

# Meeting Agenda

## Regional Advisory Working Group

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Tuesday, November 5, 2019

9:30 AM

Yerba Buena - 1st Floor

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

This meeting can also be accessed via Zoom Meeting  
Launch Link: <https://bayareametro.zoom.us/j/920843388>  
Dial-in Number: 408-638-0968  
Access Code: 920 843 388

9:30 a.m.

### 1. Welcome, Introductions

*Matt Maloney*

9:35 a.m.

### 2. [19-1145](#) Vital Signs: Land & People Update

Summary of findings from recent updates to Vital Signs Land & People indicators.

**Action:** Information

**Presenter:** Raleigh McCoy

**Attachments:** [02\\_Vital Signs Land and People Update Nov 2019.pdf](#)

10:00 a.m.

### 3. [19-1146](#) Plan Bay Area 2050: Draft Needs Assessments for Transportation, Housing and Resilience

Overview of the draft financial needs associated with transportation, affordable housing, and resilience for Plan Bay Area 2050, the next-generation regional plan.

**Action:** Information

**Presenter:** William Bacon, Dave Vautin, and Rachael Hartofelis

**Attachments:** [03\\_PBA50\\_DraftNeeds.pdf](#)



**10:45 a.m.**

4. [19-1147](#) Plan Bay Area 2050: Regional Growth Framework - Update and Next Steps

Presentation on local jurisdiction and County Transportation Agency submissions for the Regional Growth Framework Update, including Priority Development Areas (PDAs), Priority Conservation Areas (PCAs), and Priority Production Areas (PPAs), as well as potential next steps as we advance into the Plan Bay Area 2050 Blueprint process.

**Action:** Information

**Presenter:** Mark Shorett

**Attachments:** [04\\_PBA 2050-Regional Growth Framework – Update and Next Steps.pdf](#)

**11:30 a.m.**

**5. Next Steps / Other Business / Public Comments**

**11:35 a.m.**

**6. Adjournment / Next Meeting**

**A next regular meeting of the Regional Advisory Working Group will be held Tuesday, December 10, 2019 at 9:30 a.m. at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA.**

**A Super Regional Advisory Working Group will be held Tuesday, November 12, 2019 at 9:30 a.m. at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA.**



**Public Comment:** The public is encouraged to comment on agenda items at Committee meetings by completing a request-to-speak card (available from staff) and passing it to the Committee secretary. Public comment may be limited by any of the procedures set forth in Section 3.09 of MTC's Procedures Manual (Resolution No. 1058, Revised) if, in the chair's judgment, it is necessary to maintain the orderly flow of business.

**Meeting Conduct:** If this meeting is willfully interrupted or disrupted by one or more persons rendering orderly conduct of the meeting unfeasible, the Chair may order the removal of individuals who are willfully disrupting the meeting. Such individuals may be arrested. If order cannot be restored by such removal, the members of the Committee may direct that the meeting room be cleared (except for representatives of the press or other news media not participating in the disturbance), and the session may continue.

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

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

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

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Attachments are sent to Committee members, key staff and others as appropriate. Copies will be available at the meeting.

All items on the agenda are subject to action and/or change by the Committee. Actions recommended by staff are subject to change by the Committee.



# Metropolitan Transportation Commission

## Legislation Details (With Text)

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**File #:** 19-1145      **Version:** 1      **Name:**  
**Type:** Report      **Status:** Informational  
**File created:** 10/2/2019      **In control:** Regional Advisory Working Group  
**On agenda:** 11/5/2019      **Final action:**  
**Title:** Vital Signs: Land & People Update

Summary of findings from recent updates to Vital Signs Land & People indicators.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [02\\_Vital Signs Land and People Update Nov 2019.pdf](#)

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

Vital Signs: Land & People Update

Summary of findings from recent updates to Vital Signs Land & People indicators.

**Presenter:**

Raleigh McCoy

**Recommended Action:**

Information

**Attachments:**



# Metropolitan Transportation Commission and the Association of Bay Area Governments Regional Advisory Working Group

November 5, 2019

Agenda Item 2

## Vital Signs: Land & People Update

**Subject:** Summary of findings from recent updates to Vital Signs Land & People indicators.

**Background:** The Vital Signs performance monitoring initiative was a key implementation action of *Plan Bay Area*, allowing residents to view and interact with data for 41 indicators across the themes of transportation, land & people, the economy, the environment, and equity. Data are available over time and across geographies, allowing users to view historical trends and compare conditions across Bay Area counties, cities, and even neighborhoods, depending on the geographic specificity of the data available. Since the site was launched in 2015, over 100,000 users have visited the Vital Signs website, with traffic increasing by over 25 percent between Fiscal Years 2018 and 2019.

Data for the five Land & People indicators are scheduled to be published on the Vital Signs website later in November. Staff will present an advance preview of findings from this data update.

### Key Findings

- **Bay Area jurisdictions issued permits for the largest number of units since 2003.** Collectively, Bay Area jurisdictions issued permits for 27,000 units in 2017, a 35 percent increase over the previous year. This increase was powered by a spike in permits for housing units in multi-family buildings across the region, as well as a sizeable increase in the number of permits issued by Alameda County jurisdictions. The 2017 permitting rate was on par with permit levels seen prior to the Great Recession, though remains significantly below historic highs that occurred in the 1970s and 1980s.
- **One in five units for which permits were issued will be affordable to households earning less than 120 percent of the Area Median Income (AMI) threshold.** Permits for housing affordable to very low-, low- and moderate-income households continued to constitute the minority of all permits issued in 2017. That said, San Francisco and Alameda counties issued permits for over 1,000 affordable units each in 2017, nearly double the number of affordable housing permits issued in the previous year. San Mateo County also significantly increased its affordable housing permitting rate, tripling the number of affordable unit permits issued between 2016 and 2017.
- **Housing production stagnated between 2017 and 2018, despite recent growth in permitting rates.** The housing production rate dipped in 2017 due in part to the loss of thousands of housing units during the North Bay wildfires. In 2018, housing production occurred at roughly the same rate as the previous year, with the region adding 15,000 new housing units. Lackluster housing production numbers for 2018 can be attributed in part to plummeting production rates in San Francisco and Santa Clara counties, each of which produced over 2,000 fewer units in 2018 than in the previous year.
- **The region continued to see limited greenfield development when compared to previous decades and other large U.S. metro areas.** Since 2010, the Bay Area's urban footprint grew by 11,000 acres, or around 1,800



acres per year. This rate of greenfield development is half of what was seen in the first decade of this century and a third of the rate of development in the 1990s. This can be attributed to a reduction in demand for suburban housing and the success of urban growth boundaries in curtailing greenfield development.

- **Jobs continue to concentrate in San Francisco and Silicon Valley.** The region added 850,000 jobs between 2010 and 2018, bringing the region's employment total to over 4 million total jobs. When examining the distribution of jobs across 20 subcounty geographies consisting of one or more cities, San Francisco and North Santa Clara County are home to close to half of all jobs in the region, a share that has grown in the past decade due to intensive job growth in these two geographies. Since 2010, San Francisco and North Santa Clara County accounted for 32 percent and 23 percent of all jobs created, respectively. Meanwhile, the remaining 18 subcounties each accounted for less than 10 percent of all job growth over the same time period.

**Issues:** None

**Next Steps:** Updates to select Transportation indicators will be published on the Vital Signs website in early 2020.

**Attachments:** **Attachment A:** Presentation

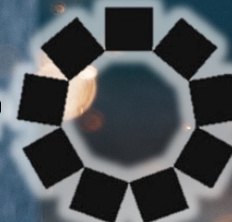


**LAND & PEOPLE UPDATE**  
RALEIGH MCCOY, MTC/ABAG  
REGIONAL ADVISORY WORKING GROUP  
NOVEMBER 5, 2019

**VITAL SIGNS**



MTC



ABAG



BAAQMD



BCDC



BARC<sub>1</sub>

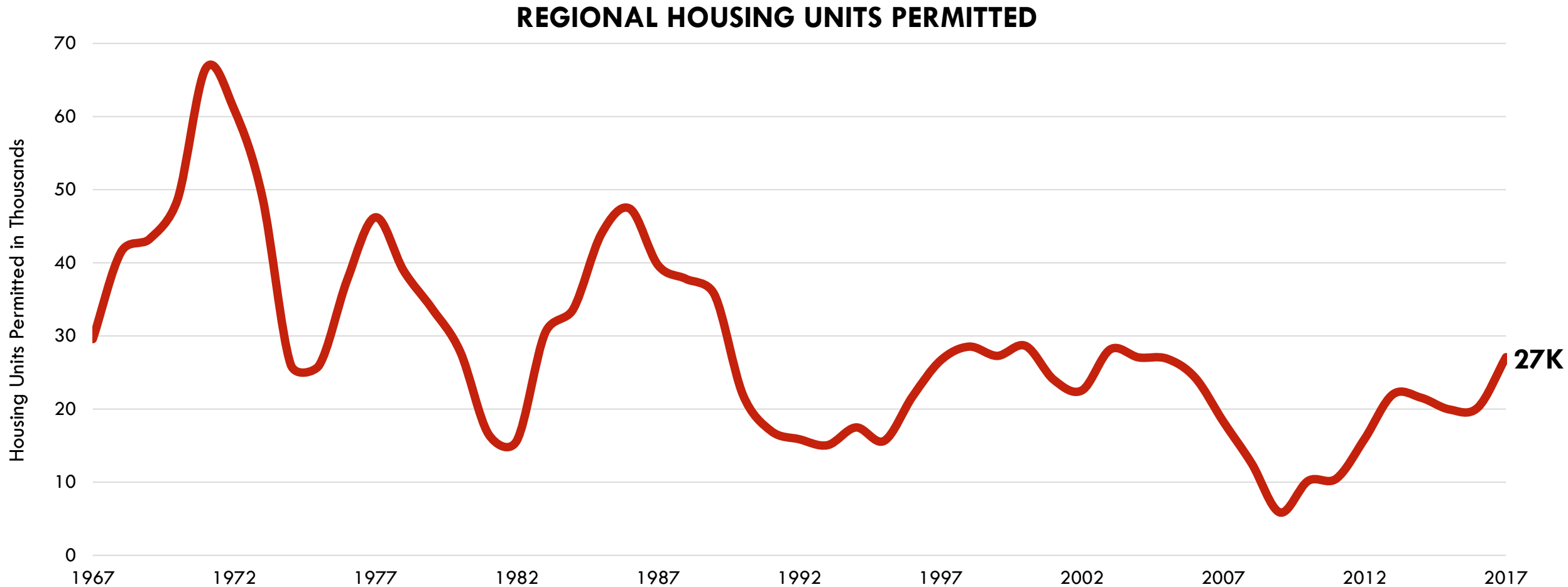


- 1 In 2017, Bay Area jurisdictions issued permits for the largest number of units since 2003.
- 2 One in five units for which permits were issued will be affordable to very low-, low-, or moderate-income households.
- 3 Housing production stagnated between 2017 and 2018, despite recent growth in permitting rates.
- 4 The region continued to see limited greenfield development when compared to previous decades and other large U.S. metro areas.
- 5 Jobs continue to concentrate in San Francisco and Silicon Valley.



## REGIONAL PERFORMANCE

**Despite a significant increase since the Great Recession, permitting remains well below mid-20<sup>th</sup> century levels.**

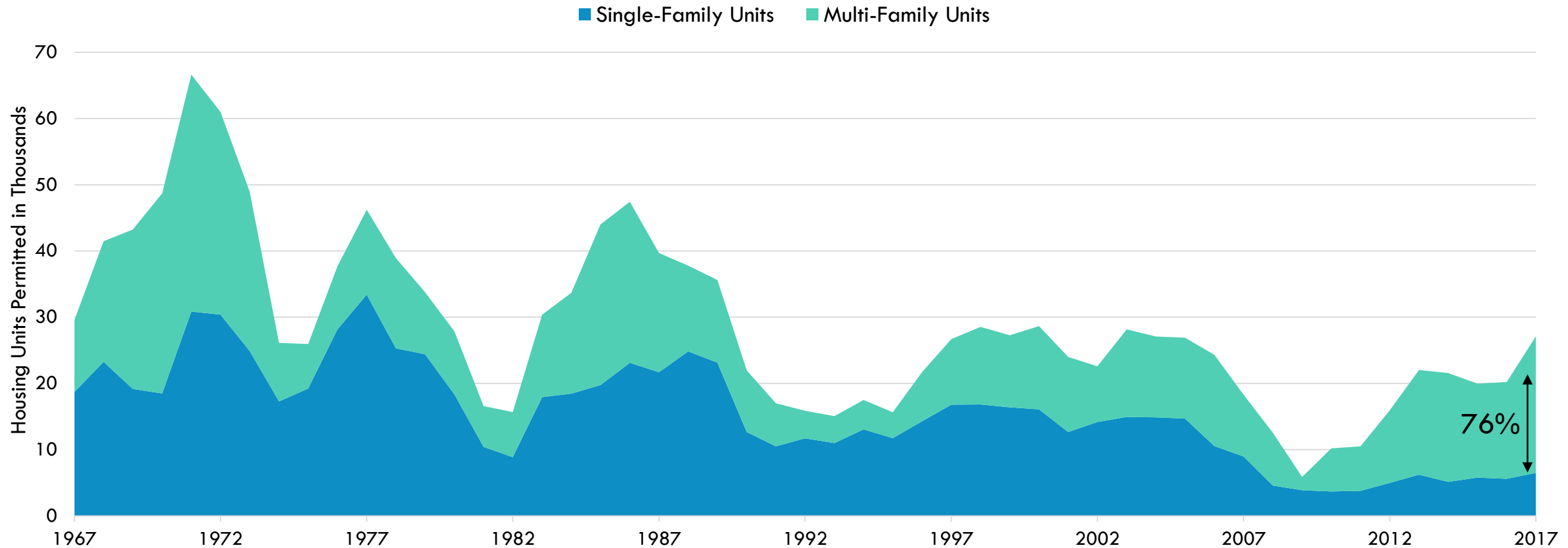




## REGIONAL PERFORMANCE

**Across the region, 76 percent of units for which permits were issued are multi-family units.**

## REGIONAL HOUSING UNIT PERMITS BY BUILDING TYPE



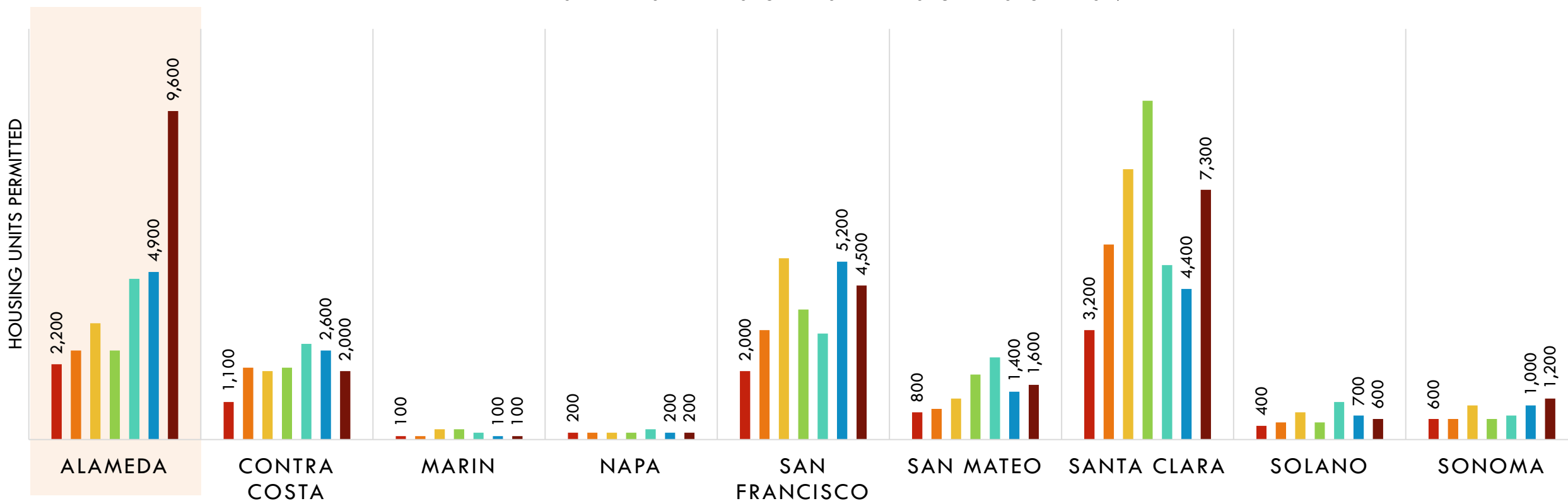


## LOCAL FOCUS

**Alameda County issued permits for nearly 10,000 units in 2017, double the number of permits issued in 2016.**

## ANNUAL HOUSING UNIT PERMITS

■ 2011 ■ 2012 ■ 2013 ■ 2014 ■ 2015 ■ 2016 ■ 2017

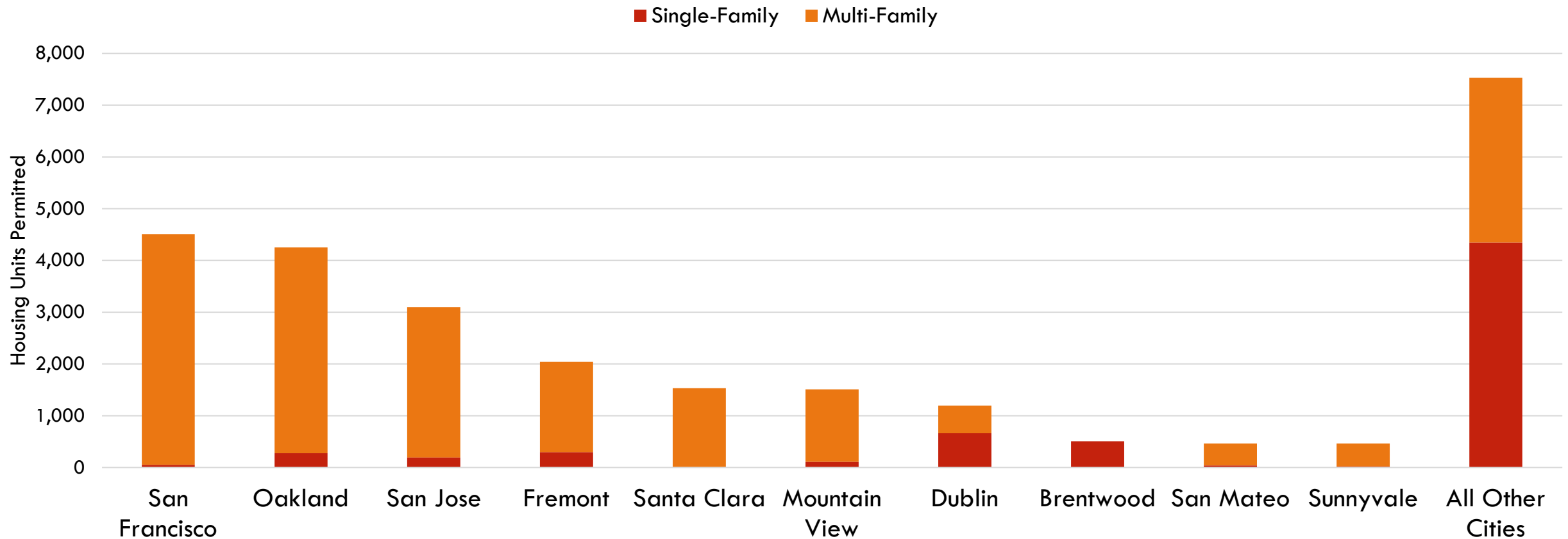




## LOCAL FOCUS

**Of the ten jurisdictions that issued permits for the largest number of units in 2017, three are located in Alameda County.**

