Association of Bay Area Governments

METROPOLITAN TRANSPORTATION COMMISSION

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

Meeting Agenda

Joint MTC Planning Committee with the ABAG Administrative Committee

MTC Committee Members:
James P. Spering, Chair Anne W Halsted, Vice Chair

Damon Connolly, Dave Cortese, Sam Liccardo, Jake Mackenzie, David Rabbitt, Warren Slocum
Non-Voting Members: Dorene M. Giacopini and Jimmy Stracner

Friday, September 13, 2019 **9:35 AM** **Board Room - 1st Floor**

This meeting shall consist of simultaneous teleconference calls with respect to the ABAG Administrative Committee at the following locations and will take place at 9:35 a.m. or immediately following the 9:30 a.m. MTC Operations Committee meeting.

Call-In - Napa County Administration Building, 1195 Third Street, Suite 310, Napa, California, 94559

Call-In - County of Santa Clara, Second District 70 West Hedding Street, Office of Supervisor Chavez - 10th Floor, San Jose, CA 95110

Webcast live on the following websites:
Association of Bay Area Government's Website: https://abag.ca.gov/meetings
Metropolitan Transportation Commission's Website: http://mtc.ca.gov/whats-happening/meetings

1. Roll Call / Confirm Quorum

Quorum: A quorum of the ABAG Administrative Committee shall be a majority of its regular voting members (5).

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

2. ABAG Compensation Announcement - Clerk of the Board

3. ABAG Administrative Committee Consent Calendar

3a. 19-0901 Approval of ABAG Administrative Committee Summary Minutes of the July 12, 2019 Meeting

Action: ABAG Administrative Committee Approval

Attachments: 3a_AC Minutes 20190712.pdf

3b. 19-0902 ABAG Resolution No. 08-19: Plan Bay Area 2050: Regional Growth Forecast Methodology for Plan Bay Area 2050

Action: ABAG Executive Board Approval

Presenter: Cynthia Kroll

Attachments: 3b_PBA50_Growth Forecast Methodology_Approval.pdf

4. MTC Planning Committee Consent Calendar

4a. 19-0903 Approval of MTC Planning Committee Minutes of the July 12, 2019 Meeting

Action: MTC Planning Committee Approval

Attachments: 4a_MTC PLNG_Minutes_July 12 2019.pdf

5. Approval - ABAG Administrative Committee and MTC Planning Committee

5a. 19-0904 ABAG Resolution No. 09-19 and MTC Resolution No. 4393: Plan Bay Area 2050: Cross-Cutting Issues, Vision and Guiding Principles

Overview of the Plan Bay Area 2050 process and seek approval of the Cross-Cutting Issues, Vision and Guiding Principles previously developed in consultation with the public, stakeholders, and elected officials through Horizon.

Action: ABAG Executive Board Approval
MTC Commission Approval

Presenter: Dave Vautin

Attachments: 5a_PlanBayArea2050Kickoff_VisionGuidingPrinciplesAdoption_rev.pdf

6. Public Comment / Other Business

7. Adjournment / Next Meeting

The next meeting of the MTC Planning Committee will be Friday, October 11, 2019 at 9:35 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.

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

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

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

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.

375 Beale Street, Suite 800
San Francisco, CA 94105

Metropolitan Transportation Commission

Legislation Details (With Text)

File #:	19-0901	**Version:**	1	**Name:**	
Type:	Minutes			**Status:**	Informational
File created:	7/31/2019			**In control:**	Joint MTC Planning Committee with the ABAG Administrative Committee
On agenda:	9/13/2019			**Final action:**	
Title:	Approval of ABAG Administrative Committee Summary Minutes of the July 12, 2019 Meeting				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	3a_AC Minutes 20190712.pdf				

Date	Ver.	Action By	Action	Result

Subject:
Approval of ABAG Administrative Committee Summary Minutes of the July 12, 2019 Meeting

Recommended Action:
ABAG Administrative Committee Approval

Attachments:

375 Beale Street
Suite 700
San Francisco, California
94105

Meeting Minutes - Draft

ABAG Administrative Committee

Chair, David Rabbitt, Supervisor, County of Sonoma
Vice Chair, Jesse Arreguin, Mayor, City of Berkeley

Friday, July 12, 2019	**9:35 AM**	**Board Room - 1st Floor**

Association of Bay Area Governments
Administrative Committee

The ABAG Administrative Committee may act on any item on the agenda.
The ABAG Administrative Committee will meet jointly with the MTC Planning Committee.
The meeting is scheduled to begin at 9:35 a.m.,
or immediately following the preceding committee meeting.
Agenda, roster, and webcast available at https://abag.ca.gov
For information, contact Clerk of the Board at (415) 820-7913.

Location
375 Beale Street, 1st Floor, Board Room, San Francisco, California
Teleconference Location
200 E. Santa Clara Street, 18th Floor, Conference Room 1853, San Jose, California

Roster
Jesse Arreguin, Cindy Chavez, David Cortese, Scott Haggerty, Jake Mackenzie, Karen Mitchoff, Raul Peralez, Julie Pierce, David Rabbitt, Belia Ramos

1. Call to Order / Roll Call / Confirm Quorum

Vice Chair Arreguin called the meeting to order at about 9:35 a.m. A committee member was participating by teleconference. The ABAG Clerk of the Board conducted roll call. Quorum was not present.

Present: 6 - Arreguin, Cortese, Mitchoff, Peralez, Pierce, and Ramos

Absent: 4 - Chavez, Haggerty, Mackenzie, and Rabbitt

2. ABAG Compensation Announcement - Clerk of the Board

The ABAG Clerk of the Board gave the compensation announcement.

3. ABAG Administrative Committee Consent Calendar

Peralez joined the meeting by teleconference at about 9:58 a.m. Quorum was present.

Upon the motion by Pierce and second by Mitchoff, the ABAG Administrative Committee approved the Consent Calendar, including minutes of May 10, 2019 and May 22, 2019. The ABAG Clerk of the Board conducted a roll call vote. The motion passed unanimously by the following vote:

Aye: 6 - Arreguin, Cortese, Mitchoff, Peralez, Pierce, and Ramos

Absent: 4 - Chavez, Haggerty, Mackenzie, and Rabbitt

3.a. 19-0798 Approval of ABAG Administrative Committee Minutes of May 10, 2019 and May 22, 2019

4. MTC Planning Committee Consent Calendar

The MTC Planning Committee took action on this item.

4.a. 19-0727 Approval of MTC Planning Committee Minutes of the June 14, 2019 Meeting

5. Information

5.a. 19-0729 Plan Bay Area 2050: Public Engagement Overview

Presentation of the Plan Bay Area 2050 (Plan) public engagement plan, from promotion prior to Plan kickoff in September 2019 through adoption in summer 2021.

Ursula Vogler gave the report.

The following gave public comment: Jane Kramer.

5.b. 19-0728 Plan Bay Area 2050: Regional Growth Forecast Methodology

Report on Plan Bay Area 2050: Regional Growth Forecast Methodology.

Cynthia Kroll, Dave Vautin, and Kearey Smith gave the report.

6. Public Comment / Other Business

There was no public comment.

7. Adjournment / Next Meeting

Vice Chair Arreguin adjourned the meeting at about 10:58 a.m. The next meeting of the ABAG Administrative Committee is on September 13, 2019.

375 Beale Street, Suite 800
San Francisco, CA 94105

Metropolitan Transportation Commission

Legislation Details (With Text)

File #:	19-0902	**Version:**	1	**Name:**	
Type:	Report			**Status:**	Informational
File created:	7/31/2019			**In control:**	Joint MTC Planning Committee with the ABAG Administrative Committee
On agenda:	9/13/2019			**Final action:**	
Title:	ABAG Resolution No. 08-19: Plan Bay Area 2050: Regional Growth Forecast Methodology for Plan Bay Area 2050				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	3b_PBA50_Growth Forecast Methodology_Approval.pdf				

Date	Ver.	Action By	Action	Result

Subject:
ABAG Resolution No. 08-19: Plan Bay Area 2050: Regional Growth Forecast Methodology for Plan Bay Area 2050

Presenter:
Cynthia Kroll

Recommended Action:
ABAG Executive Board Approval

Attachments:

Association of Bay Area Governments
Administrative Committee

September 13, 2019 **Agenda Item 3b**

ABAG Resolution No. 08-19: Plan Bay Area 2050: Regional Growth Forecast Methodology for Plan Bay Area 2050

Subject: Plan Bay Area 2050: Recommend Approval by ABAG Executive Board of Regional Growth Forecast Methodology for Plan Bay Area 2050, the Regional Transportation Plan / Sustainable Communities Strategy.

Background: Staff has presented the approach, tools and assumptions underlying the Regional Growth Forecast of total jobs, population, and households for Plan Bay Area 2050 to the Regional Advisory Working Group (RAWG), the Policy Advisory Council, and the Joint MTC Planning Committee with the ABAG Administrative Committee in June and July of this year. ABAG held a public comment period on the Regional Growth Forecast Methodology from July 19 to August 19 and has responded to comments and concerns. A public hearing will be held at the ABAG Executive Board meeting on September 19, 2019 to allow for further input on this topic. At that meeting staff will present the methods used for creating the Regional Growth Forecast, putting it in the broader context of the Plan Bay Area 2050 development process, and seek approval of the methodology.

Issues:

What is the role of the Regional Forecast in Plan Bay Area 2050?
Each version of Plan Bay Area (officially the Regional Transportation Plan / Sustainable Communities Strategy) has relied upon a Regional Growth Forecast estimating total levels of employment, population, and households across the nine-county region over the Plan lifespan for each income level. 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 (Travel Model 1.5) that will explore the travel patterns and transportation impacts generated by this growth.

What tools are used?
The Regional Growth Forecast makes use of the Bay Area Regional Economic Modeling Inc. (REMI) 2.2 model. Additional analysis of household, income and in-commute patterns are done using analytic techniques created in-house. Ultimately, the results inform and may be informed by UrbanSim 2.0 and Travel Model 1.5.

How are the underlying assumptions determined?
At the Regional Growth Forecast stage, the assumptions are mainly technical in nature using best practices for forecasting as determined by staff, a technical advisory committee of economic, demographic, real estate, and model experts, and a consultant from the Center for Continuing Study of the California Economy. Economists and demographers from the California Department of Finance are also contacted. When we reach the stage of the local area forecast using UrbanSim 2.0, specific land use strategies and associated assumptions will be developed in consultation with our regional planners and local jurisdiction planners, while at the same time strategies will be vetted by the public and key stakeholders.

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: Staff has made refinements to the methodology document and have responded to comments submitted during the public comment period. Staff remain available to address unanticipated concerns related to the proposed methodology.

Recommendation: In combination with a public hearing, final approval of this methodology will be requested by the ABAG Executive Board at their meeting September 19th. Staff will then develop a Draft Regional Growth Forecast in fall 2019 for use in Plan Bay Area 2050.

Attachments: Attachment A: Plan Bay Area 2050: Regional Growth Forecast Methodology
Attachment B: Summary of Comments Received, Staff Responses, and Other Revisions
Attachment C: ABAG Executive Board Presentation
Attachment D: Draft ABAG Executive Board Resolution No. 08-19 of Approval

Therese W. McMillan

METROPOLITAN TRANSPORTATION COMMISSION
ASSOCIATION OF BAY AREA GOVERNMENTS

MEMORANDUM

PLAN BAY AREA 2050

Attachment A

TO:	ABAG Executive Board	DATE:	September 19, 2019
FR:	Cynthia Kroll, Chief Economist and Assistant Director		
RE:	Plan Bay Area 2050: Regional Growth Forecast Methodology		

Summary

The Regional Growth Forecast is an important element of the Plan Bay Area 2050 long-range planning process. While the future is always uncertain, the forecast identifies 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.

This document describes the forecast methodology at the regional level, explains its relation to other forecasting and modeling work for Plan Bay Area 2050. A draft version of this methodology was circulated for public comment over in July and August; this version incorporates clarifications and minor technical revisions, including a few modifications in response to comments, and updates the schedule.

Opportunities for Input on the Methodology

Staff has sought public and stakeholder input on the Regional Growth Forecast methodology through public meetings in June and July, including:

- Regional Advisory Working Group (June 2019)
- MTC Policy Advisory Council (June 2019)
- MTC Planning Committee & ABAG Administrative Committee (July 2019)
- ABAG Executive Board (July 2019)

To allow for additional public comment before the public hearing and adoption by the ABAG Executive Board in September, ABAG/MTC opened a public comment period on this document between **July 19, 2019** and **August 19, 2019**. Comments will be addressed by staff and results reported at the **September 19, 2019** public hearing on the Regional Growth Forecast Methodology at the ABAG Executive Board meeting, consistent with the BIA Bay Area settlement agreement.

Further public input will be sought through fall 2019 and spring 2020 public outreach on the Blueprint for Plan Bay Area 2050. As the final Regional Growth Forecast will not be adopted in September – just the methodology needs to be approved at this juncture – there will be additional time and further opportunities for review of the Regional Growth Forecast in the months ahead.

Tools and Expertise Underlying the Regional Growth Forecast Methodology

The Plan Bay Area 2050 Regional Growth Forecast is produced by ABAG/MTC 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 strategies on future projections.

Expertise

The Regional Growth Forecast is being developed in consultation with 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 at the end of this memo) includes:

- 6 Bay Area economists
- 3 California Department of Finance experts *(chief economist, senior economist and demographer)*
- 3 megaregion representatives *(Sacramento Area Council of Governments, San Joaquin Council of Governments, University of the Pacific)*
- 3 experienced REMI users *(from the Atlanta Regional Commission, a Michigan think tank, and a Colorado nonprofit)*

Staff met with the technical advisory committee in October 2018 and in May 2019. Staff will seek further input from the TAC in the fall as the preliminary forecast is developed, through individual consultations and/or an additional meeting.

ABAG/MTC staff also spoke with California Department of Finance (DOF) and Housing and Community Development (HCD) staff in July 2019 to discuss methods for estimating households from population and housing unit estimates. Staff will continue to speak with DOF and HCD staff working on developing accurate counts of housing units and occupancy, as well as with other experts.

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 REMI model integrates into one package a dynamic accounting of the core components of the economy – industry structure and competitiveness relative to other regions; propensity to export; and population and labor market structure. The population is explicitly connected to industry growth and demand for labor, with migration increasing in times of strong employment growth.[1] The model specifically characterizes the local economy in the context of the national economy, recognizing 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, a land use model that simulates the

[1] REMI is an integrated set of input-output, computable general equilibrium, econometric, and economic geography methodologies that describe the key relationships in the economy. See Regional Economic Modeling Inc., *REMI PI+ v. 2.2, REMI Transight v.4.2, REMI Tax-PI v.2.2, Metro PI v. 2.2 Model Equations.*

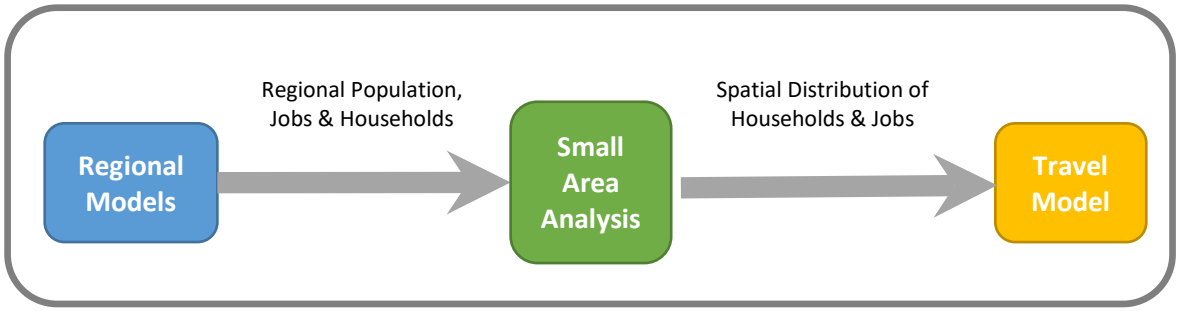
urban development process and the location choices of employers and households.[2] The local allocation in turn informs the modeling of travel patterns and investments using Travel Model 1.5. The relationship among these models is described further below, followed by brief discussions of major elements of the models. Detailed descriptions of the versions of these tools used for *Plan Bay Area 2040* can be found in http://2040.planbayarea.org/reports (under the 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 tools is similar to the Plan Bay Area 2040 approach, staff will make use of the model output and analytic results 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 using UrbanSim 2.0, and forecasts of travel patterns and transportation impacts using Travel Model 1.5.

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.

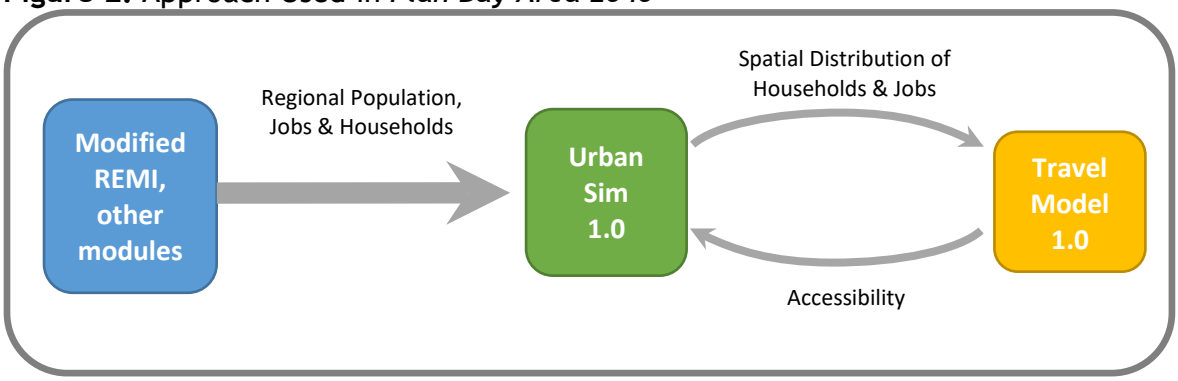
Figure 1: Historic Approach to Regional, Spatial and Transportation Forecasts



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 (developed 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 and multimodal accessibility, shifting 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 Regional Growth Forecast.

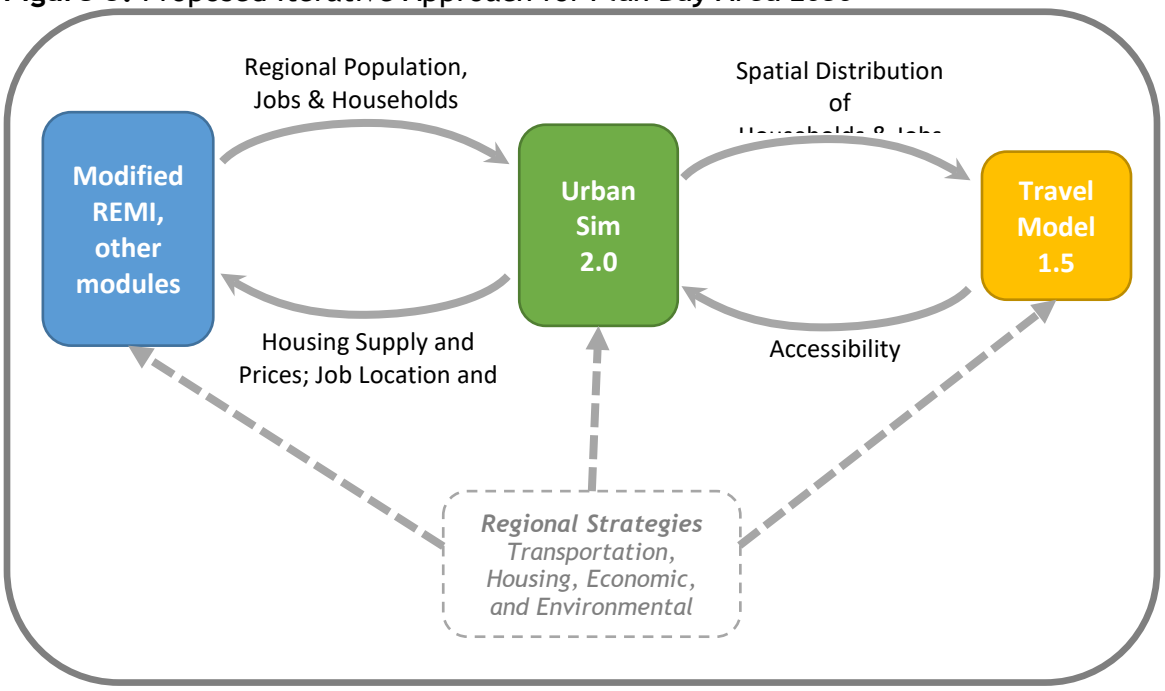
[2] http://www.urbansim.com/urbansim

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 UrbanSim 2.0 and Travel Model 1.5 could be factored into the modified REMI model, altering the Regional Growth Forecast. 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).

Figure 3: Proposed Iterative Approach for *Plan Bay Area 2050*



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*.

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 between the Plan baseline year of 2015 and the Plan horizon year of 2050. As part of the iterative process, we will begin with a baseline employment and population forecast that will be consistent with likely national economic and demographic trends, layering in new strategies as the Blueprint for Plan Bay Area 2050 is developed. Table 1 summarizes the approach this cycle and how this was done in the last cycle.

The Regional Growth Forecast begins with the structure of the REMI model, which describes employment, population, gross regional product, and total personal income for the historical period back to 2000 and for a forecast period through 2060 (our forecast goes only to 2050). The model includes a built-in forecast that reflects one of several possible sets of assumptions about the factors underlying growth at the national level and a set of interrelated regional forecasts for 22 custom-designed "regions" for our Bay Area version of the model. The regions include each of the nine Bay Area counties, metropolitan areas bordering our region and an aggregation of small non-MPO counties at the north of the region, each of the southern California counties in SCAG, the rest of California, and the rest of the US. Our focus when developing the Regional Growth Forecast described here is on the nine Bay Area counties as aggregated into one region. REMI is designed to be adjusted to be customized by the user to better reflect expectations about national trends, as well as their detailed knowledge about the relevant region.

As described in Table 1, we propose to use the REMI model with multiple adjustments, after consultation with CCSCE and the technical advisory committee, to describe the employment and population forecasts. We then separately forecast households, income distribution, and any change in the level of in-commuting. The types of 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.

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 to REMI
Population	Minor REMI adjustments only	**Update** – REMI adjusted to some DOF fertility assumptions and calibrated to match labor force requirements.
Households	Average headship rates for the most recent 5 years, some decrease over time for seniors and multigenerational households	**Update** - Goal in this cycle is to provide a more detailed accounting of households by size, number of workers, and income level categories. Headship, or household formation rates in consultation with TAC and CCSCE, are applied to population age and race estimates. ACS workforce characteristics will be added to households. Distribution of income among households will be based on historic patterns and regional economic forecast trends.
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.

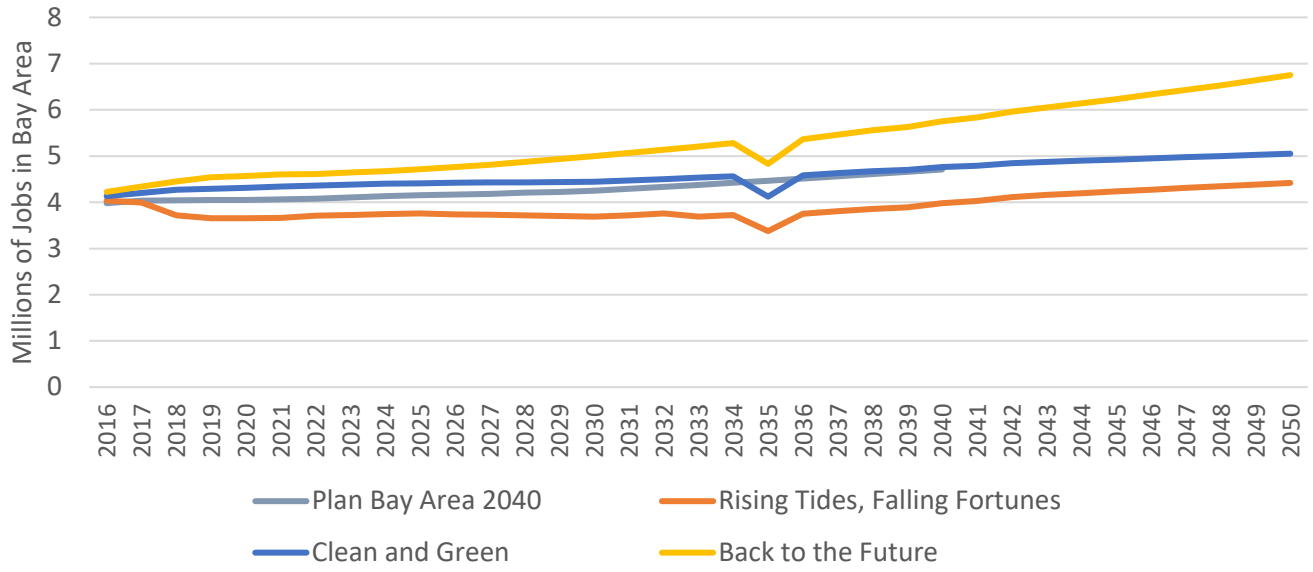
Employment

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. REMI accounts for the Bay Area's strong competitiveness in many industries relative to other regions, leading to a representation of a generally favorable jobs outlook across a range of sectors, which in turn grows the labor force through migration. At the same time, REMI represents the relatively high cost of housing and labor as well, which all other things equal serves to temper the growth outlook.

In the previous Regional Growth Forecast, there was a great deal of uncertainty about how the region would fare both in the near future and over the decades of the plan's forecast. The forecast for *Plan Bay Area 2040* is quite low compared to recent experience, when Bay Area knowledge sectors rapidly expanded employment for almost a decade. Should we adjust the forecast upward to account for this continued strength, or consider the possibility that going forward a national recession or a reversal of fortunes of our leading sectors could lead to an extended period of stagnant growth or job loss? In the last three decades, formation of new industries has led to strong surges of growth in the region following downturns. Will we continue to have this generative capacity over the next 30 years?

These uncertainties were initially addressed as part of Horizon, the predecessor planning process to *Plan Bay Area 2050*. As part of the Futures Planning effort, we modified the built-in REMI forecast based on widely varying assumptions about external forces beyond our control—national policy, international events, and the possibility of severe natural hazards. We modeled the range of possible Futures for the region should these events occur in the policy framework encompassed in the last Plan Bay Area (*Plan Bay Area* 2040). These forecasts gave several possible trajectories of growth, as shown in Figure 4. In one future, Rising Tides, Falling Fortunes, with high sea level rise and low government spending, there is a long period of stagnation followed by modest job growth, leaving little net change overall. At the other extreme, Back to the Future, with few land use constraints on growth and generous public spending leads to growth that far exceeds our projections from *Plan Bay Area 2040*. The third future, Clean and Green, is closer to our previous projected level of growth, but with a very different occupation mix, high levels of taxation through a carbon tax, but also selected high levels of public investment.

Figure 4: Plan Bay Area 2040 Forecast Compared to Three Horizon Futures



Source: ABAG/MTC Analysis, 2019

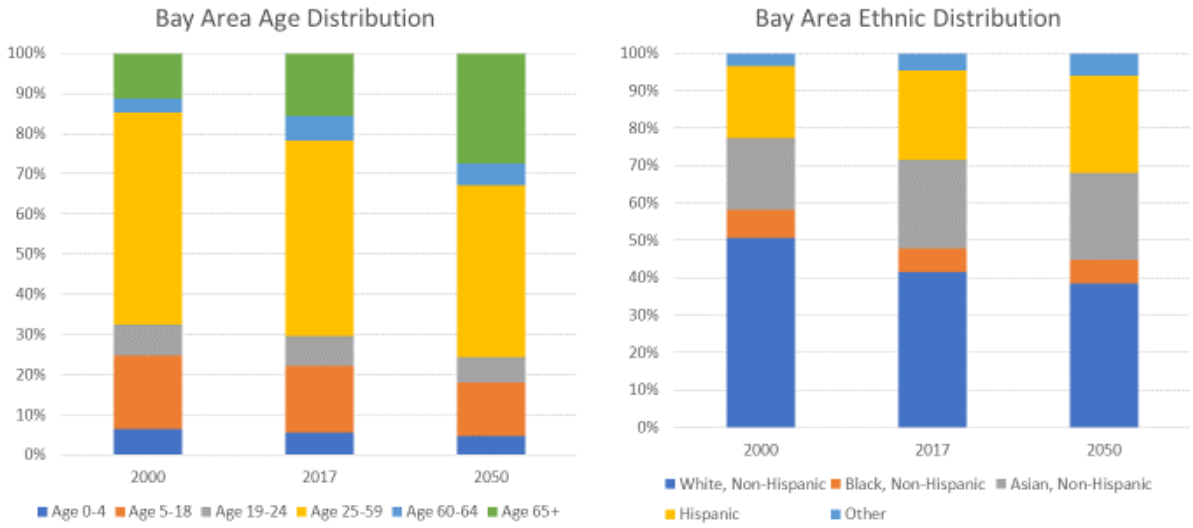
As we proceed into analysis for *Plan Bay Area 2050*, we will craft a base employment forecast with a less divergent set of assumptions at the national level, assuming policies similar to those today and those encompassed in *Plan Bay Area 2040*. We will also examine how additional strategies proposed for *Plan Bay Area 2050* could affect employment. Strategies to be tested iteratively before reaching a final employment figure could include, for example:

- **Improved access to housing in the region:** this can change the cost of labor, affecting rates of growth of middle and lower wage sectors.
- **Workforce training:** this could have complex effects, improving productivity, allowing higher output without necessarily more jobs, although a more skilled workforce could also attract additional employers.
- **Priority Production Area protections:** this could slow further declines in industrial sectors and associated middle-wage jobs, especially in production, distribution, and repair sectors.

Population

REMI, like most population projection models, predicts future population growth based on a detailed accounting of the population in terms of age, gender and ethnicity, with schedules of fertility and mortality determining natural increase, while migration is determined through the interaction with the economic portion representing labor market demand of the model. Retirement migration is also represented. While California Department of Finance (DOF) similarly uses a cohort-component model, the differences are in how some of the population is categorized, as well as assumptions for future mortality, fertility and migration rates. At this stage we note that apart from population totals, there are age and ethnic differences between the REMI forecast and the DOF 2017 forecast that we are assessing. 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.

Through the iterative process, it may be possible to capture benefits from strategies to increase housing production and lower housing prices. These strategies may include market mechanisms or subsidies, helping to retain lower- and middle-wage earners while encouraging economic in-migration to increase working age population. Separately, demand-side rental subsidies would also help to retain lower- and middle-income households.

Households

The vast majority (currently 98 percent) of the population lives in households, with a small remainder living in group quarters. ABAG/MTC translates a given population age structure into households using headship rates. Headship rate is defined as the share of adults in a particular age group (e.g., 25 to 29 years old) who are heads of households. The rate underlies the average household size and thereby how much housing will be needed to house the population. The 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 headship rates for the 2006 to 2014 period, with additional marginal adjustments. The *Plan Bay Area 2050* analysis will be developed in consultation with DOF staff. Two key questions:

- Are rates relatively constant over time, or do they move with other factors, such as unemployment or the cost of housing?
- What determines the differences in rates of household formation among different ethnic groups, and how does this propensity change over time for new immigrants?

Staff will explore different headship rates that come from varying assumptions about these factors, such as using the most recent headship rates (2012-2017), gradually converging rates to the previous 2005-2009 rates, averaging over a full economic cycle (2010-2017), or an approach that may be used by DOF, averaging rates from 2000 to 2010.

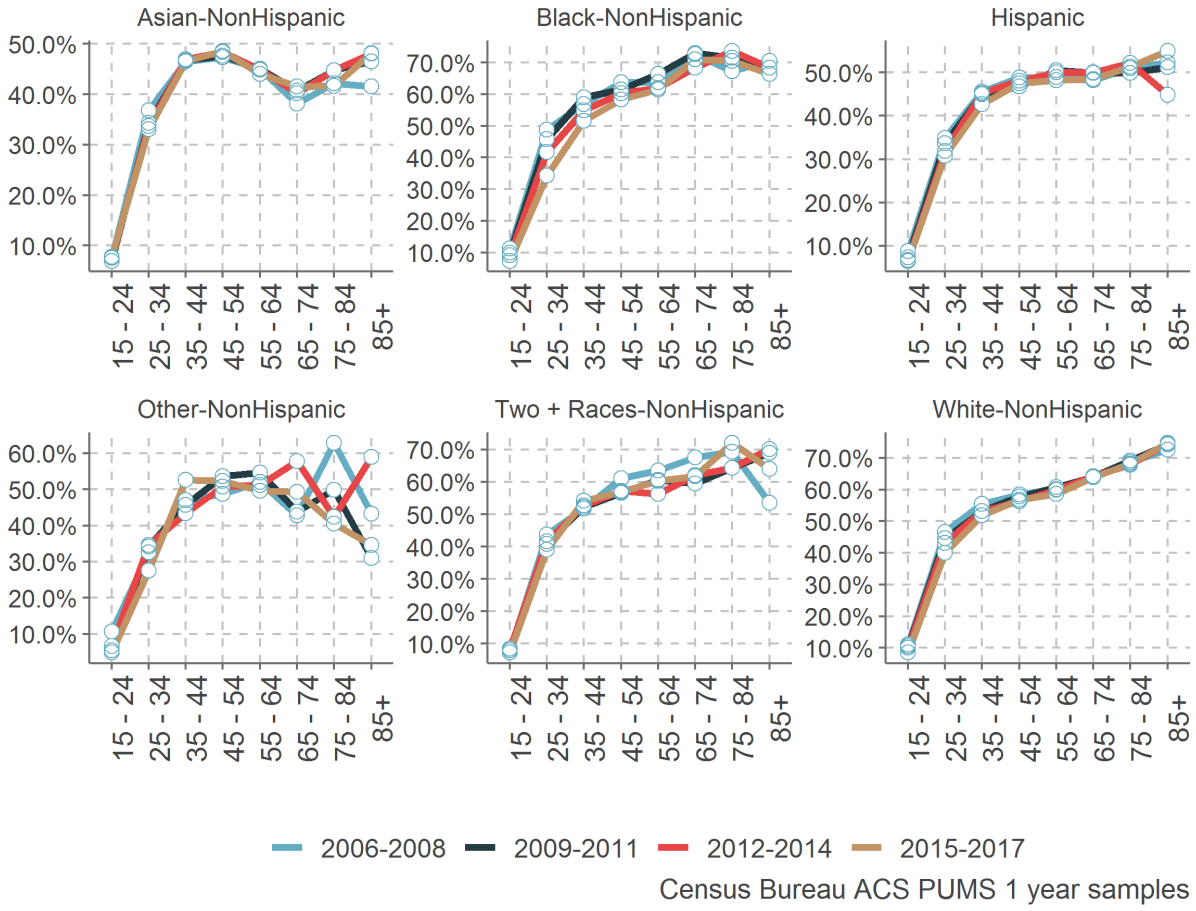
In making these tests, we want to explore potential challenges, such as:

i) The current headship rate may be artificially compressed due first to the Great Recession and then to the high cost of housing. We will seek a way to capture a wider mix of economic experiences in the rate used.
ii) Hispanic and Asian/Other headship rates may converge 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 U.S.

