



375 Beale Street
Suite 700
San Francisco, California
94105

Meeting Agenda

ABAG Administrative Committee

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

Friday, October 11, 2019

9:40 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 9:40 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

Bay Area Metro Center, 375 Beale Street, 1st Floor, Board Room, San Francisco, California

Teleconference Location

200 East Santa Clara Street, 18th Floor, Room 1853, San José, 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

2. ABAG Compensation Announcement

ABAG Clerk of the Board

3. ABAG Administrative Committee Consent Calendar

- 3.a. [19-1166](#) Approval of ABAG Administrative Committee Minutes of September 13, 2019

Action: ABAG Administrative Committee Approval

Presenter: Clerk of the Board

Attachments: [Item 03A Minutes 20190913 Draft.pdf](#)

4. MTC Planning Committee Consent Calendar

- 4.a. [19-1065](#) Approval of MTC Planning Committee Minutes of the September 13, 2019 Meeting

Action: MTC Planning Committee Approval

Attachments: [4a_MTC_PLNG_Minutes_Sept_13_2019.pdf](#)

5. Information

- 5.a. [19-1066](#) Horizon: Futures Final Report

Presentation on findings from the second and final round of Futures Planning, including recommendations of Horizon strategies resilient to future uncertainty which should be advanced into Plan Bay Area 2050.

Action: Information

Presenter: Michael Germeraad

Attachments: [5ai_Horizon_Futures_Final_Report.pdf](#)
[5aii_Horizon_Futures_Final_Report_AttachmentA_Presentation.pdf](#)

- 5.b. [19-0906](#) Transit Update: Rail Synthesis and Crossings

Highlights of the progress on regional rail over the past decade, including identification of potential next steps to improve the region's transit system and discussion of tradeoffs associated with a new Transbay Crossing.

Action: Information

Presenter: Adam Noelting and Anup Tapase

Attachments: [5b_Regional_Rail_Planning_Update.pdf](#)

- 5.c. [19-1067](#) Plan Bay Area 2040 Amendment Update

Update on a requested amendment to Plan Bay Area 2040, the current long-range plan adopted in 2017, to integrate an Interstate 680 Express Lanes project in Alameda County.

Action: Information

Presenter: Adam Noelting

Attachments: [5c_Plan_Bay_Area_2040_Amendment_Update.pdf](#)

6. Public Comment / Other Business

7. Adjournment / Next Meeting

The next meeting of the ABAG Administrative Committee is on November 8, 2019.

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.



ABAG

Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 19-1166 **Version:** 1 **Name:**

Type: Minutes **Status:** Consent

File created: 10/3/2019 **In control:** ABAG Administrative Committee

On agenda: 10/11/2019 **Final action:**

Title: Approval of ABAG Administrative Committee Minutes of September 13, 2019

Sponsors:

Indexes:

Code sections:

Attachments: [Item 03A Minutes 20190913 Draft.pdf](#)

Date	Ver.	Action By	Action	Result
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Approval of ABAG Administrative Committee Minutes of September 13, 2019

Clerk of the Board

ABAG Administrative Committee Approval



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, September 13, 2019

9:35 AM

Board Room - 1st Floor

Association of Bay Area Governments Administrative Committee

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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

Bay Area Metro Center, 375 Beale Street, 1st Floor, Board Room, San Francisco, California
Teleconference Location
Napa County Administration Building, 1195 Third Street, Suite 310, Napa, California
70 W. Hedding Street, 10th Floor, Office of Supervisor Chavez, 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

Chair Rabbitt called the meeting to order at about 10:17 a.m. The following members participated by teleconference: Chavez, Ramos. Quorum was present.

Present: 9 - Arreguin, Chavez, Cortese, Haggerty, Mackenzie, Mitchoff, Pierce, Rabbitt, and Ramos

Absent: 1 - Peralez

2. ABAG Compensation Announcement - Clerk of the Board

The ABAG Clerk of the Board gave the compensation announcement.

3. ABAG Administrative Committee Consent Calendar

Chair Rabbitt directed the Clerk of the Board to conduct a roll call vote.

Upon the motion by Mitchoff and second by Arreguin, the ABAG Administrative Committee approved the Consent Calendar, including recommending ABAG Executive Board adoption of Resolution No. 08-19. The motion passed unanimously by the following vote:

Aye: 8 - Arreguin, Chavez, Cortese, Haggerty, Mitchoff, Pierce, Rabbitt, and Ramos

Absent: 2 - Mackenzie, and Peralez

3.a. [19-0969](#) Approval of ABAG Administrative Committee Minutes of July 12, 2019

3.b. [19-0970](#) ABAG Resolution No. 08-19: Plan Bay Area 2050: Regional Growth Forecast Methodology for Plan Bay Area 2050

4. MTC Planning Committee Consent Calendar

The MTC Planning Committee took action on this item.

4.a. [19-0903](#) Approval of MTC Planning Committee Minutes of the July 12, 2019 Meeting

5. Approval - ABAG Administrative Committee and MTC Planning Committee

The MTC Planning Committee took action on this item.

5.a. [19-0971](#) 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.

Mackenzie joined the meeting.

The following gave public comment: Bob Allen, Urban Habitat; Jane Kramer; Susan Kirsch; Roland Lebrun.

Chair Rabbitt directed the Clerk of the Board to conduct a roll call vote.

Upon the motion by Pierce and second by Mitchoff, the ABAG Administrative Committee recommended ABAG Executive Board adoption of Resolution No. 09-19. The motion passed unanimously by the following vote:

Aye: 9 - Arreguin, Chavez, Cortese, Haggerty, Mackenzie, Mitchoff, Pierce, Rabbitt, and Ramos

Absent: 1 - Peralez

6. Public Comment / Other Business

The following gave public comment: Salem Afangideh, Public Advocates; Bob Allen, Urban Habitat; Roland Lebrun.

7. Adjournment / Next Meeting

Chair Rabbitt adjourned the meeting at about 11:22 a.m.

The next meeting of the ABAG Administrative Committee is on October 11, 2019.

Metropolitan Transportation Commission

Legislation Details (With Text)

File #: 19-1065 **Version:** 1 **Name:**
Type: Minutes **Status:** Consent
File created: 9/6/2019 **In control:** Joint MTC Planning Committee with the ABAG
Administrative Committee
On agenda: 10/11/2019 **Final action:**
Title: Approval of MTC Planning Committee Minutes of the September 13, 2019 Meeting
Sponsors:
Indexes:
Code sections:
Attachments: [4a MTC PLNG Minutes Sept 13 2019.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Approval of MTC Planning Committee Minutes of the September 13, 2019 Meeting

Recommended Action:

MTC Planning Committee Approval

Attachments:

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. Giacomini and Jimmy Stracner

Friday, September 13, 2019

9:35 AM

Board Room - 1st Floor

1. Roll Call / Confirm Quorum

Present: 6 - Commissioner Connolly, Commissioner Cortese, Commissioner Liccardo,
Commissioner Mackenzie, Commissioner Rabbitt and Chair Spering

Absent: 2 - Vice Chair Halsted and Commissioner Slocum

Non-Voting Member Present: Commissioner Giacomini

Non-Voting Member Absent: Commissioner Stracner

Ex Officio Voting Member Present: Commission Chair Haggerty

Ad Hoc Non-Voting Members Present: Commissioner Josefowitz

ABAG Administrative Committee Members Present: Arreguin, Chavez, Cortese, Haggerty, Mackenzie,
Mithoff, Pierce, Rabbitt, and Ramos.

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](#)

Pat Eklund was called to speak.

4. MTC Planning Committee Consent Calendar

Approval of the Consent Calendar

Upon the motion by Commissioner Connolly and second by Commissioner Liccardo, the Consent Calendar was unanimously approved by the following vote:

Aye: 6 - Commissioner Connolly, Commissioner Cortese, Commissioner Liccardo, Commissioner Mackenzie, Commissioner Rabbitt and Chair Spering

Absent: 2 - Vice Chair Halsted and Commissioner Slocum

- 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: MTC Commission Approval

Presenter: Dave Vautin and Raleigh McCoy

Attachments: [9a_HANDOUT_MTC_Reso-4393_Summary_of_Amends.pdf.pdf](#)
[9a_PLANNING_5a_PlanBayArea2050Kickoff_VisionGuidingPrinciplesAdoption.pdf](#)

The following individuals spoke on this item:

Bob Allen, Urban Habitat;
Jane Kramer;
Susan Kirsch; and
Roland Lebrun.

Upon the motion by Commissioner Mackenzie and seconde by Chair Spering, MTC Resolution No. 4393: Plan Bay Area 2050: Cross-Cutting Issues, Vision and Guiding Principles was approved to be forwarded to the Commission for approval. The motion carried by the following vote:

Aye: 6 - Commissioner Connolly, Commissioner Cortese, Commissioner Liccardo, Commissioner Mackenzie, Commissioner Rabbitt and Chair Spering

Absent: 2 - Vice Chair Halsted and Commissioner Slocum

6. Public Comment / Other Business

The following individuals spoke on this item:

Salem Afangideh, Public Advocates;
Bob Allen, Urban Habitat; and
Roland Lebrun.

[19-1116](#)

Attachments: [6_Correspondence_Received_During_Meeting.pdf](#)

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.

Legislation Details (With Text)

File #: 19-1066 **Version:** 1 **Name:**
Type: Report **Status:** Informational
File created: 9/6/2019 **In control:** Joint MTC Planning Committee with the ABAG
Administrative Committee
On agenda: 10/11/2019 **Final action:**
Title: Horizon: Futures Final Report

Presentation on findings from the second and final round of Futures Planning, including recommendations of Horizon strategies resilient to future uncertainty which should be advanced into Plan Bay Area 2050.

Sponsors:

Indexes:

Code sections:

Attachments: [5ai_Horizon Futures Final Report.pdf](#)
[5aii_Horizon Futures Final Report AttachmentA Presentation.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Horizon: Futures Final Report

Presentation on findings from the second and final round of Futures Planning, including recommendations of Horizon strategies resilient to future uncertainty which should be advanced into Plan Bay Area 2050.

Presenter:

Michael Germeraad

Recommended Action:

Information

Attachments:

Horizon: Futures Final Report

Subject: Presentation on findings from the second and final round of Futures Planning, including recommendations of Horizon strategies resilient to future uncertainty which should be advanced into Plan Bay Area 2050.

Background: In early 2018, MTC/ABAG launched the Horizon initiative, focused on preparing the Bay Area for an uncertain future. Through four main work elements – Public Engagement, Perspective Papers, Project Performance, and Futures Planning – Horizon sought to identify transformative solutions to make the Bay Area more resilient and equitable in the coming decades. Each element was crafted to help build a stronger foundation for the next-generation regional plan, Plan Bay Area 2050.

Over the past 18 months, the Futures Planning process has advanced from identifying Futures to testing strategies to study in each of the them. Along the way, staff explored how Plan Bay Area 2040 strategies performed under a wide range of divergent external forces. In short, many of the prior Plan’s strategies struggled to perform when exposed to a greater variety of political, technological, economic and environmental challenges that could impact the lives of Bay Area residents. These were discussed in detail in the [Futures Interim Report – Opportunities and Challenges](#) (published March 2019).

Most recently, staff held public workshops and stakeholder meetings in spring 2019 to identify a set of roughly 30 strategies to study in the second round of Futures Planning. These strategies were designed to be both resilient and equitable, targeting the specific challenges laid out in the Futures Interim Report. Over summer 2019, staff have been conducting extensive quantitative and qualitative analysis of the strategies, simulating their impacts to provide an informed recommendation about which should be considered for inclusion in Plan Bay Area 2050.

Issues: In advance of the Futures Final Report publication later this month, staff is providing a summary of preliminary findings from the Futures Round 2 analysis. These findings are high-level, focusing on the “top 10” key takeaways from our work so far; the report will delve into the specifics in greater detail, serving as an initial staff recommendation for the Draft Blueprint phase of Plan Bay Area 2050.

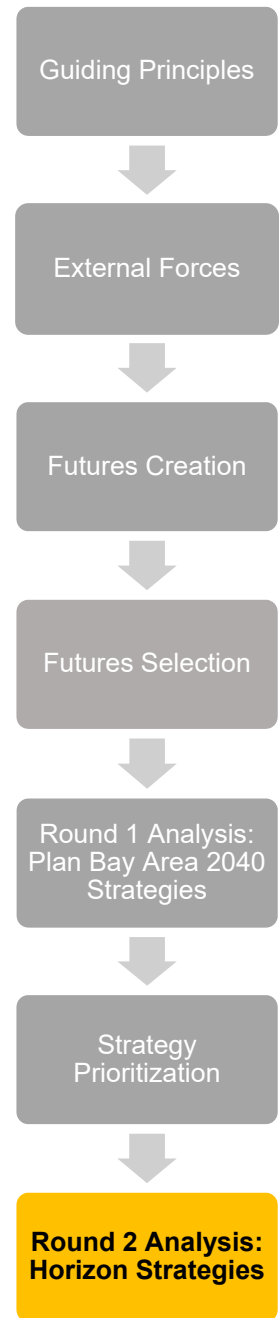


Figure 1: Primary steps of the Futures element of *Horizon*.

As detailed in **Attachment A**, our work to date has generated ten high-level findings based on the strategies studied in Futures Round 2:

1. New growth areas enable more growth near transit and near opportunity.
2. A mix of strategies to retain and expand affordable housing made progress in addressing the current affordable housing gap.
3. Shifts in transportation mode choice were most pronounced for active transportation, driven in part by micromobility strategies.
4. While still present, transit overcrowding was partially alleviated, with new bus rapid transit (BRT) lines as well as a new Transbay Rail Crossing playing a key role.
5. Road pricing reduced roadway congestion, but equity concerns need to be addressed before advancing this strategy further.
6. Economic development strategies evaluated were insufficient to slow the decline of the middle class.
7. Adaptation and retrofit strategies boosted our region's resilience.
8. Urban growth boundaries led to minimal greenfield development in both Round 1 and Round 2.
9. A VMT-based fee on office development was effective in focusing office growth, but not in shifting jobs to the East and North Bay.
10. A large tax package focused on higher-income individuals and businesses, contemplated to underwrite the cost of strategy projects and subsidies, did not have significant adverse impacts on the economy.

In addition to high-level findings, the final report will provide a breakdown of findings for each individual strategy, focusing on its resilience to a range of uncertain future conditions as well as its implications for social equity.

The Futures Planning work – in particular, the Futures Final Report – will serve as a helpful foundation for staff, committees, and board members as key Plan Bay Area 2050 decisions must be made over the coming months. Through the Blueprint planning process, the subset of Horizon strategies that proved resilient and equitable under a wide range of future conditions can be refined, improved on, and when needed, supplemented.

Starting this month, staff will hold “pop-up” workshops across the region, highlighting the most effective strategies from the Futures Final Report; this will allow us to better understand which strategies resonate with the public. Staff will also host Plan Bay Area 2050 Blueprint half-day stakeholder workshops focused on the four topical areas of the plan: Transportation, Housing, the Environment, and the Economy. Feedback at these events will inform refinements to the strategies to study in the Blueprint phase.