## CITIES THAT ISSUED PERMITS FOR THE MOST UNITS IN 2017 BY HOUSING TYPE



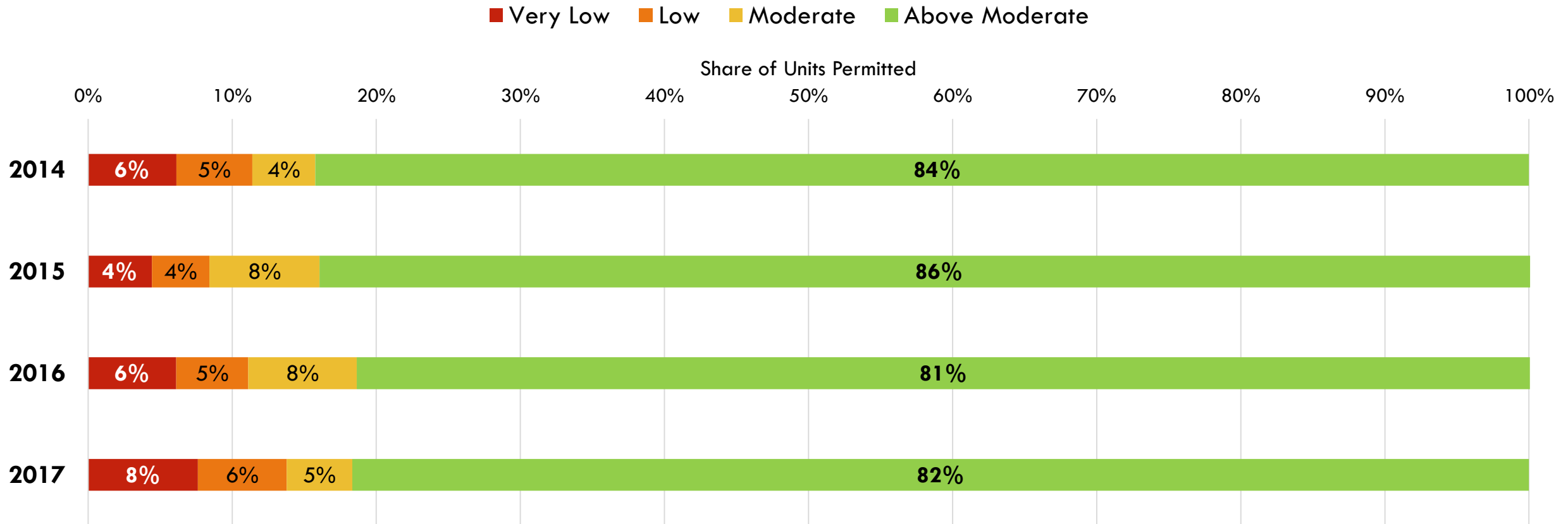


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## REGIONAL PERFORMANCE

**Permits for affordable housing – low- and very-low income units – accounted for just 14 percent of all permits.**

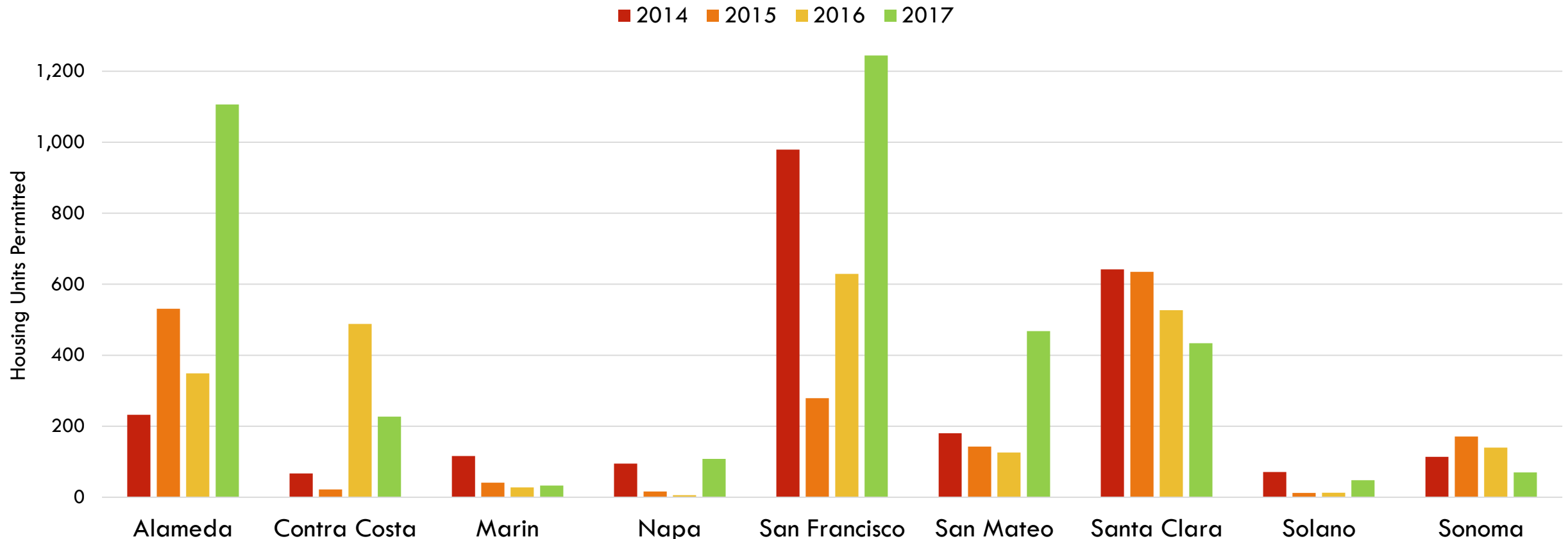
**BREAKDOWN OF REGIONAL HOUSING UNIT PERMITS BY AFFORDABILITY LEVEL**



## LOCAL FOCUS

**San Francisco has issued the largest number of permits for affordable units of any county in three of the past four years.**

## AFFORDABLE HOUSING UNIT PERMITS BY COUNTY



Note: Affordable housing units are housing affordable to very low- and low-income households

Source: ABAG-MTC Housing Permits Database (2014-2017)

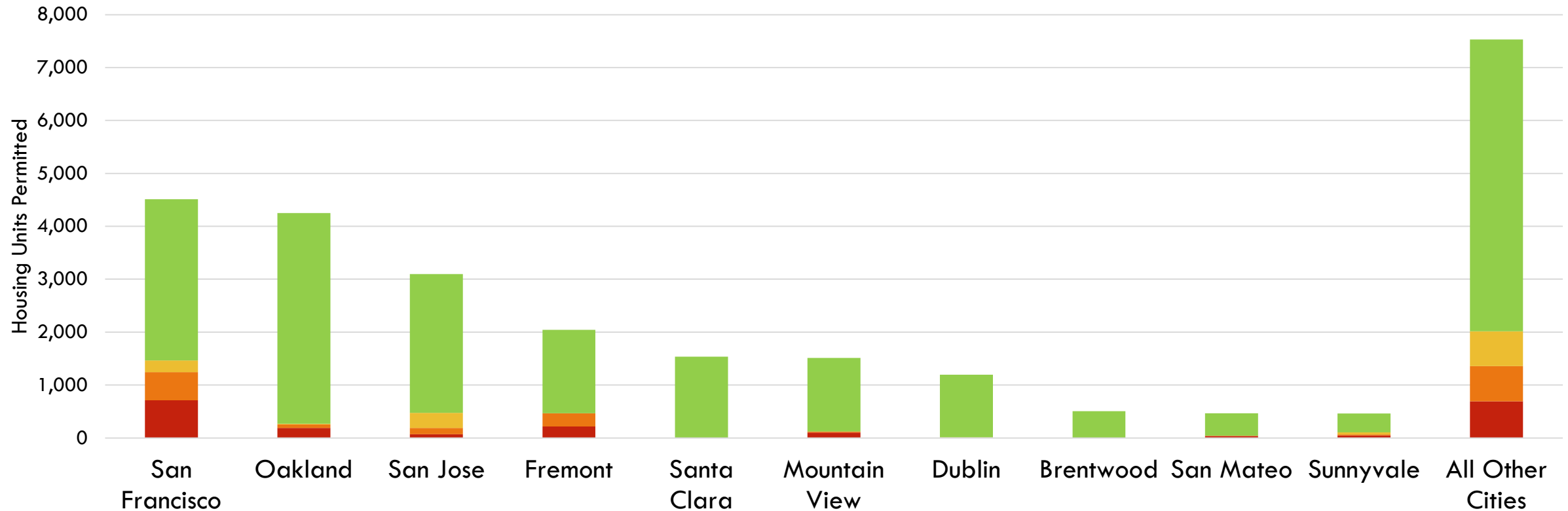


## LOCAL FOCUS

**Affordable housing units constituted 27 percent of all units for which permits were issued in San Francisco.**

**CITIES THAT ISSUED PERMITS FOR THE MOST UNITS IN 2017 BY AFFORDABILITY LEVEL**

■ Very Low ■ Low ■ Moderate ■ Above Moderate





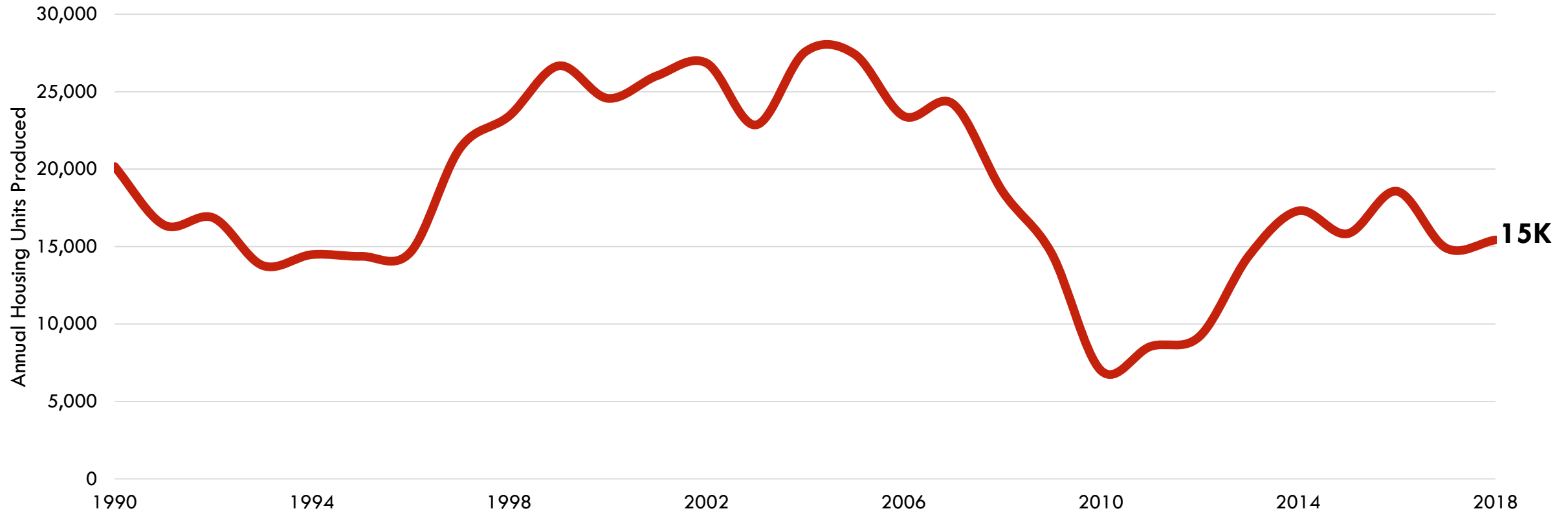
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- ④ The region continued to see limited greenfield development when compared to previous decades and other large U.S. metro areas.
- ⑤ Jobs continue to concentrate in San Francisco and Silicon Valley.



## REGIONAL PERFORMANCE

**The Bay Area added 15,000 new housing units in 2018, a slight increase over the previous year's production total.**

## ANNUAL REGIONAL HOUSING UNITS PRODUCED





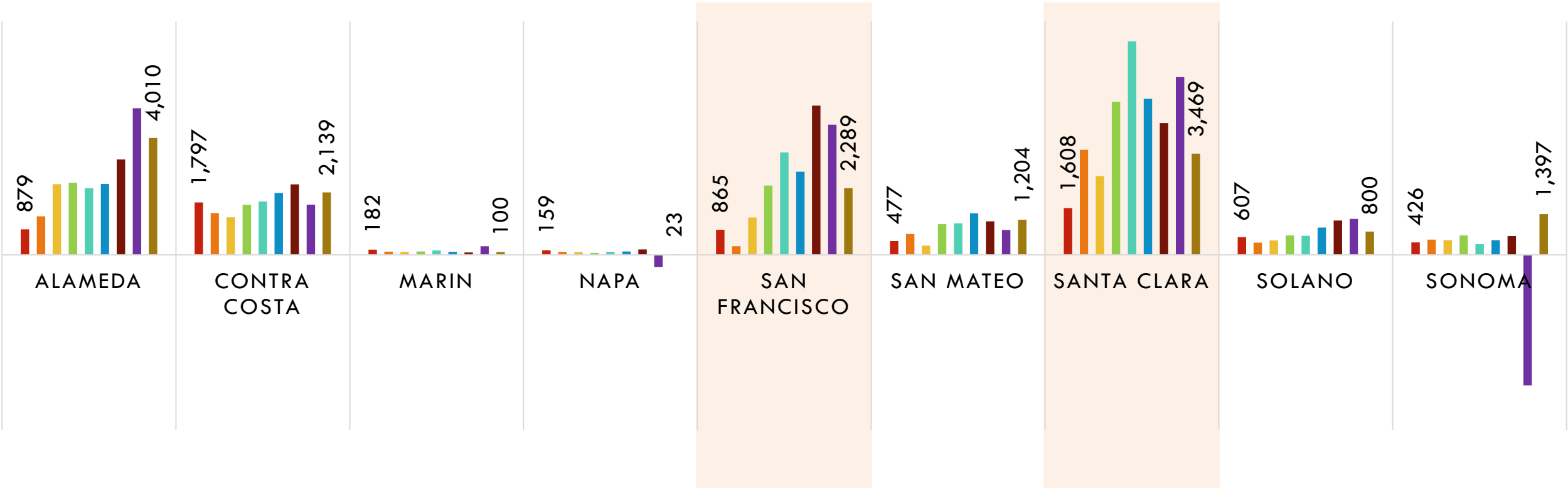


LOCAL FOCUS

Housing production fell by nearly 50 percent between 2017 and 2018 in San Francisco and Santa Clara counties.