Figure 6 illustrates the variability of headship rates by age category, ethnic group and over time, with both Asian and Hispanic ethnic categories have lower headship rates (higher household sizes) than their counterpart white or black households (with generally much lower shares of immigrant households).

High housing costs may affect not only labor markets and money available for other goods, but how families form households and consume housing. Housing strategies may affect overall household formation leading to lower or higher household sizes, changing costs, and changing locations of new households. Through the iterative process, it may be possible to reflect the benefits of housing strategies that allow new households to form (increasing headship rates among young adults, for example) as well as the type of new units (which may target young adults or seniors with smaller household sizes).

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

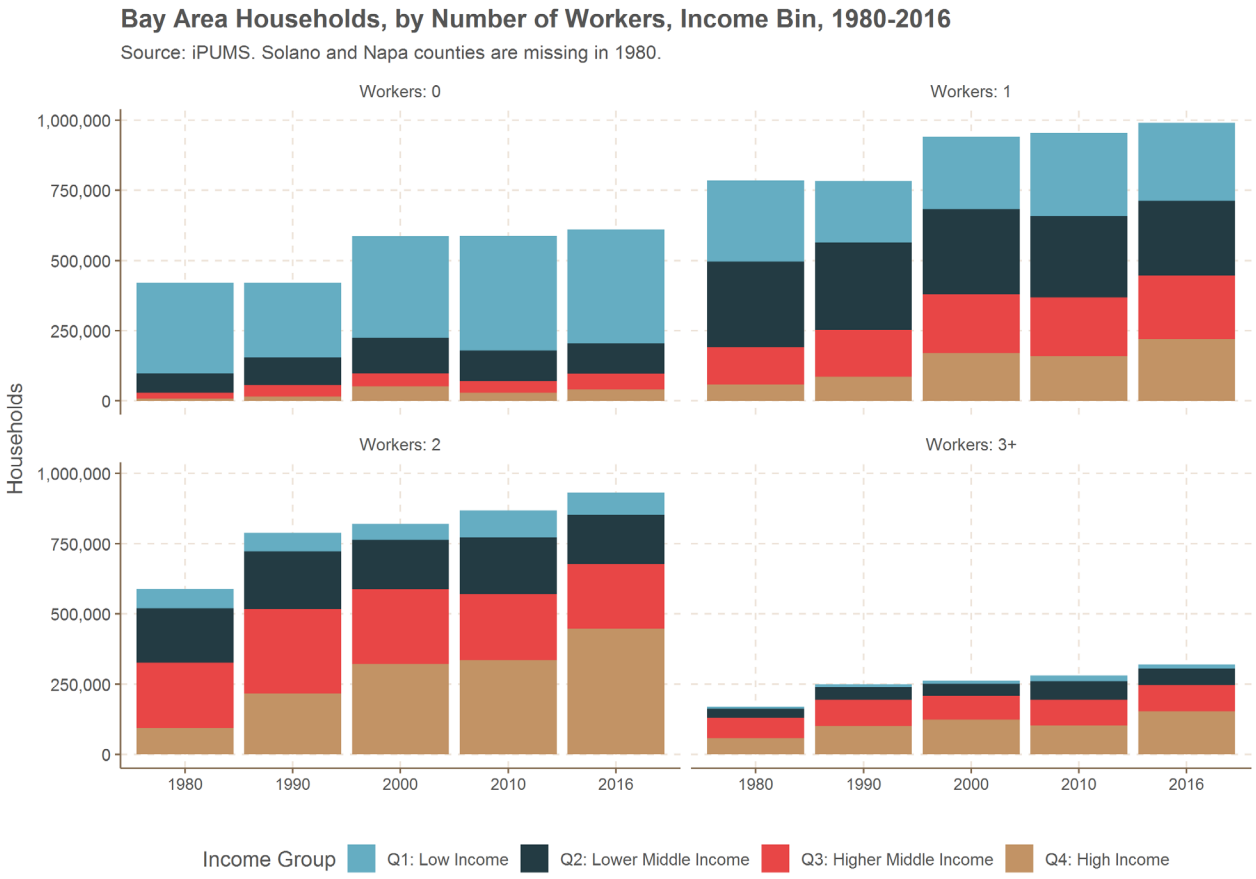


Income Distribution by Household

The household income distribution is generally determined both by overall wages and other sources of incomes, and separately by how households tend to form, including how persons in different parts of the income spectrum pair up, or not. Figure 7 offers information on how many households have, respectively, 0, 1, 2 and 3 or more workers in them, and for each of these household types, the share in different income groups. Counts are shown for 1980, 1990, 2000, 2010, and 2016. There are about the same number of households with one or two workers in them, but two-worker households are much more likely to be in the highest income quartile. Conversely, households with zero workers, typical for seniors, are frequently lower income (though some of these may be relatively wealthy).

The method for this calculation will seek to 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 compared to shares from other income sources.

Figure 7: Change in Workers per Household, by income quartile, 1980-2016 (Source: IPUMS)



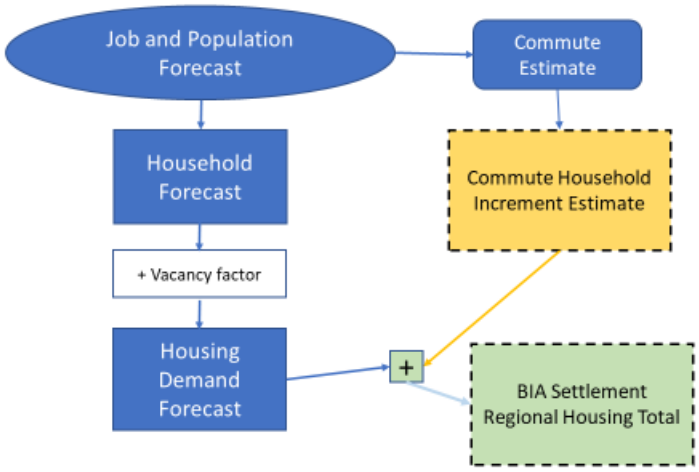
Through the iterative process, it may be possible to reflect strategies that affect the income mix of the region, ranging from incentives for middle-wage jobs in housing-rich areas to affordable housing programs to transit subsidies. To the extent that these strategies are modeled in terms of employment or population impacts, they may in turn be translated into household and income level implications. Alternatively, if the specific impacts cannot be reliably modeled, the qualitative implications will be discussed.

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, ABAG/MTC 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, ABAG/MTC 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 8: Schematic for Adding In-Commute Housing to the Regional Housing Total, PBA 2040



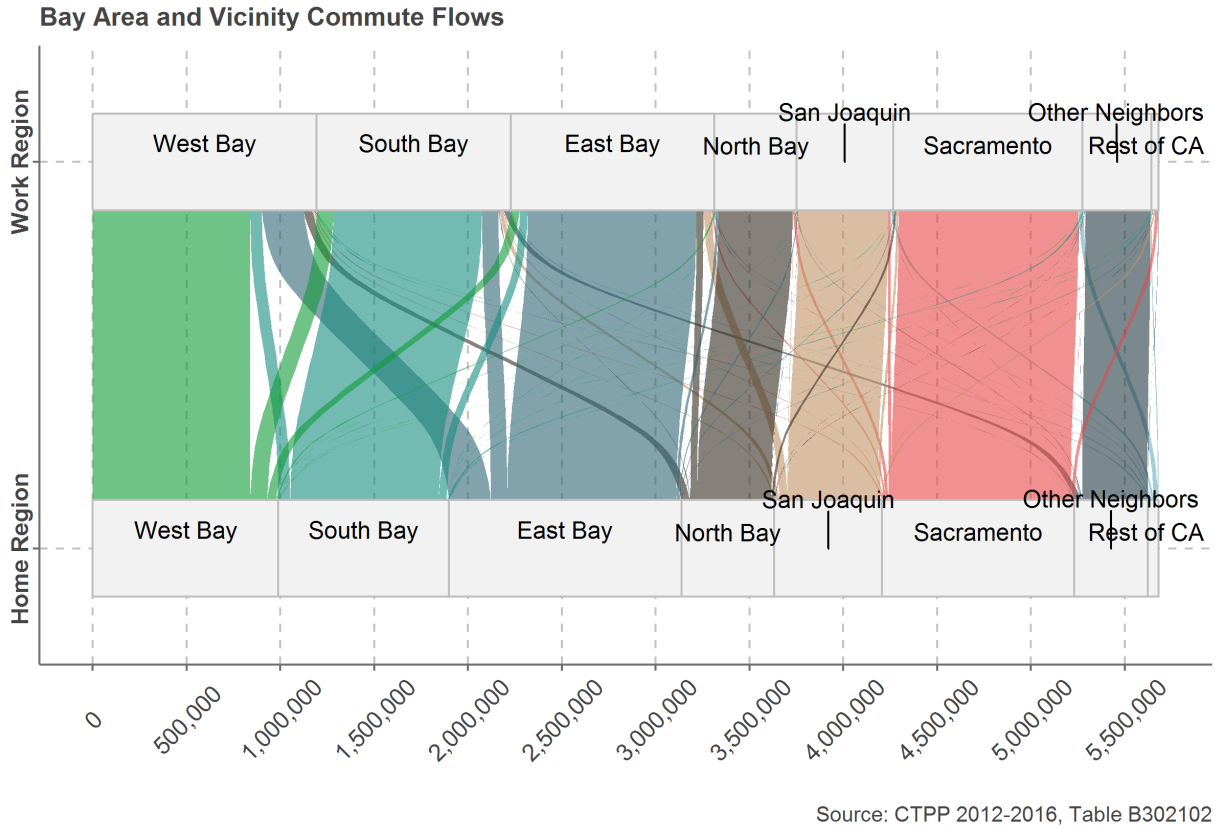
Source: ABAG Regional Forecast Approach, Presentation to the ABAG Executive Board, July 2015.

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 on the edge of the region, such as parts of the Tri-Valley, is much closer to the resident labor force of Tracy and Stockton than it is too many jurisdictions in the Bay Area counties. This draw will continue, even with more housing added west of the Altamont Pass. This is evident in Figure 9, where most commute flows into and outside the region are very small, but the largest inflows are to Santa Clara County from its southern neighbors and to Alameda County from the Central Valley, with significant impacts on those travel corridors. Using the multiregional REMI model – an enhancement since Plan Bay Area 2040 – 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:

- Construction of housing for low- and middle-income workers could reduce the numbers commuting in from outside the region.
- 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 9: Commute Flows to and from the Bay Area, 2015



Source: CTPP 2012-2016, Table B302102

Note: Subregion definitions by county—West Bay-Marin, San Francisco, San Mateo; South Bay-Santa Clara; East Bay-Alameda, Contra Costa; North Bay-Napa, Solano, Sonoma

Beyond the Regional Growth Forecast: Crafting the Growth Pattern

The Regional Growth Forecast focuses on the nine-county total level of growth for jobs, population, and households, acting as a key input into the modeling process. To develop the Plan's growth pattern on a localized level, MTC/ABAG will use Bay Area UrbanSim 2.0, a spatially explicit economic model that forecasts future business and household locations. MTC/ABAG used a version of the Bay Area UrbanSim 1.0 model to inform the environmental assessment for the region's first RTP/SCS (Plan Bay Area) and both the Plan process and the environmental assessment for the region's second RTP/SCS (Plan Bay Area 2040). An updated version of Bay Area UrbanSim (Version 1.5) is also currently being used for the Horizon long-range planning process.

Bay Area UrbanSim 2.0 forecasts future land use change (e.g., development or redevelopment) starting from an integrated (across different source data) base year database containing information on the buildings, households, businesses and land use policies within the region. Running in five-year steps, the model predicts that some households will relocate and a number of new households will be formed or enter the region (as determined by the adopted regional growth forecasts). The model system micro-simulates the behavior of both these types of currently unplaced households and assigns each of them to a currently empty housing unit. A similar process is undertaken for businesses and jobs. The various submodels are "trained" on existing data in order to represent how households or businesses "respond" to different features of locations considered; from accessibility to jobs and open space to the relative cost of real estate. During the simulation, Bay Area UrbanSim 2.0 micro-simulates the choices real estate developers make on how much of, what, and where to build. This adds additional housing units and commercial space in profitable locations (i.e., land use policies at the site allow the construction of a building that is profitable under forecast demand).

In this way, the preferences of households, businesses and real estate developers are combined with the existing landscape of building and policies to generate a forecast of the overall land use pattern in future years. As the model is explicit in how the urban environment changes, the model system is ideally suited to a range of systematic *what-if* tests: Given behavioral information on how households and businesses tend to locate based on observed data, and given land use policy assumptions, what might happen to overall patterns over time as regulations change, constraints are variably eased and increased in different parts of the region? For example, the land use policies in place in the base year can be changed (e.g., allowable zoned residential density could be increased) and Bay Area UrbanSim 2.0 responds by forecasting a different land use pattern consistent with the constraints or opportunities resulting from the change. After each five-year step, the model produces a zonal output file for the transportation model that contains household counts by type and employee counts by sector. This provides the travel model with information on land use intensity in different locations and the spatial distribution of potential origins and destinations within the region. Documentation for Bay Area UrbanSim 2.0 is available online[3].

To build the forecasted land use development pattern, Bay Area UrbanSim 2.0 will be used to iteratively build the Blueprint in a manner that is vetted and assessed for policy realism by regional planners and using feedback from local jurisdictions. Through this iterative process including both human planners and computer simulation tools, we aim for a forecasted development pattern that provides a balance of community and regional goals. This process will also include robust public engagement with "pop-up" and traditional workshops, among other means; it is important to understand local and regional preferences to tackle jobs-housing imbalances, for example. This feedback, as well as the draft and final growth patterns, will be presented to the MTC Commission and the ABAG Executive Board for their consideration.

Comments Received during Public Comment Period

Comments received on the Regional Growth Forecast Methodology fell into four categories: (1) concern about using jobs as a key factor in the forecast, (2) concern about the concentration of growth in PDAs, (3) concern about regional strategies to address the "housing crisis", and (4) the need for opportunities for input on the forecast and Plan. Staff responses are provided in Attachment B.

Next Steps

Final approval of the proposed Regional Growth Forecast methodology will be requested at the September ABAG Executive Board meeting. Staff will work to develop a Draft Regional Growth Forecast by fall 2019, followed by further iterative testing of strategies through REMI, UrbanSim 2.0, and Travel Model 1.5 in winter 2020. The final Regional Growth Forecast is slated for adoption in spring 2020. Table 2 shows the timing for the Regional Growth Forecast and its place in the development of the Blueprint.

[3] Bay Area UrbanSim documentation is available at: http://bayareametro.github.io/bayarea_urbansim/

Table 2: Regional Growth Forecast Schedule for *Plan Bay Area 2050* *(subject to change)*

Year	2019								2020			
Month	**May**	**Jun**	**Jul**	**Aug**	**Sep**	**Oct**	**Nov**	**Dec**	**Jan**	**Feb**	**Mar**	**Apr**
Public Input												
Methodology		◊	◊	◊	◊							
Public Workshops						◊						◊
Methodology												
Presentations and Review		◊	◊									
Modifications as Needed												
Public Comment Period												
Public Hearing/Approval					◊							
Preliminary Baseline												
Employment												
Population												
Households												
Income Distribution												
Iterations												
Testing												
Strategy Integration												
Forecast												
Draft Forecast							◊					
Comments and Revisions												
Final Forecast												
Final Forecast Approval												◊

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	Research Manager	Sarah Jo Szambelan
Bay Area Council Economic Institute	Acting Executive Director	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	Deputy Director	Matt Maloney
	Assistant Director	Dave Vautin
	Principal Planner	Mike Reilly

Consultant: Stephen Levy, President, Center for Continuing Study of the California Economy

METROPOLITAN TRANSPORTATION COMMISSION
ASSOCIATION OF BAY AREA GOVERNMENTS

ATTACHMENT B

PLAN BAY AREA 2050

Agenda Item 3b

The table below summarizes the input received during the public comment period from July 19, 2019 to August 19, 2019. Copies of the comment letters are attached, including those received after the close of the official comment period. Other changes made for clarification are also described below.

Regional Growth Forecast Methodology: Comments Received, Staff Responses and Other Revisions

Date	From	Comment/Concern	Staff Response	Details
6/10/2019	Greg Schmid	• The commenter is concerned that the forecast is based on aggressive assumptions about job growth. He recommends, instead, that the process consider alternatives, including putting regional limitations on jobs to lead to more balanced growth between jobs and housing. • The commenter wants the analysis to address how alternative rates of growth could affect land prices, housing prices, jobs/housing balances (particularly in the West Bay), income inequality, congestion, transit operations, the impact on families, and the tax burden on residents. • The commenter also requests that the process be open to public input.	• The Regional Growth Forecast is driven by moderate assumptions about national employment and population growth and regional competitiveness. Considering job growth as one factor in the forecast is appropriate for a region like ours whose growth is tied to innovation in global industries. • Alternative futures have been explored in the Horizon process. The Regional Growth Forecast for the Plan Bay Area 2050 Blueprint will also take into account possible effects of strategies on growth at the regional level. • The next step in our analysis toward the Plan Bay Area 2050 Blueprint will include evaluation of local and regional strategies, including some affecting job location. Evaluation will focus on how strategies advance the five Guiding Principles, making the Bay Area more affordable, connected, diverse, healthy and vibrant.	• Figure 3 on page 4 of Attachment A indicates where small area analysis and strategies may feed back into the Regional Growth Forecast. • Added description of uncertainties in Horizon Futures on pages 6 & 7 of Attachment A and acknowledged uncertainty on page 1. • See also pages 13 and 14 of Attachment A for a description of the distribution of Forecast growth in the analysis. • Opportunities for public input are described on pages 1 and 14 of Attachment A.

Date	From	Comment/Concern	Staff Response	Details
			• The review process for both the Regional Growth Forecast and the Plan itself have included and will include many opportunities for public input, as well as for individuals to discuss their ideas and questions directly with staff.	
8/15/2019 and 8/18/2019	Greg Schmid and 45 cosigners (as of 8/18 letter)	• The commenter presents a summary of the data underlying the concerns of himself and other West Bay residents regarding the pace of growth, imbalance between job and housing growth, and resultant high home prices, congestion, and effects on quality of life. • The commenter criticizes the existing forecasting process as discussed in his earlier letter as being too heavily oriented to job growth. • The commenter recommends that the plan explore alternative levels of growth, examine strategies to shift growth away from San Mateo County job centers, understand the impact of jobs on community life, and lower the job growth number. • All parties affected should participate in the process.	• Staff acknowledges the commenter's data-based approach to summarize the concerns affecting San Mateo County. • The existing forecasting process includes jobs as one factor driving growth; refer to response to prior Schmid comment letter above. • The iterative process in modeling will allow staff to analyze some of the policy ideas raised by the commenter. It will also explore how strategies may affect growth levels. • The strategy suggestions included in the letter are noted. They are most relevant to crafting the Blueprint for Plan Bay Area 2050 this fall and winter, and they can be brought up during the opportunities for public input on strategies this fall.	• Refer to page references in response to prior Schmid comment letter.
8/6/2019	Mark Fernwood	• The commenter is concerned that the policies discussed in the CASA Compact and Plan Bay Area will force communities to become denser, changing the character and livability of communities with the requirements for including low income housing.	• Staff acknowledges concerns raised relative to the CASA Compact. Staff continues to evaluate the impacts of various housing strategies on the region and on individual communities. • As MTC and ABAG begin Plan Bay Area 2050, there will be opportunities to	• Opportunities for public input are described on page 14 of Attachment A. • Page 9 of Attachment A describes how households will be estimated, based on

Date	From	Comment/Concern	Staff Response	Details
		• The commenter also questions that there is a Bay Area housing crisis, pointing as evidence to the number of units available for rent. • He adds that the CASA plan for building will destroy neighborhoods and will not solve the homeless problem.	provide input on appropriate strategies to address our region's housing needs. • The Regional Growth Forecast methodology for estimating housing need takes into account natural increase and change in demand from migration, as well as income characteristics of households. It makes no determination as to location.	employment growth, population forecasts and rates of formation as discussed with California Dept. of Finance.
8/7/2019 8/7/2019 8/10/2019 8/16/2019	Patricia Jones Jim Colton Nancy Madsen Peter Rosenthal	*All 4 comment letters share the following concerns:* • The commenters do not want MTC/ABAG to use a jobs-based model for the forecast because it does not provide for balanced growth. • They are concerned that the jobs-based approach is driven by aggressive job growth in Priority Development Areas. • They ask that the agency to replace the current approach with a process that includes a range of moderate and balanced projections of jobs and housing that explore a greater geographical dispersion of jobs. • They ask for technical discussions to occur in an open public process with a clear opportunity to hear other points of view.	• The geographic balance of growth will be addressed in the small area forecast, which applies strategies and local policy to the location of new development. • The Regional Growth Forecast is driven by national conditions as explained in the response to Schmid above, with job growth as one factor driving growth. • The methodology describes many opportunities for public input to the approach and comments on the results.	• Pages 13 and 14 of Attachment A describe the small area forecast approach and how it may affect the Regional Growth Forecast. • Page 14 of Attachment A describes opportunities for and the role of public input into the forecasting and planning processes.
8/8/2019	Daniel Lilienstein	The commenter, from Palo Alto, opposes densification of built-out suburban towns.	• This is a comment related to strategies and the planning process rather than Regional Growth Forecast methodology.	• See page citations above.

Date	From	Comment/Concern	Staff Response	Details
			• There will be additional opportunities to comment on the strategies and the Plan itself in fall 2019 and beyond.	
8/8/2019	Ann Grogan	• This commenter shares the recommendations provided by Patricia Jones and others with regard to the forecast and planning process. • She expresses concerns that high rises are being overbuilt around transit centers in neighborhoods with transit. • She recommends requiring high-tech businesses to build housing next to their campuses, so workers will not need to be housed in their neighborhood. • She says instead her neighborhood needs more housing for the homeless and non-tech workers.	• The strategy suggestions included in the letter are noted. They are most relevant to crafting the Blueprint for Plan Bay Area 2050, the next phase of the planning process. • Staff encourages commenter to participate in opportunities for public participation in the fall regarding land use and transportation strategies for the Plan Bay Area 2050 Blueprint.	• See page citations above.
8/11/2019	Lee Christel	This commenter shares the view of Patricia Jones and others, specifically objecting to 50 foot high apartment buildings close to El Camino Real.	• See responses to Schmid and to Jones et al. above. • Staff encourages commenter to participate in opportunities for public participation in the fall regarding land use and transportation strategies for the Plan Bay Area 2050 Blueprint.	• See page citations above.
8/11/2019	Amy Christel	This commenter objects to dense PDA development in Palo Alto and plans to build a transit corridor along El Camino. She asks for slow growth for Palo Alto.	• See responses to Schmid and to Jones et al. above. • Staff encourages commenter to participate in opportunities for public participation in the fall regarding land use and transportation strategies for the Plan Bay Area 2050 Blueprint.	• See page citations above.

Date	From	Comment/Concern	Staff Response	Details
8/15/2019	Steve Eittreim	• The commenter suggests incentives to use alternatives to single passenger automobiles. • He indicates support for public transit, improvements to bike and pedestrian pathways, gas taxes, and parking restrictions.	• Staff acknowledge the comments related to transportation strategies, some of which are being explored through the Horizon Futures planning process in advance of the Plan Bay Area 2050 Blueprint phase. • Staff encourages commenter to participate in opportunities for public participation in the fall regarding transportation strategies for the Plan Bay Area 2050 Blueprint.	• Page 14 of Attachment A describes opportunities for and the role of public input into the forecasting and planning processes.
8/14/2019	Lynette Lee Eng, as forwarded by Jerome Camp	• The Mayor of Los Altos prepared an opinion piece for the *Daily Post* and sent to ABAG/MTC. • The views expressed summarize those in the Schmid comment letter above, namely that projections assume aggressive job growth.	• Please see responses to Schmid letters from 6/10, 8/15 and 8/18. These address the difference between the Plan and the Regional Growth Forecast methodology. • Staff encourages commenter to participate in opportunities for public participation in the fall regarding land use and transportation strategies for the Plan Bay Area 2050 Blueprint.	• See page citations above related to Schmid letters.
8/16/2019	Jennifer Landesmann	• This commenter commends Lynette Lee Eng's editorial in the *Daily Post*. • She is concerned with the emphasis on job growth and the jobs-housing imbalance. • She asks for full public participation in the discussion of plans.	• Staff encourages commenter to participate in opportunities for public participation in the fall regarding land use and transportation strategies, including those aiming to address job housing imbalance, for the Plan Bay Area 2050 Blueprint.	• Page 14 of Attachment A describes opportunities for and the role of public input into the forecasting and planning processes.
8/16/2019	Mickie Winkler	• The commenter recommends considering aerial commute gondolas and hovercraft as ways to provide new transit options.	• These suggestions have been submitted as part of the Horizon Transformative Projects Solicitation and are currently being evaluated by our staff. • Staff encourages commenter to participate in opportunities for public participation in the fall regarding transportation strategies for the Plan Bay Area 2050 Blueprint.	• Page 14 of Attachment A describes opportunities for and the role of public input into the forecasting and planning processes.

Date	From	Comment/Concern	Staff Response	Details
8/16/2019	Stuart Hansen	This commenter suggests employers should follow the example of HP, finding new locations for jobs when growth exceeds local capacity.	• This is a strategy suggestion that could be explored in later phases of Plan Bay Area 2050 Blueprint. It does not directly affect the Regional Forecast Methodology. • Priority Production Areas (PPAs) in jurisdictions seeking to move jobs close to housing will be studied as strategies through the UrbanSim 2.0, alongside PDA-based employment strategies.	
8/17/2019	Rita Vrhel	This commenter is concerned that earlier regional plans have led to high costs and taxes, congestion, and inequality, and she urges an open process that acknowledges these problems.	• The commenter refers to "methodology" in terms of the type of plan and how it is created. The Regional Growth Forecast methodology is a technical exercise that produces information as an input to regional and local plans. • Strategies to manage an overall growth level are addressed in the planning process for creating the Blueprint. • Staff encourages commenter to participate in opportunities for public participation in the fall regarding land use and transportation strategies for the Plan Bay Area 2050 Blueprint.	• Pages 13 and 14 of Attachment A describe the small area forecast approach and how it may affect the Regional Growth Forecast. • Opportunities for public input are described on pages 1 and 14 of Attachment A.
8/18/19	Dennis De Champeaux	• The commenter is concerned that cities are giving permits to new business without considering where the employees are supposed to live. • The writer suggests tasking Google/Waymo with developing self-driving multi-person commute vehicles, among other economic and transportation ideas raised.	• Discussion of this strategy would be relevant to the process of crafting the Plan Bay Area 2050 Blueprint. • Staff encourages commenter to participate in opportunities for public participation in the fall regarding land use and transportation strategies for the Plan Bay Area 2050 Blueprint.	• Opportunities for public input are described on pages 1 and 14 of Attachment A.
8/18/19	Jaime Cordera	The commenter states that the regional plan should be connected to reality, with transportation and housing funding being prioritized to	• Staff acknowledges the concerns of the commenter and would note that the Plan focuses on identifying strategies to guide future growth,	• Opportunities for public input are described on pages 1

Date	From	Comment/Concern	Staff Response	Details
		areas where job creation has occurred.	rather than merely assuming growth occurring in specific cities. • Staff encourages commenter to participate in opportunities for public participation in the fall regarding land use and transportation strategies for the Plan Bay Area 2050 Blueprint.	and 14 of Attachment A.
8/18/19	Beth Rosenthal	The commenter reiterates the concerns of the August 15th Schmid letter on the effects of growth on the West Bay. She recommends implementing a model based on moderate balanced job and housing targets, in a transparent process.	• See responses to Schmid and to Jones and others above. • Staff encourages commenter to participate in opportunities for public participation in the fall regarding land use and transportation strategies for the Plan Bay Area 2050 Blueprint.	• See page citations above related to Schmid letters.
8/18/2019	Bonny Parke	The commenter is concerned that the peninsula could become a massive city similar to New York, recommending allowing cities to curb office space development.	• Discussion of this strategy would be relevant to the process of crafting the Plan Bay Area 2050 Blueprint. • Staff encourages commenter to participate in opportunities for public participation in the fall regarding land use and transportation strategies for the Plan Bay Area 2050 Blueprint.	• Pages 13 and 14 of Attachment A describe the small area forecast approach and how it may affect the Regional Growth Forecast.
8/18/2019	Paul Martin Manjun Martin	• The commenter believes that Plan Bay Area 2040 already predicted too much growth and that sustainable growth is less than 0.5% per year. • He would like to focus on infrastructure for current residents and quality of life, considering zero job growth as a possibility. • He underscored that there should be respect for local control.	• ABAG/MTC are required to develop a reasonable Regional Growth Forecast based on actual conditions. Well over half the job growth forecast in Plan Bay Area 2040 has already happened, driven by major Bay Area firms and the global economy, not the Plan itself. The Plan is encouraging jurisdictions and companies to plan for housing to meet the actual growth that has occurred. • Assuming a zero-growth scenario is inconsistent with federal and state	

Date	From	Comment/Concern	Staff Response	Details
			requirements, as it would assert zero growth rather than incorporating reasonable and realistic forecast of future conditions. • Quality of life is a key issue in the strategies, and we encourage the commenter to engage in the Plan Bay Area 2050 process to ensure that strategies to improve quality of life are incorporated.	
8/19/2019	Marcia Gibbs	• The commenter is concerned that planners have moved forward with development without sufficient infrastructure, at the expense of residents. • She has observed declining air quality and living standards and has increasing safety concerns.	• Staff acknowledges the commenter's concerns, given the rapid pace of job growth in recent years. • Staff encourages commenter to participate in opportunities for public participation in the fall regarding land use and transportation strategies for the Plan Bay Area 2050 Blueprint.	• Page 14 of Attachment A describes opportunities for and the role of public input into the forecasting and planning processes.
8/19/2019	Tom Feeney	• The commenter states that cities should be able to choose their income mix and housing supply. • He states that new jobs should be viewed on a regional basis, in terms of fiscal management; regional tax receipts should go to cities based on population or new households. • He suggests that a cap and trade system through negotiation should identify where new growth should occur by setting targets for households and jobs by city by income group. • Once housing targets are set based on managed job growth, he suggests using many different means for boosting supply.	• Staff acknowledges the suite of policy ideas suggested in the letter, and we encourage him to become involved in the Plan Bay Area 2050 Blueprint process as strategies are refined.	• Opportunities for public input are described on pages 1 and 14 of Attachment A.

Date	From	Comment/Concern	Staff Response	Details
8/19/2019	Ronald Vinsant	• The writer suggests job growth should be limited since there is insufficient transportation capacity, available housing, water infrastructure, etc. • The writer suggests public comment should be made easier.	• See response to Schmid above.	• Opportunities for public input are described on pages 1 and 14 of Attachment A.
Comments from Jurisdictions and Organizations				
8/16/2019	Paul Campos, BIA Bay Area	• The commenter states that the proposed methodology is thoughtful and sound. • The commenter notes that an iterative process will help the region test the effects of increased housing production during this housing crisis. • The commenter states that ABAG/MTC should not reduce future regional job growth in order to reduce housing needs.	• Staff acknowledge the concerns of the commenter about the magnitude of the region's housing crisis. • Staff recognize the need for Plan Bay Area 2050 to include a realistic Regional Growth Forecast and to consider strategies to address key regional challenges.	
8/19/2019	Jonathan Lait, City of Palo Alto	• The City supports preparation of a 2050 long-range plan for the region. • The City would like a chance to review the income distribution methodology chosen and its effects on the city. • The City wants the opportunity to review BASIS data before it is included in Plan Bay Area 2050 model runs.	• Staff appreciate the City's participation as we embark on Plan Bay Area 2050 this fall. • Staff has clarified the language related to the income element of the Regional Growth Forecast, which is the current focus. We will continue to work with cities on the local area aspect of the forecasting process over the coming year. • Staff encourages the City to take advantage of the opportunity to review BASIS baseline data this fall.	• See page 6 and page 10 of Attachment A.
8/19/2019	Sarah Jo Szambelan, SPUR	• The commenter suggests testing how multiple dynamics affect employment and population projections as well as housing prices.	• The feedback loop that is part of the iterative planning process will address how housing price changes affect population and employment levels.	• With regards to the feedback loop, refer to page 4 of Attachment A.

