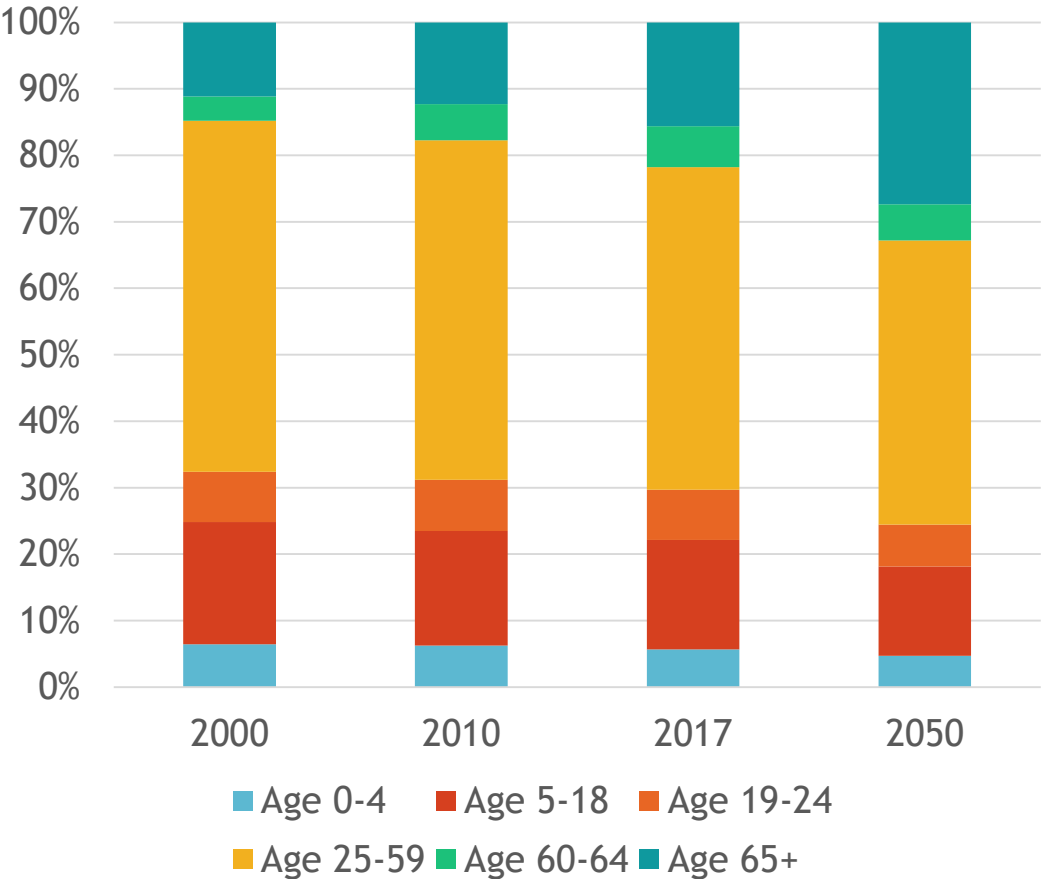
Key Factors in the Population Forecast

- How does the current demographic mix by age and ethnicity affect our population 30 years from now?

- How might people moving into or out of the region change our future?

- How do key age cohorts — baby boomers, millennials — shape labor supply and demand for housing?

PLAN BAY AREA 2050

Exploring Population Trendlines:
How DOF Foresees a Changing Population

Regional Forecast

Age 0-4 Age 5-18 Age 19-24 Age 25-59 Age 60-64 Age 65+

White, Non-Hispanic Black, Non-Hispanic Asian, Non-Hispanic Hispanic Other

Source: California Department of Finance estimates and projection through 2050 (2017 vintage).

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Key Factors in Estimating Households and Income

- Number, size of households is affected by age, ethnicity of the population.

- Household size, workers per household vary with economic conditions.

- What shapes multigenerational households? Immigration? Income levels and housing costs?

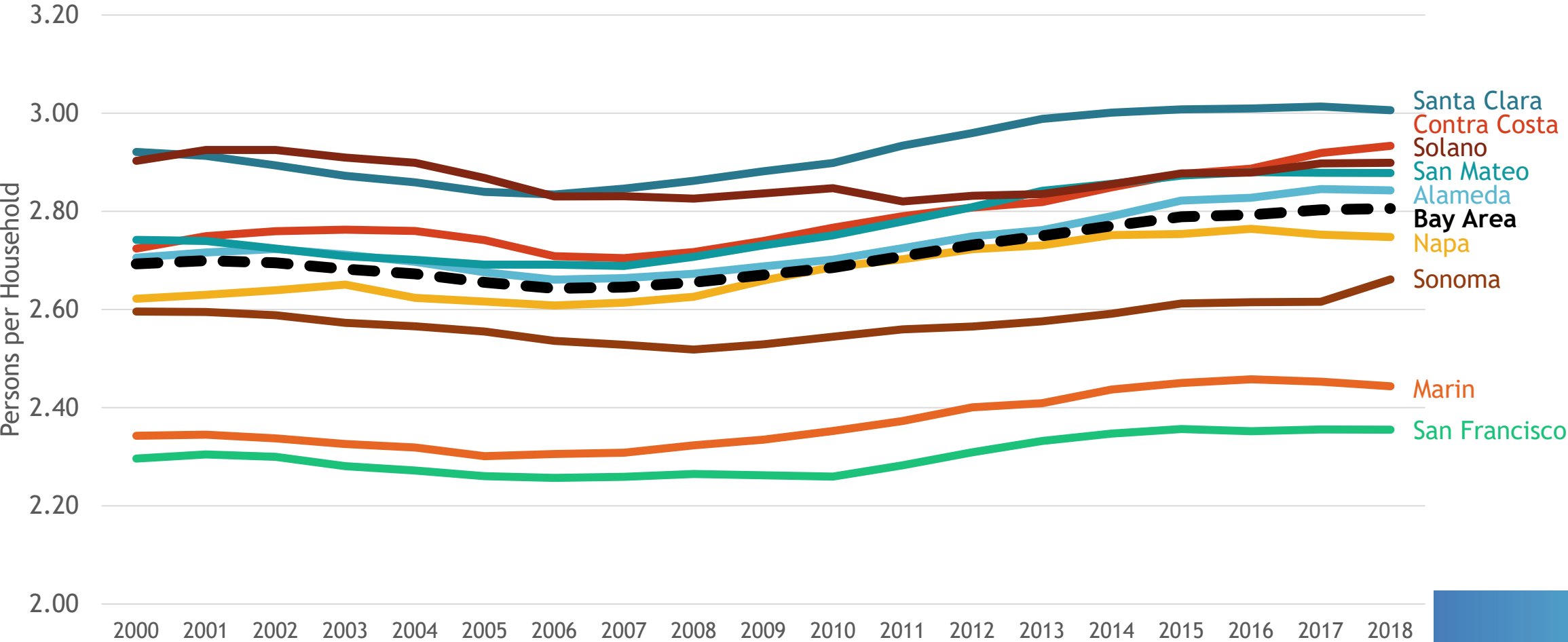- How do economic and demographic factors affect household incomes?

PLAN BAY AREA 2050

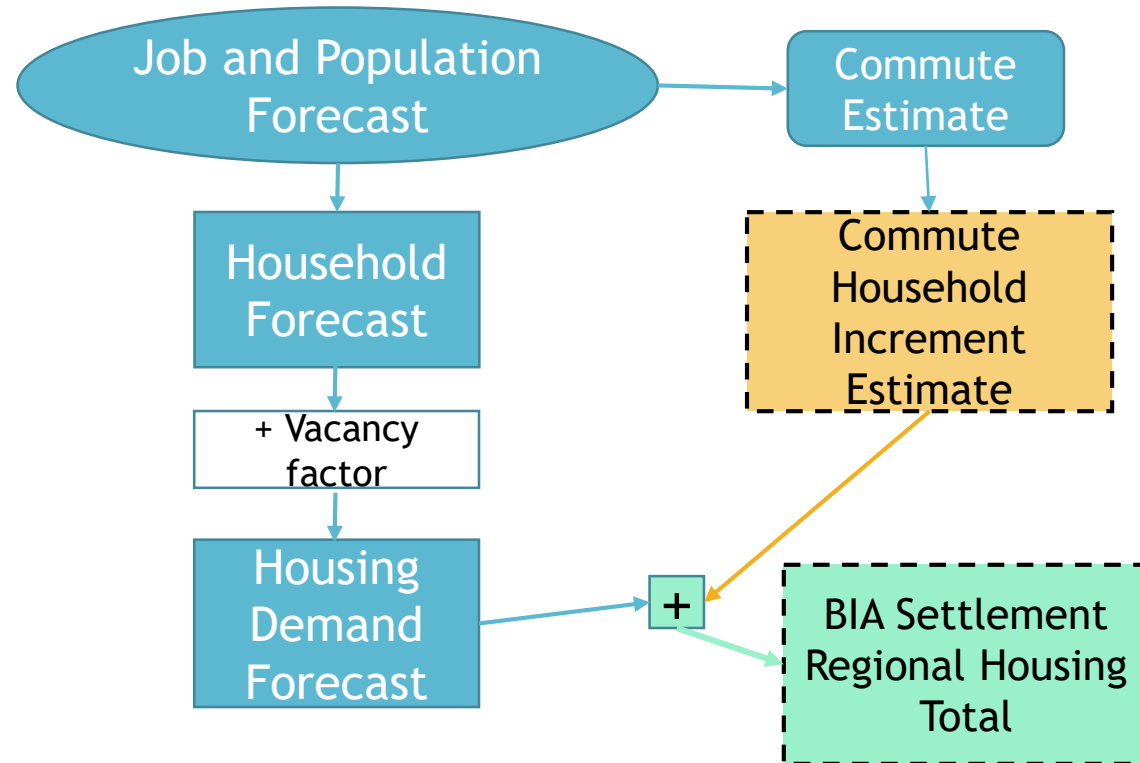# Exploring Household Formation: Differences by Race/Ethnicity

Source: ACS PUMS
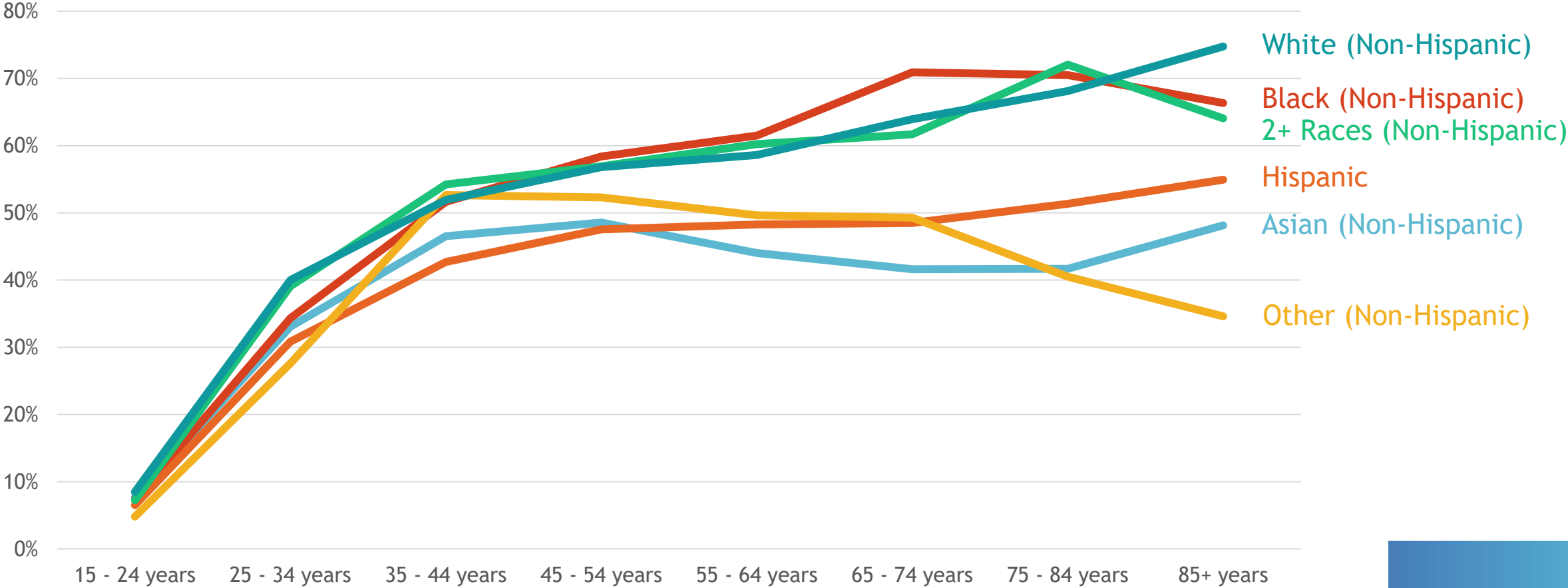
PLAN BAY AREA 2050

Exploring Household Trendlines:
How Big is Your Household?

Source: Census Bureau; DOF

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Incorporating Key Assumptions on In-Commuting

How we did it for Plan Bay Area 2040:

Job and Population Forecast → Commute Estimate → Commute Household Increment Estimate

Household Forecast → + Vacancy factor → Housing Demand Forecast → **+** → BIA Settlement Regional Housing Total

The Regional Growth Forecast for Plan Bay Area 2050 will be consistent both with Senate Bill 375 and the legal requirements of the BIA Bay Area legal settlement from Plan Bay Area (2013).

New tools may allow for further nuances in estimates.

PLAN BAY AREA 2050

Exploring In-Commuting:
A Small but Growing Share of Trips

Subregion-to-Subregion Commute Flow Chart
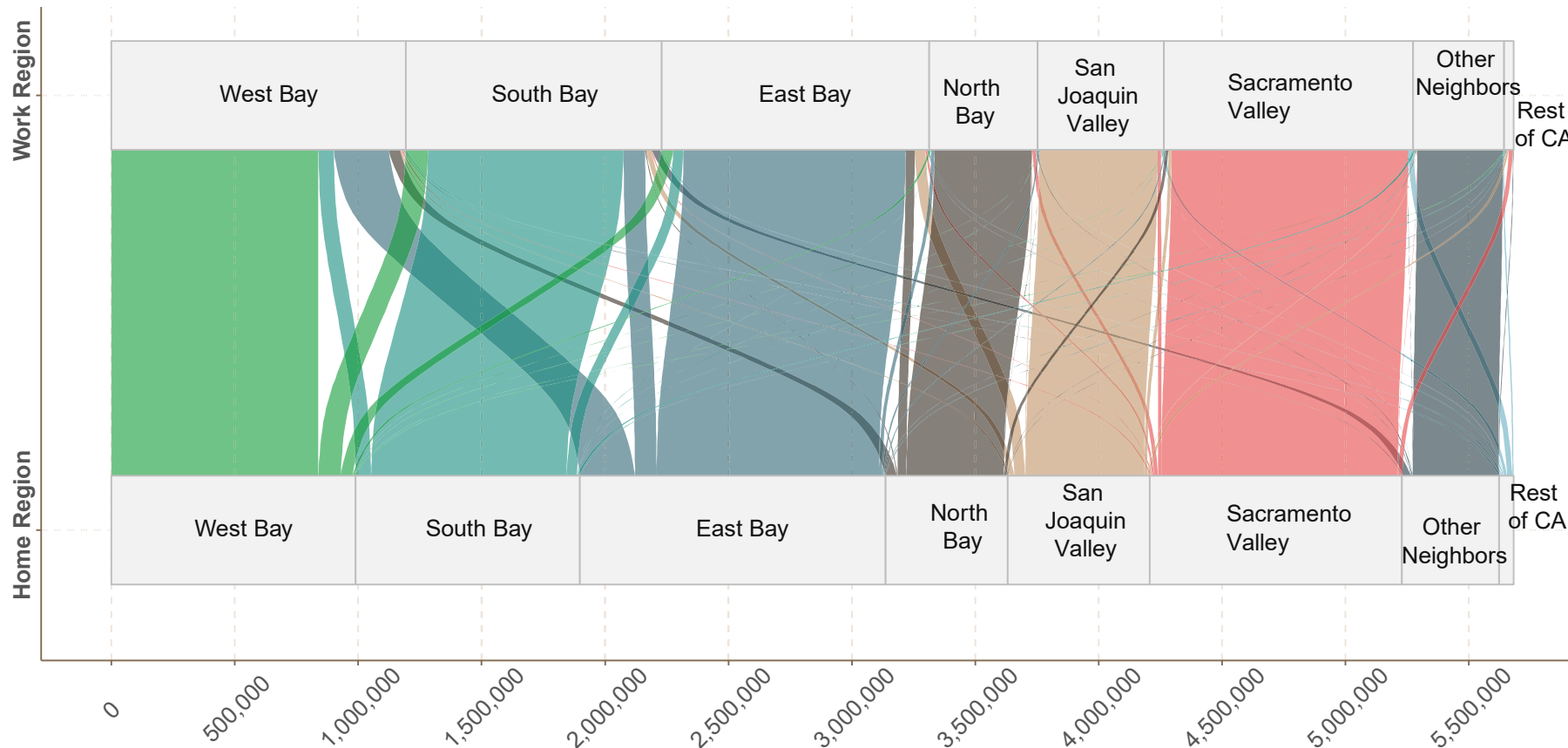
- Most workers commute *within* their county.
- The East Bay provides the most commuters working in other Bay Area counties.
- Of commuters leaving the San Joaquin Valley, the largest number goes TO the East Bay.
- 6% of Silicon Valley workers come from outside the region.

Source: CTPP 2012-16

PLAN BAY AREA 2050

Building a Bridge between the Regional Growth Forecast & the Local Area Forecast

- Staff is working to consider how strategies included in Plan Bay Area 2050 could influence both the regional and local area forecasts in a consistent manner.

- For example:
  - A strategy to increase affordable housing production could influence both the location of housing and the total level of regional growth.
  - A strategy to advance Priority Production Areas (PPAs) could influence both the location and total number of industrial/PDR jobs.

- This requires developing a feedback loop between UrbanSim 2.0 and REMI, which staff is currently testing for feasibility.
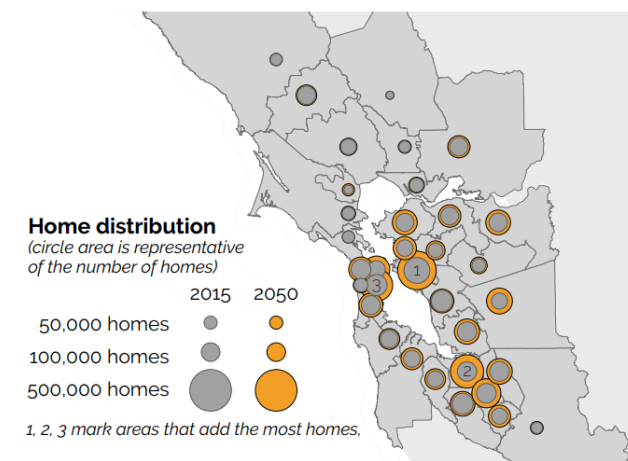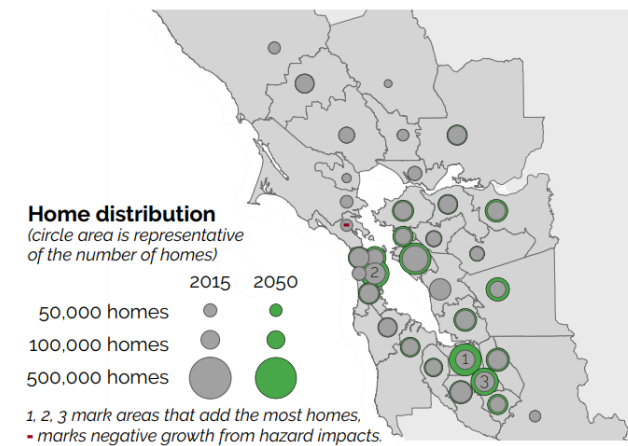
PLAN BAY AREA 2050

How Does Growth Get Forecasted on a Local Level?

- MTC/ABAG is planning on using an upgraded version of the UrbanSim land use model – UrbanSim 2.0 – for Plan Bay Area 2050. Similar to past plans, key inputs include both the **baseline data** (BASIS) and the **Regional Growth Forecast** (REMI).

- Importantly, **strategies** ultimately included in the Preferred Plan influence the future location of growth; stakeholders interested in the ultimate growth pattern should provide input on those strategies as the Preferred Plan is developed this fall.

PLAN BAY AREA 2050

Building upon Horizon: Stress-Testing Strategies

- MTC/ABAG is already exploring some of these big questions through the **Horizon initiative**. Forecasts for three divergent Futures were showcased in the Futures Interim Report, released in March.

- Through Futures Round 2, **further testing of a suite of housing and economic development strategies using UrbanSim 1.5** will take place this summer.

Home distribution
(circle area is representative of the number of homes)
2015   2050
50,000 homes
100,000 homes
500,000 homes
*1, 2, 3 mark areas that add the most homes,
- marks negative growth from hazard impacts.*

Home distribution
(circle area is representative of the number of homes)
2015   2050
50,000 homes
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Home distribution
(circle area is representative of the number of homes)
2015   2050
50,000 homes
100,000 homes
500,000 homes
1, 2, 3 mark areas that add the most homes,

PLAN BAY AREA 2050

What's Next for the Regional Growth Forecast?

- Refine methodology for approval at ABAG Executive Board meeting – **July 2019**

- Draft Regional Growth Forecast – **Fall 2019**

- Final Regional Growth Forecast – **Spring 2020**

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To: Regional Advisory Working Group
June 4, 2019 Meeting
Agenda Item 2

May 31, 2019

A Unique Opportunity: Plan Bay Area Update

The goal of regional planning is to create a balance between jobs and housing in a healthy growing economy. But the aggressive job growth projected by Plan Bay Area 2040 targeted in job rich areas has defeated this purpose and fostered an imbalanced outcome with a cascading set of social, economic, traffic and demographic problems, especially in the West Bay. You need to make sure that the Regional Growth Forecast for Plan Bay Area 2050 provides a possible solution by exploring "a better alignment" of jobs and housing in the West Bay. The new Plan must work toward a healthy balance of moderate job and population growth.

The Problem

MTC's Plan Bay Area 2040 has been a major contributor to the jobs/housing growth imbalances in the West Bay (the area that stretches from San Francisco in the north to Santa Clara and Cupertino in the south). The Plan is based on a very aggressive job growth model for the Bay Area as a whole, and targets that growth in "job rich" Priority Development Areas. In practice, the first seven years of the Plan (2010-2017) have resulted in job growth in the West Bay of over 250,000, almost DOUBLE the aggressive annual growth rates the Plan projected. This has led to 125,000 more workers commuting from outside the area on roads and transit systems that are overcrowded. The imbalances will likely continue to grow. As of spring 2019, newly announced mega development proposals within Silicon Valley are proposing to add over three new jobs for every new working resident. This excessive job growth has created serious economic, social, demographic, environmental and political imbalances that are worsening over time.

The Opportunity

In coming weeks, we have an opportunity to have a major public discussion about job and population growth in the Bay Area. The law mandates periodic updates of Plan Bay Area. At this meeting, you will be discussing job and population forecasts for an updated Plan. Citizens will have a chance to address the issue of excessive job growth in the West Bay. In fact, MTC has specifically invited public discussion of excessive job growth in the West Bay. Your just released Perspective Paper "The Future of Jobs" introduces a new Priority Strategy L3 ("Office Development Limits") that would directly address the existing imbalances. Please engage the public in a full and frank discussion of the consequences of continued escalating job growth.

Seven Critical Issues from Unbalanced Growth

This imbalanced growth has resulted in seven critical issues:

1. Residential land cost is high
The demand for new office space has pushed up the cost of developable land in the West Bay for both commercial and residential uses. A recent study by the Federal Reserve noted that San Francisco and San Jose were the two Metro Areas in the country with the highest share of land cost in the total market value of housing with an average of over 80% of the total market value. This has made housing and apartment costs in the area the highest in the country. In fact, commuters have pushed housing costs up in most Bay Area cities as fast as those in the West Bay.

2. Transit is at Capacity
The two major transit systems that serve the Bay Area—CalTrain and BART—are nearing capacity with ridership leveling off during 2016-2018 (actually declining on BART). Plans to increase transit capacity are in the works but are moving ahead slowly and at great expense. Providing adequate transportation to meet the current jobs/housing numbers should be the first priority before approving more building.

3. Income inequality is growing
Highly paid new workers are buying the new housing that is being built, as well as existing homes that are turning over. A recent study by Brookings showed that of all US Metropolitan areas, San Francisco has had the highest household income gap between the 95th and the 20th percentile of all areas in the country other than New York. That means that higher income households are displacing not only poorer families but the middle income families as well. While the gap in the San Jose Metro area was slightly lower, the rate of growth in the income gap was the fastest in the country in recent years. A recent Census Bureau report noted that the income gap between the 90th and the 50th percentiles were growing at about the same rate.

4. Residents are paying the bill for growth
Rapid growth leads to high infrastructure costs. But most of those costs—transit improvements, costs of congestion, roadways, police, health responses, affordable housing, schools, planning processes—are paid for by residents. Property taxes are the key funding source for local government yet businesses share of the tax has fallen dramatically since Prop 13. Other taxes that support local infrastructure bonds draw their revenues from property taxes, parcel taxes, sales taxes, and gas taxes.

5. The message for workers with families—please commute
Plan Bay Area 2040 calls for high-density housing near jobs that can be reached by walking and public transit. But dense development means smaller apartments (600-800 sq ft) which do not accommodate families with children. School districts studies show that denser apartment complexes have lower 'student yields'. In fact, the dense city of San Francisco has the smallest share of residents between the ages of five and seventeen of any city in the country (just under the ratios of Manhattan, Washington DC and Boston). That share of children is about 50% less than the surrounding Bay Area counties.

6. Congestion challenges sustainable growth
The environmental savings that come from dense urban living are offset by increasing congestion and the number of family workers commuting. In fact, the majority of commuting workers come by car on crowded freeways and still live a suburban lifestyle with their families.

7. Local democracy is threatened
The greatest threat of all is the increasing pressure to usurp local government control over zoning. This destroys the very essence of local government—the ability of individuals to participate directly in decisions that affect the daily family life of their communities.

Greg Schmid
Palo Alto CA
May 31, 2019
gregschmid@sbcglobal.net

Metropolitan Transportation Commission

Legislation Details (With Text)

File #:	19-0534	**Version:** 1	**Name:**		
Type:	Report		**Status:**	Informational	
File created:	5/3/2019		**In control:**	Regional Advisory Working Group	
On agenda:	6/4/2019		**Final action:**		
Title:	Horizon - Futures Round 2: Final Strategies for Round 2 Analysis				
	Presentation on proposed set of final Horizon strategies to study in a second round of Futures analysis.				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	03_Horizon_FuturesRound2_FinalStrategies.pdf				

Date	Ver.	Action By	Action	Result

Subject:

Horizon - Futures Round 2: Final Strategies for Round 2 Analysis

Presentation on proposed set of final Horizon strategies to study in a second round of Futures analysis.

Presenter:

Michael Germeraad

Recommended Action:

Information

Attachments:

June 4, 2019   **Agenda Item 3**

Horizon – Futures Round 2: Final Strategies for Round 2 Analysis

Subject:	Presentation on proposed set of final Horizon strategies to study in the second round of Futures analysis.
Background:	In March 2019, MTC/ABAG released the Futures Interim Report, which summarized the results of Futures Round 1 analysis. This work sought to understand how existing regional strategies – those from Plan Bay Area 2040 – would fare under three different Futures developed collaboratively with stakeholders in 2018. The report identified key opportunities and challenges for the Bay Area in an uncertain future – highlighting both existing issues like affordability, traffic congestion, and inequities as well as potential future risks from sea level rise, earthquakes, autonomous vehicles, economic shifts, and more.
	Between March and May, staff have collected feedback on strategies to address the challenges identified in the Futures Round 1 analysis. At the May RAWG meeting, staff presented an earlier iteration of **Attachment A**, which illustrates which strategies are recommended for inclusion in Futures Round 2. Staff received feedback on the strategies recommended for inclusion via written comments, the May RAWG, and the May Policy Advisory Council. Staff have incorporated this feedback to develop a final list of strategies for Futures Round 2.
Strategy Package:	Over the past month, staff have worked to develop a final strategy proposal that integrates strategies to address key challenges in each Future while incorporating critical public and stakeholder feedback. Strategies were chosen not only to test their individual contribution in improving outcomes in each Future, but also to study how a package of strategies may achieve synergies that yield outcomes greater than a sum of its parts. The strategies advancing into Future Round 2 are organized under the following nine goals:

1. **Improve economic mobility**, helping to promote the growth of the middle class in an era of automation and income inequality.
2. **Shift the location of jobs** by encouraging new employment centers to locate in transit-served housing-rich communities.
3. **Spur housing production** in areas beyond today's PDAs, making it easier to build a broader array of housing types.
4. **Retain and expand affordable housing** by advancing suite of policies to ensure greater equity and affordability.
5. **Improve access, reliability, and speed of transportation services**, building a next-generation transit network for the 21st century.
6. **Prioritize active transportation modes** by making walking, cycling, and emerging active modes safer and more accessible.
7. **Price transportation services** to drive different mode choices and advance equitable outcomes.
8. **Reduce our impact on the environment**, protecting greenfields and parks while retrofitting existing buildings.
9. **Reduce the environment's impact on us** by protecting communities from sea level rise and improving readiness for other natural disasters.