ANNUAL HOUSING UNITS PRODUCED BY COUNTY (SINCE 2010)

2010 2011 2012 2013 2014 2015 2016 2017 2018



Source: California Department of Finance E-8 (2010); California Department of Finance E-5 (2011-2018)



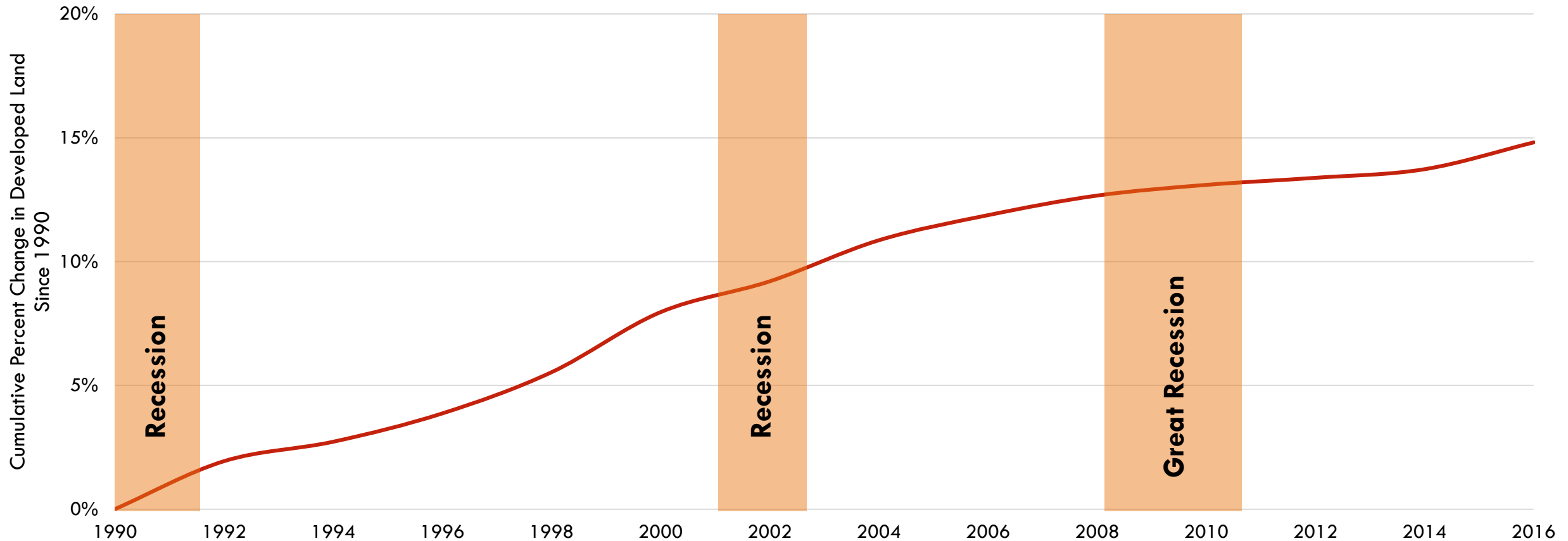
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- ④ **The region continued to see limited greenfield development when compared to previous decades and other large U.S. metro areas.**
- ⑤ Jobs continue to concentrate in San Francisco and Silicon Valley.



## REGIONAL PERFORMANCE

**Regional growth in developed land has slowed since the Great Recession.**

REGIONAL PERCENT CHANGE IN DEVELOPED LAND SINCE 1990



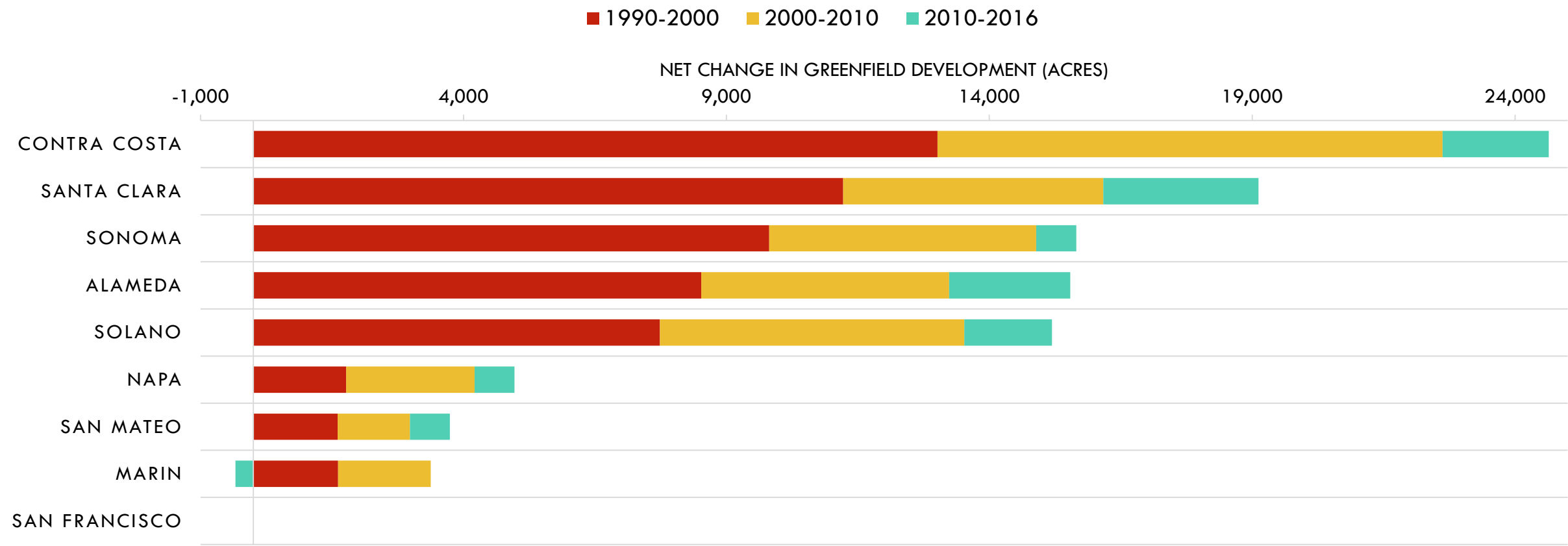




LOCAL FOCUS

Greenfield development has declined significantly in recent years in every county in the Bay Area.

COUNTY GREENFIELD DEVELOPMENT GROWTH AND DECLINE BY DECADE

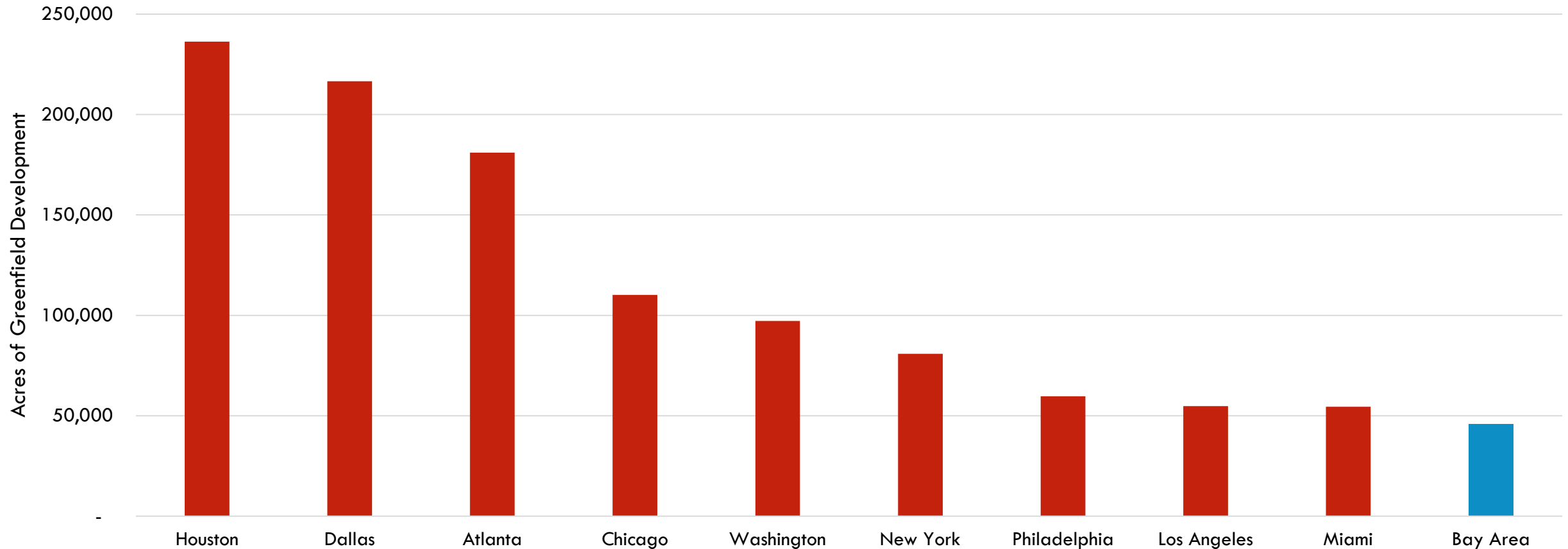




## NATIONAL CONTEXT

**Houston and Dallas have seen their urbanized acres grow at a rate five times that of the Bay Area since 2000.**

GREENFIELD DEVELOPMENT BY METRO AREA (2000 to 2017)





- ① In 2017, Bay Area jurisdictions issued permits for the largest number of units since 2003.
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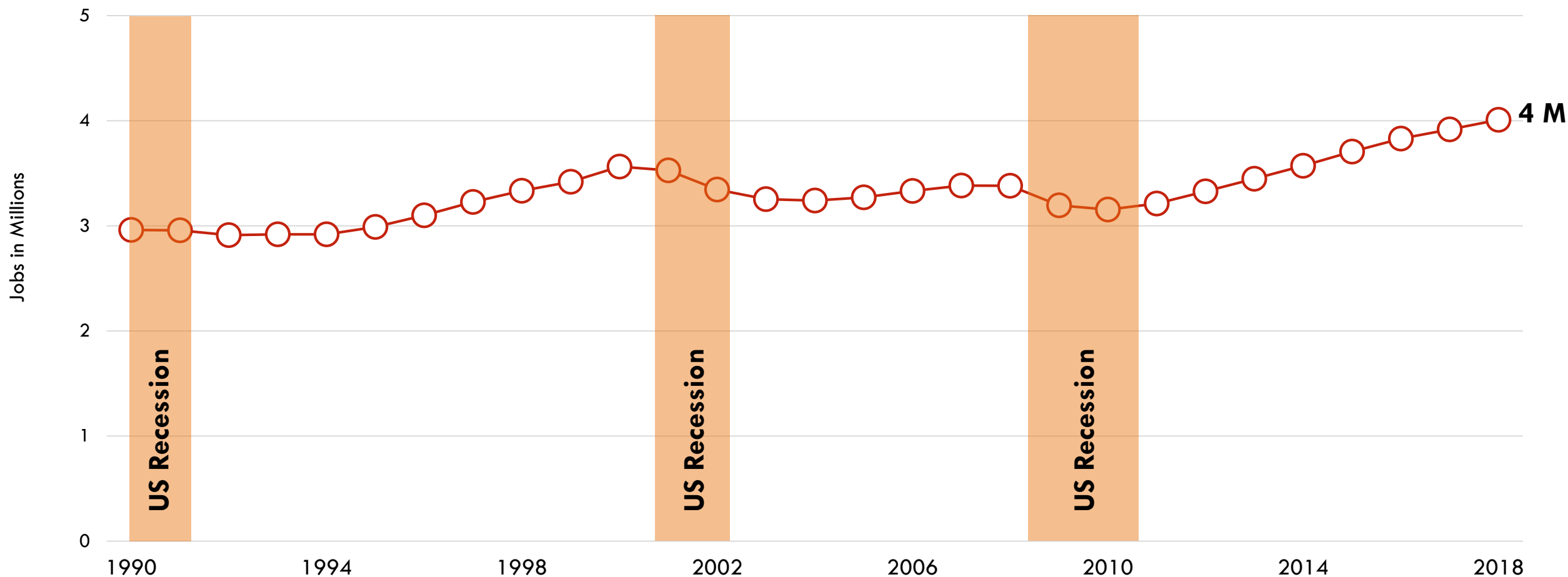




## REGIONAL PERFORMANCE

**The Bay Area surpassed the pre-Recession peak in number of jobs in 2014, with employment continuing to grow.**

## REGIONAL JOBS



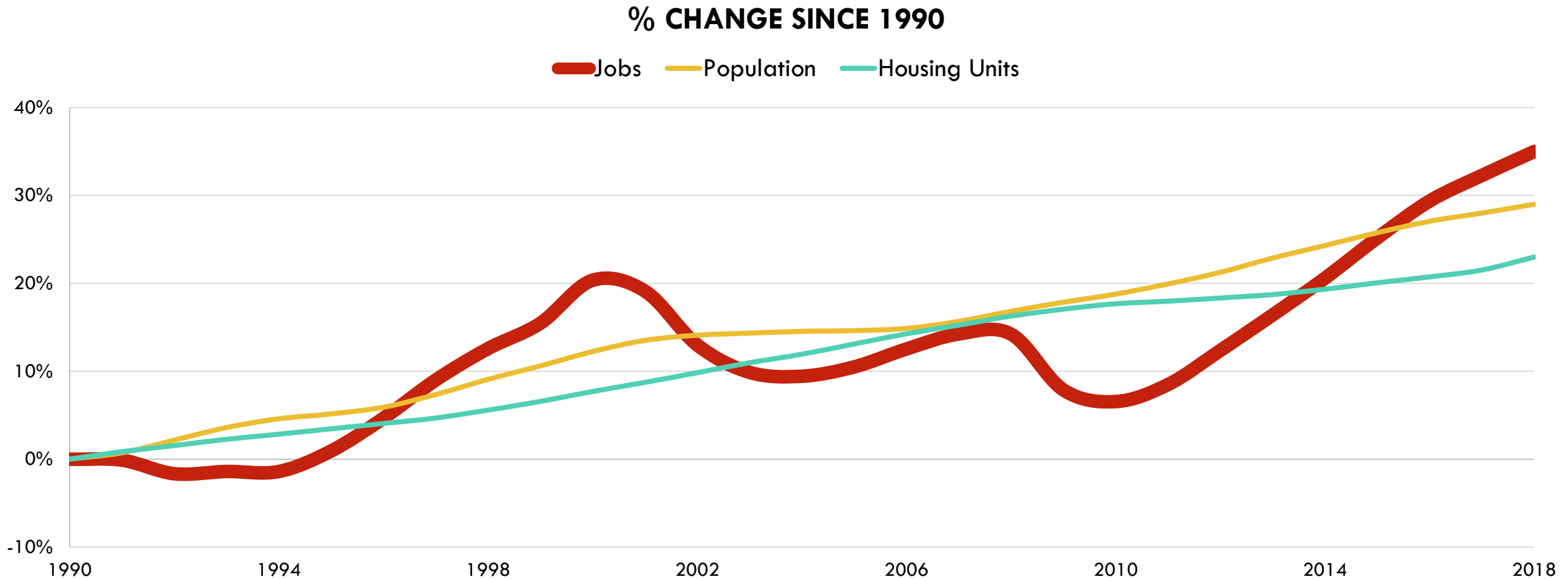
Source: California Employment Development Department (EDD)





## REGIONAL PERFORMANCE

**Growth in regional employment has outpaced growth in population and housing supply since 1990.**







## LOCAL FOCUS

**San Francisco and Silicon Valley are the region's primary job centers, accounting for close to half of all Bay Area jobs.**

**EMPLOYMENT BY SUB-COUNTY – 2017 ESTIMATE IN THOUSANDS**



Source: American Community Survey 2017; note that North Alameda County includes the City of Oakland

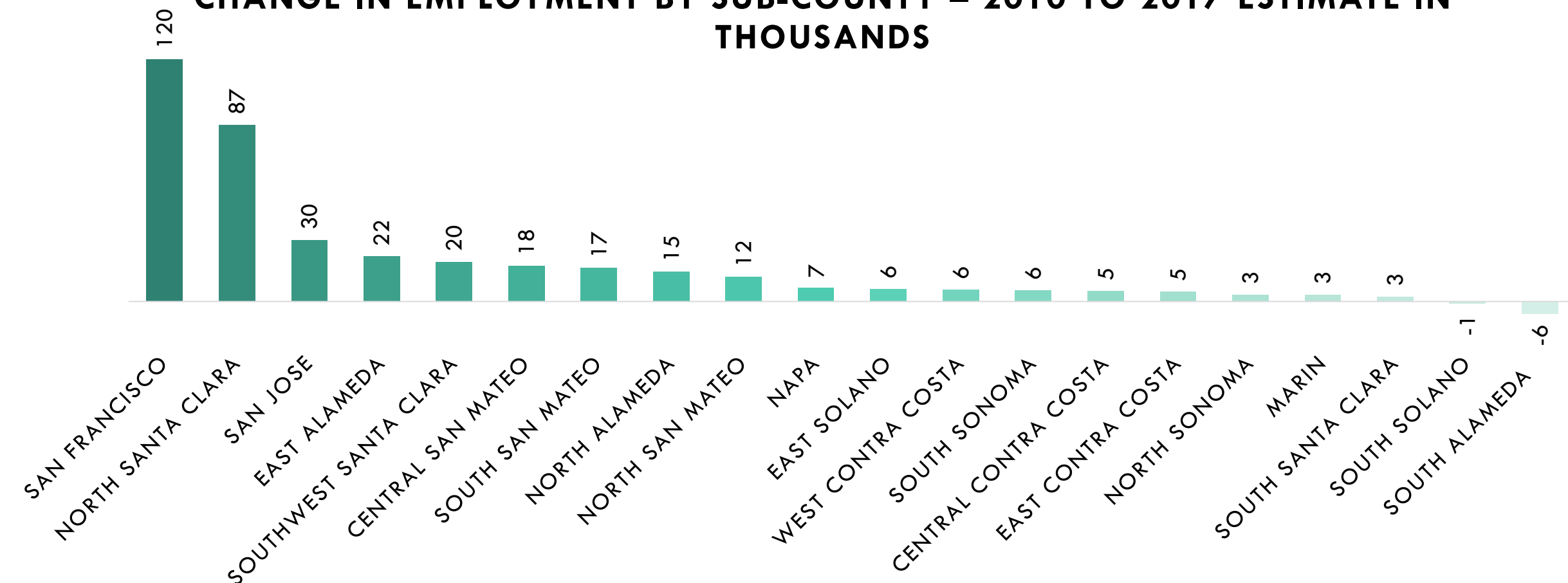




## LOCAL FOCUS

**Job growth remains concentrated in San Francisco and Silicon Valley, with limited growth in the rest of the region.**

**CHANGE IN EMPLOYMENT BY SUB-COUNTY – 2010 TO 2017 ESTIMATE IN THOUSANDS**







# QUESTIONS?

Raleigh McCoy

Assistant Planner, MTC/ABAG

[rmccoy@bayareametro.gov](mailto:rmccoy@bayareametro.gov)

[vitalsigns.mtc.ca.gov](https://vitalsigns.mtc.ca.gov)



# Metropolitan Transportation Commission

## Legislation Details (With Text)

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**File #:** 19-1146      **Version:** 1      **Name:**  
**Type:** Report      **Status:** Informational  
**File created:** 10/2/2019      **In control:** Regional Advisory Working Group  
**On agenda:** 11/5/2019      **Final action:**  
**Title:** Plan Bay Area 2050: Draft Needs Assessments for Transportation, Housing and Resilience

Overview of the draft financial needs associated with transportation, affordable housing, and resilience for Plan Bay Area 2050, the next-generation regional plan.