Date	From	Comment/Concern	Staff Response	Details
		• The commenter suggests soliciting transformative strategies and testing them using UrbanSim and REMI. • The commenter suggests testing automation in the REMI model. • The commenter recommends looking at demand for different types of housing units, as well as wealth instead of income in the context of headship rates.	• The Horizon process included extensive dialogue with outside partners as well as the generation of transformative strategies through Perspective Papers. Some of these evolved into strategies that will be tested in the model; staff encourages SPUR's continued participation in the Plan Bay Area 2050 Blueprint process as we refine the strategies. • Some automation assumptions are being explored as the models are run, and the background for these efforts was developed as part of The Future of Jobs Perspective Paper. • UrbanSim distinguishes between single and multifamily units. We will explore the implications of looking at differential demand when interpreting the UrbanSim output. • We have included return to capital (income such as rents and dividends) in the income analysis. Further enhancements may be appropriate for future Plan cycles.	• With regards to strategies, refer to Figure 3, page 4 of Attachment A. • With regards to automation, refer to Horizon Perspective Paper 4: The Future of Jobs on MTC's website. • With regards to the income distribution, refer to pages 6 and 10 of Attachment A.
Other Revisions to Attachment A based on Committee & Working Group Comments *(since July 2019 draft)*				
		Although overall commutes from outside the region appear insignificant compared to cross-area commutes within the region, we need to recognize their significant impact on specific travel corridors.	• Wording to this effect added.	• Refer to page 12.
		Commute flow figure Bay Area subregions need to be clarified.	• Note added to figure defining Bay Area subregions.	• Refer to page 13.
			• Word "calibrated" added to Table 1, line on Population	• Refer to page 6.

Date	From	Comment/Concern	Staff Response	Details
		References to energy and to taxes with regard to Clean and Green were unclear.	• Clarified that high taxes in that Future come from a carbon tax.	• Refer to page 7.
		Income distribution section needed clarification.	• Added better description of Figure 7. • Focus method on factors affecting a household's income—age, number of workers, sector of the economy.	• Refer to page 10.
Minor Editorial Changes to Attachment A *(since July 2019 draft)*				
		Additional clarify was needed on comment integration and the differences between the methodology and the forecast itself.	• Added paragraph explaining that this memo addresses some comments through clarifying language. • Added further explanations of public input opportunities and differentiates the Methodology from the Forecast, which will be presented in preliminary form later.	• Refer to page 1.
		The Preferred Scenario was rebranded as the Blueprint.	• References updated to Blueprint throughout.	• Refer to pages 1, 5, and 14.
		Additional details on meeting dates would be helpful as a reference.	• Dates of meetings added.	• Refer to page 2.
		Diagram in Figure 3 did not cover all types of strategies.	• All 4 elements of Plan added to the diagram.	• Refer to page 4.

From: ddcc
To: MTC Info
Cc: ddcc
Subject: Let s not make the same m stakes aga n. (fwd)
Date: Saturday August 17 2019 2:44:09 AM

External Email

[redacted] Fri Aug 16 19:38:57 2019
[redacted]
by rs6.risingnet.net (8.15.2/8.15.2) with ESMTPS id x7H2cvcb048165
(version TLSv1.2 cipher DHE-RSA-AES256-GCM-SHA384 bits 256 verify NO);
Fri, 16 Aug 2019 19:38:57 -0700 (PDT)
[redacted]
Fri, 16 Aug 2019 19:38:57 -0700 (PDT)
(envelope-from ddcc)
From: [redacted]
Message-Id: [redacted]
Subject: "Let s not make the same mistakes again.
To: letters@padailypost.com
Date: Fri, 16 Aug 2019 19:38:57 -0700 (PDT)
Cc: [redacted]
X-Mailer: ELM [version 2.5 PL8]
MIME-Version: 1.0
Content-Type: text/plain; charset us-ascii
Content-Transfer-Encoding: 7bit

Ms L.L. Eng denounces the current Plan Bay Area and implores that "the
public participate fully in the discussion of a plan that would affect
the jobs and housing balance in the Bay Area". I have not been
invited. What is the scope of the options anyway? A moratorium on
the creation of more jobs or more companies? demanding the relocation
of companies? limiting the number of people that can cross the
bridges?
The Global Footprint Network just reported that we operate as if we
live on 1.75 Earths. Should the Bay Area take the lead to become more
ecological responsible?

--
[redacted]

[redacted]

From: ddcc
To: MTC Info; letters@pada.lypost.com
Cc: ddcc
Subject: Let s not make the same m stakes aga n.
Date: Sunday August 18 2019 7:55:13 PM

External Email

Ms L.L. Eng urges the public to speak up about Plan Bay Area 2050 in order to avoid "making the same mistakes again". This is my 2nd contribution.

Regarding the existing traffic infrastructure: pathetic mistakes were made indeed. For example:
- Bart should run around the Bay. The extension from Fremont down should have been completed years ago.
- There is no clover leaf for 280 & San Thomas Expressway.
- There is no clover leaf for 280 & Lawrence Expressway/ the current 'solution' is stupendous.
- The 880-680 connection in Fremont is a perennial choke point.
- Etc.

The traffic infrastructure lags always behind demand. As soon as new infrastructure is added (like 85), new housing is build and the gridlocks return.

Public transportation is a joke. For example, it takes two hours to go from MtView to Winchester in SJ with the light rail.

Massive new housing projects can be seen around the Bay while there are no additions in the works for improving the traffic infrastructure. Massive gridlock is standard in ever longer commute periods.

The root problem::: Cities giving permits to new business without considering where the employees are supposed to live.

Now consider what we don't want to think about: a massive earthquake hits:: We can't escape out of the Bay area with the increasing densities ... ...

California has a large economy. Still, the rainstorm in 2017 Feb caused $700M in damage and California had to beg Mr Trump for emergency funds. Why? Because California channels its tax revenues to public education (for a cognitive challenged population), to give free healthcare (for a large segment that has negative worth) and only than allocates funds for the infrastructure. Thus MTC/ABAG should try getting a large part of the pie.

An academic department of Carnegy-Mellon Univetsity drove a self-driving truck coast to coast decades ago. How about tasking Google/Waymo with the development of self-driving multi-person commute vehicles?

THINK OUT OF THE BOX !!!!

[redacted]

From: Jim Colton
To: MTC Info
Subject: 02 PBA50 Draft Growth Forecast Methodology
Date: Wednesday, August 07, 2019 5:30:43 AM

External Email

I am writing to comment on the 02 PBA50 Draft Growth Forecast Methodology.
The current methodology is driven by the assumption that aggressive job growth will occur in priority development areas. This assumption should be eliminated. Instead the methodology should be based on a range of more moderate and balanced projections of jobs and housing over a greater geographical area.
Finally, the technical discussion should be an open, public process that provides a clear opportunity for other points of view to be heard.
Thanks for taking my point of view into account.
Regards,
Jim Colton
Palo Alto

From: Nancy Madsen
To: MTC Info
Subject: ABAG
Date: Saturday, August 10, 2019 8:07:02 PM

External Email

I am writing to comment on the 02 PBA50 Draft Growth Forecast Methodology.
The current methodology is driven by the assumption that aggressive job growth will occur in priority development areas. This assumption should be eliminated. Instead the methodology should be based on a range of more moderate and balanced projections of jobs and housing over a greater geographical area.
Finally, the technical discussion should be an open, public process that provides a clear opportunity for other points of view to be heard.
Thanks for taking my point of view into account.
Regards,
Nancy Madsen

From: Ronald Vinsant
To: MTC Info
Subject: bay area 2050
Date: Monday, August 19, 2019 4:43:28 PM

External Email

A Comment from the public.

Please stop generating more commercial space (jobs) with no transportation or housing to back it up.

Your growth plans do not seem to consider water usage.

and lastly,

finding a place to enter a public comment on your website is difficult so I'm sure this is being sent to the proper address.

Ron

From: Stuart Hansen
To: MTC Info
Cc: [redacted]
Subject: Bay Area Plan 2050
Date: Friday, August 16, 2019 5:29:47 PM

External Email

The current Plan 2040 has been largely ineffective in establishing a methodology for orderly, affordable jobs and housing in the Bay Area. It's not working.
In my day as an engineer at Hewlett-Packard (Palo Alto) we had a plan that worked very well and avoided the jobs-housing imbalance we now experience:
When a particular product division grew to the point that additional room was needed, we started/shifted this new division to a new city….like Santa Rosa,
Roseville, Corvallis OR, Boise ID, and many more.
Please consider adding requirements for startups to relocate to areas where employees/families can afford to live when expansion occurs, like HP has done.
e. A recent local example could be Survey Monkey, Palo Alto. When they wanted to expand beyond our 50ft height limit, they were encouraged to relocate,
which they did, making room for a new startup.
Stuart Hansen, Palo Alto.

From: Moitra, Chitra
To: MTC Info
Subject: City of Palo Alto"s Comments on Regional Growth Forecast Methodology
Date: Monday, August 19, 2019 1:08:08 PM
Attachments: Regional Growth Forecast Methodology.pdf

External Email

Attached is the City of Palo Alto's comments on Regional Growth Forecast Methodology for your review.
Thank you for considering our input. If you have any questions, please contact Roland Rivera at Roland.Rivera@cityofpaloalto.org
Thank you
Chitra Moitra

Chitra Moitra
Planner
Planning and Development Services Department
250 Hamilton Avenue, Palo Alto, CA 94301
Email: chitra.moitra@cityofpaloalto.org

CITY OF PALO ALTO
PLANNING & COMMUNITY ENVIRONMENT
250 Hamilton Avenue, 5th Floor
Palo Alto, CA 94301
650.329.2441

August 19, 2019

Metropolitan Transportation Commission
Public Information Office
375 Beale Street, Suite 800
San Francisco, CA 95401

Subject: Methodology Used to Determine the Regional Housing control Total and the Forecasted Development pattern for Plan Bay Area 2050.

The City of Palo Alto has reviewed the Regional Growth Forecast Methodology: *Setting the Stage for Crafting Pan Bay Area 2050's Growth Pattern*, July 2019. We support a consolidated regional planning team of ABAG and MTC to prepare the 2050 long-range plan for better integration of land use with transportation though out the region.

We note the proposed methodology will focus at the regional level and local jurisdictions will have opportunities to review the outcomes as they affect the local jurisdictions. This approach will combine several models: Regional Economic Modeling Inc. model for the San Francisco Bay Area version 2.2; Urban Sim 1.0/2.0; Travel Model 1.0; and use Bay Area Spatial Information System (BASIS) as key source for baseline data. We noted that there maybe two possible approaches to how the model will address Income Distribution by Household. Before a determination on what methodology is used, the City would like to be informed about which approach ABAG/MTC will ultimately decide to use and how each affects the population and household allocation at the local level.

Regarding *Crafting the Growth Pattern,* our concern is that the land use/spatial datasets included in the UrbanSim 2.0 update reflect accurately the land use, jurisdictional boundaries, local land use policies and other related information that is critical to the model's outcome. For example, the City adopted an annual limit of 50,000 square feet of office use on new construction or conversion to office of existing development. The City's adopted 2015-2030 Comprehensive Plan also has a policy that maintains a citywide cap of 850,000 square feet of new office or converted to office use through the year 2030. We support the inclusion of the BASIS dataset into all models, however, to ensure that it's the most current data, the City would like the opportunity to review the BASIS dataset before any model runs. Palo Alto's most recent response to ABAG's request for data included in BASIS was last quarter of 2018. Many jurisdictions such as ours have historic boundaries that are not clear. In addition, in built out areas such as ours, land available for increased density is not always apparent given that over half of the City's landmass is protected open space/conservation areas.

Thank you for considering our input. If you have any questions , please contact Roland Rivera at Roland.Rivera@cityofpaloalto.org.

Sincerely,

Jonathan Lait
Director of Planning and Community Environment

cc:
Elena Lee, Long Range Planning Manager
Roland Rivera, Senior Business Analyst

From:	peter rosenthal
To:	MTC Info
Subject:	Concerns about Plan Bay Area 2050 Methodolgy
Date:	Friday, August 16, 2019 12:39:25 PM

External Email

Dear Executive Committee Members:

As a resident of Palo Alto I am deeply concerned with the current methodology employed in developing Plan Bay Area 2050.

I would strongly urge you to consider and adopt the following steps:

1. Eliminate the model assumption that it be driven by an aggressive job-growth in priority development areas.
2. Replace that with a requirement that the process will include a range of more moderate and balanced projections of jobs and housing that explore a greater geographical dispersion of jobs.
3. Make the technical discussions an open, public process with a clear opportunity to hear other points of view.

Sincerely,

Peter N. Rosenthal, Ph.D.
[redacted]
Palo Alto, CA 94301

From: Daniel Lilienstein
To: MTC Info
Cc: Lydia Kou
Subject: I oppose ABAG plan to increase density in Palo Alto
Date: Thursday, August 08, 2019 3:25:43 PM

External Email

Our quality of life has suffered due to increased road traffic, deterioration of roads, poor public transportation, crumbling infrastructure, increased airplane noise, "traffic calming" (better known as "Driver Enragement"), etc.
STOP IT STOP IT STOP IT!

I will organize and vote to punish anybody that falls for the ABAG/developer mantra. We don't need more density in built-out suburban towns.

Daniel Lilienstein
Palo Alto

LAFCO
Alameda Local Agency Formation Commission

June 19, 2019

Metropolitan Transportation Commission
Public Information
375 Beale Street, Suite 800
San Francisco, CA 94105
Sent via mail: eircomments@mtc.ca.gov

Dear Metropolitan Transportation Commission:

The Alameda Local Agency Formation Commission (LAFCO) along with the eight other Bay Area LAFCOs would like to take the time to comment on the upcoming *Plan Bay Area 2050* long-range transportation and land-use plan. We would also like to thank the Metropolitan Transportation Commission (MTC) for the opportunity to do so as well.

LAFCOs are a state mandated local agency that oversees boundary changes to cities and special districts, the formation of new agencies including the incorporation of new cities, and the consolidation of existing agencies. The agency was established to ensure the orderly formation of local government agencies, to monitor the efficient extension of public services, to preserve agricultural and open space lands, and to discourage urban sprawl.

Alameda LAFCO understands *Plan Bay Area 2050* will provide a roadmap for accommodating projected household and employment growth in the nine-county Bay Area by 2050 as well as transportation investment strategy for the region.

LAFCOs are required by law to establish spheres of influence (SOI) for cities and special districts under LAFCO jurisdiction. Spheres of influence define the probable physical boundaries and service area of a local agency as determined by LAFCO. The law requires that LAFCOs update spheres at least once every five years. LAFCOs make sure to evaluate the availability and capacity of public services along with the present and planned uses in the area and the probable need for public facilities when determining an SOI for a city or special district.

LAFCOs would like MTC to take into consideration the LAFCO established SOIs for each city and special district as they determine future service areas and population growth. Further, LAFCOs request the Plan Bay Area 2050 recognize special districts as critical service providers. In many counties, critical infrastructure services, (i.e., fire, water, wastewater) are provided by special districts and without these services, development cannot occur. SOIs are essential indicators in determining future and expected growth within the region.

We hope that Plan Bay Area may incorporate more of LAFCOs regional growth management duties into upcoming plans and projects.

Thank you for your consideration of these comments, and we would love to collaborate more in the future.

Respectfully,

Rachel Jones
Executive Officer

cc: Bay Area LAFCOs (Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, Sonoma)

From: Patricia Jones
To: MTC Info
Subject: MTC/ABAG jobs based model
Date: Wednesday, August 07, 2019 8:35:24 AM

External Email

The jobs based model used by MTC/ABAG has been a disaster. It has not provided for the balanced growth it planned.

I hereby demand that MTC/ABAG:

1. **Eliminate their model assumption that it be driven by an aggressive job-growth in priority development areas.**
2. **Replace that with a requirement that the process will include a range of more moderate and balanced projections of jobs and housing that explore a greater geographical dispersion of jobs.**
3. **Make the technical discussions an open, public process with a clear opportunity to hear other points of view.**

Thank you.

Patricia Jones
[redacted]
Palo Alto, CA 94301

Patricia Jones
[redacted]

From:	Lee Christel
To:	MTC Info
Subject:	MTC/ABAG Plan Bay Area
Date:	Sunday, August 11, 2019 11:33:29 AM

External Email

Dear ABAG Executive Board,

I am very concerned about the impact of Priority Development Areas (PDA) being proposed for Palo Alto's residential neighborhoods.

We cannot have 50 ft high apartment buildings taking over our neighborhoods just a few blocks from El Camino Real.

I urge MTC/ABAG to eliminate their model assumption that planning be driven by aggressive job-growth in priority development areas.

This should be replaced with a requirement that the process will include a range of more moderate and balanced projections of jobs and housing that explore a greater geographical dispersion of jobs.

In addition, please make the technical discussions an open, public process with a clear opportunity to hear other points of view.

Sincerely,

Lee A Christel
[redacted]
Palo Alto

From:	Rita Vrhel
To:	MTC Info
Subject:	My concerns about Plan Bay Area 2050 Methodology
Date:	Saturday, August 17, 2019 10:51:55 PM

External Email

Hello:

As a Palo Alto resident i am concerned with:

1. Bay Area Plan 2050 and,
2. the proposed methodology.

Why is the same methodology, which has resulted in housing and transportation problems, continuing to be used?

Why is the process "hidden", non-transparent and not public input driven?

Who are the main beneficiaries of Plan 2040 and now Plan 2050?

Certainly not the residents of Palo Alto and other cities in the West Bay where we are living with high concentrations of job growth, almost astronomical housing prices, long commutes (time and distance), unacceptable levels of congestion, transit overload, increases in income inequality, a growing residential tax burden, and sustainability challenges.

As a result of the above we now have "Sacramento" threatening our local democracy by proposing numerous Senate Bills to remove local zoning and relax local building Codes. We did not elect our state officials so our local control could be stolen.

I am sure this was not the original intent of Plan Bay Area. Was it?

Please do not continue your previous mistakes and make our situation even worse.

Please honestly review the current results of Bay Area Plan 2040. Please define a more open and inclusive planning process that clearly acknowledges the West Bay's current problems while offering the opportunity for a full public discussion of a new, more effective Plan Bay Area 2050. The West Bay is teeming with academics, business people and residents willing to be part of the solution.

Please re-examine your methodology, identify your mistakes, and make the necessary changes. Aggressive job growth in identified priority development areas has not worked! A more moderate and balanced projection of jobs and housing that encompass the entire Bay Area is required. The West Bay can not continue to absorb all the job growth. We are saturated!

Again, invite the Public to partner in the decision making process.

Please use the democratic process: open meetings, transparency, public discussions and agency listening. Otherwise the above mentioned problems will intensify.

Thank you.

Rita C. Vrhel, RN, BSN, CCM
Medical Case Management
[redacted]

From:	Amy Christel
To:	andi@citiesassociation.org; MTC Info
Subject:	PDA's in ABAG and MTC models
Date:	Sunday, August 11, 2019 3:01:16 PM

External Email

To Whom It May Concern,

As a citizen of Palo Alto, and as a homeowner, I must object to any ABAG/MTC models that assume aggressive job growth for "priority development areas." Palo Alto's housing crisis has been created by past policies which allowed more job growth than our peninsula region's transit system can accommodate. New models must call for more moderate assumptions for job growth and disperse those jobs over a wider geographical region.

I also feel that the process of developing future ABAG/MTC policy should be far more transparent and public, with input from a wider range of viewpoints, not just those of business, developers, and technical consultants chosen behind closed doors.

Furthermore, as a 20+ year resident of Barron Park, I know that the designation of El Camino Real as a mass transit corridor is ridiculous. No one rides those buses to work because they are *not* an efficient means of getting anywhere in a reasonable time frame. Therefore, allowing high density housing in current R1 zones (within a half mile of El Camino) would just degrade the residential neighborhoods, crowd the streets with parked cars, and cause gridlock during commute hours. Only the train corridor should be considered as a mass transit corridor.

We need models that slow job growth in Palo Alto! Give housing a chance to catch up, and improve the current mass transit system before driving more growth, please.

Sincerely,

Amy Christel

Sent from my iPad

From: Marcia Gibbs
To: MTC Info
Subject: Plan Bay Area 2040, 2050
Date: Monday, August 19, 2019 7:45:29 AM

External Email

Bay Area Executive Board,

As ABAG and MTC prepare and adopt a long-range regional plan, I sincerely hope they will recognize the short-sightedness of recent efforts. Planners have moved forward with development at the expense of residents and without sufficient infrastructure to support these developments. Now we are paying the price in overcrowding and traffic congestion that seriously compromises our quality of life. I have lived in this area for over 40 years and watched the steady decline in air quality and overall standard of living, along with increased safety concerns. The current path is not succeeding and it is time to recognize that new models and a new direction is paramount if we hope to effect a positive change. Development can be a good thing, but not when driven by greed.

M.G.
Los Altos, CA 94022

From: Suzanne Keehn
To: MTC Info
Subject: Plan Bay Area 2050 Methodology Additional signatures
Date: Sunday, August 18, 2019 9:40:23 AM
Attachments: Second MTC-ABAG letter.docx 2.docx

External Email

This is a second sending of what was sent by Greg Schmidt, August 15th, with
additional signatures.

Palo Altans for Sensible Zoning

August 17, 2019

SECOND LETTER with ADDITIONAL SIGNATURES

PLAN BAY AREA 2050 METHODOLOGY

The current Plan Bay Area 2040 has led us towards critical community problems. The methodology for the updated Plan Bay Area 2050 must clearly acknowledge the problems it has contributed to and a clear pathway that lead us to an outcome that will benefit all.

Plan Bay Area is important—it provides jobs and housing projections for the region as a whole and for every city within the region. The numbers guide state and regional spending on transportation and housing. These projections are used by city planning staffs, virtually all the consultants who work for the cities, by academics doing their own analysis and forecasting, by the media and by state politicians. There is only one chance in every eight years to correct the jobs and housing projections in this Plan and now is that time.

What problems are embedded in the current Plan? The current Plan is based on an aggressive jobs-driven model that emphasizes jobs-rich areas as the centers of priority development areas. This has led to critical problems. Over the first seven years covered by the current Plan (2010-2017) we have had high concentrations of job growth in the West Bay, astoundingly high housing prices, a huge jump in long distance commuting, higher levels of congestion, transit overload, a jump in income inequality, a growing tax burden on residents, sustainability challenges and a deep threat to local democracy.

We need to define a more open and inclusive planning process that clearly identifies our current problems and offers opportunity for a full public discussion of a new more effective Plan Bay Area 2050.

WHAT ARE THE MANIFESTATIONS OF OUR METHODOLOGY PROBLEMS TODAY?

The current Plan Bay Area 2040 is based on a jobs-driven model. It starts with a regional job growth projection that seeks to concentrate growth in jobs-rich priority development areas.[1] It has asserted that a rapid growth of new jobs would be spread in urban centers around the Bay Area while an effective transit system could make these job centers flourish effectively. Through the first seven years of the Plan (2010-2017), the result has been quite the opposite: very rapid job growth has been concentrated in a dramatically narrow band of West Bay cities. (The West Bay includes the city of San Francisco, all the San Mateo County cities east of Highway 280 and the five cities in Northern

[1] ABAG resolution 02-19.

Santa Clara County that have been associated with Silicon Valley--Palo Alto, Mountain View, Sunnyvale, Santa Clara and Cupertino).

The original intention of Plan Bay Area was to concentrate job growth in the three big cities of the Bay Area—San Francisco, San Jose and Oakland. While San Francisco and the neighboring Silicon Valley cities would be the fastest growing job center, together San Jose and Oakland would create about half as many new jobs each year as the West Bay. In practice, the West Bay has added well over SEVEN TIMES the number of jobs as San Jose and Oakland over the first seven years of the Plan (Table 1).

Table 1
The Projections in Plan Haven't Worked
(average annual job growth)

	Projected (2010-2040)	Actual (2010-2017)
West Bay	19,857	36,245
Oakland/San Jose	7,717	5,044

Source: Plan Bay Area: Strategy for a Sustainable Future (July 2013), "Employment Growth by Jurisdiction"; and Census Bureau, ACS Factfinder (Advanced search on B08601 and DP03).

In actuality, over the seven years from 2010 to 2017 San Francisco and the cities of the West Bay have created about two and a half times the number of new jobs compared to the rest of the whole Bay Area. (Table 2) Half of those new jobs have been filled by commuters crossing the Bay or travelling along the narrow and congested pathways from the south.

Table 2
New jobs created and new employed residents added: 2010-2017
(in thousands)

	New jobs	New Employed Residents	Ratio Jobs/Emp Res
San Francisco	120	60	
Five Silicon Valley cities	88	30	
San Mateo cities east of 280	44	32	
West Bay Total	252	122	2.1:1
Rest of Santa Clara Co	59	94	
Rest of San Mateo Co	2	12	
Alameda Co	23	110	
Contra Cost Co	19	53	
Marin Co	3	5	
Rest of Bay Area Total	107	274	0.4:1

(Census Bureau, ACS Factfinder, Advanced search on B08601 and DP03)
This huge imbalance in job growth has created severe problems throughout the Bay Area. The rapid job growth in a relatively constrained strip of ground bounded by mountains on one side and the Bay on the other has resulted in severe problems: land and housing costs are the highest in the country, congestion is escalating, there are disturbing inequalities in incomes, family workers are commuting longer distances, overloaded regional transit systems need major upgrades, commute times are increasing, we are facing new challenges in our ability to create a sustainable future and the functioning of local democracy is under challenge. We need a methodology that will systematically explore each of these challenges.

TEN CHALLENGES THAT MUST BE ADDRESSED

There are at least ten major economic, financial and societal problems that flow from the concentrated job growth and increased congestion engendered by the serious imbalances we have identified:

** LAND PRICES.*

The rapid expansion in business growth in jobs-rich areas has driven up the cost of land and the share of land costs in total housing prices. A recent Federal Reserve study has tracked land cost escalation in 46 metro areas around the country. They found that in the 46 metro areas, land's share of home value accounted for 51% of total market value of home prices. The highest share was in the San Francisco metro area where over 88% of the market value of a home was accounted for by land. The San Jose metro area was a close second with 82%. In general the cities in California were well ahead of the rest of the country in land price share.[2] This is clearly driven by the aggressive expansion of office space in the West Bay.

** HOUSING PRICES.*

Home prices in San Francisco and in the San Jose Metro area are now the highest in the country. The same is true of rental rates for apartments (Table 3).

[2] Morris A. Davis and Michael G. Palumbo, Federal Reserve Board, Staff Paper 2006-25, Washington DC).

Table 3
The Bay Area has the most expensive housing in the Country
(Metro Areas)

	Median Housing prices (thousands of dollars)	Monthly Rentals (dollars/month)
San Francisco	955	3448
San Jose	1,230	3547
Los Angeles	652	2955
Seattle	491	2232
Boston	468	2391
New York	440	2419
Washington DC	407	2172
Austin	310	1700
Dallas	244	1641

Zillow, February 2019

Prices are especially high in the job-rich cities of the West Bay. But the rate of increase is just as high in the surrounding communities that feel the commuting effects from the centers of job growth (Table 4). The housing price impact has spread to every part of the Bay Area.

Table 4
Increase in housing prices throughout the Bay Area
(annual percent increase in median family home prices, 2010-2018)

The Core	
Silicon Valley 6	11.4
San Francisco	10.2
Surrounding communities	
San Jose	10.1
Milpitas	12.9
Fremont	10.3
Hayward	10.4
Oakland	12.9
Concord	10.4

Source: silconvalleymls.com

**** INCOME INEQAULITY.***

Highly paid new workers are taking the existing housing that is being offered on the markets as well as the new housing being built. A recent study by Brookings showed that of all US Metro areas that San Francisco had the largest income gap between the 95th and 20th percentiles other than the New York area. While the San Jose Metro area income gap was slightly lower, it was growing at the second highest rate in the country in recent years (just behind Honolulu).[3] A recent Census Bureau report noted that the income gap between the 90th and the 50th percentiles were growing at about the same rate as the gap between the highest and the lower income groups.[4]

**** CONGESTION.***

More people commuting longer distances have crowded local freeways on both sides of the Bay. The time spent in congested traffic conditions throughout the Bay Area has been growing almost 10% per year since 2010.[5]

**** TRANSIT OVERLOAD.***

The key to dealing with the growing number of commuters is to get them onto public transit. Three transit systems serve commuters to the West Bay: BART, Caltrain and the VTA. While transit ridership on these lines grew though the 1990s and 2000s, over the last three years, both BART and Caltrain have found their ridership leveling off and even dropping a bit from 2016 to 2018. The Santa Clara County transit system that services San Jose and the five Silicon Valley cities (VTA) has had a 14% fall in ridership over those three years.[6] The costs of maintaining current service much less any planned expansion has escalated rapidly, making quick improvements slow and costly.

**** IMPACT ON FAMILIES.***

As we move toward greater densification, congestion has raised the issue of family living in the Bay Area. Denser apartment buildings near jobs serve workers well, but they are not ideal for families with children. Clearly San Francisco with its dense housing and nineteenth century transportation system is already an outlier. It has the lowest ratio of children between the ages of five and seventeen as a share of the total population of any city in the country—just under the ratio of other dense cities built up before the automobile like New York and Boston. But there are troubling signs of changes in other cities in the West Bay. The share of the population in early elementary school has fallen between 5% and 10% in Cupertino, Palo Alto and Sunnyvale over the period 2015 to 2019 among the other job-rich cities in the West Bay. The neighboring city of East Palo Alto has seen a drop of over a quarter in the share of the population in elementary school.[7]

**** TAX BURDEN ON RESIDENTS.***

Rapid growth in jobs and workers leads to dramatic increases in infrastructure costs. This includes a wide range of items from worker housing, transit improvements, offsetting increased congestion,

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[3] Berube, Alan, "Income Inequality in cities and metro areas: An update" Brookings: Metropolitan Policy Program, 2016, Appendix X).

[4] Glassman, Brian, U.S. census Bureau, "Income inequality among Regions and Metropolitan Statistical Areas: 2005 to 2015", SEHSD Working Paper Number: 2017-41).

[5] *Horizons, Vital Signs "Bay Area: Time spent in Congestion")*

[6] BART, Caltrain and VTA operating statistics.

[7] Data taken from California Department of Education, School Profiles, and California Department of Finance, E-5. Population Estimates for Cities and Counties, 2011-2019.

improved roadways, police, health responses, schools and recreation facilities. The vast majority of local infrastructure funding is paid by residents, not by businesses. Residents pay through higher property taxes, parcel taxes, sales taxes, and gas taxes. For example, the base tax for all local government (cities, counties, schools, community colleges) is the Property Tax. Prop 13 has shifted a major share of that tax from business to residents. In the mid-1980s, commercial properties and residences in Santa Clara County paid roughly the same share of the property tax. In 2018 despite the rapid growth in new jobs in the county residents paid 62% and commercial properties 38%. [8] Furthermore, at least three quarters of all new transportation funds for the Bay Area come from local and regional sources that fall on individual residents such as gas taxes, sales taxes, parcel taxes and property taxes.[9] Most of these are regressive taxes with middle and lower income people paying a larger share of their income for such taxes.

**** DON'T KILL SILICON VALLEY***

Silicon Valley emerged as a dynamic center of tech innovation partially because of its unique features of mobility both of talented workers and ideas flowing easily from place to place. Historical observers have pointed to two unique features of the Valley that were critical to its success: a very high rate of people changing jobs and the lack of large dominant firms that could capture new ideas as they emerged.[10] The emergence of very large companies and the densification jobs within the Valley is challenging the traditional mobility of workers and ideas that lie at the basis of Silicon Valley's unique success. In 2015 an anti-trust case was resolved that stopped an agreement among several large Silicon Valley firms agree that they would not hire workers from each other.

**** SUSTAINABLE GROWTH GOALS.***

With the dramatic increase in commuters coming into the job-rich West Bay, the number of cars on the road, the distance traveled and the longer time spent in congested traffic all mean a rise in harmful emissions. It is essential that we develop an effective public transportation system that will minimize the pollution but it is hard to deal with our current problems when we keep adding longer-distance commuters. An increasing share of workers with families will continue to live in suburban communities. Further, increased water needs from the growing number of office buildings and new worker housing (especially those with families) means that the Bay Area's chronic water shortages will be exacerbated as changes in climate impact the limited sources of water that the Bay Area depends upon.

**** THE FUTURE OF LOCAL DEMOCRACY.***

The greatest threat of all is the increasing pressure to usurp local government control over zoning. A number of bills are being debated in the state legislature that would override local zoning authority on housing density. While regional cooperation on creating healthy balances between new jobs and housing is essential, this should be done through working together, not from having regional solutions imposed by state legislators. 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.

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[8] Santa Clara County, County Assessors 2018-2019 Annual Report, page 14.
[9] MTC, Plan Bay Area 2040, Draft EIR, April 17, 2017,p 1.2-13.
[10] Annalee Saxenian, "Regional Advantage: Culture and Competition in Silicon Valley and Route 128", Harvard University Press, 1994 and Martin Kenney, ed. "Understanding Silicon Valley: The Anatomy of an Entrepreneurial Region", Stanford University Press, 2000).