In Clean and Green and in Back to the Future, 28 strategies will be added to those from Plan Bay Area 2040 (which were included in Futures Round 1); these Futures feature higher-growth and higher-resource conditions. Underlying all of the strategies will be a combination of new revenues that would prioritize non-regressive revenue sources to ensure fiscal constraint across all four topic areas (economic development, housing, transportation, and resilience). **Attachment A** has two summary tables, one for Rising Tides, Falling Fortunes and one for the two higher-resource Futures, identifying which specific strategies will be tested in the second round of Futures analysis.

June Revisions: Staff have updated the May strategy proposal for Futures Round 2 to reflect stakeholder input. Feedback led to adjustments in which strategies were studied, the scale of certain strategies, and more detailed definitions of individual strategies. Additional updated detail on each strategy, building upon the March 2019 Horizon Strategy Booklet, is available in **Attachment B**. Formal letters and emails received are available in **Attachment D**.

The general structure of the strategies remains similar to the May draft proposal, but two additional strategies have been added for study in Futures Round 2 analysis: (i) ***Repurpose Public Land to Build Housing***, and (ii) ***Implement Vision Zero Speed Reduction Measures***. In addition to incorporating these additional strategies, five other significant changes were made since the May draft strategies proposal:

- **Tripled the amount of planned investment towards active transportation infrastructure**. The original proposal included two active transportation strategies: Strategy C-3 (*Build a Complete Micromobility Network)* was originally written to focus on completion of the Regional Bike Network. The latest version more than triples the amount of planned investment, constructing just under 10,000 miles of new bicycle facilities from cycletracks to neighborhood greenways across the Bay Area; paired with this strategy is Strategy D-4 (*Invest in Free Short-Trip Service*) which provides free short trips by bikeshare and autonomous shuttles across much of the urbanized Bay Area. Finally, staff have incorporated a new strategy from the Autonomous Vehicle Perspective Paper – *Implement Vision Zero Speed Reduction Measures* – to further advance safety for active modes as well as motorists.

- **Aligned affordable housing dollars toward only lowest-income households.** Strategy A-8 (*Fund Affordable Housing Preservation & Production*) was originally intended to provide subsidies to a broad range of housing types. Several stakeholders expressed the need for these resources to be focused on housing for homeless and the lowest-income residents in the region, as well as funding preservation of existing deed-restricted affordable housing before building new units. In response, staff modified this strategy to focus all revenue on housing that will support households in the lowest-income quantile and earmarked a share of funds to preserve existing affordable units. The strategies under the Spur Housing Production goal are designed to address housing production for other income levels.

- **Modified pricing strategies to promote carpooling and social equity.** Strategy C-6 (*Apply Time-of-Day Tolls on All Freeways*) was refined to include higher per-mile tolls for solo drivers and a significant carpool discount for vehicles with more than three occupants to incentivize sharing. Additionally, Strategy A-3 (*Provide Free Transit for Lower-Income Riders*) was expanded from the lowest quantile of household income to all households below the median income to improve equity and affordability outcomes.

- **Ensured greater equity in Environment and Resilience strategies.** In May, none of the strategies for Environment and Resilience included the tags indicating a strong equity nexus. In developing the package of sea level rise adaptation strategies, staff ensured vulnerable communities were the first selection tool for adaptation action. Additionally, as the funding for Strategy H-9 (*Expand Existing Building Improvements*) was reduced to right-size the overall strategy package, the funding was redesigned to focus support for lower-income homeowners as well as rental properties with a high proportion of lower-income households. These improvements would improve habitability standards, reduce operating costs for residents, and reduce risks.

- **Incorporated non-regressive revenues to balance the budget in each future.** Nearly $225 billion (year of expenditure dollars) in new revenue is needed to support the strategies in Clean and Green and Back to the Future. The initial strategy was to spread the cost of these new investments equally between shoppers (sales tax), businesses (gross receipts tax), property owners (property tax), developers (commercial linkage fee), and residents (state income tax). Given the regressive nature of freeway tolling, staff have altered the tax revenue generation to include neither sales tax nor state income tax increases on lower-income brackets. In 2020 the tax collected from Bay Area residents would come out to roughly $30.00 per month, with higher income residents paying more, and lower income residents paying less.

Next Steps: Throughout the summer staff will analyze the three Futures with the new sets of strategies incorporated, documenting how the strategies improve outcomes in each Future. Strategies will first be explored in the aggregate by comparing the performance metrics from Futures Round 1 with those from Futures Round 2. Model outputs will also be used to further explore individual strategies' efficacy, combined with the results of the ongoing Project Performance Assessment (being conducted in parallel). The results and findings of the analysis will be presented in a Final Futures Report – slated for release in September 2019 to inform development of the Preferred Plan Bay Area 2050.

Attachments: **Attachment A:** Futures Round 2 Strategies Summary Table (June 2019)
Attachment B: Futures Round 2 Strategy Details (June 2019)
Attachment C: Presentation
Attachment D: Comment Letters on Draft Futures Round 2 Table (May 2019)

Horizon: Futures Round 2 Strategies Summary Table for 🍃 CLEAN AND GREEN and 🏠 BACK TO THE FUTURE

HORIZON

Economic Development Strategies

Improve Economic Mobility
Help promote middle class growth in an era of automation and income inequality.

V-6 **E**
Provide Portable Benefits for Part-Time and Freelance Workers

V-5*
Create Incubator Programs in Economically Challenged Communities

D-2* **E**
Expand Childcare Support for Low-Income Families

V-1
Expand Construction Workforce Programs

Shift the Location of Jobs
Encourage new employment centers to locate in transit-served, housing-rich communities.

PBA-8*
Apply VMT-Based Commercial Development Fee

V-7
Place Office Caps in Job-Rich Housing-Poor Locations

Housing Strategies

Spur Housing Production
Expand the regional growth footprint beyond today's PDAs and make it easier to build a broader array of housing types.

PBA-1*
Assign Higher Densities to Priority Development Areas

PBA-2*
Streamline Development in all Growth Areas

A-7
Allow Diverse Housing Around all Major Transit Stops

D-9 **E**
Allow Affordable Housing in Areas of High Opportunity

A-4
Transform Aging Malls and Office Parks into Neighborhoods

A-2
Repurpose Public Land to Build Housing

Retain and Expand Affordable Housing
Advance a suite of policies to ensure greater equity and affordability.

D-7 **E**
Require 20 Percent of All New Housing to be Affordable

D-6 **E**
Increase Renter Protections

A-8* **E**
Fund Affordable Housing Preservation & Production

Transportation Strategies

Improve Access, Reliability and Speed of Transportation Services
Build a next-generation transit network for the 21st century.

PBA-6
Operate and Maintain the Existing System

PBA-4
Make Strategic Modernization & Expansion Investments for Public Transit

C-7
Build a New Transbay Rail Crossing

C-9
Extend the Regional Rail Network

PBA-5*
Build Carpool Lanes & Address Interchange Bottlenecks

C-4 **E**
Build a Next Generation Bus Rapid Transit Network

C-10
Increase Existing Rail Capacity and Frequency by Modernizing the Network

Prioritize Active Modes
Make walking, cycling, and emerging active modes safer and more accessible.

D-4* **E**
Invest in Free Short-Trip Service

NEW!
Implement Vision Zero Speed Reduction Measures

C-3*
Build a Complete Micromobility Network

Price Transportation Services
Price freeways to drive different mode choices and advance equitable outcomes.

C-1*
Develop a Single Platform to Access and Pay for All Mobility Options

C-6*
Apply Time-of-Day Tolls on All Freeways

A-3* **E**
Provide Free Transit to Lower-Income Riders

Environment & Resilience Strategies

Reduce Our Impact on the Environment
Protect greenfields and parks while retrofitting existing buildings.

PBA-7
Keep Current Urban Growth Boundaries in Place

V-3 / H-2*
Expand Parks, Trails and Greenways and Preserve Agriculture Lands

H-9* **E**
Expand Existing Building Improvements (Energy, Water, Seismic, Fire and Accessibility)

Reduce the Environment's Impact on Us
Protect communities from sea level rise, and improve disaster readiness.

H-4*
Purchase Disaster Recovery Financing to Speed Recovery

H-7 **E**
Partially Adapt to Sea Level Rise

H-8 **E**
Fully Adapt to Sea Level Rise

H-3
Adapt Highway 37 to Sea Level Rise

New Revenues
To support this expansive set of strategies nearly $225B in new revenues is needed over the next three decades.
Staff are exploring a progressive tax structure that spreads the impact evenly on businesses, property owners, and higher income residents.

LEGEND

α-#   E
Strategy Title

1 Alpha-Numeric Strategy Code
A - Affordable
C - Connected
D - Diverse
H - Healthy
V - Vibrant
PBA - Plan Bay Area 2040
* indicates strategy modifications have been made since March.

2 Equity Tag
Indicates strategies with a strong equity nexus

3 Strategy Source
Existing PBA 2040 Strategies
New Horizon Strategies

Horizon: Futures Round 2 Strategies Summary Table for RISING TIDES, FALLING FORTUNES

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Economic Development Strategies

Improve Economic Mobility
Help promote middle class growth in an era of automation and income inequality.

Shift the Location of Jobs
Encourage new employment centers to locate in transit-served, housing-rich communities.

V-6 — E **Provide Portable Benefits for Part-Time and Freelance Workers**	PBA-8* **Apply VMT-Based Commercial Development Fee**
V-5* **Create Incubator Programs in Economically Challenged Communities**	V-7 **Place Office Caps in Job-Rich Housing-Poor Locations**
D-2* — E Expand Childcare Support for Low-Income Families	
V-1 Expand Construction Workforce Programs	

Housing Strategies

Spur Housing Production
Expand the regional growth footprint beyond today's PDAs and make it easier to build a broader array of housing types.

Retain and Expand Affordable Housing
Advance a suite of policies to ensure greater equity and affordability.

PBA-1* **Assign Higher Densities to Priority Development Areas**	PBA-2* **Streamline Development in all Growth Areas**	D-7 — E **Require 20 Percent of All New Housing to be Affordable**
A-7 **Allow Diverse Housing Around all Major Transit Stops**	D-9 — E **Allow Affordable Housing in Areas of High Opportunity**	D-6 — E **Increase Renter Protections**
A-4 **Transform Aging Malls and Office Parks into Neighborhoods**	A-2 **Repurpose Public Land to Build Housing**	A-8* — E Fund Affordable Housing Preservation & Production

Transportation Strategies

Improve Access, Reliability and Speed of Transportation Services
Build a next-generation transit network for the 21st century.

Prioritize Active Modes
Make walking, cycling, and emerging active modes safer and more accessible.

Price Transportation Services
Price freeways to drive different mode choices and advance equitable outcomes.

PBA-6 **Operate and Maintain the Existing System**	PBA-5* **Build Carpool Lanes & Address Interchange Bottlenecks**	D-4* — E **Invest in Free Short-Trip Service**	C-1* **Develop a Single Platform to Access and Pay for All Mobility Options**
PBA-4 **Make Strategic Modernization & Expansion Investments for Public Transit**	C-4 — E **Build a Next Generation Bus Rapid Transit Network**	NEW! **Implement Vision Zero Speed Reduction Measures**	C-6* **Apply Time-of-Day Tolls on All Freeways**
C-7 Build a New Transbay Rail Crossing	C-10 Increase Existing Rail Capacity and Frequency by Modernizing the Network	C-3* **Build a Complete Micromobility Network**	A-3* — E Provide Free Transit to Lower-Income Riders
C-9 Extend the Regional Rail Network			

Environment & Resilience Strategies

Reduce Our Impact on the Environment
Protect greenfields and parks while retrofitting existing buildings.

Reduce the Environment's Impact on Us
Protect communities from sea level rise, and improve disaster readiness.

PBA-7 **Keep Current Urban Growth Boundaries in Place**	H-4* **Purchase Disaster Recovery Financing to Speed Recovery**
V-3 / H-2* Expand Parks, Trails and Greenways and Preserve Agriculture Lands	H-7 — E **Partially Adapt to Sea Level Rise**
H-9* — E Expand Existing Building Improvements (Energy, Water, Seismic, Fire and Accessibility)	H-8 — E Fully Adapt to Sea Level Rise
	H-3 Adapt Highway 37 to Sea Level Rise

New Revenues
To support this limited set of strategies, $20B in new revenues is needed over the next three decades.
Staff are exploring a progressive tax structure that spreads the impact evenly on businesses, property owners, and higher income residents.

LEGEND

α-# — E
Strategy Title

❶ Alpha-Numeric Strategy Code
A - Affordable
C - Connected
D - Diverse
H - Healthy
V - Vibrant
PBA - Plan Bay Area 2040
indicates strategy modifications have been made since March.

❷ Equity Tag
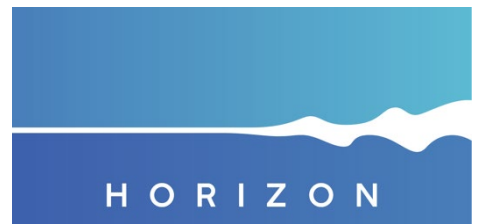Indicates strategies with a strong equity nexus

❸ Strategy Source
Existing PBA 2040 Strategies
New Horizon Strategies

Masked Strategies
Indicates strategies that don't have the necessary funding to implement in this low-resource, low-growth Future.

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FUTURES ROUND 2 STRATEGY DETAILS (June 2019)

Attachment A highlights a suite of strategies that will be advanced for further analysis in Futures Round 2. This attachment provides additional details on each strategy as we move into the second round of Futures, where we go beyond Plan Bay Area 2040 strategies to address the region's major challenges in an era of uncertainty.

In Clean and Green and in Back to the Future, 28 strategies will be added to those from Plan Bay Area 2040 (which were included in Futures Round 1); these Futures feature higher-growth and higher-resource conditions. Underlying all the strategies will be a combination of new revenues that would prioritize non-regressive revenue sources to ensure fiscal constraint across all four topic areas (economic development, housing, transportation, and resilience).

A subset of these strategies (16 in total) will also be explored in Rising Tides, Falling Fortunes – where economic conditions are significantly weaker. To help keep track of which strategies are left out of Rising Tides, Falling Fortunes, the ‡ symbol is used to represent strategies that are only being incorporated into Clean and Green and Back to the Future.

The remainder of this document includes:
-   Strategy Descriptions
-   Sketch-Level Budgets
-   Select Strategy Maps

Strategy Descriptions

Economic Development: Improve Economic Mobility
In the first round of Futures analysis, all three Futures saw the middle class continue to shrink. A set of four economic development strategies are aimed at increasing the upward mobility opportunities and providing greater support for low-income households. Despite the Rising Tides, Falling Fortunes Future having the greatest economic challenges of the three, only two of the four strategies (as marked by the ‡ symbol) are included in that Future due to the high cost of the remaining strategies.

V-6   Provide Portable Benefits for Part-Time and Freelance Workers
Given that many freelance ("gig economy") workers do not have traditional employment benefits, this strategy emulates existing regulations inside and outside the region that require businesses to provide benefit options to freelance workers. No significant public revenues are recommended to support the program; rather, the regulation would require businesses impacted to set up the necessary benefits to support workers. To model some of the impacts of the policy, staff plan to apply an increased cost to businesses in sectors that have a greater share of freelance workers to reflect the cost in complying with this strategy. The economic model also has an employer benefit contribution input that can be adjusted higher to reflect the strategy.

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V-5   Create Incubator Programs in Economically Challenged Communities
Incubator programs would promote the creation of businesses by low- and moderate-income people in communities with fewer job opportunities. New revenues would support technical assistance for establishing the foundation of new businesses, including access to workspaces, mentorship, and financing. Staff are exploring ways to use the economic and land use models to study the strategy, but off model research and calculations will likely be used to understand the benefits of the strategy.

D-2 ‡ Expand Childcare Support for Low-Income Families
Childcare costs in the Bay Area continue to increase, with the cost of childcare increasing from $1,000 per month in 2014 to $1,500 per month in 2018. To offset this financial burden and open career growth opportunities for low-income households, a 50 percent childcare subsidy will be studied for low-income households. To model the strategy, staff will include the cost of strategy in the form of new taxes (described in more detail toward the end of the attachment) and apply financial benefits to low-income households. Additionally, the labor force participation will increase to reflect the observed effect of childcare cost reductions resulting in higher rates of maternal employment.

V-1 ‡ Expand Construction Workforce Programs
There are many existing apprenticeship and certificate programs to expand the region's construction workforce – a critical need in higher-growth Futures. This strategy uses new revenue to expand these programs and provide a subsidy for new construction workers who work in the region for the first three years of their career, as they increase their base salary with additional experience. The strategy is sized to support the addition of 1,000 new construction workers annually. Staff will add these new jobs on an annual basis and expect to see a 30,000 increase in the construction sector labor by the year 2050. Staff are still exploring if this strategy will have any significant impact on construction labor costs in the region, but initial research does not show a significant change.

Economic Development: Shift the Location of Jobs
Many stakeholders are interested in understanding how strategies can be used to move more jobs closer to transit and into housing-rich communities. In Plan Bay Area 2040, a VMT-based commercial development fee was used to discourage new commercial construction outside of transit-rich areas and commercial development caps were placed in two Bay Area cities. The new approach builds off these two policies but goes further to study the effect of heightened strategies.

PBA-8 Apply VMT-Based Commercial Development Fee
The vehicle mile traveled (VMT) based commercial development fee remains in effect to shift new employment centers toward transit-rich locations, potentially with minor modifications to the fee levels. Plan Bay Area 2040 and Futures Round 1 analysis have shown this fee to be effective in directing new employment development near transit. The policy charges a fee on new commercial development in areas that have high employment related VMT and in areas that are not near transit.

V-7   Place Office Caps in Job-Rich Locations
Plan Bay Area 2040 and Futures Round 1 analysis included an office space cap in two Bay Area cities. The strategy was ineffective in moving jobs to low-job areas in the region given its limited geographic implementation. To study the effect of a more expansive strategy, staff have developed a modified strategy to be applied in cities with jobs-to-housing ratios greater than or equal to 2.0. Cities affected by this strategy include: Colma, Brisbane, Menlo

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Park, South San Francisco, and Burlingame in San Mateo County; Palo Alto, Santa Clara, Mountain View, Milpitas, and Cupertino in Santa Clara County; and Emeryville in Alameda County. The goal of the strategy is to see where jobs would choose to relocate if limitations would put in place in job-rich areas. Staff acknowledge the critique that an office space cap may have the unintended consequence of relocating jobs out of the region rather than to other Bay Area jurisdictions. While the land use modeling will not capture this potential, additional off-model research will be prioritized to understand this unintended consequence.

Housing: Spur Housing Production

To improve the region's ability to meet its housing needs, the Priority Development Area (PDA) framework is being expanded to increase housing construction at all income levels around all major transit stops and in high-resource communities. Large catalyst sites, often aging malls or aging office parks, are also identified and offer additional locations for housing production in the region. Similar to how PDAs have been treated in past Plans, all of these growth geographies will be assigned higher densities, with transit-rich areas assigned higher densities than areas with more modest levels of transit service. Building upon the PDA strategy from Plan Bay Area 2040, all these growth areas will be eligible for development streamlining.

PBA-1 Assign Higher Densities to Priority Development Areas (PDAs)

This strategy will change slightly from Futures Round 1 analysis to reflect the recently adopted Regional Growth Framework Update, which established two PDA categories. The first PDA category, Transit Rich PDAs, includes area within a half mile of rail stations, ferry terminals, and frequent bus service (15-minute headways or less). The second, Connected Community PDAs, includes areas with basic bus service (30-minute headways). The PDA geographies are expanded by Strategies A-7 and D-9 which will include all PDA-eligible locations.

PBA-2 Streamline Development in all Growth Areas

A range of modeled incentive strategies – development subsidies, streamlining, reduced parking requirements – were included in Plan Bay Area 2040 to increase the feasibility of building in PDAs. Staff is proposing a revision for Futures Round 2 to eliminate market-rate development subsidies and to also expand the streamlining and reduced parking requirements to sites across the broader set of growth areas included below. The intent of this change is to be more consistent about incentives and streamlining across all geographies identified.

A-7 Allow Diverse Housing around all Major Transit Stops

This strategy allows a diverse range of housing within a half-mile (an approximately ten-minute walk) of all rail stations, ferry terminals, and bus stops with 15-minute peak period service – places eligible for designation as Transit-Rich PDAs. Specific density maximums will vary based on transit frequency and capacity. For many areas already designated PDAs, particularly those with recently adopted plans, this strategy will involve little to no change, while in others it will provide an opportunity to build a greater variety of housing at a higher intensity.

D-9 Allow Affordable Housing in Areas of High Opportunity

This strategy increases the variety and affordability of housing that can be built in High Resource Areas within a half-mile of bus stops with 30-minute peak period service. High Resource Areas are places defined by the California Department of Housing and Community Development (HCD) as providing the greatest opportunity for health and upward mobility.

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The level of change will vary by community, with places that already allow multifamily housing and that actively incentivize affordable housing seeing more limited change. This strategy will be applied to areas eligible for designation as Connected Community/High Resource PDAs. For areas that are both Transit-Rich and High Resource Areas, the densities and land use mix in Strategy A-7 would be applied.

A-4   Transform Aging Malls and Office Parks into Neighborhoods
Older large malls and office parks have been identified across the region as potential regionally significant sites for transformation into mixed-income communities. In total, 130 sites, totaling 12,000 acres, have been identified by their age (built over 30 years ago) and size (at least 10 acres) for potential reuse. Staff are considering two approaches to model the redevelopment of these sites. The first approach would incrementally assign housing units and commercial square footage directly to the sites. The land use, density, and share of affordable housing of individual sites would vary based upon transit access and proximity to High Resource Areas. The second approach would simply rezone these areas for housing and commercial development, allowing the land use model to dictate whether the sites would be likely to be developed in the environments of the three Future conditions.

A-2   Repurpose Public Land to Build Housing
Building off the September 2018 MTC memo on public lands, this strategy will reduce development barriers on the previously identified 470 parcels (totaling 700 acres) using the same methodology to Strategy A-4 (refer to section above).

Housing: Retain and Expand Affordable Housing
To advance affordability and protection for lower-income households, a suite of three strategies are recommended, including a strategy that supersedes the prior 10 percent inclusionary housing policy from Plan Bay Area 2040. Together, these strategies are designed to protect and build more deed-restricted affordable housing and reduce the risk of displacement. In the two higher-resource Futures, new tax revenues are applied to large-scale affordable housing preservation and production.

D-7   Require 20 Percent of New Housing to be Affordable
This strategy builds off a Plan Bay Area 2040 strategy that required 10 percent of new units to be deed-restricted for affordable housing in jurisdictions with a PDA. This strategy expands the old strategy in two ways, by increasing the geographic extent of the strategy to all jurisdictions in the region and by doubling the share of deed-restricted affordable units required in new developments. The one concern associated with this strategy is the potential for the strategy to hinder housing production in markets that are deterred by the costs to subsidize affordable units. To address this concern, the inclusionary percentage will be applied differently across the region, likely ranging between 15 percent to 25 percent, prioritizing High Resource Areas and "strong housing market" areas with a high square-foot residential sale price for higher inclusionary requirements.

D-6   Increase Renter Protections
Through both CASA and Horizon outreach, there was robust support for a suite of renter protections including: (i) just cause evictions; (ii) anti-gouging cap; (iii) right to legal counsel; and (iv) no net loss. These policies are difficult to model, but to reflect their benefits, staff plan to reduce the rate at which lower income households move to reflect fewer evictions and more support for tenants to stay in their homes. Additionally, staff intends to integrate the effect of pushing rental increases further into the future to model

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anti-gouging caps. The goal of this modeling approach is to delay when households feel the increase costs in the housing market and decrease the rate that lower-income households are forced to move. This will be the first time these assumptions will be made in the model.

A-8 ‡ Fund Affordable Housing Preservation and Production
The preservation and production of deed-restricted affordable housing is supported by $1.5 billion in new housing revenue. A portion of the funds would be used to preserve existing affordable units that otherwise would become market-rate, with most of the funds going to the production of new affordable units in the region. The funds will be applied starting in 2020 and will be used to house low-income households. This strategy is supported by new revenue generated by new taxes described in greater detail toward the end of the attachment.

Transportation: Improve Access, Reliability and Speed of Transportation Services
This suite of strategies has the largest difference between Rising Tides, Falling Fortunes and the other two higher-growth, higher-resource Futures. Despite the additional funds from freeway pricing (refer to Strategy C-6), funding remains tight in Rising Tides, Falling Fortunes – meaning that only low-cost strategies are proposed to be advanced alongside key investments from Plan Bay Area 2040 (such as Fix It First). In addition to ushering in a next-generation transit network, the suite of upgrades also presents new opportunities for housing and job growth in transit-rich corridors. For all these strategies, refer to the Maps section for a list of investments included within.

PBA-6 Operate and Maintain the Existing System
This strategy continues to be in effect in all three Futures, reflecting the longstanding regional commitment to "Fix It First". Around 55 percent of the budget in the two higher-growth Futures is dedicated operating and maintaining the existing system, while in Rising Tides, Falling Fortunes, operations and maintenance consume roughly 80 percent of the budget. Due to the high costs of reaching a state of good repair for our region's roadway and transit infrastructure, this strategy continues to aim for maintaining current conditions, generally in line with the strategy from the previous Plan.

PBA-5 Build Carpool Lanes and Address Interchange Bottlenecks
This package of roadway strategies incorporates the Regional Express Lanes Network (as included in Plan Bay Area 2040) plus network gap closures to serve the BRT network proposed under Strategy C-4 below (relying on GP lane conversions); with all-lane roadway pricing in effect, these lanes are used as HOV3+ lanes through 2050 where lower tolls are charged. Complementary improvement projects include auxiliary lanes and interchange improvements as included in Plan Bay Area 2040, which in general were limited in nature.

PBA-4 Make Strategic Modernization and Expansion Investments for Public Transit
This package of transit strategies includes all the major transit investments from Plan Bay Area 2040, including but not limited to BART to Silicon Valley Phase 2, Caltrain Downtown Extension, and three bus rapid transit (BRT) lines in Oakland, San Francisco, and San Jose. It also includes congestion pricing zones in Downtown San Francisco and Treasure Island that pay for associated transit frequency increases.

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C-4 Build and Operate a Next Generation Bus Rapid Transit Network
This strategy leverages a Transformative Project submitted to MTC/ABAG in 2018 by TransForm & SPUR, creating a network of frequent and fast bus lines that connect communities. Paired with the short-trip service discussed below – which addresses the last-mile problem for these corridors – this network would provide capacity relief to key rail lines while also connecting underserved communities (e.g. I-680 corridor).

C-7 ‡ Build A New Transbay Rail Crossing
Given the core capacity demands of today and increased demand anticipated in the two higher-growth Futures, this strategy includes a new transbay rail crossing, associated infrastructure improvements in the West Bay and East Bay, and frequency boosts on the rail system. While Horizon Perspective Paper 5 on Bay Crossings will delve into the pros and cons of different options, staff will use Crossing #3 (BART New Markets) as a placeholder project for Futures Round 2, which will help highlight the potential synergies with housing and economic development from a Crossing investment and which will address transbay & metro crowding issues. To clarify, the inclusion of this project does not indicate that this specific Crossing will be carried forward into Plan Bay Area 2050, nor does it indicate that this Crossing is the highest-performing option in the corridor. Note that station locations and rail alignment are for illustrative purposes and are subject to change based on further design work.