**Sponsors:****Indexes:****Code sections:**

**Attachments:** [03\\_PBA50\\_DraftNeeds.pdf](#)

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

Plan Bay Area 2050: Draft Needs Assessments for Transportation, Housing and Resilience

Overview of the draft financial needs associated with transportation, affordable housing, and resilience for Plan Bay Area 2050, the next-generation regional plan.

**Presenter:**

William Bacon, Dave Vautin, and Rachael Hartofelis

**Recommended Action:**

Information

**Attachments:**



# Metropolitan Transportation Commission and the Association of Bay Area Governments Regional Advisory Working Group

November 5, 2019

Agenda Item 3

## Plan Bay Area 2050: Draft Needs Assessments for Transportation, Housing and Resilience

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**Subject:** Overview of the draft financial needs associated with transportation, affordable housing, and resilience for Plan Bay Area 2050, the next-generation regional plan.

**Background:** As MTC and ABAG work to develop a more comprehensive regional plan, it is important to consider the financial needs and revenues for a broader array of issue areas. Building upon the successful work from prior iterations of Plan Bay Area, Plan Bay Area 2050 will include needs and revenue estimates for the traditional suite of transportation operations and maintenance (O&M), as well as equally critical needs for affordable housing and resilience.

Needs and revenue assessments have proven valuable in prior cycles of Plan Bay Area as they have identified what it would take to fully fund fundamental issue areas like roadway maintenance, as well as the reasonably anticipated funding that could fill those gaps. Staff continue to work on the revenue assessments for each of the topic areas; draft revenue estimates, both with and without new revenues under consideration, are expected to be available in draft form in December.

Draft assessments of needs for each topic area – between 2021 and 2050 – were completed over the summer; staff are currently seeking feedback on this work as we begin work on the Draft Blueprint for Plan Bay Area 2050. Additional information on each assessment can be found in the attachments to this memo. Findings of the draft needs assessments are also summarized below, with all costs shown in year-of-expenditure (YOE) dollars for state of good repair:

- **Transportation:**
  - Public Transit O&M: \$302 billion in needs
  - Roads, bicycle/pedestrian infrastructure\*, Bridges, and Highways O&M: \$115 billion in needs
- **Affordable Housing:** \$473 billion in needs
- **Resilience:**
  - Sea Level Rise: \$15 billion in needs
  - Earthquake: \$17 billion in needs (*for residential units only*)

**Next Steps:** Staff will continue to work with stakeholders and technical experts on each of the needs and revenue assessments over the coming months. It is anticipated that the needs and revenue estimates will be finalized in early 2020 in time to begin analysis of the Draft Blueprint for Plan Bay Area 2050.

**Attachments:** Attachment A: Draft Transportation Needs Assessments  
Attachment B: Draft Affordable Housing Needs Assessment  
Attachment C: Draft Resilience Needs Assessments  
Attachment D: Presentation

\* Includes on-pavement but not dedicated off system bicycle or pedestrian paths.



## **Draft Transportation Needs Assessments**

Plan Bay Area 2050, the next-generation plan for transportation, housing, the economy, and the environment, will span 30 years from fiscal years 2021 through 2050. Plan Bay Area 2050 must meet or exceed federal and state requirements, including RTP/SCS requirements related to fiscal constraint. This requires the estimation of costs and available revenues for the operation and preservation (capital maintenance) of the existing transportation system. The information presented below is a preliminary draft estimate of the region's transportation operations and preservation needs over the lifespan of the Plan. This information is being provided for your review in advance of being presented to the MTC/ABAG boards in December.

For the Local Streets and Roads and Transit Capital categories, the system preservation needs were calculated for two different "condition level" scenarios:

### **1. Maintain Existing Conditions**

- Local jurisdictions maintain the existing pavement condition index (PCI) and deferred maintenance costs are held relatively stable but continue to grow at the rate of inflation
- Transit operators maintain the existing percentage of capital assets over useful life (PAOUL). In this scenario, the total backlog dollar maintains the present-day replacement cost value of all assets beyond their useful life, adjusting for inflation.

### **2. State of Good Repair (SGR)**

- Pavement conditions reach a "best management practices" level within the first ten years of the analysis period, and then maintain that level for the duration of the Plan period. A best management practices condition level equates roughly to a low-to-mid 80s pavement condition index (PCI). Deferred maintenance is eliminated.
- All transit capital assets are replaced and rehabilitated within the first ten years of the analysis period--to 0% percent of assets over useful life (PAOUL)-- and then maintained at that level for the duration of the Plan period. In this scenario, all assets are replaced when they reach the end of their useful lives and existing assets that are in marginal or poor condition (TERM Lite Score 2 or 1) are replaced in the first decade.

Only one condition level scenario was calculated for local bridges, state highways, and regional bridge capital maintenance and operations due to limited data availability and/or modeling capability. For transit operations, the only scenario calculated was the cost to maintain existing service levels, since expanded service levels would be proposed as part of the Plan's project submittal process.

Table 1 below shows the total transportation operations and preservation needs calculated for Plan Bay Area 2050. Results by mode and methodologies used to estimate the needs are contained in subsequent pages of this attachment.



**Table 1. Plan Bay Area 2050 Draft Transportation Operation and System Preservation Needs (in millions of \$YOE)**

Mode	State of Good Repair	Maintain Conditions
Local Streets, Roads, and bicycle/pedestrian infrastructure	\$68,395	\$61,859
State Highways <sup>2</sup>	\$24,427	\$24,427
Local Bridges <sup>2</sup>	\$2,554	\$2,554
Regional Bridges <sup>2,3</sup>	\$19,415	\$19,415
Transit Capital	\$84,561	\$59,385
Transit Operating <sup>4</sup>	\$217,819	\$217,819
<b>Total</b>	<b>\$417,171</b>	<b>\$385,460</b>

Notes:

1) Includes \$20.5 billion in operations costs/needs.

2) Needs associated with maintaining existing condition levels is not available for the state highway system or bridges.

3) The regional bridge category does not include the Golden Gate Bridge.

4) The transit operating needs assessment only considers what is needed to maintain existing service levels, therefore the transit operating needs are the same for both State of Good Repair and Maintain Conditions.

**Local Streets and Roads**

As shown in Table 2 below, to maintain existing conditions on the region's 43,500 lane miles of local streets, roads, and on-system bicycle/pedestrian, and other non-pavement infrastructure, approximately \$41 billion is needed over the Plan period. To reach a state of good repair, with a corresponding condition level for non-pavement assets (signs, signals, sidewalks, storm drains, etc.), an investment of \$48 billion is needed over the next 30 years. These costs do not include the estimated \$20.5 billion in operations cost and overhead that will be needed to perform routine maintenance, pothole filling, street sweeping, and other requirements that keep local streets and roads serviceable.

For comparison, on an *annualized basis* (as each iteration of Plan Bay Area has a different number of years included within the planning horizon), the draft Plan Bay Area 2050 preservation needs for local streets and roads are approximately six percent higher than those estimated for Plan Bay Area 2040 (the current Plan). The increase in maintenance need is largely due to higher costs for maintenance materials and contract labor resulting from a strong economy and market competition.

**Table 2. System Preservation Draft Needs for Local Streets, Roads, and bicycle/pedestrian infrastructure — By County (in millions of \$YOE)**

County	Maintain Conditions	State of Good Repair
Alameda	\$7,940	\$8,977
Contra Costa	\$6,101	\$6,878
Marin	\$1,374	\$1,676
Napa	\$871	\$1,290
San Francisco	\$5,189	\$5,759
San Mateo	\$3,824	\$4,220
Santa Clara	\$10,186	\$11,290
Solano	\$2,838	\$3,351
Sonoma	\$3,028	\$4,446
<b>Total</b>	<b>\$41,351</b>	<b>\$47,886</b>



To calculate the pavement maintenance need, MTC's pavement management software, StreetSaver<sup>®</sup> was used to determine how much funding would be needed for each jurisdiction to reach the condition level for each scenario. Average maintenance costs, a key input into the StreetSaver<sup>®</sup> model, were estimated by county, using information submitted by local jurisdictions to the 2018 California Local Street and Road Needs Assessment survey.

Non-Pavement needs include the capital maintenance of assets that are required for a functioning street and road system. Primary examples of these assets include storm drains, sidewalks, curb & gutter, streetlights, signs, and signals. To estimate the Non-Pavement needs on the local street and road system, MTC used a prediction model developed by consultants that uses information provided by local jurisdictions on non-pavement asset inventory and useful life to estimate long term costs to maintain non-pavement assets. It was determined that replacement costs can be predicted by the inventory of two non-pavement assets—curb and gutter and streetlights—using a regression formula. The total regional non-pavement asset replacement cost is then divided by the average useful life for each of the major non-pavement asset groups to estimate an annual preservation cost. The regional totals are then distributed across all jurisdictions based on a formula comprised of population share and lane mileage. The prediction model was updated with asset inventory and replacement cost information provided by local jurisdictions in responses to the 2018 California Local Street and Road Needs Assessment survey.

### **State Highways**

The needs assessment for the state highway system relies on information provided by the California Department of Transportation in its 2019 State Highway System Management Plan (SHSMP), and analysis of the District 4 (Bay Area) pipelined projects and remaining needs for all SHOPP expense categories. Future adjustments to the state highway needs assessment may be made to account for specific Bay Area operational and maintenance needs over and above the assumed Bay Area population share of these needs as incorporated in the SHOPP forecast, and additional input that may be provided on the estimate by Caltrans staff.

The SHSMP is produced every two years and integrates the maintenance, rehabilitation, and operation of the state highway system into a single management plan that incorporates state and federal asset management requirements. The SHSMP includes a 10-year needs assessment to achieve established performance targets for the following asset classes:

- Pavement
- Bridges and Tunnels
- Drainage
- Transportation Management Systems
- Supplementary assets including – drainage pump plants, highway lighting, overhead signs, weigh in motion scales, and other facilities of various types

To estimate the 30-year state highway need for Plan Bay Area 2050, MTC staff added pipe-lined projects in the District 4 Project Book, with the SHSMP reported cost associated with meeting stated performance targets for each of the above listed asset classes within District 4 by FY 2028-29. For FYs 2030-2050, staff took the annualized need over the first 10-year period and reduced it by 75%, then escalated the annual need by 2.2% from FY 2030 through FY 2050. This shift to a lower needs level after year 10 assumes that the needs estimated in the first 10 years are to bring the state highway system to a state of good repair, after which ongoing maintenance costs would be significantly lower. This assumption and the level of reduction applied is consistent with the those made in the local street and road and transit capital maintenance needs assessments.



### **Local Bridges**

The nearly 2,000 locally-owned bridges in the San Francisco Bay Area are essential links that help connect the state's communities, provide mobility for travelers, support efficient movement of freight, and relieve traffic congestion. The 2018 California Local Streets and Roads Needs Assessment included the cost to maintain the locally owned bridges in the state over the next ten years, by county. The assessment used the Federal Highway Administration's National Bridge Investment Analysis System (NBIAS) system to develop the projections of capital maintenance need for the state's locally-owned bridges. Though NBIAS is populated with default costs, deterioration models and other parameters, these were calibrated to regional costs and conditions in order to provide as realistic a projection as possible of the cost to maintain locally-owned bridges.

Since the 2018 California Local Streets and Roads Needs Assessment only covered 10 years of maintenance needs, MTC staff extrapolated the needs to cover the 30-year Plan period.

### **Regional Bridges**

The estimated operations, preservation, and replacement needs for the seven regional toll bridges was forecasted using information provided by the Bay Area Toll Authority (BATA). The BATA toll bridge maintenance, repair, and rehabilitation assessment incorporates cost information for major capital projects from the Caltrans 20-year maintenance plan and forecasted inspection and maintenance costs for lesser projects to estimate the capital costs per bridge through FY 2036. For FYs 2037 through 2050, staff assumed an annual average of the previous 15 years, adjusted for inflation.

Operations needs for the regional bridges includes those estimated by Caltrans in addition to BATA expenses for the FasTrak Customer Service Center, the ATCAS (toll-collection IT system) banking costs, and other indirect toll collection expenses. The operations costs budgeted for FY 2020, were adjusted for inflation and extrapolated to FY 2050.

### **Transit Operating**

In spring 2019, MTC distributed a Transit Operating Needs Assessment survey to each of the Bay Area's 25 transit operators as well as the Transbay Joint Powers Authority. The Transit Operating Needs Assessment survey gathered information from transit operators on current and planned service levels; existing and projected operating costs; and existing and projected local operating revenues over the Plan Bay Area 2050 period.

The cost to operate and maintain existing service levels was projected by the transit operators. MTC requested a cost breakdown of expenses by mode (bus, paratransit, rail, etc.) and system-wide non-operating expenses including debt service by year-of-expenditure. Transit operators also provided planned service changes associated with committed capital projects and/or fully funded future increases in service hours over the Plan Bay Area 2050 period.

Inflation assumptions were checked for reasonableness across similar expense categories. The cost impact of projected changes in service levels during the plan period was accounted for only in instances where those changes are a result of the transit operators' policy directives. The operating cost projections included in Table 3 include existing service levels and cost projections for committed expansion projects. Over Plan Bay Area 2050 period, transit operators identified approximately \$218 billion in costs associated with operating the existing system and committed expansions to the system.



### **Transit Capital**

The information presented in Table 3 is a draft estimate of the cost to maintain the Bay Area's existing transit infrastructure in a state of good repair. The Transit Capital Needs are developed based on the operator submitted information housed in MTC's Regional Transit Capital Inventory (RTCI), covering existing transit assets. Operational (routine maintenance, cleaning, overhead, etc.) or expansion costs are not included in the estimate of capital maintenance needs and revenues.

To maintain existing transit capital conditions, approximately \$59.4 billion is needed, and to reach a state of good repair (0% PAOUL), an investment of approximately \$84.6 billion is needed over the next 30 years for the region.

Under the SGR scenario, there is an increase of approximately \$37 billion in total need as compared to the \$47.6 billion from the 2016 Plan Bay Area SGR assessment included in Plan Bay Area 2040 (PBA 2040). Change between the analyses is not unexpected – agencies have had an additional three years to update and amend their data. Changes to cost, date built, and useful life have significant impacts on modeling. The increase is caused by multiple factors; the values below are rough estimates of the major causes of the increase:

- \$17 billion (approx.) – due to six additional years in PBA 2050 vs PBA 2040.
- \$5 to 10 billion (approx.) – new assets and new replacement cost information added to the inventory since 2016, including major new projects.
- \$2 to 6 billion (approx.) – per TERM Lite calculations, the base inventory value has increased by 14% since 2016. All unit costs are escalated to the current year nominal value. \$1,000 in 2016 dollars would be escalated to \$1,144 for the 2020 model start year in TERM Lite. All subsequent modeling assumptions are then based on this elevated rate.

Transit capital and operating needs projections by operator are shown in Table 3 on the following page.