Recommendation: None

Attachments: Attachment A: PowerPoint Presentation


Therese W. McMillan



H O R I Z O N

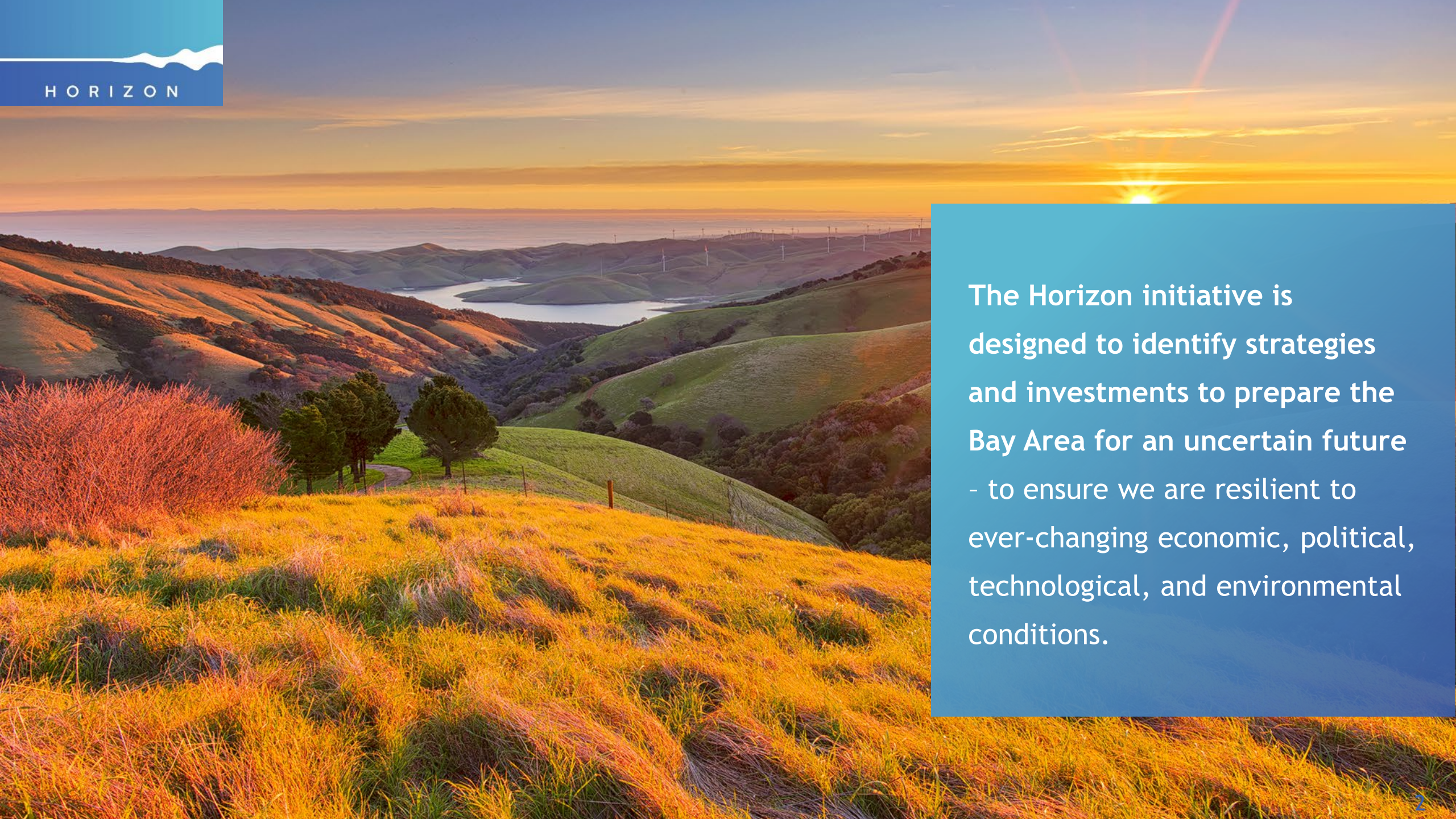


Futures Final Report

Preliminary Findings on Horizon Strategies
in Advance of Plan Bay Area 2050

MTC Planning Committee with the ABAG Administrative Committee

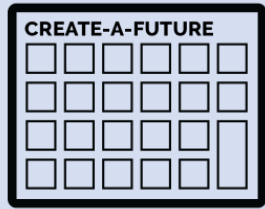
October 11, 2019 - Michael Germeraad



The Horizon initiative is designed to identify strategies and investments to prepare the Bay Area for an uncertain future - to ensure we are resilient to ever-changing economic, political, technological, and environmental conditions.

Futures Process

OUTREACH



ROUND 1 ANALYSIS

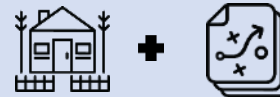
Current Strategies



REPORT



OUTREACH



ROUND 2 ANALYSIS

New Strategies



REPORT



Three Futures - “What If?” Scenarios

A



Rising Tides,
Falling
Fortunes

What if... the federal government cuts spending and reduces regulations, leaving more policy decisions to states and regions?

B



Clean
and Green


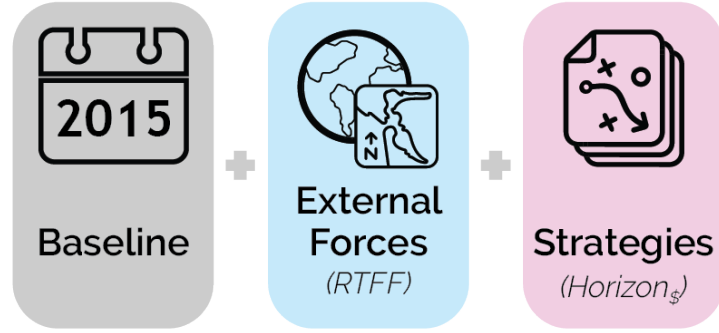

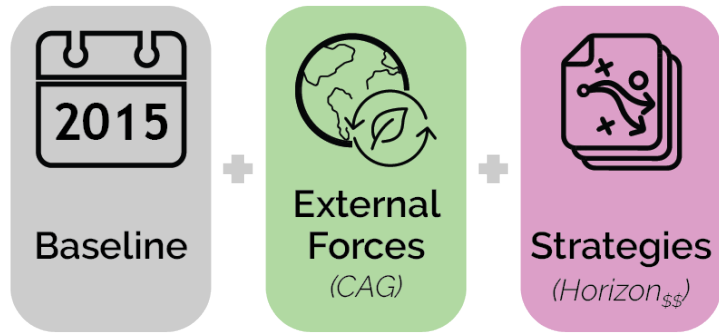
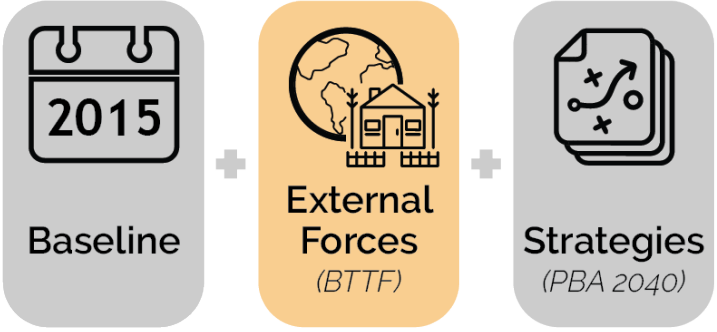

What if... new technologies and a national carbon tax enabled greater telecommuting and distributed job centers?

C






Back to
the Future

What if... an economic boom and new transportation options spur a new wave of development?

	<p>Round 1 Analysis</p> <p><i>Comparing the three Futures, how does Plan Bay Area 2040 fare in an era of uncertainty?</i></p>	<p>Round 2 Analysis</p> <p><i>Comparing against Round 1 results, how do new strategies improve each Future?</i></p>
<p>Rising Tides, Falling Fortunes <i>(RTFF)</i></p>	 <p>Baseline + External Forces (RTFF) + Strategies (PBA 2040)</p>	 <p>Baseline + External Forces (RTFF) + Strategies (Horizon_{\$})</p>
<p>Clean and Green <i>(CAG)</i></p>	 <p>Baseline + External Forces (CAG) + Strategies (PBA 2040)</p>	 <p>Baseline + External Forces (CAG) + Strategies (Horizon_{\$\$})</p>
<p>Back to the Future <i>(BTTF)</i></p>	 <p>Baseline + External Forces (BTTF) + Strategies (PBA 2040)</p>	 <p>Baseline + External Forces (BTTF) + Strategies (Horizon_{\$\$})</p>

Refresher: External Forces for Each Future

FUTURE NAME	IMMIGRATION AND TRADE	NATIONAL TAXES AND FUNDING	NATIONAL GROWTH	LAND USE PREFERENCES	NATIONAL ENVIRONMENTAL POLICY	NEW TECHNOLOGIES	NATURAL DISASTERS
 Rising Tides, Falling Fortunes	Reduced	Lower funding due to tax cuts	Limited	Housing: more urban	Relaxed regulations (3' SLR)	More limited	Magnitude 7.0 Hayward Fault earthquake
				Similar to today			
 Clean and Green	Similar to today	Higher funding via carbon tax	Similar to today	Housing: more urban	Stricter regulations (1' SLR)	Widespread	Magnitude 7.0 Hayward Fault earthquake
				Jobs: more dispersed			
 Back to the Future	Increased	Similar to today	Rapid	Housing: more dispersed	Similar to today (2' SLR)	Widespread	Magnitude 7.0 Hayward Fault earthquake
				Jobs: more urban			

Refresher: How Did We Integrate the Megaregion?



Rising
Tides,
Falling
Fortunes

Status quo Future - interregional travel continues to grow at current rate, including in-commuting



Clean
and Green

Federal policy minimizes further growth in interregional travel, with new taxes making it much less affordable for mega-commuters



Back to
the Future

Low cost of driving allows the megaregion to blossom - with much more rapid interregional growth than today overwhelming existing regional gateways



Refresher: 35 Strategies Analyzed

Strategies were designed to support these nine priority areas, based on the Futures Interim Report findings. While new revenues were assumed in all Futures, fiscal constraint did mean that some strategies were omitted from Rising Tides, Falling Fortunes.



Improve Economic Mobility



Shift the Location of Jobs



Spur Housing Production



Retain & Expand Affordable Housing



Improve Access, Speed, and Reliability of Transportation



Prioritize Active Modes



Price Transportation Services



Reduce the Environment's Impact on Us



Reduce Our Impact on the Environment



H O R I Z O N

Refresher: Five Challenges from Round 1 Analysis

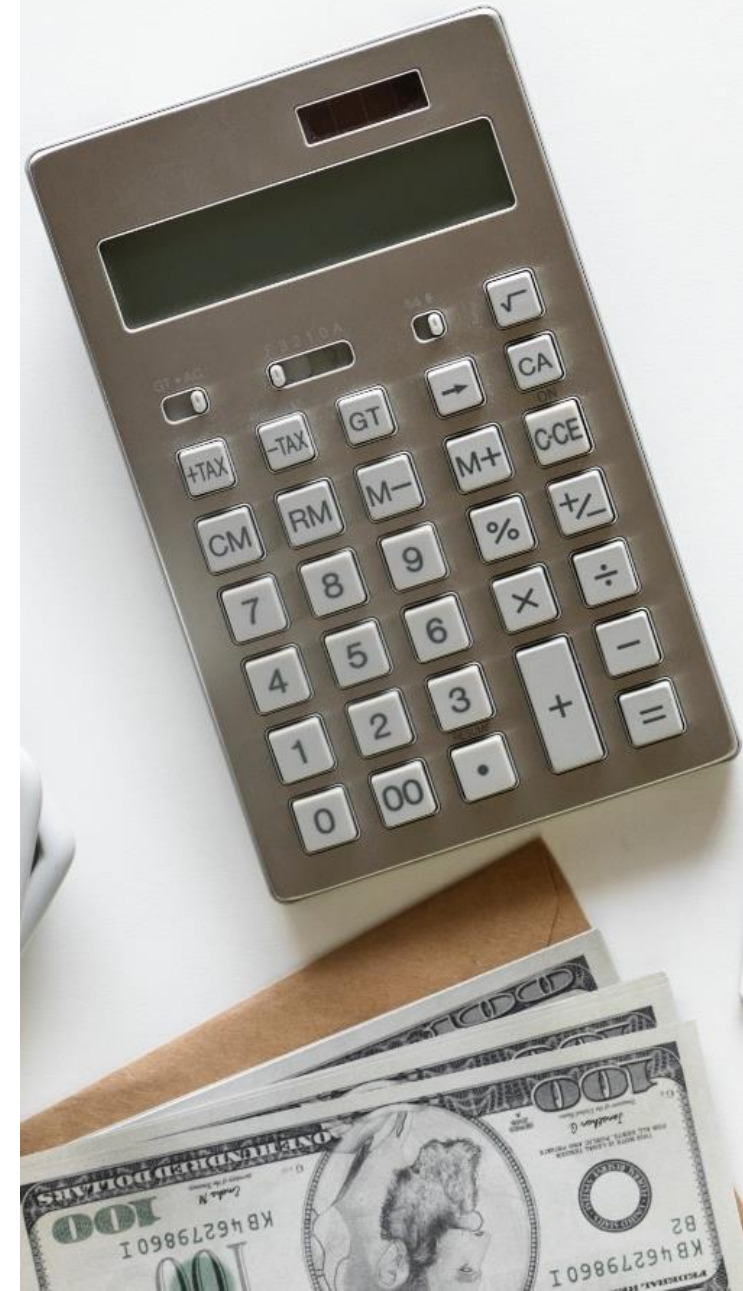
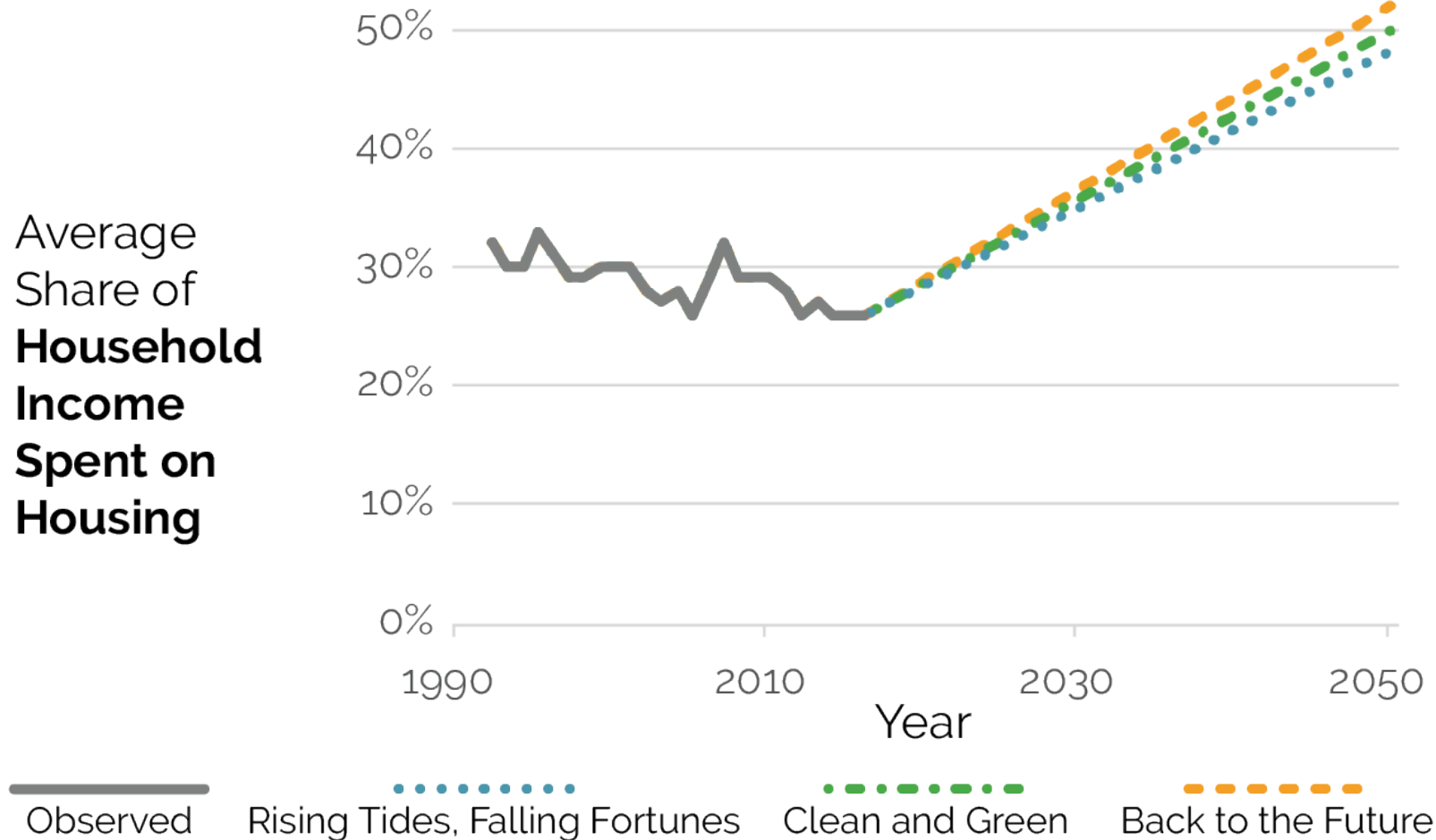
In the Futures Interim Report (March 2019), a set of key challenges were identified. The challenges focused on how Plan Bay Area 2040 strategies might fare under previously-unstudied external forces like sea level rise, autonomous vehicles, and federal policy shifts.

Challenge



AFFORDABLE

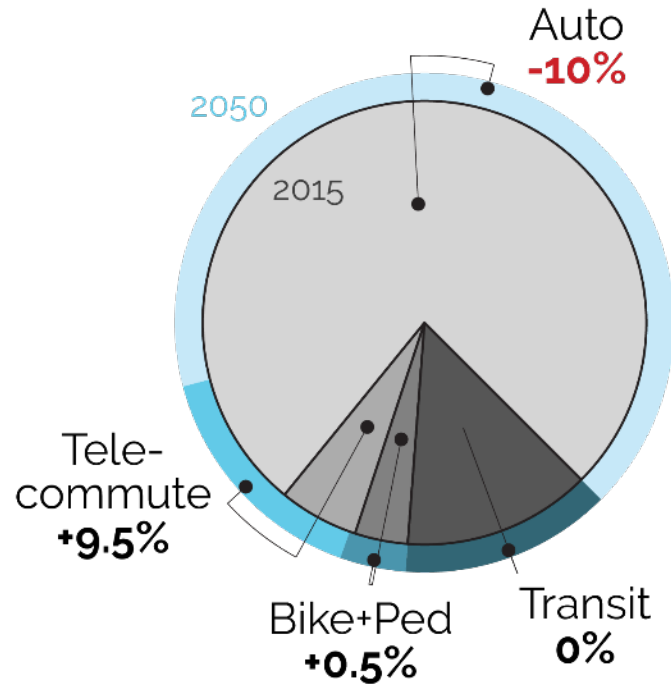
Without new strategies in place, Bay Area housing affordability continued to get worse.