C-10 ‡ Increase Existing Rail Capacity and Frequency by Modernizing the Network
This strategy seeks to provide crowding relief on a suite of systems that are overcapacity by year 2050. Investments in a next-generation set of improvements to the Caltrain corridor enable even more frequent service; grade separation of VTA light rail allows for frequent automated service between communities identified for growth. In San Francisco, this strategy funds the Muni Southwest Subway that allows for more frequent and reliable service between Embarcadero & Parkmerced.

C-9 ‡ Extend the Regional Rail Network
This strategy supplements the planned rail expansion detailed in Plan Bay Area 2040 with several new rail projects. The rail expansion strategy was shaped in part by the choice of the new transbay rail crossing, providing complementary service to regions that are expected to grow in transit demand. New extensions connect SMART to the BART system across a rebuilt Richmond-San Rafael Bridge, while Dumbarton Rail improves connectivity between BART and Caltrain in the South Bay. Extensions to Healdsburg, Brentwood, Livermore, and beyond would allow communities at the edge of the region to better access booming job centers.

Transportation: Prioritize Active Modes
After feedback from stakeholders in May, staff have significantly overhauled this package of strategies to significantly increase the level of planned investment and to incorporate a new strategy. Together, these three strategies – providing free short trips (including via bike share), reducing speeds to improve safety for all users, and building a transformative network of micromobility infrastructure – are designed to improve the attractiveness of biking, walking, scooting, etc.

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D-4   Invest in Free Short-Trip Service
This strategy will provide free transportation options for trips that are no greater than three miles with origin or destination within growth areas identified for housing (refer to Map A). To reduce the number of vehicles on the region's roads, this strategy focuses on shared personal mobility, including scooters and electric bikes. Understanding that those with limited mobility may not be able to take full advantage of these services, autonomous shared shuttle services will be provided within this same geography.

NEW!   Implement Vision Zero Speed Reduction Measures
The first Horizon Perspective Paper, which focused on Autonomous Vehicles, introduced Vision Zero 2.0 as a lens to making streets safer for active modes even as vehicles may become autonomous. Focusing primarily on reducing speed limits within three miles of the growth areas (refer to Map A), this strategy is proposed for inclusion in all three Futures by including the adoption of a regional Vision Zero policy that would require changes on the state level. These changes necessitate changes to local speed limits in growth areas to 25 mph and changing freeway & highway speed limits to no greater than 55 mph. While the true monetary cost of achieving Vision Zero in our region is difficult to know, the strategy sets aside a dedicated pot of money for enforcement, education, and targeted infrastructure investments, such as speed bumps or pedestrian crossings on high-injury corridors. Investments in Strategy C-3 would help to implement more wide-ranging streetscape improvements to supplement the Vision Zero policy changes.

C-3 ‡   Build a Complete Micromobility Network
This newly expanded strategy combines a suite of investments to transform the active transportation landscape in the Bay Area – ultimately building out nearly 10,000 miles of new infrastructure. First, this strategy would advance two Transformative Project submissions from members of the public or non-governmental organizations: completing the Bay Trail and building Bicycle Superhighways in separated facilities running parallel to freeways. Furthermore, this strategy would fund thousands more miles of ambitious investments in dedicated space for micromobility along arterials and on designated low-traffic streets. The strategy calls for equipping every arterial in the region with a Class IV protected bikeway. It also incorporates Class III shared streets/neighborhood bikeways on 25 percent of all low-volume local streets. This strategy assumes that new dedicated facilities will be installed by replacing on-street parking (which will become less important in an autonomous future) and by narrowing lanes on wider suburban streets that will now feature lower speed limits under the strategy listed above. The revised strategy title reflects the broader array of modes that could use these facilities and acknowledges that the greater investment level would support both short-distance local trips and longer-distance regional trips.

Transportation: Price Transportation Services
A suite of strategies would price transportation services to incentivize non-auto trips and reduce the cost barrier of transit for lower-income residents. To enable better decision-making based on costs of different modes, a single platform application for the region would also be implemented to help residents navigate their travel options. Freeway tolls would not only help to shift travel behavior but also to fund associated transportation priorities, including free transit for lower-income households.

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C-1 Develop a Single Platform to Access and Pay For All Mobility Options

Under this strategy, MTC will support the development and public adoption of a Mobility as a Service (MaaS) platform. These platforms, currently available through pilot programs in select cities, allow residents to view all their transportation options and pay for them using a fare payment card or smartphone. Through this platform, transit, bike share, e-scooters, and ridehailing services will all be at users' fingertips, providing a more seamless customer experience and potentially enabling a reduction in single-occupancy vehicle trips. Payment through the application could be done via debit or credit card, and users would also have the option to load cash into an e-wallet, making the service more accessible to the unbanked. Services included within the platform would include trip planning, fare payment, discounted & free fare program enrollment, bike share, bike parking, scooter share, car share, ridehailing, and parking payment.

C-6 Apply Time-of-Day Tolls on All Freeways

Originally a proposal for a flat 10 cents per mile charge on all freeway travel, this strategy now envisions rates that vary between peak and off-peak periods based on vehicle occupancy to encourage carpooling. During peak periods, freeway rates would vary from 15 cents per mile for vehicles with two or fewer occupants during peak periods to 5 cents per mile for 3+ person carpools during peak periods. During off-peak periods, freeway rates would be 5 cents per mile for all vehicles. Bridge tolls would remain in effect in addition to the pricing strategy, as would state taxes on gasoline and diesel. As highlighted above, funds from this road user fee would be used to fund alternatives to driving.

A-3 ‡ Provide Free Transit to Lower-Income Riders

This strategy originally called for a 50 percent discount on transit fares for low-income riders, but it has since been modified based on feedback from community members and stakeholders. This strategy now provides free transit for all households earning the lower two quantiles of the income spectrum (approx. less than the median income). Existing discounted fare programs, including those serving youth, senior citizens, and people with disabilities, would remain in effect. This strategy interfaces with Strategy C-1, where a single platform to access and pay for all mobility options would allow users to apply for the free transit fare program and redeem their benefits when boarding transit.

Environment and Resilience: Reduce Our Impact on the Environment

The environment and resilience strategies are designed to continue the region's commitment to reducing human impact on the environment. Urban growth boundaries are preserved to limit the rate of greenfield development in all three Futures. For the two higher-resource Futures, new revenues are relied upon to expand protected open space resources and to complete additional recreation trails and parks. New funding tools are also envisioned to upgrade a portion of the nearly 1.2 million pre-1970 residential buildings in the region that were built before modern safety, energy, and water codes.

PBA-7 Keep Current Urban Growth Boundaries in Place

In Futures Round 1 analysis, Urban Growth Boundaries from Plan Bay Area 2040 were effective in reducing and nearly eliminating greenfield development in the region. In addition to the success of the strategy, stakeholders at outreach events reiterated their disapproval with strategies that would expand new development into greenfield locations for new housing. Given the success of the strategy in Futures Round 1 and broad agreement from the public and from stakeholders to continue this strategy as-is, staff have preserved this strategy for Futures Round 2.

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V-3/ **Expand Parks, Trails and Greenways and Preserve Agricultural Lands**
H-2 ‡ Merging together two strategies from public and stakeholder outreach, this strategy relies on new revenues to protect open space and agricultural lands, expanding habitat and recreation resources in the region. Staff has proposed the integration of two strategies to reflect the overlap in preserving rangelands in foothills and mountains. This strategy complements the urban growth boundary which uses policy to protect agriculture and open space lands. The strategy also creates new funding for continued development of new park and trail options in a growing region. The benefits of this strategy will be estimated using off-model research.

H-9 ‡ **Expand Existing Building Improvements (Energy, Water, Seismic, Fire and Accessibility)**
With the addition of this strategy, buildings that were previously identified as possible seismically fragile buildings are assumed to have been retrofit between 2020 and 2035. A portion of single-family homes with a crawl space, and all soft story multi-family buildings are retrofit using a quarter of the strategy cost. The effect of this strategy will be a reduction of earthquake destroyed buildings in the year 2035 in the two higher resource futures. The Futures Round 1 analysis did not explore the impact of wildfire, and drought on the region, nor the greenhouse gas emissions from building operations (heating, cooling, lighting, etc.). Off-model calculations may be used to study the impact of energy efficiency, water efficiency, and fire safety improvements to existing buildings in the region.

Environment and Resilience: Reduce the Environment's Impact on Us
Without mitigation strategies, the impacts of sea level rise combined with the simulated year 2035 Hayward Fault earthquake would hundreds of thousands housing units in the first round of Futures analysis. The impacts also damaged major segments of the region's transportation system. To reduce hazard & climate impacts and speed recovery of the region following acute events, funding is dedicated to mitigate impacts and finance the rebuilding of the region after a disaster. These strategies would be supported by new revenues described in the final section.

H-4 **Purchase Disaster Recovery Financing to Speed Recovery**
In the Rising Tides, Falling Fortunes Future, the federal government has reduced its role in rebuilding public infrastructure after disasters. To ensure repairs to damaged infrastructure are made, this strategy would fund the replacement of destroyed transportation infrastructure (segments of BART and the highway network). For the other two Futures, it assumed that the federal government would continue to support repairs and replacement of damaged public infrastructure. For these Futures, the fund would support transformative investments in the region's infrastructure – particularly those in the high damaged portions of Alameda County where earthquake damage is greatest. Catastrophe bonds are used in other regions to manage risks from hurricanes and flooding and have much greater flexibility than traditional insurance. It is assumed that the region would purchase coverage that would be triggered by the 2035 earthquake, creating $5 billion for the region to spend to rebuild and advance transformative projects.

H-3 ‡ **Adapt to Sea Level Rise (Partial, Full, SR-37)**
H-7 Adaptation measures like marsh restoration, horizontal levees, traditional levees, sea walls and

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H-8 ‡ tidal gates at creeks, are used to protect the most affected portions of the bay shoreline. In Rising Tides, Falling Fortunes only a subset of areas are protected due to resource limitations. The other two Futures include a broader set of protection. In Futures Round 1, homes and businesses were displaced by rising seas, and portions of the transportation system were closed from permanent inundation. In Futures Round 2, areas of shoreline that are protected will enable homes and businesses to remain and for travel corridors to stay open. The SR-37 adaptation (strategy H-3) is included in the two high-resource Futures but is omitted because of budget restrictions in Rising Tides, Falling Fortunes. Table 4 and Map C highlight which portions of shoreline are prioritized for adaptation. Table 5 highlights what percent of various regional impacts would be protected by the package of adaptation measures in each future. Reducing impacts to vulnerable communities was the primary goal in both adaptation packages.

Horizon Strategy Estimated Expenditures and Revenues

The package of Horizon strategies require more public money than is currently collected with existing revenue sources. Staff plan to use a simplistic yet progressive package of new taxes, fees, and tolls to study some of the potential direct and cascading impacts of large tax packages on the region. While more elegant funding and financing tools may lessen the financial burden on Bay Area residents and businesses, or may focus impacts at different rates or in different areas, a general set of taxes were applied to recognize the challenges associated with placing financial burdens on Bay Area household incomes and business bottom lines. The new financial expenditures are described first, followed by the new revenues needed to pay for the strategies.

Strategy Package Financial Expenditures

Staff have calculated preliminary costs for each strategy. These preliminary estimates are subject to change as staff continue to add strategy details and develop costing estimates for the wide-range of strategies. Many strategies do not cost anything for local, regional, or state governments to implement, or have implementation or administrative costs that are less than one billion dollars over a 30-year period. Table 1 provides a line item strategy cost for each Horizon strategy for both Rising Tides, Falling Fortunes, as well as Clean and Green and Back to the Future. The two high resource futures, which are supported by additional revenues from new and existing sources have a nearly $300B increased cost to implement the set of transformative economic development, housing, transportation, environment, and resilience strategies.

New Revenue Needed to Support Strategy Package

For transportation revenue sources, MTC is building upon previous analysis of existing revenue sources, adding in estimated revenue generated by the implementation of freeway tolls. Note that the estimated revenues from Strategy C-6, *Time of Day Tolls on Freeways*, support most of the transportation strategy costs. For the purposes of Horizon, staff are assuming there are no existing fund sources to support the new economic development, housing, and the environment and resilience strategies. Table 2 below shows the forecasted revenue for transportation investments, as well as the significant new revenue needed to support the broader set of strategies.

To generate the new revenue, staff plan to apply three equal revenue generating measures to the economic model: (i) property tax, (ii) state income tax, and a (iii) business tax. Together these new revenues will complement calculated transportation revenues for each Future over the next 30 years. The economic model will study the tax burden on both households and businesses and will apply sector and household income specific benefits based on how the revenues will be spent. Based on the nature of the strategies, many of the benefits will accrue in the economic model for low-income households, the construction sector, and the public administration sector.

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Table 1: Sketch-Level Budgets - DRAFT Estimate of Strategy Costs by Horizon Topic Areas

		Strategy Cost[1]	
		RTFF[2]	CAG & BTTF[3]
ECONOMIC DEVELOPMENT SECTION			
PBA-8	Apply VMT-Based Commercial Development Fee	$0	$0
V-7	Place Office Caps in Job-Rich Locations	$0	$0
V-6	Provide Portable Benefits for Part-Time and Freelance Workers	$0	$0
V-5	Create Incubator Program in Economically Challenged Communities	$5	$5
V-1	Expand Construction Workforce Programs	-	$5
D-2	Expand Childcare Support for Low-Income Families	-	$35
Economic Development Subtotal		**$5**	**$45**
HOUSING SECTION			
PBA-1	Assign Higher Densities to Priority Development Areas	$0	$0
PBA-2	Streamline Development in all Growth Areas	$0	$0
A-7	Allow Diverse Housing Around all Major Transit Stops	$0	$0
D-9	Allow Affordable Housing in Areas of High Opportunity	$0	$0
A-4	Transform Aging Malls and Office Parks Into Neighborhoods	$0	$0
A-2	Repurpose Public Land to Build Housing	$0	$0
D-7	Require 20 Percent of all new Housing to be Affordable	$0	$0
D-6	Increase Renter Protections	$4	$4
A-8	Fund Affordable Housing Preservation & Production	-	$74
Housing Subtotal		**$4**	**$78**
TRANSPORTATION SECTION			
PBA-6	Operate and Maintain the Existing System	$311	$315
PBA-4	Make Strategic Modernization & Expansion Investments for Public Transit	$26	$26
PBA-5	Build Carpool Lanes & Address Interchange Bottlenecks	$5	$5
C-4	Build and Operate a Next Generation Bus Rapid Transit Network	$15	$15
D-4	Invest in Free Short-Trip Service	$8	$8
NEW	Implement Vision Zero Speed Reduction Measures	$2	$2
C-3	Build a Complete Micromobility Network	$10	$10
C-1	Develop a Single Platform to Access and Pay for All Mobility Options	$1	$1
C-6	Apply Time-of-Day Tolls on All Freeways	$6	$6
C-7	Build a New Transbay Rail Crossing	-	$66
C-10	Increase Existing Rail Capacity and Frequency by Modernizing the Network	-	$45
C-9	Extend the Regional Rail Network	-	$45
A-3	Provide Free Transit for Lower-Income Riders	-	$15
Transportation Subtotal		**$384**	**$559**

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ENVIRONMENT & RESILIENCE SECTION			
PBA-7	Keep Urban Growth Boundaries in Place	$0	$0
H-4	Purchase Disaster Recovery Financing to Fast-Lane PDA Implementation	$6	$6
H-7	Partially Adapt to Sea Level Rise	$5	$5
V-3/H-2	Expand Parks, Trails and Greenways and Preserve Agriculture Lands	-	$15
H-9	Expand Existing Building Improvements	-	$30
H-8	Fully Adapt to Sea Level Rise	-	$5
H-3	Adapt the Highway 37 Corridor to Sea Level Rise[4]	-	$9
Environment & Resilience Subtotal		**$11**	**$70**

TOTAL		
Economic Development Subtotal	$5	$45
Housing Subtotal	$4	$78
Transportation Subtotal	$384	$559
Environment & Resilience Subtotal	$11	$70
Expenditures Total	**$404**	**$752**

[1] Strategy cost is in billions of dollars, in year of expenditure (YOE).

[2] RTFF is shorthand for Rising Tides, Falling Fortunes, the lower-resource, lower-growth Future.

[3] CAG & BTTF is shorthand for Clean and Green & Back to the Future, the higher-resource, and higher-growth Futures.

[4] The Highway 37 costs include not just the highway costs but also additional natural resource adaptation work throughout the North Bay OLUs.

Table 2: Sketch-Level Budgets - DRAFT Estimate of Existing and New Revenues to Support Horizon Strategy Costs

	Revenue Forecast[1]	
	RTFF	**CAG & BTTF**
REVENUE SECTION		
New Revenue from Tax Package (Economic Development)	$5	$45
New Revenue from Tax Package (Housing)	$4	$78
New Revenue from Tax Package (Transportation)	$0	$30
Existing Forecasted Transportation Revenues	$305	$440
Additional Transit Fare Revenue from Transit Expansions	$7	$20
C-6 Highway Toll Revenue	$83	$83
H-4 Disaster Recovery Financing	$5	$5
New Revenue from Tax Package (Environment & Resilience)	$6	$65
Revenue Total	**$415**	**$766**
New Tax Package Total	**$20**	**$223**

[1] Revenue forecast is in billions of dollars, in year of expenditure (YOE).

Map A: Growth Areas for Futures Round 2

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Growth Areas

Transit Rich - Frequent Rail
- Current PDA
- PDA-Eligilbe Area

Transit Rich - Other
- Current PDA
- PDA-Eligilbe Area

Connected Community and HRA
- Current PDA
- PDA-Eligilbe Area

Connected Community, Non HRA
- Current PDA

Other PDAs
- Current PDA
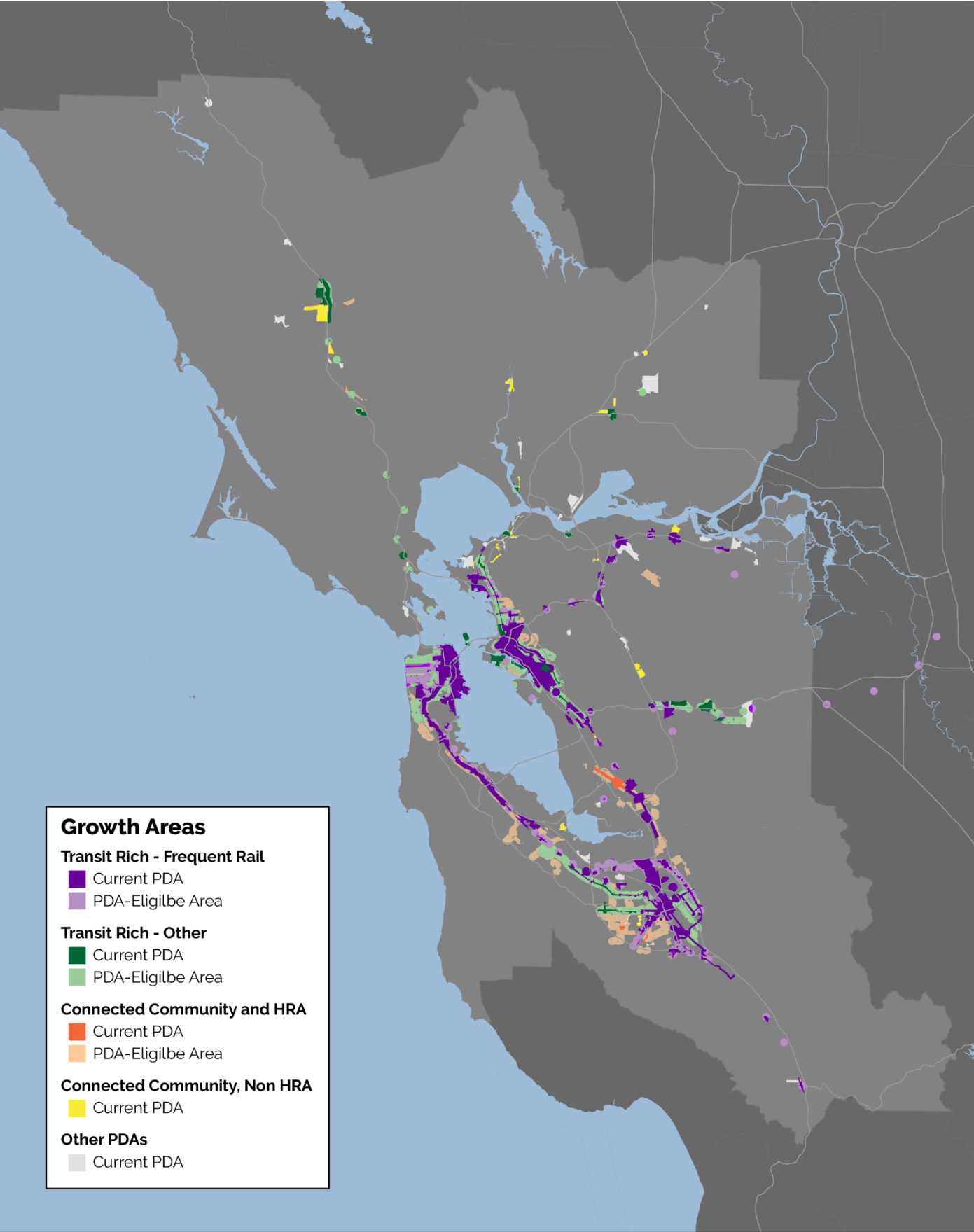
Map B: Frequent Transit Map for Futures Round 2

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Horizon 2050 Transit Map

San Francisco Detail

Note: Existing express bus service would continue to operate at today's frequencies.

Healdsburg
To Sacramento
Vallejo
Concord
San Rafael
Richmond
Brentwood
To North Lathrop
Hayward
Fremont
San Mateo
Palo Alto
Cupertino
Gilroy

Existing System (as of 2021)
— Commuter Rail/BART
— Light Rail
— Bus Rapid Transit (BRT)

Proposed New Service
▪▪▪ Rail Extension
▪▪▪ New BRT

Alignments are for illustrative purposes only and are subject to change.

Table 3: Transportation Project List for Capacity-Increasing Investments

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Strategy	Strategy Title	Project Title (*for strategies with multiple projects*)
PBA-4	Make Strategic Modernization & Expansion Investments for Public Transit	AC Transit Local Service Frequency Increase
		Sonoma Countywide Service Frequency Increase
		Muni Forward + Service Frequency Increase
		New BRT Lines: San Pablo, Geary (Phase 2), El Camino Real
		BART Core Capacity
		BART to Silicon Valley (Phase 2)
		Caltrain Downtown Extension
		Vasona LRT (Phase 2)
		Eastridge LRT Extension
		WETA Service Frequency Increase
		WETA Ferry Network Expansion
		Downtown San Francisco & Treasure Island Congestion Pricing
		Bay Area Forward (Phase 1)
		Better Market Street
PBA-5	Build Carpool Lanes and Address Interchange Bottlenecks	Regional Express Lanes *(converted to carpool lanes w/pricing)*
		I-680/SR-4 Interchange + Widening (Phases 3-5)
		SR-4 Operational Improvements
		I-80/I-680/SR-12 Interchange + Widening (Phases 2B-7)
PBA-6	Operate and Maintain the Existing System	
C-1	Develop a Single Platform to Access and Pay for All Mobility Options	
C-3	Build a Complete Micromobility Network	Bay Trail Completion
		Bicycle Superhighways
		Feeder Network on Local Streets
C-4	Build a Next-Generation Bus Rapid Transit Network	Regional Express Bus Network
		Optimized Express Lane Network Gap Closures
C-6	Apply Time-of-Day Tolls on All Highways	
D-4	Invest in Free Short-Trip Service	Bike Share System Expansion and Free Bike Share
		Autonomous Shared Shuttle Service
NEW	Implement Vision Zero Speed Reduction Measures	
C-7	Build a New Transbay Rail Crossing	
C-9	Extend the Regional Rail Network	BART DMU to Brentwood
		SMART to Healdsburg
		Dumbarton Rail
		Valley Link (Tri-Valley to San Joaquin Valley)
		SMART to Richmond via New Richmond-San Rafael Bridge
C-10	Increase Existing Rail Capacity and Frequency by Modernizing the Network	VTA LRT Automation and Grade Separation
		Caltrain Frequency Increase (10 Trains per Hour)
		Muni Metro Southwest Subway
A-3	Provide Free Transit to Low-Income Riders	

Map C: Operational Landscape Units (OLUs) Prioritized for Early Adaptation in Futures Round 2

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Note: Adaptation measures do not typically span the entire length of an OLU shoreline. Often the adaptation measure is just for a small segment (e.g., less than 5 miles) of shoreline where impacts are greatest. In Rising Tides, Falling Fortunes, only the light blue sections are adapted. In Clean and Green and Back to the Future both the light and dark blue sections are adapted. The dark grey sections are not included for adaptation because with three feet of sea level rise the impacts are less than in other areas.

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Table 4: Operational Landscape Units (OLU) Prioritized for Early Adaptation

	OLU #	OLU Name[1]	Major Reasons for Adapting[2]
Rising Tides, Falling Fortunes	1	Richardson Bay	Housing
	2	Corte Madera	Housing, Transportation
	3	San Rafael	Housing, Vulnerable Communities, Jobs, Transportation
	9	Suisun Slough	Vulnerable Communities, Natural Lands
	18	San Leandro	Housing, Vulnerable Communities, Jobs
	20	Alameda	Housing, Vulnerable Communities, Natural Lands
	22	Santa Clara Valley	Jobs, Natural Lands, Transportation
	23	Stevens	Housing, Jobs
	24	San Francisquito	Housing, Vulnerable Communities, Transportation
	25	Belmont-Redwood	Vulnerable Communities, Jobs, Transportation
	26	San Mateo	Housing, Vulnerable Communities, Transportation
	27	Colma-San Bruno	Jobs, Transportation
Clean & Green and Back to the Future	4	Gallinas	Housing
	5	Novato	Housing, Transportation
	6	Petaluma	Natural Lands, Transportation
	7	Napa-Sonoma	Natural Lands, Transportation
	10	Montezuma Slough	Natural Lands
	21	Mowry	Natural Lands

[1] Note that OLUs are named by landscape features (e.g. rivers, wetlands, watersheds) not government boundaries. For example, OLU 18 San Leandro is named for San Leandro Bay -- It only includes a portion of the City of San Leandro, but includes all of City of Alameda, and a major portion of the City of Oakland.

[2] Using GIS analysis of flooding impacts across the shoreline, staff have identified OLUs that have major impacts to housing, vulnerable communities, jobs, natural lands, and transportation systems. This tagging highlights the primary reasons an OLU has been prioritized for adaptation.