LET'S MAKE SURE THAT PLAN BAY AREA 2050 WORKS

The planning process used in the formulation of Plan Bay Area 2040 has not been effective in preparing us to deal with today's overriding issue of job concentration in a geographically bounded area. In fact, it has completely missed the impacts of the exaggerated jobs/employed resident imbalances in the West Bay. Jobs are expanding there at almost twice the annual average projected in the Plan (and 35% less than projected in the major cities of San Jose and Oakland). This has had serious consequences for the whole region. The methodology for Plan Bay Area 2050 must confront these imbalances and assure effective public discussion on planning for our future. That process must start now if it is confront the existing problems and offer pathways to resolving the most important issues. We suggest three key methodological steps as critical for the upcoming planning process:

1. END THE JOBS-BASED MODEL

MTC/ABAG base their population and housing projections for each community in the Bay Area on a model that starts with an aggressive regional job projection. The original job projections were based on maintaining the local share of a national BLS job projection by industry. The projections of jobs, population and housing for each community were then produced internally (based on their own consultants work, their own Technical Advisory Committee and their own self-appointed advisory groups). Once approved, the job growth starting point could not be lowered or even examined by subsequent CEQA processes. (Plan Bay Area 2040 is currently operating under a jobs growth number that was generated in 2011 and will continue in effect until 2022. During that time period, no lower regional job projection number could be considered (although a higher one can be).[11]

The model seriously under estimated the high job growth numbers in one specific jobs-rich area—the West Bay. That has been a key cause of the problems discussed above. The process would be much improved by having a range of job growth options explored upfront both in the region as a whole and in key sub-regions, like the West Bay. This would allow the modeling process to compare impacts of a range of jobs and population projections for the region as a whole, as well as key sub-regions. This would foster the exploration of alternative job growth projections on land costs, housing costs, congestion, income inequality, infrastructure needs and sustainability goals.

The initial methodology must allow communities to explore job growth and housing growth together upfront, including potential regional imbalances. This would allow public discussion of the consequences of a more moderate and balanced jobs and housing growth throughout the Bay Area and in special regions and the range of impacts on their communities.

2. PROVIDE REALISTIC ALTERNATIVES FOR BALANCED GROWTH

MTC/ABAG has suggested a process that should be at the core of planning for Bay Area 2050. Horizon's Perspective Paper: The Future of Jobs (May 2019) identified a few Priority Strategies that would help. One was particularly suited to the problems of the West Bay. It was Priority Strategy L3: "Office Development Limits in Jobs-Rich Communities". This strategy stated that cities that have a

[11] MTC, Plan Bay Area 2040, Final EIR, July 10, 2017, Master Response #6, p 2-16.

job/housing ratio of over 2:1 merited special attention. [12] But Table 2 pointed out that the entire West Bay was adding jobs at well over a 2:1 ratio over the period 2010-2017.

Thus the entire West Bay qualifies as an area that is job rich, with a transit system that is at full capacity and difficult commutes over restricted bridges or crowded north-south roadways. Between 2010 and 2017 this area added 250K jobs with half of them coming from outside the area using crowded commute corridors.

This has created the list of critical issues that affect the whole Bay Area. There is no easy transit solution available. Denser housing is limited because the land cost in the fastest growing job centers is so high that developers will not build housing in mixed zone areas unless they are granted mandates to build even more offices than housing units. (Note a thousand square feet of office space can house between four to six workers while a similar space for housing would fit a single apartment with access and common spaces that would on average house fewer than 1.5 workers. The job space offers a higher return.)

This means that this huge regional imbalance must be addressed in the updated Plan. A critical component of the Plan's methodology has to be to explore alternative growth paths in this major jobs-rich area. This should include exploring the consequences of moderate and balanced growth of both jobs and housing with a dynamic and adapting transit system that grapples with today's existing problems of imbalance and congestion. Clearly job limit discussions have to engage the whole of the jobs-rich area—in this case the West Bay.

There are really two critical tasks that should be included in the new methodology: work carefully to craft incentives for a moderate growth balance of jobs and housing in the West Bay while at the same time creating credible incentives for jobs to grow in San Jose, Oakland and the urban areas in other parts of Santa Clara County, Alameda County and Contra Costa County. The incentives that MTC/ABAG uses to allocate job growth around the Bay Area (Priority Development Areas in jobs-rich areas with promised transit solutions) have not worked. We need to explore limits on job growth in the West Bay and clear incentives to add jobs in cities like Oakland and San Jose and other mid-level cities on the East and South Side of the Bay.

3. OPEN THE PROCESS TO ENGAGE A DIVERSE SET OF THOSE AFFECTED

Job growth has an impact on each of the problem areas we discussed above. The only road to an effective planning process is to grapple with this complex set of interrelationships in the modeling process and that each of the key parties affected has a chance to observe and comment on those relationships. Elsewhere MTC/ABAG have introduced the notion of an iterative model.[13] An effective iterative model would look not just at the impacts of transit on housing but the impact of jobs on community life. By far, the biggest imbalance is on the jobs and employed resident side and any effective policy has to grapple with the consequences of shifting that jobs to housing ratio. But, of course, the way the model is currently set up, there can be no examination of alternative lower job growth numbers during the course of the RHNA period.[14] Obviously the most effective way of

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[12] MTC, Regional Advisory Working Group, June 4, 2019, Agenda Item 3, Attachment B, page 2 of 17.
[13] MTC, Regional Advisory Working Group, June 2, 2019, Agenda Item 2, Draft Methodology, page 2-4 of 13.
[14] MTC, Plan Bay Area 2040, Final EIR, July 10, 2017, Master Response #6, p 2-16.

lowering housing prices in the jobs-rich West Bay would be to lower the job growth number which is pushing up land and housing costs and forcing longer distance commuting. A good effective reiterative model could explore how much housing prices and congestion might be affected if the jobs growth number was lowered in jobs-rich areas. Thus, a jobs cap or limit through the West Bay would be one effective way of dealing with the whole slew of problems that have cropped up over the last seven years.

The Regional Body involved (MTC/ABAG) has no direct authority over land use matters in the individual cities. But they do have substantial incentives that they could use to shift the site of new growth. They could provide affordable housing funds for those communities that fostered balanced jobs and housing growth. They could build transit systems that would provide effective service linking homes and jobs outside the West Bay. By limiting the growing number of long distance commuters, they would be providing the most effective way of cutting harmful emissions and wasted time in congestion.

The approved methodology needs to explicitly examine the consequences of critical decisions on job growth for each of the ten challenges mentioned above. Participation in the process should include all parties affected. Make this happen—get a Bay Area Plan that allows an effective reiterative planning process with diverse public inputs.

HELP THE BAY AREA PREPARE FOR THEIR FUTURE NOW.
APPROVE A METHODOLOGY THAT:
* IS NOT DRIVEN BY AN AGGRESSIVE JOBS-BASED MODEL;
* ALLOWS CLOSE EXAMINATION OF MORE MODERATE REGIONAL JOBS AND HOUSING BALANCES;
* AND WELCOMES DIVERSE POINTS OF VIEW.

Correspondent:
Greg Schmid
Palo Alto CA
[redacted]

Signers:

Rishi Kumar
Saratoga City Council
Doria Summa
Palo Alto Planning Commissioner
Henry Riggs
Menlo Park Planning Commissioner

Lynn Branlett
former Menlo Park Library Commissioner
Mickie Winkler
former Menlo Park Mayor

* for purposes of identification only

Jim Colton Palo Alto
Jerry Clements Los Altos
Brooke Ezzat Concerned California
Joan Chinn Cupertino
Danessa Techmanski Santa Clara
Tessa Parish Santa Clara Co. resident
Pamela Hershey Santa Clara C. resident
Jim Jolly Los Altos
Michael Perez Menlo Park
Charmine Furman Palo Alto
John Guislin Palo Alto
Mark Apton Santa Clara
Margaret Heath Palo Alto
Carol Scott Palo Alot
Kimberley Wong Palo Alto
Jo Ann Mandinach Palo Alto
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Michael and Jacqueline Grubb Palo Alto
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Karen Latchford Palo Alto
Barbara Miller San Francisco
Subhash Narang Palo Alto
T. R. Ranganath Palo Alto
Peter Rosenthal Palo Alto
Ronald and Kathy Dow Los Altos
Allen Akin Palo Alto
Heather Lattanzi Los Altos
Feraydoon Jamzadh Los Altos
Duffy Price Los Altos Hills
Hamilton Hitchins Palo Alto
Tina Peak Palo Alto
Neilson Buchanon Palo Alto
Arthur Keller Palo Alto
Katherine Strehl Menlo Park
Bryna Chang Palo Alto
Annette Portello Ross Palo Alto
Andy Miksztal Palo Alto

William Ross Palo Alto
Zita Zukowsky Palo Alto
Walter Eng Los Altos
Kristin Mercer Belmont
  former Planning Commissioner
Lieve Moortgat Palo Alto
Walter Enos Palo Alto
Teresa Morris Los Altos

Los Altos Residents, Steering Committee
Fred Haubensak
Freddie Wheeler
We recommend that you reassess how the projections are determined to ensure a more accurate outcome for Plan Bay Area 2050. We request this action because the last iteration of Plan Bay Area was widely off the mark.

From: Manjun Martin
To: MTC Info
Cc: Home Martin
Subject: Plan Bay Area 2050 Methodology
Date: Sunday, August 18, 2019 4:54:11 PM

External Email

Dear MTC Public Information Office:

The current proposed 2040 is already predicting too large of a population and job growth. Instead of "paving over paradise" and lining the pockets of developers ABAG needs to look broadlyl at what plan can maintain and IMPROVE planning for continuing job and population growth ABAG needs a reset:

1) Plan for slow, clean, green and ***sustainable*** job and population growth, <~0.5%/year.
a) California Statewide - 0.40% 2018. In other words during last several years during height of economic growth average population growth has been 0.4% for California!
b) Bay Area Population growth is NOT dramatically different also slowing fewer than 38,000 new residents in 2018 out of nearly 8 Million population, again 0.5%. (Bay Area Eco Inst)
c) Factors driving slow growth are fundamental; aging population, lower fertility, balance of immigration and out-migration.

2) Focus on infrastructure improvement that supports CURRENT BAY AREA RESIDENTS! Currently ABAG seems myopically focused on housing costs as THE primary factor driving out-migration, but this is NOT the only factor!!! People needs space, they need parks, they need real public transportation they need to be able to enjoy the wonderful natural treasures of the Bay Area. Just cramming in more jobs, more houses and more people does NOTHING to improve QUALITY of life for Bay Area Residents. We do not live in NYC or LA for a reason, we want to enjoy the fruits of our generations of investment.

3) The Bay Area does NOT need every possible job!!! QUALITY OF LIFE is important and depends on us making choices. A perfectly valid and long term better choice would be to increase taxes on job creation to the point that jobs in the Bay Area become stable, NO GROWTH AT ALL, in number. This does NOT mean that quality of life doesn't improve. In fact during 2018 when CA population growth was only 0.4%, CA GDP growth was 5%, this means that the QUALITY OF LIFE for Californians IMPROVED!! Please add a model with ZERO job growth, but with substantial PRODUCTIVITY growth and let the people of the Bay Area review that scenario; Quality of life improves, population is at pure replacement level, no net population growth but every Bay Area Resident has higher quality of life because investments were made in improving education, transportation, air quality, open space and NOT on building new houses.

4) Respect local city control over planning. Cities should be encouraged to make THEIR OWN decisions on balancing QUALITY OF LIFE and POPULATION. There is no good reason for ABAG to jam down the throats of small city governments housing they do not need or want!! Cities are the most democratic form of government we have because they are closest to the people.

Sincerely,

Paul S. Martin

From: Paul Campos
To: MTC Info
Subject: Plan Bay Area 2050 Methodology
Date: Friday, August 16, 2019 12:50:15 PM

External Email

To MTC/ABAG:

The Building Industry Association of the Bay Area appreciates the opportunity to comment on the proposed Methodology. Overall, BIA believes the proposed Methodology represents a thoughtful and sound approach to developing the Regional Housing Control Total. The iterative processes described in the proposed Methodology provide an excellent opportunity for the region to test how significantly increased housing production could influence prices and rents. We urge the agencies to "stretch" the bounds for envisioning levels of future new housing production in the region. We recall that when the region initially considered the level of per capita GHG reduction to recommend to CARB during the development of the original Plan Bay Area, as between the competing concepts of "ambitious" and "achievable," ambition far and away carried the day. The Boards of both MTC and ABAG made very clear that the Bay Area is unique and has a responsibility to be a global leader in setting the very highest goals for addressing an existential crisis. It is now clear that the Bay Area's housing crisis is similarly existential and just as the original Play Bay Area pushed the envelope to the limit in establishing GHG reduction targets, the region now should make every methodological decision that involves a supportable choice among a range of assumptions, inputs, or policy interventions, based on which will establish the highest housing target for the region.

Along these lines, we urge the agencies to be fully aware of, and to reject, the concerted effort being spearheaded by the former Mayor of Palo Alto to pressure MTC and ABAG to reduce estimates of future regional job growth in order to reduce future housing needs. Having embraced jobs and eschewed housing for decades, these voices now cynically seek to use the resulting jobs/housing imbalance as a reason to plan for less housing in their job-rich communities and the region as a whole. Over the next decades, there is no reason to expect the Bay Area to cede its place as the leading jobs creator in the United States. Unless, that is, the region heeds the call to depress future job estimates and uses that a pretext for abandoning policy reforms to facilitate a significant increase in future housing production.

Best regards,

--
Paul Campos
[redacted]

From:	Mfernwood
To:	MTC Info
Subject:	Plan Bay Area 2050 Methodology
Date:	Tuesday, August 06, 2019 6:30:26 PM

External Email

CASA Compact: Soviet Style Central Planning

Few know that a slum may be coming to a neighborhood near you! Unelected bureaucrats in Plan Bay Area, ABAG and MTC and now the CASA Compact, will force thousands of high density housing projects into our communities. A portion of which will be for low to very low incomes. This will totally change the character and livability of our communities.

The function of local zoning laws is to protect the character and commonality of our communities. Local zoning allows the residents to determine their future. Maintaining local character protects the value of our homes. With CASA, we now have Soviet style central planning imposed on us.

Lie # 1. Amid cries of "housing crisis" we are told that there is an acute housing shortage. A quick fact check can be had by searching apartment locating web sites such as Hotpads.com, Apartmentfinder.com and others. Each will show thousands of vacant Bay Area units. A "crisis" of shortages should show only long waiting lists, not thousands of vacant, waiting Bay Area apartments.

Lie # 2. We are also told that housing is too expensive. CASA asserts that building still more units will lower costs. According to the Building Industry Association, the average cost to build a new Bay Area unit is $500,000. With this hard cost burden, new units cannot lower costs.

Lie # 3. CASA's further assertion, is that if populations are tightly packed, near transit hubs, residents will not need cars. In fact, no parking will be provided. The reality is that many will own cars and will have visitors. This will further burden limited public parking. The stated goal is to reduce the amount of CO2 from driving to prevent "Global Warming." How will imposing high density on outlying communities, where there are no jobs or mass transit possibly help this?

Lie # 4. We are also told adding more housing will help solve the "homeless" epidemic. The "homeless" have no money for any rent. They can live for free in "shelters" but rarely choose to do so as "shelters" don't allow drinking or drugs.

Mark Fernwood

[redacted]

Danville, CA 94526

From:	Sarah Jo Szambelan
To:	MTC Info
Subject:	Plan Bay Area 2050 Methodology
Date:	Monday, August 19, 2019 12:46:08 PM
Attachments:	SPUR comments_ABAG MTC Reg Forecast Methodology_PBA2050.pdf

External Email

To Whom It May Concern:

SPUR is grateful to participate in the comment period for the forecast methodology of Plan Bay Area 2050. Please find attached our written comments.

Thank you,

Sarah Jo

--
Sarah Jo Szambelan
Research Manager
415-644-4887
SPUR • Ideas + Action for a Better City
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SPUR
San Francisco | San Jose | Oakland

August 19, 2019

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

Re: Plan Bay Area 2050 Regional Forecast Methodology

To Whom It May Concern:

We are grateful for the opportunity to comment on the regional forecast methodology for Plan Bay Area 2050. Coming up with the official projections that serve as guideposts for how many jobs, people and housing units to accommodate in our region in the coming decades is a critical task, and we at SPUR take seriously the chance to participate and offer thoughts.

SPUR recognizes the good work ABAG and MTC have done in regional forecasting and modeling. In particular, SPUR applauds the latest ambition to reflect the feedback between housing supply and prices, and the total jobs and people who will come to and stay in the region. Given the current housing crisis, and the many years it may take to address, this is critical in planning to 2050.

In addition, ABAG and MTCs' new Futures work is a step in the right direction in terms of acknowledging the inherent uncertainty in regional projections, and offers a way to create strategies robust enough to withstand potential future shocks and risks. We also admire ABAG and MTCs' new investigation of how headship rates may change over time with income and changing housing preferences by different race and ethnic groups, and how different housing and economic development strategies may affect in-commuting. These research tasks will help planners and policymakers better understand the complex relationships between culture, preference and planning, which is an ongoing and critical need.

As ABAG and MTC finalize the research, forecasting and modeling for regional projections of employment, population and housing, we encourage the following considerations:

- **In the new feedback between UrbanSim and REMI, test how multiple dynamics affect employment and population projections as well as housing prices**. The recent spike in housing prices has been caused not only by a shortage of housing, but because the recent entrants to the housing market have higher incomes, purchasing power, and ability to set the price in the housing market. The rapid increase in the number of higher-wage workers has also pushed prices up. We hope that to the extent possible, ABAG and MTC will look at each the supply and wage effects on

housing prices, as well as how the rate of building more supply and the rate of growing income inequality affects housing prices and who will be likely to settle in the region. For example, if housing production through 2050 is concentrated in the near term, as opposed to linearly spread throughout all time periods, does it have a greater likelihood to moderate housing prices? Insights into these dynamics can help point policymakers and advocates toward strategies to best serve the current and future households of the Bay Area.

- **With new modeling capacity, allow for more calls for ideas from external partners**. Many local agencies, researchers and nonprofits are likely very curious to see housing supply may shape regional projections as well as how linking UrbanSim and REMI will allow for analysis of policy interventions. We hope that at an appropriate time, ABAG and MTC will open its new modeling capacity to solicit and model big ideas and innovative strategies in housing and economic development. We recognize that this process is probably best suited to a future plan, and could be similar to the call for transformative transportation projects that were a part of the current Futures process. Such a solicitation could help flush out policy solutions to our toughest housing and economic development challenges, and could further highlight the work ABAG and MTC have done in developing modeling methods and tools.

- **In doing REMI model runs on employment dynamics, also look at automation**. In addition to newly looking at how improved access to housing, work force training and priority production areas may affect total employment projections, an investigation of the effects of automation on industry formation and job creation could be worthwhile. Anticipating the effects of automation could help policymakers and advocates better prepare future generations for jobs in the Bay Area.

- **Look at demand for different types of housing units in an investigation of headship rates.** As ABAG and MTC look at how income and demographic variables affect household formation, SPUR encourages also looking at how the availability of different types of housing units may affect headship rates and create more options in the housing market. For example, as our population ages and more young adults want to form households, would a higher supply of smaller units best meet demand and help more people find suitable housing? Or is it larger units for young families that may be limiting household formation and the performance of the market? Will adding different kinds of units help to temper prices in the overall market? A clearer understanding of these dynamics could lead to better informed policy and better policy outcomes across the region.

- **Look at wealth, not just income, in researching headship rates**. ABAG and MTC have already acknowledged that some zero-income households in the Bay Area may be quite wealthy. In the research of how income affects household formation and headship rates, we encourage identifying

ways to account for both income and wealth, especially as the number of retirees increases in the years to come.

Thank you again for soliciting ideas on the projection forecast methodology for Plan Bay Area 2050. We at SPUR hope these comments are helpful and look forward to learning more about your work in the months to come.

Sincerely,

Sarah Jo Szambelan
Research Manager

From: [redacted]
To: MTC Info
Subject: Plan Bay Area 2050 Methodology
Date: Saturday, August 24, 2019 6:49:19 PM

External Email

Regional Housing Needs Assessment figures originate from population growth projections prepared by the California Department of Finance ("DOF"). (Gov't Code section 65584.01.) ABAG uses these figures for the Bay Area. (https://abag.ca.gov/sites/default/files/rhna_2007-2014_final_report.pdf at page 17.) How are these projections prepared? "The projection assumes sufficient resources to support population growth (or the development of more efficient/productive technology)." (http://www.dof.ca.gov/Forecasting/Demographics/projections/documents/Methods_01_Report_v15.pdf at section 6 [assumptions].)

In other words, the "carrying capacity" of the Bay Area and of the State of California are not considered whatsoever. The amount of water and water storage capacity; sanitary sewers, schools, parks, police and fire depts, roads, and mass transit, that Northern California can accommodate during the period covered by the projections is completely ignored.

This is wrong.

Nick Waranoff
Orinda, CA

From:	Bonny Parke
To:	MTC Info
Subject:	Plan Bay Area 2050
Date:	Sunday, August 18, 2019 9:38:16 PM

External Email

Dear Madams and Sirs,

An alternative to creating one massive New York type city on the peninsula, thereby losing the charm of individual cities and neighborhoods, would be to allow cities to curb the development of office space, if they so desired. There is no reason for more and more office space to be developed here, given the burden that the over supply of jobs has already created on the infrastructure of our cities. It is also important to let people who live in these cities take part in the decisions that affect their lives.

Please consider these points when deciding how to create the Plan Bay Area 2050.

Sincerely,

Bonny Parke, Ph.D.
Palo Alto, CA 94306

From: carole/steve eittreim
To: MTC Info
Subject: Plan Bay Area 2050
Date: Thursday, August 15, 2019 12:18:52 PM

External Email

ABAG Executive Board,

I would like to put my 2-cents into your discussion about what should be included in Plan Bay Area 2050. Because traffic congestion, housing and income inequality are perhaps the biggest sources of frustration in today's living in the Bay Area, I believe you should focus on two items:

1) Incentives to use alternatives to the single-passenger automobile by increased support for:
Rail and express-bus public transit (Caltrain, BART, VTA).
Improved connected pathways for bicycle, pedestrian, scooter, etc transportation.

2)Disincentives for single-person automobile travel by:
Increasing gasoline taxes whenever possible.
Decreasing approval of large parking lots, especially black-tar type which enhance global warming. Approval of such should be contingent on inclusion of PV-covered roofs.

Thanks for listening
Steve Eittreim
Palo Alto

From: Beth Rosenthal
To: MTC Info
Subject: Plan Bay Area 2050
Date: Sunday, August 18, 2019 11:04:20 PM

External Email

ABAG Executive Board Members:

As a Palo Alto resident, I am writing to express my deep concerns about Plan Bay Area 2050. My concerns are as follows:

The job-based model on which the plan is designed is a disaster. Because of this model, the West Bay has added 30% more jobs on as annual basis than the combined cities of Oakland and San Jose. Over the past seven years, the West Bay has added six times the number of jobs as have these two cities. This has led to astronomical land and housing costs, congestion on our local streets and highways, growing income inequality, long commutes for service people, the closure of local businesses because of the scarcity of help due to the high cost of rent and the lack of low income housing, and concerns about sustainability issues.

I recommend instead that MTC/ABAG explore and implement a model based on moderate, balanced targets of jobs and housing.

I am particularly concerned about the fact that your deliberations are opaque. You make public participation difficult and you do not seem responsive to input from the public. It is particularly disturbing that those people who are effected by your decisions are left out of the decision making process. I recommend that technical discussions be based on current and accurate information and that planning be done by experts and consultants beyond the in-house individuals currently running the process. I hope that meetings will be open and that public comment will be welcomed and listened to. Please take into account the concerns of the many citizens who are impacted by your deliberations and make this a program that will enhance the Bay Area.

Sincerely,

Beth Rosenthal, Ph.D.

From:	Tom Feeney
To:	MTC Info
Subject:	Plan Bay Area 2050-Methodology comments
Date:	Monday, August 19, 2019 7:58:01 AM
Attachments:	Plan 2050 comments.docx

External Email

I believe you are receiving comments on your methodology for the Plan Bay Area 2050. The **attached comments** (1.5 pages) do not provide specific detailed comments on the methodology. But rather it tries to outline some broad principle for regional planning that might be consider in this process. Admittedly some of these suggestions are general and impractical, but perhaps they are worth considering as you proceed.
Thank you,
Tom Feeney
Burlingame

Plan Bay Area 2050 Methodology
Comments and General Principles

Market Imbalance

From a macro point of view, the best way to address the housing crisis is to stop creating market imbalances. A city could be allowed to grow to whatever size it wants, subject to the following constraints (guidelines):

1. A balanced mix of income levels and jobs needs to be accommodated.
2. A balanced mix of housing that fits the above income level profile.
3. All zoning and permits must comport with these plans. (Now General Plans do not do this. They are just a conglomeration of current residents' preferences and opinions—no "rational strategy for growth." They focus on land use but not on land capacity.)
4. Funding can be by any means that works (property taxes, fees, subsidies, etc.) The "equity" of these sources is a separate interesting issue.

Thus the new Plan should benchmark which jobs are allowed and how much housing must be provided. This is actually a market-driven solution. In the current approach the market is distorted by the monopoly power of cities (tax consuming entities) and developers (tax providing entities). The new approach should establish ideal outcomes but let the market decide how to get there. A "balanced mix" is admittedly subjective, but should probably approximate equal amounts of jobs and population.

Regional Tax

These figures were in a recent article re San Bruno:
119--Number of units of housing built by San Bruno since 2016
1,036--Number of units that San Bruno needs to build by 2023 to meet its state-mandated goal
72,000--Number of jobs created in San Mateo County between 2010 and 2015
3,844--Number of housing units created in San Mateo County between 2010 and 2015 — about 19 jobs for every new home

These factoids reinforce that the only solution is to view new jobs on a regional basis. New jobs create substantial externalities that cities do not account for. The private market is distorted because the impact on housing is not accounted for. And the public (fiscal) impacts are understated because the impact of new housing is not accounted for. I am not aware of any fiscal impact studies that include residential costs (regardless of where they occur) as part of the FI study for new jobs. It might be easiest to just add the positive FI of a typical job + the negative impact of a new household to get the true Net Impacts of a job/HH unit. Has MTC or ABAG ever tried to do this? Once these externalities are recognized it would make sense to reapportion the regional tax receipts back to cities based on population (or possibly a new job/HH unit). Sharing all or a large portion of local taxes within the zone, would allow all new developments to have a proportional net impacts (positive and negative) on all cities.

Cap and Trade Approach

Establish regional zones and only through negotiation with all cities can new development occur (a cap and trade system). Each region should be given a profile with a target mix of jobs

and housing broken down by income level. The targets should represent a model of what a "self-contained" community would have. Then a "cap and trade system" could be established so that cities within each region could trade development rights with neighboring cities. (Hillsborough and San Jose, for example, would be in a potion to receive payment for selling their excess housing rights.)

This cap and trade system could also include the ability of the State (or regional agency) to dictate the maximum new jobs in each region over time. This is where it gets sticky because this would require the State/Regions to first decide how much growth they wants to have in each region. (The current RHNAs would all be redone.) We would finally have to face the "inconvenient truth" that you cannot have unlimited new jobs and population without commensurate new housing.

And of course once housing targets are set, I would encourage any and all measures to boost supply-- modular, RLF, public investment, eliminate R-1, price caps, P3, etc. (See kiwi-Build in New Zealand as example of such a successful A to Z program.)

From:	Greg Schmid
To:	MTC Info
Subject:	Plan Bay Area Methodology
Date:	Thursday, August 15, 2019 4:27:43 PM
Attachments:	August 15 PBA 2050.docx

External Email

The attached document contains public comments on:

PLAN BY AREA 2050 METHODOLOGY

Thank you!

PASZ (Palo Altans for Sensible Zoning)
August 15, 2019

PLAN BAY AREA 2050 METHODOLOGY

The current Plan Bay Area 2040 has led us towards critical community problems. The methodology for the updated Plan Bay Area 2050 must clearly acknowledge the problems it has contributed to and a clear pathway that lead us to an outcome that will benefit all.

Plan Bay Area is important—it provides jobs and housing projections for the region as a whole and for every city within the region. The numbers guide state and regional spending on transportation and housing. These projections are used by city planning staffs, virtually all the consultants who work for the cities, by academics doing their own analysis and forecasting, by the media and by state politicians. There is only one chance in every eight years to correct the jobs and housing projections in this Plan and now is that time.

What problems are embedded in the current Plan? The current Plan is based on an aggressive jobs-driven model that emphasizes jobs-rich areas as the centers of priority development areas. This has led to critical problems. Over the first seven years covered by the current Plan (2010-2017) we have had high concentrations of job growth in the West Bay, astoundingly high housing prices, a huge jump in long distance commuting, higher levels of congestion, transit overload, a jump in income inequality, a growing tax burden on residents, sustainability challenges and a deep threat to local democracy.

We need to define a more open and inclusive planning process that clearly identifies our current problems and offers opportunity for a full public discussion of a new more effective Plan Bay Area 2050.

WHAT ARE THE MANIFESTATIONS OF OUR METHODOLOGY PROBLEMS TODAY?

The current Plan Bay Area 2040 is based on a jobs-driven model. It starts with a regional job growth projection that seeks to concentrate growth in jobs-rich priority development areas.[1] It has asserted that a rapid growth of new jobs would be spread in urban centers around the Bay Area while an effective transit system could make these job centers flourish effectively. Through the first seven years of the Plan (2010-2017), the result has been quite the opposite: very rapid job growth has been concentrated in a dramatically narrow band of West Bay cities. (The West Bay includes the city of San Francisco, all the San Mateo County cities east of Highway 280 and the five cities in Northern Santa Clara County that have been associated with Silicon Valley--Palo Alto, Mountain View, Sunnyvale, Santa Clara and Cupertino).

The original intention of Plan Bay Area was to concentrate job growth in the three big cities of the Bay Area—San Francisco, San Jose and Oakland. While San Francisco and the neighboring

[1] ABAG resolution 02-19.

Silicon Valley cities would be the fastest growing job center, together San Jose and Oakland would create about half as many new jobs each year as the West Bay. In practice, the West Bay has added well over SEVEN TIMES the number of jobs as San Jose and Oakland over the first seven years of the Plan (Table 1).

Table 1
The Projections in Plan Haven't Worked
(average annual job growth)

	Projected (2010-2040)	Actual (2010-2017)
West Bay	19,857	36,245
Oakland/San Jose	7,717	5,044

Source: Plan Bay Area: Strategy for a Sustainable Future (July 2013), "Employment Growth by Jurisdiction"; and Census Bureau, ACS Factfinder (Advanced search on B08601 and DP03).

In actuality, over the seven years from 2010 to 2017 San Francisco and the cities of the West Bay have created about two and a half times the number of new jobs compared to the rest of the whole Bay Area. (Table 2) Half of those new jobs have been filled by commuters crossing the Bay or travelling along the narrow and congested pathways from the south.

Table 2
New jobs created and new employed residents added: 2010-2017
(in thousands)

	New jobs	New Employed Residents	Ratio Jobs/Emp Res
San Francisco	120	60	
Five Silicon Valley cities	88	30	
San Mateo cities east of 280	44	32	
West Bay Total	252	122	2.1:1
Rest of Santa Clara Co	59	94	
Rest of San Mateo Co	2	12	
Alameda Co	23	110	
Contra Cost Co	19	53	
Marin Co	3	5	
Rest of Bay Area Total	107	274	0.4:1

(Census Bureau, ACS Factfinder, Advanced search on B08601 and DP03)
This huge imbalance in job growth has created severe problems throughout the Bay Area. The rapid job growth in a relatively constrained strip of ground bounded by mountains on one side and the Bay on the other has resulted in severe problems: land and housing costs are the highest

in the country, congestion is escalating, there are disturbing inequalities in incomes, family workers are commuting longer distances, overloaded regional transit systems need major upgrades, commute times are increasing, we are facing new challenges in our ability to create a sustainable future and the functioning of local democracy is under challenge. We need a methodology that will systematically explore each of these challenges.

TEN CHALLENGES THAT MUST BE ADDRESSED

There are at least ten major economic, financial and societal problems that flow from the concentrated job growth and increased congestion engendered by the serious imbalances we have identified:

** LAND PRICES.*

The rapid expansion in business growth in jobs-rich areas has driven up the cost of land and the share of land costs in total housing prices. A recent Federal Reserve study has tracked land cost escalation in 46 metro areas around the country. They found that in the 46 metro areas, land's share of home value accounted for 51% of total market value of home prices. The highest share was in the San Francisco metro area where over 88% of the market value of a home was accounted for by land. The San Jose metro area was a close second with 82%. In general the cities in California were well ahead of the rest of the country in land price share.[2] This is clearly driven by the aggressive expansion of office space in the West Bay.

** HOUSING PRICES.*

Home prices in San Francisco and in the San Jose Metro area are now the highest in the country. The same is true of rental rates for apartments (Table 3).

[2] Morris A. Davis and Michael G. Palumbo, Federal Reserve Board, Staff Paper 2006-25, Washington DC).

Table 3
The Bay Area has the most expensive housing in the Country
(Metro Areas)

	Median Housing prices (thousands of dollars)	Monthly Rentals (dollars/month)
San Francisco	955	3448
San Jose	1,230	3547
Los Angeles	652	2955
Seattle	491	2232
Boston	468	2391
New York	440	2419
Washington DC	407	2172
Austin	310	1700
Dallas	244	1641

Zillow, February 2019

Prices are especially high in the job-rich cities of the West Bay. But the rate of increase is just as high in the surrounding communities that feel the commuting effects from the centers of job growth (Table 4). The housing price impact has spread to every part of the Bay Area.