Public transit, walking, and bicycling saw limited gains in mode share compared to 2015 conditions.

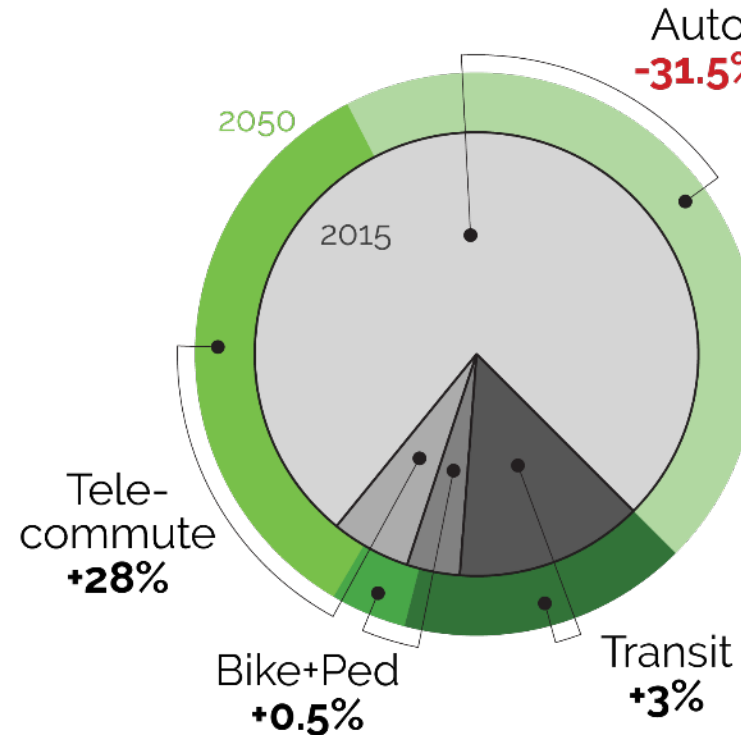
Rising Tides, Falling Fortunes

In 2050, 67% of commuters use autos.



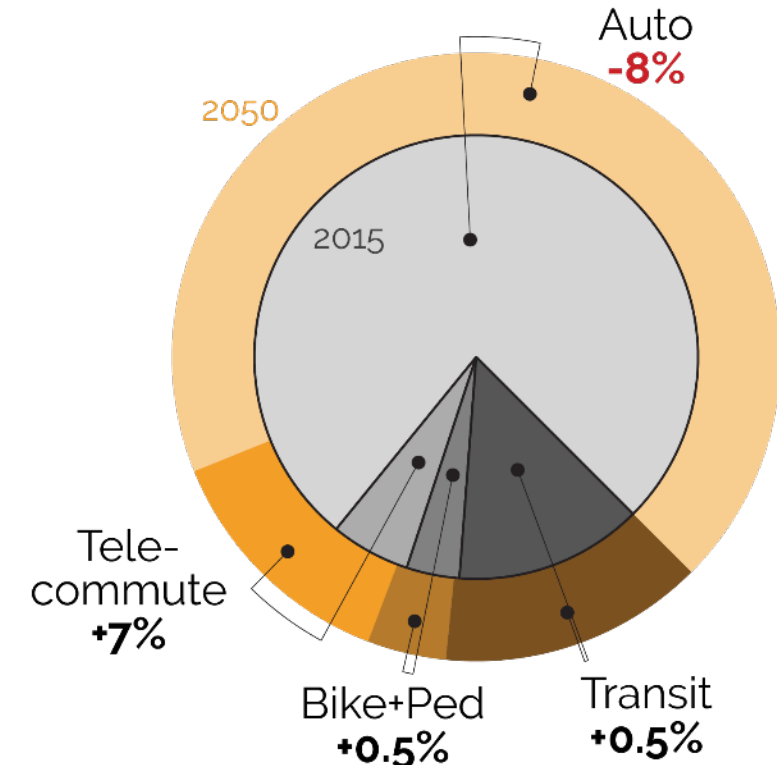
Clean and Green

In 2050, 45% of commuters use autos.



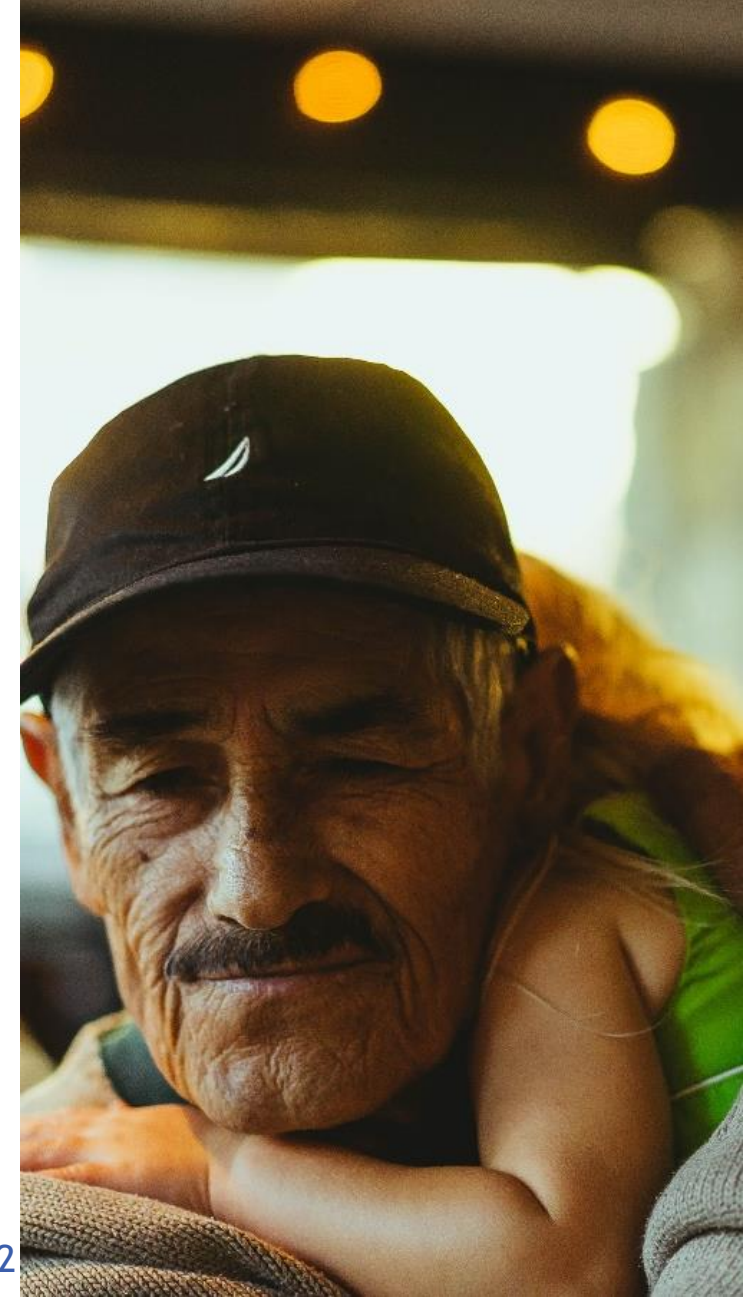
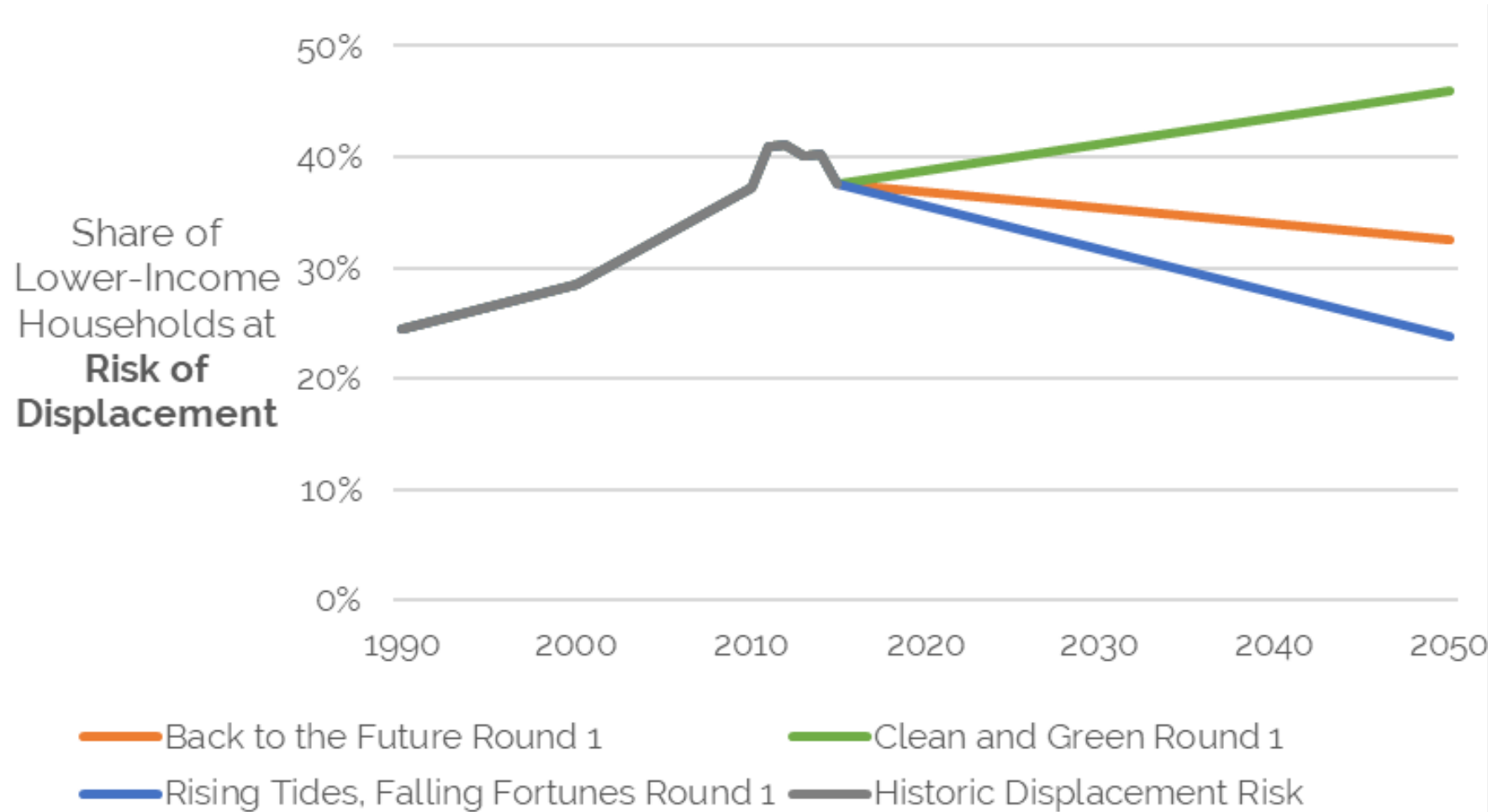
Back to the Future

In 2050, 69% of commuters use autos.



In 2015, 77% of commuters use an automobile to get to work.

A significant share of lower-income households remained at risk of displacement in each Future.



Unmitigated impacts from sea level rise and natural disasters resulted in significant damage across the region.

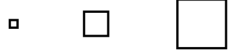
Rising Tides, Falling Fortunes
3 feet of sea level rise

Clean and Green
1 foot of sea level rise

Back to the Future
2 feet of sea level rise

Homes Affected by Hazards

1k 10k 40k



Sea Level Rise

 Permanent Inundation

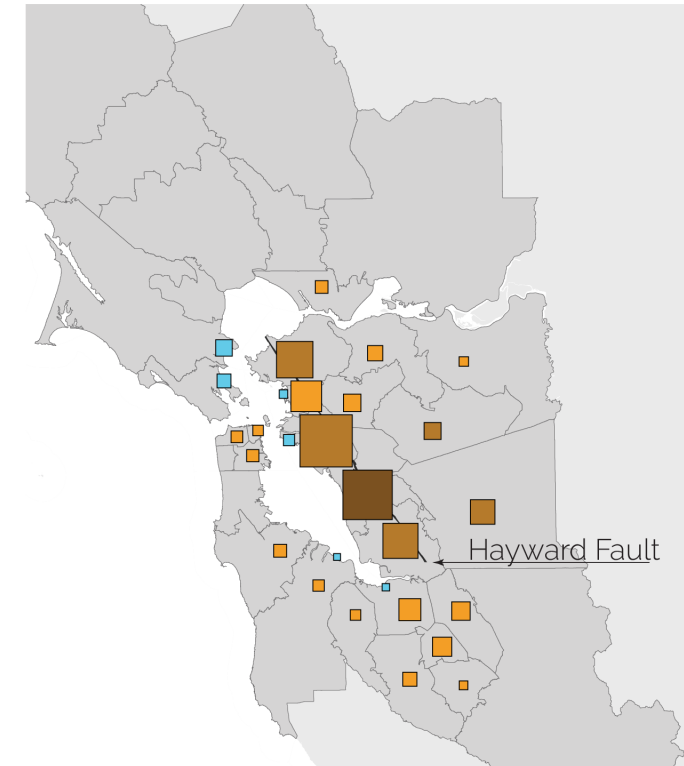
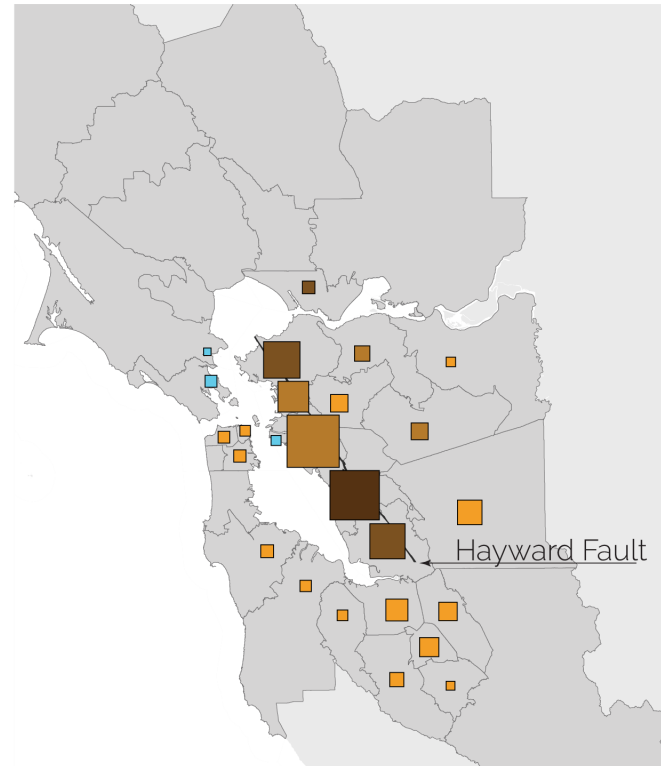
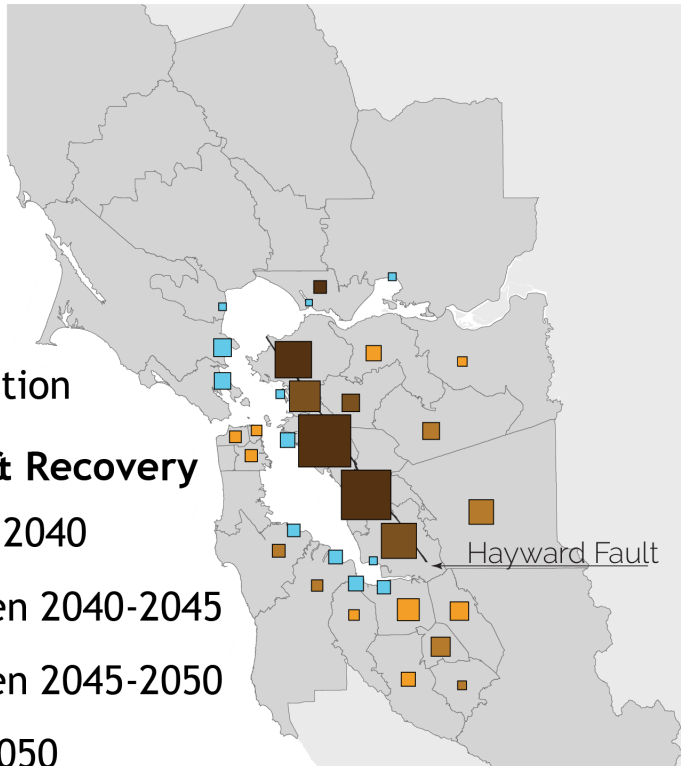
Earthquake Damage & Recovery

 Recovered before 2040

 Recovered between 2040-2045

 Recovered between 2045-2050

 Recovered after 2050



Land use strategies included in *Plan Bay Area 2040* were insufficient to address the region's longstanding jobs-housing imbalance.