Table 5: Percent Housing, Vulnerable Community, Job, and Natural Lands Impacts Addressed with Adaptation Package

Impact Category	Housing	Vulnerable Communities	Jobs	Natural Lands	Transportation
Rising Tides, Falling Fortunes	84%	93%	94%	32%	All except SR-37
Clean & Green, and Back to the Future	94%	96%	96%	95%	All

Futures Round 2
Finalizing Strategies for Analysis

Michael Germeraad, Associate Planner

Regional Advisory Working Group | June 4, 2019 | San Francisco, CA

Schedule for Horizon and Plan Bay Area 2050
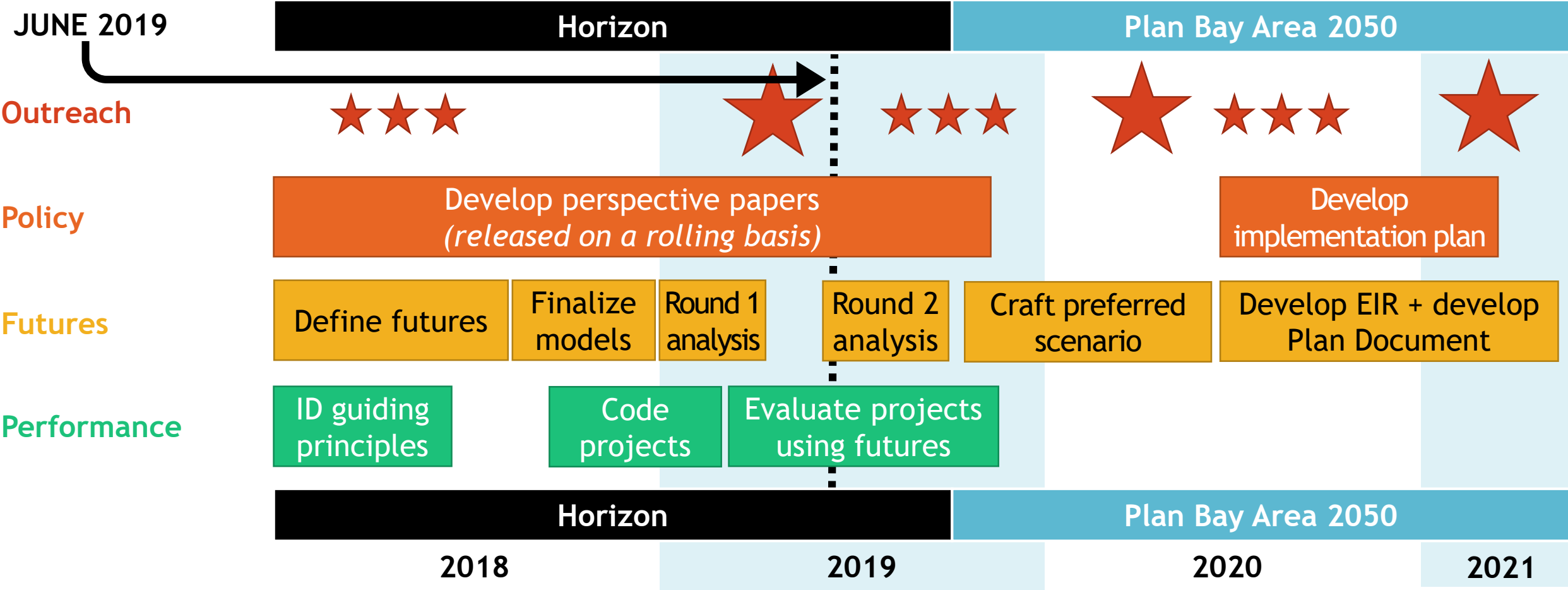
Reminder about Futures Analysis

Futures Planning is a "blue sky" scenario planning exercise to better understand how new regional strategies to improve affordability, connectedness, diversity, environmental health, and economic vibrancy could fare in an uncertain future.

In fall 2019, the different elements of *Horizon*, including **Futures**, will be used to help policymakers prioritize strategies for advancement into the Preferred **Plan Bay Area 2050.**

HORIZON

Futures Analysis

Plan Bay Area 2040
Adopted in July 2017

Baseline **+** PBA 2040 Strategies

Horizon Futures Round 1 Analysis

- *How does the region's currently-adopted Plan fare in an era of uncertainty?*

- *What are the opportunities and challenges the region may face?*

Baseline **+** **External Forces** **+** PBA 2040 Strategies

Horizon Futures Round 2 Analysis

- *How might new strategies result in improved outcomes in each future?*

- *Which strategies are effective across many futures?*

Baseline **+** External Forces **+** **New Strategies**

HORIZON

Refresher: What is a Strategy?

A **strategy** is a policy (such as upzoning around transit stations or pricing all freeways) or investment (such as a short list of major rail extensions, or a package of sea level rise infrastructure) that can be advanced and implemented by local, regional, or state government.

This differs from an **external force**, introduced in Futures Round 1 and carried over into Futures Round 2, which occurs on a national or global level and remains firmly outside the control of Bay Area residents, businesses, or local elected officials.

HORIZON

Seven Most Significant Revisions Made in Response to Stakeholder Feedback

We are:

1. Adding the **Repurpose Public Land to Build Housing** strategy.

2. Adding a new **Implement Vision Zero Speed Reduction Measures** strategy.

3. Aligning affordable housing revenue toward the **lowest-income households**.

4. Tripling **planned investment in active transportation** to build a complete micromobility network.

5. Modifying **pricing strategies** to promote both carpooling and social equity.

6. Ensuring **greater equity** in environment and resilience strategies.

7. Incorporating **non-regressive revenues** to balance the budget in each future.

HORIZON

The 4 Focus Areas of **Horizon** + 9 Strategy Package Goals for **Futures Round 2**

Economic Development	Housing	Transportation	Environment & Resilience

| Improve Economic Mobility | Shift the Location of Jobs | Spur Housing Production | Retain and Expand Affordable Housing | Improve Access, Reliability and Speed | Prioritize Active Modes | Price Transportation Services | Reduce Our Impact on the Environment | Reduce the Environment's Impact on Us |

HORIZON

Futures Round 2:
Economic Development Strategies

Improve Economic Mobility

Help promote the growth of the middle class in an era of automation and growing income inequality.

V-6	Provide Portable Benefits for Part-Time/Freelance Workers
D-2**	Expand Childcare Support for Low-Income Families
V-1**	Expand Construction Workforce Programs

Shift the Location of Jobs

Encourage new employment centers to locate in transit-served, housing-rich communities.

PBA-8*	Preserve Office Space Caps in Job-Rich Cities & Assess VMT-Based Commercial Development Fee
V-5	Create Incubator Programs in Econ.-Challenged Areas
V-7	Implement Incentives & Disincentives to Locate Jobs in Housing-Rich Locations

* = modifications have been made to Plan Bay Area 2040 strategy
** = included only in two higher-growth, higher-resource Futures

HORIZON

Table: Office Cap Locations
(Strategy V-7)

Definition: Place office development caps in eleven cities with many more jobs than residents – most of which are located in above-average VMT per worker locations.

Coordinated with: VMT Commercial Development Fee (Strategy PBA-8), which charges a fee on commercial development outside of transit-rich areas.

Bay Area Cities with Jobs-Housing Ratio >= 2.0			
1	San Mateo County	Colma	6.8
2	Santa Clara County	Palo Alto	3.5
3	Alameda County	Emeryville	3.2
4	San Mateo County	Brisbane	3.1
5	San Mateo County	Menlo Park	2.9
6	Santa Clara County	Santa Clara	2.5
7	Santa Clara County	Mountain View	2.4
8	San Mateo County	South San Francisco	2.2
9	Santa Clara County	Milpitas	2.1
10	Santa Clara County	Cupertino	2.0
11	San Mateo County	Burlingame	2.0

Source: California DOF; LEHD WAC (2016)

HORIZON

Futures Round 2: Housing Strategies

Spur Housing Production

Expand the regional growth footprint beyond today's PDAs, and make it easier to build a broader array of housing types.

PBA-1*	Assign Higher Densities to PDAs
PBA-2*	Streamline Development in all Growth Areas
A-7	Allow Diverse Housing around all Major Transit Stops
D-9	Allow Affordable Housing in Areas of High Opportunity
A-4	Transform Aging Malls and Office Parks into Neighborhoods
A-2	Repurpose Public Land to Build Housing

Retain & Expand Affordable Housing

Advance a suite of policies to ensure greater equity and affordability.

D-7	Require 20 Percent of All New Housing to be Affordable
D-6	Increase Renter Protections
A-8**	Fund Affordable Housing Preservation & Production

* = modifications have been made to Plan Bay Area 2040 strategy
** = included only in two higher-growth, higher-resource Futures

HORIZON

Map: Housing Growth Areas
(Strategies PBA-1, PBA-2, A-7, D-9)

Regional Map
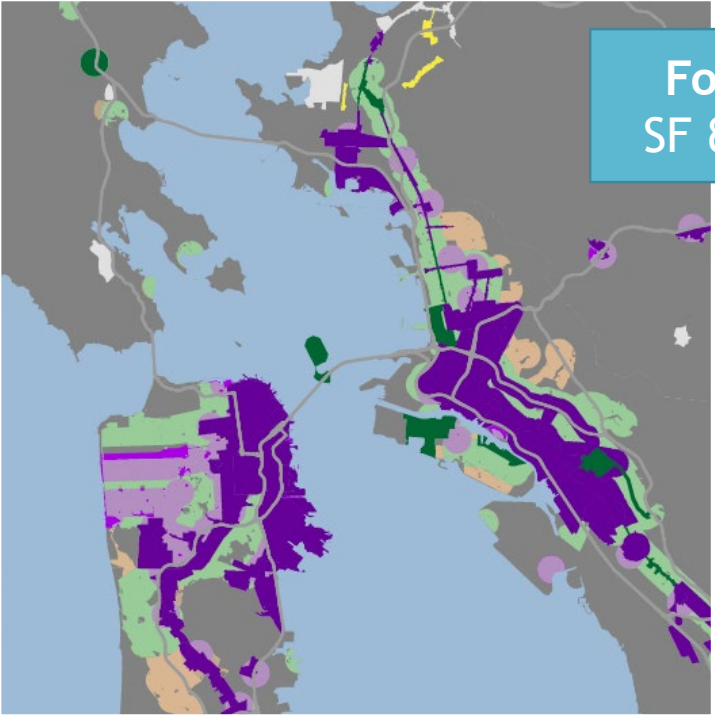
Focus Map: SF & East Bay

Focus Map: Silicon Valley
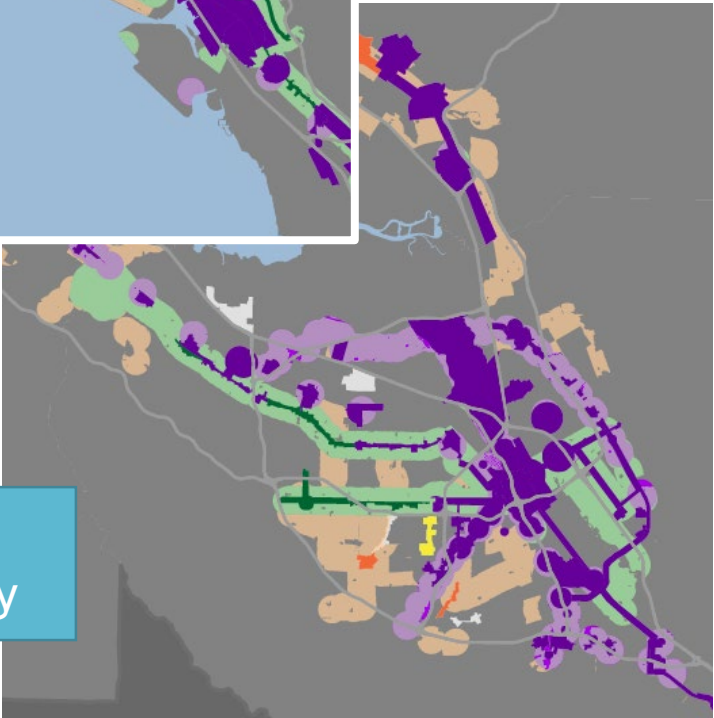
Growth Areas

Transit Rich - Frequent Rail
- Current PDA
- PDA-Eligilbe Area

Transit Rich - Other
- Current PDA
- PDA-Eligilbe Area

Connected Community and HRA
- Current PDA
- PDA-Eligilbe Area

Connected Community, Non HRA
- Current PDA

Other PDAs
- Current PDA

11
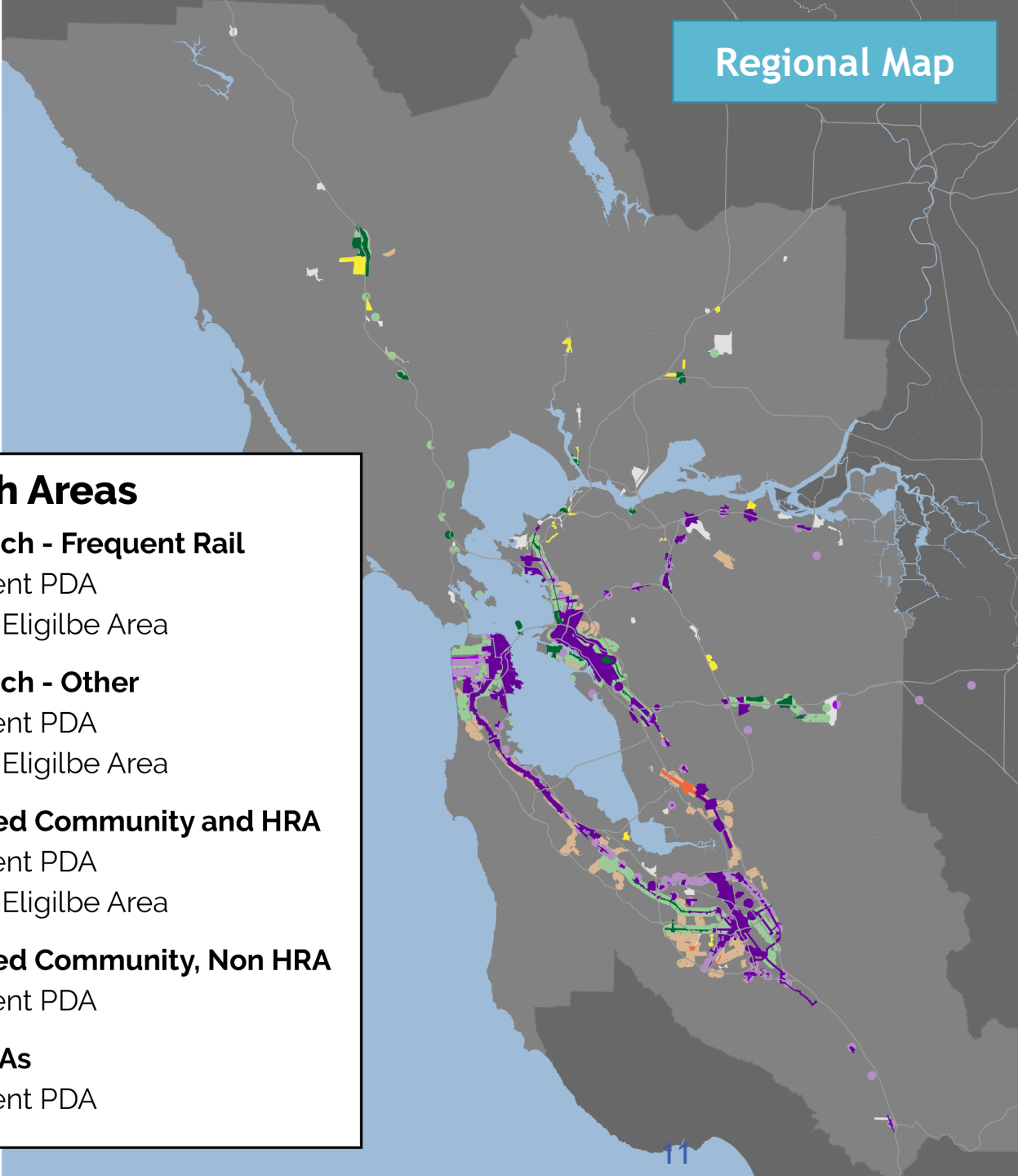
Futures Round 2:
Transportation Strategies

Improve Access, Speed, and Reliability of Transportation

Prioritize Active Modes

Price Transportation Services

Build a next-generation transit network for the 21st century.

PBA-6	Operate and Maintain the Existing System
PBA-5*	Build Carpool Lanes & Address Interchange Bottlenecks
PBA-4	Make Strategic Transit Modernization/Expansion Investments
C-4	Build a Next-Generation Bus Rapid Transit Network
C-10**	Increase Capacity/Frequency by Modernizing Existing Rail
C-9**	Extend the Regional Rail Network
C-7**	Build a New Transbay Rail Crossing

Make active modes safer and more accessible.

D-4	Invest in Free Short-Trip Service
NEW!	Implement Vision Zero Speed Reduction Measures
C-3	Build a Complete Micromobility Network

Price freeways to drive different mode choices and advance equitable outcomes.

C-1	Develop a Single Platform to Access & Pay for all Mobility
C-6	Apply Time-of-Day Tolls on All Freeways
A-3**	Provide Free Transit to Lower-Income Riders

* = modifications have been made to Plan Bay Area 2040 strategy
** = included only in two higher-growth, higher-resource Futures

HORIZON

Map: Next-Gen Transit
(Strategies PBA-4, C-4, C-7, C-9, C-10)

Key investments *beyond Plan Bay Area 2040* include:

- **Next-Generation BRT Network**
- **Second Transbay Tube** + Systemwide Frequency Boost
- **Rail Extensions**
  - BART DMU to Brentwood
  - Valley Link
  - Dumbarton Rail
  - SMART to Healdsburg
- **Rail Modernization**
  - Muni Southwest Subway
  - Caltrain Frequency Boost
  - VTA LRT Elevation & Automation
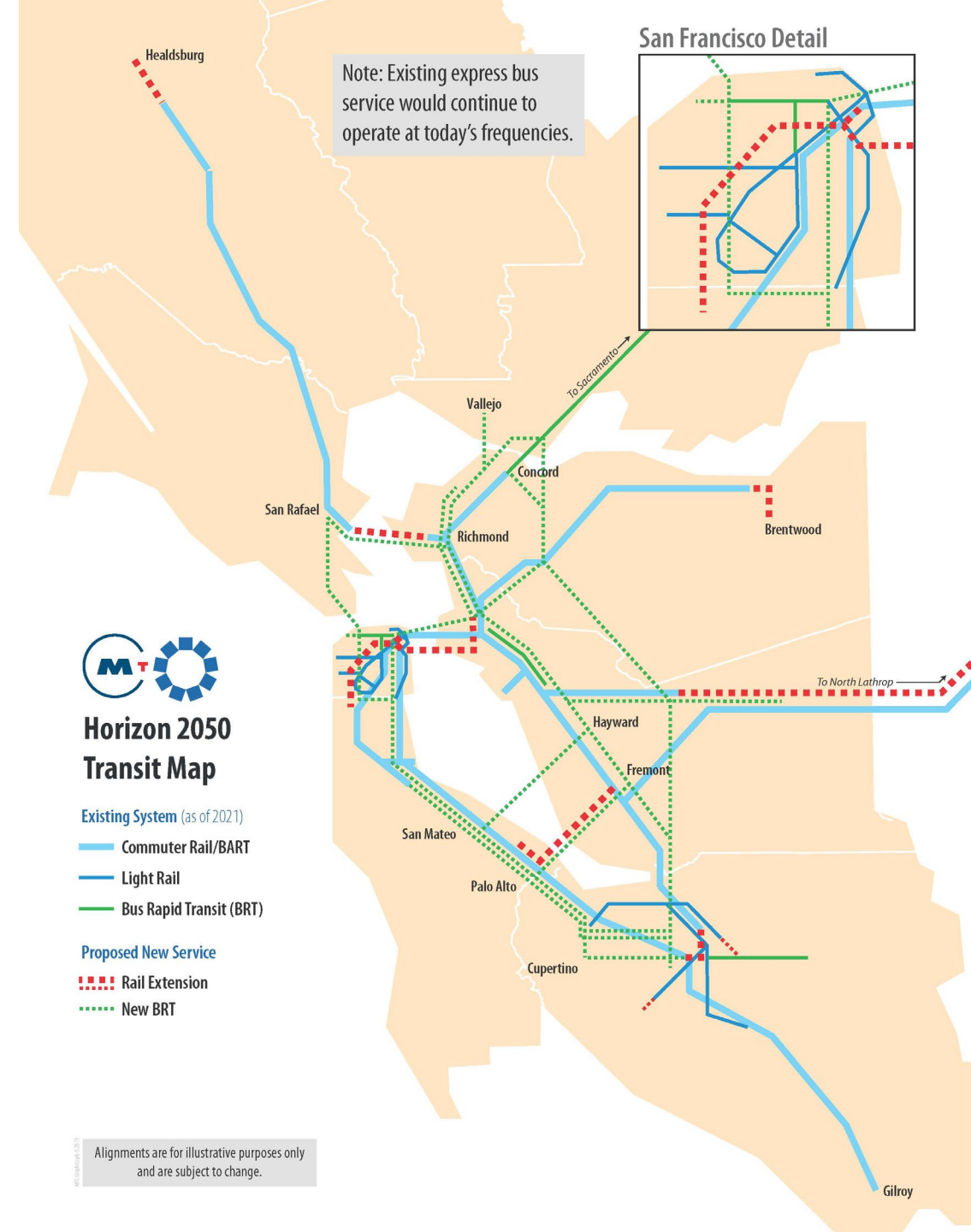
Graphic: Micromobility Network
(Strategy C-3)

Definition: Allocate funding to install nearly 10,000 miles of continuous and connected bike infrastructure, including completion of the Bay Trail, the addition of Bike Superhighways with cycle tracks along major freeways, and a network of cycle tracks, bike lanes, and shared use streets concentrated within 3 miles of growth areas.

Cost: $10 billion

Coordinated with:
- Free Short-Trip Service *(Strategy D-4)*
- Implement Vision Zero Speed Reduction Measures *(NEW Strategy)*

Protected Bikeways
- Bicycle Superhighways: 300 miles
- 100% of Minor Arterials: 2,400 miles
- 50% of Major Collectors: 1,900 miles
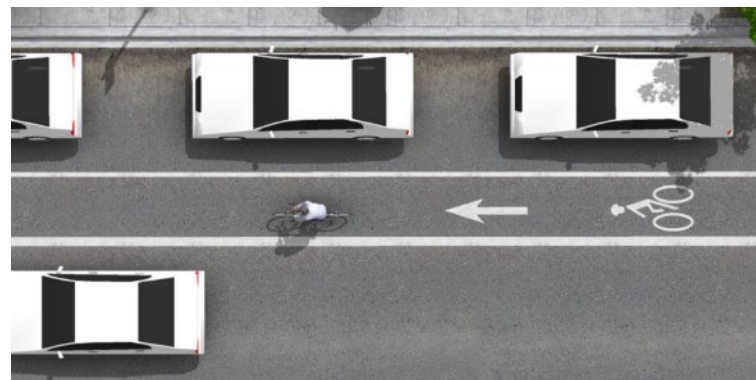
Bike Lanes
- 50% of Minor Collectors: 600 miles

Shared Use Streets
- 25% of Local Streets: 4,600 miles

HORIZON

Futures Round 2:
Environment & Resilience Strategies

Reduce Our Impact on the Environment

Protect greenfields and parks while retrofitting existing buildings.

PBA-7   Keep Current Urban Growth Boundaries in Place
V-3/H-2** Expand Park, Trails, Greenways; Preserve Ag. Lands
H-9**   Expand Existing Building Improvements
         (Energy, Water, Seismic, Fire, Accessibility)

Reduce the Environment's Impact on Us

Protect communities from sea level rise, and improve readiness for other natural disasters.

H-4   Purchase Disaster Recovery Financing
H-7   Partially Adapt to Sea Level Rise
H-8**   Fully Adapt to Sea Level Rise
H-3**   Adapt SR-37 to Sea Level Rise

* = modifications have been made to Plan Bay Area 2040 strategy
** = included only in two higher-growth, higher-resource Futures

HORIZON

Map: SLR Adaptation
(Strategies H-3, H-7, H-8)

Shoreline Adaptation included in:

Rising Tides, Falling Fortunes

The measures would protect[1]:
- *84% of Housing*
- *93% of Vulnerable Communities*
- *94% of Jobs*
- *32% of Natural Lands*
  *Most major regional transportation impacts addressed, excluding SR-37.

**Clean and Green, &
Back to the Future**

The measures would protect[1]:
- *94% of Housing*
- *96% of Vulnerable Communities*
- *96% of Jobs*
- *95% of Natural Lands*
  *All major regional transportation impacts addressed.

[1] Using GIS exposure analysis of 3-foot inundation layer.

Next Steps

- Conduct the **analysis** for Futures Round 2.
- Develop the **Final Futures Report**.

Timeline for Futures Round 2

June 2019 – August 2019

- **Futures Round 2 Analysis** - Rerun Futures modeling, incorporating new strategies and summarizing findings in Final Futures Report.

September 2019 and Beyond

- **Plan Bay Area 2050 Kickoff** – Findings will be used to help policymakers select final projects and strategies for the preferred scenario.

HORIZON

March 15, 2019

Metropolitan Transportation Commission
375 Beale Street
San Francisco, CA 94105

Dear MTC Commissioners:

Bay Area 2050 must include a bolder strategy for active transportation.

Now is the moment to dramatically increase participation in active transportation in our region. Many factors are expanding the geography and demographic reach of active transportation modes. Localities around the region are promoting development patterns that support walking and cycling, reducing parking requirements, and thinking more creatively about how walking, biking, and transit can work together. At the same time, there is an explosion of new options including expansive bike sharing networks, as well as electric assist bicycles, scooters, and a host of other new modes. Jurisdictions that are investing in active transportation infrastructure are seeing results. For example, the bicycling rate in San Francisco has increased 3-fold since 2006. Finally, Horizon's proposed investments in a modern regional rail express bus networks will compliment more robust active transportation infrastructure that feeds transit trunklines. As part of Plan Bay Area 2050, we must plan and deliver infrastructure to support the immense potential for active transportation modes.

In Plan Bay Area 2040, the region set goals that demand a new scale of active transportation investment, including:
- increasing sustainable mode share by 10%;
- reducing per-capita GHG emissions from cars and light trucks by 15%;
- reducing per-capita delay on the regional rail network by 20%;
- reduce adverse health impacts associated with air quality, road safety and physical inactivity by 10%; and
- decreasing the share of low-income residents' household income consumed by transportation and housing by 10%.

Plan Bay Area 2040 projected that it would not meet many of these targets. If our region is serious about the principles of Affordability, Connectivity, Diversity, Environmental Health & Economic Vibrancy set out as part of the Horizons Process, we need a bold strategy that will take advantage of this unique opportunity to expand active transportation.

Thus far, the MTC's Horizons Process is falling far short on active transportation strategies. This process is intended to surface big ideas that address our greatest challenges. MTC's primary active transportation strategy ("Strategy C-9") only provides for $100m / year investment in active transportation with no meaningful policy changes.[1] That is less than 2% of the funds dedicated to transit; and only about 6% of what is contemplated for modernizing regional rail networks. Yet MTC asserts that the region could achieve up to a 20% active transportation mode share with investments to complete the regional bike network and provide connecting facilities.[2] A 20% active transportation mode share is exactly the sort of ambition needed to achieve our equity and sustainability goals. MTC cannot expect the region's 101 jurisdictions to act independently to connect to this regional active transportation network.

To achieve a more healthy, safe, and equitable region and get on track to meet congestion mitigation and greenhouse gas emissions reduction goals, we call on MTC to develop and evaluate, through its Horizons Process, a much bolder active transportation strategy. This should include infrastructure investments and policy changes of the scope and scale that can expand active transportation mode share to 20%. We stand ready to assist MTC with developing such an active transportation strategy.

Our cities and counties are immensely diverse, but all of our residents deserve to be able to walk or bike to jobs, schools, services, friends, and regional transportation.

Sincerely,

Clarrissa Cabansagan
New Mobility Policy Director
TransForm

Dave Campbell
Advocacy Director
Bike East Bay

Janice Li
Advocacy Director
San Francisco Bicycle Coalition

CC: Therese McMillan, Executive Director, MTC

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[1] MTC's Strategy D-4: "Invest in Free Short Trip Service" also supports bike share expansion, but is predominantly focused on a regional autonomous shuttle network.
[2] MTC "Transform-the-Future Strategy Booklet", March 2019, page C-3.

From:	Martha Silver
To:	Martha Silver
Subject:	comments on Horizon strategies / interim futures report
Date:	Thursday, May 30, 2019 08:03:31

From: Michelle Beaulieu ███████████████████████████

Sent: Friday, April 5, 2019 12:04 PM

To: Dave Vautin <DVautin@bayareametro.gov>; Matt Maloney <mmaloney@bayareametro.gov>

Cc:███████████████████; Maria Lombardo ███████████████████; Linda Meckel
███████████████████

Subject: comments on Horizon strategies / interim futures report

External Email

Hi Dave and Matt,

It was good to hear the process for developing the strategies for the futures round 2 analysis in BACTA planning directors this morning. We have a few comments we wanted to share on the strategies and interim futures report--it sounds like some of these are already moving forward (and some are not) which is great. We collaborated on the comments below with SFMTA and SF Planning staff as well.

Let me know if you have any questions,

Cheers, -michelle

Comments on Horizon Interim Futures Report

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- This report is overall very
- helpful to understand the process that MTC has been going through, and lays out a lot of forecasts and assumptions about each future which will certainly spark "robust" conversations.

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- Is it possible to see all
- the data that informs each opportunity or challenge across all three futures? The maps are helpful but we'd like the underlying information as well.