**Table 3. Draft Transit Capital and Operating Needs Projections – By Operator**  
(in millions of \$YOE)

Operator	Transit Capital Needs – SGR	Transit Capital Needs-Maintain Current Conditions	Transit Operating Needs
AC Transit	\$6,175	\$4,583	\$22,043
ACE	\$247	\$163	\$2,214
BART	\$31,278	\$21,824	\$58,043
Caltrain	\$5,375	\$3,943	\$8,349
CCCTA County Connection	\$537	\$471	\$1,904
Clipper	\$823	\$773	TBD
Delta Breeze	\$25	\$14	\$53
Dixon	\$20	\$12	\$66
ECCTA Tri Delta Transit	\$324	\$279	\$1,174
FAST	\$228	\$165	\$1,179
Golden Gate Transit	\$3,497	\$1,786	\$3,606
LAVTA	\$324	\$184	\$1,068
Marin Transit	\$328	\$250	\$1,472
NVTA	\$189	\$146	\$975
Petaluma Transit	\$71	\$60	\$123
SamTrans	\$4,462	\$2,188	\$11,427
Santa Rosa CityBus	\$151	\$124	\$661
SCT	\$332	\$243	\$843
TJPA	TBD	TBD	\$2,096
SFMTA	\$21,234	\$16,035	\$67,139
SMART	\$726	\$601	\$2,169
SolTrans	\$311	\$159	\$795
UCT	\$87	\$75	\$347
Vacaville City Coach	\$98	\$46	\$205
VTA	\$6,264	\$4,242	\$26,669
WestCAT	\$396	\$164	\$740
WETA	\$1,058	\$855	\$2,460
Grand Total	\$84,561	\$59,385	\$217,819

*Note: Sum of all agency values may not equal grand total due to rounding issues.*



## Draft Affordable Housing Needs Assessment

This attachment provides more details on the methodology and analysis results for estimating existing needs (through 2020) and future needs (2021 to 2050) for affordable housing. This assessment is designed to help quantify the needs for deed-restricted affordable housing in the context of Plan Bay Area 2050 with a similar aim to the parallel work for transportation – to understand the full needs to reach ideal conditions and then determine associated funding gaps.

There are two components to determining housing needs for low-income households – households that earn approximately less than \$45,000 per year (in today's dollars). For both components, staff has assumed, for calculation purposes, that all low-income households may need to live in deed-restricted subsidized units, especially with the rising cost of living in the San Francisco Bay Area. While many low-income households currently live in what's referred to as "naturally affordable" units, these units are provided by the private market and may become unaffordable over time. Some units will also be protected through acquisition and rehabilitation (preservation). But since the level of subsidy needed for preservation is often comparable with production, this estimate does not differentiate between the two.

The two components of estimating housing needs for low-income households are:

- Forecasted household growth, or how many new low-income households will live in the region in future years; and
- Existing shortfall, or how many existing low-income households do not live in deed-restricted subsidized units.

To do this, staff used the household growth projections by income group for the Clean and Green Future from Horizon. These household forecast numbers will be updated with the Draft and Final Growth Forecasts for Plan Bay Area 2050 when available. Clean and Green was merely selected as a placeholder given that it was the moderate-growth Future explored in the predecessor Horizon process (for more information on Horizon, go to: <https://www.planbayarea.org/2050-plan/horizon>).

Table 2 below shows the forecasted household growth by four income categories, for the Clean and Green Future in Horizon. Key takeaways from this table include:

- There are anticipated to be roughly 766,000 low-income households in year 2020.
- These will grow by around 70,000 between 2020 and 2050, or on an annualized basis, a little more than 2,300 per year.
- Per the methodology described above, the first component of housing needs is therefore 2,300 new deed-restricted subsidized units per year between 2020 and 2050.

**Table 2: Household Growth Forecast by Income Category for *Clean and Green* (Horizon)**

Income Ranges	2020	2025	2030	2035	2040	2045	2050
Low (Q1)	766,400	800,400	836,000	895,600	857,900	844,600	836,600
Moderate-Low (Q2)	672,500	683,600	693,600	715,200	686,900	675,900	667,200
Moderate-High (Q3)	654,200	701,700	746,300	756,500	868,000	960,400	1,042,800
High (Q4)	843,200	922,400	996,900	1,020,600	1,183,100	1,345,000	1,488,800
Total	2,936,300	3,108,200	3,272,800	3,387,900	3,595,900	3,826,000	4,035,400



While there is no good data available on the total number of deed-restricted subsidized units in the Bay Area, estimates from NPH/CHPC put the number around 100,000 units. Additional takeaways from Table 2 include:

- Of the 766,00 low-income households, 100,000 currently live in affordable units.
- The remaining 666,000 households, per the methodology described above, constitute the existing shortfall.
- On an annualized basis, this would amount to around 22,200 new units per year between 2020 and 2050.

For this analysis, the housing need for lower-income households is therefore determined to be approximately 24,500 units per year. With an inflation rate of 2.2 percent and an anticipated per-unit subsidy of \$450,000 (in today's dollars) as developed in CASA, the estimated affordable housing needs would total **\$473 billion** through the year 2050 (in year of expenditure dollars).



## Draft Resilience Needs Assessments

As part of creating a more comprehensive regional plan, Plan Bay Area 2050 is expanding the scope of the Needs & Revenue Assessment to include challenges related to seismic safety and sea level rise adaptation. Over the next three decades, the region will have to plan and adapt the expansive shoreline to rising sea levels with uncertain flooding timeframes, in addition to continuing to address the seismic safety challenge that has always been present in our earthquake-prone region. The Resilience Needs & Revenue Assessment will provide an underlying context/framework to consider strategies.

The Bay Area is not starting from scratch in understanding the level of need for resilience challenges, nor in raising revenues to address the challenges. In the three decades since the Loma Prieta earthquake, the Bay Area has leveraged an estimated \$10.7 billion<sup>1</sup> in local, state, and federal dollars to upgrade the region's public and private infrastructure. Over that period, 11<sup>2</sup> local measures directly addressed seismic risk, and another 103<sup>3</sup> measures built seismic readiness into capital improvement of public buildings such as schools and libraries. The region has also invested in the mitigation of its transportation infrastructure, utilizing \$650 million of 1996's Prop 192 going toward the seismic mitigation of the area's state-owned toll bridges. Additionally, the region has made strides toward addressing Sea Level Rise. The ground-breaking Measure AA, passed in 2016, provides \$25 million a year for the explicit protection of the Bay, integrating a slew of restoration and green mitigation initiatives. Additionally, cities have taken on their own local projects, such as Foster City's \$90 million bond initiative in 2018 to protect its entire city from becoming a FEMA designated Special Flood Hazard Area. In the same year, San Francisco passed a \$425 million bond to repair the Embarcadero seawall that protects its downtown.

This draft Resilience Needs & Revenue Assessment is the first time ABAG and MTC have attempted to quantify the financial gap associated with these two important topic areas. Of course, resilience is more wide-ranging than just sea level rise and earthquakes. However, these two topics were seen as the most high priority, due to the widespread vulnerability of the region to both of these risks, and their resulting community and economic impacts. The scope of this assessment focused further on the most significant needs, specifically residential seismic safety, and near-term sea level rise. As previously mentioned, the region has been mitigating the public realm – including both infrastructure, public buildings, and transportation - for years regarding earthquakes. However, residential mitigation is both critical, and critically underfunded. None of the \$10.7 billion has gone toward housing in the last few decades, and only two public programs: CEA's Brace and Bolt, and FEMA's grant programs, currently address private structures. Additionally, ABAG has identified the need for housing protection as a top priority in maintaining the communities and economy within the region. Regarding Sea Level Rise, this assessment begins with only near-term coastal Sea Level Rise adaptation, in order to focus on the most immediate vulnerabilities and most significant impacts. Other forms of resilience, including wildfire, riverine flooding, extreme heat, and other hazards and climate impacts are important to consider, but have been left outside the scope of Plan Bay Area 2050. In the meantime, it is worth noting that there are additional resources to support local planning related to these other hazards through the MTC/ABAG resilience program, NGOs and the State of California. Additionally, other hazards and refinements to this methodology may be recommended as key Implementation Actions of this Plan. Future iterations of Plan Bay Area may also utilize this assessment framework to integrate the additional hazards.

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<sup>1</sup> Including all direct local bonds and taxes, and all seismic FEMA grants. Assumptions include 20% of state seismic bonds, proportional to the Bay's share of population, and 10% of indirect local revenues – a broad assumption made on the case study of several local initiatives.

<sup>2</sup> Local direct bonds and taxes focused on seismic mitigation.

<sup>3</sup> Indirect local bonds and indirect special taxes.



### Draft Need: Seismic Needs for Residential Buildings

A major earthquake on one of the Bay Area's many faults can damage tens of thousands of homes in a matter of seconds, adding an acute housing crisis to the region's chronic one. Additionally, with a lack of historical funding for residential buildings, public infrastructure is well protected, but there is critical unmet need for housing mitigation. This significant housing vulnerability therefore makes up the Resilience Need for Earthquakes, in order to compensate for the crucial regional financial gap.

No regional data set is available that describes the structural characteristics of every building, but staff have used available building information in the region (primarily building use, year built, number of units, and number of stories) to develop high level estimates for the number of common seismically vulnerable building types. These include single-family cripple walls where an unbraced and unbolted crawl space can shift a house off its foundation, or multi-family soft stories where a weakened first floor, often with large garage openings, can pancake on the first floor. Additional assumptions, as well as a breakdown of seismic needs, can be found in Table 2.

Some cities in the region are actively requiring owners of soft-story multifamily buildings to retrofit, and the State of California is gradually expanding a grant program designed to incentivize single family homeowners with cripple walls to retrofit. Using assumptions about typical retrofit costs, combined with regional building information, the estimated cost to address these two known vulnerabilities is approximately \$13.3 billion. An additional \$3.3 billion was added to account for seismic retrofit of other vulnerable building types, primarily single family and multi-family buildings with fewer than 5 units built over a garage. These units suffer the same deficiency as the larger multi-family soft story challenge, and their inclusion leads to a total estimated need of approximately \$16.6 billion.

**Table 2: Earthquake Need for Residential Buildings (in millions of \$YOE)**

Vulnerability	Number of Units <sup>4</sup>	Units Built Annually <sup>5</sup>	Inflation	Unit Cost <sup>6</sup>	Subtotal <sup>7</sup>
Cripple Wall (Single Family)	185	12	2.2%	\$12,000	\$3,003
ROG/HOG (Single Family) <sup>8</sup>	45	3	2.2%	\$25,000	\$1,530
Cripple Wall (Duplex)	31	6	2.2%	\$12,000	\$1,526
ROG/HOG (Duplex)	16	3	2.2%	\$30,000	\$1,984
Soft Story (5+ units)	24	21	2.2%	\$20,000	\$8,527
<b>Total</b>	<b>301</b>	<b>45</b>			<b>\$16,570</b>

<sup>4</sup> Regional estimates by UrbanSim scan; shown in thousands.

<sup>5</sup> It is assumed that this project may take approximately 15 years, leading to projected costs through 2035. Shown in thousands.

<sup>6</sup> Costs derived from SME guidance.

<sup>7</sup> Rounded to the nearest million.

<sup>8</sup> Room over Garage (ROH); House over Garage (HOG).



### Draft Need: Sea Level Rise through 2050

Sea level rise is a different challenge compared with earthquakes – with each year, it becomes progressively worse, with impacts spiking at times when coupled with king tides, and bad storms. For example, a five-year storm (an event that happens roughly every five years), coupled with just one-foot of sea level rise, would flood communities and infrastructure at three feet above today’s sea level. To assess need, areas with flooding impacts at three feet were identified using the Bay Conservation and Development Commission’s ART Bay Area mapper. Placeholder strategies of 16 different archetypes (including marsh restoration, traditional levees, and roadway elevations, among others) were then created to address communities vulnerable to that level of inundation, and subsequently edited using the input of various stakeholders. Costs were adjusted to account for the regional variance in construction costs. Additional assumptions can be found in Table 3.

The estimated cost to address sea level rise through year 2050 is approximately \$15.1 billion. This preliminary cost estimate is focused primarily on shoreline protection measures to prevent flooding from the bay and ocean, and it does not fully consider upstream flooding impacts from streams and rivers, or the Delta. It does include marsh and subtidal restoration and adaptation projects that would provide ecosystem and flood protection benefits. Staff are working with a broader set of ecological, flood control, and sea level rise subject matter experts to further refine this estimate by January 2020.

**Table 3: Sea Level Rise Need (in millions of \$YOE)**

Strategy <sup>9</sup>	Cost Assumption <sup>10</sup>	Units	Subtotal <sup>11</sup>
Levee – Horizontal (Mild)	\$5,800	253,199	\$1,468
Levee – Horizontal (Steep)	\$2,800	31,667	\$88
Levee – Traditional (Minimum Trail)	\$1,000	29,034	\$29
Levee – Traditional (Average Trail)	\$1,200	92,534	\$111
Levee – Traditional (2-lane Roadway) <sup>12</sup>	\$2,310	129,661	\$299
Levee – Traditional (4-lane Roadway)	\$3,520	57,656	\$202
Levee – Raise Existing Levee	\$770	18,984	\$14
Seawall - Simple	\$4,730	42,779	\$202
Seawall – Berm or Amenities	\$6,800	9,174	\$62
Elevate Roadway (2-lane)	\$41,470	12,186	\$505
Elevate Roadway (4-lane)	\$75,790	74,532	\$5,648
Elevate Highway (8-lane)	\$116,050	3,055	\$354
Marsh Restoration	\$47,700	74,884	\$3,571
Medium Tidal Gate	\$3,000,000	14	\$42
Large Tidal Gate	\$20,000,000	3	\$60
Subtotal			\$12,600
Operations and Maintenance <sup>13</sup>			\$2,520
<b>Total</b>			<b>\$15,120</b>

<sup>9</sup> Does not include buyouts or relocation.

<sup>10</sup> Cost assumptions stem from previous research with a consultant. Shown in 2019 dollars.

<sup>11</sup> Subtotal of projects within each strategy; average unit costs per strategy not given due to wide regional variance in project cost. Shown in millions in 2019 dollars- subtotal column may not add up to total as printed due to rounding.

<sup>12</sup> This estimate includes a high level assumption to protect Capitol Corridor; however, no costed archetype was available for railroads specifically. As a result, this estimate is included under Levee – Traditional (2-lane Roadway) for the railroad itself and Elevate Roadway (2-lane) for its bridges.

<sup>13</sup> High-level estimate; assumed to be 20% of the overall total. Subject to further refinement by end of 2019.



Additionally, there is a nexus for adaptation with transportation, as much of the region's infrastructure is susceptible to sea level rise. In some cases, an adaptation measure for transportation may have off-system benefits, as areas adjacent to the transportation asset would benefit from sea level rise protection. In this way, the financing of transportation is simultaneously mitigating the risk for private or public buildings. There may also be the potential for non-transportation adaptation measures to utilize flexible transportation funds if the sea level rise measure is seen to provide a co-benefit a transportation asset. In other scenarios, the transportation asset may be directly adapted, and provide no direct benefit to adjacent areas.

These transportation mitigation projects may have financial benefits for transportation funding. An example of this is the seismic mitigation of the seven state-owned Bay Area toll bridges, which were mitigated by a state seismic bond of in 1996. Today, half of the regular toll fare goes toward the state's Seismic Retrofit Program. In this way, the relationship between resilience and transportation can lead to a series of complex outcomes, which affect both resilience, and even the transportation "bank" of needs and revenues. It is estimated that approximately 60 percent of the regional need for sea level rise has either a direct or indirect nexus with regional transportation assets.

**Table 4: Relationship of Sea Level Rise Need with Transportation Funding<sup>14</sup>**

<b>Direct Nexus</b>	<b>Indirect Nexus</b>	<b>No Nexus</b>	<b>Total</b>
\$7,091	\$801	\$4,769	\$12,600 <sup>15</sup>
56%	6%	38%	100%

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<sup>14</sup> Shown in 2019 dollars in millions. Shown without operations and maintenance funding.

<sup>15</sup> Column may not add up to total as printed due to rounding.





MONEY

# Draft Needs Assessments

Transportation O&M: William Bacon

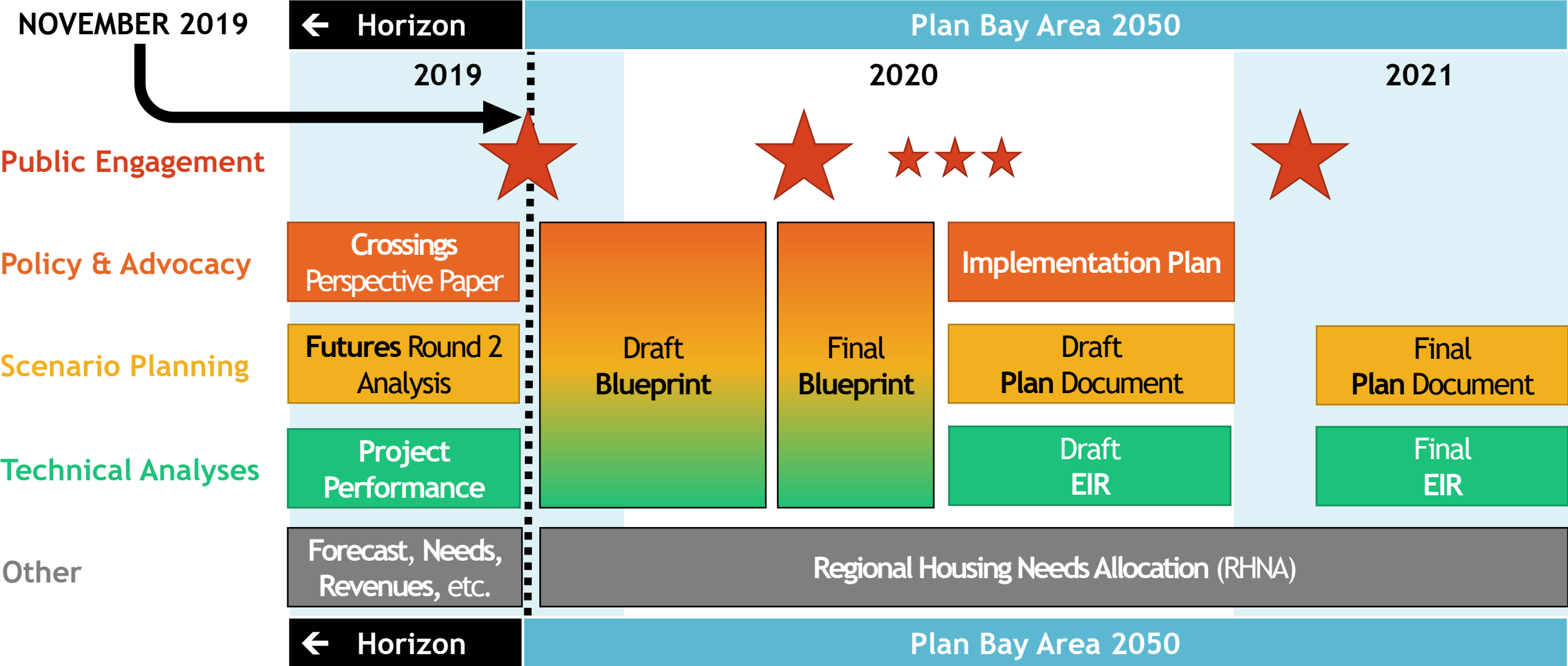
Affordable Housing: Dave Vautin

Resilience: Rachael Hartofelis

*Regional Advisory Working Group - November 2019*



# Plan Bay Area 2050 Schedule





# Needs and Revenue: Objectives & Definitions

**Objectives:** to understand the unconstrained financial needs related to critical expenditure categories for Plan Bay Area 2050, as well as baseline available revenues.