Rising Tides, Falling Fortunes
+0.5M Homes, +0.5M Jobs

Clean and Green
+1.3M Homes, +1.1M Jobs

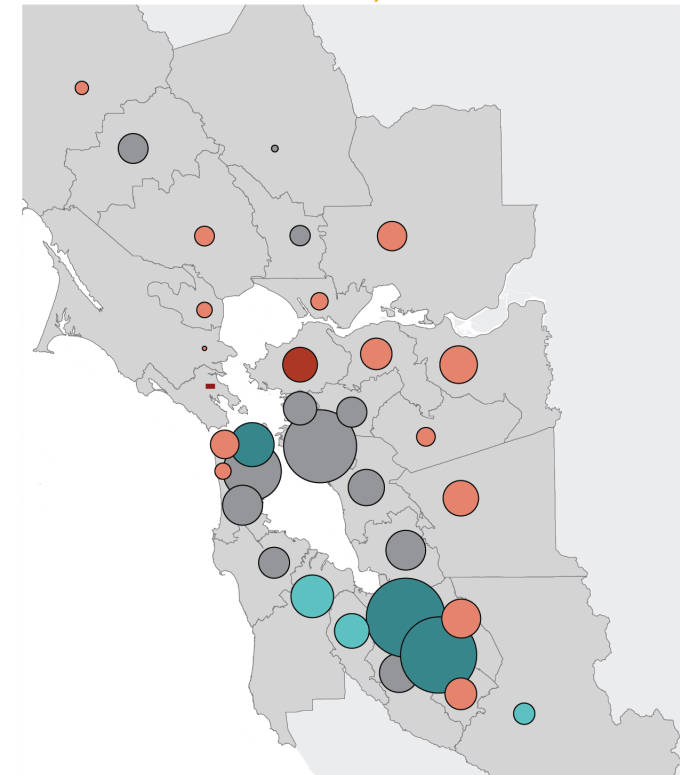
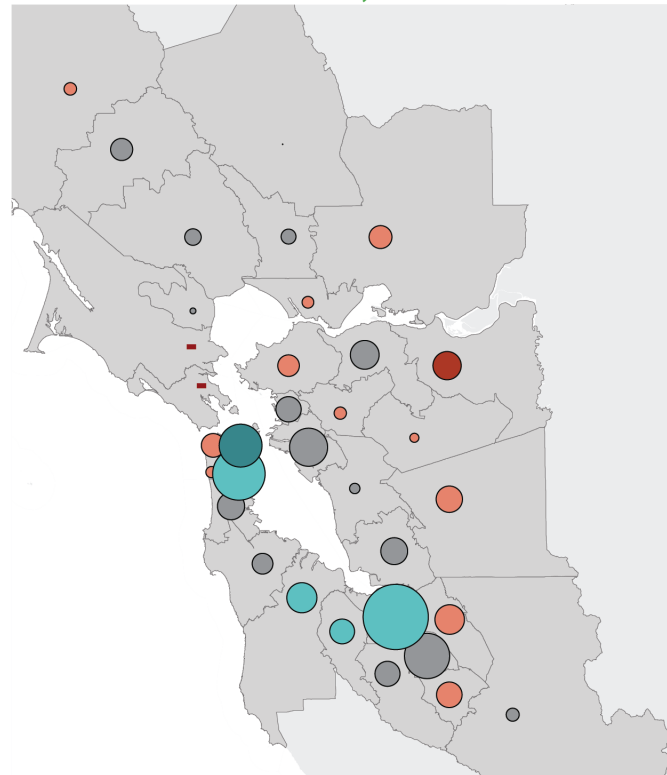
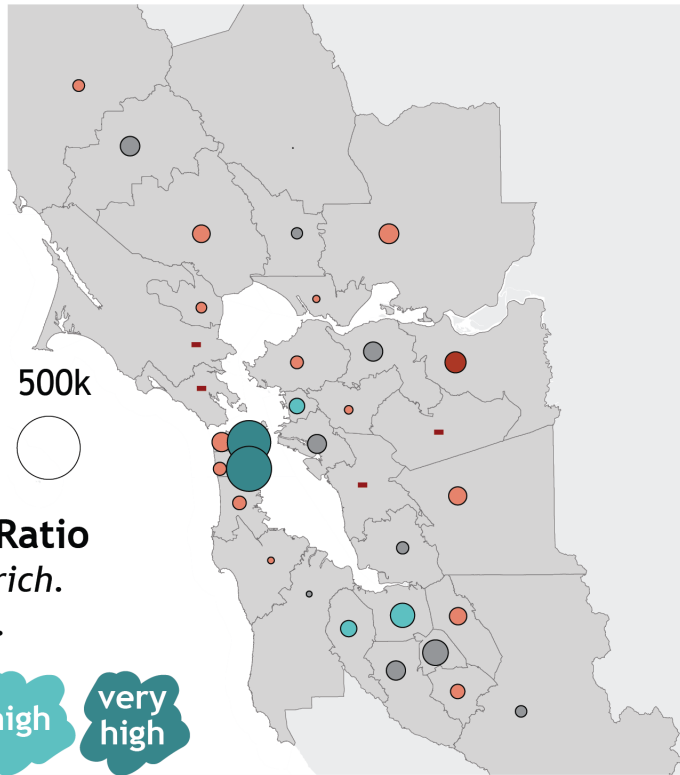
Back to the Future
+2.1M Homes, +2.7M Jobs

Overall Growth
Circle area represents combined job & housing growth from 2015 to 2050.

negative growth
10k 100k 500k

2050 Jobs/Housing Ratio
Red areas are housing rich.
Blue areas are job rich.

very low low avg. high very high





H O R I Z O N

Top 10: Horizon Strategy Findings

We have explored the effectiveness of over 30 strategies to improve the region's economic, housing, transportation, and environmental challenges.

New growth areas enable more growth near transit and near opportunity.



Allow Diverse Housing Around Transit



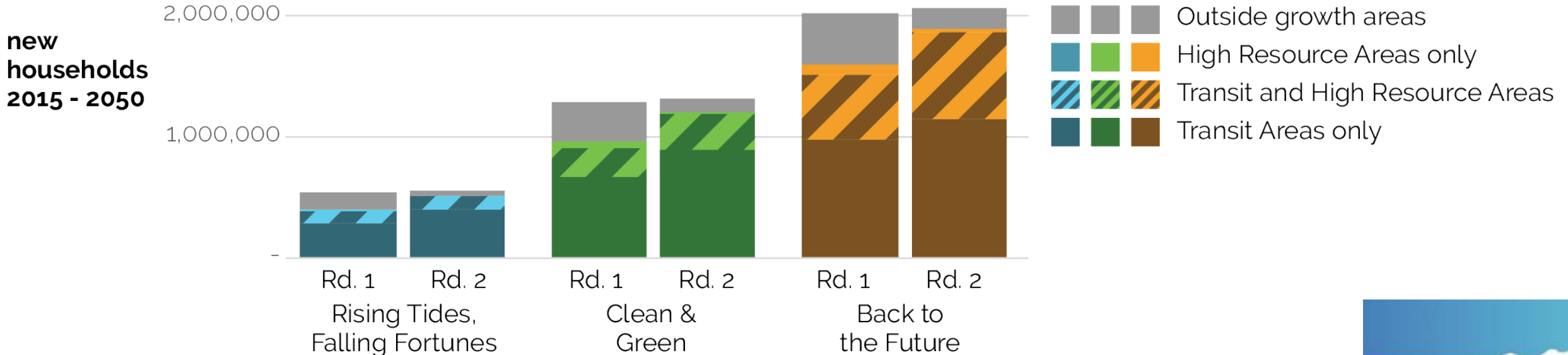
Allow more diverse housing growth around areas with high frequency transit. Expand the growth footprint beyond the current list of PDAs.

Allow Diverse Housing in High-Resource Areas



Allow more diverse housing growth in areas of high opportunity that also have moderate transit service. Expand the growth footprint beyond the current list of PDAs.

Location of households added between 2015-2050 relative to growth geography



A mix of strategies to retain and expand affordable housing made progress in addressing the current affordable housing gap.

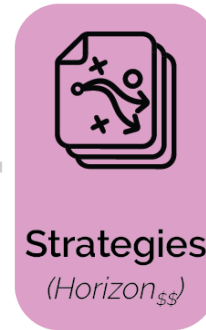


Pass Inclusionary Zoning Policies



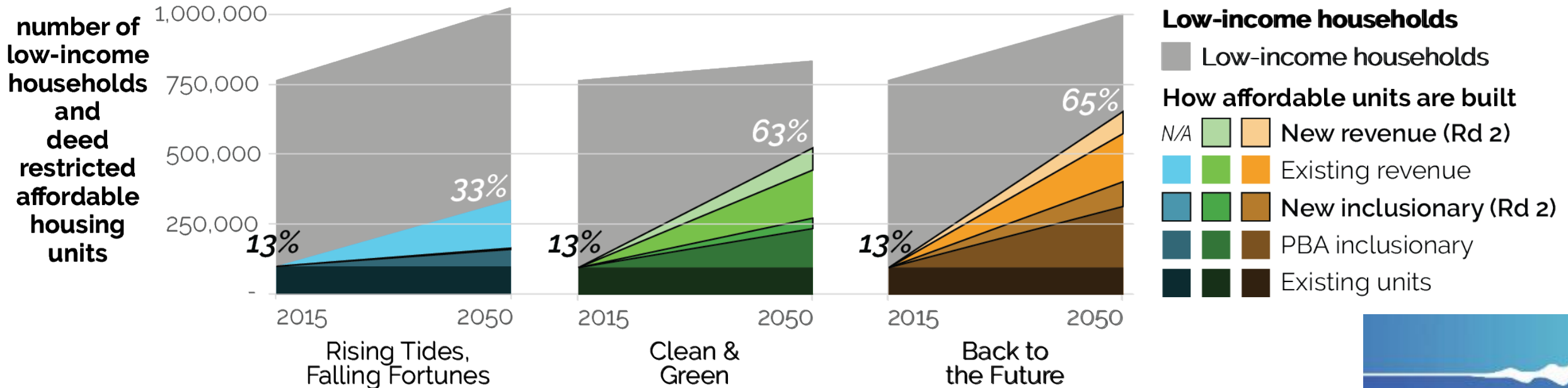
Require 10% to 20% of all new development to be deed-restricted affordable, expanding off the Plan Bay Area 2040 inclusionary strategy.

Fund Affordable Housing



Raise \$1.5 billion in new annual revenue to build and preserve affordable housing, complementing existing federal, state, and local affordable housing funds.

Number of deed restricted affordable housing units and the number of low-income households



Shifts in transportation mode choice were most pronounced for active transportation, driven in part by micromobility strategies.



Strategies that prioritized active modes.



Implement Vision Zero Speed Reductions

Reduce speed limits to 25 mph on local roads within three miles of transit, in addition to reducing speeds on highways.



Build a Micromobility Network

Build nearly 10,000 miles of micromobility infrastructure, including protected lanes and trails.



Invest in Free Short-Trip Service

Fund shared personal mobility, including scooters and electric bikes, within 3 miles of transit.

Other strategies that contributed to modal shift.



Suite of Growth Pattern Strategies

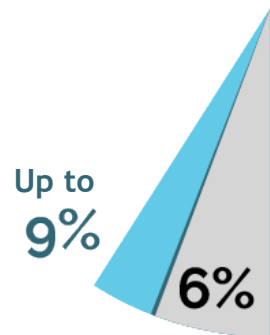
By changing the growth pattern in Round 2 analysis, more households and jobs are in areas where the active transportation investments were focused.



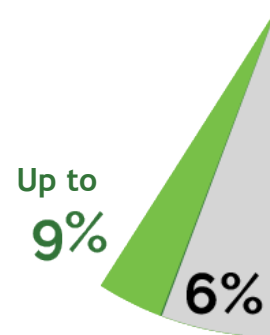
Apply Time-of-Day Tolls on All Freeways

Toll vehicles on highways based on the time of day and the number of occupants in the vehicle.

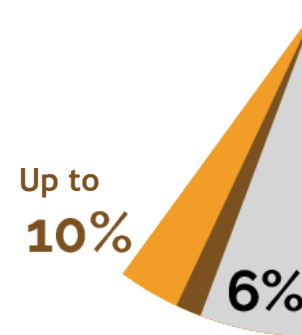
Active (walk & bike) mode share in 2015, and Futures round 1 and round 2 analysis



Rising Tides, Falling Fortunes



Clean & Green



Back to the Future

active (walk+bike) mode share



Note that mode share is reflective of commute mode; the share is higher when accounting for all trips.

While still present, transit overcrowding was partially alleviated, with new Bus Rapid Transit (BRT) lines as well as a new Transbay Rail Crossing playing a key role.



Make Strategic Transit Investments



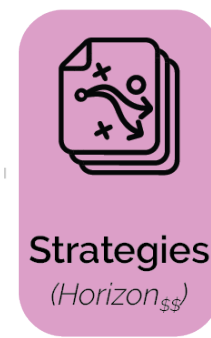
Build major PBA2050 transit investments, such as BART to Silicon Valley Phase 2 and Caltrain DTX.

Build a Next-Generation BRT Network



Create a fast and frequent regional bus network, providing redundancy for rail lines and connecting underserved areas.

Build a New Transbay Rail Crossing



Build a new rail crossing from the East Bay to the West Bay to provide greater transit capacity across the Bay.

Final analysis of transit overcrowding still under development.

Road pricing reduced roadway congestion, but equity concerns need to be addressed before advancing this strategy further. (part 1)

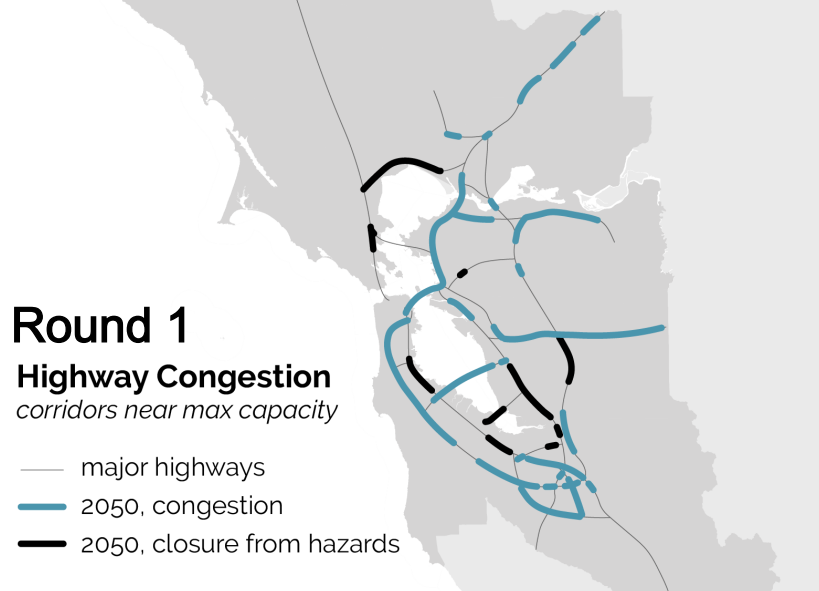


We were able to explore how congestion was affected by external forces & strategies.

The next slide will show the difference in Round 2.