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-
- In addition to that information,
- do you have a VMT report for each of the futures in addition to the share of auto commutes?

-

Comments on Horizon Strategies

-

- Overall,

- the Transform the Future game was an engaging exercise that led to

- a lot of interesting conversations. We appreciate that the facilitation

- was well thought-out and that MTC staff put some tough issues front and center. We also appreciate that the groups were set up to have diverse perspectives at each table.

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- One
- common theme from many of the representatives in the room was that **the**
- **devil is in the details.** Many of these strategies are broad and do
- not have much information about implementation. We hope that as the final plan is developed, these strategies are refined in consultation with the RAWG stakeholders and the BACTA Directors and Planning Directors groups. Specifically, we'd appreciate receiving
- drafts of the detailed strategies and ultimate recommendations to the commission in advance of publication, and have sufficient time to provide comments.

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  - For example, what is the
  - Extend the Regional Rail Network "strategy"? Aren't certain individual components being studied individually as projects? How will this strategy be compared to the individual projects being studied in the project performance assessment?
  -

-
- **How**
- **will these strategies be ranked or scored**? It sounds like they will
- be looked at for consistency with the Guiding Principles--will they also receive B/C scores? And how will they be integrated, if at all, into PBA 2050?

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-
- Will this evaluation be
- conducted individually or will they be bundled? If certain strategies only make sense together, such as congestion pricing and associated transit/alternative investments, they should be grouped in the analysis.
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-
- **We strongly support evaluation**
- **of the following strategies:**
-

  -
  - A3:
  - Provide 50 Percent Fare Discount for Low-Income Transit Riders
  -
  -
  - C4:
  - Build and Operate a Next Generation Bus Rapid Transit Network (Question: is this just on
  - freeways or arterials? Description sounds like just AC Transit on SFOBB. We would be happy to work with you on specifics. Is this where highway BRT/express bus will be studied? If so we would strongly encourage that those projects be paired with the managed
  - lanes/expressways projects in your modeling and testing).
  -
  -
  - C7:
  - Build a New Transbay Rail Crossing (Question: How will this analysis complement the Crossings
  - paper?)
  -
  -
  - C10:
  - Increase Capacity and Frequency by Modernizing Existing Rail Network (Can we see the details
  - and provide input on the assumptions?)
  -
  -
  - H1:
  - Establish Vehicle Trip Reduction Requirements for all New Development
  -
  -

H5:
- Implement Parking Fees
-
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-
- **There were a few strategies**
- **we'd like to propose revisions or clarifications for:**
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  -
  - D4:
  - Invest in Free last mile service: as we commented on for the TDM perspective paper itself,
  - we have a concern with this free service, particularly the AV service. It begs the question of why free transit itself isn't a strategy? This could directly compete with active modes of transportation and feeder bus services. Importantly, how is this paid
  - for? Why does it need to be free when people already pay to ride feeder bus service? Transit service has a high cost associated with it, and we would not support re-directing funding to a free service.
  -
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  -
  - C6:
  - 10 cent per mile peak period pricing on freeways: we support studying this, but does this
  - replace dynamic express lane fees or supplement? Dynamic pricing seems like a more efficient way of managing demand, and is a more appropriate and effective tool to shift travel behavior.
  -
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  -
  - C5:
  - Increase Freeway Capacity and Build Express Lanes to Sacramento and Tracy: We feel that
  - the "cost" for this project is too low. We also feel that this strategy is counterintuitive considering the Guiding Principles of Horizon.
  -
  -
  - C8:
  - Build a New Transbay Highway Crossing: We would like to ensure that this crossing will
  - not touchdown in San Francisco. What is the relationship between this

"strategy" and the Crossings paper, and the project performance evaluation process?

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- C9:
- Extend the Regional Rail Network: Why is this strategy 3 points "more affordable" than
- C10? C10 seems to include the operating costs while C9 does not. We recommend increasing the cost of this strategy to be commensurate with C10.
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-
- C3:
- Complete regional bike network: How is this the same/different from the 2 transformative
- bicycle projects (complete the bay trail and bicycle superhighways)?
-

-
- **And lastly, we'd like to**
- **recommend a few additional strategies to be considered:**
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  -
  - Tolling
  - all highways and bridges: (from TDM perspective paper) this would be variable, demand-based
  - pricing on all regional corridors. We feel this has stronger potential to shift behavior than a flat per-mile fee.
  -
  -
  -
  - Cordon

  - Pricing in the Oakland, SF, and SJ: (from TDM perspective paper) potentially paired with

  - the freeway pricing strategy.

  -
  -
  - Include

- at least one road safety strategy,

- to help the region achieve Vision Zero: During previous RAWG meetings, several stakeholders noted the importance of road safety, and were assured that this would be included in the Healthy principle. One option might be capping speed limits, which is a strategy

- included in the AV perspective paper. If the particulars of this are too difficult, we suggest that MTC acknowledge the importance of Vision Zero and that it wasn't addressed in this exercise. Will it be later in PBA 2050? This is a topic of increasing importance

- to our policy makers.

-

-

Michelle Beaulieu
Senior Transportation Planner, Policy and Programming
San Francisco County Transportation Authority
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San Francisco, CA 94103
415.522.4824

| PUBLIC
| ADVOCATES |
MAKING RIGHTS REAL

April 19, 2019

BY ELECTRONIC MAIL:

dvautin@bayareametro.gov, mshorett@bayareametro.gov
Dave Vautin, Horizon/Plan Bay Area 2050 Project Manager
Mark Shorett, Principal Planner
Bay Area Metro
375 Beale Street, Suite 800
San Francisco, CA 94105-2066

Re: **Horizon Initiative (Transform-the-Future Strategies)/Plan Bay Area 2040**

Dear Mr. Vautin and Mr. Shorett:

Urban Habitat, Public Advocates, Community Legal Services of East Palo Alto, Center for Sustainable Neighborhoods, and North Bay Organizing Project thank you for inviting comments on the proposed "Transform-the-Future" strategies, and the opportunity to propose additional strategies for inclusion in Plan Bay Area 2040.

The focus on strategies is particularly timely in light of the updated SCS Program and Evaluation Guidelines that the California Air Resources Board issued last month in final draft form. As you know, those Guidelines respond to the direction of CARB's Board "to place greater attention on the strategies, key actions, and investments committed by the MPOs and the jurisdictions they represent" when making the determination whether the adopted RTP/SCS, if implemented, will achieve the region's greenhouse gas reduction targets. Specifically, CARB is "moving from a modeling-focused SCS evaluation process to a more strategy-based approach." The updated Guidelines also respond to the Board's request "that SCSs contain a 'robust social equity analysis.'"

With that context in mind, we are pleased to propose two additional strategies for consideration, and to offer comment on a few of those already under consideration.

1.   **Proposed New Strategies**

Mobility, Jobs and Climate Fund: *Create a* Mobility, Jobs and Climate Fund *to invest only in those projects or programs that achieve a triple*

bottom line by simultaneously (1) connecting residents, especially those most in need of access, to important destinations, (2) creating good-paying local jobs, and (3) reducing carbon emissions. All projects and programs funded would be required to avoid any adverse impact (such as increased displacement risk, or exposure to health risk) on a community of concern.

Rationale: To our knowledge, there is no transportation funding source that achieves the three outcomes of mobility, creation of good-paying jobs, and climate protection with each dollar spent. By creating such a fund within Plan Bay Area, the region would break new ground. By tying funding eligibility to the creation of good-paying jobs, the Fund would help solve the region's housing affordability crisis which, as CASA co-chair Fred Blackwell has noted, is a function of both rents and wages. And by tying eligibility to reduced carbon emissions, the Fund would help ensure that CARB will find in Plan Bay Area 2050 a strategy squarely aimed at achieving our region's GHG-reduction target.

We suggest the Fund be resourced with a substantial investment, e.g., $1 billion a year in regional discretionary funds. This investment could be leveraged, bringing an even greater share of regional transportation revenues in line with the delivery of multiple benefits for each dollar spent.

Condition Regional Transportation Funding: *Build on the existing One Bay Area Grant (OBAG) program by infusing it with significant additional regional funds, and tying local eligibility for a share of those revenues to a specific set of local actions that promote the "3Ps" of affordable housing: production, preservation of existing affordable housing, and protection of tenants.*

Rationale: Conditioning transportation funding would achieve the "3Ps," while helping the region reduce driving and GHG emissions. This game-changing policy would articulate the relationship between land use, housing, and transportation planning and help create good outcomes across policy areas. Specifically, additional regional funds should be conditioned to incentivize the following local actions:

- Protection: local adoption of strong anti-displacement policies (from a menu of options including but not limited to rent control, just-cause eviction, and renter relocation assistance);
- Preservation: local adoption of housing preservation ordinances and provision of local funding to preservation efforts, supported by a regional preservation database to identify preservation opportunities for non-profit developers, cooperatives, and community land trusts across the region, especially within ½ a mile of high-quality transit;
- Production: Condition transportation funds to incentivize jurisdictions and transportation agencies to establish minimum baseline inclusionary housing for new and existing station areas, dedicate local funding towards affordable housing production, and pass disposition ordinances/policies that prioritize affordable housing development on publicly owned sites. For competitive grant funding, additional points would be given to jurisdictions with a low jobs-housing ratio or jurisdictions that have made the most progress in decreasing their jobs-housing ratio.

2. Strategies We Support

We are in full support of two strategies, as written, and believe they should be incorporated into the Plan Bay Area 2050 process:

A-3 Provide 50% Fare Discount for Low-Income Transit Riders. The evidence demonstrates clearly that reducing fares can lead to significant increases in ridership, and hence in GHG reduction. This is a win-win strategy: it will both help the next Plan Bay Area meet its emission-reduction targets and will provide a significant benefit to low-income residents of the Bay Area, who are burdened by high and increasing transit fares that restrict their mobility and their access to opportunity.

D-9 Allow Affordable Housing in Areas of High Opportunity. We are excited to see that MTC has highlighted this strategy, which was included in the "Equity, Environment and Jobs" scenario that the 6 Wins Network proposed in the process leading up to the adoption of the first Plan Bay Area in 2013, and performed very well on a range of metrics.

Finally, we are in conceptual support with strategy **D-6 Increase Renter Protections.** However, that strategy, as written, refers to state policy, which is not within the purview of the regional planning process. We support, instead, a strategy by which the region will act to increase renter protections. We believe that the strategy we proposed, above, to **Condition Regional Transportation Funding**, is the best route the region has available for achieving the important goals of strategy D-6.

Very truly yours,

Ruby Acevedo, Staff Attorney
Public Advocates Inc.

Bob Allen, Director of Policy and Advocacy Campaigs
Urban Habitat

Phil Hwang, Executive Director
Community Legal Services of East Palo Alto

Tim Frank, Director
Center for Sustainable Neighborhoods

Paul Robbins, President
North Bay Organizing Project

From:	Martha Silver
To:	Martha Silver
Subject:	Comments on Horizons Future Strategy C-1 - Platform to pay for Mobility Options
Date:	Thursday, May 30, 2019 08:01:39

From: Adina Levin <alevin@alevin.com>
Sent: Saturday, May 11, 2019 2:36 PM
To: Dave Vautin <DVautin@bayareametro.gov>
Cc: Marti Paschal <mpaschal@bayareametro.gov>
Subject: Comments on Horizons Future Strategy C-1 - Platform to pay for Mobility Options

External Email

Hi, Dave,

I am following up to the question that I asked last week at the MTC Policy Advisory Council regarding Horizons Future Strategy C1 - Develop a Single Platform to Access and Pay For all Mobility Options.

For this project, I would strongly encourage the MTC to consider the levels of the technology architecture that will be needed.

1) End user facing applications. The private sector is providing a variety of competing end-user services from vendors including Google, Apple, Uber, Lyft, Moovit, Transit, and more. It is not clear that it would be beneficial or competitive for the Bay Area to create a new end-user facing application, although it may be beneficial to private label a commercial application.

2) Application Programming Interfaces. New third party mobility options are continuing to emerge. It would be essential to provide application programming interfaces for third party applications to be able to submit data about their mobility option and its pricing, for these services to plug into the overall system.

3) Payment is separate from product selection. When purchasing products from the Amazon store, the product selection process is decoupled from the payment process. You search and choose the products you want, and then have a choice of payment methods. Similarly, an app to purchase transportation should decouple produce selection from payment method.

4) Transit Fare policy. It would be beneficial to have integrated transit fare policy, to make it easy for customers to choose public transit as the core of their transportation diet. High capacity transit modes (bus, rail) are the most space-efficient, affordable, environmentally friendly options. If transit fare policy remains uncoordinated and confusing, it will be harder to compete with less space-efficient, more congesting, and less equitable modes.

5) Eligibility policy. It may be valuable to have a "terms of service" for mobility services that wish to participate in the regional mobility platform. Services that cause problems with safety, pollution, congestion, etc. would lose eligibility to participate in the platform.

In summary, for this program to deliver easy-to-use mobility, while furthering the region's safety, environmental and equity goals, the architecture of the program, and the policies underlying it, need to be carefully thought through.

Thank you for your consideration,

- Adina
Adina Levin
Member, Policy Advisory Council
alevin@alevin.com
650-646-4344

BAY AREA COUNCIL

HACIENDA

GREENBELT ALLIANCE

May 15, 2019

Metropolitan Transportation Commission
375 Beale Street #800
San Francisco, CA 94105

Dear MTC Commissioners and Ms. McMillan:

This letter calls your attention to the need for bolder and more creative strategies on carpooling and travel demand management (TDM) for Plan Bay Area 2050. Our next long-range transportation plan must keep our region on course to meet congestion mitigation and greenhouse gas emissions reduction goals. Travel demand management tools will need to play a central role in this effort. Success requires bold ideas that recognize the essential role that TDM has played in the past, and that leverage new technology and policy levers to deliver much more.

Our region has invested heavily in transit and will continue to do so. For example, Plan Bay Area 2040 devotes roughly $180 Billion to transit over the plan period, more than 60% of total investments. Nonetheless, the plan still fails to meet targets for non-auto mode share, equitable access, and transit maintenance funding. Some of this can be improved by making smarter transit investments, but we must do more to leverage other strategies.

There are a number of reasons to expect that carpooling and other TDM strategies can deliver a much larger share of our sustainable mobility goals:

1. Carpool trips already comprise a significant proportion of overall trips. Over the past several decades, carpool trips have been roughly equal to the number of transit trips.[1] In recent years, the share of trips by carpool has grown, while the share by transit has shrunk. Meanwhile, work from home trips represents more than half of transit trips.
2. Technology is rapidly changing the landscape for carpooling, e.g., apps that allow carpools to form more efficiently and provide more reliable enforcement tools for qualifying carpools; ridesharing companies are increasingly focused on groups rides; and growing numbers of cities and large companies are demonstrating that TDM policies such as parking management, and flexible telecommute policies can have dramatic impacts.
3. MTC's commitment to delivering a functioning network of managed lanes and carpool lanes will dramatically change the benefit of carpooling. Uncongested travel across the region will become the major attraction for carpool and shuttle trips.

At present, Horizon anticipates that these tools cannot deliver a growing part of the solution. For example, the latest Horizon strategies include only minimal investment in the strategy to "provide commuters with incentives to carpool." It is a grave error to give up on the potential for carpooling when it is evolving so quickly and has represented such a large portion of our success in the past.

Rather than give in, MTC needs to step up. We need to explore an entirely different scale of policy and financial incentives for these strategies. Spending even 1/10th of what we spend on transit would be open an entirely new way of thinking about TDM strategies and cannot be written-off without any further analysis. We call for MTC, through the Horizon process, to deliver a strategy to double the share of commuters who carpool in the region.

Sincerely,

Jim Wunderman	Matt Vander Sluis	James Paxson
CEO and President	Deputy Director	General Manager
Bay Area Council	Greenbelt Alliance	Hacienda

[1] 10.2% carpool vs 11.9% transit in 2016.

From:	Martha Silver
To:	Martha Silver
Subject:	Comments on Horizon Strategies
Date:	Thursday, May 30, 2019 08:03:00

From: Nicholas Josefowitz <nicholas@getsfmoving.com>

Sent: Wednesday, May 15, 2019 10:13 PM

To: Therese W. McMillan <tmcmillan@bayareametro.gov>

Cc: Alix Bockelman <ABockelman@bayareametro.gov>; Dave Vautin <DVautin@bayareametro.gov>; Jonathon Kass ████████████████; Ken Kirkey <KKirkey@bayareametro.gov>; Matt Maloney <mmaloney@bayareametro.gov>

Subject: Comments on Horizon Strategies

External Email

Dear Therese and Horizon Team,

I am submitting this request for additional development of Horizon strategies as part of the public comment period, which I believe ends tonight at midnight.

I strongly support the general approach that the Horizon process has taken. In order to harness the fast-evolving transportation sector to deliver on our goals for an equitable and sustainable region, our region's next long-range transportation plan must be truly visionary and transformative. The Horizon process has offered an great opportunity to consider strategies that can deliver on our region's goals. I think the MTC team has done incredible work framing and communicating the strategies and challenges for Plan Bay Area. Staff should be applauded for an open process that has led to some suitably bold strategies on, for example, modernizing our regional rail network, expanding express lanes, and improving land use coordination. Well done.

There are three areas, though, where I believe we need stronger strategies in order to enter the Plan Bay Area process with an appropriate set of policy tools and perspectives.

First, the Horizon Process should include a bold strategy to reduce crashes on our roadways by half (eliminating deaths and serious injuries). This not only saves lives, it also tackles one of the biggest sources of roadway delay, namely non-recurring incident delay. Incident delay produces significant congestion; but more importantly, the unpredictability of roadway incident delay means it is far more disruptive to peoples daily routines, far more frustrating, and more economically costly than expected regular delays.

Some take the view that a transition to autonomous vehicles will dramatically reduce

the frequency of vehicle crashes, but this remains speculative. Even in high-AV penetration scenarios, if our country takes the same approach to regulating autonomous vehicle safety as it has to regulating the safety of our existing transportation systems - prioritizing speed and throughput - then there could be no safety improvements from AVs at all. With the uncertain approach and timing for autonomous vehicle implementation, and the aggregate safety impacts still impossible to predict, it is essential that MTC develop a strategy that focuses on the investments, policies, technologies and infrastructure to halve vehicle crashes and their impacts.

Second, carpool and TDM strategies will need to play a much bigger role in our transportation system. Technology and infrastructure improvements create a new set of opportunities for carpooling, and both TDM and carpooling can greatly benefit from many of the pricing strategies included in Horizon to date. The Horizon Process should develop a strategy that focuses on a combination of existing tools, technology, policies, subsidies, and infrastructure that could double existing carpool rates to a 20% mode share.

Finally, Horizon requires a more transformative strategy on active transportation. The advent of hybrid-electric and shared micromobility, and emerging increasing land use densities and parking reduction, create the preconditions for an unprecedented boom in active transportation. Current strategies that call for a regional bicycle network and expanded bike sharing are helpful, but MTC cannot rely on individual jurisdictions to deliver on their own all the connecting infrastructure and policies that will facilitate safe active transportation across the region. In addition, MTC cannot rely on the the widespread adoption of hybrid-electric bicycles and cargo-bikes as car replacements given their high upfront cost. With MTC's leadership and the ongoing explosion of active transportation modes, this region could achieve a 20% active transportation mode share. Horizon must identify the set of investments, subsidies and policies that would make this aspiration a reality.

I know it is somewhat late on in the process and there is not that much time to develop the bold strategies that would help us hit potentially transformative goals on halving crashes, doubling carpooling and quadrupling active transportation. But the Horizon process is exactly the place where our region should be developing these bold strategies, and there is no one better suited to developing these bold strategies than the incredible planners, thinkers and modelers at MTC.

I stand ready to support your bold leadership in these areas and look forward to working together to complete the Horizon Process.

Best regards,

Nick

May 15, 2019

BY ELECTRONIC MAIL: dvautin@bayareametro.gov,
mshorett@bayareametro.gov
Dave Vautin, Horizon/Plan Bay Area 2050 Project Manager
Mark Shorett, Principal Planner
Bay Area Metro
375 Beale Street, Suite 800
San Francisco, CA 94105-2066

Re: Horizon Initiative (Transform-the-Future Strategies Round 2)/Plan Bay Area 2050

Dear Mr. Vautin and Mr. Shorett:

Urban Habitat and Public Advocates thank you for inviting comments on the proposed "Transform-the-Future" strategies "Round 2." On April 19, 2019, we submitted a letter where we proposed two new strategies for your consideration. On May 7, 2019, we met to discuss our letter with your staff. During this conversation, we discussed the Horizon Initiative and the focus and intent of the strategies that were initially proposed and their role within Plan Bay Area 2050.

From that meeting, we understood that you are not using the word "strategy" in its usual sense. Rather, as you explained afterward at the RAWG meeting, by a "strategy" you mean the outcome of "a policy (such as up zoning around transit stations or pricing all freeways) or investment (such as a short list of major rail extensions, or a package of sea level infrastructure) that can be advanced and implemented by local, regional, or state government." As we mentioned in our meeting, we do not believe that Plan Bay Area may rely on strategies that the plan itself does not implement; however, we understand that the public discussion about how to achieve the Horizons "strategies" will come in the fall, and we look forward to engaging in that process.

In our April 2019 letter, we also expressed our support for A-3 which is a proposed strategy related to discounted services for low-income transit riders.

We are happy to see that strategies A-3 and D-9 have both been prioritized for Round 2. Specifically, we are pleased to see the changes that have been adopted for A-3, which include the expansion from discounted to free

services for all low-income transit riders. Making all public transportation more accessible for transit-dependent riders is a key strategy in both reducing greenhouse gas emissions and achieving social equity.

Strategy D-9, "Allow Diverse Housing in All Areas of High Opportunity," is a good example of an outcome that will not be achieved unless Plan Bay Area ultimately includes actions to incentivize the desired outcome, in this case, rezoning. We appreciated that in our meeting, you indicated that our proposed strategy of conditioning regional transportation funds on local promotion of the "3 Ps" would be an appropriate aarea of discussion in connection with Plan Bay Area, and the concurrent development of the third generation of the One Bay Area Grant (OBAG) policy.

We strongly support the following strategies, some with specific modifications:

D-7, "Require 20% of Housing to be Affordable": We support this strategy as written, but do not support its merging with strategy D-9. The two strategies accomplish different goals. Developing affordable housing in areas of requires a highly specific and targeted strategy. Strategy D-7 is a commendable, but general, strategy.

C-4, "Build and Operate a Next Generation Rapid Transit Network": We support the development of a bus rapid transit network (BRT) that meets the needs of transit-dependent riders and is maintained with adequate operating funds. This strategy should be paired with the adequate funding of existing, local bus service, which would enhance the performance of the BRT network and help achieve social equity goals.

A-8, "Raise Taxes to Spur Affordable Housing Production & Preservation": This strategy intends to generate $1.5 billion a year to build a broad range of permanently affordable housing — from supportive housing for the homeless to owner-occupied homes for moderate-income buyers. It should focus more narrowly on truly affordable housing and use progressive taxes to spread the impact of new taxes and fees among the region's developers, homeowners, and employers, without burdening small businesses, low-income residents, and consumers.

We do not support the following strategies and do not recommend that they move into Round 2 analysis:

A-7, "Allow Diverse Housing Around All Major Transit Stops": This strategy would increase gentrification and displacement pressures in urban areas on communities of concern. Any state legislation requiring areas within a half-mile, or a 10-minute walk, of rail stations in the region to be rezoned to allow for more diverse housing should focus on exclusionary communities that have refused to build their fair share of affordable housing and exempt communities of concern. We support moving forward with strategy A-8, not this strategy.

C-9, "Extend the Regional Rail Network": This strategy includes a suite of rail extensions across the region. These extensions are unnecessarily expensive, construction times are often prolonged, and fares are too high. Existing gaps in service should be filled with express and BRT bus service (see C-4 above).

The following strategy was not prioritized and we would like to see it move forward, with modifications, to Round 2:

A-2, "Repurpose Public Land to Build Housing": Consistent with the Public Lands & Workforce Housing Action Plan published by MTC in September 2018, this strategy should move into Round 2. The proposed strategy, however, aims to pass state legislation to reduce development barriers for housing on vacant and underused public land without specifying public benefits. Public land is a public asset and must support residents whose housing needs will not be met by the private housing market. We recommend that public land within a quarter-mile of transit should stay in public ownership, through ground leasing, or be transferred to community land trusts to ensure permanent affordability. Jurisdictions can work with community land trusts, non-profit developers, and cooperatives to prioritize the construction of deeply affordable housing for those making 60% or less of AMI.

We would also like to reiterate an important point that we have communicated to you on various occasions, both in person and through other communications. Meaningful public engagement is important in this early stages in order to ensure that you truly respond to the needs of bay area residents. You must ensure that all future public engagement provides the public with sufficient and accessible information both about the substance but also about your process to allow for the most informed public participation.

Very truly yours,

Ruby Acevedo
Staff Attorney,
Public Advocates

From:	Martha Silver
To:	Martha Silver
Subject:	BART Comments on Horizon – Futures Round 2: Finalizing Strategies for Analysis
Date:	Thursday, May 30, 2019 08:02:31

From: Val Menotti <vmenott@bart.gov>
Sent: Thursday, May 16, 2019 6:09 PM
To: Dave Vautin <DVautin@bayareametro.gov>
Cc: Adam Noelting <ANoelting@bayareametro.gov>; Sadie Graham ▮▮▮▮▮▮▮▮▮▮▮▮; Richard Fuentes ▮▮▮▮▮▮▮▮▮▮
Subject: BART Comments on Horizon – Futures Round 2: Finalizing Strategies for Analysis

External Email

Hi Dave,

On behalf of the San Francisco Bay Area Rapid Transit District (BART) we would like to thank you for the opportunity to comment on the proposed strategies to be analyzed as part of Horizon Futures Round 2. BART appreciates the opportunity to participate in developing the potential strategies and applauds the intense outreach process MTC/ABAG have performed to come up with proposed bundled priority strategies.

As a Region our communities have identified the Guiding Principles of Affordable, Connected, Diverse, Healthy and Vibrant to address the most pressing issues in Plan Bay Area 2050. BART's Vision to "support a sustainable and prosperous Bay Area by connecting communities with seamless mobility" supports these guiding principles and Plan Bay Area. Acknowledging transit's role in the Region, BART is supportive of the Horizon Strategies related to transit and has taken the opportunity to comment on land use and housing, environment and resiliency, and economic development, especially as they related to transit.

Transportation Strategies
- *C-1: Develop a Single Platform to Access and Pay for all Mobility Options* – BART supports this Strategy and suggests that consideration be given to the subsequent need for the Region's various transit agencies to assess schedules and headways comprehensively to provide a more seamless ride to the user.

- *A-3: Provide Free Transit to Low-Income Riders* – BART supports a low-income fare subsidy and is working towards participating in MTC's Means-base fare pilot program. BART suggests changing this strategy from a free fare back to providing a 50 percent fare discount for low-income riders.

- *PBA-4: Make Strategic Modernization & Expansion Investments for Public Transit* – BART suggests that the following projects be included in a modified PBA-4 Strategy.
  - *BART Core Capacity* – BART's set of Transbay Core Capacity Projects are required to allow BART to increase the Transbay peak hour person capacity by 45 percent.
  - *Bay Fair Connector*
  - *Irvington BART Station*

- *Strategy C-7: Build a New Transbay Rail Crossing* -   BART and Capitol Corridor Joint Powers Authority (JPA) are supportive of this Project and are anticipating the findings of the Horizon Perspective Paper on Bay Crossings.

- *Strategy C-9: Extend the Regional Rail Network – As part of this strategy* Capitol Corridor JPA is evaluating the shift of the Capitol Corridor service from the Niles

subdivision to the Coast Subdivision between Oakland and Newark with a new intermodal station at Ardenwood. Future planned service would increase from 7 round trips per day to 15. (same as below)

- *Strategy C-10: Increase Capacity and Frequency by Modernizing Existing Rail Network –* As Part of this Strategy BART recommends including the Regionally-Significant Core Capacity Project; and the Programmatic Investments included in the BART Railcar Procurement Program, BART Metro Program, BART's System Capacity Expansion, and Transit Operations Facility.

  Capitol Corridor JPA is evaluating the shift of the Capitol Corridor service from the Niles subdivision to the Coast Subdivision between Oakland and Newark with a new intermodal station at Ardenwood. Future planned service would increase from 7 round trips per day to 15.