## What do we mean by “financial needs”?

- *Transportation:* investment needed to operate and maintain the *existing* (publicly owned) transportation system
- *Resilience:* investment needed to protect existing infrastructure and communities from hazards
- *Housing:* investment needed to ensure all households have an affordable housing option

## What do we mean by “baseline available revenues”?

- Revenue from local, regional, state, and federal sources that are reasonably expected to be available over the Plan period



# Needs and Revenue: Scope of Work

- **No assessment of baseline needs will capture everything.** Not every critical investment is reflected here; for example, resilience investments go beyond preparing for sea level rise and earthquakes. That being said, we feel it is important to create a “version 1.0” for these critical topic areas.
- **The future is uncertain.** As explored in Horizon, future needs and revenues could be influenced by external forces beyond our control. Despite the uncertainty of the world today, we are doing our best to come up with a likely estimate based on information available today.
- **Consistency is key.** All needs and revenue data is shown in year-of-expenditure dollars with an escalation rate of 2.2%.



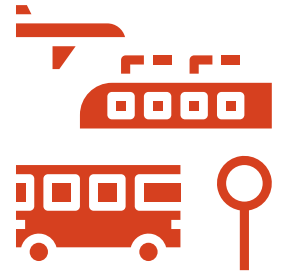


### *Important Caveats:*

All needs estimates are in preliminary draft form at this early stage of Plan Bay Area 2050. Revenue estimates will be available in December.



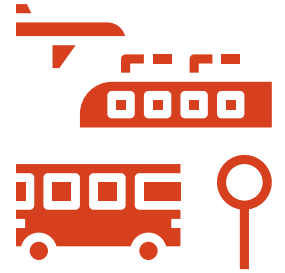
# Transportation Needs Methodologies



- **Local street & road and bridge** maintenance needs were estimated using StreetSaver®, a pavement management system used by all Bay Area jurisdictions in combination with input and estimates from the 2018 California LSR Needs Assessment.
- **Bicycle/pedestrian and other non-pavement infrastructure** maintenance needs estimated using StreetSaver® and prediction models for accompanying local street and road infrastructure
- **Regional bridge** needs were estimated using the Bay Area Toll Authority's bridge maintenance, rehab, and replacement schedules and cost estimates.
- **State highway and bridge** needs were estimated using information for District 4 (San Francisco Bay Area) in Caltrans' 2019 State Highway System Management Plan and Fiscal Year 2019/20 Project Book.



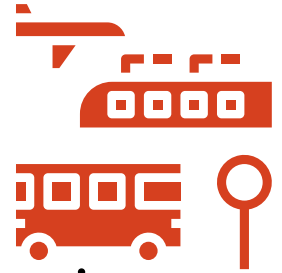
# Transportation Needs Methodologies



- **Transit capital** maintenance needs were developed using the Regional Transit Capital Inventory - an inventory of every public transit asset in the region- and TermLite, a software that models the cost of replacing transit assets over time based on the assets' useful life. Assumes replacement of existing bus fleet with zero emission buses in compliance with CARB's Innovative Clean Transit Regulation. Assumes in-kind replacement, without major upgrade, of other assets.
- **Transit operating** needs are estimated using information provided by the region's public transit operators on the cost of maintaining today's current level of service (16.8 million service hours per year) over the Plan period.



# Transportation Summary



- **\$417 billion** to improve and maintain the system in a state of good repair
- **\$385 billion** to prevent further deterioration / maintain existing conditions

30-Year Transportation Operations and Capital Maintenance Needs (in billions of \$YOE)

	Local Streets, Roads,& Local Bridges	Regional Bridges	State Highway & Bridge	Transit Capital	Transit Operating	Total Operations and Capital Maintenance Needs	Plan Bay Area 2050 Draft Transportation Revenue
Maintain Existing Conditions	\$64.4	\$19.4	\$24.4	\$59.4	\$217.8	\$385.4	TBD
State of Good Repair	\$71.0	\$19.4	\$24.4	\$84.6	\$217.8	\$417.2	TBD

*Note: Two condition scenarios could only be calculated for Local Streets, Roads, and Local Bridges, and Transit Capital*



## Needs and Revenue

# Affordable Housing Overview



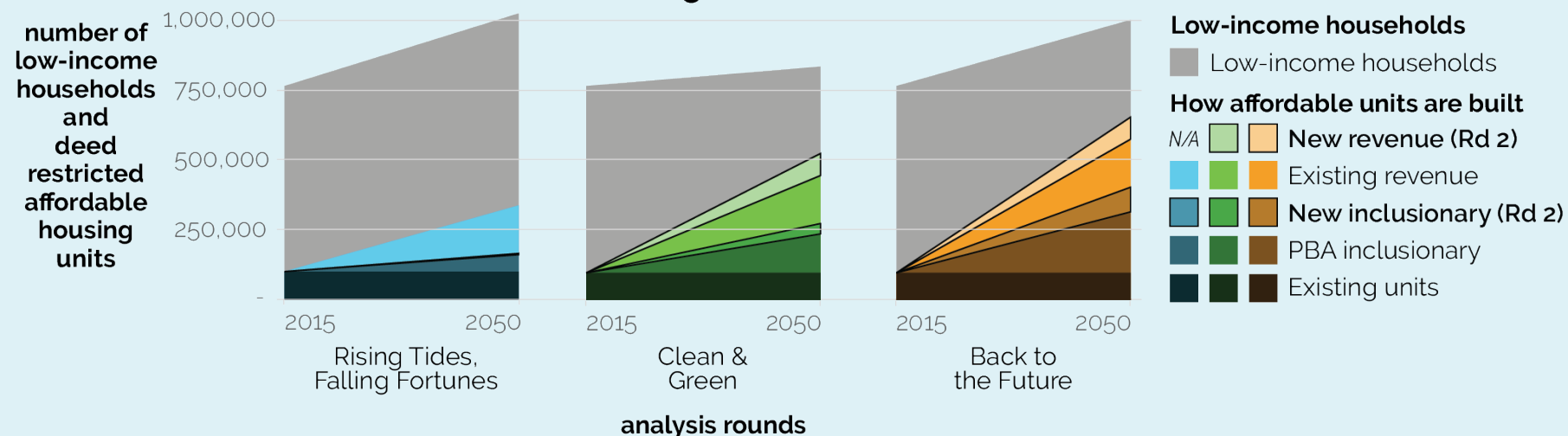
- **Key caveat:** this is the first time MTC/ABAG has conducted a Needs & Revenue Assessment for affordable housing; we expect these draft estimates to be further refined this cycle and in future cycles of the long-range plan.
- **Goal:** identify the gap between existing affordable housing and future needs for low-income households, building upon work from the CASA effort.
- **Note:** low-income households are defined as those earning less than \$45,000, who are least likely to be served by market-rate development.

### Building Upon Work from...



### Futures Analysis Rounds 1 & 2

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





# Affordable Housing Needs Methodology



- There are roughly **100,000 existing deed-restricted affordable housing units** in the Bay Area today. (*source: NPH/CHPC*)
- As of 2020, we expect there will be approximately 766,000 low-income households\* in the Bay Area - **an existing gap\*\* of 666,000 deed-restricted units.**
- Between 2020 and 2050, we expect there will be an additional 70,000 low-income households added to the Bay Area\* - **yielding a combined gap of 736,000 deed-restricted units by 2050.**
- **A per-unit subsidy of \$450,000** - which could come from a variety of different existing and future revenue sources - was assumed to estimate associated financial needs. (*source: CASA*)

\* The analysis uses the growth forecast for the Clean and Green Future from Horizon as a placeholder until the Draft Regional Forecast is released.

\*\* Assuming that all low-income households live in a deed-restricted unit by 2050.



## Needs and Revenue

# Resilience Overview



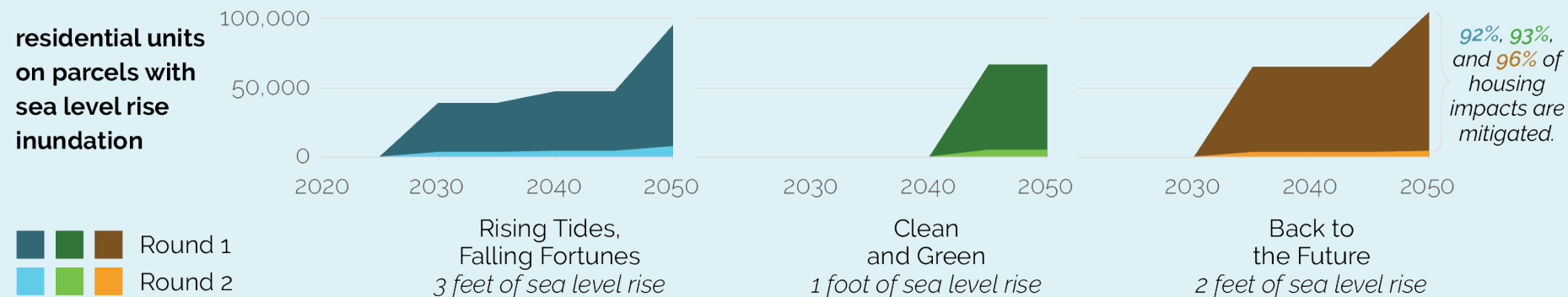
- **Key caveat:** this is the first time MTC/ABAG has conducted a Needs & Revenue Assessment for environmental resilience; we expect these draft estimates to be further refined this cycle and in future cycles of the long-range plan.
- Therefore, the Resilience Needs & Revenue Assessment focuses on two specific high-priority resilience issue areas:
  - **Sea Level Rise** (*focus on protecting most of the region's shoreline through 2050*)
  - **Earthquakes** (*focus on residential buildings, given recent investments in transportation infrastructure*)

### Building Upon Work from...



### Futures Analysis Rounds 1 & 2

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





# Resilience Needs Methodologies



## Sea Level Rise (SLR)



- Strategies include both “gray infrastructure” (seawalls, levees, etc.) and “green infrastructure” (marsh restoration, etc.).
- Sea level rise protection height is based upon two feet of permanent inundation and one foot of temporary flooding from a storm. ART Bay Shoreline Flood Explorer was used to identify areas of inundation.



# Resilience Needs Methodologies






## Earthquakes



- No regional structural dataset is available, so high level estimates were created with existing building data. Estimates were determined by UrbanSim.
- Vulnerable types include structures with cripple walls, soft stories, and/or house/room over garage.



Category		All costs are in billions of YOE dollars		
		Anticipated Revenue	Anticipated Needs	Anticipated Gap
	Public Transit Operations	TBD	\$218 billion	TBD
	Public Transit State of Good Repair <sup>1</sup>		\$85 billion	
	Local Streets & Bridges State of Good Repair <sup>1</sup>		\$71 billion	
	Highways State of Good Repair		\$24 billion	
	Bridges State of Good Repair		\$19 billion	
	Affordable Housing <sup>2</sup>	TBD	\$473 billion	TBD
	Sea Level Rise Adaptation	TBD	\$15 billion	TBD
	Seismic Mitigation <sup>3</sup>	TBD	\$17 billion	TBD
TOTAL		TBD	\$922 billion	TBD

*Technical Footnotes:*

1. Need reflects funding to get to an ideal state of good repair, rather than simply maintaining existing conditions.
2. Need reflects funding to provide deed-restricted affordable housing to all low-income households by year 2050.
3. Need is focused solely on residential buildings.

Remaining fields in this table will be populated in December with anticipated revenues available.



# Next Steps

- **November:** allow for continued review of needs assessments & refine needs based on feedback received
- **December:** share initial revenue estimates for transportation, housing, and resilience; integrate Draft Regional Forecast
- **January:** finalize Needs & Revenue work in time for Draft Blueprint analysis



# Metropolitan Transportation Commission

## Legislation Details (With Text)

<b>File #:</b>	19-1147	<b>Version:</b>	1	<b>Name:</b>	
<b>Type:</b>	Report	<b>Status:</b>		Informational	
<b>File created:</b>	10/2/2019	<b>In control:</b>		Regional Advisory Working Group	
<b>On agenda:</b>	11/5/2019	<b>Final action:</b>			
<b>Title:</b>	Plan Bay Area 2050: Regional Growth Framework - Update and Next Steps				
	Presentation on local jurisdiction and County Transportation Agency submissions for the Regional Growth Framework Update, including Priority Development Areas (PDAs), Priority Conservation Areas (PCAs), and Priority Production Areas (PPAs), as well as potential next steps as we advance into the Plan Bay Area 2050 Blueprint process.				

**Sponsors:****Indexes:****Code sections:****Attachments:** [04\\_PBA 2050-Regional Growth Framework – Update and Next Steps.pdf](#)

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

Plan Bay Area 2050: Regional Growth Framework - Update and Next Steps

Presentation on local jurisdiction and County Transportation Agency submissions for the Regional Growth Framework Update, including Priority Development Areas (PDAs), Priority Conservation Areas (PCAs), and Priority Production Areas (PPAs), as well as potential next steps as we advance into the Plan Bay Area 2050 Blueprint process.

**Presenter:**

Mark Shorett

**Recommended Action:**

Information

**Attachments:**



**Metropolitan Transportation Commission and the Association of Bay Area Governments  
Regional Advisory Working Group**

**November 5, 2019**

**Agenda Item 4**

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**Plan Bay Area 2050: Regional Growth Framework – Update and Next Steps**

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**Subject:** Presentation on local jurisdiction and County Transportation Agency submissions for the Regional Growth Framework Update, including Priority Development Areas (PDAs), Priority Conservation Areas (PCAs), and Priority Production Areas (PPAs), as well as potential next steps as we advance into the Plan Bay Area 2050 Blueprint process.

**Background:** Regional Advisory Working Group Agenda Item 4, Plan Bay Area 2050: Regional Growth Framework – Update and Next Steps, is attached. Additionally, staff will seek input on the Plan Bay Area 2050: Regional Growth Framework – Update and Next Steps at the November 8, 2019, Joint MTC Planning Committee with the ABAG Administrative Committee.

Staff will be at your November 5, 2019, meeting to discuss this item. The Working Group's input is requested.

**Attachments:** Agenda Item 5b from the November 2019 Joint MTC Planning Committee with the ABAG Administrative Committee



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

November 8, 2019

Agenda Item 5b

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**Plan Bay Area 2050: Regional Growth Framework – Update and Next Steps**

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- Subject:** Presentation on local jurisdiction and County Transportation Agency submissions for the Regional Growth Framework Update, including Priority Development Areas (PDAs), Priority Conservation Areas (PCAs), and Priority Production Areas (PPAs), as well as potential next steps as we advance into the Plan Bay Area 2050 Blueprint process.
- Background:** Following Commission and Executive Board adoption of an update to the Regional Growth Framework in May 2019 – which included revised criteria for PDAs and the introduction of a PPA Pilot program – local jurisdictions submitted dozens of new PDAs, PCAs, and PPAs for consideration in Plan Bay Area 2050. Eligible submissions will be integrated as part of the growth pattern in the Plan Bay Area 2050 Blueprint, and supportive strategies will be developed to advance implementation. The attached staff memorandum and presentation discuss the potential for these areas, as well as possibly other priority growth areas, to advance the Plan Bay Area 2050 Guiding Principles, as well as the cross-cutting themes of equity and resilience.
- Issues:** While newly proposed PDAs help advance the goals of Plan Bay Area 2050, significant gaps may continue if only locally-nominated areas are advanced in the Blueprint phase. For example, just 20 percent of land in high-resource areas (places with high-performing schools, strong access to jobs and services, etc.) that meet PDA eligibility criteria have self-nominated as PDAs.
- Recommendation:** Staff will return in January and February to seek action on final PDAs, PCAs, and PPAs, as well as any other potential priority areas which may be integrated to better achieve climate and equity goals for Plan Bay Area 2050.
- Attachments:** Attachment A: Staff Memorandum  
Attachment B: Presentation  
Attachment C: Maps of Existing + Proposed PDAs and PPAs  
Attachment D: Tables of Existing & Proposed PDAs, PPAs, and PCAs

  
Therese W. McMillan



## M E M O R A N D U M



### Agenda Item 5b - Attachment A

TO: Joint MTC Planning Committee with the  
ABAG Administrative Committee

FR: Mark Shorett

RE: Plan Bay Area 2050: Regional Growth Framework Update & Next Steps

DATE: November 8, 2019

### Summary

This memorandum provides context and a set of proposed next steps for updating the Regional Growth Framework in advance of the Plan Bay Area 2050 Blueprint. Importantly, this next phase will take into account the set of newly proposed Priority Development Areas, Priority Conservation Areas, and Priority Production Areas submitted by local jurisdictions in September 2019, as well as obstacles to advancing the Plan Bay Area 2050 Guiding Principles through the Blueprint.