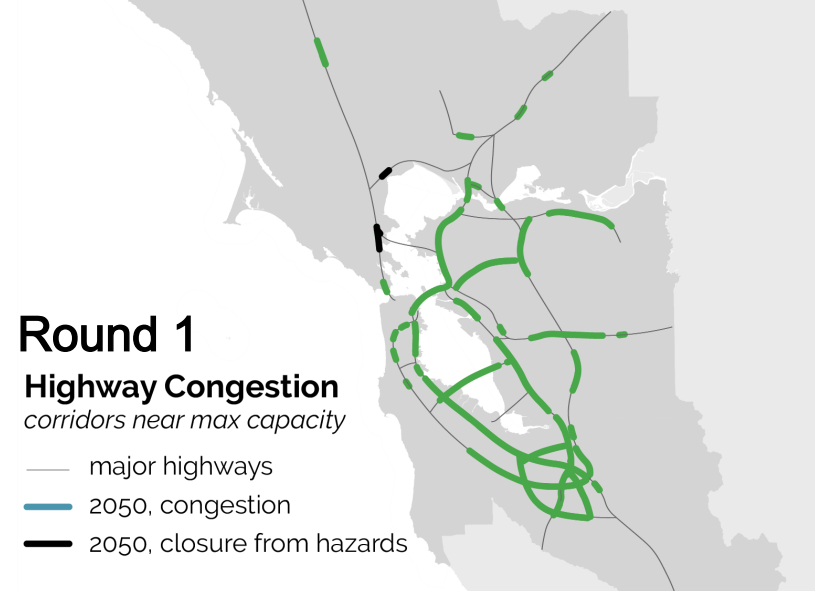
Rising Tides Falling Fortunes

2050: 10% autonomous vehicle market share
2050: \$0.20 per mile vehicle operating cost



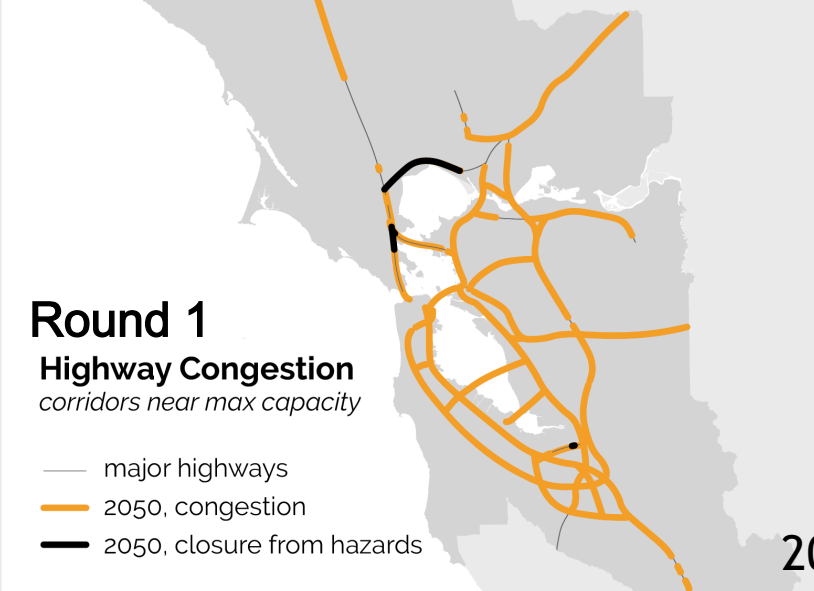
Clean and Green

2050: 95% autonomous vehicle market share
2050: \$0.40 per mile vehicle operating cost



Back to the Future

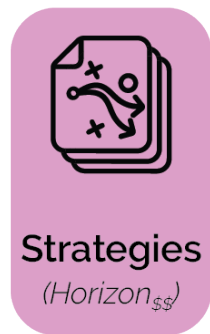
2050: 75% autonomous vehicle market share
2050: \$0.10 per mile vehicle operating cost



Road pricing reduced roadway congestion, but equity concerns need to be addressed before advancing this strategy further. (part 2)

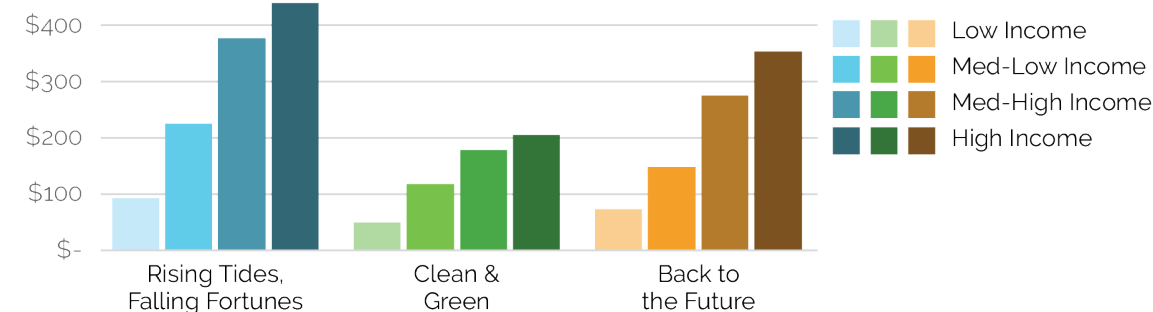


Apply Time-of-Day Tolls on All Freeways



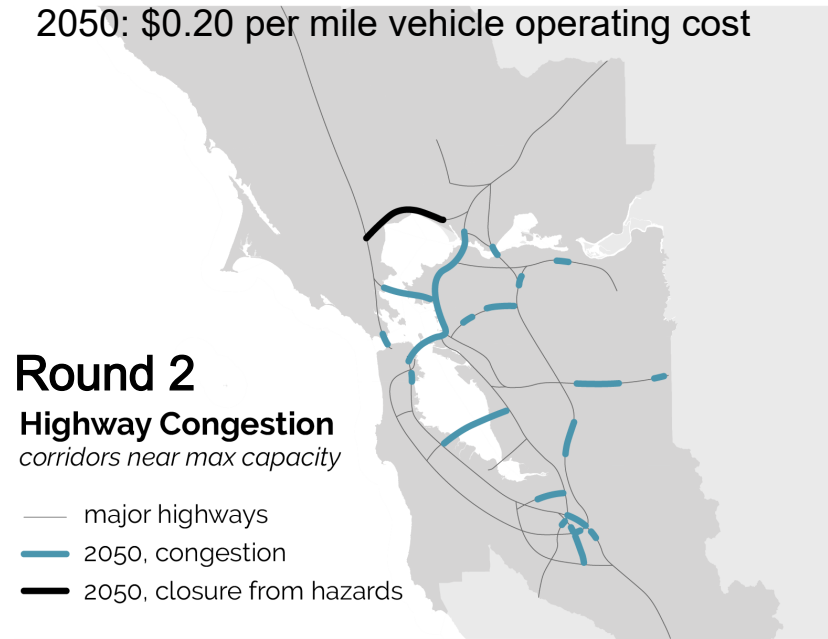
Apply a \$0.05 - \$0.15 per mile toll on all freeways depending on vehicle occupancy and time of day.

Average Annual Time-of-Day Toll Revenue per Household by Income in 2050 (2019 dollars)



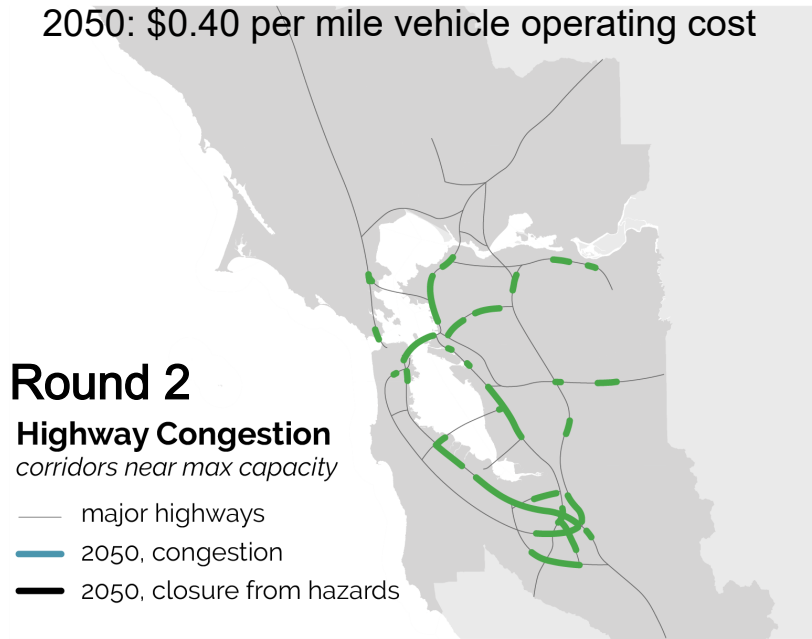
Rising Tides Falling Fortunes

2050: 10% autonomous vehicle market share
2050: \$0.20 per mile vehicle operating cost



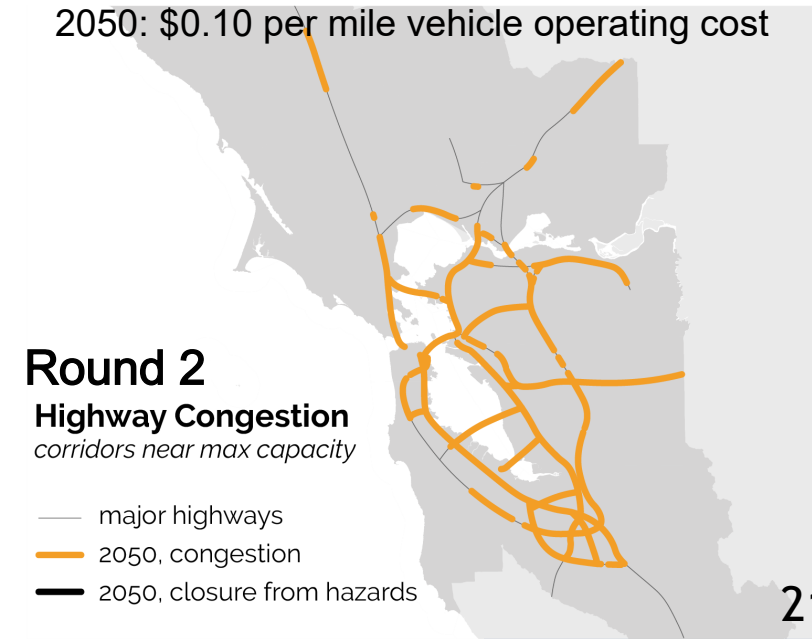
Clean and Green

2050: 95% autonomous vehicle market share
2050: \$0.40 per mile vehicle operating cost



Back to the Future

2050: 75% autonomous vehicle market share
2050: \$0.10 per mile vehicle operating cost



Economic development strategies evaluated were insufficient to slow the decline of the middle class.



Create Incubator Programs



Strategies
(Horizon_{\$})

Expand and create new job incubator programs in economically-challenged communities.

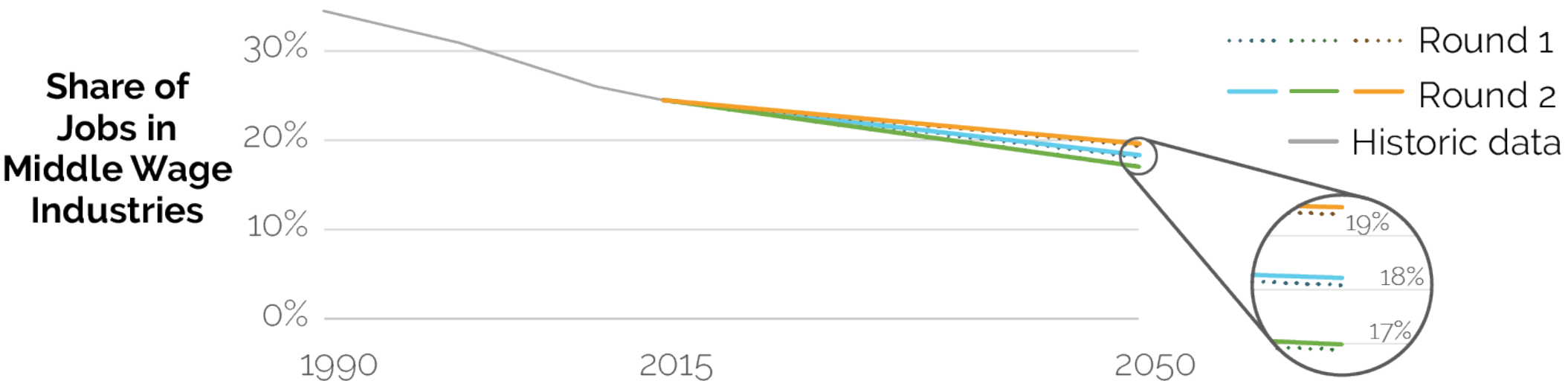
Expand Construction Workforce Programs



Strategies
(Horizon_{\$\$})

Expand construction workforce development and training programs. Support early construction professionals in early apprenticeship years.

Share of regional jobs in middle wage industries - historic and projected



Adaptation and retrofit strategies boosted our region's resilience.

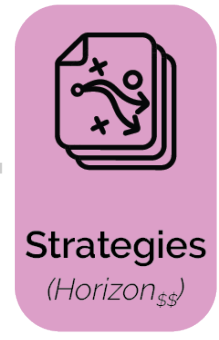


Adapt to Sea Level Rise



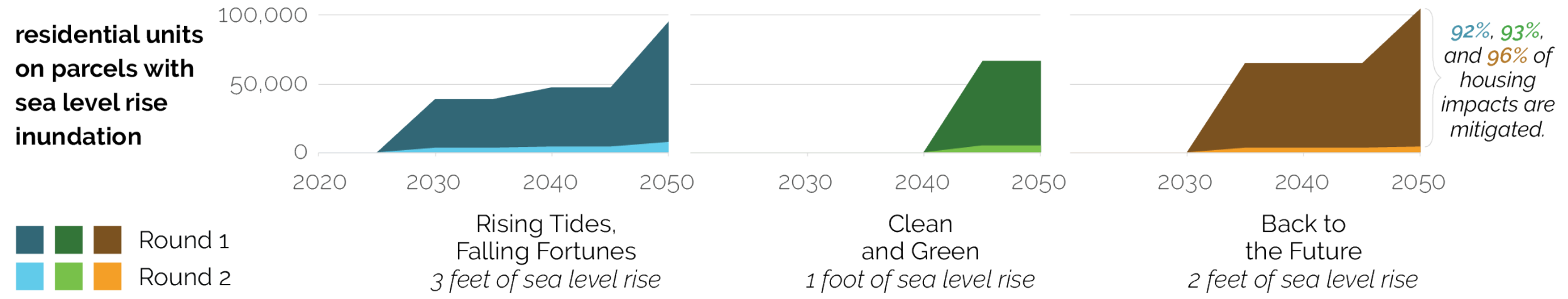
Leverages existing and new revenues to fund a hybrid set of gray and green infrastructure systems to adapt the region.

Retrofit Older Existing Buildings



Provides 50% subsidies for older buildings built before current codes to support common earthquake, wildfire, energy, and water retrofit strategies.

Residential sea level rise impacts in Futures round 1 (without adaptation) and round 2 (with adaptation)



Urban growth boundaries led to minimal greenfield development in both Round 1 and Round 2.



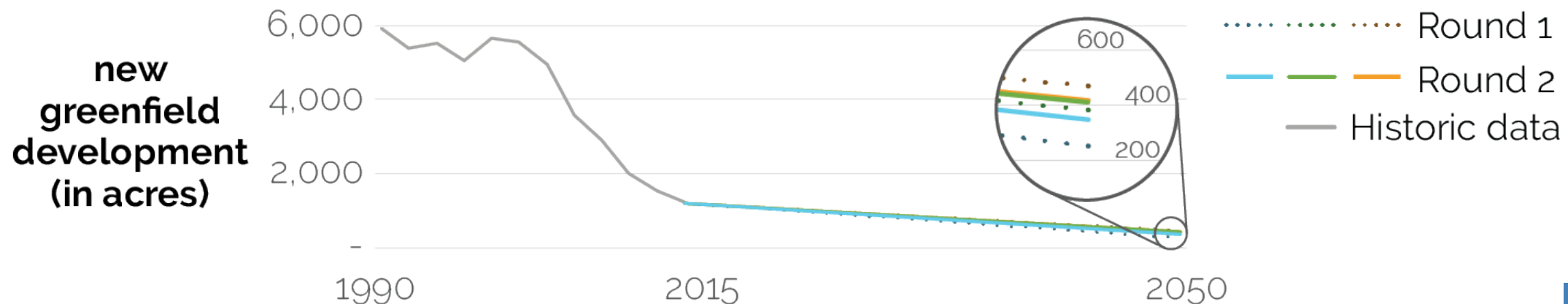
Maintain Urban Growth Boundaries



Strategies
(PBA 2040)

Restrict urban development on greenfield lands, continuing the region's recent commitment to reducing sprawl outward.

Acres of greenfield development annually - historic and projected



A VMT-based fee on office development was effective in focusing office growth, but not in shifting jobs to the East and North Bay.



Apply a VMT-Based Fee on Office Development



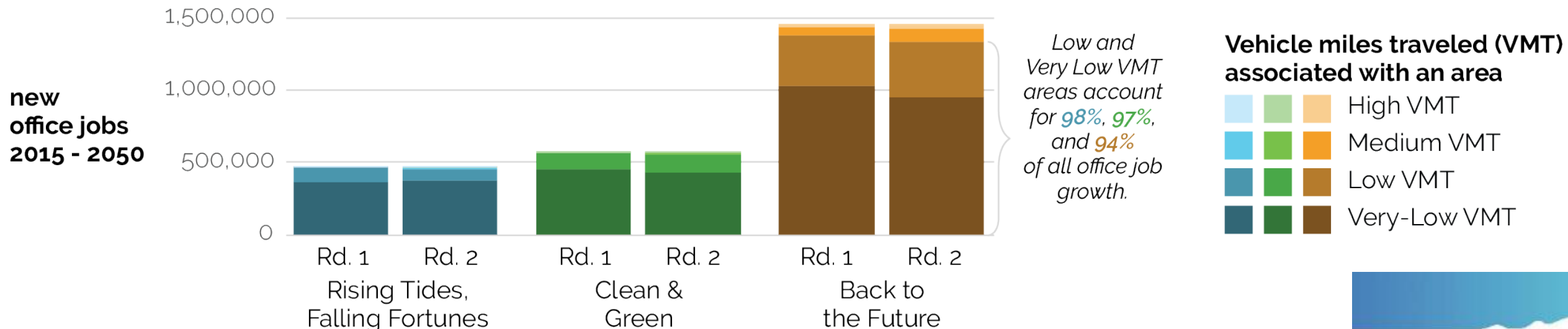
Strategies
(PBA 2040)

Apply a fee on new office development in areas that have high employment-related vehicle miles traveled (VMT), expanding upon a Plan Bay Area 2040 strategy.