Table 4
Increase in housing prices throughout the Bay Area
(annual percent increase in median family home prices, 2010-2018)

The Core	
Silicon Valley 6	11.4
San Francisco	10.2
Surrounding communities	
San Jose	10.1
Milpitas	12.9
Fremont	10.3
Hayward	10.4
Oakland	12.9
Concord	10.4

Source: silconvalleymls.com

**** INCOME INEQAULITY.***

Highly paid new workers are taking the existing housing that is being offered on the markets as well as the new housing being built. A recent study by Brookings showed that of all US Metro

areas that San Francisco had the largest income gap between the 95th and 20th percentiles other than the New York area. While the San Jose Metro area income gap was slightly lower, it was growing at the second highest rate in the country in recent years (just behind Honolulu).[3] A recent Census Bureau report noted that the income gap between the 90th and the 50th percentiles were growing at about the same rate as the gap between the highest and the lower income groups.[4]

**** CONGESTION.***

More people commuting longer distances have crowded local freeways on both sides of the Bay. The time spent in congested traffic conditions throughout the Bay Area has been growing almost 10% per year since 2010.[5]

**** TRANSIT OVERLOAD.***

The key to dealing with the growing number of commuters is to get them onto public transit. Three transit systems serve commuters to the West Bay: BART, Caltrain and the VTA. While transit ridership on these lines grew though the 1990s and 2000s, over the last three years, both BART and Caltrain have found their ridership leveling off and even dropping a bit from 2016 to 2018. The Santa Clara County transit system that services San Jose and the five Silicon Valley cities (VTA) has had a 14% fall in ridership over those three years.[6] The costs of maintaining current service much less any planned expansion has escalated rapidly, making quick improvements slow and costly.

**** IMPACT ON FAMILIES.***

As we move toward greater densification, congestion has raised the issue of family living in the Bay Area. Denser apartment buildings near jobs serve workers well, but they are not ideal for families with children. Clearly San Francisco with its dense housing and nineteenth century transportation system is already an outlier. It has the lowest ratio of children between the ages of five and seventeen as a share of the total population of any city in the country—just under the ratio of other dense cities built up before the automobile like New York and Boston. But there are troubling signs of changes in other cities in the West Bay. The share of the population in early elementary school has fallen between 5% and 10% in Cupertino, Palo Alto and Sunnyvale over the period 2015 to 2019 among the other job-rich cities in the West Bay. The neighboring city of East Palo Alto has seen a drop of over a quarter in the share of the population in elementary school.[7]

**** TAX BURDEN ON RESIDENTS.***

Rapid growth in jobs and workers leads to dramatic increases in infrastructure costs. This includes a wide range of items from worker housing, transit improvements, offsetting increased congestion, improved roadways, police, health responses, schools and recreation facilities. The vast majority of local infrastructure funding is paid by residents, not by businesses. Residents

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[3] Berube, Alan, "Income Inequality in cities and metro areas: An update" Brookings: Metropolitan Policy Program, 2016, Appendix X).

[4] Glassman, Brian, U.S. census Bureau, "Income inequality among Regions and Metropolitan Statistical Areas: 2005 to 2015", SEHSD Working Paper Number: 2017-41).

[5] *Horizons, Vital Signs "Bay Area: Time spent in Congestion")*

[6] BART, Caltrain and VTA operating statistics.

[7] Data taken from California Department of Education, School Profiles, and California Department of Finance, E-5. Population Estimates for Cities and Counties, 2011-2019.

pay through higher property taxes, parcel taxes, sales taxes, and gas taxes. For example, the base tax for all local government (cities, counties, schools, community colleges) is the Property Tax. Prop 13 has shifted a major share of that tax from business to residents. In the mid-1980s, commercial properties and residences in Santa Clara County paid roughly the same share of the property tax. In 2018 despite the rapid growth in new jobs in the county residents paid 62% and commercial properties 38%. [8] Furthermore, at least three quarters of all new transportation funds for the Bay Area come from local and regional sources that fall on individual residents such as gas taxes, sales taxes, parcel taxes and property taxes.[9] Most of these are regressive taxes with middle and lower income people paying a larger share of their income for such taxes.

** DON'T KILL SILICON VALLEY*

Silicon Valley emerged as a dynamic center of tech innovation partially because of its unique features of mobility both of talented workers and ideas flowing easily from place to place. Historical observers have pointed to two unique features of the Valley that were critical to its success: a very high rate of people changing jobs and the lack of large dominant firms that could capture new ideas as they emerged.[10] The emergence of very large companies and the densification jobs within the Valley is challenging the traditional mobility of workers and ideas that lie at the basis of Silicon Valley's unique success. In 2015 an anti-trust case was resolved that stopped an agreement among several large Silicon Valley firms agree that they would not hire workers from each other.

** SUSTAINABLE GROWTH GOALS.*

With the dramatic increase in commuters coming into the job-rich West Bay, the number of cars on the road, the distance traveled and the longer time spent in congested traffic all mean a rise in harmful emissions. It is essential that we develop an effective public transportation system that will minimize the pollution but it is hard to deal with our current problems when we keep adding longer-distance commuters. An increasing share of workers with families will continue to live in suburban communities. Further, increased water needs from the growing number of office buildings and new worker housing (especially those with families) means that the Bay Area's chronic water shortages will be exacerbated as changes in climate impact the limited sources of water that the Bay Area depends upon.

** THE FUTURE OF LOCAL DEMOCRACY.*

The greatest threat of all is the increasing pressure to usurp local government control over zoning. A number of bills are being debated in the state legislature that would override local zoning authority on housing density. While regional cooperation on creating healthy balances between new jobs and housing is essential, this should be done through working together, not from having regional solutions imposed by state legislators. 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.

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[8] Santa Clara County, County Assessors 2018-2019 Annual Report, page 14.
[9] MTC, Plan Bay Area 2040, Draft EIR, April 17, 2017,p 1.2-13.
[10] Annalee Saxenian, "Regional Advantage: Culture and Competition in Silicon Valley and Route 128", Harvard University Press, 1994 and Martin Kenney, ed. "Understanding Silicon Valley: The Anatomy of an Entrepreneurial Region", Stanford University Press, 2000).

LET'S MAKE SURE THAT PLAN BAY AREA 2050 WORKS

The planning process used in the formulation of Plan Bay Area 2040 has not been effective in preparing us to deal with today's overriding issue of job concentration in a geographically bounded area. In fact, it has completely missed the impacts of the exaggerated jobs/employed resident imbalances in the West Bay. Jobs are expanding there at almost twice the annual average projected in the Plan (and 35% less than projected in the major cities of San Jose and Oakland). This has had serious consequences for the whole region. The methodology for Plan Bay Area 2050 must confront these imbalances and assure effective public discussion on planning for our future. That process must start now if it is confront the existing problems and offer pathways to resolving the most important issues. We suggest three key methodological steps as critical for the upcoming planning process:

1. END THE JOBS-BASED MODEL

MTC/ABAG base their population and housing projections for each community in the Bay Area on a model that starts with an aggressive regional job projection. The original job projections were based on maintaining the local share of a national BLS job projection by industry. The projections of jobs, population and housing for each community were then produced internally (based on their own consultants work, their own Technical Advisory Committee and their own self-appointed advisory groups). Once approved, the job growth starting point could not be lowered or even examined by subsequent CEQA processes. (Plan Bay Area 2040 is currently operating under a jobs growth number that was generated in 2011 and will continue in effect until 2022. During that time period, no lower regional job projection number could be considered (although a higher one can be).[11]

The model seriously under estimated the high job growth numbers in one specific jobs-rich area—the West Bay. That has been a key cause of the problems discussed above. The process would be much improved by having a range of job growth options explored upfront both in the region as a whole and in key sub-regions, like the West Bay. This would allow the modeling process to compare impacts of a range of jobs and population projections for the region as a whole, as well as key sub-regions. This would foster the exploration of alternative job growth projections on land costs, housing costs, congestion, income inequality, infrastructure needs and sustainability goals.

The initial methodology must allow communities to explore job growth and housing growth together upfront, including potential regional imbalances. This would allow public discussion of the consequences of a more moderate and balanced jobs and housing growth throughout the Bay Area and in special regions and the range of impacts on their communities.

2. PROVIDE REALISTIC ALTERNATIVES FOR BALANCED GROWTH

MTC/ABAG has suggested a process that should be at the core of planning for Bay Area 2050. Horizon's Perspective Paper: The Future of Jobs (May 2019) identified a few Priority Strategies

[11] MTC, Plan Bay Area 2040, Final EIR, July 10, 2017, Master Response #6, p 2-16.

that would help. One was particularly suited to the problems of the West Bay. It was Priority Strategy L3: "Office Development Limits in Jobs-Rich Communities". This strategy stated that cities that have a job/housing ratio of over 2:1 merited special attention. [12] But Table 2 pointed out that the entire West Bay was adding jobs at well over a 2:1 ratio over the period 2010-2017.

Thus the entire West Bay qualifies as an area that is job rich, with a transit system that is at full capacity and difficult commutes over restricted bridges or crowded north-south roadways. Between 2010 and 2017 this area added 250K jobs with half of them coming from outside the area using crowded commute corridors.

This has created the list of critical issues that affect the whole Bay Area. There is no easy transit solution available. Denser housing is limited because the land cost in the fastest growing job centers is so high that developers will not build housing in mixed zone areas unless they are granted mandates to build even more offices than housing units. (Note a thousand square feet of office space can house between four to six workers while a similar space for housing would fit a single apartment with access and common spaces that would on average house fewer than 1.5 workers. The job space offers a higher return.)

This means that this huge regional imbalance must be addressed in the updated Plan. A critical component of the Plan's methodology has to be to explore alternative growth paths in this major jobs-rich area. This should include exploring the consequences of moderate and balanced growth of both jobs and housing with a dynamic and adapting transit system that grapples with today's existing problems of imbalance and congestion. Clearly job limit discussions have to engage the whole of the jobs-rich area—in this case the West Bay.

There are really two critical tasks that should be included in the new methodology: work carefully to craft incentives for a moderate growth balance of jobs and housing in the West Bay while at the same time creating credible incentives for jobs to grow in San Jose, Oakland and the urban areas in other parts of Santa Clara County, Alameda County and Contra Costa County. The incentives that MTC/ABAG uses to allocate job growth around the Bay Area (Priority Development Areas in jobs-rich areas with promised transit solutions) have not worked. We need to explore limits on job growth in the West Bay and clear incentives to add jobs in cities like Oakland and San Jose and other mid-level cities on the East and South Side of the Bay.

3. OPEN THE PROCESS TO ENGAGE A DIVERSE SET OF THOSE AFFECTED

Job growth has an impact on each of the problem areas we discussed above. The only road to an effective planning process is to grapple with this complex set of interrelationships in the modeling process and that each of the key parties affected has a chance to observe and comment on those relationships. Elsewhere MTC/ABAG have introduced the notion of an iterative model.[13] An effective iterative model would look not just at the impacts of transit on housing but the impact of jobs on community life. By far, the biggest imbalance is on the jobs and employed resident side and any effective policy has to grapple with the consequences of shifting that jobs to housing ratio. But, of course, the way the model is currently set up, there can be no

[12] MTC, Regional Advisory Working Group, June 4, 2019, Agenda Item 3, Attachment B, page 2 of 17.
[13] MTC, Regional Advisory Working Group, June 2, 2019, Agenda Item 2, Draft Methodology, page 2-4 of 13.

examination of alternative lower job growth numbers during the course of the RHNA period.[14] Obviously the most effective way of lowering housing prices in the jobs-rich West Bay would be to lower the job growth number which is pushing up land and housing costs and forcing longer distance commuting. A good effective reiterative model could explore how much housing prices and congestion might be affected if the jobs growth number was lowered in jobs-rich areas. Thus, a jobs cap or limit through the West Bay would be one effective way of dealing with the whole slew of problems that have cropped up over the last seven years.

The Regional Body involved (MTC/ABAG) has no direct authority over land use matters in the individual cities. But they do have substantial incentives that they could use to shift the site of new growth. They could provide affordable housing funds for those communities that fostered balanced jobs and housing growth. They could build transit systems that would provide effective service linking homes and jobs outside the West Bay. By limiting the growing number of long distance commuters, they would be providing the most effective way of cutting harmful emissions and wasted time in congestion.

The approved methodology needs to explicitly examine the consequences of critical decisions on job growth for each of the ten challenges mentioned above. Participation in the process should include all parties affected. Make this happen—get a Bay Area Plan that allows an effective reiterative planning process with diverse public inputs.

HELP THE BAY AREA PREPARE FOR THEIR FUTURE NOW.
APPROVE A METHODOLOGY THAT:
* IS NOT DRIVEN BY AN AGGRESSIVE JOBS-BASED MODEL;
* ALLOWS CLOSE EXAMINATION OF MORE MODERATE REGIONAL JOBS AND HOUSING BALANCES;
* AND WELCOMES DIVERSE POINTS OF VIEW.

Correspondent:
Greg Schmid
Palo Alto CA
[redacted]

Signers:

Liang-Fang Chao	Vice-Mayor*	Cupertino
Anita Enander	City Council Member*	Los Altos
Lynette Lee Eng	Mayor*	Los Altos
Lydia Kou	City Council Member*	Palo Alto
Eric Filseth	City Council Member*	Palo Alto
Steven Scharf	Mayor*	Cupertino
Rahul Vasenth	AD-28 Delegate*	County of Santa Clara

* For identification purposes only

[14] MTC, Plan Bay Area 2040, Final EIR, July 10, 2017, Master Response #6, p 2-16.

Maria Bautista	Los Altos
Paul Boetius	Los Altos
Liana Crabtree	Cupertino
Ignatius Ding	Cupertino
Mary Gallagher	Palo Alto
Caryl Gorska	Santa Clara
Maurice Green	Palo Alto
Joe Hirsch	Palo Alto
Terry Holzemer-hernandez	Palo Alto
Suzanne Keehn	Palo Alto
Ben Lerner	Palo Alto
Paul Machado	Palo Alto
Elaine Meyer	Palo Alto
James & Susan Moore	Cupertino
Michael Nash	San Mateo
Nelson Ng	Palo Alto
Jane Osborne	Los Altos
Roberta Phillips	Cupertino
Andie Reed	Palo Alto
Beth Rosenthal	Palo Alto
Rafael & Becky Sarabia	Mt View
Greg Schmid	Palo Alto
Jonathan Shores	Los Altos
Govind Tatachari	Cupertino
Freddie Park Wheeler	Los Altos

From: Jaime Cordera
To: MTC Info
Cc: [redacted]
Subject: Plan Bay Area Methodology
Date: Sunday, August 18, 2019 10:03:14 PM

External Email

I'm writing to oppose continuing the failed planning process of the past Plan Bay Area 2040.

The idea that ABAG or MTC or Oakland or San Jose would WANT to have job growth and housing growth where it is beneficial to THEM, is completely different than what has happened in the past,

Wishing and hoping that suddenly Oakland will be where all the hot new jobs will be is flying in the face of reality. Likewise, prioritizing transportation expenditures, or affordable house expenditures based on the same wishful thinking that Oakland and San Jose would prefer, instead of the track record of reality is wasteful and doesn't contribute to solving any of the problems the 9 county San Jose Bay Area has.

Planning must accept reality and past economic reality EVEN IF IT IS DIFFERENT than what city leaders in Oakland or San Jose aspire to and hope for. The current Plan Bay Area 2040 seems disconnected from reality.

For example, companies and jobs are created typically near where the executives and venture capitalists live, even if that is different than where most of the employees live. Thus, it would be sensible to expect that job growth in the West Bay cities, where most of the job growth has historically been. It would be foolish to believe that executives are suddenly going to abandon Palo Alto (or Los Altos, or Cupertino, or Mountain View) and move to San Jose, much less Oakland.

Historically, 1/3 of the venture capital for the entire United States has been funded through the venture funds headquartered on Sand Hill Road. Not a single one of those companies has any interest in moving to Oakland or San Jose.

Among other things, using PDA criterion which is different than reality will continue down the path of ineffective use of limited public funds. Prioritizing transportation for areas where Oakland or San Jose HOPES development occurs, rather than where job creation has ACTUALLY occurred historically, is not only a waste of time and taxpayer money, it also lowers ABAG and MTC's credibility with the public.

Please let's plan for Plan Bay Area 2050 using DATA and EXPERIENCE rather than wishful thinking.

Jaime Cordera

Los Altos

Santa Clara County

From: mickie winkler
To: MTC Info; lleeeng@losaltosca.gov
Subject: Plan Bay Area rejects innovative ideas
Date: Friday, August 16, 2019 1:00:52 PM

External Email

Dear Therese McMillan et al
In formulating Plan Bay Area, please include--not rule out!--successful and innovative public transit options such as aerial commute gondolas and hovercraft.

These options are inexpensive, they can be quickly implemented, serve large number of commuters and do not compete with existing transit infrastructure.

Thanks for your consideration. We depend on you.

Former Menlo Park Mayor, Mickie Winkler

Mickie Winkler
[redacted]

From: Jerome Camp
To: MTC Info
Subject: Please follow these recommendations ...
Date: Wednesday, August 14, 2019 12:53:53 PM

External Email

From the Mayor's Desk

Plan Bay Area 2040 fails; let's not make the same mistake

By Lynette Lee Eng

For many residents, traffic begins before 3 PM, while our teachers and service workers struggle with the extended and prolonged commutes.

People can't get around anymore –forget about public transit. The cost of living is through the roof, state/ regional legislatures favor the interests of developers as well as tech companies and income inequality has never been worse. Insanity is doing the same thing over and over again while expecting different results.

Plan Bay Area is continuing to make the same mistakes by relying on flawed projections instead of planning based on what's better for the future. Trapped in a negative feedback loop of enacting bad policy, Plan Bay Area is in need of bold, structural change; it's time for residents to be truly involved in the process.

The Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) prepare and adopt a long-range regional plan for the Bay Area called Plan Bay Area. The plan is required under state and federal law. Within it, the two agencies develop a long-range, regional housing and transportation plan that is an essential element in every Bay Area city's general or comprehensive plan- ning process. The current plan covering the period from 2010 to 2040 has been a disaster.

MTC and ABAG utilize a process that starts with an aggressive jobs-based forecast for the area and then projects population and housing numbers for each community out to the year 2050. Plan Bay Area's goal is to spread priority development areas through the urban regions of the nine counties, but the plan called for job growth in Oakland and other urban areas to total approximately 25% less than that in the West Bay cities (cities from San Francisco to Santa Clara and Cupertino west of Highway 280).

In the first seven years of the plan, the West Bay cities accounted for six times the number of jobs that Oakland and San Jose added. In fact, the number of jobs in the West Bay was two and a half times greater than those in the rest of the entire Bay Area. Busi-nesses that find value in co-location have concentrated growth in a single spot – the West Bay.

The imbalance of excessive job growth in the West Bay has created critical issues that are overwhelm- ing the Bay Area; land and housing costs are now the highest in the country, regional transit systems are overloaded, congestion is reaching a breaking point, workers commute longer distances than ever before, household income inequality is spiraling out of con- trol and local democracy is under threat.

MTC and the ABAG Executive Board want to continue with Plan Bay Area's ineffective model. The data coming from Plan Bay Area are based not on a proactive plan for the future, but on past projections around an aggressive job-growth priority develop- ment model. The results? An affordability crisis.

MTC and ABAG need to adopt a requirement that the process will include a range of more moderate and balanced projections of jobs and housing that explore a greater geographical dispersion of jobs and elimi- nate their model assumption that it be driven by an aggressive job-growth in priority development areas.

MTC and ABAG must approve their methodology for the Plan Bay Area 2050 update by September. They have a current public comment period on their methodology from now until Monday. This is a lim- ited opportunity to have an input on how this process will move along before MTC and ABAG staff prepare in-house their new jobs and population projections.

MTC and ABAG must let the public participate fully in the discussion of a plan that would affect the jobs and housing balance in the Bay Area. Plan Bay Area 2050 will impact each city's character

as well as each individual's quality of life. People should email the ABAG Executive Board at info@ bayareametro.gov and reach out to their local city council before Monday.

Lynette Lee Eng is mayor of Los Altos.

--

Jerome A. Camp

From:	ROMANTASY Custom Corsetry on behalf of Ann Grogan
To:	andi@citiesassociation.org; council@cityofpaloalto.org; MTC Info
Subject:	Public Comment on Plan Bay Area 2050; please record
Date:	Thursday, August 08, 2019 11:39:18 AM
Attachments:	ann_sig_darkorchid.gif

External Email

Dear ABAG and MTC:

I understand that MTC/ABAG must approve methodology for the Plan Bay Area 2050 update by September 2019, and that there is a public comment period on methodology which ends on August 19. Please consider and file this email as a public comment by a 40-plus year resident of Glen Park, San Francisco, who is very concerned with potential and oft-promoted over-building of high-rises especially around transit centers/neighborhoods with transit, rather than address the cause of the problem: too many high tech jobs coming into narrow geographic areas, putting pressure on politicians to take away local building/zoning control and endangering the diversity and beauty of our many neighborhoods, esp. in San Francisco.

Require high tech businesses to build housing next to their campuses for their workers; no one has a 'right' to live in my tiny, traffic-packed, liveable neighborhood and demand high-rise, no parking, market rate housing! If anything we need more housing for the homeless and more below-market rate housing for them and non-tech workers, mentally ill or drug-addicted, seniors, minorities, women, and the disabled. These are the folks who government must serve, and not the rich or well-off.

With respect to your plan kindly:

1. Eliminate your model assumption that housing be driven by an aggressive job-growth in priority development areas.
2. Replace that with a requirement that your process will include a range of more moderate and balanced projections of jobs and housing that explore a greater geographical dispersion of jobs.
3. Make the technical discussions an open, public process with a clear opportunity for residents in the Bay Area to be heard on other points of view.

Thank you for your consideration.

Signature: Ann Grogan

[redacted]
San Francisco, CA 94131
[redacted]

[redacted]

Paul S. Martin (Plan Bay Area 2050 Methodology)

[redacted] Palo Alto CA 94301 | [redacted]

RECEIVED:
AUGUST 22, 2019 at 12: 25 pm

August 18th 2019

Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105-2066

Dear MTC Public Information Office:

The current proposed 2040 is already predicting too large of a population and job growth. Instead of "paving over paradise" and lining the pockets of developers ABAG needs to look broadly at what plan can maintain and IMPROVE planning for continuing job and population growth ABAG needs a reset:

1) Plan for slow, clean, green and sustainable QUALITY OF LIFE improvement! ZERO NET Job growth, ZERO NET population growth!

a) California Statewide - 0.40% 2018. During last several years during height of economic growth average population growth has been 0.4% for California!

b) Bay Area Population growth is NOT dramatically different also slowing fewer than 38,000 new residents in 2018 out of nearly 8 Million population, again 0.5%. (Bay Area Eco Inst)

c) Factors driving slow growth are fundamental; aging population, lower fertility, balance of immigration and out-migration.

2) Focus on infrastructure improvement that supports CURRENT BAY AREA RESIDENTS! Currently ABAG seems myopically focused on housing costs as THE primary factor driving out-migration, but this is NOT the only factor!!! People needs space, they need parks, they need real public transportation they need to be able to enjoy the wonderful natural treasures of the Bay Area. Just cramming in more jobs, more houses and more people does NOTHING to improve QUALITY of life for Bay Area Residents. We do not live in NYC or LA for a reason, we want to enjoy the fruits of our generations of investment.

3) The Bay Area does NOT need every possible job!!! QUALITY OF LIFE is important and depends on us making choices. A perfectly valid and long term better choice would be to increase taxes on job creation to the point that jobs in the Bay Area become stable, NO GROWTH AT ALL, in number. This does NOT mean that quality of life doesn't improve. In fact during 2018 when CA population growth was only 0.4%, CA GDP growth was 5%, this means that the QUALITY OF LIFE for Californians IMPROVED!! Please add a model with ZERO job growth, but with substantial PRODUCTIVITY growth and let the people of the Bay Area review that scenario; Quality of life improves, population is at pure replacement level, no net population growth but every Bay Area Resident has higher quality of life because investments were made in improving education, transportation, air quality, open space and NOT on building new houses.

4) Respect local city control over planning. Cities should be encouraged to make THEIR OWN decisions on balancing QUALITY OF LIFE and POPULATION. There is no good reason for ABAG to jam down the throats of small city governments housing they do not need or want!! Cities are the most democratic form of government we have because they are closest to the people.

Sincerely,

Paul S. Martin
Manjun Martin

Paul S. Martin
Manjun Martin

From:	Jennifer Landesmann
To:	MTC Info
Cc:	city.council@cityofpaloalto.org
Subject:	Public must participate in MTC/ABAG plans
Date:	Friday, August 16, 2019 10:49:03 AM

External Email

Dear ABAG Executive Board,

Thanks to Lynette Lee Eng's Editorial in the Daily Post today, alerting to your activities.

High stakes decisions which affect communities demand a high level of public outreach, which I have not seen from your organizations.

Please let the public participate fully in the discussion of your plans to impact the jobs and housing imbalance in the Bay Area. Thank you,

Jennifer Landesmann

From: Danielle Staude
To: MTC Info
Subject: Plan Bay Area 2050 Methodology
Date: Tuesday, August 06, 2019 4:41:01 PM

External Email

I do not see a link to the documents in your recently released news item. The library resource link only has 2014-2023 RHNA.

Danielle L. Staude
Senior Planner
City of Mill Valley
26 Corte Madera Avenue
Mill Valley, CA 94941
[redacted]
www.cityofmillvalley.org

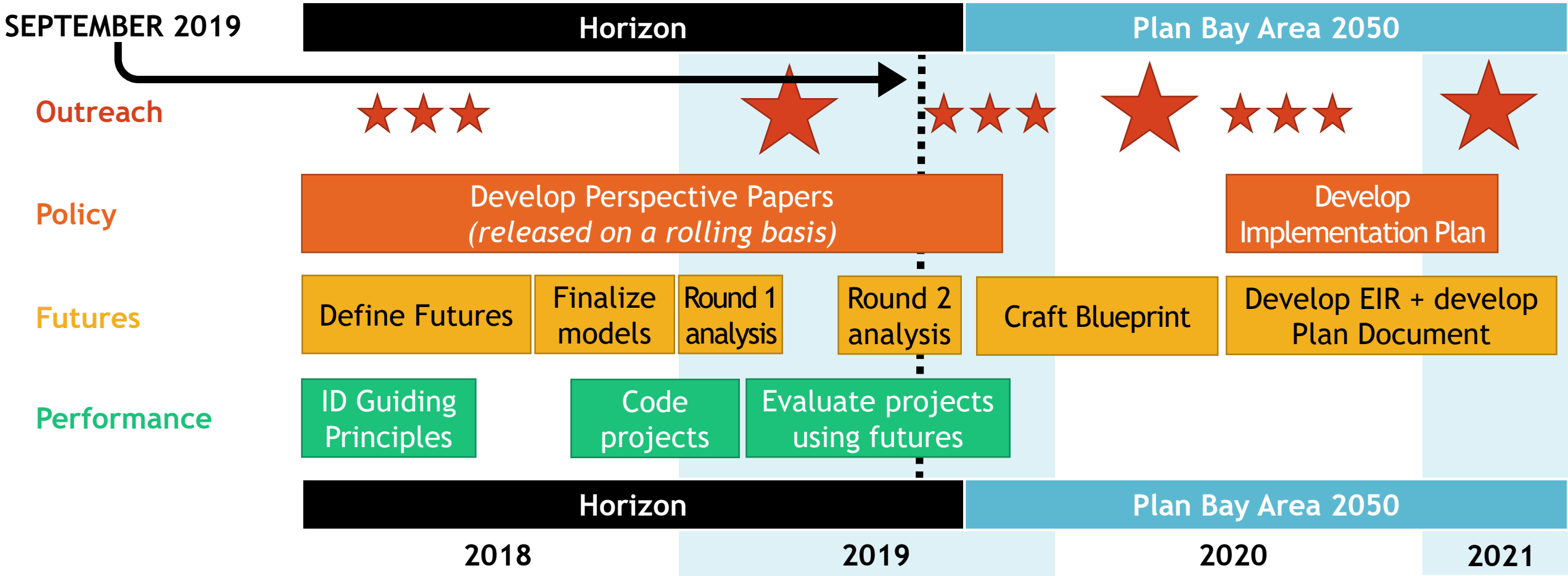
PLAN BAY AREA 2050

Regional Growth Forecast Methodology

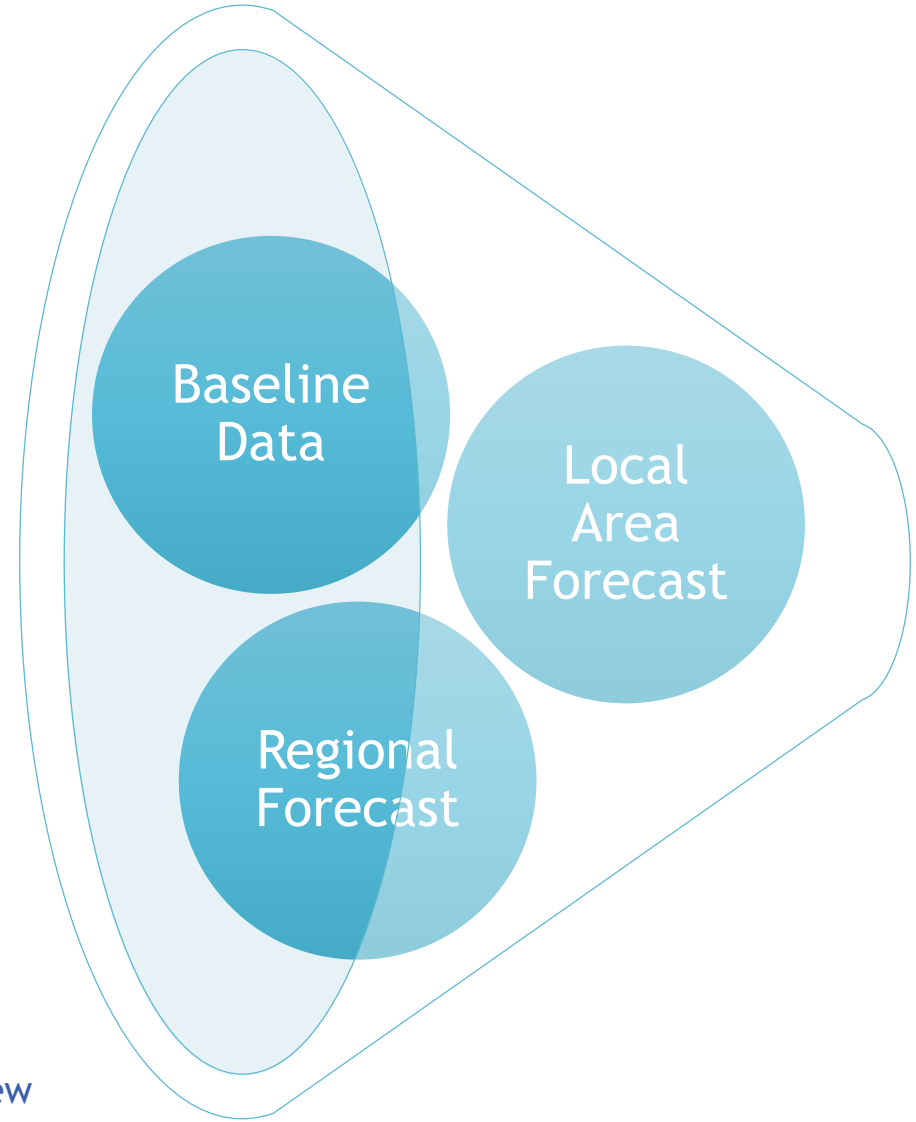
Setting the Stage for Crafting Plan Bay Area 2050's Growth Pattern

Cynthia Kroll – ABAG/MTC
September 2019

Preparing for Plan Bay Area 2050



How Will We Forecast the Growth Pattern?