Land Use & Housing Strategies

These strategies reflect the current housing crisis the Bay Area is experiencing. BART supports the goals of creating more housing and retaining and expanding affordable housing. BART is a signatory of the CASA compact and supports the proposed Compact Elements and Calls to Action.

For all CASA-related Strategies, BART recommends working to ensure 1:1 alignment with the CASA compact or clarifying if/when strategies are not fully aligned with CASA. This is particularly important for strategies that seem unworkable without the greater detail that is in the compact. For example:

- *A-7: Allow Diverse Housing Around all Major Transit Stops* - BART supports the strategies that increase the densities and reduce the costs of construction in Priority Development Areas. Given BART's own engagement for its Transit-Oriented Development program of late, two critical concerns with increasing development near transit are (1) ensuring transit capacity exists to accommodate this additional growth, and (2) ensuring adequate access through improved first-last mile connections and for communities with auto-oriented street networks. As such, any recommendations to increase density and accelerate development in PDA's and near transit must be accompanied by parallel strategies to invest in core capacity and access.

- *PBA-2: Reduce Cost of Building in PDAs* - Revise (or clarify) to be consistent with the goals of CASA Compact Element #7 – Expedited Approvals and Financial Incentives for Select Housing.

- *D-7: Require 20 Percent of Housing to be Affordabl*e – Clarify how this goal is aligned with CASA, and if this is for all public or private development or if it is a regional goal that could be fulfilled via averaging out 100% affordable projects with market projects. An inclusionary requirement of 20% could render all development infeasible in some communities but should be a minimum requirement of housing on public land (as it is for BART properties). Further, if this is a regional goal, it would fall short of the Regional Housing Needs for serving low income communities and the net gap in housing would need to be reconciled.

- *A-2: Repurpose Public Land to Build Housing* – The articulation of this strategy is inconsistent

with its more nuanced wording in CASA, which may be why it did not rank highly in MTC's engagement.

Environmental and Resilience Strategies

- *H-9: Expand Financing for Energy, Water, Seismic, Fire and Accessibility Improvements.* BART recommends including the Caldecott Tunnel Resilience Project as part of this Strategy. Investing in the retrofit of the tunnel in advance of a seismic event will help to prepare the region and allow BART Yellow Line service (along the SR-24 corridor) to continue after a major seismic event. This will help the Bay Area to more quickly rebound after an earthquake and have major financial returns.

Economic Development Strategies

- *PBA-8: Preserve Office Space Caps in Job-Rich Cities and Assesses VMT-Based Commercial Development Fee* – BART supports the need to balance the location of jobs throughout the region to address the jobs/housing imbalance especially in the East Bay. BART's TOD ridership policy supports growing ridership especially in times and locations where the BART system has capacity.

- *Homelessness Strategy* – Homelessness is a regional crisis that will require coordination with all agencies and jurisdictions within the Bay Area and a variety of interventions. The Bay Area Council report on Bay Area homelessness surmises that solving the Bay Area's homelessness crisis will require interventions across all stages of homelessness - 1) preventing homelessness, 2) providing temporary accommodations, and 3) maximizing the number of units and housing programs. Homelessness is a complex issue that will not be solved solely by providing more affordable housing.

  BART recommends that a Plan Bay Area includes a Regional Homelessness Strategy to supplement the affordable housing strategies. The strategy should provide for the additional interventions aimed at preventing homelessness across all stages of homelessness, such as mental health services, addiction treatment, transitional housing, emergency shelters, counseling and other social services.

We look forward to working with you to finalize the prioritized list and to reviewing the impacts the strategies have on the Futures.

Regards,

Val Joseph Menotti
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SPUR

San Francisco | San Jose | Oakland

May 17, 2019

Metropolitan Transportation Commission
375 Beale St, Suite 800
San Francisco, CA 94105

Dear MTC Commissioners and Ms. McMillan:

SPUR is a member-supported nonprofit organization that promotes good planning and good government in the San Francisco Bay Area through research, education and advocacy. We are located in the three largest cities of the Bay Area and work to drive local and regional change.

SPUR commends MTC and ABAG for undertaking the Horizon effort and for seeking input on the strategies to include in the Futures Round 2 analysis. The approach — considering the cumulative impact of the various projects and policies and using reports and papers as inputs to define and determine the strategies — offers the potential for Plan Bay Area 2050 to better address the issues and challenges facing our region.

To address the challenges posed by the various futures, the Futures Round 2 analysis needs to include bold, aggressive strategies. Indeed, many of the strategies slated for inclusion — invest in free last mile service, apply tolls to all freeways — are just that. At the same time, SPUR believes there are opportunities to think bolder and more strategically.

The following letter includes several overarching comments about the Futures Round 2 analysis as well as specific comments related to several of the proposed strategies.

1. While we strongly support the public outreach process, additional criteria should be used to inform the Futures Round 2 strategy selection.
MTC/ABAG staff pulled together 44 strategies for potential inclusion in the Futures Round 2 analysis from the Perspective Papers, the project performance assessment, stakeholder feedback, and other ongoing regional initiatives that might address or mitigate the challenges facing the region. The selection criteria are unclear. Staff should clarify how the 44 strategies were selected and provide the methodology.

The main metric used to winnow the list from 44 to 26 was stakeholder feedback. Public accountability is essential; but so too is performance accountability. We appreciate that MTC engaged in a robust outreach process, but other metrics should be used to determine the strategies to include in the Futures Round 2 analysis. What is palatable now to the public and policymakers may change over time; just a handful of years ago tolls on freeways was a non-starter. What we know from research, performance-based analyses and from the implementation of strategies in other places should be used as inputs to inform the strategy selection process. For example, the Horizons analysis opted not to include as a strategy "implement parking fees" because it

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performed poorly in the outreach, but pricing parking is a proven best practice for reducing solo driving.[1]

We cannot lose sight of the vision of what we want the future our region to be; this future may be challenging to achieve and will certainly require trade-offs. We need to assess strategies that have the potential to get us there, rather than accept current trends.

2. Include bolder and more creative strategies on carpooling and travel demand management.

Making smarter transit investments is important, but we must do more to leverage other strategies. Carpooling and other TDM strategies can deliver a much larger share of our congestion and emissions reduction. MTC's commitment to delivering a functioning network of managed lanes and carpool lanes will dramatically change the benefit of carpooling. Technology is rapidly changing the landscape for carpooling: apps allow carpools to form more efficiently and provide more reliable enforcement tools for qualifying carpools. Horizon anticipates that these tools cannot deliver a growing part of the solution, but explored at a different scale of policy and financial incentives, we think they can.

TDM and carpooling strategies MTC/ABAG could study as part of the Futures Round 2 analysis include:

- Parking cash-out programs, which offer employees the cash equivalent of their parking space if they choose not to drive;
- Discounted transit passes that employers can buy in bulk, passing the savings on to employees;
- Priority carpool parking at transit stations;
- Pricing parking, with discount for carpoolers, to incentivize commuters to drive less and encourage transit ridership; and
- State legislative changes to eliminate parking minimums and establish parking maximums in particular transit-served locations.

Establishing vehicle trip reduction requirements for all new development is another TDM strategy that was not selected as a finalist for the Futures Round 2 analysis even though it is a proven best practice for reducing solo driving. [2]

3. Develop and evaluate a much bolder active transportation strategy.

Now is the moment to dramatically increase participation in active transportation in our region. Localities around the region are promoting development patterns that support walking and cycling, reducing parking requirements, and thinking more creatively about how walking, biking, and transit can work together. At the same time, there is an explosion of new options including expansive bike sharing networks, as well as electric assist bicycles, scooters, and a host of other

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[1] TDM programs that include paid parking have been shown to reduce auto trips by 15-30 percent depending on the availability of transit. See: National Evidence on TDM Program Impacts Vehicle Trip Reduction from Background Conditions Source: Cambridge Systematics, 2010 (Fairfax County, VA)
[2] For example, see the San Francisco Department of Planning's Transportation Demand Management Program, which was designed explicitly to reduce vehicle miles traveled generated by new development projects, https://sfplanning.org/transportation-demand-management-program

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new modes. Jurisdictions that are investing in active transportation infrastructure are seeing results. As part of Plan Bay Area 2050, we must plan and deliver infrastructure to support the immense potential for active transportation modes.

The Futures Round 2 analysis should include infrastructure investments and policy changes of the scope and scale that can expand active transportation mode share to 20%. These investments and policy changes should prioritize safety; the region should strive to fully eliminate traffic-related fatalities and serious injuries. Policy changes that could be included in the analysis include automated speed enforcement and lowering speed limits by removing the 85th percentile rule which requires that traffic speeds be set to the speed at which 85 percent of drivers drive at or below.

4. Prioritize investments in the regional rail network that add reliability, availability, speed and move towards greater interoperability.
We can get more capacity on the rail network by adding more service to the existing systems and stitching them together into a network. We can get farther by fully utilizing our existing assets and investments.

The state is encouraging the Bay Area to move to a pulsed- hub network that links together great places with frequent, reliable service. Our capital investments should focus on what it takes to establish reliable travel times and to create timed transfers at stations, which are pleasant and easy to navigate. As we move towards a networked system, the transition will be hard. MTC can support the transition not just through capital projects but by programs that help make our institutions more capable of delivering transformative change. To that end, we recommend MTC:

- review all proposed or previously planned investments with this goal in mind to determine is if they work towards this or not;
- leave flexibility to adjust projects included in C-9 and C-10 until MTC completes its own regional rail studies, including the forthcoming update to the regional rail plan and southern alameda county rail study;
- create a regionwide transit map, unified marketing, integrated fare structures, stations with amenities and public spaces, and pursue other improvements that enhance the transit customer experience;
- work with operators to rethink how transit is planned and delivered. Only then can we really maximize the benefits from any new investments in the regions rail and bus systems. We encourage MTC to incorporate funding programs in Plan Bay Area that support the transition. These should include:
  - funding for user experience designers, funding for fare integration;
  - funding for change management professionals and training; and
  - funding for salary levels and benefits that attract transportation professionals in a competitive market.

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5. Include an express lane network and regional express bus network in Strategy C-4.
We can use our highways to move many more people efficiently, sustainably and equitably. It is expensive to build new transportation infrastructure; at the same time, our highways are approaching the end of their useful life as currently designed and operated, and are ready for thoughtful repurposing. Thus far, the region's partial implementation of Express Lanes has been clunky, expensive, and incomplete — and the results to date don't really work for transit.

A truly regional, frequent, and rapid express bus network supported primarily by the conversion of existing carpool or general-purpose lanes to Express Lanes has the potential to not only alleviate capacity constraints on highways and existing rapid transit systems (such as BART and Caltrain), but offer new access: a network of buses (private and public), shuttles, and jitneys that uses highways can go where trains don't, especially suburban neighborhoods, corporate campuses and office parks, shopping and entertainment complexes, centers of higher education and major medical facilities. A well-designed express bus network can significantly reduce the need to transfer between systems and could speed travel times, make buses time-competitive with or even superior to driving. For these reasons we believe the Futures Round 2 analysis should include an analysis of an optimized express lane and regional express bus network.

6. Include fare integration in the "Price Transportation Services" column.
The project performance assessment includes as a strategy integrating the region's transit fare system but this strategy is not included as a "Price Transportation Service" column for the Futures Round 2 analysis. While we commend MTC/ABAG for including the strategy "Provide free transit to low-income riders," this should not preclude an analysis of fare integration which also has equity and behavior change benefits. Disparate and disjoined fares create customer confusion, inhibit people from using more than one transit service and undermine the benefits the region should derive from the significant investments it is making in new transit infrastructure and fare payment technology. The region's fragmented approach to fares pushes people to make inefficient and often costly transit decisions — or to get behind the wheel and drive themselves, adding to traffic congestion, pollution and carbon emissions. SPUR's research shows that streamlining and integrating fares could help grow transit ridership and support the seamless use of multiple operators, which in turn supports the ways that Bay Area cities plan to grow.

The "Price Transportation Service" column also includes as a strategy for the region to develop a single platform to access all mobility options, commonly referred to as a "Mobility as a Service" or MaaS. MaaS is a nascent concept and many of its core assumptions have been proven in only a few markets. Moreover, its success is highly contingent on the underlying fare policies: if the region's transit fare policies remain uncoordinated and confusing, it will be harder to compete with less-space efficient and more congesting modes.

7. Work with non-transportation stakeholders to identify a broader suite of options to model under the "Environmental and Resilience strategies" column, and include a strategy to rapidly scale up Sustainable Streets in the Bay Area.
The list of strategies under "Environment and Resilience" addresses only two regional environmental issues: the protection of land and open space from sprawl, and the impacts of sea level rise. While these two issues are very important, environmental protection, restoration, climate mitigation, and even climate adaptation are broader than these topics. More engagement

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of stakeholders in the Bay's wetland, environmental protection and quality, and public health communities could yield additional ideas that could be modeled in the next round of Horizon Futures. For example, heat wave stress, smoky air emergencies, creek flooding and extreme rainfall, and other events could be mitigated by making various investments in the region's resilience. As the Bay Area is home to several cities that have prepared Resilience Strategies as part of the 100RC program, a census of key strategies from city resilience plans could identify additional investments to model, that resources eventually devoted to Plan Bay Area could help support.

The Futures Round 2 Analysis should include a strategy to significantly invest in restoring the Bay's wetlands as both an environmental protection AND an adaptation strategy; as we know from the regional scientific consensus in the Baylands Ecosystem Habitat Goals Climate Change Update (2016), we have only until about 2030 to prepare marshes for accelerating levels of sea level rise, or they will drown within years or decades following, and we will lose the chance to do significant nature-based adaptation based on the region's historical ecology.

Finally, regional stakeholders have been engaged with the SF Estuary Partnership, the City and County Association of Governments of San Mateo County, the Bay Area Stormwater Management Agencies Association (BASMAA) and others, to identify ways to significantly scale up sustainable, green streets throughout the region. Many cities are preparing Green Infrastructure Plans by the end of 2019, as required by the Regional Water Quality Control Board. However, funding to build out these plans deeply lags the cities' planning ambitions. Under the category of "Reduce our Impact on the Environment", MTC should include a Horizon strategy for fully building out green infrastructure plans and sustainable streets in cities around the region. These plans will likely yield multiple community benefits for climate mitigation, local environmental improvement, and adaptation/resilience.

In closing, we encourage MTC/ABAG to make opportunities and deadlines for input more prevalent on the Horizons website. Information regarding the Futures Round 2 analysis, including the deadline for feedback, can only be found in the RAWG packet which is not linked to on the Horizon webpage.

We appreciate the opportunity to provide comments on the Futures Round 2 analysis. We look forward to your responses and ongoing collaboration.

Sincerely,

Arielle Fleisher
Senior Transportation Policy Associate

File #:	19-0536	**Version:** 1	**Name:**	
Type:	Report		**Status:**	Informational
File created:	5/3/2019		**In control:**	Regional Advisory Working Group
On agenda:	6/4/2019		**Final action:**	
Title:	Report on Plan Bay Area 2050 - Regional Growth Framework Adopted Update Overview			
	Report on Plan Bay Area 2050 - Regional Growth Framework Adopted Update Overview.			
Sponsors:				
Indexes:				
Code sections:				
Attachments:	04_Regional Growth Framework Update_SummarySheet.pdf			

Date	Ver.	Action By	Action	Result

Subject:

Report on Plan Bay Area 2050 - Regional Growth Framework Adopted Update Overview

Report on Plan Bay Area 2050 - Regional Growth Framework Adopted Update Overview.

Presenter:

Mark Shorett

Recommended Action:

Information

Attachments:

June 4, 2019   Agenda Item 4

Report on Plan Bay Area 2050 – Regional Growth Framework Adopted Update Overview

Subject:	Report on Plan Bay Area 2050 – Regional Growth Framework Adopted Update Overview.
Background:	Staff will present an overview of the updated Regional Growth Framework criteria adopted in May by the Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC).

Background: (continued)

In addition, staff will describe the process for ensuring that existing Priority Development Areas (PDA) meet program criteria and for submitting new or modified Priority Development Areas (PDA) and Priority Conservation Areas (PCA), as well as new Priority Production Areas (PPA).

Over the past six months, staff has engaged Regional Area Working Group (RAWG) and a host of other MTC and ABAG committees in a discussion about the Regional Growth Framework (Framework) for Plan Bay Area 2050 – the Bay Area's approach to shaping future development. Based upon key findings from the Horizon Regional Growth Strategies Perspective Paper and committee and stakeholder feedback, staff proposed a set of revisions in May to the Framework.

This proposal was presented to RAWG, ABAG Regional Planning Committee (RPC), the MTC Planning Committee, and the ABAG Administrative Committee; it was adopted by resolution by both the ABAG Administrative Committee and the MTC Commission at their respective meetings on May 22. ABAG Resolution No. 02-19 is included as **Attachment A**; summaries of the criteria included in the resolution is provided in **Attachment B**.

Issues: The adopted update to the Regional Growth Framework:

Creates two PDA designations which apply to existing and new PDAs:

Transit-Rich PDAs. Served by a rail station, ferry terminal, or bus with 15-minute frequencies during peak commute periods.

Connected Community PDAs. Served by a bus route with 30-minute frequencies during peak commute periods and either: a) located inside a state-designated High Resource Area; or b) in a jurisdiction that has adopted at least two supportive VMT reduction policies.

Retains PDA planning, infill, and local nomination criteria for all PDAs, with minor clarifications to the planning criteria to ensure plans are supported by zoning and an EIR or streamlined review process.

Ensures that all PDAs meet program criteria by requiring jurisdictions with PDAs that have not adopted or commenced a plan demonstrate a commitment to completing a plan by 2025, and requiring that a transit improvement capable of meeting at least the Connected Community criteria be identified by the County Transportation Agencies (CTA).

Establishes a Priority Production Area Pilot Program, including eligibility criteria and a timeline for potentially expanding the program.

Authorizes staff to open an application window for local jurisdictions to submit new or modified PDAs and PCAs, and to submit new PPAs. In addition, staff will work with cities with PDAs that do not meet program criteria to ensure a planning commitment is in place and transit improvement(s) are identified.

Next Steps: **Attachment C** provides a detailed description of key dates for local jurisdictions to submit letters of interest for new or modified PDAs and PCAs, or for new PPAs, and for jurisdictions and County Transportation Agencies with PDAs that do not meet program criteria to submit letters of intent to meet these criteria.

Attachment D is a detailed table of the consistency of each PDA with revised program criteria.

In June, ABAG and MTC will release forms for letters of interest and letters of intent for local jurisdictions and CTAs to complete and submit by September 2019. ABAG and MTC staff will engage continuously with local jurisdiction and CTA staff and provide technical resources as needed to simplify the process.

For new priority areas, letters of interest will be followed in winter 2019-2020 with the adoption of local resolutions for PDA, PCA, and PPA nominations.

Attachments: **Attachment A:** Regional Growth Framework Update: Overview of Existing and Proposed Geographies
Attachment B: ABAG Resolution 02-19 [consistent with MTC Resolution No. 4386]
Attachment C: Regional Growth Framework Update: Timeline
Attachment D: Regional Growth Framework Update: Table of PDAs' Transit and Planning Status with Updated Criteria

Plan Bay Area 2050: Regional Growth Framework Update –
Overview of Existing and Proposed Geographies
This attachment provides a summary of key changes proposed to the Growth Framework, and an overview of the Geographies included in the current and proposed Framework. Proposed action related to each Geography is outlined in **Attachment B.**

Table A1. Summary of Key Proposed Changes to Regional Growth Framework

	Designation		
	Priority Development Areas	**Priority Conservation Areas**	**Priority Production Areas**
Key Proposed Changes	• **PDA Categories:** Establishes **Transit-rich** and **Connected Community** categories *(see Table A2 for detailed criteria)*, which apply to existing and proposed PDAs • **Planning:** Defines plan requirement and adoption timeline • **Transit:** More frequent service required for Transit-rich PDAs than current PDAs; less frequent service required for Connected Community PDAs • **Equity:** State-designated High Resource Areas (HRAs) eligible for Connected Community PDA designation if transit criteria are met • **VMT-Reduction:** Areas outside HRAs meeting Connected Community transit criteria required to implement policy from menu of VMT-reduction measures	No change *(see Table A2 for detailed criteria)*	New designation *(see Table A2 for detailed criteria)*

Table A2. Overview of Current and Proposed Regional Growth Framework Designations

Designation		Criteria	Additional Information
Current Designations (all require resolutions of support from jurisdiction with land use authority)	Priority Development Area (PDA)	• Within urbanized area, and • Planned for significant housing growth, including affordable housing, and • Served by an existing or planned rail station, ferry terminal, or bus stop served by a route, or routes, with peak headways of 20 minutes or less	Interactive map of current PDAs is available [here](#).
	Priority Conservation Area (PCA)	• Provide regionally significant agricultural, natural resource, scenic, recreational, and/or ecological values and ecosystem functions, demonstrated through adopted plans and recognized data sources such as the Conservation Lands Network (CLN), and • Require protection due to pressure from urban development or other factors, and	Interactive map of current PCAs is available [here](#).

		• Fall into one or more PCA designation category: Natural Landscapes, Agricultural Lands, Urban Greening, and Regional Recreation	
Proposed Designations (all require resolutions of support from jurisdiction with land use authority)	Transit-Rich PDA	• Within urbanized area, and • Specific, precise, or equivalent Plan for housing and job growth adopted, or to be adopted no later than 2025, and • The majority of land is within one-half mile of an existing or planned[i] rail station, ferry terminal, or intersection of 2 or more bus routes with peak headways of 15 minutes or less. *(Meets state definition for Transit Priority Area)*	Transit criteria is consistent with the state definition of a Transit Priority Area (TPA); a map of Bay Area TPAs, some of which are PDAs, is available [here]().

	Connected Community PDA	• Within urbanized area, and
		• Specific, precise, or equivalent Plan for housing and job growth adopted, or to be adopted no later than 2025, and
		• The majority of land is within ½ mile of an existing or planned bus line with headways of no more than 30 minutes in peak periods, and
		• One of the following:
		   ○ Located in a High Resource Area (HRA) as defined by the California Department of Housing and Community Development (HCD), or
		   ○ Adoption, or commitment to adopt, two or more policies shown to reduce vehicle miles traveled (VMT)
			High Resource Areas are identified on HCD-adopted Opportunity Maps. The detailed methodology used to determine these areas, and a current map, are available [here](). Note that only HRA that meet transit criteria are eligible for designation as Connected Community PDAs.

	Priority Production Area (PPA)	• Zoned for industrial use or has a high concentration of Production, Distribution and Repair (PDR) activities, and • Does not overlap with a Priority Development Area and does not include land within one-half mile of a regional rail station[ii], and • Jurisdiction has a certified Housing Element	More information PDR, and San Francisco's effort to support PDR activities, is available [here]().
	PCA	No change	

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[i] Included in most recently adopted fiscally constrained Regional Transportation Plan (RTP)

[ii] Includes existing and planned service; includes BART, Caltrain, ACE, SMART, Amtrak, and any future heavy/commuter/intercity rail systems.

ASSOCIATION OF BAY AREA GOVERNMENTS
ADMINISTRATIVE COMMITTEE

RESOLUTION NO. 02-19

Re: Approval of the Plan Bay Area 2050 – Regional Growth Framework
Revisions: Next Steps

ABSTRACT

This resolution updates the Regional Growth Framework by (1) revising the definition
and criteria for Priority Development Areas (PDAs), and (2) establishing a definition and
criteria for Priority Production Areas (PPAs). No changes are made to Priority
Conservation Area (PCA) criteria. In addition, the resolution authorizes staff to open a
submission window for local jurisdictions to nominate new or modified PDAs, new or
modified Priority Conservation Areas (PCAs), and new PPAs through a pilot program.

Further discussion of this subject is contained in the Planning Committee Summary
Sheet dated May 10, 2019 and the Administrative Committee Summary Sheet dated
May 22, 2019.

ASSOCIATION OF BAY AREA GOVERNMENTS
ADMINISTRATIVE COMMITTEE

RESOLUTION NO. 02-19

Re: Approval of the Plan Bay Area 2050 – Regional Growth Framework
Revisions: Next Steps

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

WHEREAS, in 2007 ABAG established a framework (Regional Growth Framework) for future development that seeks to concentrate growth in locally-identified Priority Development Areas (PDAs) and protect locally-identified Priority Conservation Areas (PCAs) from development, and established the procedures for designation of PDAs and PCAs; and

WHEREAS, ABAG has adopted 188 PDAs and 165 PCAs nominated by local governments; and

WHEREAS, California Government Code § 65080 et seq. requires MTC to prepare and update a long-range Regional Transportation Plan (RTP), including a Sustainable Communities Strategy (SCS) prepared in conjunction with the ABAG, every four years; and

WHEREAS, Plan Bay Area ("Plan") constitutes the Regional Transportation Plan and SCS for the San Francisco Bay Area; and

WHEREAS, MTC and ABAG jointly adopted the first Plan Bay Area in 2013 (Plan Bay Area 2013) (MTC Resolution No. 4111 and ABAG Resolution No. 06-13), and the second Plan Bay Area in 2017 (Plan Bay Area 2017) (MTC Resolution No. 4300 and ABAG Resolution No. 10-17); and

WHEREAS, Plan Bay Area 2013 and Plan Bay Area 2017 were consistent with state-mandated targets for greenhouse gas reduction and housing, and included a growth pattern consistent with the Regional Growth Framework, projecting that more 70% of new homes would be built in PDAs and development would not occur in PCAs; and

WHEREAS, the feasibility of implementing the Regional Growth Framework, including the projected levels of growth in PDAs in Plan Bay Area 2013 and Plan Bay Area 2017, was analyzed in the 2015 PDA Assessment and 2019 Horizon Regional Growth Strategies Perspective Paper, respectively, and both documents recommended

ASSOCIATION OF BAY AREA GOVERNMENTS
RESOLUTION NO. 02-19

revisions to the Regional Growth Framework to improve implementation of the upcoming Plan Bay Area 2050; and

WHEREAS, the Plan Bay Area 2040 Action Plan included an action to Establish Criteria for Priority Production Areas (PPAs); and

WHEREAS, potential revisions to the Regional Growth Framework that concerned PDAs, PCAs, and PPAs, were presented to ABAG Regional Planning Committee, MTC Policy Advisory Council, Regional Advisory Working Group, and ABAG Administrative Committee and MTC Planning Committee (collectively, ABAG and MTC Committees), local government staff, and other stakeholders for comment in March and April 2019; and

WHEREAS, comments from ABAG and MTC Committees, local government staff, and stakeholders, and the findings from the 2015 PDA Assessment and 2019 Horizons Regional Growth Strategies Perspective Paper, provided the basis for specific revisions to the criteria for PDAs and PPAs; and

WHEREAS, Attachment A to this Resolution, attached hereto and incorporated herein as though set forth at length, establishes an updated definition and criteria for PDAs and a definition and criteria for PPAs through a pilot program, and does not modify the existing PCA definition and criteria (ABAG Resolution No. 12-14); and

WHEREAS, ABAG/MTC staff intend to open an application period for local jurisdictions to nominate new or modified PDAs and PCAs, and to nominate PPAs; now, therefore, be it

ASSOCIATION OF BAY AREA GOVERNMENTS
RESOLUTION NO. 02-19

RESOLVED, that ABAG hereby certifies that the foregoing recitals are true and correct and incorporated by this reference; and be it further

RESOLVED, that ABAG, as a decision making body, hereby adopts the definition and criteria for PDAs and PPAs in Attachment A, and authorizes staff to open an application period for local jurisdictions to nominate new or modified PDAs and PCAs, and to nominate new PPAs, which may include a submission period for Letters of Interest followed by formal nomination and adoption by MTC and ABAG.

The foregoing was adopted by the Administrative Committee this 22nd day of May 2019.

_____
David Rabbitt
President

Certification of Administrative Committee Approval

I, the undersigned, the appointed and qualified Clerk of the Board of the Association of Bay Area Governments (Association), do hereby certify that the foregoing resolution was adopted by the Administrative Committee of the Association at a duly called meeting held on the 22nd day of May, 2019.

_____
Frederick Castro
Clerk of the Board

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ABAG RESOLUTION NO. 02-19
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Priority Development Area (PDAs): Definition and Criteria

<u>**Definition**</u>
Priority Development Areas (PDAs) are defined as follows:

- PDAs are **infill locations planned for significant housing <u>and</u> job growth.**
- PDAs help to reduce greenhouse gas emissions by **offering a suite of mobility options** that enable residents to live a car-free or car-light lifestyle.
- PDAs promote **greater opportunity <u>for all</u>**, regardless of race or income.