Given that this strategy was included in Plan Bay Area 2040, it was studied in both Futures Round 1 and Futures Round 2 - and was very effective in focusing growth in low-VMT places in both analyses.

Further refinements could focus on better tailoring this strategy to reflect county-level conditions - rather than “one size fits all”.

Location of new office-related job growth relative to an area's associated VMT level



A large tax package (to fund subsidies / projects) focused on higher-income individuals and businesses did not have significant adverse impacts on the economy.



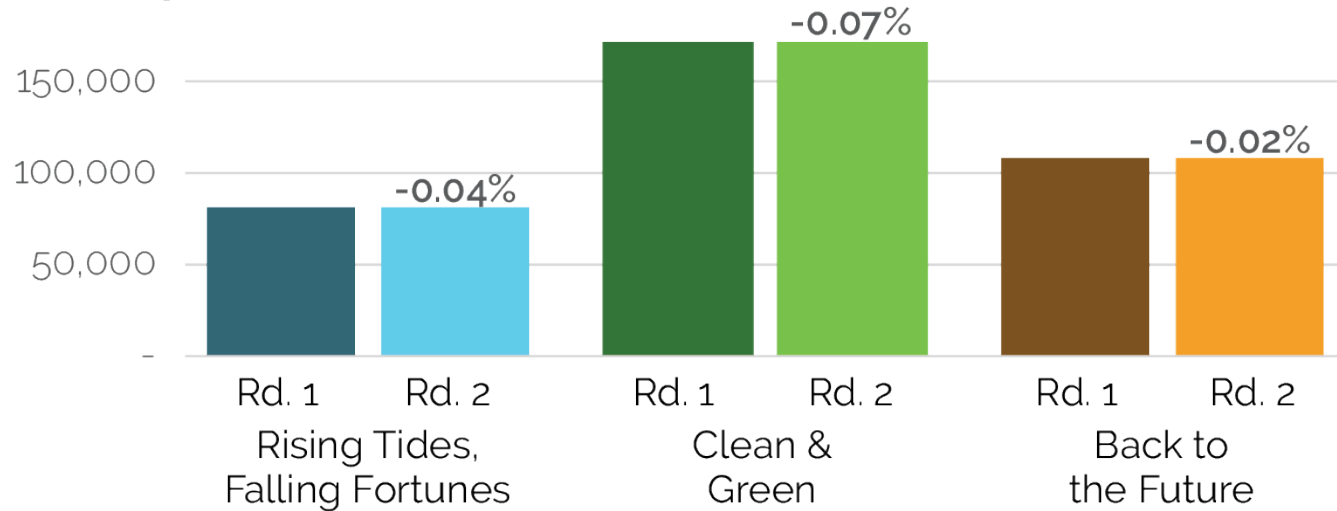
Raise New Revenues



Place a balanced tax increase on businesses, parcels (building and home owners), and high-income earners.

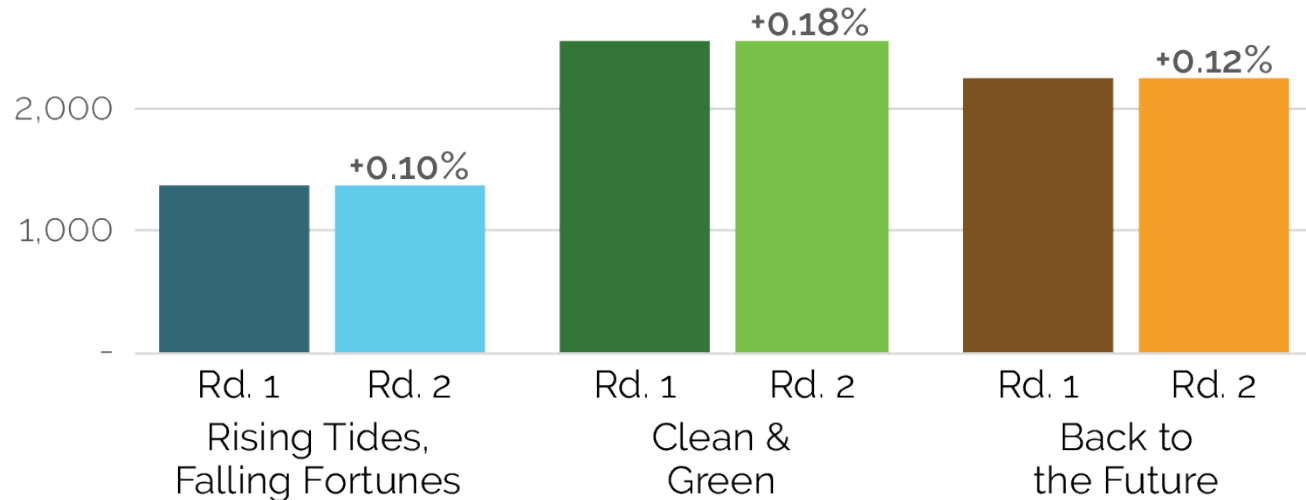
Projected Average Household Income in 2050

2050 Average Household Income (in 2018 dollars)



Projected Annual Gross Regional Product in 2050

2050 Gross Regional Product (in billions of 2018 dollars)



Initial economic analysis indicates that impacts would be relatively limited; however, further refinements could potentially better reflect the broader suite of benefits from infrastructure investments.

The logo features a white, wavy line resembling a horizon or water surface against a teal background. Below this line, the word "HORIZON" is written in white, uppercase, sans-serif letters.

H O R I Z O N




Rating Strategies

Staff have selected one of three ratings for each strategy, based on its resilience and efficacy in the Futures analysis as well as its support for equitable outcomes.

Futures Round 2: Strategy Recommendations

Economy



 Recommended to move forward into Plan Bay Area 2050 Blueprint.	<i>No economic strategies received this rating.</i>
 Recommended to move forward <i>with minor revisions.</i>	<p>Assess a VMT-Based Fee on Office Development</p> <p>Create Incubator Programs in Economically-Challenged Areas</p> <p>Expand Childcare Support for Low-Income Families</p>
 Not recommended to move forward <i>unless major revisions are made.</i>	<p>Expand Construction Workforce Programs</p> <p>Place Office Caps in Job-Rich Cities</p>
Already advancing into implementation due to state legislative action in 2019.	<p>Provide Portable Benefits for Part-Time/Freelance Workers</p>
Not explored as part of Futures Round 2 analysis, but will be explored as part of Plan Bay Area 2050 Blueprint.	<p>Establish Priority Production Areas to Protect Industrial Lands</p>




Futures Round 2: Strategy Recommendations


Housing

 Recommended to move forward into Plan Bay Area 2050 Blueprint.

- Allow Diverse Housing in Priority Development Areas (PDAs)
- Streamline Development in All Growth Areas

 Recommended to move forward *with minor revisions.*

- Allow Diverse Housing around Major Transit Stops (TPAs)
- Allow Diverse Housing in High-Resource Areas (HRAs)
- Transform Aging Malls and Office Parks into Neighborhoods
- Fund Affordable Housing Preservation & Production
- Require 10 to 20 Percent of All New Housing to be Affordable

 Not recommended to move forward *unless major revisions are made.*

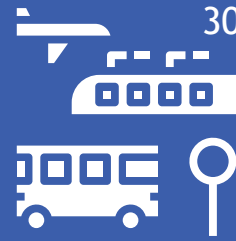
No housing strategies received this rating.


Already advancing into implementation due to state legislative action in 2019.

- Repurpose Public Land to Build Housing
- Increase Renter Protections

Futures Round 2: Strategy Recommendations

Transportation




 Recommended to move forward into Plan Bay Area 2050 Blueprint.

Operate and Maintain the Existing System

Advance a Complete Micromobility Network

Develop a Single Platform to Access and Pay for All Mobility

 Recommended to move forward *with minor revisions.*

Advance a New Transbay Rail Crossing

Invest in Free Short-Trip Service

Implement Vision Zero Speed Reduction Measures

 Not recommended to move forward *unless major revisions are made.*

Apply Time-of-Day Tolls on All Freeways

Ratings pending release of Draft Project Performance results.

Provide Free Transit to Lower-Income Riders

Make Strategic Transit Modernization/Expansion Investments

Build a Next-Generation Bus Rapid Transit Network

Build Carpool Lanes & Address Interchange Bottlenecks


Advance Next-Generation Rail Modernization

Extend the Regional Rail Network

Futures Round 2: Strategy Recommendations


Environment



 Recommended to move forward into Plan Bay Area 2050 Blueprint.

Keep Current Urban Growth Boundaries in Place

Partially Adapt to Sea Level Rise

 Recommended to move forward *with minor revisions.*

Retrofit Older Existing Buildings (Energy, Water, Seismic, Fire, etc.)

Fully Adapt to Sea Level Rise

 Not recommended to move forward *unless major revisions are made.*

Purchase Disaster Recovery Financing

Rating pending release of Draft Project Performance results.

Adapt SR-37 to Sea Level Rise

Futures Final Report: Resilient and Equitable Strategies for the Bay Area's Future

The full report will highlight the full suite of strategies studied and describes to what extent the region performs better with these strategies.

The report is expected to be posted on the MTC website later this month.

FUTURES FINAL REPORT

RESILIENT AND EQUITABLE
STRATEGIES FOR
THE BAY AREA'S FUTURE

OCTOBER 2019



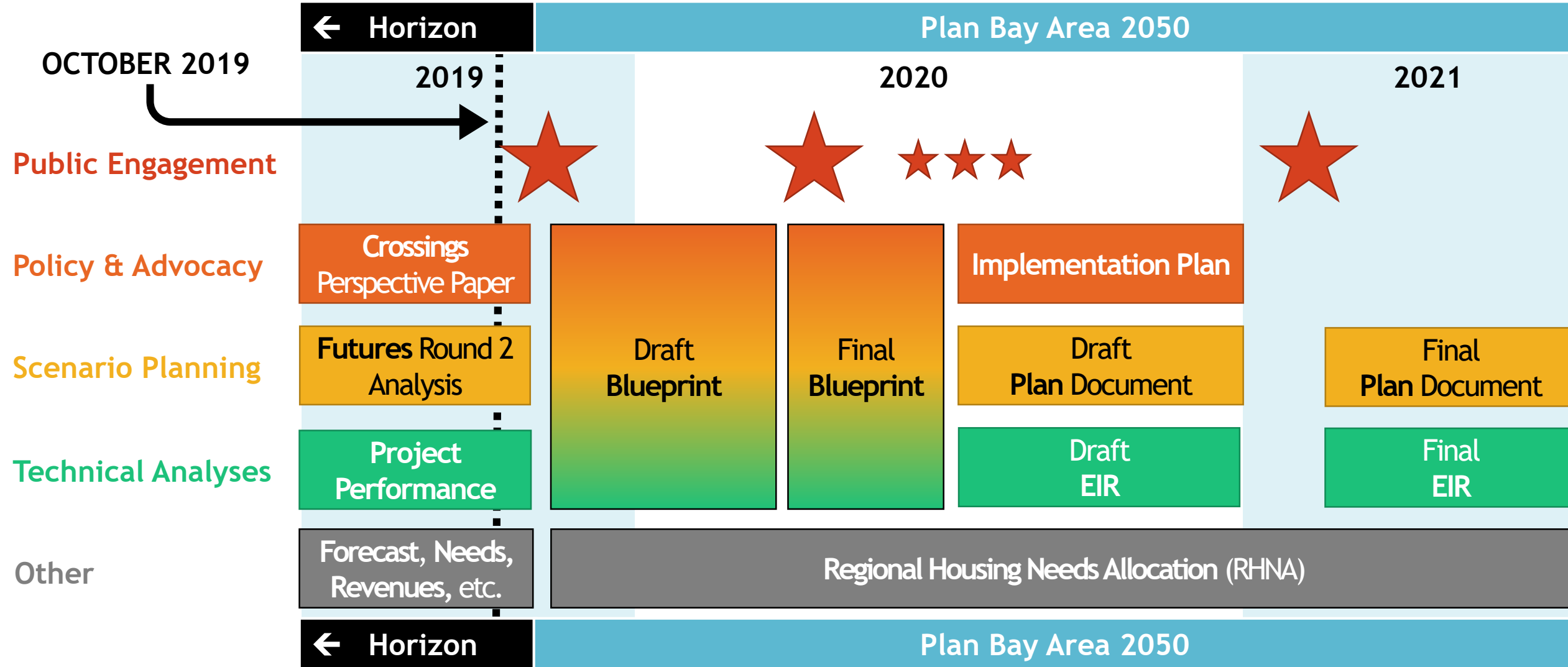
H O R I Z O N

What's Next?

Horizon provided an opportunity to “stress test” key strategies in advance of Plan Bay Area 2050. Input from elected officials, stakeholders, and the general public will help inform further refinements to make the shortlist of strategies included in the Plan Bay Area 2050 Draft Blueprint as resilient and equitable as possible.

The final decision on what strategies to include will occur in early 2020 and will be made by the MTC Commission and ABAG Executive Board.

Plan Bay Area 2050 Schedule



Metropolitan Transportation Commission

Legislation Details (With Text)

File #: 19-0906 **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: 10/11/2019 **Final action:**
Title: Transit Update: Rail Synthesis and Crossings

Highlights of the progress on regional rail over the past decade, including identification of potential next steps to improve the region's transit system and discussion of tradeoffs associated with a new Transbay Crossing.

Sponsors:

Indexes:

Code sections:

Attachments: [5b_Regional Rail Planning Update.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Transit Update: Rail Synthesis and Crossings

Highlights of the progress on regional rail over the past decade, including identification of potential next steps to improve the region's transit system and discussion of tradeoffs associated with a new Transbay Crossing.

Presenter:

Adam Noelting and Anup Tapase

Recommended Action:

Information

Attachments:

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

October 11, 2019

Agenda Item 5b

Transit Update: Rail Synthesis and Crossings

- Subject:** Highlights of the progress on regional rail over the past decade, including identification of potential next steps to improve the region’s transit system and discussion of tradeoffs associated with a new Transbay Crossing.
- Background:** Over ten years ago, MTC partnered with the Peninsula Corridor Joint Powers Board (Caltrain), the Bay Area Rapid Transit District (BART), and the California High-Speed Rail Authority (CHSRA) for a two-year planning effort to develop a long-range vision for improving the passenger rail system in the San Francisco Bay Area as well as the wider Northern California megaregion. The Regional Rail Plan for the San Francisco Bay Area (2007 RRP) identified more than 50 capital improvement projects organized by a series of corridors. The 2007 RRP also recognized that success depended on more than the delivery of capital improvements, noting the need for bold policy changes to reform land use, transit governance, and transportation funding.
- The Bay Area has delivered on a number of the 2007 RRP’s ready-to-go capital improvement projects, and project development phases continue for a number of other key projects. However, the region has fallen short on many of the policy recommendations, particularly the bold policy changes to reform governance and project delivery.
- Issues:** Current passenger rail trends are creating challenges for the region. Rail services are expensive to operate and maintain – accounting for a significant share of the long-range regional plan – yet at the same time regional ridership peaked in 2016 and continues to become more commute-focused. Trunk lines serving San Francisco (Transbay BART & Caltrain) are over-crowded, and the delivery of major capital projects has been slow.
- Meanwhile, project development and planning studies are underway for a next-generation of regional rail investments, including the Second Transbay Rail Crossing, Caltrain Business Plan, Caltrain Downtown Extension (DTX), Diridon Integrated Station Concept (DISC) Plan, Dumbarton Rail, San Jose Rail Corridor Plan, Southern Alameda County Integrated Rail Analysis, and Valley Link efforts. Only some of these projects are currently included in the region’s adopted fiscally constrained long-range plan, Plan Bay Area 2040.
- Strategic choices related to governance and organizational structure are required to successfully deliver the next-generation regional rail investments. As part of their project development activities, several projects identified above— Second Transbay Rail Crossing , Caltrain Business Plan, DTX, DISC, and Valley Link— are engaged in discussions about optimal governance and organizational structures for their respective corridors or systems. Tying together these governance, capital project funding plans, and delivery options will be a key and significant effort throughout the region.

Evolving the Regional Role

Beginning with Resolution No. 1876 (in 1988) and evolving to Resolution No. 3434 (in 2001), MTC has a legacy of regional collaboration to develop transit expansion programs.