PLAN BAY AREA 2050

- Transportation
- Housing
- Economy
- Environment

BASIS:
Working to Improve Baseline Data

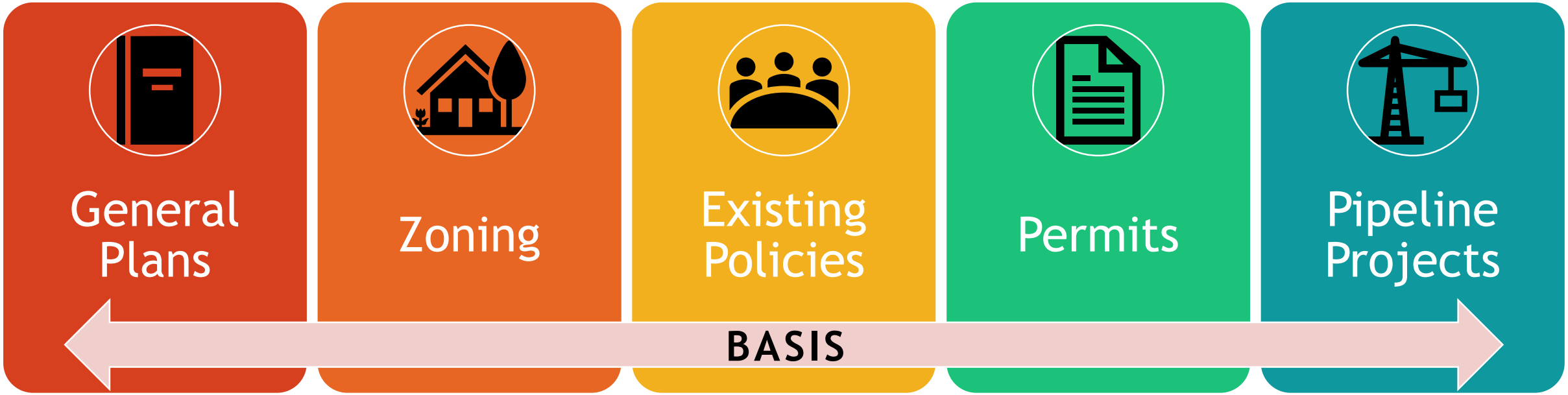
Baseline Data

- 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 will be integrated into UrbanSim 2.0 model runs, **pending a local jurisdiction review process happening this fall.**

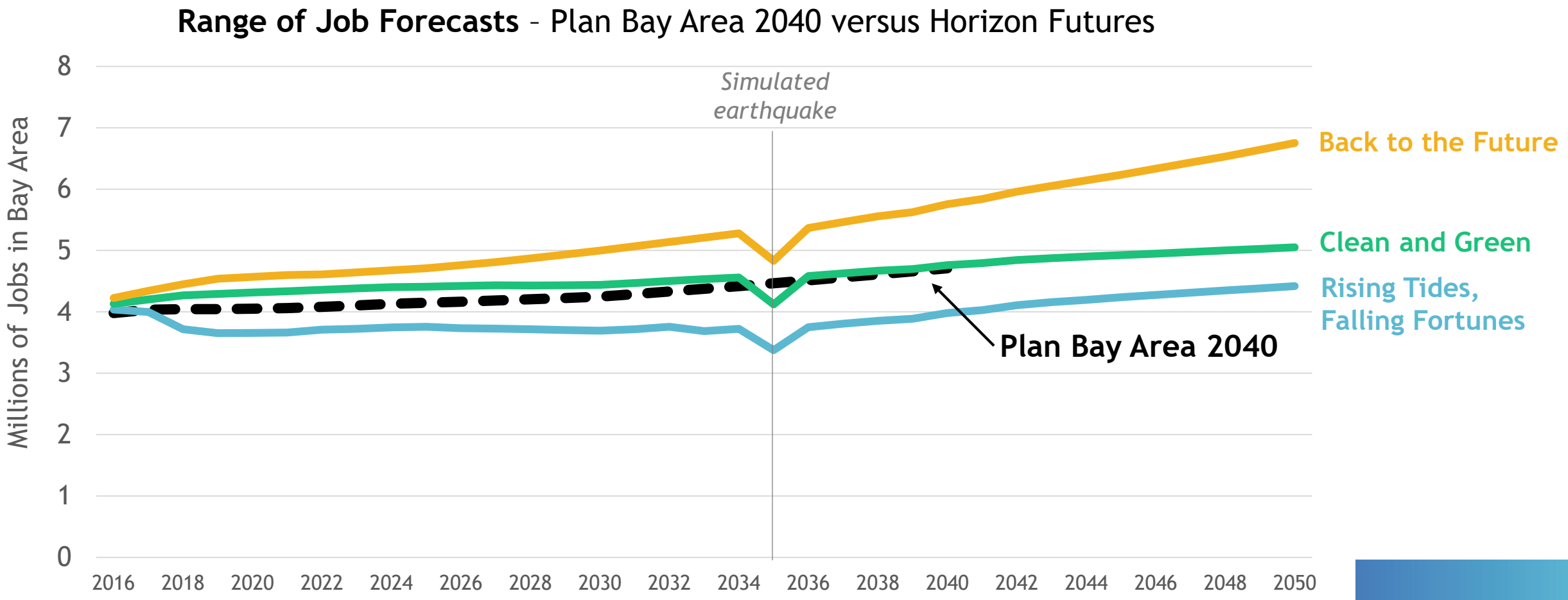
BASIS:
Working to Improve Baseline Data

Baseline Data

What datasets are specifically being updated at this time?



Exploring Uncertain Futures:
What Have We Learned from Horizon?



Source: Plan Bay Area 2040 and ABAG/MTC Analysis

Exploring Uncertain Futures:
What Have We Learned from Horizon?

External forces – ranging from immigration policy to automation of labor – could significantly affect the region's growth trajectory in the years ahead.

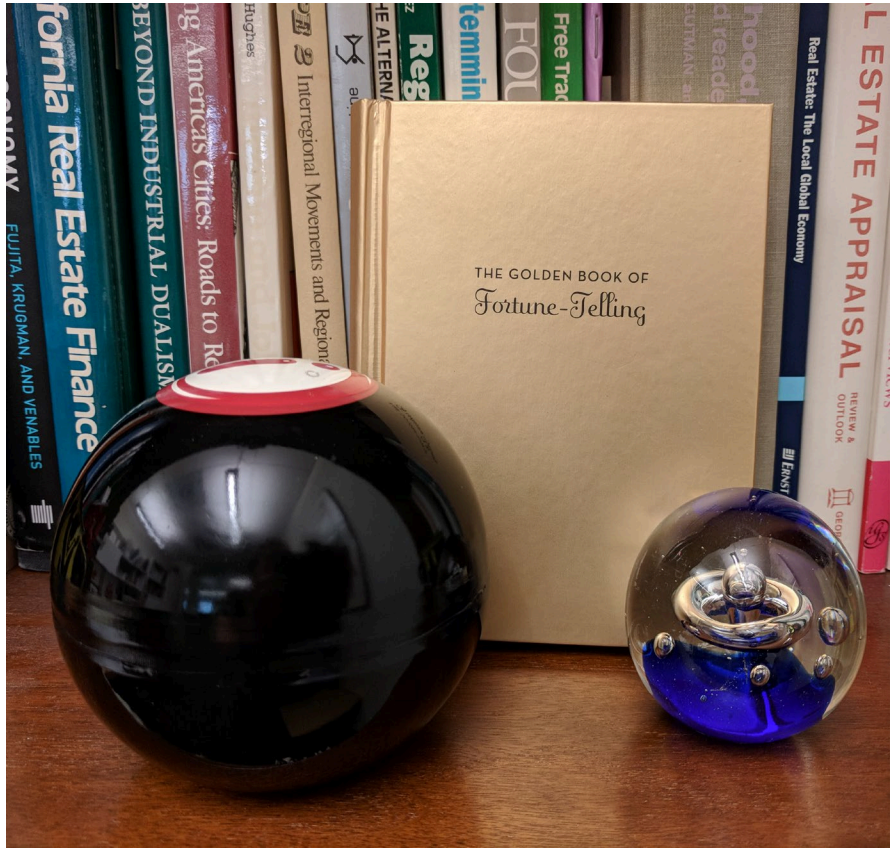
Weak economic growth could slow growth pressures but may pose new challenges for Bay Area residents; **strong economic growth** may continue to strain infrastructure.

Under all Futures, rising income inequality, worsening affordability, and an aging population pose major challenges.

New strategies need to be resilient to potential demographic and economic shifts.

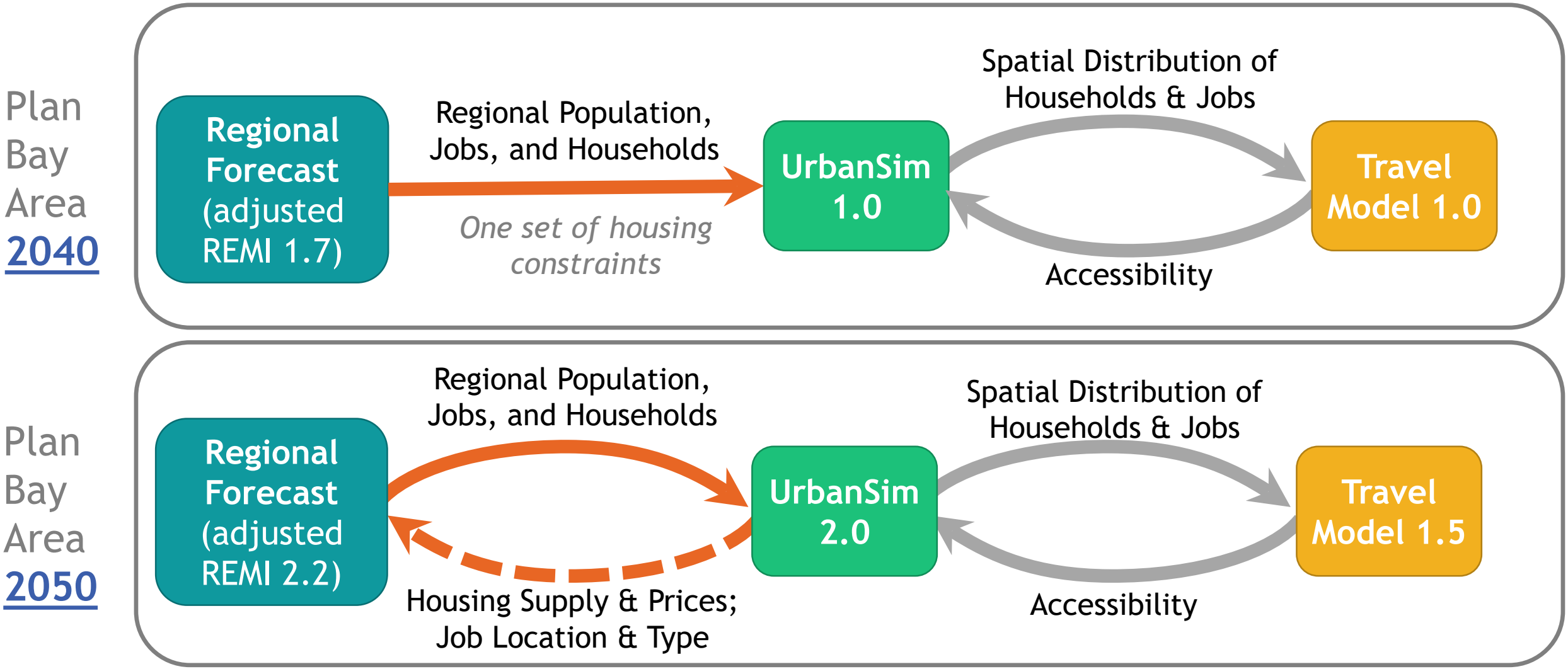
Pivoting to Plan Bay Area 2050: Developing the Regional Forecast

Regional Forecast



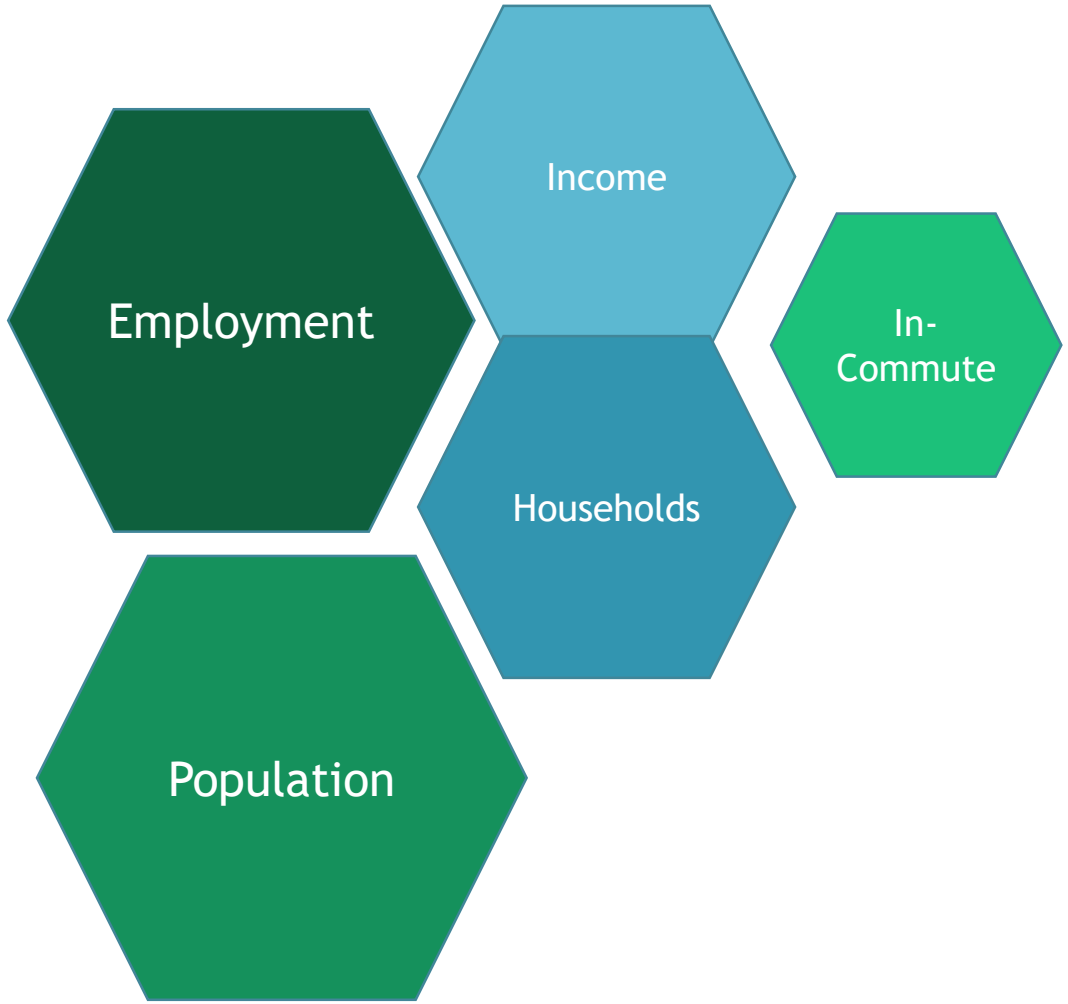
- **Tools**
  - Regional Economic Models, Inc. (REMI) version 2 – for the Bay Area
  - Household + Income Model *(developed in-house)*
  - In-Commute Assessment *(developed in-house)*
- **Builds upon the REMI model**, adjustment with CCSCE and ABAG/MTC data analysis; developed in consultation with the **Technical Advisory Committee** and the Center for Continuing Study of the California Economy.
- More detail is included **Attachment**.

Model Flow Chart: Interactive Approach



Elements of the Regional Forecast

- **The Regional Growth Forecast** estimates employment and population, households by income category, and in-commuting change.
- **Key underlying assumptions**:
  - Bay Area employment is driven by national trends in population growth and employment.
  - Overall U.S. population growth will likely slow over next three decades.
  - Competitiveness of Bay Area sectors relative to the equivalent sectors in the U.S. will affect how fast the region's economy grows.

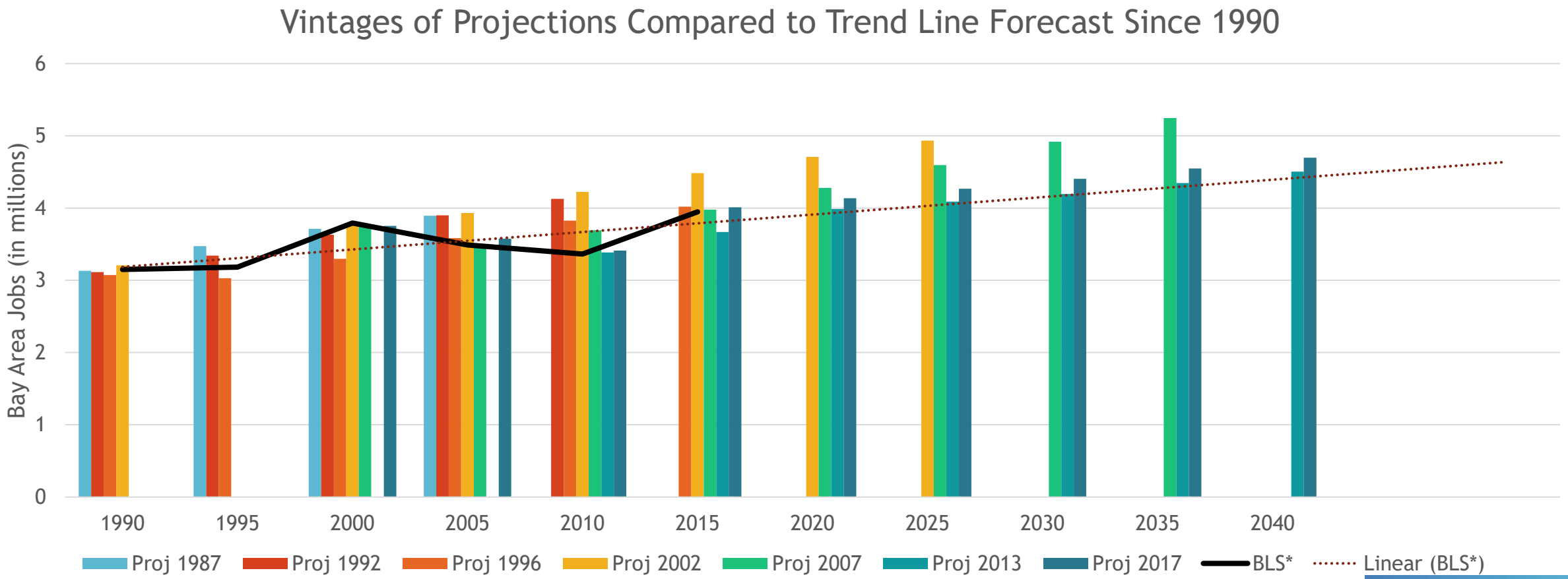


Key Factors in the Employment Forecast

- 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?

Exploring Past Plans:
Jobs Projections

Regional Forecast



Source: ABAG *Projections* Series and ABAG/MTC analysis from USBLS and Census data.

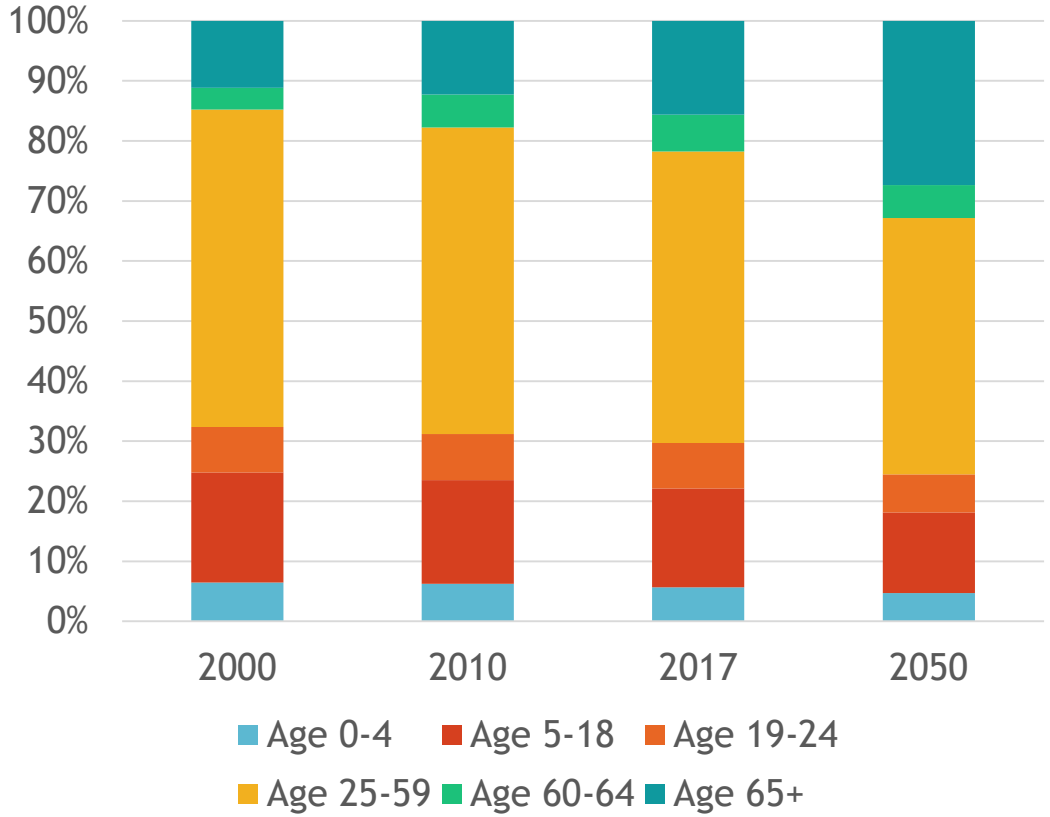
Key Factors in the Population Forecast

- 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?

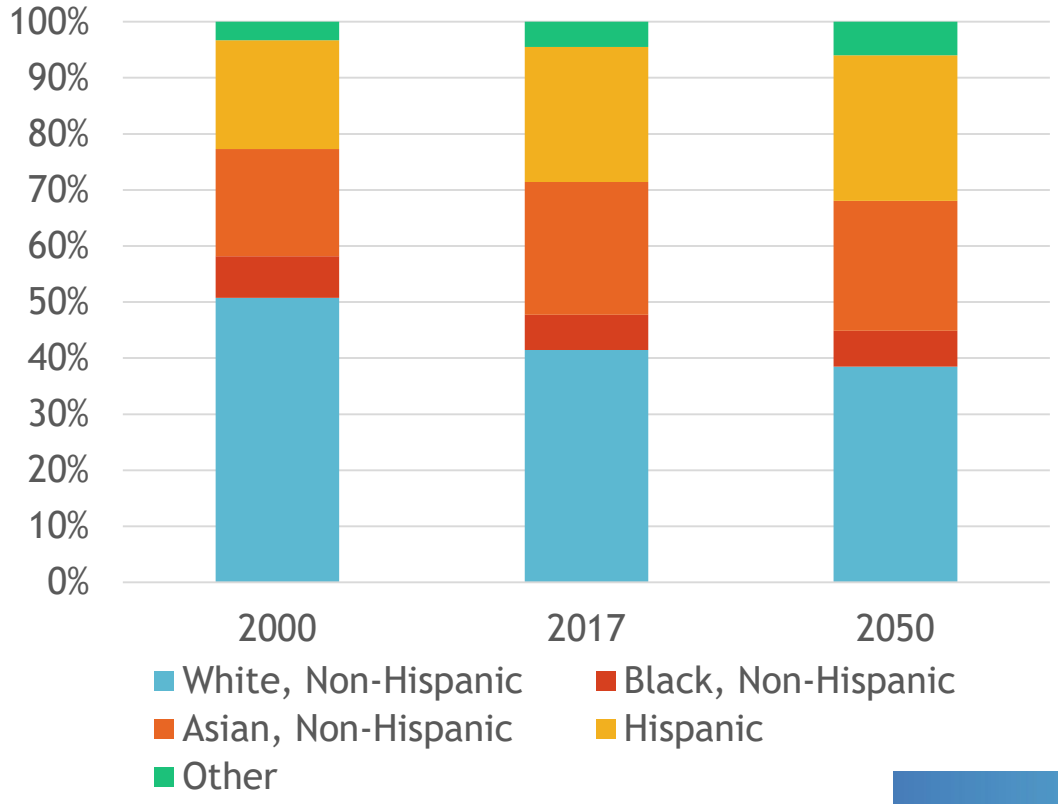
Exploring Population Trendlines:
How DOF Foresees the Bay Area Population

Regional Forecast

An Aging Population



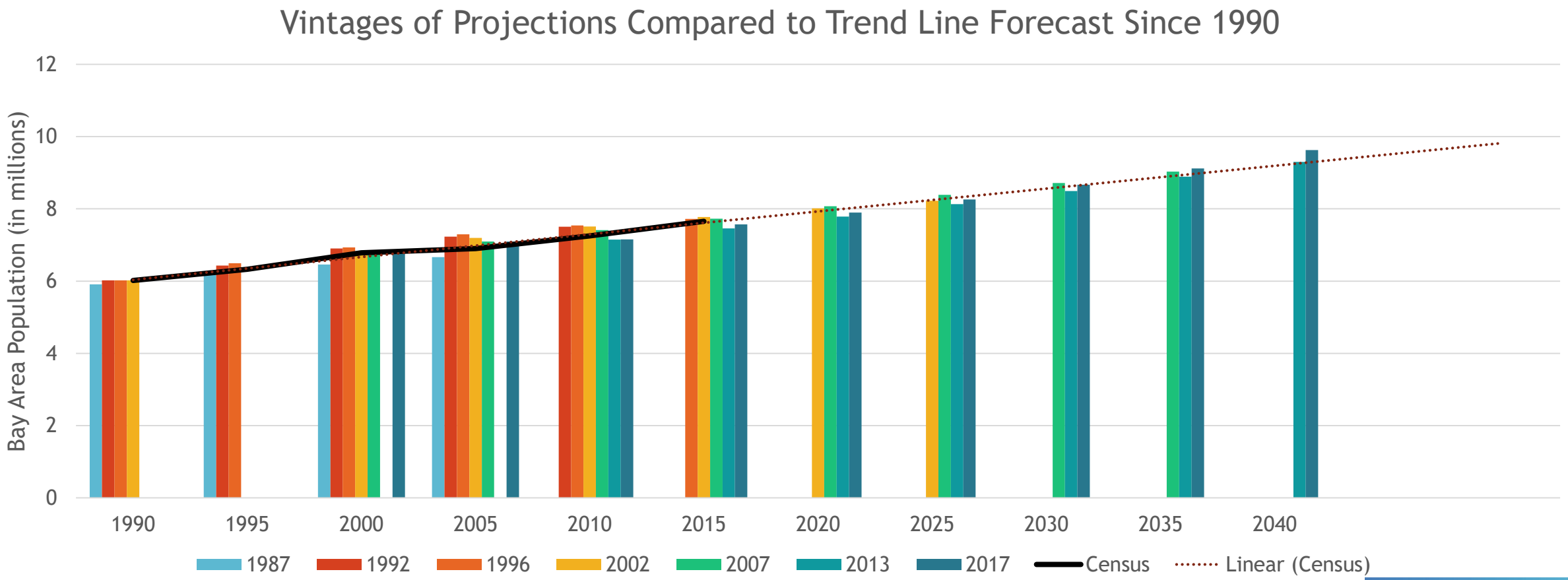
A More Diverse Population



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

Exploring Past Plans:
Population Projections

Regional Forecast



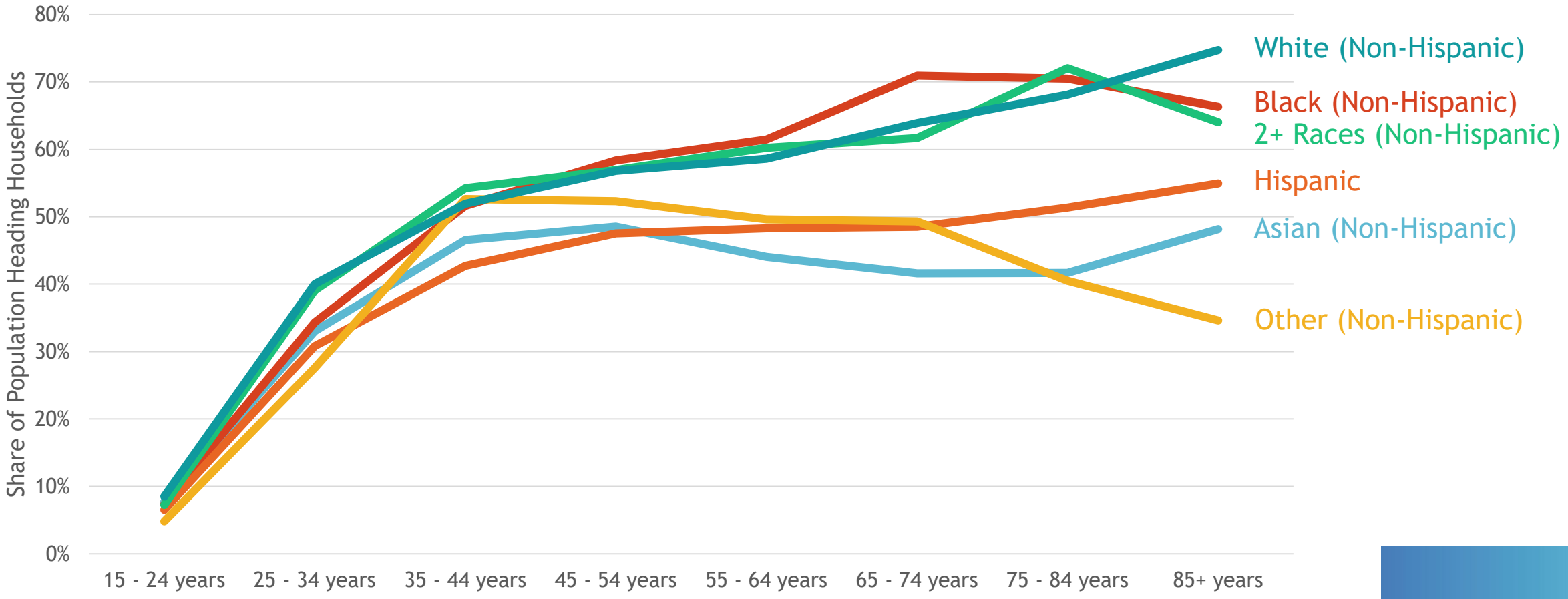
Source: ABAG *Projections* Series and US Census

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?

Exploring Household Formation: Differences by Race/Ethnicity

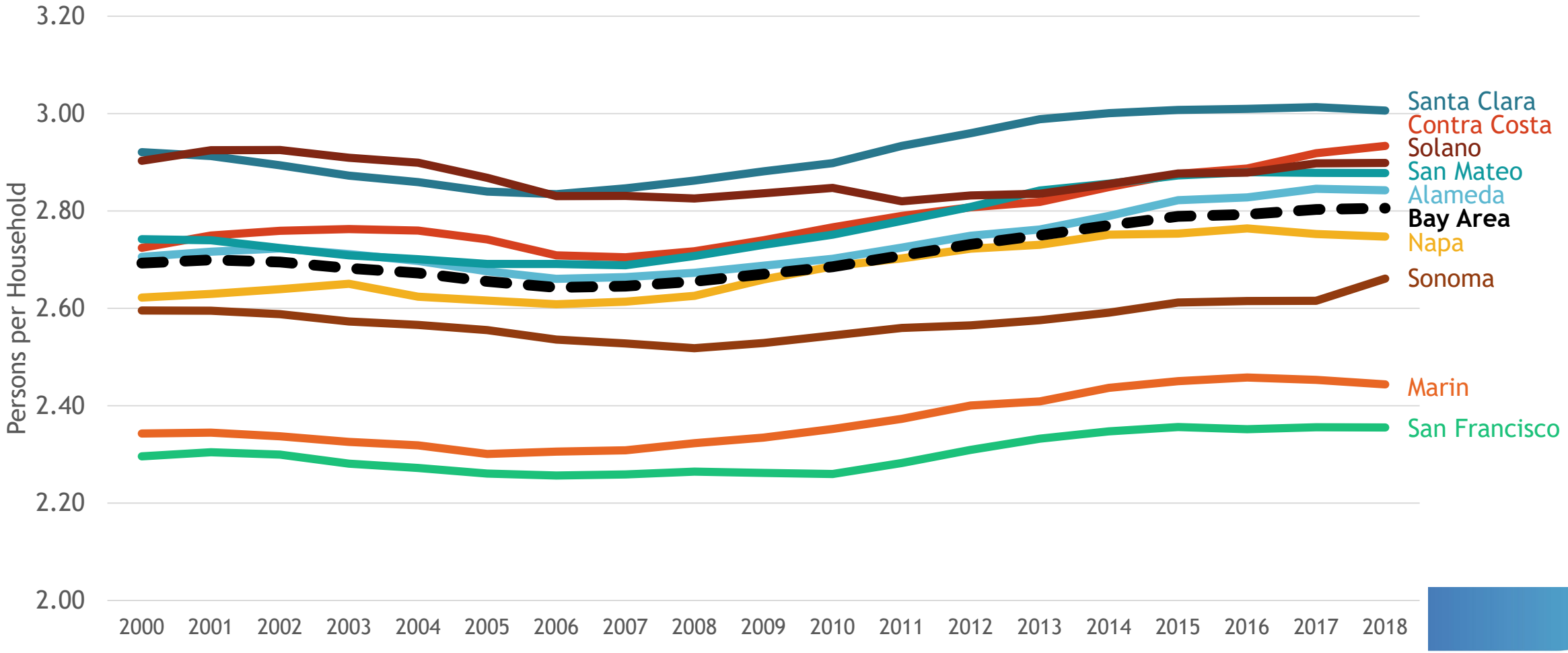
Regional Forecast



Source: ACS PUMS 2015-17

Exploring Household Trendlines:
How Big is Your Household?