### Background

In May 2019, the Commission and ABAG Executive Board adopted the first major policy update to the Bay Area's Regional Growth Framework ("Framework") since its inception in 2007. The original Framework, used for both Plan Bay Area and Plan Bay Area 2040, sought to focus development in locally-designated, transit-served Priority Development Areas (PDAs) while preserving Priority Conservation Areas (PCAs). The Framework also sought to align these land use priorities with major regional transportation investments. Both Plan Bay Area and Plan Bay Area 2040 focused nearly 80 percent of the region's long-range housing need within PDAs.

A review of progress toward implementing the Framework through the Horizon *Regional Growth Strategies* Perspective Paper in early 2019 found that development in the region is increasingly focused in PDAs and that the Bay Area has been largely successful in protecting PCAs and other open spaces. However, the pace of housing production, particularly for low- and middle-income households, lags far behind the need. Compounding these challenges, many PDAs did not meet the program's adopted transit service and planning criteria. In addition, the review found that the voluntary nature of the Regional Growth Framework - as local governments are able to "opt out" by not designating eligible places PDAs - resulted in a development pattern in the first two Plans that did not include many of the places where new homes and jobs would provide the greatest regional benefit in terms of lowering vehicle miles traveled and improving affordability and equity outcomes.

Plan Bay Area 2050 must achieve a more ambitious climate mandate from the state, as well as a more broadly aspirational set of objectives identified through the recently-adopted Vision, Guiding Principles, and Cross-Cutting Issues. These set the stage for the Regional Growth Framework Update adopted by MTC and ABAG in May 2019. In summary, the update:



- Established two PDA categories, *Transit Rich* and *Connected Community*, to reflect the varying levels of transit service across the region and to take into account complementary VMT-reduction policies in areas with basic transit
- Created a timeline for jurisdictions to adopt Plans for Priority Development Areas (PDAs) and for County Transportation Agencies (CTAs) to identify transit improvements that bring each PDA up to at least the Connected Communities standard
- Established a Priority Production Area Pilot program and eligibility criteria
- Opened an application period for local jurisdictions to submit Letters of Interest for PDAs, PCAs, and PPAs by September 16, 2019

### Regional Growth Framework Update: Local Response

In September, local jurisdictions submitted Letters of Interest for 87 new Priority Areas - 34 PDAs, 16 PCAs, and 37 PPAs. Of these, staff review found that 33 PDAs, all 16 PCAs, and 35 PPAs meet eligibility criteria. In addition to these new priority areas, staff received Letters of Interest to modify the boundaries of 46 PDAs and 1 PCA - in most cases to better align these priority areas with local plans. At least one Priority Area was submitted by jurisdictions in each County. In addition, CTAs and local jurisdictions submitted PDA transit improvements for integration into the Transportation Element of the Plan Bay Area 2050 Blueprint, as well as Letters of Confirmation committing to complete PDA Plans by 2025. In combination, these actions represent the first significant change to the regional “footprint” of places prioritized for jobs, housing, and natural resource conservation since the late 2000s.

Together, the submitted priority areas, transit improvements, and planning commitments:

- ***Help to advance regional housing, climate, and equity Goals.*** Compared to current PDAs, new PDAs submitted in September 2019 are more likely to be located in High Resource Areas - places in which households have the greatest chance at upward mobility - and in places where existing households already meet the Plan Bay Area 2050 GHG reduction target. In addition to equity and environmental benefits, these places are typically located in strong housing markets - making the development envisioned in PDA plans more financially feasible for developers (and thus making it easier to subsidize more affordable housing with inclusionary requirements).
- ***Bring nearly all existing PDAs into alignment with the adopted planning and transit standard.*** As a result of the transit improvements submitted by CTAs, 99 percent of existing PDAs now would meet at least the minimum transit standard adopted in May. In addition, 98 percent of PDAs meet planning criteria following commitments by cities to complete PDA plans by 2025.
- ***Build upon coordinated industrial economic development strategies.*** Jurisdictions within key regional industrial clusters submitted PPAs, including the Northern Waterfront in Contra Costa County, the I-880 Corridor in Alameda County, and several emerging North Bay clusters.



Despite these gains, the Regional Growth Framework's updated footprint for development and conservation may not be adequate to create a Plan Bay Area 2050 Blueprint that meets the region's acute housing, environmental, and equity challenges. Among the obstacles that remain:

- ***Most transit-rich areas have not been prioritized for new housing and jobs.*** The majority of urbanized land within a half mile (an approximately ten-minute walk) of a rail station, ferry terminal, or frequent bus stop has not been designated a PDA. The share of these transit-rich areas designated PDAs varies significantly by county, from less than 20 percent in Marin County - where one of five SMART stations and none of three ferry terminals is designated a PDA - to 80 percent in Alameda County - where a PDA has now been nominated around 29 of its 30 regional rail stations.
- ***Despite a significant increase through the 2019 submissions, relatively few eligible High Resource Areas are designated PDAs.*** Just 20 percent of places in High Resource Areas served by transit that meets PDA eligibility criteria have been designated PDAs. This issue is particularly significant in Contra Costa and Santa Clara counties, where just over 10 percent of these areas have been designated, and in Marin County, where the figure is below 1 percent. Should the region wish to affirmatively further fair housing in the Plan Bay Area 2050 Blueprint, policymakers may wish to consider integrating at least some additional High Resource Areas into the Blueprint.
- ***Meeting regional housing needs will likely require supportive strategies.*** For the past several years, less than 25 percent of the units needed to meet the needs of very-low, low, and moderate income households have been permitted, based on the existing Regional Housing Needs Allocation (RHNA). Even with a dramatic increase in the pace of housing development in transit-rich and high-resource areas, the number of *new* housing units needed to meet the need of the region's working families is unlikely to be built without strategies such as inclusionary zoning or regionally-generated affordable housing funding. Both were identified as effective strategies in the Horizon Futures Round 2 analysis.

#### **Next Steps: What's Next for the Regional Growth Framework?**

Following adoption of local resolutions nominating new PDAs, PCAs, and PPAs, staff anticipates recommending a set of Priority Areas to ABAG and MTC for adoption in early 2020. These will be included in the Plan Bay Area 2050 Draft Blueprint and may be eligible for future funding, such as One Bay Area Grant Cycle 3 (OBAG3), in the coming years.

For committee discussion, staff recommends the following next steps to advance a successful Blueprint.

- 1) **Continue to provide resources to existing and new PDAs while revisiting the geographies prioritized for growth in the Blueprint.** This will involve exploring options in the Draft Blueprint for complementing PDA-focused job and housing growth with development in places that move the region closer to supporting the Blueprint Principles, such as transit-rich and high-resource areas. The presentation (Attachment B - Slide 17) highlights three potential approaches.



- 2) **Develop a strategic approach to advancing PPAs through a Pilot Program.** To successfully advance a PPA Pilot program, staff will identify an approach that combines including all eligible PPAs in the Blueprint with targeted support for specific PPAs based upon local commitment, and/or other factors.
- 3) **Identify strategies and implementation actions for the different types of geographies prioritized for growth.** Working closely with MTC and ABAG committees, local staff, and stakeholders, the Plan will connect the places prioritized in the Blueprint that define *where* the region should grow with tailored strategies and actions defining *how* the region should grow.

Upcoming steps for the Growth Framework Update via the Plan Bay Area 2050 Blueprint process include the following:

- December 2019: discuss key questions with stakeholders at RAWG Workshop on Housing & Economy Elements of Plan Bay Area 2050 Blueprint
- January 16, 2020: deadline for resolutions nominating new PDAs, PCAs, and PPAs; deadline for existing PDAs that need to submit VMT-Reduction forms
- February 2020: action on final PDAs, PCAs, and PPAs for Plan Bay Area 2050 + any additional growth areas for the Draft Blueprint
- Winter & Spring 2020: integration of geographies & strategies into Draft & Final Blueprint





PLAN BAY AREA 2050

## Regional Growth Framework: Update & Next Steps

Mark Shorett, MTC/ABAG  
November 2019



# What is the Regional Growth Framework?

## Locally-Identified Priority Areas



Priority Development Areas



Priority Conservation Areas



Priority Production Areas

Guidelines  
Adopted by  
ABAG/MTC:  
May 2019

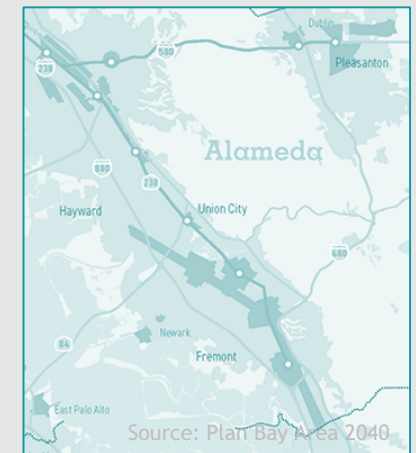
ABAG/MTC  
Action:  
Winter  
2020

**Plan Bay Area 2050:**  
*Strategies & Implementation*

## Plan Bay Area 2050: *Geographies*

Where should we grow as a region?

ABAG/MTC  
Action:  
Winter  
2020





# Regional Growth Framework Update:

## Adopted May 2019

### Priority Development Areas: Revised Criteria



More Flexible  
Transit Standards:

- *Transit Rich*
- *Connected Community*



Timeline to Adopt  
PDA Plans



Priority Production Areas:  
Pilot Program & Criteria



Priority Conservation Areas:  
*No change to criteria*

PDA, PCA and PPA:  
Call for Letters of Interest  
*June to September 2019*



# Local Response: September Submissions

Local jurisdictions demonstrated significant interest in new priority areas.



**PDA:**  
33 Letters of Interest

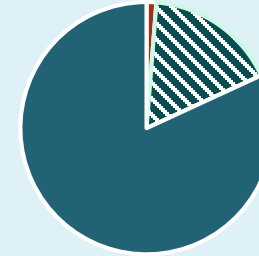


**PCAs:**  
16 Letters of Interest

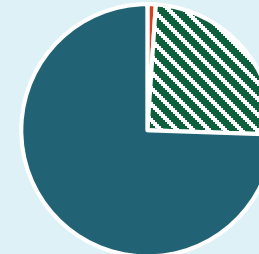


**PPAs:**  
35 Letters of Interest

Inconsistencies with program guidelines were mostly resolved by cities and CTAs.



**99% of PDAs on track to meet planning criteria**



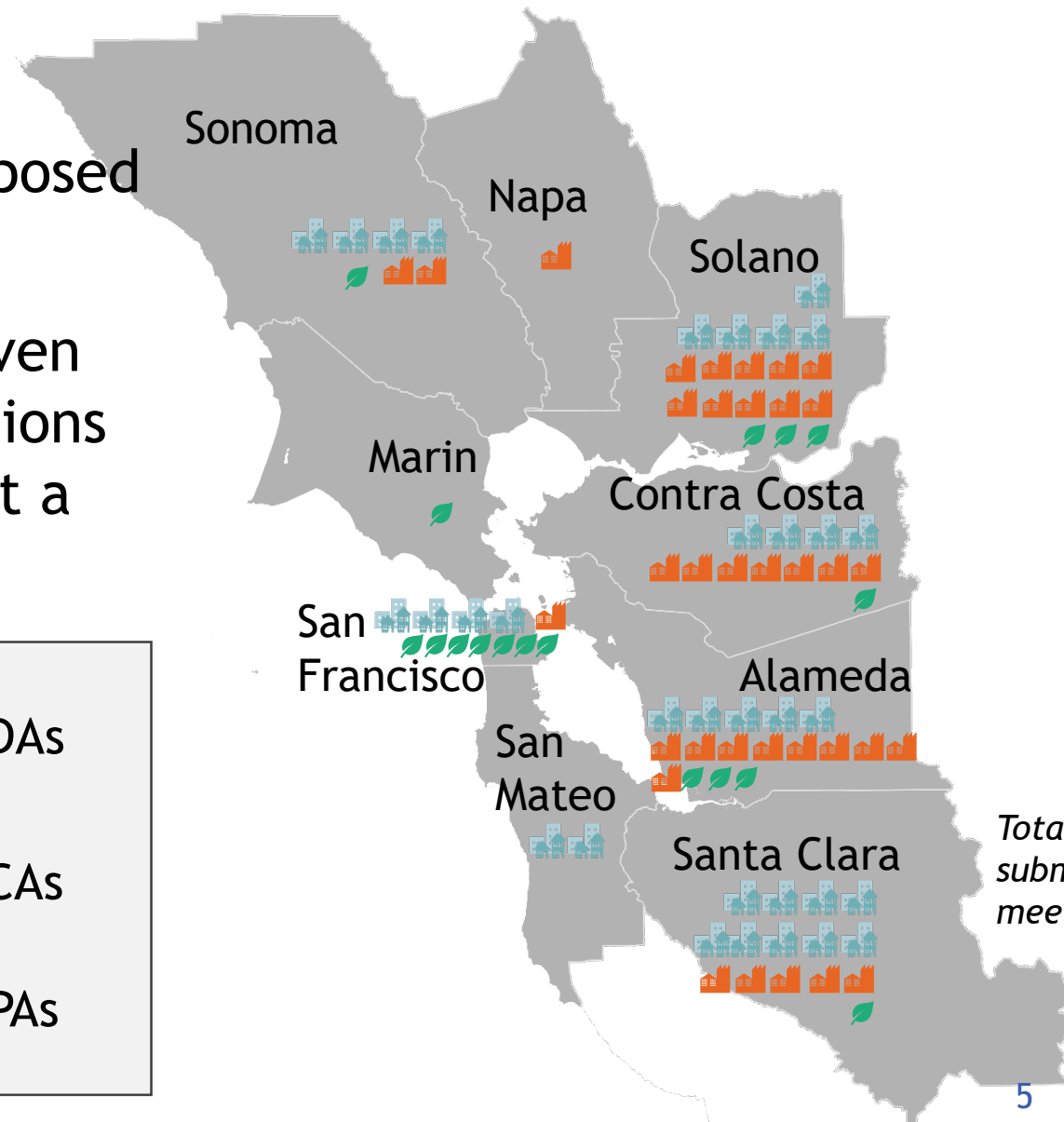
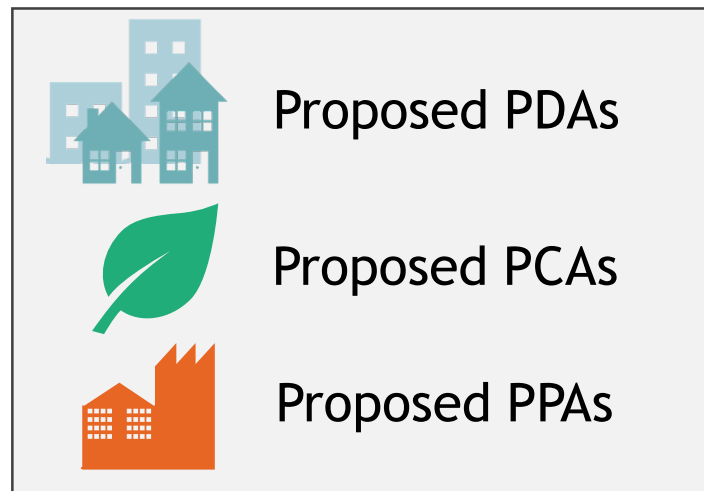
**99% of PDAs on track to meet transit criteria**

*Totals do not include submissions which did not meet adopted criteria.*



# Local Response: September Submissions

- Jurisdictions in every county submitted at least one new proposed priority area.
- However, the response was uneven across the region, with jurisdictions in some counties volunteering at a much greater rate than others.



*Totals do not include submissions which did not meet adopted criteria.*





# Where Are We Now?

Exploring How Local Nominations Can Help Address Challenges







Most newly-proposed PDAs are in jobs-rich locations in need of new housing, but with high average housing costs. This means supportive affordable housing strategies will be needed.