<u>**Eligibility Criteria**</u>
Eligibility criteria for designation as a Priority Development Area (PDA) are shown below. The first set of criteria apply to both categories of PDAs, Transit-Rich and Connected Community. The second set apply only to Transit-Rich PDAs, while the third set of criteria apply only to Connected Community PDAs.

1) **Eligibility Criteria Applicable to All PDAs**
   All Priority Development Areas must meet the following criteria:

   - **Locally-Nominated** – The PDA is nominated by the local government with land use authority[1] over the geographic area in which it is located, demonstrated by a resolution of support adopted by its governing body.[2]
   - **Infill** – The area is fully within an existing urbanized area, and lies within an urban growth boundary or limit line if one is established.
   - **Planned** – A plan for significant housing growth and/or housing and employment growth at transit-supportive densities has been adopted for the majority of the area by the governing body of the jurisdiction in which the PDA is located, such as a specific, precise, or area plan. In addition, this plan is reflected in the jurisdiction's general plan, zoning ordinance and either a certified environmental impact report, standard conditions of approval, or other environmental document that facilitates development consistent with the plan.
   Furthermore, a PDA must either meet the criteria outlined under Transit-Rich PDAs <u>or</u> the criteria outlined under Connected Community PDAs.

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[1] This includes, but is not limited to, adopting a zoning ordinance and reviewing development applications.
[2] In advance of formal applications, staff may periodically accept Letters of Interest that include general information about a PDA, and may be submitted by local government staff, such as a Planning Director, Community Development Director, or designee.

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2) **Eligibility Criteria Applicable to Transit-Rich PDAs**
In addition to criteria applicable to all Priority Development Areas, Transit-Rich PDAs must meet the following criteria:

- **High-Quality Transit** - At least fifty percent of area is within a one-half mile radius of any of the following:
    o Existing rail station; or
    o Planned rail stations in the most recently adopted fiscally-constrained Regional Transportation Plan; or
    o Ferry terminals with bus or rail service; or
    o Planned ferry terminal with bus or rail service in the most recently adopted fiscally-constrained Regional Transportation Plan; or
    o Bus stop served by at least one route with peak headways of 15 minutes or less during the morning and evening peak commute periods, defined as 6AM to 10AM and 3PM to 7PM, respectively.

3) **Eligibility Criteria Applicable to Connected Community PDAs**
In addition to criteria applicable to all Priority Development Areas, Connected Community PDAs must meet the following criteria:

- **Not Served by High-Quality Transit** – The area is beyond a one-half mile radius of transit service that meets the "high-quality transit" criteria for Transit-Rich Priority Development Areas
- **Basic Transit** – The area is within a half-mile radius of a bus stop served by at least one route with headways of 30 minutes or less during both the morning and evening peak commute periods, defined as 6AM to 10AM and 3PM to 7PM, respectively.
- **High Opportunity or VMT-Reduction Policies** – The area meets at least one of the following:
    o At least fifty percent of the area is within a census tract defined as "High" or "Highest" Resource on the most recent Opportunity Map adopted by the State of California Department of Housing and Community Development (HCD); or
    o The jurisdiction in which the area is located has adopted at least two policies demonstrated to reduce Vehicle Miles Traveled (VMT), which may include:
        ▪ Parking and Transportation Demand Management (TDM) ordinance that includes monitoring and enforcement.
        ▪ Development impact fee to be added to a fund that can be invested in citywide VMT-reduction investments.
        ▪ Prioritization of planning and implementation of Class II or better bike infrastructure and safe, pedestrian-scaled streets.
        ▪ Vision Zero and universal design standards.
        ▪ Prioritization of curb space for reliable transit and shared modes.
        ▪ Another policy documented by peer-reviewed research to achieve significant VMT reduction.

The definition and criteria for PDAs may be revised periodically.

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Priority Production Areas (PPAs): Definition and Criteria

The definition and eligibility criteria shown below will apply to the Priority Production Area (PPA) pilot program in Plan Bay Area 2050, with potential refinement following adoption of the Plan in 2021.

<u>Definition</u>
Priority Production Areas (PPAs) are defined as follows:

- PPAs are industrial areas of importance to the regional and local economies that encourage middle-wage job opportunities.
- PPAs are locally-designated places where industrial jobs (including manufacturing and supply chain services such as warehousing, distribution and repair) are a priority consideration in determining future land use.
- PPAs have broad community support for continued industrial activity that face pressure for conversion to higher-value uses.

<u>Eligibility Criteria</u>
PPAs must meet all of the following criteria:

- **Locally-Nominated** – The PPA is nominated by the local government with land use authority[3] over the geographic area in which it is located, demonstrated by a resolution of support adopted by its governing body.[4]
- **Infill** – The area is fully within an existing urbanized area, and lies within an urban growth boundary or limit line if one is established.
- **Prioritized for Industrial Use** - The area is zoned for industrial use[5] or has a high concentration of industrial activities.
- **Supports Regional Growth Framework** – The area does not overlap with PDAs and does not include land within one-half mile of a regional rail[6] station.
- **Certified Housing Element -** The jurisdiction in which the PPA is located has a certified housing element.

The definition and criteria for PPAs may be revised periodically.

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[3] This includes, but is not limited to, adopting a zoning ordinance and reviewing development applications.
[4] In advance of formal applications, staff may periodically accept Letters of Interest that include general information about a PDA, and may be submitted by local government staff, such as a Planning Director, Community Development Director, or designee.
[5] This could include, but is not limited to, industrial zoning, zoning controls that maintain industrial activities in a mixed use area, interim controls protecting existing industrial uses.
[6] Regional rail is defined as heavy, commuter, or intercity rail, including but not limited to BART, Caltrain, SMART, ACE, and Amtrak.

Plan Bay Area 2050: Regional Growth Framework Update – Timeline

For local jurisdictions interested submit a **new PDA/PCA/PPA** or a **modified PDA/PCA:**	
June 2019	Announce call for Letters of Interest *(mid-June)* Release forms for submitting new or modified priority areas *(mid-June)*
July 2019	Webinars, workshops & local presentations by MTC/ABAG *(ongoing)*
August 2019	
September 2019	**Submission deadline for Letters of Interest (9/16/19)**
October 2019	Review of submitted letters by MTC/ABAG staff
November 2019	Webinars, workshops & local presentations by MTC/ABAG *(ongoing)*
December 2019	
January 2020	**Deadline for City Council or Board of Supervisors Resolution of Support**
February 2020	MTC/ABAG adoption of new and modified priority areas

For CTAs asked to identify **transit for PDAs not consistent with updated criteria:** For local jurisdictions to commit to **planning for PDAs not consistent with updated criteria:**	
June 2019	Announce call for Letters of Intent *(mid-June)* Release form for identifying supportive VMT reduction policies *(mid-June)*
July 2019	Webinars, workshops & local presentations by MTC/ABAG *(ongoing)*
August 2019	
September 2019	**Submission deadline for Letters of Intent (9/16/19)**
October 2019	Review of submitted letters by MTC/ABAG staff
November 2019	MTC/ABAG approval of transit/planning Letters of Intent

For local jurisdictions with **Connected Community PDAs that do not qualify as high-resource areas:**	
June 2019	Announce call for Letters of Commitment *(mid-June)* Release form for identifying supportive VMT reduction policies *(mid-June)*
July 2019	Webinars, workshops & local presentations by MTC/ABAG *(ongoing)*
August 2019	
September 2019	
October 2019	
November 2019	
December 2019	
January 2020	**Submission deadline for Letters of Commitment (1/10/20)**

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PDA Transit and Planning Status with Proposed Criteria

Agenda Item 4
Attachment D

| | Transit-Rich, Planned, meets transit criteria | | Connected Community, Planned, meets transit criteria | | Transit-Rich, Planinng or zoning needed | | Connected Community, Planning or zoning needed | | Does not meet transit criteria, Planning or zoning needed | | Does not meet transit criteria, Planning needed |

PDA Name	County	Jurisdiction	Total Acres	Percent Within 1/2 Mile of Transit Meeting Current Criteria[1]	Percent within 1/2 Mile of Transit Meeting Transit-Rich Criteria[2]	Percent Within 1/2 Mile of Transit Meeting Connected Communities Criteria[4]	PDA Plan[5] Adopted	EIR Certified	MTC Funded Plan
ALAMEDA COUNTY									
Castro Valley BART	Alameda	Alameda County	265	100%	100%	100%	In Progress	In Progress	
East 14th Street and Mission Boulevard	Alameda	Alameda County	810	100%	100%	100%	Yes	Yes	Yes
Adeline Street	Alameda	Berkeley	62	100%	100%	100%	In Progress	In Progress	Yes
Downtown	Alameda	Berkeley	150	100%	100%	100%	Yes	Yes	
South Shattuck	Alameda	Berkeley	21	100%	100%	100%	In Progress	In Progress	Yes
Southside/Telegraph Avenue	Alameda	Berkeley	204	100%	99%	100%	In Progress	No	
University Avenue	Alameda	Berkeley	76	100%	100%	100%	Yes	Yes	
Downtown Specific Plan Area	Alameda	Dublin	300	92%	92%	92%	Yes	Yes	
Town Center[3]	Alameda	Dublin	676	89%	89%	89%	Yes	Yes	
Transit Center/Dublin Crossings	Alameda	Dublin	280	80%	80%	80%	Part of PDA	Part of PDA	
Mixed-Use Core	Alameda	Emeryville	584	100%	100%	100%	Yes	Yes	
Downtown	Alameda	Hayward	304	98%	98%	100%	In Progress	In Progress	
South Hayward BART	Alameda	Hayward	183	100%	60%	100%	Yes	Yes	Yes
The Cannery	Alameda	Hayward	124	87%	87%	100%	Yes	Yes	
Downtown	Alameda	Livermore	252	75%	76%	76%	Yes	Yes	
Isabel Avenue/BART Station Planning Area[3]	Alameda	Livermore	1131	87%	87%	87%	In Progress	In Progress	
Coliseum BART Station Area	Alameda	Oakland	1448	96%	76%	97%	Yes	Yes	Yes
Downtown & Jack London Square	Alameda	Oakland	1335	100%	99%	100%	In Progress	In Progress	Yes
TOD Corridors - International Boulevard	Alameda	Oakland	875	100%	100%	100%	Yes	No	
TOD Corridors - San Antonio/Central Estuary	Alameda	Oakland	944	86%	77%	98%	Yes	Yes	
West Oakland	Alameda	Oakland	1701	100%	67%	100%	Yes	Yes	Yes
Bay Fair BART Village	Alameda	San Leandro	169	100%	100%	100%	Yes	Yes	Yes
Downtown Transit Oriented Development	Alameda	San Leandro	517	100%	100%	100%	Yes	Yes	Yes
East 14th Street	Alameda	San Leandro	146	100%	100%	100%	Yes	Yes	Yes
Intermodal Station District	Alameda	Union City	143	94%	89%	94%	Yes	Yes	
San Pablo & Solano Mixed Use Neighborhood	Alameda	Albany	80	100%	85%	100%	No	No	
San Pablo Avenue	Alameda	Berkeley	106	100%	100%	100%	No	No	
Eastmont Town Center	Alameda	Oakland	733	100%	55%	100%	No	No	
Fruitvale and Dimond Areas	Alameda	Oakland	1521	99%	86%	99%	No	No	
Golden Gate/North Oakland	Alameda	Oakland	935	100%	92%	100%	No	No	

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PDA Transit and Planning Status with Proposed Criteria

Agenda Item 4
Attachment D

	Transit-Rich, Planned, meets transit criteria		Connected Community, Planned, meets transit criteria		Transit-Rich, Planning or zoning needed		Connected Community, Planning or zoning needed		Does not meet transit criteria, Planning or zoning needed		Does not meet transit criteria, Planning needed

PDA Name	County	Jurisdiction	Total Acres	Percent Within 1/2 Mile of Transit Meeting Current Criteria[1]	Percent within 1/2 Mile of Transit Meeting Transit-Rich Criteria[2]	Percent Within 1/2 Mile of Transit Meeting Connected Communities Criteria[4]	PDA Plan[5] Adopted	EIR Certified	MTC Funded Plan
MacArthur Transit Village	Alameda	Oakland	1152	96%	86%	100%	No	No	
Naval Air Station	Alameda	Alameda	1052	53%	46%	56%	In Progress	In Progress	Yes
Northern Waterfront	Alameda	Alameda	329	100%	0%	100%	Yes	Yes	
Hesperian Boulevard	Alameda	Alameda County	455	100%	2%	100%	Yes	Yes	
Centerville	Alameda	Fremont	1721	72%	27%	92%	Part of PDA	Part of PDA	
City Center	Alameda	Fremont	1067	78%	47%	78%	Part of PDA	Part of PDA	Yes
Irvington District	Alameda	Fremont	1388	35%	28%	73%	Part of PDA	Part of PDA	
Mission Boulevard Corridor	Alameda	Hayward	270	100%	34%	100%	Yes	Yes	
South Hayward BART	Alameda	Hayward	53	100%	0%	100%	Yes	Yes	Yes
TOD Corridors	Alameda	Oakland	5004.2	91%	42%	99%	No	No	
Warm Springs	Alameda	Fremont	1628	36%	23%	36%	Yes	yes	Yes
East Side	Alameda	Livermore	2328	10%	10%	10%	Part of PDA	Part of PDA	
Dumbarton Transit Oriented Development[3]	Alameda	Newark	205	0%	0%	0%	Yes	Yes	
Hacienda	Alameda	Pleasanton	869	25%	25%	25%	Yes	No	
Meekland Avenue Corridor	Alameda	Alameda County	171	40%	40%	40%	No	No	
Old Town Mixed Use Area	Alameda	Newark	53	0%	0%	0%	No	No	
CONTRA COSTA COUNTY									
Contra Costa Centre	Contra Costa	Contra Costa County	100	99%	98%	99%	Yes	Yes	
Pittsburg/Bay Point BART Station	Contra Costa	Contra Costa County	73	100%	100%	100%	Yes	Yes	
San Pablo Avenue Corridor	Contra Costa	El Cerrito	131	100%	100%	100%	Yes	Yes	Yes
San Pablo Avenue Corridor	Contra Costa	El Cerrito	119	100%	100%	100%	Yes	Yes	Yes
Waterfront District	Contra Costa	Hercules	244	64%	64%	71%	Yes	Yes	
Downtown	Contra Costa	Martinez	191	93%	93%	93%	Yes	Yes	
Downtown	Contra Costa	Orinda	155	81%	81%	81%	In Progress	No	
Central Richmond & 23rd Street Corridor	Contra Costa	Richmond	774	55%	55%	70%	In Progress	No	
San Pablo Avenue & 23rd Street Corridors	Contra Costa	San Pablo	284	98%	98%	100%	Yes	Yes	
Downtown	Contra Costa	Concord	486	46%	46%	97%	Yes	yes	Yes

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PDA Transit and Planning Status with Proposed Criteria

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Downtown El Sobrante	Contra Costa	Contra Costa County	171	0%	0%	71%	Yes	Yes	
Central Hercules	Contra Costa	Hercules	252	0%	0%	82%	Yes	Yes	
Downtown	Contra Costa	Pittsburg	435	0%	0%	100%	Yes	Yes	Yes
Railroad Avenue eBART Station	Contra Costa	Pittsburg	1071	47%	47%	90%	Yes	Yes	Yes
South Richmond	Contra Costa	Richmond	1422	12%	12%	65%	Yes	Yes	Yes
City Center	Contra Costa	San Ramon	456	0%	0%	100%	Part of PDA	Part of PDA	
North Camino Ramon	Contra Costa	San Ramon	302	0%	0%	96%	Yes	Yes	
Core Area	Contra Costa	Walnut Creek	792	42%	42%	93%	Yes	Yes	Yes
Diablo Valley College	Contra Costa	Pleasant Hill	58	0%	0%	100%	No	No	
Central Richmond & 23rd Street Corridor	Contra Costa	Richmond	51	17%	17%	100%	No	No	
Hillcrest eBART Station	Contra Costa	Antioch	382	27%	27%	27%	Yes	Yes	Yes
Rivertown Waterfront	Contra Costa	Antioch	474	42%	42%	42%	Yes	Yes	
Community Reuse Area/Los Medanos	Contra Costa	Concord	1606	0%	0%	0%	Yes	Yes	Yes
Community Reuse Area/Los Medanos	Contra Costa	Concord	1066	16%	16%	16%	Yes	Yes	Yes
Pittsburg/Bay Point BART Station	Contra Costa	Contra Costa County	336	43%	43%	43%	Yes	Yes	Yes
West Contra Costa Transportation Advisory Committee San Pablo Avenue Corridor	Contra Costa	Contra Costa County	346	0%	0%	0%	Part of PDA	Part of PDA	
Downtown	Contra Costa	Danville	546	0%	0%	0%	Yes	Yes	
Downtown	Contra Costa	Lafayette	304	49%	49%	49%	Yes	Yes	
Moraga Center	Contra Costa	Moraga	180	0%	0%	0%	Yes	Yes	Yes
Downtown	Contra Costa	Oakley	146	0%	0%	0%	Yes	Yes	
Employment Area	Contra Costa	Oakley	758	0%	0%	0%	Part of PDA	Part of PDA	
Appian Way Corridor	Contra Costa	Pinole	141	0%	0%	0%	Yes	Yes	
Old Town San Pablo Avenue	Contra Costa	Pinole	240	0%	0%	0%	Yes	Yes	
Buskirk Avenue Corridor	Contra Costa	Pleasant Hill	320	6%	4%	6%	Part of PDA	Part of PDA	
North Richmond	Contra Costa	Richmond (with Contra Costa Co	1126	0%	0%	0%	Yes	Yes	
West Contra Costa Transportation Advisory Committee San Pablo Avenue Corridor	Contra Costa	Hercules	74	0%	0%	20%	No	No	

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PDA Transit and Planning Status with Proposed Criteria

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| PDA Name	County	Jurisdiction	Total Acres	Percent Within 1/2 Mile of Transit Meeting Current Criteria[1]	Percent within 1/2 Mile of Transit Meeting Transit-Rich Criteria[2]	Percent Within 1/2 Mile of Transit Meeting Connected Communities Criteria[4]	PDA Plan[5] Adopted	EIR Certified	MTC Funded Plan
Potential Planning Area	Contra Costa	Oakley	232	0%	0%	0%	No	No	
West Contra Costa Transportation Advisory Committee San Pablo Avenue Corridor	Contra Costa	Richmond	214	44%	44%	45%	No	No	
Rumrill Boulevard	Contra Costa	San Pablo	55	0%	0%	8%	No	No	
MARIN COUNTY									
Downtown	Marin	San Rafael	503	98%	98%	98%	Yes	Yes	Yes
Unincorporated Marin County	Marin	Marin County	523	5%	5%	5%	No	No	
NAPA COUNTY									
Downtown Napa and Soscol Gateway Corridor	Napa	Napa	616	0%	0%	100%	Part of PDA	Part of PDA	
Highway 29 Corridor	Napa	American Canyon	374	0%	0%	1%	In Progress	In Progress	
SAN FRANCISCO CITY & COUNTY									
19th Avenue	San Francisco	San Francisco	1163	91%	91%	100%	In Progress	No	Yes
Balboa Park	San Francisco	San Francisco	207	100%	100%	100%	Yes	Yes	
Bayview/Hunters Point Shipyard/Candlestick Point	San Francisco	San Francisco	2854	91%	70%	93%	Yes	Yes	
Downtown-Van Ness-Geary	San Francisco	San Francisco	2358	100%	100%	100%	Yes	Yes	Yes
Eastern Neighborhoods	San Francisco	San Francisco	2291	100%	100%	100%	Yes	Yes	Yes
Market-Octavia/Upper Market	San Francisco	San Francisco	425	100%	100%	100%	Yes	Yes	Yes
Mission Bay	San Francisco	San Francisco	290	100%	100%	100%	Yes	Yes	
Mission-San Jose Corridor	San Francisco	San Francisco	1804	100%	100%	100%	Yes	Yes	Yes
Transit Center District	San Francisco	San Francisco	150	100%	100%	100%	Yes	Yes	
Treasure Island & Yerba Buena Island	San Francisco	San Francisco	559	100%	100%	100%	Yes	Yes	Yes
San Francisco/San Mateo Bi-County Area	San Francisco	San Francisco & Brisbane	373	93%	93%	98%	Part of PDA	Part of PDA	
Port of San Francisco	San Francisco	San Francisco	811	91%	77%	91%	No	No	
SAN MATEO COUNTY									
Burlingame El Camino Real	San Mateo	Burlingame	958	100%	57%	100%	Part of PDA	Part of PDA	
Downtown	San Mateo	Redwood City	192	100%	97%	100%	Yes	Yes	
Downtown	San Mateo	San Mateo	102	100%	100%	100%	Part of PDA	Part of PDA	
Downtown	San Mateo	South San Francisco	192	77%	77%	77%	Yes	Yes	Yes
El Camino Real	San Mateo	San Mateo	140	100%	73%	100%	Yes	Yes	
El Camino Real Corridor and Downtown	San Mateo	Menlo Park	159	100%	85%	100%	Yes	Yes	

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PDA Transit and Planning Status with Proposed Criteria

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PDA Name	County	Jurisdiction	Total Acres	Percent Within 1/2 Mile of Transit Meeting Current Criteria[1]	Percent within 1/2 Mile of Transit Meeting Transit-Rich Criteria[2]	Percent Within 1/2 Mile of Transit Meeting Connected Communities Criteria[4]	PDA Plan[5] Adopted	EIR Certified	MTC Funded Plan
Mission Boulevard	San Mateo	Daly City	690	100%	77%	100%	Part of PDA	Part of PDA	
Rail Corridor	San Mateo	San Mateo	498	74%	57%	74%	Yes	Yes	
Railroad Corridor	San Mateo	San Carlos	69	100%	92%	100%	Part of PDA	Part of PDA	
Transit Corridors	San Mateo	San Bruno	864	97%	64%	97%	Part of PDA	Part of PDA	
Transit Station Area	San Mateo	Millbrae	237	100%	62%	100%	In Progress	Yes	
Villages of Belmont	San Mateo	Belmont	555	100%	59%	100%	Part of PDA	Part of PDA	Yes
Bayshore	San Mateo	Daly City	378	91%	91%	93%	No	No	
El Camino Real	San Mateo	Colma	334	100%	77%	100%	No	No	
El Camino Real (Unincorporated Colma)	San Mateo	San Mateo County	49	100%	100%	100%	No	No	
Broadway/Veterens Boulevard Corridor	San Mateo	Redwood City	431	24%	8%	50%	Part of PDA	Part of PDA	
El Camino Real	San Mateo	South San Francisco	859	100%	36%	100%	Yes	Yes	
El Camino Real (North Fair Oaks)	San Mateo	San Mateo County	527	12%	1%	77%	Yes	Yes	
El Camino Real Corridor	San Mateo	Redwood City	178	100%	11%	100%	Yes	No	
Ravenswood[3]	San Mateo	East Palo Alto	341	0%	0%	82%	Yes	Yes	
Grand Boulevard Initiative	San Mateo	San Mateo	1008	100%	37%	100%	No	No	
San Francisco/San Mateo Bi-County Area	San Mateo	San Francisco & Brisbane	739	16%	16%	86%	No	No	
SANTA CLARA COUNTY									
Central Redevelopment Area	Santa Clara	Campbell	257	88%	88%	100%	Part of PDA	Part of PDA	
Downtown	Santa Clara	Gilroy	254	90%	62%	90%	Yes	Yes	
Transit Area	Santa Clara	Milpitas	409	100%	100%	100%	Yes	Yes	
Downtown	Santa Clara	Morgan Hill	181	100%	81%	100%	Yes	Yes	
Downtown	Santa Clara	Mountain View	692	96%	94%	96%	Part of PDA	Part of PDA	
El Camino Real	Santa Clara	Mountain View	286	100%	60%	100%	Yes	Yes	Yes
San Antonio	Santa Clara	Mountain View	123	100%	100%	100%	Part of PDA	Part of PDA	
Whisman Station	Santa Clara	Mountain View	151	100%	100%	100%	Yes	Yes	
California Avenue	Santa Clara	Palo Alto	120	100%	91%	100%	Yes	No	

Regional Advisory Working Group
June 4, 2019
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PDA Transit and Planning Status with Proposed Criteria

Agenda Item 4
Attachment D

Legend:

- Transit-Rich, Planned, meets transit criteria
- Connected Community, Planned, meets transit criteria
- Transit-Rich, Planning or zoning needed
- Connected Community, Planning or zoning needed
- Does not meet transit criteria, Planning or zoning needed
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PDA Name	County	Jurisdiction	Total Acres	Percent Within 1/2 Mile of Transit Meeting Current Criteria[1]	Percent within 1/2 Mile of Transit Meeting Transit-Rich Criteria[2]	Percent Within 1/2 Mile of Transit Meeting Connected Communities Criteria[4]	PDA Plan[5] Adopted	EIR Certified	MTC Funded Plan
Berryessa Station	Santa Clara	San Jose	664	88%	56%	88%	Yes	Yes	
Blossom Hill/Snell Urban Village	Santa Clara	San Jose	64	100%	100%	100%	In Progress	Yes	
Communications Hill	Santa Clara	San Jose	1573	84%	64%	86%	Yes	Yes	
Cottle Transit Village (Hitachi)	Santa Clara	San Jose	196	100%	100%	100%	Yes	Yes	
Downtown "Frame"	Santa Clara	San Jose	2445	98%	83%	99%	Yes	Yes	yes
East Santa Clara/Alum Rock Corridor	Santa Clara	San Jose	898	96%	93%	100%	Yes	Yes	
Greater Downtown	Santa Clara	San Jose	684	100%	100%	100%	Yes	Yes	Yes
North San Jose	Santa Clara	San Jose	5028	75%	62%	75%	Yes	Yes	
Oakridge/Almaden Plaza Urban Village	Santa Clara	San Jose	380	74%	74%	90%	In Progress	Yes	
Stevens Creek TOD Corridor	Santa Clara	San Jose	259	100%	100%	100%	Yes	Yes	
West San Carlos and Southwest Expressway Corridors	Santa Clara	San Jose	1346	100%	100%	100%	In Progress	In Progress	Yes
El Camino Real Focus Area	Santa Clara	Santa Clara	317	100%	91%	100%	In Progress	In Progress	Yes
Santa Clara Station Focus Area	Santa Clara	Santa Clara	256	100%	96%	100%	Yes	Yes	
Downtown & Caltrain Station	Santa Clara	Sunnyvale	274	96%	95%	96%	Yes	Yes	Yes
El Camino Real Corridor	Santa Clara	Sunnyvale	411	100%	99%	100%	In Progress	In Progress	Yes
Lawrence Station Transit Village	Santa Clara	Sunnyvale	356	68%	68%	68%	Yes	Yes	Yes
Santa Clara Valley Transportation Authority City Cores, Corridors & Station Areas	Santa Clara	Cupertino	552	88%	85%	88%	No	No	
El Camino Real Corridor	Santa Clara	Los Altos	77	100%	97%	100%	No	No	
Santa Clara Valley Transportation Authority City Cores, Corridors & Station Areas	Santa Clara	Milpitas	121	100%	93%	100%	No	No	
Capitol Corridor Urban Villages	Santa Clara	San Jose	199	100%	100%	100%	No	Yes	Yes
Tasman Crossing	Santa Clara	Sunnyvale	197	97%	97%	100%	No	No	
Bascom TOD Corridor	Santa Clara	San Jose	215	100%	32%	100%	In Progress	Yes	
Bascom Urban Village	Santa Clara	San Jose	118	0%	0%	73%	In Progress	Yes	
Santa Clara Valley Transportation Authority City Cores, Corridors & Station Areas	Santa Clara	San Jose	3640	96%	44%	96%	Part of PDA	Yes	
Saratoga TOD Corridor	Santa Clara	San Jose	159	75%	11%	77%	In Progress	Yes	
Westgate/El Paseo Urban Village	Santa Clara	San Jose	177	0%	0%	100%	In Progress	Yes	
Winchester Boulevard TOD Corridor	Santa Clara	San Jose	299	59%	1%	59%	Yes	Yes	
Capitol/Tully/King Urban Villages	Santa Clara	San Jose	254	100%	12%	100%	No	Yes	
North Bayshore	Santa Clara	Mountain View	651	0%	0%	0%	Yes	Yes	