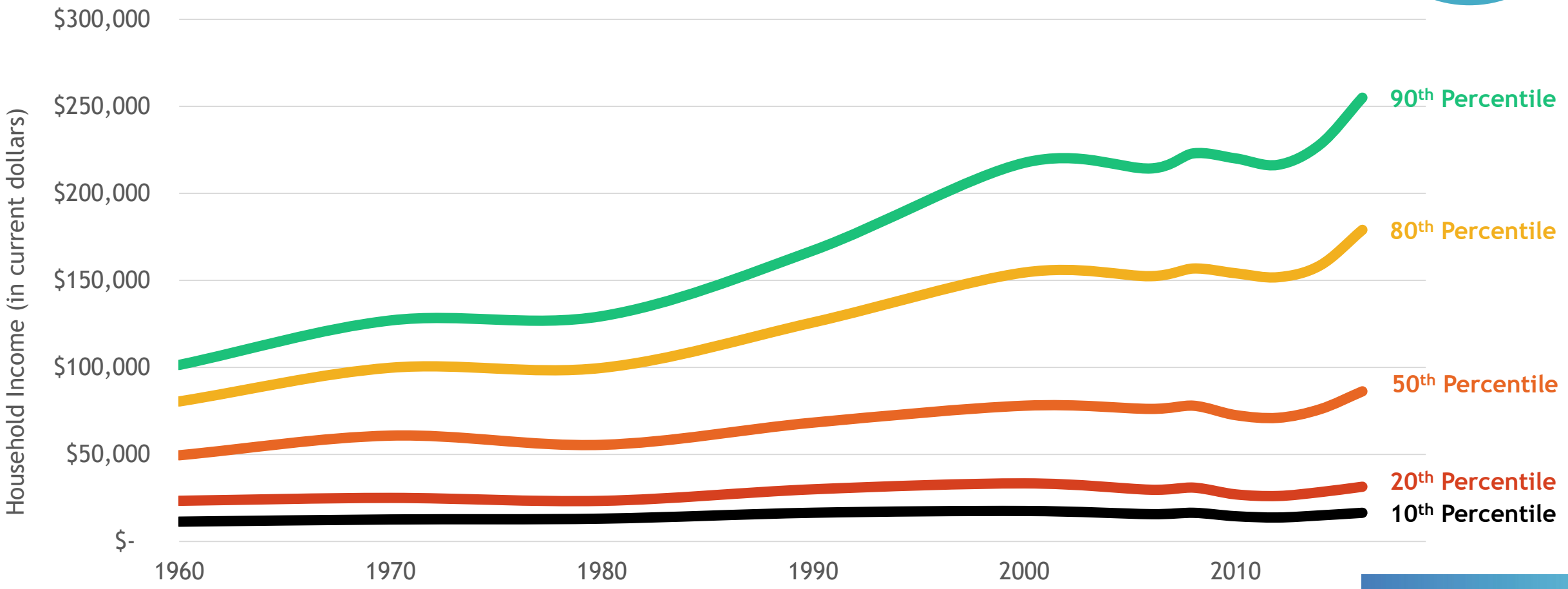
Regional Forecast



Source: Census Bureau; DOF

Exploring Income Trendlines:
Rising Income Inequality in the Bay Area

Regional Forecast

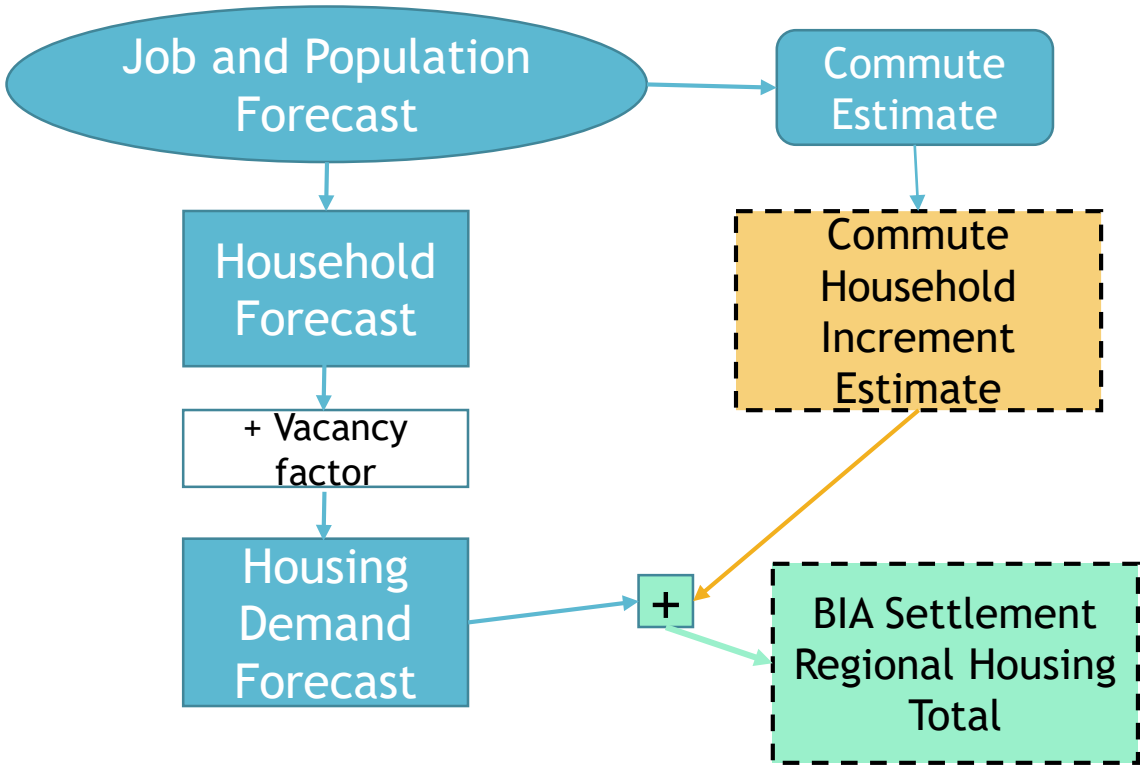


Source: IPUMS

Incorporating Key Assumptions on In-Commuting

Regional Forecast

How we did it for Plan Bay Area 2040:

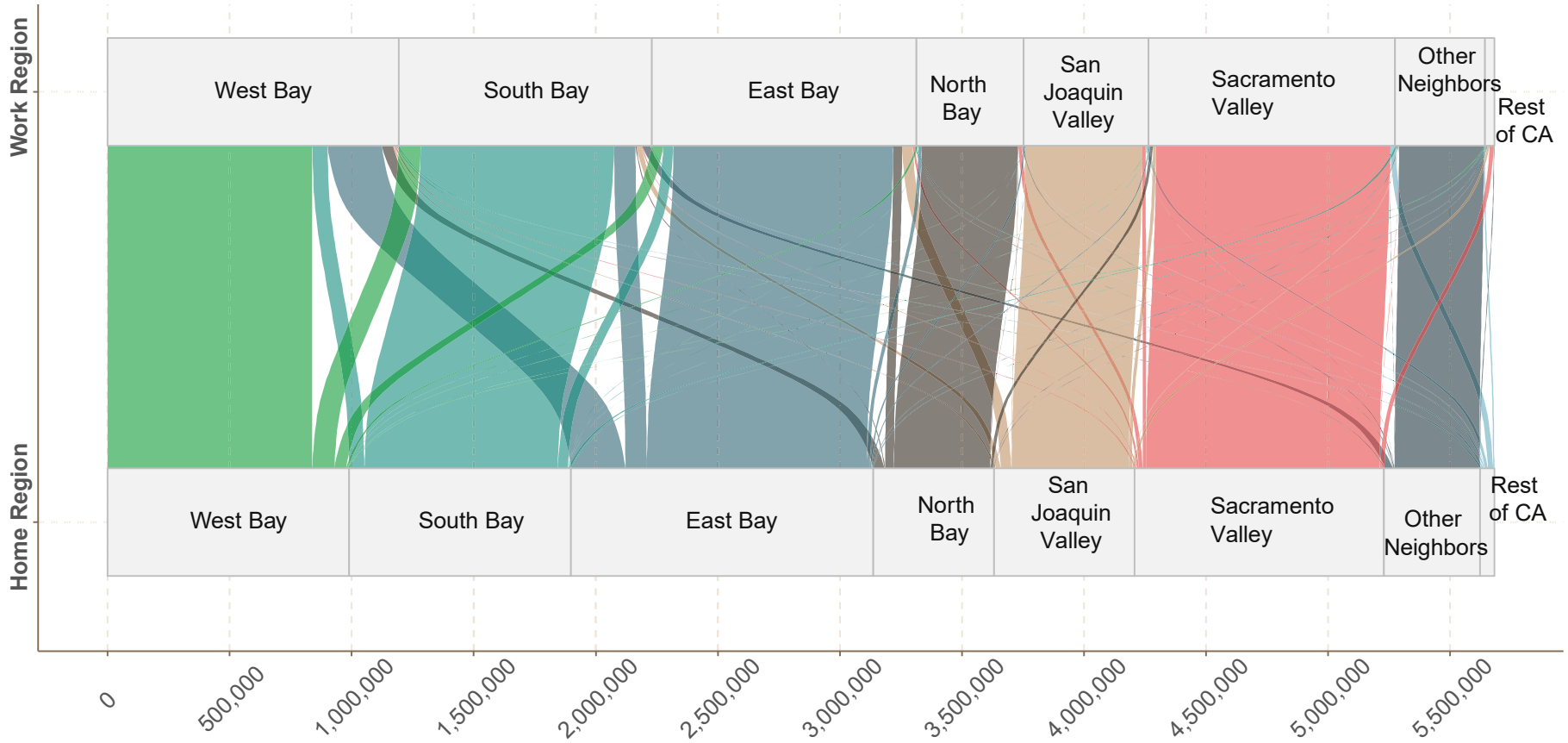


The Regional Growth Forecast for Plan Bay Area 2050 will be consistent both with Senate Bill 375 and the legal requirements of the BIA Bay Area legal settlement from Plan Bay Area (2013).

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

Regional Forecast

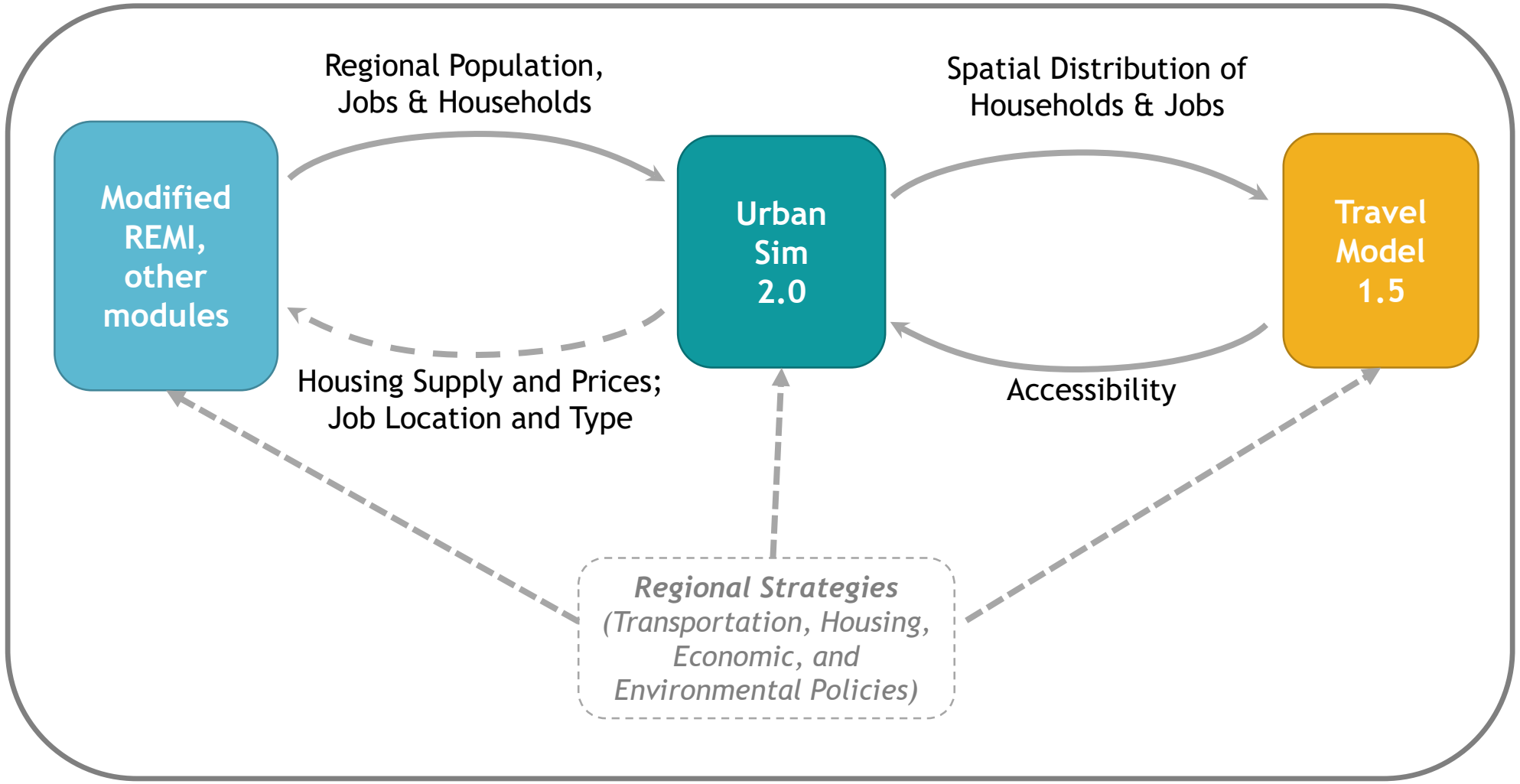
Subregion-to-Subregion Commute Flow Chart



- 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.

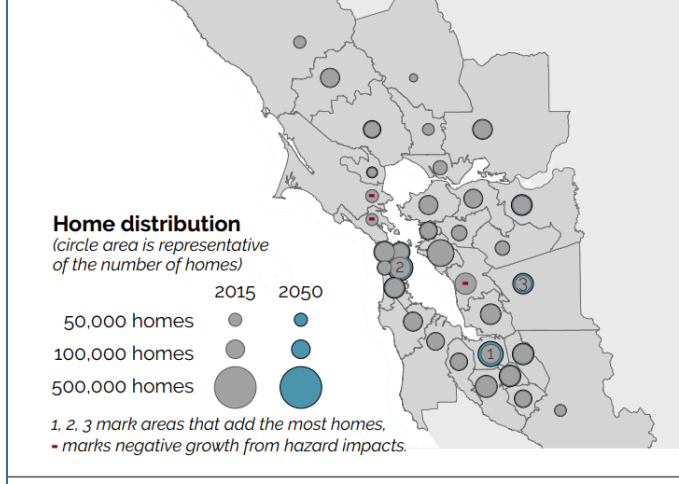
Source: CTPP 2012-16

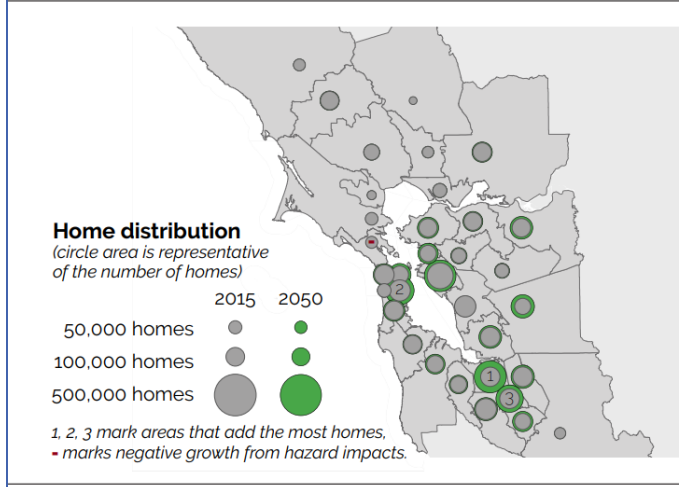
Integrating Strategies:
An Iterative Approach to Forecasting

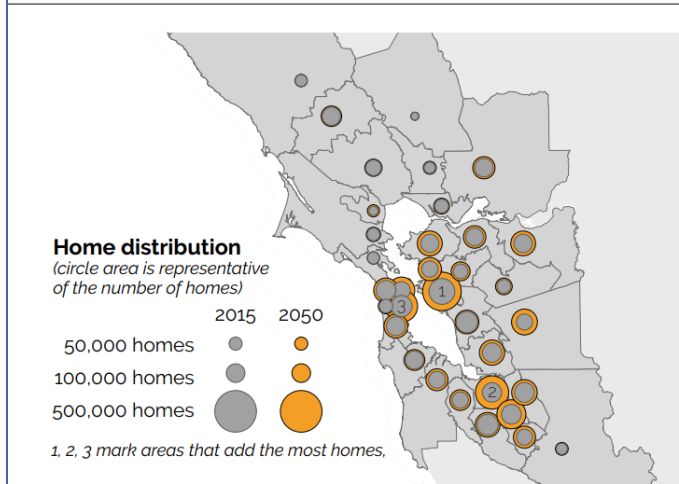


Building upon Horizon: Stress-Testing Strategies

- 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** have taken place this summer.







Engagement Around the Regional Growth Forecast Methodology

- **Horizon Futures Development + Perspective Papers** - RAWG meetings and other forums (Spring 2018 to Spring 2019)
- **Regional Growth Forecast Presentations at Committee & Board Meetings** (June and July 2019)
- **Public Comment Period** (July and August 2019)
- **Public Hearing** (September 19, 2019)

Further engagement with public & stakeholders on the Growth Forecast will occur through Plan Bay Area 2050 process in fall 2019 & spring 2020.

Comment Period and Meetings: What We Heard

WHAT WE HEARD	STAFF RESPONSE TO COMMENTS
Encourage public input on the Growth Forecast, as well as the Plan itself.	There will be **continued opportunities** to provide input on the Forecast and Plan throughout fall 2019 and beyond.
The proposed methodology assumes aggressive job growth.	Job growth in our base forecast is driven by **moderate assumptions** about national and industry conditions.
Consider more moderate projections and greater dispersal of jobs and housing.	Moderate national growth drives the forecast; **locational strategies** may enable a greater jobs-housing balance.
Consider a number of economic, housing and transportation strategy ideas.	These ideas can be discussed and considered further during the development of the **Plan Bay Area 2050 Blueprint** this fall.

A complete summary of comments received and staff responses, as well as comment letters, can be found in **Attachment B.**

PLAN BAY AREA 2050

Questions? Comments?

Contact Cynthia Kroll at
ckroll@bayareametro.gov

What's Next for the Regional Growth Forecast?

- Public Comment Period ended **August 19, 2019**
- Seek Methodology Approval – **September 19, 2019**
- Draft Regional Growth Forecast – **Fall 2019**
- Final Regional Growth Forecast – **Spring 2020**

ASSOCIATION OF BAY AREA GOVERNMENTS
EXECUTIVE BOARD

RESOLUTION NO. 08-19

ADOPTION OF THE REGIONAL GROWTH FORECAST METHODOLOGY FOR PLAN BAY AREA 2050—THE 2021 REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY

WHEREAS, the Association of Bay Area Governments (ABAG) is a "public agency" within the meaning of Section 6500 of the California Joint Exercise of Powers Act, consisting of Sections 6500 through 6599.3 of the California Government Code, as amended from time to time (the "Joint Powers Act"); and

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

WHEREAS, Senate Bill (SB) 375 (Steinberg, 2008), as codified in Government Code Sections 65080(b) 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 ABAG, every four years; and

WHEREAS, SB 375 requires the SCS to identify areas within the region sufficient to house all the population of the region over the course of the planning period of the RTP taking into account population growth, household formation, and employment growth; and

WHEREAS, SB 375 specifies that ABAG shall be responsible for developing the regional growth forecast for the San Francisco Bay Area; and

WHEREAS, after the adoption of Plan Bay Area in 2013, the Building Industry Association of the Bay Area (BIA) filed a lawsuit against MTC and ABAG, claiming that all the housing needed in the Bay Area during the time horizon of the plan was not accounted for; and

WHEREAS, the Settlement Agreement ("Agreement") between BIA and MTC and ABAG requires that the SCS shall set forth a forecasted development pattern for the region that includes the Regional Housing Control Total, which shall mean the regional housing demand over the course of the planning period of the RTP pursuant to Government Code Section 65080, subdivision (b)(2)(B)(ii); and

WHEREAS, pursuant to the Agreement, MTC and ABAG shall adopt the methodology that determines the Regional Housing Control Total and forecasted development pattern for the SCS at a public hearing, after giving the public the opportunity to review and comment;

NOW, THEREFORE, BE IT RESOLVED, that the Executive Board of the Association of Bay Area Governments hereby adopts the Regional Growth Forecast Methodology for the Regional Housing Control Total for Plan Bay Area 2050 as presented at a public hearing held on this date and set forth in Attachment A.

The foregoing was adopted by the Executive Board this 19th day of September, 2019.

David Rabbitt
President

Certification of Executive Board Approval

I, the undersigned, the appointed and qualified Clerk of the Board of the Association of Bay Area Governments (Association), do hereby certify that the foregoing resolution was adopted by the Executive Board of the Association at a duly called meeting held on the 19th day of September, 2019.

Frederick Castro
Clerk of the Board

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 #:	19-0903	**Version:**	1	**Name:**	
Type:	Action Item			**Status:**	Consent
File created:	7/31/2019			**In control:**	Joint MTC Planning Committee with the ABAG Administrative Committee
On agenda:	9/13/2019			**Final action:**	
Title:	Approval of MTC Planning Committee Minutes of the July 12, 2019 Meeting				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	4a_MTC PLNG_Minutes_July 12 2019.pdf				

Date	Ver.	Action By	Action	Result

Subject:
Approval of MTC Planning Committee Minutes of the July 12, 2019 Meeting

Recommended Action:
MTC Planning Committee Approval

Attachments:

Agenda Item 4a

Association of Bay Area Governments
METROPOLITAN TRANSPORTATION COMMISSION

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

Meeting Minutes - Draft

Joint MTC Planning Committee with the ABAG Administrative Committee

MTC Committee Members:
James P. Spering, Chair Anne W Halsted, Vice Chair

Damon Connolly, Dave Cortese, Sam Liccardo, Jake Mackenzie, David Rabbitt, Warren Slocum
Non-Voting Members: Dorene M. Giacopini and Janea Jackson

Friday, July 12, 2019 | **9:35 AM** | **Board Room - 1st Floor**

1. Roll Call / Confirm Quorum

Present: 6 - Commissioner Connolly, Commissioner Cortese, Vice Chair Halsted, Commissioner Liccardo, Commissioner Slocum and Chair Spering
Absent: 2 - Commissioner Mackenzie and Commissioner Rabbitt

Non-Voting Member Present: Commissioner Giacopini
Non-Voting Member Absent: Commissioner Stracner
Ex Officio Voting Members Present: Commission Vice Chair Pedroza
Ad Hoc Non-Voting Member Present: Commissioner Worth

ABAG Administrative Committee Members Present: Arreguin, Cortese, Mitchoff, Peralez, Pierce, and Ramos.

2. ABAG Compensation Announcement - Clerk of the Board

3. ABAG Administrative Committee Consent Calendar

Approval of the Consent Calendar

3a. 19-0726 Approval of ABAG Administrative Committee Summary Minutes of the May 10, 2019 and May 22, 2019 Meetings

Action: ABAG Administrative Committee Approval

Attachments: 3ai_05-10-2019_ABAG_Admin_Committee_Draft_Minutes.pdf
3aii_05-22-2019_ABAG_Admin_Committee_Draft_Minutes.pdf

4. MTC Planning Committee Consent Calendar

Upon the motion by Vice Chair Halsted and second by Commissioner Connolly, the MTC Planning Committee Consent Calendar was unanimously approved. The motion carried by the following vote:

Aye: 5 - Commissioner Connolly, Commissioner Cortese, Vice Chair Halsted, Commissioner Slocum and Chair Spering

Absent: 3 - Commissioner Liccardo, Commissioner Mackenzie and Commissioner Rabbitt

4a. 19-0727 Approval of MTC Planning Committee Minutes of the June 14, 2019 Meeting

Action: MTC Planning Committee Approval

Attachments: 4a_MTC PLNG_Minutes_June 14 2019.pdf

Commissioner Liccardo arrived after the approval of the Consent Calendar.

5. Information

5a. 19-0729 Plan Bay Area 2050: Public Engagement Overview

Presentation of the Plan Bay Area 2050 (Plan) public engagement plan, from promotion prior to Plan kickoff in September 2019 through adoption in summer 2021.

Action: Information

Presenter: Ursula Vogler

Attachments: 5a_PBA2050_Public Engagement Overview.pdf

Jane Kramer was called to speak.

5b. 19-0728 Plan Bay Area 2050: Regional Growth Forecast Methodology

Report on Plan Bay Area 2050: Regional Growth Forecast Methodology.

Action: Information

Presenter: Cynthia Kroll, Dave Vautin, and Kearey Smith

Attachments: 5b_PBA 2050-Regional Growth Forecast Methodology.pdf

5b_Handout_Correspondence.pdf

7. Public Comment / Other Business

8. Adjournment / Next Meeting

The next meeting of the MTC Planning Committee will be Friday, September 13, 2019 at 9:35 a.m. at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA.

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 #:	19-0904	**Version:**	1	**Name:**	
Type:	Report			**Status:**	Commission Approval
File created:	7/31/2019			**In control:**	Joint MTC Planning Committee with the ABAG Administrative Committee
On agenda:	9/13/2019			**Final action:**	
Title:	ABAG Resolution No. 09-19 and MTC Resolution No. 4393: Plan Bay Area 2050: Cross-Cutting Issues, Vision and Guiding Principles Overview of the Plan Bay Area 2050 process and seek approval of the Cross-Cutting Issues, Vision and Guiding Principles previously developed in consultation with the public, stakeholders, and elected officials through Horizon.				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	5a_PlanBayArea2050Kickoff_VisionGuidingPrinciplesAdoption_rev.pdf				

Date	Ver.	Action By	Action	Result

Subject:

ABAG Resolution No. 09-19 and MTC Resolution No. 4393: Plan Bay Area 2050: Cross-Cutting Issues, Vision and Guiding Principles

Overview of the Plan Bay Area 2050 process and seek approval of the Cross-Cutting Issues, Vision and Guiding Principles previously developed in consultation with the public, stakeholders, and elected officials through Horizon.

Presenter:

Dave Vautin

Recommended Action:

ABAG Executive Board Approval
MTC Commission Approval

Attachments:

Metropolitan Transportation Commission and the Association of Bay Area Governments

Joint MTC Planning Committee with the ABAG Administrative Committee

September 13, 2019 **Agenda Item 5a**

ABAG Resolution No. 09-19 and MTC Resolution No. 4393:
Plan Bay Area 2050: Overview and Vision & Guiding Principles Approval

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Subject: Overview of the *Plan Bay Area 2050* process and seek approval of the Vision and Guiding Principles previously developed in consultation with the public, stakeholders, and elected officials through *Horizon*.

Background: MTC and ABAG are beginning development of *Plan Bay Area 2050* this month, which will serve as the region's next-generation long-range plan. *Plan Bay Area 2050* will tackle four topic areas – transportation, housing, the economy, and the environment – while integrating key themes of equity and resilience. Under federal and state planning regulations, *Plan Bay Area 2050* must be adopted by summer 2021, while at the same time meeting key requirements related to climate change, housing, and fiscal constraint, among others.

Staff plans on building upon the robust scenario planning, policy analysis, and project evaluation efforts from the predecessor *Horizon* initiative. *Horizon* has explored a suite of strategies to better prepare the Bay Area for an uncertain future. Key deliverables, including the Futures Final Report and Project Performance Assessment results, are slated for release this fall in time to inform the creation of the *Plan Bay Area 2050* Blueprint. Refer to **Attachment C** for more details on the integration of these planning processes.

While the Plan will integrate a broader range of topic areas than in the past, it is important to underscore that the development and implementation of *Plan Bay Area 2050* will require strengthening partnerships across the Bay Area. The first step of the *Plan Bay Area 2050* process will be the development of the Blueprint, which has previously been referred to as the "preferred scenario". The Blueprint will detail strategies (e.g., public policies and investments) that could be considered by local, regional, and state agencies to address the significant challenges the Bay Area faces, both today and in the future. Staff will enhance and expand engagement with local jurisdictions and key stakeholders as we advance into this phase of the planning process.

To kick off the Blueprint phase, it is important to first solidify the vision and goals for *Plan Bay Area 2050*. A considerable months-long effort was undertaken as part of *Horizon* to identify a set of Guiding Principles for the San Francisco Bay Area. This included robust public engagement, integrating more than 10,000 unique comments, as well as refinements by working groups and committees; however, staff did not seek committee approval at the time. Given the efficacy of the Guiding Principles to date – which lay out an aspirational vision to make the Bay Area more ***affordable, connected, diverse, healthy*** **and** ***vibrant*** – staff recommends their continued use in *Plan Bay Area 2050* and is seeking joint Committee approval at this time.

By adopting the proposed Vision and Guiding Principles for use in *Plan Bay Area 2050*, MTC and ABAG will affirm its commitment to the priorities outlined by members of the public and refined by our partners, while also connecting *Horizon*

and *Plan Bay Area 2050* with a shared vision. Refer to **Attachment A** for more information on the proposed Vision and Guiding Principles, including their development and their use in planning processes to-date.

Issues:

Equity. Previous iterations of *Plan Bay Area* have performed much better on environmental goals than on equity goals (e.g., displacement risk, housing affordability, etc.). In part, this is driven by the strategies included in the Plan. Should the boards wish to tackle this growing regional challenge, more ambitious strategies may be necessary to address the systemic inequities in our region's development pattern and infrastructure investments. To begin that conversation, staff will highlight some potential equity strategies and their relative efficacy as part of the upcoming *Horizon* Futures Final Report.

Greenhouse Gas Emissions (GHG). Under Senate Bill 375, *Plan Bay Area 2050* must strive to meet or exceed a state-mandated per-capita greenhouse gas emissions reduction target for cars and light-duty trucks. In 2018, the Air Resources Board modified the reduction target for year 2035 for the San Francisco Bay Area from 15 percent to 19 percent. While this increase may not seem significant at first glance, staff analysis indicates that ambitious new strategies may be necessary to consider this Plan cycle. Under Senate Bill 1, the region would become ineligible for Solutions for Congested Corridors Program funding if it does not meet the target this Plan cycle.

New Revenues. New revenues for transportation, housing, sea level rise, and other key issue areas may help to address the challenges posed above. Staff is evaluating how to best capture potential new revenues in the development of the fiscally-constrained plan. Ideally our approach will allow the boards to consider integrating new revenues into the Plan; and highlight the potential benefits of new revenues to tackle regional challenges.

Next Steps:

Staff recommend that the Committees support and refer ABAG Resolution No. 09-19 and MTC Resolution No. 4393, which adopt the Vision and Guiding Principles for *Plan Bay Area 2050*, to the MTC Commission and ABAG Executive Board for approval. Staff will return to the Committees this fall to begin crafting the Draft Blueprint for *Plan Bay Area 2050*, as shown in **Attachment B** (Key Milestones).

Attachments:

Attachment A: Plan Bay Area 2050 Vision and Guiding Principles: Summary of Development Process & Use in Horizon Initiative
Attachment B: Horizon and Plan Bay Area 2050: Key Milestones
Attachment C: ABAG Resolution No. 09-19 and MTC Resolution No. 4393
Attachment D: Presentation

Therese W. McMillan

PLAN BAY AREA 2050

Plan Bay Area 2050 Vision and Guiding Principles:
Summary of Development Process & Use in Horizon Initiative

Guiding Principles: A Proposed Framework for *Plan Bay Area 2050*

Over the past year and a half, *Horizon* has been centered on five Guiding Principles – *Affordable, Connected, Diverse, Healthy* and *Vibrant*. The Guiding Principles were developed in conjunction with members of the public, partners and elected officials between February and June 2018 through a wide range of public and stakeholder engagement; while there was consensus to move them forward, staff did not request formal adoption at the time.

Since then, the *Horizon* Guiding Principles have been used to assess strategies proposed by Perspective Papers, organize the evaluation of opportunities and challenges across Futures, evaluate potential transportation investments through Project Performance Assessment and focus public engagement on key issue areas. Given their effectiveness in the *Horizon* process, staff proposes to continue their use and recommends that they formally be adopted for *Plan Bay Area 2050*. Staff has also fused together the five Guiding Principles to craft a proposed Vision for the Plan.

Proposed Vision: To ensure by the year 2050 that the Bay Area is affordable, connected, diverse, healthy, and vibrant for all.

Proposed Guiding Principles

Guiding Principle	Description
Affordable	All Bay Area residents and workers have sufficient housing options they can afford – households are economically secure.
Connected	An expanded, well-functioning transportation system connects the Bay Area – fast, frequent, and efficient intercity trips are complemented by a suite of local transportation options, connecting communities and creating a cohesive region.
Diverse	The Bay Area is an inclusive region where people from all backgrounds, abilities, and ages can remain in place - with access to the region's assets and resources.
Healthy	The region's natural resources, open space, clean water, and clean air are conserved – the region actively reduces its environmental footprint and protects residents from environmental impacts.
Vibrant	The Bay Area is an innovation leader, creating quality job opportunities for all and ample fiscal resources for communities.

Development

Development of the Guiding Principles began in earnest in February 2018. MTC/ABAG organized 28 pop-up outreach events throughout the nine counties of the Bay Area, 17 of which were in Communities of Concern. MTC/ABAG also conducted an online survey over this same time period. Together, the two sources generated over 10,000 unique comments related to the public's vision and priorities for the future of the Bay Area. Staff analyzed the pop-up and online survey comments, identifying common themes that were consistent across the region. Originally, staff proposed four Guiding Principles – *Affordable, Connected, Diverse* and *Healthy*.

Staff presented the proposed Guiding Principles to the Policy Advisory Council, Regional Advisory Working Group and the Joint MTC Planning Committee with the ABAG Administrative Committee. Based on input from partners and elected officials, staff added a fifth Guiding Principle – *Vibrant* – to describe the regional vision for continued economic vitality and an economy that benefits all communities. The finalized Guiding Principles were presented to MTC/ABAG committees and partners in June 2018, with general consensus to advance them for use in *Horizon*.

Application of Guiding Principles in *Horizon*

To date, the Guiding Principles have been used for the following *Horizon* deliverables:

- **Perspective Papers:** MTC/ABAG has released four Perspective Papers to-date to inform the *Horizon* process, with a final paper on Bay Crossings slated for fall 2019. The Guiding Principles were used to qualitatively assess strategies proposed in Perspective Papers and identify tradeoffs associated with strategies.
- **Futures Planning:** In March 2019, MTC/ABAG concluded initial modeling work that project conditions through the year 2050 in each of the three *Horizon* futures. The findings were summarized in the *Futures Interim Report: Opportunities and Challenges* and published on *Vital Signs*, MTC/ABAG's regional performance monitoring initiative. The interim analysis examined conditions in the three futures through the lens of ten indicators sourced from *Vital Signs*. For example, the Healthy Guiding Principle was evaluated by looking at greenhouse gas emissions and greenfield development, whereas the Connected Guiding Principle was evaluated using commute times and mode shares.
- **Project Performance Assessment:** As in previous Plan cycles, projects are currently being evaluated through a Project Performance Assessment, which includes both a benefit-cost analysis and equity analysis using Travel Model 1.5. These analyses are being complemented by a qualitative secondary assessment, which considers how a project directly impacts the Guiding Principles.
- **Public Engagement:** The Guiding Principles have also been used for engagement with members of the general public as well as with partners, including at extended RAWG workshops and during the winter 2019 *Horizon* workshops.