MTC is in the midst of developing Plan Bay Area 2050—the Bay Area’s long-range fiscally-constrained plan. It is not feasible to include all of the proposed next generation of regional rail investments using the region’s forecasted revenues, even if new revenues become available. Fiscal constraint necessitates prioritization of investment priorities, which will be informed by MTC’s ongoing Project Performance Assessment. This effort estimates project-level benefits of the region’s most costly and transformative capital projects. MTC is currently evaluating approximately 100 project proposals with costs greater than \$250 million, and a significant share of these projects are regional rail investments. In total, the Project Performance Assessment is conducting evaluations for more than \$340 billion in project capital costs (2019\$). Draft results will be released November 2019 in time for the development of the Plan Bay Area 2050 Blueprint.

MTC must evolve its regional role to ensure customer-focused and fiscally responsible project implementation. **Attachment A** details three core areas where MTC can evolve to support the advancement of passenger rail service in the Bay Area.

- 1. Prioritize Investments.** Leverage work from the Project Performance Assessment to understand which projects are most effective and most equitable, given financial constraints. Advance a successor to Resolution 3434.
- 2. Promote supportive land use.** Building upon the Horizon land use strategies, consider which strategies can best support future rail projects, while reimagining and revamping the TOD policy in 2020.
- 3. Optimize organization and governance.** Develop partnership/organizational options for more efficient and coordinated project delivery of the next generation regional rail investments.

Crossings

Included as part of the Project Performance Assessment framework are seven Transbay Crossing concepts. The idea of a new Transbay Crossing has captured the imagination of Bay Area residents for more than 70 years. Over the last 30 years, there have been three Bay Crossing studies, which were most recently supplemented by the 2017 Core Capacity Transit Study.

As part of the ongoing Horizon initiative, observations on the performance of these seven Transbay Crossing concepts will be profiled in an upcoming Perspective Paper to inform how Plan Bay Area 2050 might incorporate an investment of this magnitude. Highlights from the Crossings Perspective Paper findings are included in **Attachment A**. In the months ahead, BART and Capitol Corridor will embark on another second crossing study by taking an even deeper

dive into the feasibility of a new Transbay Crossing for BART and/or commuter rail.

Recommendation: None

Attachments: Attachment A: PowerPoint Presentation: Regional Rail Planning Update



Therese W. McMillan

Regional Rail Planning Update

**Evolving the Regional Role via
Prioritization, Supportive Land Use, and Governance**

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

October 11, 2019



Crowded Field, A lot Going On

- **CALTRAIN BUSINESS PLAN** : Caltrain is preparing a long-term business strategy for the future of its system
- **CALTRAIN DOWNTOWN EXTENSION (DTX)**: SFCTA is conducting a governance and delivery review
- **DIRIDON INTEGRATED STATION CONCEPT (DISC) PLAN**: collaborative planning effort of future hub station and surrounding area
- **DUMBARTON RAIL**: A consortium called “Crossbay Transit Partners,” comprising Facebook and Plenary Group, working with Caltrain staff, is exploring options for a new Dumbarton Rail crossing
- **SECOND TRANSBAY RAIL CROSSING**: BART and Capitol Corridor staff are beginning planning work related to a potential future new Bay rail crossing
- **VALLEY LINK**: The recently-created Tri Valley, San Joaquin Valley Regional Rail Authority (TVSJVRRRA) is currently conducting a feasibility study and environmental review process for a for a potential future “Valley Link” rail project



SUMMARY OF ACTIVE
REGIONAL RAIL
IMPROVEMENT PROJECTS

Legacy of Regional Rail Expansion Programs

1988



1. MTC RESOLUTION 1876

First consensus agreement to champion high-priority rail expansions, including:

- BART to San Francisco International Airport (SFO);
- BART to Dublin and Pittsburg/Bay Point; and,
- Tasman light-rail extension in Silicon Valley.

2001



2. MTC RESOLUTION 3434

- Identified \$16 billion worth of rail investment across 16 rail expansion projects.
- Established a Transit-Oriented Development (TOD) Policy by conditioning funds for supportive land use policies.

2007



3. REGIONAL RAIL PLAN

- Built upon Res. 3434 and looked to the year 2050.
- Identified \$40+ billion (2006\$) worth of rail investment across 50+ capital projects in 10 corridors.

2020



4. HORIZON/PLAN BAY AREA 2050 BLUEPRINT

Will identify a 30-year integrated regional vision for transportation, including rail transit, alongside supportive land use and resilience investments.

2007 Regional Rail Plan (“RRP”) **Vision**



PRIORITIZE

- Ring the Bay With Rail
- The Right Technology Should Be Used With the Right Corridor
- The BART & Caltrain Systems are the Backbone
- The BART System’s Outward Expansion is Nearly Complete
- Rail Infrastructure Must Be Expanded to Accommodate Growth In Passenger and Freight Traffic



LAND USE

- Rail Transit and Focused Transit-Oriented Developments Must Go Hand in Hand



ORGANIZATION & GOVERNANCE

- The Bay Area Needs a Regional Rail Network
- High-Speed Rail Provides Opportunities to Enhance and Accelerate Regional Rail Improvements
- Institute a New Governance Structure for Delivery of Rail Services
- Successor to Resolution 3434 Needed to Advocate for Rail Funding

Rail Implementation Recent Highlights

CAPITAL PROJECTS HIGHLIGHTS

- ✓ 1. Addition of a 4th daily round trip on ACE service (2012)
- ✓ 2. Inauguration of the BART Oakland Airport Connector (2014)
- ✓ 3. Inauguration of SMART from Santa Rosa to San Rafael (2017)
- ✓ 4. Opening of BART to Warm Springs/South Fremont (2017)
- ✓ 5. Opening of the Fairfield-Vacaville Capitol Corridor Station (2017)
- ✓ 6. Inauguration of BART to Antioch (2018)
- ✓ 7. Opening of the Salesforce Transit Center (2018)
- ☐ 8. Opening of BART to Berryessa (under testing)
- ☐ 9. Opening of SMART to Larkspur Ferry (under testing)
- ☐ 10. Modernization and Electrification of Caltrain (under construction)



SUMMARY OF COMPLETED
REGIONAL RAIL
IMPROVEMENT PROJECTS

Current Trends for the Rail Network

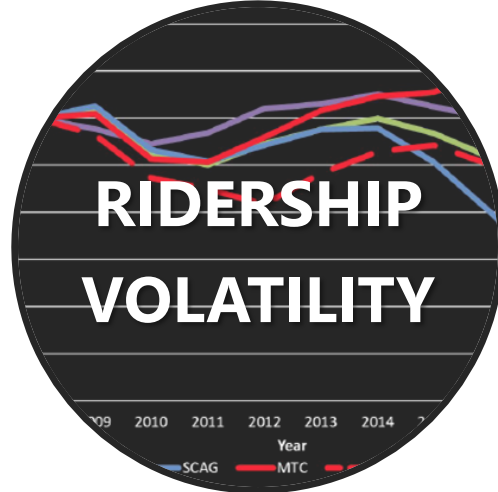


\$108 BILLION

total Plan investment thru 2040

RAIL INVESTMENTS:

26% of Plan (\$78b) to operate & maintain
10% of Plan (\$30b) to modernize & expand



2016

recent peak of ridership

ridership is becoming more
commute-focused,
propped up by BART's
Transbay service and
Caltrain's Baby Bullet



120%

of Transbay capacity in 2018

in the Transbay corridor,
demand on BART exceeds capacity
during peak periods



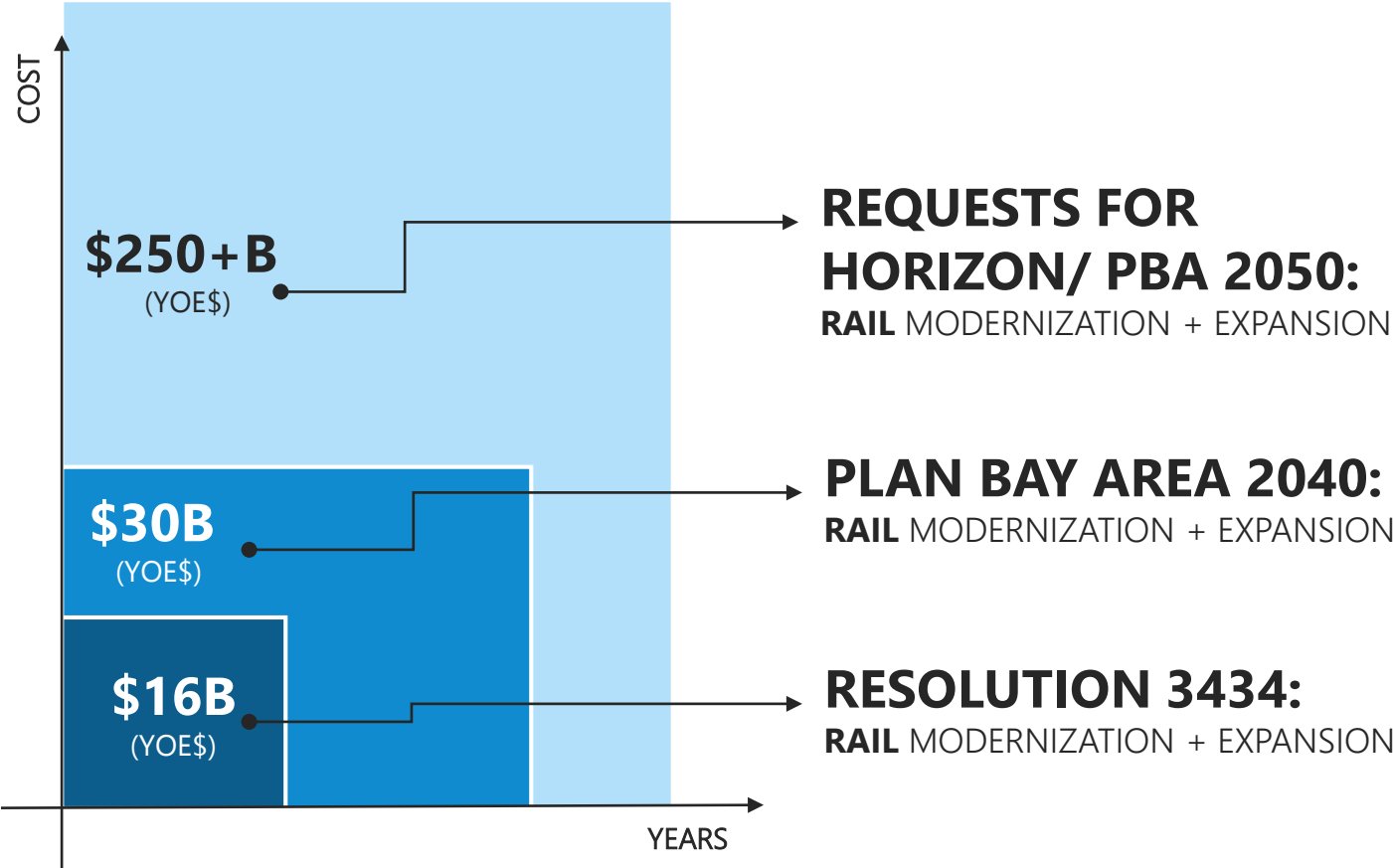
DECADES

to design, fund & build megaprojects

delays occur in all phases:
development, environmental,
design/engineering, right-of-way
acquisition, & construction

Growing Demands to Modernize + Expand

SUMMARY OF RAIL NETWORK IMPROVEMENT PROJECTS



Opportunities to Evolve **Regional Role**

Use
Performance to



PRIORITIZE

Promote
Supportive



LAND USE

Optimize



**ORGANIZATION
& GOVERNANCE**



Project Prioritization Framework

- Past **REGIONAL CONSENSUS AGREEMENTS** have championed high-priority rail expansions.
- A **PROJECT PERFORMANCE ASSESSMENT** is used to inform priorities and includes: 1) Benefit-cost ratio; 2) Guiding Principles assessment; and, 3) Equity score.
- The **INVESTMENT STRATEGY** for the regional plan establishes long-term priorities.

$$\text{BENEFITS} = \Sigma$$



ACCESSIBILITY



TRANSIT
CROWDING



ENVIRONMENT



HEALTH



SAFETY



FREEWAY
RELIABILITY



AUTO
OWNERSHIP

SUMMARY OF
SOCIETAL BENEFIT CATEGORIES

Project Prioritization — What's Next



PRIORITIZATION

- MTC is conducting a **PROJECT PERFORMANCE ASSESSMENT** for nearly 100 projects to inform the next long-range regional plan, **PLAN BAY AREA 2050**. Results of the assessment are anticipated to be shared beginning in **NOVEMBER 2019**.
- In **WINTER 2019/2020**, MTC will develop the draft Plan Bay Area 2050 Blueprint—resulting in a 30-year fiscally-constrained transportation investment strategy of projects and programs.
- In **SPRING 2020**, PBA 2050 will set a framework for a successor to Resolution 3434.



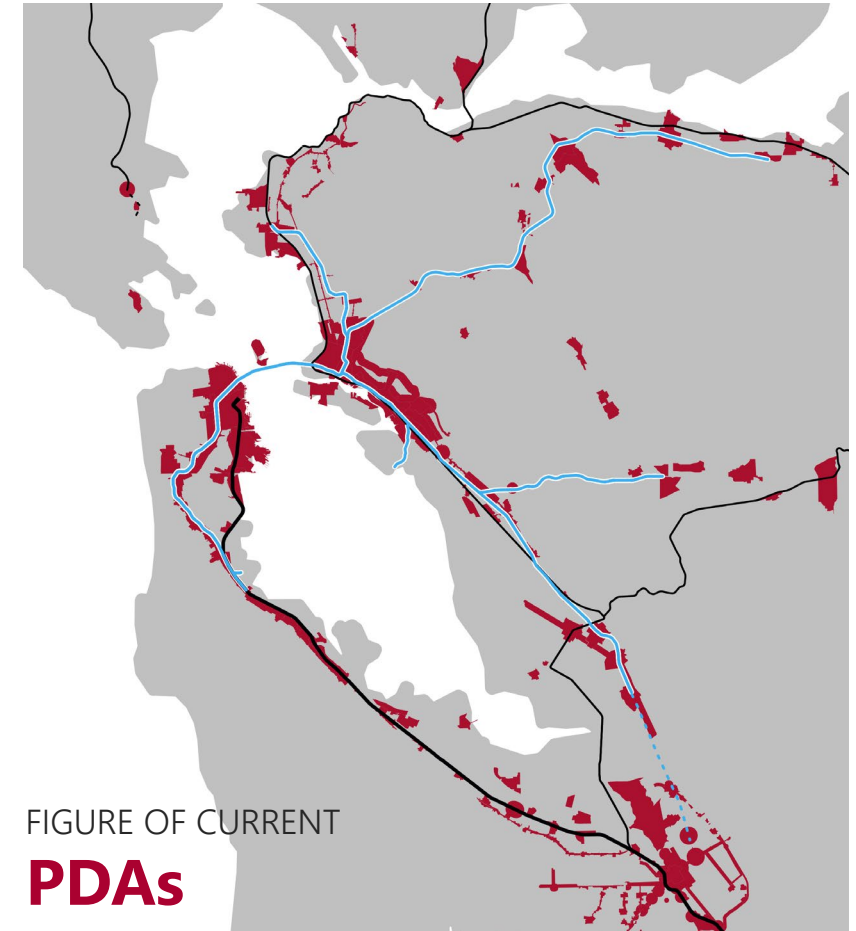
Supportive Land Use

GROWTH FRAMEWORK (PLAN BAY AREA):

- Consists of self-nominated Priority Development Areas (PDAs) & Priority Conservation Areas (PCAs)
- **PDAs** = Frequent Transit & Planned for Housing
- PDAs account for <5% of the region's land area but take on more than 80%+ of the region's projected long-term growth

TOD POLICY (RESOLUTION 3434):

- Conditions regional funding for transit expansion projects on having enough people living near the proposed new stations to support ridership.
- Sets minimums for the # of existing and/or permitted housing units within ½ mile of each station along the expansion corridor based on the project type.
- This policy currently only applies to BART, Light Rail, Bus Rapid Transit, Commuter Rail, and Ferry expansion projects.



Supportive Land Use — What's Next



LAND USE

- In **OCTOBER 2019**, staff will share findings from Horizon's Futures Planning Round 2—which is testing strategies for consideration into Plan Bay Area 2050, including intensifying development near transit and in high-resource areas.
- In **NOVEMBER 2019**, staff will begin sharing the letters of intent for the regional growth framework of PDAs, PCAs and PPAs.
- In **WINTER 2019/2020**, MTC will develop the draft Plan Bay Area 2050 Blueprint to accommodate the region's forecasted 30-year growth.
- In **2020**, reimagine and revamp TOD policy in light of recent housing legislation, growth framework, and insights of RHNA process.