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PDA Transit and Planning Status with Proposed Criteria

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Santa Clara Valley Transportation Authority City Cores, Corridors & Station Areas	Santa Clara	Gilroy	273	30%	0%	30%	No	No	
Camden Urban Village	Santa Clara	San Jose	108	0%	0%	0%	No	Yes	
East Sunnyvale	Santa Clara	Sunnyvale	460	0%	0%	6%	No	No	
SOLANO COUNTY									
Downtown South (Jefferson Street)	Solano	Fairfield	289	50%	50%	50%	Yes	Yes	
Downtown & Waterfront	Solano	Suisun City	390	52%	52%	52%	Yes	Yes	
Waterfront & Downtown	Solano	Vallejo	200	56%	56%	100%	Yes	Yes	
West Texas Street Gateway	Solano	Fairfield	316	0%	0%	99%	Yes	Yes	
Sonoma Boulevard	Solano	Vallejo	108	0%	0%	100%	Yes	Yes	
Allison Area	Solano	Vacaville	210	0%	0%	100%	Yes	Yes	
North Texas Street Core	Solano	Fairfield	180	0%	0%	100%	No	No	
Downtown	Solano	Benicia	159	0%	0%	0%	Yes	Yes	
Fairfield-Vacaville Train Station	Solano	Fairfield	2935	8%	8%	8%	Yes	Yes	
Downtown	Solano	Vacaville	168	0%	0%	0%	In Progress	In Progress	Yes
Northern Gateway - Benicia's Industrial Park	Solano	Benicia	1492	0%	0%	0%	No	No	
Downtown	Solano	Dixon	139	0%	0%	0%	No	No	
SONOMA COUNTY									
Central, Turning Basin/Lower Reach	Sonoma	Petaluma	455	55%	55%	55%	Part of PDA	Part of PDA	Yes
Downtown Station Area	Sonoma	Santa Rosa	677	87%	53%	95%	In Progress	In Progress	Yes
Station Area/Downtown Specific Plan Area	Sonoma	Windsor	389	80%	80%	80%	Yes	Yes	Yes
North Santa Rosa Station	Sonoma	Santa Rosa	989	81%	40%	81%	Yes	Yes	Yes
Roseland	Sonoma	Santa Rosa	1460	0%	0%	56%	Yes	Yes	
Sebastopol Road Corridor	Sonoma	Santa Rosa	887	3%	3%	78%	Part of PDA	Part of PDA	
Mendocino Avenue/Santa Rosa Avenue Corridor	Sonoma	Santa Rosa	1447	51%	0%	90%	No	No	
Downtown/SMART Transit Area[3]	Sonoma	Cloverdale	504	0%	0%	0%	Yes	Yes	Yes
Downtown and Cotati Depot	Sonoma	Cotati	133	19%	19%	19%	Yes	Yes	Yes
Central Rohnert Park	Sonoma	Rohnert Park	405	11%	11%	11%	Yes	Yes	Yes
Sonoma Mountain Village	Sonoma	Rohnert Park	178	0%	0%	0%	Yes	Yes	
Core Area	Sonoma	Sebastopol	703	0%	0%	0%	Yes	Yes	

Regional Advisory Working Group
June 4, 2019
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PDA Transit and Planning Status with Proposed Criteria

Agenda Item 4
Attachment D

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Notes

1. Defined for the purpose of this analysis as an existing rail station, ferry terminal, or 20-minute frequency bus in peak periods

2. Defined as within 1/2 mile of an existing rail station or ferry terminal, a rail station or ferry terminal included in the most

3. Part or all of PDA within 1/2 mile of Resolution 3434 station not funded in the fiscally constrained Plan Bay Area 2040

4. Defined as within 1/2 mile of a bus stop served by at least one route with headways of 30 minutes or less during AM and PM

5. Defined as a Specific, Precise, or other Plan creating development standards specifically for the area included in the PDA,

Association of
Bay Area Governments

METROPOLITAN
TRANSPORTATION
COMMISSION

Metropolitan Transportation
Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #:	19-0541	**Version:** 1	**Name:**	
Type:	Report		**Status:**	Informational
File created:	5/3/2019		**In control:**	Regional Advisory Working Group
On agenda:	6/4/2019		**Final action:**	
Title:	Regional Housing Need Allocation (RHNA)			
	Report on Regional Housing Need Allocation (RHNA).			
Sponsors:				
Indexes:				
Code sections:				
Attachments:	05_RHNA.pdf			

Date	Ver.	Action By	Action	Result

Subject:

Regional Housing Need Allocation (RHNA)

Report on Regional Housing Need Allocation (RHNA).

Presenter:

Gillian Adams

Recommended Action:

Information

Attachments:

| **June 4, 2019** | **Agenda Item 5** |

<div align="center">

Regional Housing Need Allocation (RHNA)

</div>

| **Subject:** | Report on Regional Housing Need Allocation (RHNA) |

| **Background:** | Staff will introduce the Regional Housing Need Allocation (RHNA) process for the 2022-2030 period. |

RHNA is the state-mandated[1] process to identify the number of housing units (by affordability level) that each jurisdiction must accommodate in the Housing Element of its General Plan. As part of this process, the California Department of Housing and Community Development (HCD) develops the total housing need determination (RHND) for the Bay Area for an eight-year period (in the next cycle, from 2022 to 2030). ABAG has an opportunity to consult with HCD on the forecast assumptions used in the RHND.

ABAG must then develop a methodology to distribute this need to local governments in a manner consistent with the development pattern in Plan Bay Area 2050. RHNA statutes outline a detailed process and schedule for how ABAG must develop an allocation methodology that meets the statute's objectives. The methodology must consider 12 statutory factors and accomplish two outcomes:
- Allocate a share of housing need (in units) to each jurisdiction
- Identify each jurisdiction's share of need by income category[2]

The RHNA objectives and methodology factors are summarized in **Attachment A**.

After ABAG adopts the methodology it issues a draft allocation to jurisdictions. Jurisdictions and HCD then have an opportunity to appeal a jurisdiction's allocation. After ABAG takes action on the appeals, it issues the final allocation. Each local government must then revise its Housing Element to show how it plans to accommodate its portion of the region's housing need. The Housing Element must include an inventory of sites that have been zoned for sufficient capacity to accommodate the jurisdiction's RHNA allocation. ABAG's formal role within RHNA ends with adoption of the final allocation—it does not have a say in approval of local jurisdictions' Housing Elements. **Attachment B** shows the schedule of key milestones for the RHNA process.

| **Issues:** | **Recent legislation will result in the following key changes for this RHNA cycle:** |

Expected higher total regional housing need. HCD's identification of the region's total housing need has changed to account for unmet existing need, rather than only projected housing need. HCD is now required to consider overcrowded households, cost burdened households, and a minimum target vacancy rate.

RHNA plan and local Housing Elements must affirmatively further fair housing. According to HCD, achieving this objective includes preventing segregation and poverty concentration as well as increasing access to areas of opportunity. HCD has mapped Opportunity Areas[3] and will develop guidance for jurisdictions about how to address affirmatively furthering fair housing in Housing Elements.

More HCD oversight of RHNA. ABAG and subregions must now submit the draft allocation methodology to HCD for review and comment.

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[1] Government Code §65584

[2] Very Low Income is 0-50% of Area Median Income (AMI), Low Income is 50-80% of AMI, Moderate Income is 80-120% AMI, and Above Moderate is 120%+ AMI. For reference, the county AMI for a four-person household ranges from $83,700 in Solano County to $125,200 in Santa Clara County.

[3] See https://www.treasurer.ca.gov/ctcac/opportunity.asp

<u>Identifying Housing Element sites for affordable units will be more challenging.</u> Recent legislation has limited the extent to which jurisdictions can reuse sites included in previous Housing Elements and increased the level of scrutiny of small, large, and non-vacant sites when these sites are proposed to accommodate units for very low- and low-income households.

Housing Methodology Committee – For the last three RHNA cycles, ABAG has convened an ad hoc Housing Methodology Committee (HMC) to advise staff on the allocation methodology and to ensure the methodology and resulting allocation meet statutory requirements and are consistent with the development pattern of the RTP/SCS. ABAG staff is recommending to again convene an HMC that includes local elected officials and staff as well as regional stakeholders to facilitate sharing of diverse viewpoints across multiple sectors. The proposed HMC will include an elected official, city staff person, and county staff person from each of the nine counties, with additional representation for Alameda, Contra Costa, and Santa Clara counties. Staff is proposing to invite elected officials and regional stakeholders who are members of the ABAG Regional Planning Committee (RPC) to self-nominate for inclusion on the HMC. Staff will also seek self-nominations for the local staff to be included on the HMC. The HMC will provide regular updates on development of the allocation methodology to the RPC, which will forward its recommendation about the proposed methodology to the ABAG Executive Board.

Subregions – Housing Element law allows two or more jurisdictions to form a "subregion" to conduct a parallel RHNA process to allocate the subregion's housing need among its members. A subregion is responsible for conducting its own RHNA process that meets all of the statutory requirements related to process and outcomes, including developing its own RHNA methodology, allocating a share of need to each member jurisdiction, and conducting its own appeals process. The subregion's final allocation must meet the same requirements as the regional allocation: it must further the statutory objectives, have considered the statutory factors, and be consistent with the development pattern of the SCS. **Attachment C** is a draft letter and fact sheet about subregions that will be sent to jurisdictions to let them know about the opportunity to form a subregion.

Next Steps: Staff will present the proposal for the HMC to the ABAG Executive Board for approval in July.

Staff will send information to local jurisdictions about the RHNA process and schedule, the opportunity to form a subregion, and changes to Housing Element law.

Attachments: **Attachment A:** RHNA Objectives and Factors
Attachment B: 2022-2030 RHNA and RTP/SCS Key Milestones
Attachment C: Subregions Draft Letter and Fact Sheet
Attachment D: Presentation

RHNA Objectives and Factors

<u>**Summary of RHNA Objectives**</u> *(from Government Code §65584(d) and (e))*
The regional housing needs allocation plan shall further all of the following objectives:

(1) Increase housing supply and mix of housing types, tenure, and affordability all cities and counties within the region in an equitable manner

(2) Promote infill development and socioeconomic equity, protect environmental and agricultural resources, encourage efficient development patterns, and achieve GHG reduction targets

(3) Promote improved intraregional jobs-housing relationship, including balance between low-wage jobs and housing units affordable to low-wage workers in each jurisdiction

(4) Balance disproportionate household income distributions (more high-income RHNA to lower-income areas and vice-versa)

(5) Affirmatively further fair housing

<u>**Summary of RHNA Factors**</u> *(from Government Code §65584.04(d))*

(1) Existing and projected jobs and housing relationship, particularly low-wage jobs and affordable housing

(2) Lack of capacity for sewer or water service due to decisions outside the jurisdiction's control.

(3) The availability of land suitable for urban development.

(4) Lands protected from urban development under existing federal or state programs

(5) County policies to preserve prime agricultural land.

(6) The distribution of household growth assumed for regional transportation plans and opportunities to maximize use of public transportation and existing transportation infrastructure.

(7) Agreements between a county and cities in a county to direct growth toward incorporated areas of the county

(8) The loss of units in assisted housing developments as a result of expiring affordability contracts.

(9) The percentage of existing households paying more than 30 percent and more than 50 percent of their income in rent.

(10) The rate of overcrowding.

(11) The housing needs of farmworkers.

(12) The housing needs generated by the presence of a university within the jurisdiction.

(13) The loss of units during a state of emergency that have yet to be rebuilt or replaced at the time of the analysis.

(14) The region's greenhouse gas emissions targets provided by the State Air Resources Board.

ABAG 2022-2030 RHNA and Plan Bay Area 2050 Key Milestones

Per Government Code §65588(e)(3)(A), the Housing Element Due Date is 18 months after adoption of the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Plan Bay Area 2050, the next regional plan, is scheduled to be adopted in June 2021, with the Housing Element Due Date in December 2022. This schedule assumes that there are subregions. <u>Dates are tentative and subject to change.</u>

	Key Milestones	Deadline
1	Plan Bay Area 2050 and RHNA Kickoff	September 2019
2	Release Draft Plan Bay Area 2050 Regional Growth Forecast, Adopt Growth Framework Update	September 2019
3	Jurisdiction Survey on RHNA factors, Fair Housing[1]	December 2019
4	Deadline for Subregions to Form[2]	February 2020
5	Adopt Final Plan Bay Area 2050 Regional Growth Forecast; Release Plan Bay Area 2050 Draft Preferred Scenario	April 2020
6	Dept. of Housing and Community Development (HCD) Issues RHND[3]	April 2020
7	Release Proposed Methodology,[4] Release Draft Subregion Shares	May 2020
8	Public Hearing on Proposed Methodology, Subregion Shares	June 2020
9	Adopt Plan Bay Area 2050 Preferred Scenario	July 2020
10	Assign Subregion Shares[5]	July 2020
11	Release Draft Methodology and Submit to HCD for Review[6]	September 2020
12	Release Plan Bay Area 2050 Draft Plan and EIR	January 2021
13	Adopt Final Methodology after 60-day HCD Review Period[7]	January 2021
14	Release Draft Allocation[8]	January 2021
15	Deadline for Appeals to Draft Allocation[9]	March 2021
16	Comment Period on Appeals Received[10]	April 2021
17	Public Hearing on Local Appeals[11]	May 2021
18	Decision on Appeals, Issue Final Allocation[12]	May 2021
19	Adopt Plan Bay Area 2050Final Plan and EIR	June 2021
20	Public Hearing to Adopt Final Allocation Plan[13]	July 2021
21	HCD Determination of Consistency with Housing Element Law[14]	August 2021
22	Local Governments Adopt Housing Element Update	December 2022

Glossary of Acronyms
ABAG – Association of Bay Area Governments
EIR – Environmental Impact Report
HCD – California Department of Housing and Community Development
RHNA – Regional Housing Need Allocation
RHND – Regional Housing Need Determination
RTP – Regional Transportation Plan
SCS – Sustainable Communities Strategy

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[1] GC §65584.04(b). No more than 6 months before draft methodology release.
[2] GC §65584.03(a). No later than Aug 2020.
[3] GC §65584.01(b)(1). No later than Oct 2020.
[4] GC §65584.04. ABAG/Subregion must conduct at least one public hearing prior to releasing draft methodology. No later than Dec 2020.
[5] GC §65584.03(c). No later than Nov 2020.
[6] GC §65584.04(h).
[7] GC §65584.04(i).
[8] GC §65584.05(a). No later than Jun 2021.
[9] GC §65584.05(b). Within 45 days of draft allocation.
[10] GC §65584.05(c). Within 45 days of appeal deadline.
[11] GC §65584.05(d) Hearing must be no later than 30 days after the appeals comment period ends, with 21 days prior notice.
[12] GC §65584.05(e). No later than 45 days after public hearing.
[13] GC §65584.05(g). Within 45 days after final allocation issued.
[14] Within 30 days after HCD receives Final Plan.
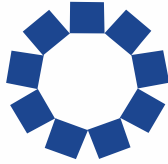
ASSOCIATION

OF BAY AREA

GOVERNMENTS

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Councilmember, City of Clayton

Julie Combs,
Chair, Regional
Planning Committee
Councilmember, City of Santa Rosa

Scott Haggerty,
Chair, Legislation Committee
Supervisor, Alameda County

Karen Mitchoff,
Chair, Finance Committee
Supervisor, County of Solano

To: City Managers, Community Development Directors
From: Ken Kirkey, ABAG/MTC Planning Director
Date: TBD, 2019
RE: Regional Housing Need Allocation – Opportunity to Form a Subregion

The Regional Housing Need Allocation (RHNA) is the state-mandated process to identify the number of housing units, by affordability level, that each jurisdiction must accommodate in the Housing Element of its General Plan (Government Code §65584). As part of this process, the California Department of Housing and Community Development (HCD) identifies the total housing need for the Bay Area for an eight-year period (in this cycle, from 2022 to 2030).

As the Council of Governments for the San Francisco Bay Area, ABAG is responsible for developing a methodology to allocate to each city and county a portion of the region's total housing need received from HCD. Key milestones for completing the RHNA process include:

- Release proposed methodology for public comment
- Publish draft methodology and submit to HCD for review
- Adopt final methodology
- Release draft allocation
- Consider appeals of allocations to jurisdictions
- Adopt final RHNA

ABAG will kick off the RHNA process by convening a Housing Methodology Committee (HMC) in Fall 2019 to advise staff during development of the allocation methodology. For more information about RHNA, visit https://abag.ca.gov/planning/housingneeds/.

Opportunity to Form a Subregion
Housing Element law allows two or more jurisdictions to form a "subregion" to conduct a parallel RHNA process to allocate the subregion's housing need among its members. Jurisdictions that form a subregion will accept responsibility for meeting all statutory requirements for RHNA, including undertaking all of the milestones highlighted above.

Jurisdictions that wish to form a subregion must inform ABAG by February 2020. The requirements for forming a subregion and other key details about subregions are available in the attached Fact Sheet.

The subregion process allows for greater collaboration among jurisdictions, potentially enabling RHNA allocations that are more tailored to the local context as well as greater coordination of local housing policy implementation. I encourage you to consider partnering with your neighboring communities to form a subregion for completing the RHNA process.

Please contact Gillian Adams, Housing Program Manager, at gadams@bayareametro.gov or 415-820-7911, to discuss the subregion option or to answer any questions you may have.

KK: GA
C:\Users\gadams\Box\#IRPP - Housing Team Share\SB2\Latest Site Inventories\Letter to Planners 041819.docx

Attachments *RHNA Subregion Fact Sheet*

CC: ABAG Executive Board, MTC Commission

RHNA SUBREGION FACT SHEET

What is a RHNA Subregion?
A subregion receives a share of the region's total housing need and must allocate a portion to each participating jurisdiction. Creating a subregion provides an opportunity for local governments to exercise greater control over the housing allocation process and provides expanded opportunities for collaboration.

Under the law, by accepting delegation, the subregion is tasked with responsibility for all RHNA tasks, including maintaining the subregion's total housing need, developing an allocation methodology for the subregion that is reviewed by HCD, releasing a draft housing allocation by income using the subregion's adopted allocation methodology, addressing any appeals of the subregion's draft allocation, preparing and approving the subregion's final allocation and conducting the required public hearings.

What are the benefits and challenges of a subregion?
Benefits
- Fosters collaboration among jurisdictions and creates new opportunities for partnerships
- Facilitates dialogue between jurisdictions and the public on housing issues
- Allows potential for allocations that are more tailored to the local context as well as greater coordination of local housing policy implementation
- Promotes better alignment between local and regional needs

Challenges
- Increased scrutiny and HCD oversight for upcoming cycle
- Jurisdictions must commit resources and staff time, which can be significant
- Potential for lack of compromise

Who can form a subregion?
By statute, a subregion "may include a single county and each of the cities in that county or any other combination of geographically contiguous local governments."[1] In past RHNA cycles, subregions have included all jurisdictions in a county and the unincorporated county.

What must a subregion do?
The subregion must carry out all requirements in Government Code Section 65584 to allocate its share of the region's housing need to its members. Major tasks include:
- Develop a draft allocation methodology, to be submitted to HCD for review and comment
- Adopt a final method and issue a draft allocation
- Conduct the process by which allocations can be appealed
- Adopt the final allocation plan

If the subregion fails to complete the allocation, ABAG must make allocations to subregion members.

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[1] Government Code Section 65584.03.

How has the subregion process changed from previous RHNA cycles?

Major changes include:

- **A greater focus on equity outcomes:** as a result of recent legislation, the subregion's final RHNA plan must now meet a new objective to "affirmatively further fair housing."[2] Generally speaking, this means "taking meaningful actions to overcome historic patterns of segregation, promote fair housing choice, and foster inclusive communities that are free from discrimination."[3]
- **New factors to be considered for the allocation methodology:** overcrowding, loss of units during a state of emergency, and the region's greenhouse gas emissions target.
- **Greater HCD oversight:** the subregion must submit its methodology to HCD for review and comment prior to issuing the draft allocation.

What is the process for forming a subregion?

1. **Obtain local commitment:** By statute, each jurisdiction must adopt a resolution approving its participation in the subregion and then ABAG must adopt a resolution acknowledging formation of the subregion. This must be completed by December 2019.
2. **Identify coordinating agency:** The subregion must identify a lead agency to which ABAG can delegate the authority for conducting RHNA. This usually consists of an existing institutional body that convenes multiple jurisdictions. This must be completed by December 2019.
3. **Sign a Memorandum of Understanding (MOU) with ABAG:** The MOU outlines the process, timing, and other terms and conditions for delegation of responsibility by ABAG to a subregion. After the subregion has been adopted by the ABAG Executive Board (expected January 2020), ABAG staff will work with the lead agency of the subregion to develop the MOU.

How is a subregion implemented locally?

The subregion's lead agency manages the activities to complete the RHNA process. In the previous RHNA cycle, lead agencies were the Napa Valley Transportation Authority, the Solano City County Coordinating Council, and the City/County Association of Governments of San Mateo County. Starting a subregion without an existing institutional entity is possible, but it would likely require additional planning and coordination.

Lead agencies have typically established committees with representation from each member jurisdiction to carry out the following roles:

- A Technical Advisory Committee to make recommendations related to the methodology and allocation.
- A Policy Advisory Committee made up of elected officials to review the work of the TAC and develop policy recommendations for consideration by the Governing Body.
- Governing Body to provide policy direction and take all actions required to fulfill the statutory obligations of the subregion.

How much time does the subregional process take? How much does it cost?

Completion of the RHNA plan takes approximately 18 months from the time of formal designation (December 2019) to adoption of the final RHNA (July 2021), with an additional 2 to 6 months prior to designation to obtain resolutions from participating jurisdictions. In previous cycles, subregions have spent between $50,000-$200,000 for staff time and consultant support.

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[2] Government Code Section 65584(d).

[3] https://www.hudexchange.info/programs/affh/

Regional Housing Need Allocation

Regional Advisory Working Group
June 4, 2019

Association of Bay Area Governments

What is RHNA?

- State law: all jurisdictions must plan to meet the housing needs of everyone in the community

- State identifies total number of units, across all income groups, for which the region must plan

- ABAG allocates a share of need, by income, to each jurisdiction

- Jurisdiction updates the Housing Element of its General Plan to show how it plans to meet its share of the region's need

Association of Bay Area Governments

What are Subregions?

- Jurisdictions can form a subregion to carry out its own RHNA

- Same process/steps, requirements as region's RHNA

- Primary benefit is local ownership of RHNA process

- Currently under consideration: San Mateo, Santa Clara, Napa, Solano

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New Issues This Cycle

- Higher total regional housing need
- More HCD oversight
- RHNA must Affirmatively Further Fair Housing
- Housing Elements more challenging for jurisdictions

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Relationships Between Plan Bay Area 2050 and RHNA

Plan Bay Area 2050

- Final Regional Growth Forecast — April 2020
- Draft Preferred Scenario — April 2020
- Final Preferred Scenario — July 2020
- Draft Plan Bay Area 2050 — January 2021
- Final Plan Bay Area 2050 — June 2021

RHNA

- Regional Housing Need from HCD — April 2020
- Proposed Methodology — May 2020
- Draft Methodology — September 2020
- Final Methodology & Draft Allocation — January 2021
- Appeals — March – May 2021
- Final Allocation — July 2021

SUBREGIONS

- Subregion Formation — February 2020
- Draft Subregion Share — May 2020
- Final Subregion Share — July 2020
- Final Subregion Allocation — Spring 2021

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RHNA Process Overview

Regional Housing Need Determination → Allocation Methodology → Draft Allocation → Final Allocation → Local Housing Element Updates

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RHNA Process Overview

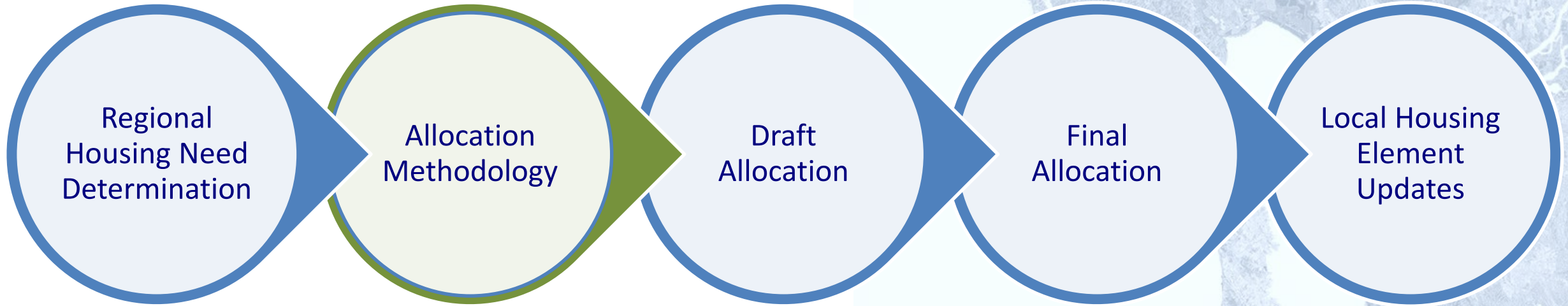Regional Housing Need Determination → Allocation Methodology → Draft Allocation → Final Allocation → Local Housing Element Updates

- ABAG consults with HCD on assumptions
- Expect higher total regional housing need
  - Need to account for unmet housing need
  - New factors: overcrowding, cost burden, target vacancy rate

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RHNA Process Overview

Regional Housing Need Determination → Allocation Methodology → Draft Allocation → Final Allocation → Local Housing Element Updates

- Housing Methodology Committee advises staff
  - Elected officials, stakeholders from RPC as well as local staff
  - Regular updates to RPC; RPC recommends methodology to Executive Board
- Statutorily required objectives and factors
  - New objective: Affirmatively further fair housing
- Draft methodology reviewed by HCD (New)

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RHNA Process Overview
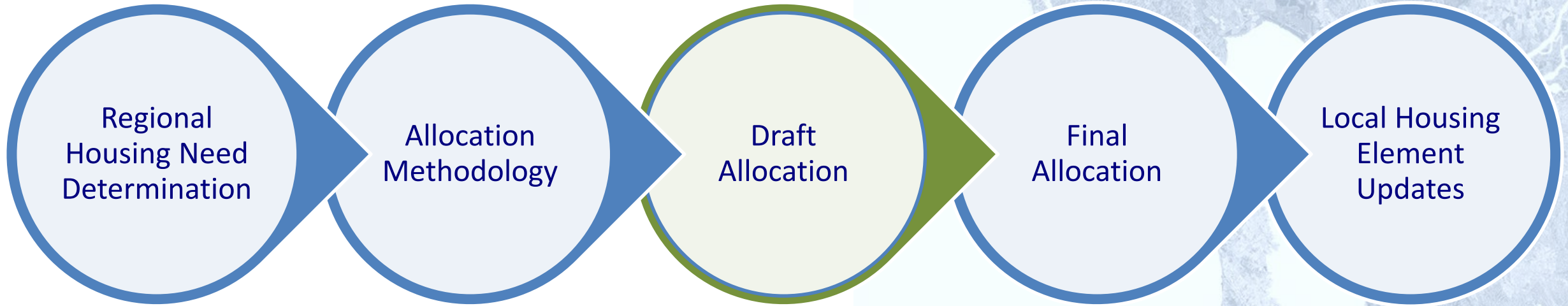
- Jurisdictions and HCD can appeal allocations (New)

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RHNA Process Overview

Regional Housing Need Determination → Allocation Methodology → Draft Allocation → Final Allocation → Local Housing Element Updates

- Adopt RHNA one month after Plan Bay Area 2050

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RHNA Process Overview

Regional Housing Need Determination → Allocation Methodology → Draft Allocation → Final Allocation → Local Housing Element Updates

- New restrictions on identifying sites
- Must affirmatively further fair housing

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Summary of Key Milestones

Key Milestones	Proposed Deadline
Housing Methodology Committee kick-off	October 2019
Subregions form	February 2020
Regional Housing Need Determination	April 2020
Proposed methodology	May 2020
Draft methodology	September 2020
Final methodology, draft allocation	January 2021
Appeals	March – May 2021
Final allocation	July 2021
Housing Element due date	December 2022

Dates are tentative and subject to change

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