Application of Guiding Principles in *Plan Bay Area 2050*

The planning process for both *Plan Bay Area* and *Plan Bay Area 2040* began with the selection of goals, performance measures, and quantitative performance targets. For *Plan Bay Area 2050*, staff recommend taking a more dynamic approach to performance measurement. Instead of finalizing goals, performance measures, and targets at the start of the planning process, staff recommend that the Committees adopt the proposed Vision and Guiding Principles as a structure for future performance measurement.

In prior Plans, performance targets were set months prior to analysis and modeling necessary to understand the feasibility of such goals. This process also "locked in" a set of performance measures that sometimes proved ineffective in quantifying the effects of the Plan. For *Plan Bay Area 2050*, staff propose identifying performance measures during the Draft Blueprint process to help "tell the story of the Plan" with relevant data and model outputs. Rather than selecting brand-new performance measures, staff intend to develop a curated list of metrics from the *Vital Signs* performance monitoring initiative, which already tracks 41 different indicators. Staff will return to working groups and committees on this topic in early 2020 during the Blueprint development process.

Horizon and Plan Bay Area 2050: Key Milestones

(Dates are tentative and subject to change.)

HORIZON | PLAN BAY AREA 2050

Refer to Detailed Blueprint Schedule

2018: Feb Mar Apr May Jun Jul Aug Sep Oct Nov Dec
2019: Jan Feb Mar Apr May Jun Jul Aug Sep Oct Nov Dec
2020: Jan Feb Mar Apr May Jun Jul Aug Sep Oct Nov Dec
2021: Jan Feb Mar Apr May Jun

Horizon

Plan Bay Area 2050

Public and Stakeholder Engagement

- Pop-Up Outreach & Online Survey
- Peer Exchange
- Public Engagement
- Public Engagement
- Public Engagement
- Public Workshops
- Digital Engagement

Futures Planning

- Identify Guiding Principles
- Round 1 Futures Analysis
- Round 2 Futures Analysis
- Define Futures

Perspective Papers

- Develop Perspective Papers

Project Performance

- Evaluate Projects
- Request Transformative Projects
- Review Projects
- Request for Projects
- Prioritize Projects

Regional Forecasting

- Regional Forecast Approach
- Methodology
- Draft Forecast
- Final Forecast
- Revenue Forecasts
- Needs Assessments
- Regional Housing Need Allocation (RHNA)
- Adopt RHNA

Blueprint Development

- Public Participation Plan
- Adopt Guiding Principles
- Growth Framework Update
- Develop Blueprint
- Release Draft Blueprint
- Advance Final Blueprint into EIR Analysis

Plan Document, EIR, and Implementaion

- Release Draft Air Quality Conformity and Title VI/EJ Analysis
- Conduct Air Quality Conformity and Title VI/EJ Analysis
- Release Draft Plan & Draft EIR
- Prepare Draft Plan and Draft EIR
- Develop Implementation Plan
- Adopt Plan, EIR, Air Quality Conformity and Title VI/EJ Analysis
- Implement Plan Bay Area 2050

☐ ABAG/MTC Information
☑ ABAG/MTC Action

mtc.graphics.sk — 7.16.2019

ASSOCIATION OF BAY AREA GOVERNMENTS
EXECUTIVE BOARD

RESOLUTION NO. 09-19

APPROVAL OF PLAN BAY AREA 2050 CROSS-CUTTING ISSUES, VISION AND GUIDING PRINCIPLES

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, 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 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) (MTC Resolution No. 4111 and ABAG Resolution No. 06-13), and the second Plan Bay Area in 2017 (Plan Bay Area 2040) (MTC Resolution No. 4300 and ABAG Resolution No. 10-17); and

WHEREAS, MTC and ABAG are beginning development of Plan Bay Area 2050 to serve as the next-generation regional plan for transportation, housing, the economy, and the environment; and

WHEREAS, the predecessor Horizon initiative has conducted extensive public and stakeholder engagement as well as technical analyses to form the foundation of Plan Bay Area 2050; and

WHEREAS, over 10,000 unique public comments collected in early 2018, as well as multiple rounds of feedback from MTC and ABAG Committees, local government staff, and stakeholders, provided the basis for development and revision of the Cross-Cutting Themes, the Vision and the Guiding Principles, which have successfully been integrated into multiple Horizon deliverables in 2018 and 2019; and

WHEREAS, the Cross-Cutting Issues highlight the need to integrate equity and resilience across all topic areas and for all Guiding Principles in Plan Bay Area 2050; and

WHEREAS, the Vision outlines the intended outcomes of Plan Bay Area 2050; and

WHEREAS, the Guiding Principles provide a framework to inform qualitative and quantitative assessment of the performance of the Plan as well as strategies and projects included therein.

NOW, THEREFORE, BE IT 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 Cross-Cutting Issues, the Vision and the Guiding Principles, as identified in Attachment A to this Resolution, for use in Plan Bay Area 2050.

The foregoing was adopted by the Executive Board this 19th of September 2019.

David Rabbitt
President

Certification of Executive Board Approval

I, the undersigned, the appointed and qualified Clerk of the Board of the Association of Bay Area Governments (Association), do hereby certify that the foregoing resolution was adopted by the Executive Board of the Association at a duly called meeting held on the 19th day of September, 2019.

Frederick Castro
Clerk of the Board

ASSOCIATION OF BAY AREA GOVERNMENTS
RESOLUTION NO. 09-19

Attachment A

Re: Approval of *Plan Bay Area 2050* Cross-Cutting Issues, Vision and Guiding Principles

Cross-Cutting Issues: *Equity* and *Resilience*

Vision: To ensure by the year 2050 that the Bay Area is affordable, connected, diverse, healthy, and vibrant for all.

Guiding Principles

Guiding Principle	Description
Affordable	All Bay Area residents and workers have sufficient housing options they can afford – households are economically secure.
Connected	An expanded, well-functioning transportation system connects the Bay Area – fast, frequent, and efficient intercity trips are complemented by a suite of local transportation options, connecting communities and creating a cohesive region.
Diverse	The Bay Area is an inclusive region where people from all backgrounds, abilities, and ages can remain in place - with access to the region's assets and resources.
Healthy	The region's natural resources, open space, clean water, and clean air are conserved – the region actively reduces its environmental footprint and protects residents from environmental impacts.
Vibrant	The Bay Area is an innovation leader, creating quality job opportunities for all and ample fiscal resources for communities.

Date: September 25, 2019
W.I.: 1121
Referred by: Planning

ABSTRACT

Resolution No. 4393

This resolution adopts the Cross-Cutting Issues, the Vision and the Guiding Principles of *Plan Bay Area 2050*, the next-generation regional plan for transportation, housing, the economy, and the environment.

Further discussion of this subject is contained in the MTC Executive Director's Summary Sheet dated September 13, 2019.

Date: September 25, 2019
W.I.: 1121
Referred by: Planning

Re: Approval of *Plan Bay Area 2050* Cross-Cutting Issues, Vision and Guiding Principles

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4393

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, 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 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*) (MTC Resolution No. 4111 and ABAG Resolution No. 06-13), and the second *Plan Bay Area* in 2017 (*Plan Bay Area 2040*) (MTC Resolution No. 4300 and ABAG Resolution No. 10-17); and

WHEREAS, MTC and ABAG are beginning development of *Plan Bay Area 2050* to serve as the next-generation regional plan for transportation, housing, the economy, and the environment; and

WHEREAS, the predecessor *Horizon* initiative has conducted extensive public and stakeholder engagement as well as technical analyses to form the foundation of *Plan Bay Area 2050*; and

WHEREAS, over 10,000 unique public comments collected in early 2018, as well as multiple rounds of feedback from MTC and ABAG Committees, local government staff, and stakeholders, provided the basis for development and revision of the Cross-Cutting Themes, the Vision and the Guiding Principles, which have successfully been integrated into multiple *Horizon* deliverables in 2018 and 2019; and

WHEREAS, the Cross-Cutting Issues highlight the need to integrate equity and resilience across all topic areas and for all Guiding Principles in *Plan Bay Area 2050*; and

WHEREAS, the Vision outlines the intended outcomes of *Plan Bay Area 2050*; and

WHEREAS, the Guiding Principles provide a framework to inform qualitative and quantitative assessment of the performance of the Plan as well as strategies and projects included therein; now, therefore, be it

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

RESOLVED, that MTC, as a decision making body, hereby adopts the Cross-Cutting Issues, the Vision and the Guiding Principles, as identified in Attachment A to thus Resolution, for use in *Plan Bay Area 2050*.

METROPOLITAN TRANSPORTATION COMMISSION

_____

Scott Haggerty, Chair

This resolution was entered into by the
Metropolitan Transportation Commission at a
regular meeting of the Commission held in
San Francisco, California on September 25, 2019.

Date: September 25, 2019
W.I.: 1121
Referred by: Planning

Attachment A
Metropolitan Transportation Commission
Planning Committee

Re: Approval of *Plan Bay Area 2050* Cross-Cutting Issues, Vision and Guiding Principles

Cross-Cutting Issues: *Equity* and *Resilience*

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Vibrant	The Bay Area is an innovation leader, creating quality job opportunities for all and ample fiscal resources for communities.

PLAN BAY AREA 2050

Golden Gate from Marin Headlands
Source: Flickr/Creative Commons

Plan Bay Area 2050 Overview

Seeking Approval of Vision & Guiding Principles

MTC Planning Committee / ABAG Admin. Committee

Dave Vautin & Raleigh McCoy - September 13, 2019

PLAN BAY AREA 2050

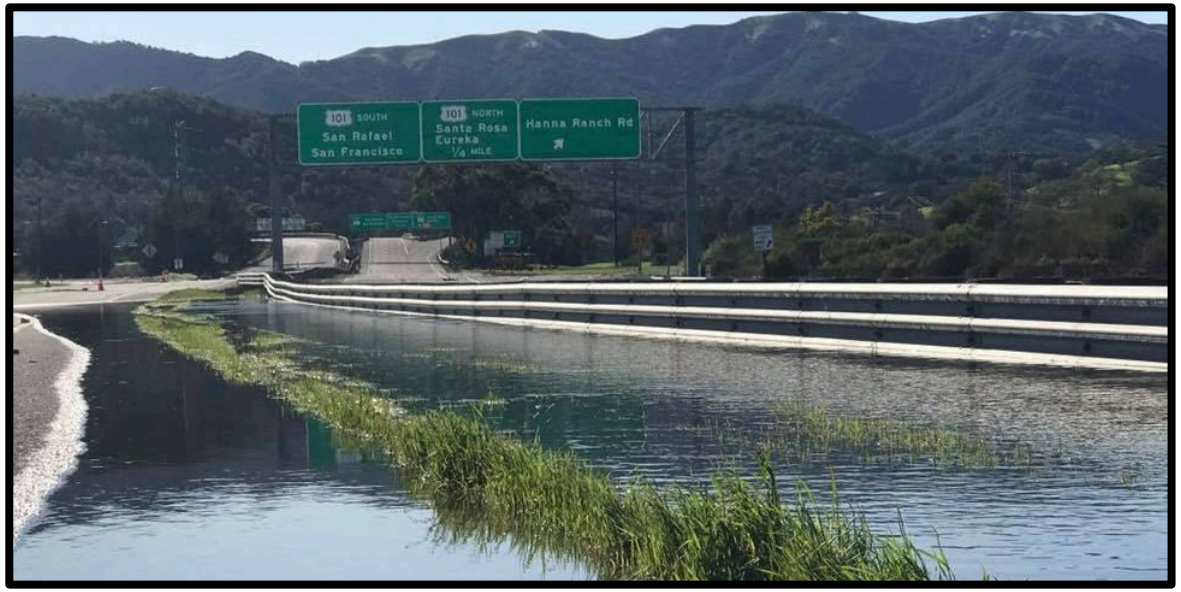
Tri-Valley
Source: Flickr/Creative Commons

We're excited to officially launch *Plan Bay Area 2050* this month. Over the next two years, MTC and ABAG will work together to plan for a better Bay Area - considering strategies to tackle the challenges of today and tomorrow.

What key themes are emerging from the *Horizon* process?

Marin County
Source: Marin Community Development

Highway 37
Source: NorCal Public Media



Equity. Strategies included in past versions of *Plan Bay Area* have fallen short of key equity goals, such as addressing regional affordability. Bolder strategies may be required to effectively address this challenge.

Resilience. The package of strategies from *Plan Bay Area 2040* generally struggled to be sufficiently resilient to technological, economic, political, and environmental uncertainties in the region's future.

PLAN BAY AREA 2050

Final *Horizon* activities will help build a stronger foundation for *Plan Bay Area 2050*.

Futures Final Report

Identifies which strategies are resilient across multiple futures.

Project Performance Results

Identifies which infrastructure projects are resilient across multiple futures.

Crossings Perspective Paper

Explores a suite of Bay Crossings in advance of the Plan.

FALL 2019 RELEASE

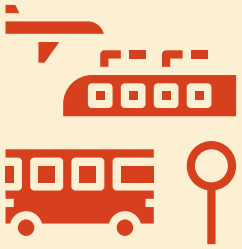
HORIZON → PLAN BAY AREA 2050

Similar to *Horizon*, ***Plan Bay Area 2050*** **will address four core topic areas,** as we work to create a long-range integrated regional vision for the next 30 years.

Cross-Cutting Issues

Equity

Resilience



Transportation

Environment

Housing

Economy

Central Theme: Partnership

Strategies necessary to address challenges across these topic areas will ultimately require partnership with local, regional, and state governments - as well as the non-profit and private sectors.

Simplified Flowchart - from 2018 to 2021

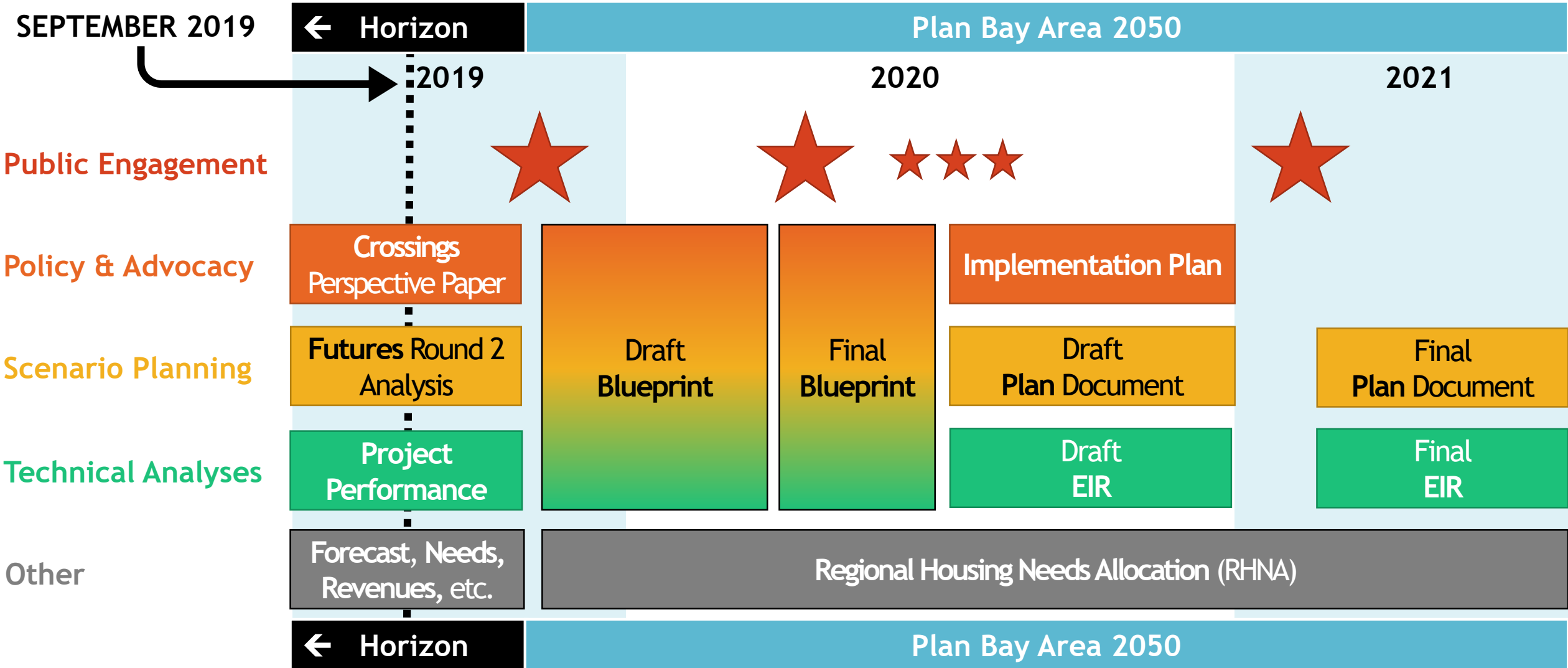
Robust scenario planning, project evaluation, and policy analyses

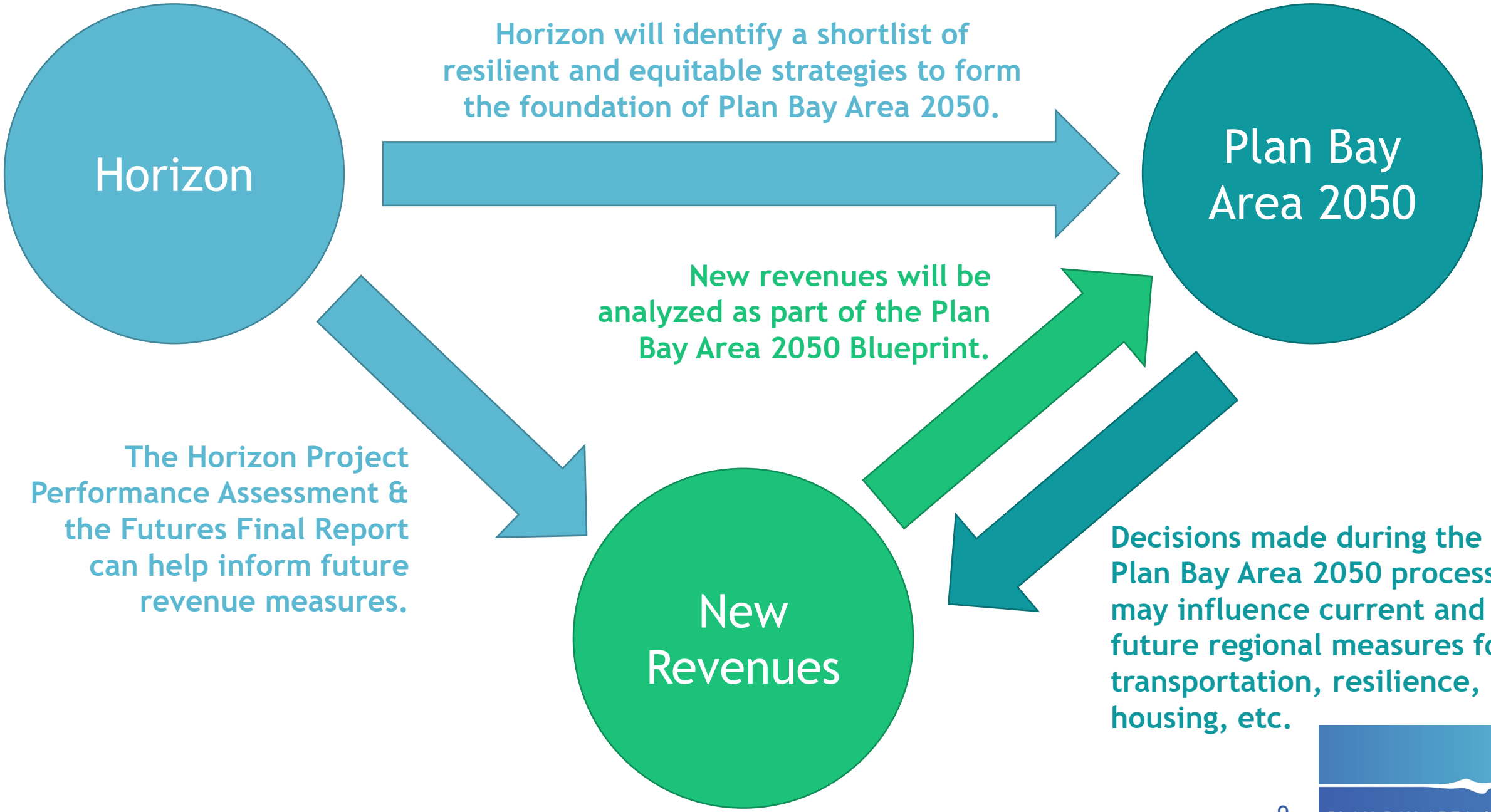
Selection of resilient and equitable strategies to create a more comprehensive regional plan

Development of shorter-range Implementation Plan + environmental analysis

PLAN BAY AREA 2050

Plan Bay Area 2050 Schedule




Horizon
Horizon will identify a shortlist of resilient and equitable strategies to form the foundation of Plan Bay Area 2050.
Plan Bay Area 2050
New revenues will be analyzed as part of the Plan Bay Area 2050 Blueprint.
The Horizon Project Performance Assessment & the Futures Final Report can help inform future revenue measures.
New Revenues
Decisions made during the Plan Bay Area 2050 process may influence current and future regional measures for transportation, resilience, housing, etc.

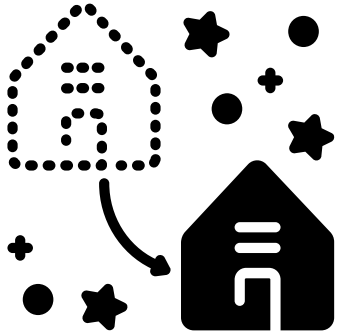
Three Topics to Think About…

- **Equity.** *Plan Bay Area 2040* performed much better on environmental goals than on equity goals; in concert with the Equity Platform effort, staff proposes to prioritize equity to a significantly greater degree this cycle.

- **GHG.** The new 19 percent per-capita greenhouse gas emissions reduction target will require ambitious strategies going far beyond *Plan Bay Area 2050*; adopting a Plan that does not achieve the target puts the region's SB1 Solutions for Congested Corridors funding at risk post-2021.

- **New Revenues.** The Blueprint may be able to incorporate significant new revenues that could fund transportation, housing, economic, and/or environmental strategies.

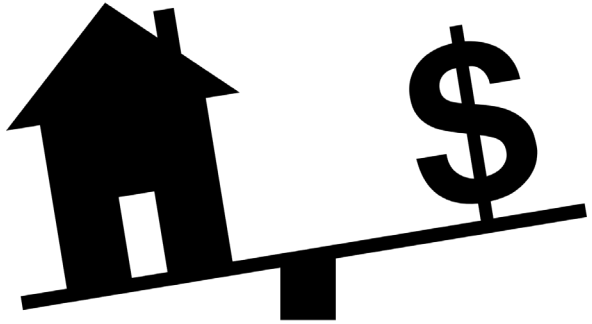
Placing equity as a priority will require further refinement of Plan strategies.



The strategies of Plan Bay Area 2040 were **insufficient to prevent further growth in displacement risk.**

Through *Horizon*, we are testing the following strategies for the boards to consider including in the Plan, among others:

- Requiring a greater share of new housing to be deed-restricted affordable units
- Strengthening renter protections
- Increasing affordable housing preservation and production



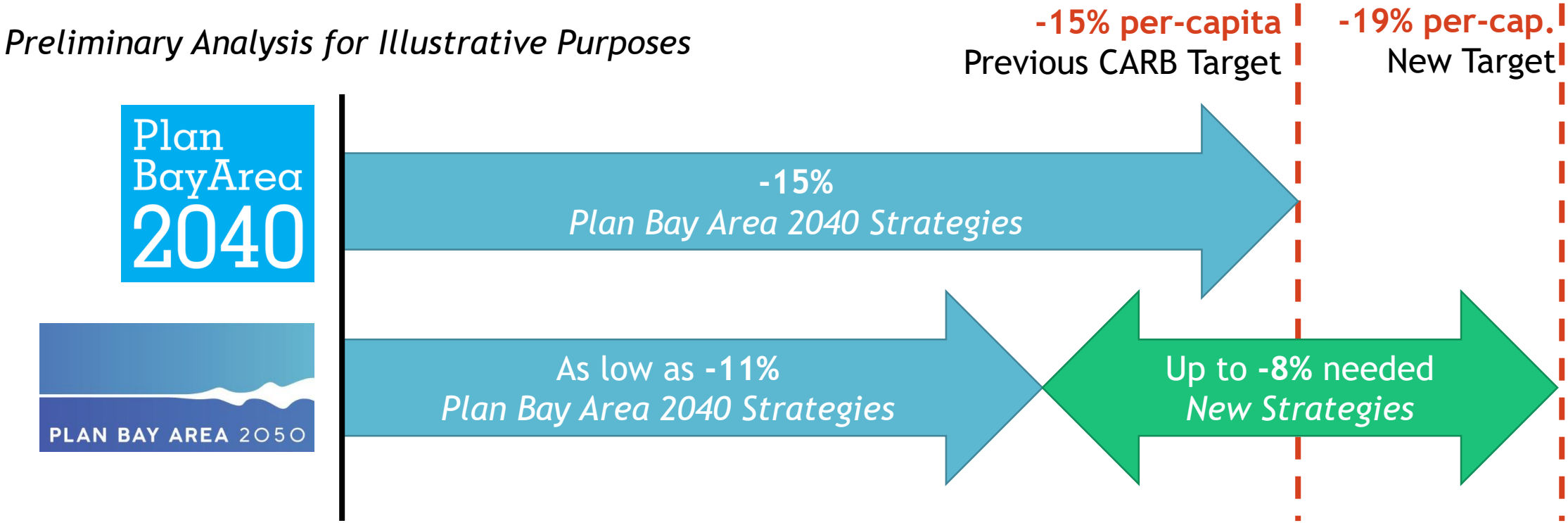
The strategies of Plan Bay Area 2040 **did little to address the rising cost of living in the Bay Area.**

Through *Horizon*, we are testing the following strategies for the boards to consider including in the Plan, among others:

- Allowing housing near transit and in high-resource areas
- Providing free transit to lower-income households
- Subsidizing childcare for lower-income households

Meeting the new 2035 GHG target will only be possible with ambitious new strategies.

Preliminary Analysis for Illustrative Purposes



What magnitude of strategies would be necessary, if the boards want to close this gap?

approx. **-5%**
Reduce freeway speed limits to 55 mph with robust enforcement

approx. **-3%**
Fund set of transformative transit megaprojects with new revenues

approx. **-5%**
Incorporate strategies to enable nearly all job and housing growth to focus in the region's lowest-VMT areas

PLAN BAY AREA 2050

Engaging Stakeholders and the Public in Crafting the Blueprint

Stakeholder Meetings
(RAWG, etc.)

Ongoing Local Engagement

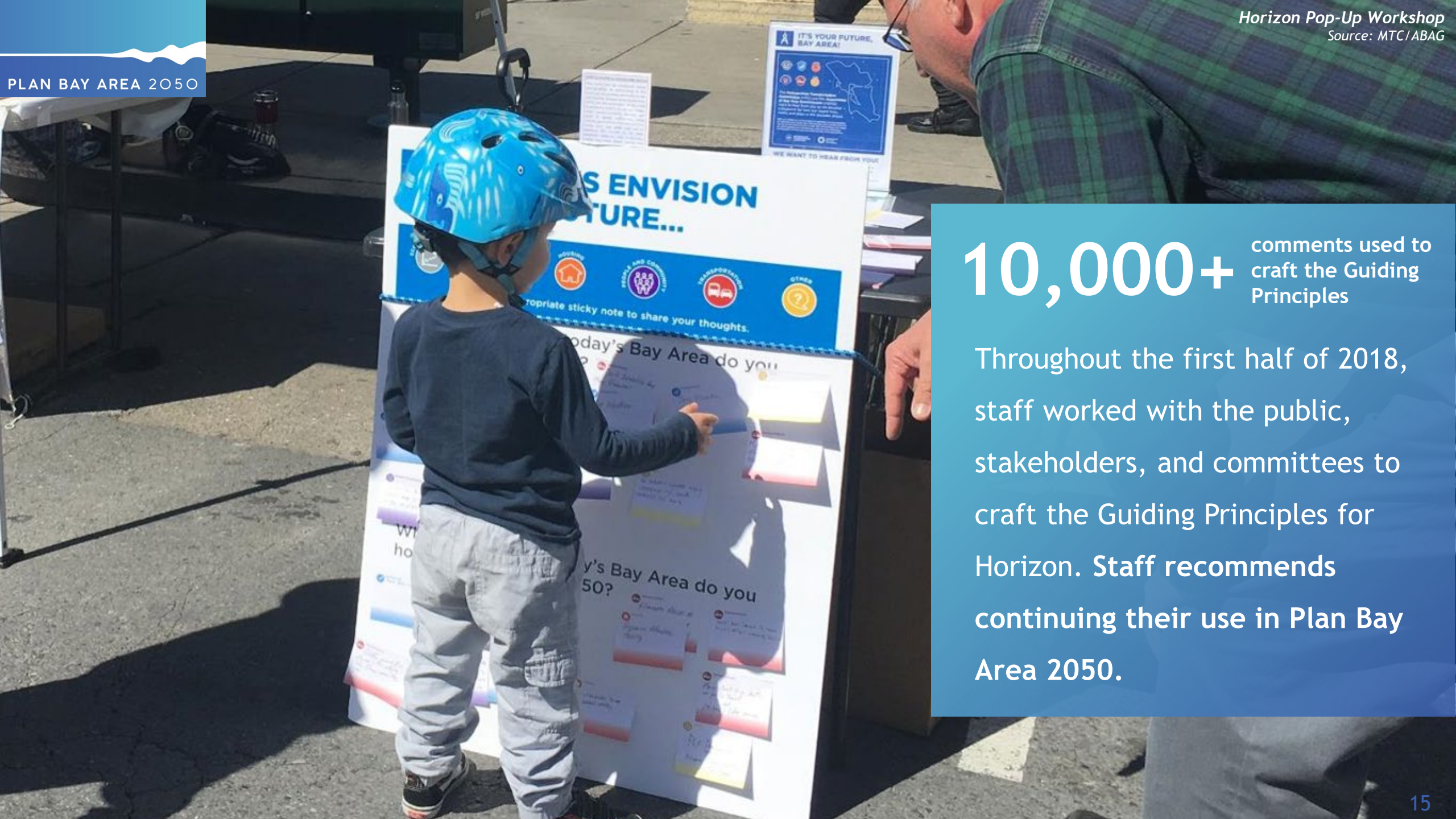
Pop-Up Workshops

Mayor of Bayville
App, Webinars, etc.

PLAN BAY AREA 2050

South Bay Hills
Source: Flickr/Creative Commons

Proposed Vision & Guiding Principles



Horizon Pop-Up Workshop
Source: MTC/ABAG

10,000+ **comments used to craft the Guiding Principles**

Throughout the first half of 2018, staff worked with the public, stakeholders, and committees to craft the Guiding Principles for Horizon. **Staff recommends continuing their use in Plan Bay Area 2050.**

Vision for Plan Bay Area 2050

(seeking final approval from committees)

To ensure by the year 2050 that the Bay Area is **affordable**, **connected**, **diverse**, **healthy** and **vibrant** for all.

Guiding Principles for Plan Bay Area 2050

(seeking final approval from committees)

AFFORDABLE

All Bay Area residents and workers have sufficient housing options they can afford – households are economically secure.

CONNECTED

An expanded, well-functioning transportation system connects the Bay Area – fast, frequent and efficient intercity trips are complemented by a suite of local transportation options, connecting communities and creating a cohesive region.

DIVERSE

The Bay Area is an inclusive region where people from all backgrounds, abilities, and ages can remain in place – with access to the region's assets and resources.

HEALTHY

The region's natural resources, open space, clean water and clean air are conserved – the region actively reduces its environmental footprint and protects residents from environmental impacts.

VIBRANT

The Bay Area region is an innovation leader, creating quality job opportunities for all and ample fiscal resources for communities.

Icons Credit: The Noun Project

How have we used the Guiding Principles for planning to date?

HORIZON

Perspective Papers

Futures Planning

Project Performance

Public Engagement

Cross-Cutting Issues	*Equity*	*Resilience*
Vision	To ensure by the year 2050 that the Bay Area is **affordable, connected, diverse, healthy, and vibrant for all.**	
Guiding Principles	**Affordable**	All Bay Area residents and workers have sufficient housing options they can afford – households are economically secure.
	Connected	An expanded, well-functioning transportation system connects the Bay Area – fast, frequent and efficient intercity trips are complemented by a suite of local transportation options, connecting communities and creating a cohesive region.
	Diverse	The Bay Area is an inclusive region where people from all backgrounds, abilities, and ages can remain in place – with access to the region's assets and resources.
	Healthy	The region's natural resources, open space, clean water and clean air are conserved – the region actively reduces its environmental footprint and protects residents from environmental impacts.
	Vibrant	The Bay Area region is an innovation leader, creating quality job opportunities for all and ample fiscal resources for communities.