Optimize Organization & Governance

ORGANIZATION:

- More than **two dozen** agencies provide transit service in the Bay Area.
- **Five** rail services are operating within the region and **one** is under planning*,
 - COMMUTER RAIL: BART + Caltrain + SMART + Dumbarton Rail*
 - LIGHT RAIL: Muni + VTA
- Another **Five** rail services are operating within the mega-region and **two** are under planning*,
 - INTERCITY RAIL: ACE + Capitol Corridor + San Joaquins + High Speed Rail* + Valley Link*
 - INTERSTATE RAIL: California Zephyr + Coast Starlight

COORDINATION:

- Challenges integrating service, schedules, and fares.
- Challenges delivering projects in major corridors.

- Service Planning
- Fares & Information Systems
- Stations
- Major Capital Projects
- Infrastructure Maintenance
- Train Operations
- Access & Egress
- Commercial Activities
- General Admin. Services

SUMMARY OF CORE RAILWAY FUNCTIONS

Organization & Governance — What's Next



ORGANIZATION & GOVERNANCE

- In **2019/2020**, Project development and Organization/Governance activities are underway for the following projects/corridors
 - CALTRAIN CORRIDOR
 - DIRIDON STATION
 - DOWNTOWN EXTENSION
 - TRANSBAY CROSSING
 - VALLEY LINK
- In **JANUARY 2020**, staff will convene a Commission workshop to discuss partnership/organizational challenges related to efficient and coordinated project delivery of the next generation regional rail investments.

Summary of Upcoming Activities



PRIORITIZATION

- **NOVEMBER 2019:** staff will release and discuss the Project Performance Assessment results for nearly 100 projects.
- **WINTER 2019/2020:** MTC will develop the Blueprint for Plan Bay Area 2050, including a Transportation Element with a fiscally-constrained list of transportation projects.



LAND USE

- **NOVEMBER 2019:** staff will begin share information on the letters of intent submitted for new PDAs, PCAs and Priority Production Areas (PPAs).
- **WINTER 2020:** ABAG/MTC will develop the Blueprint for Plan Bay Area 2050, including the Housing and Economy Elements to accommodate the region's forecasted 30-year growth.
- **2020:** review and revamp TOD Policy.










ORGANIZATION & GOVERNANCE

- **JANUARY 2020:** staff will convene a Commission workshop to explore more efficient and coordinated project delivery.

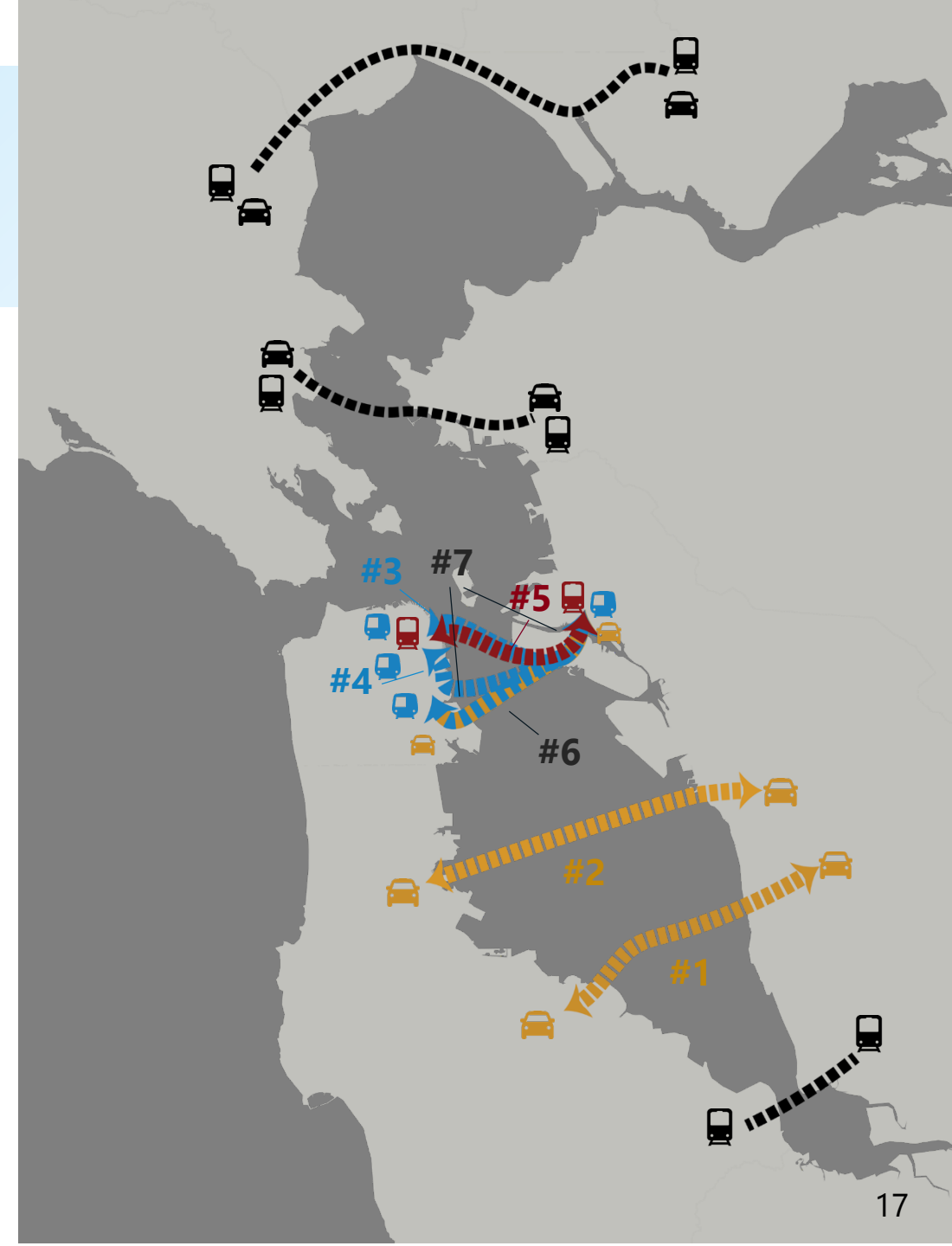
CASE STUDY → Perspective Paper #5: CROSSINGS

- An analysis of conceptual Transbay Crossing—“**CROSSINGS**”—is an initial effort of assessing transformative projects through the lens of uncertainty to inform Plan Bay Area 2050.
- To begin the Crossings assessment, MTC engaged partner agencies to develop multi-modal Crossing concepts that:
 - Built upon previous efforts, including the **CORE CAPACITY TRANSIT STUDY** (2017); and,
 - Considered Transformative Project ideas submitted via Horizon’s open request.

Crossings Concepts Map

- 2x  auto only concepts
- 2x  BART only concepts
- 1x  conventional rail only concept
- 1x  +  combined auto + BART concept
- 1x  +  combined BART + rail concept

Other crossings (Dumbarton Rail Corridor, Richmond-San Rafael Bridge, SR-37) as well as ferry and Transbay bus service improvements will be assessed **as part of Plan Bay Area 2050 using the same methodology.**



Crossings Key Questions

Q1: Do Crossings accommodate Transbay demand?

Q2: Are Crossings resilient to uncertain future conditions?






Q3: Do Crossings align with the Horizon/Plan Bay Area 2050 Guiding Principles?

Q4: Do Crossings improve accessibility for low-income populations?

Q5: Do Crossing benefits outweigh their costs?

Crossings Guiding Principles Assessment

Alignment with the five Guiding Principles using specific project-focused criteria

MODE	CROSSING	AFFORDABLE	CONNECTED	DIVERSE	HEALTHY	VIBRANT
	Concept #1	-	-	-	X	
	Concept #2	-	-	-	X	X
	Concept #3	-	-	-	-	-
	Concept #4	-	-	-	-	-
	Concept #5	-	-	-	-	-
	Concept #6	-	-	X	-	-
	Concept #7	-	-	-	-	-






X Does Not Support Principle

FINDINGS:

1. Transit-only crossing concepts align with all of the Horizon/Plan Bay Area 2050 Guiding Principles.
2. Auto crossing concepts do not align with all of the Guiding Principles since they increase overall regional emissions and/or create barriers through existing communities.

Crossings Equity Scores

Measuring distributive impacts of accessibility benefits across income groups

MODE	CROSSING	RISING TIDES, FALLING FORTUNES	CLEAN AND GREEN	BACK TO THE FUTURE
	Concept #1	Impedes	Impedes	Even
	Concept #2	Even	Impedes	Even
	Concept #3	Even	Even	Even
	Concept #4	Even	Even	Even
	Concept #5	Even	Even	Even
	Concept #6	Even	Even	Even
	Concept #7	Even	Even	Even






Equity Score: **Impedes** equity: <40% | **Even** distribution: 40-60% | **Advances** equity: >60%

FINDINGS:

1. While no concept advances equity, most concepts provide benefits evenly to all population groups.
2. Companion policies would need to be considered to advance equity.

Crossings Benefit-Cost Ratios

Compares societal benefits against anticipated project costs

MODE	CROSSING	RISING TIDES, FALLING FORTUNES	CLEAN AND GREEN	BACK TO THE FUTURE
	Concept #1	● ○ ○ ○	● ○ ○ ○	● ○ ○ ○
	Concept #2	● ○ ○ ○	● ○ ○ ○	● ● ● ○
	Concept #3	● ● ○ ○	● ● ● ○	● ● ● ○
	Concept #4	● ● ○ ○	● ● ● ○	● ● ● ○
	Concept #5	● ● ○ ○	● ● ● ○	● ● ● ●
	Concept #6	● ● ○ ○	● ● ● ○	● ● ● ○
	Concept #7	● ● ○ ○	● ● ● ○	● ● ● ○

Notes:

- Benefit-Cost ratios over the time period: 2025-2080
- Discount rate: 3%, Time to Implement: 10 years
- Costs include a residual value of investment at 2080

Color Range: < 0.5 | 0.5 – 0.9 | 1.0 – 1.9 | > 1.9

FINDINGS:

- Crossings benefits do not substantiate costs in a low-growth future.
- Auto only crossing concepts perform poorly relative to transit crossing concepts.
- Concept 5 has a slightly higher B/C ratio than Concepts 3 & 4, tied to high housing and job growth development forecasted in the corridor.

Crossing Conclusions



PRIORITIZATION

A. TRANSIT CROSSING CONCEPTS SHOULD BE ADVANCED FOR FURTHER ANALYSIS.

Opportunities to improve B/C ratios should be studied, e.g. land use and economic impacts. Auto-only Crossing concepts should not be advanced.

B. NEITHER BART NOR CONVENTIONAL RAIL SIGNIFICANTLY OUTPERFORMED THE OTHER.

This decision will require more detailed analysis of modal tradeoffs.



LAND USE

C. ALL FUTURE CROSSINGS ANALYSES MUST ASSESS DEVELOPMENT AND RIDERSHIP POTENTIAL.

More thorough analysis of development feasibility in station areas is needed in future Bay Crossings analyses.



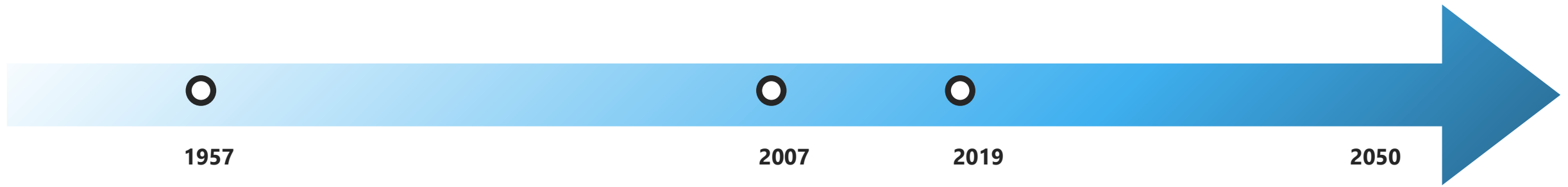
ORGANIZATION & GOVERNANCE

D. THE REGION NEEDS TO WORK TOWARDS A NEW CROSSING BY DELIVERING SIGNIFICANT FOUNDATIONAL INFRASTRUCTURE IN PHASES.

There are planned and proposed transit investments that are vital to a Bay Crossing's success.

“If the Bay Area is to be preserved as a fine place to live and work, a regional rapid transit system is essential... A satisfactory solution to the Bay Area’s traffic problem cannot be reached by building freeways alone. The solution can be reached only through a system of mass rapid transit developed on the premise of moving people-not automobiles.”

—1957 RAIL PLAN FOR THE BAY AREA



Metropolitan Transportation Commission

Legislation Details (With Text)

File #: 19-1067 **Version:** 1 **Name:**
Type: Report **Status:** Informational
File created: 9/6/2019 **In control:** Joint MTC Planning Committee with the ABAG Administrative Committee
On agenda: 10/11/2019 **Final action:**
Title: Plan Bay Area 2040 Amendment Update

Update on a requested amendment to Plan Bay Area 2040, the current long-range plan adopted in 2017, to integrate an Interstate 680 Express Lanes project in Alameda County.

Sponsors:

Indexes:

Code sections:

Attachments: [5c Plan Bay Area 2040 Amendment Update.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Plan Bay Area 2040 Amendment Update

Update on a requested amendment to Plan Bay Area 2040, the current long-range plan adopted in 2017, to integrate an Interstate 680 Express Lanes project in Alameda County.

Presenter:

Adam Noelting

Recommended Action:

Information

Attachments:

Plan Bay Area 2040 Amendment Update

Subject: Update on a requested amendment to Plan Bay Area 2040, the current long-range plan adopted in 2017, to integrate an Interstate 680 Express Lanes project in Alameda County.

Background: An amendment is a major revision to the adopted Plan, including adding or deleting a project, or major changes in project costs and scope (e.g., changing project locations or the number of through traffic lanes). As stipulated in MTC's Public Participation Plan (2018), a Plan amendment requires public review and comment and must meet several statutory requirements.

On June 19, 2019, MTC received correspondence from the Alameda County Transportation Commission (ACTC) requesting an amendment to the current Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS), Plan Bay Area 2040 (PBA 2040), to add express lanes in the northbound and southbound directions of Interstate 680 between State Route 85 and Alcosta Boulevard (herein referred to as "I-680 Gap Closure Project"). The project has been included in prior regional plans but was not prioritized for inclusion in PBA 2040 (adopted in 2017). The project has become a near-term priority for ACTC due to an opportunity to coordinate project delivery with Caltrans, who is scheduled to deliver a State Highway Operations and Protection Program (SHOPP) project on the same segment of I-680 beginning in 2020. The amendment would allow ACTC to explore and secure a funding plan to accelerate project delivery of the I-680 Gap Closure Project in coordination with the Caltrans SHOPP project.

Statutory Requirements

The amended Plan must conform to federal and state statutory requirements. The first statutory requirement is the demonstration of fiscal constraint—meaning the costs of the added or modified project may not exceed the adopted plan's revenue forecast. Secondly, the amended plan must meet the Bay Area's SB 375 GHG emissions reduction targets—seven percent in 2020 and fifteen percent in 2035.

Other statutory requirements are related to the disclosure of potential environmental impacts as a result of the amended plan. Prior to adopting a plan amendment, two companion environmental assessments are prepared and presented to the Commission. These two documents, detailed below, disclose the potential environmental impacts of the proposed amendment.

- *Transportation-Air Quality Conformity*
This analysis addresses whether the proposed amendment conforms to the State Implementation Plan (SIP). This is carried out through the preparation of the conformity analysis/determination. MTC must implement the interagency consultation process before making a transportation conformity determination. These consultations are conducted through the Air Quality Conformity Task Force.

- Environmental Impact Report (EIR)

This analysis addresses whether the proposed amendment results in new significant impacts or changes the severity of previously identified significant impacts to the environment. This is carried out by disclosing potential environmental impacts through the preparation or update of an EIR in accordance to the California Environmental Quality Act (CEQA).

Schedule and Timeline

MTC staff has begun procedures to amend PBA 2040 to add the I-680 Gap Closure Project. Staff will continue to coordinate with ACTC and Caltrans staff over the next several months to prepare the Plan amendment and the statutory environmental documents. In addition, staff will monitor the implementation of new federal fuel economy and emission standards, detailed below, and its effect on the approval of the proposed Plan amendment.

Issues:

On September 18, 2019, the Trump Administration announced that it will enact the Safer Affordable Fuel Efficient (SAFE) Vehicle Rule. When finalized, the rule will revoke California's authority to implement the Advanced Clean Cars (I and II) and zero emission vehicles (ZEV) mandates. Consequently, it also invalidates California's tool to estimate mobile source emissions—commonly known as “EMFAC”—which assumes the clean car mandates are implemented. Planning agencies across California use EMFAC to estimate mobile source emissions to demonstrate their respective plans conform to the SIP and meet federal clean air standards. As a result, the SAFE Vehicle Rule, if implemented, precludes MTC's ability to demonstrate that the I-680 Gap Closure Project conforms to federal clean air standards, a necessary step for the project to move forward. While staff may proceed with the proposed amendment, there is not a certain path or timeline for the necessary federal approval(s) at this time.

Recommendation: None

Attachments: None



Therese W. McMillan