### Jobs-housing ratio (*city-level*)

0.7

Region

0.9

Existing PDAs  
(average)

1.5

New\* PDAs  
(average)

\*Pending local resolution

The typical home  
in a new\* PDA is

25%

more expensive  
than in an existing  
PDA

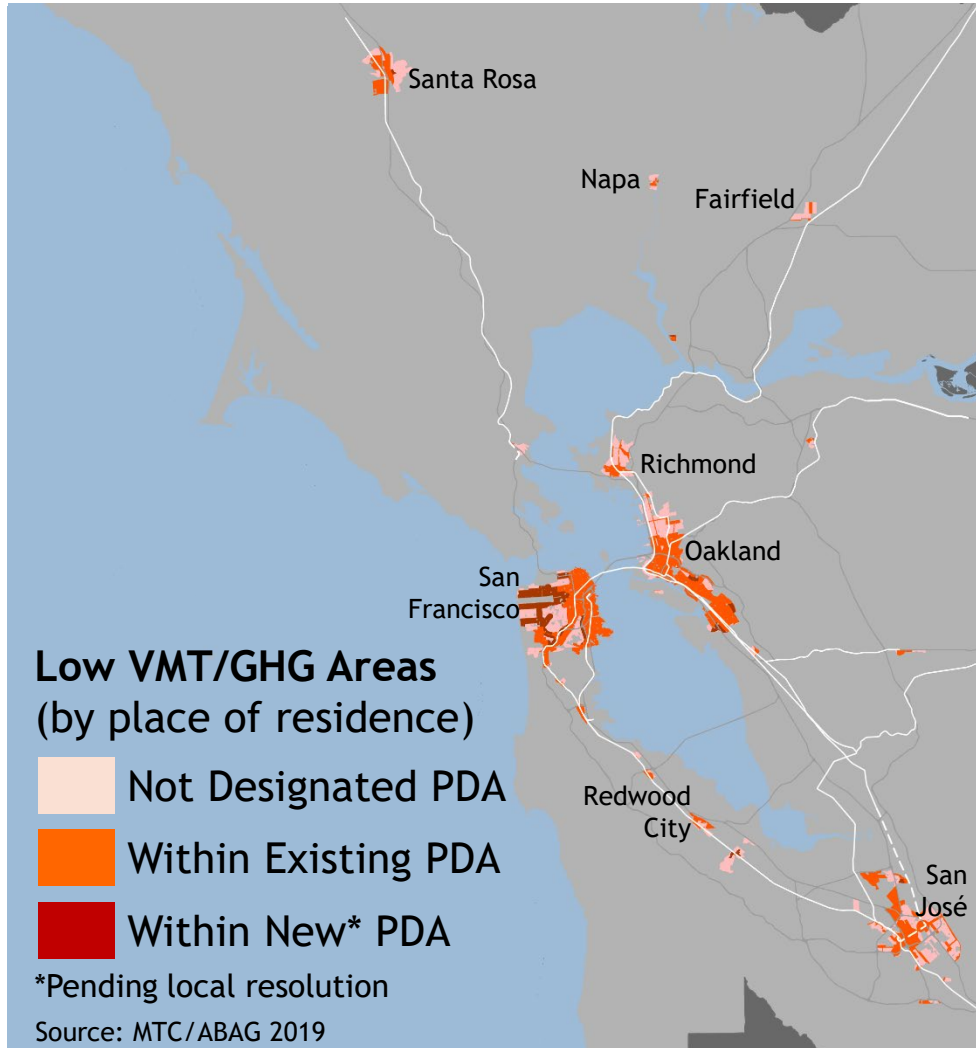
\*Pending local resolution

Based on 2017-2019 home sales  
reported by Redfin





Newly submitted PDAs boost the share of existing low-VMT locations included within the Growth Framework.



PDA's now  
make up **62%**  
*(formerly 57% as of  
early 2019)*

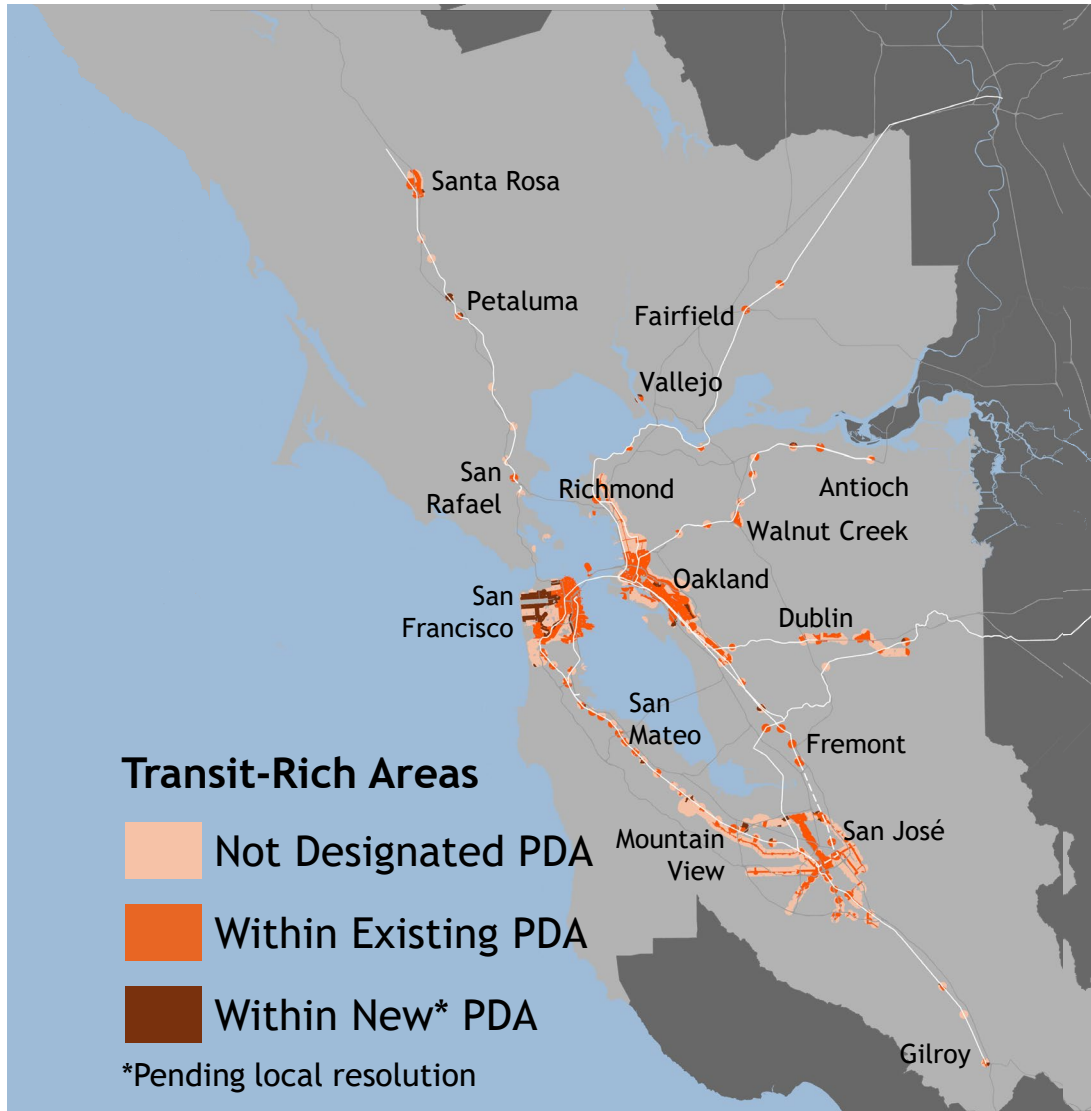
of places\* where  
residents'  
transportation-  
related GHG  
emissions are **20%  
below the  
regional average**

\*Defined as urbanized land area





However, many other transit-rich locations - which are primed for low-GHG performance in the future - remain outside of the PDA framework.



**> 50%** of transit-rich areas\* still have not been designated as PDAs

(now 53%;  
formerly 56% as of early 2019)

\*Defined as land area that meets Transit-rich PDA transit criteria adopted in May 2019 by ABAG and MTC

Source: MTC/ABAG, 2019





The newly-proposed PDAs include more High-Resource Areas and fewer places with high displacement risk...

Share of PDAs in High-Resource Areas\*

15%

Existing PDAs

44%

New\*\* PDAs

Areas\* at Risk of Displacement

44%

Existing PDAs

12%

New\*\* PDAs

\*Defined as urbanized land that meets PDA transit criteria and is defined as “high” or “highest resource” by the [California Department of Housing & Community Development and Department of Finance](#).

\*\*Pending local resolution

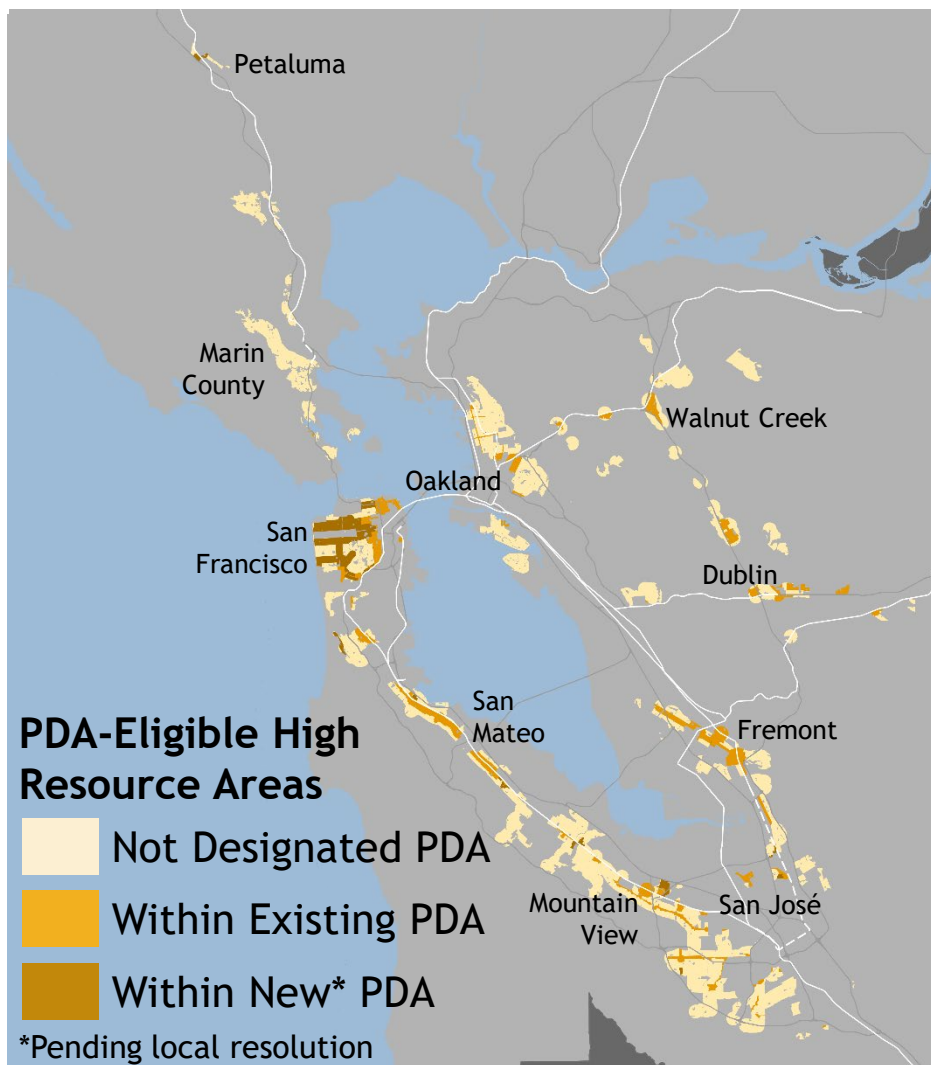
\*Defined as land area within PDA boundaries categorized as “At risk of gentrification or displacement” or “Ongoing Gentrification/Displacement of Low-income households” by [the UC-Berkeley Urban Displacement Project](#).

\*\*Pending local resolution





... but the overall share of High Resource Areas that **could be designated PDAs** remains low.



**20%** of PDA-Eligible High Resource Areas have been designated PDAs  
*(formerly 15% as of early 2019)*

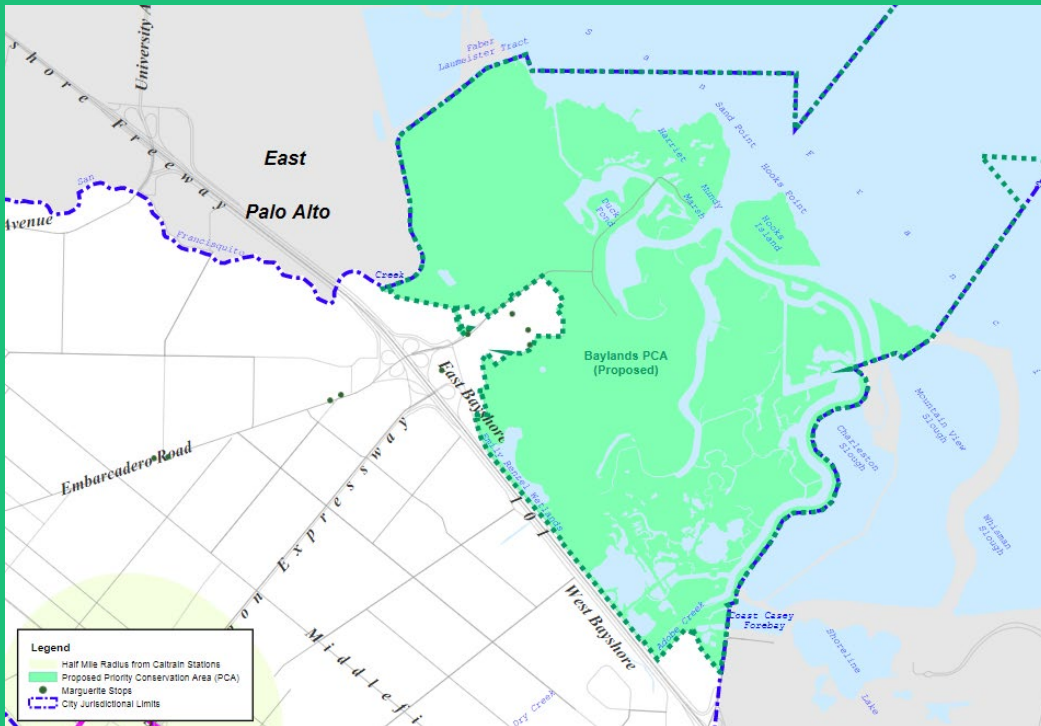
Sources: California HCD 2019,  
MTC/ABAG 2019



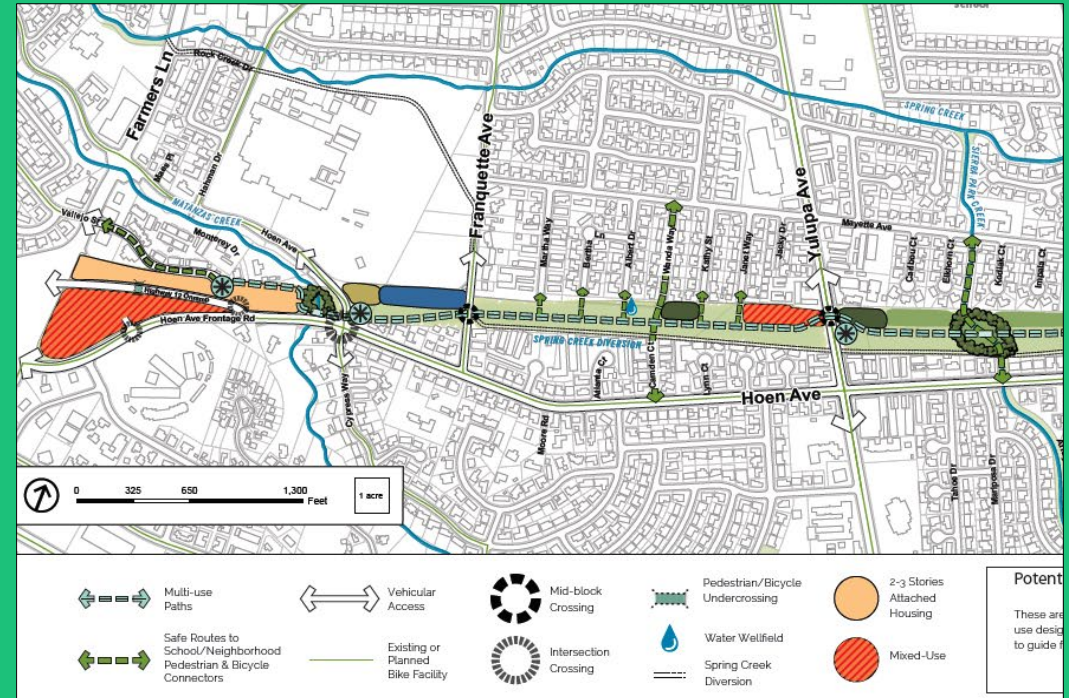


## Guiding Principle: HEALTHY

The addition of new\* PCAs further strengthens the region's commitment to conservation and open space access.



Baylands, City of Palo Alto



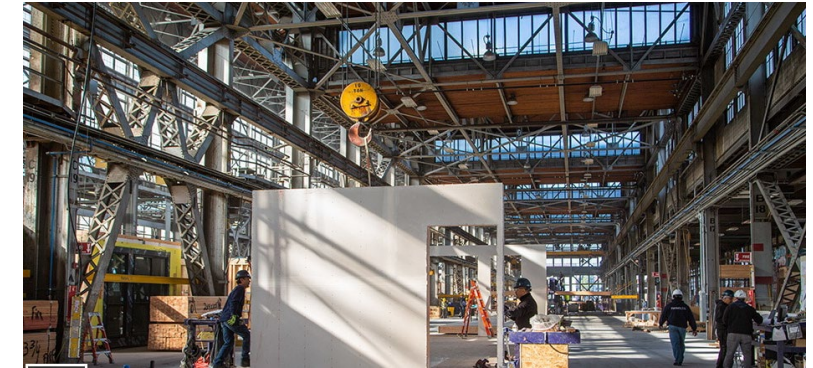
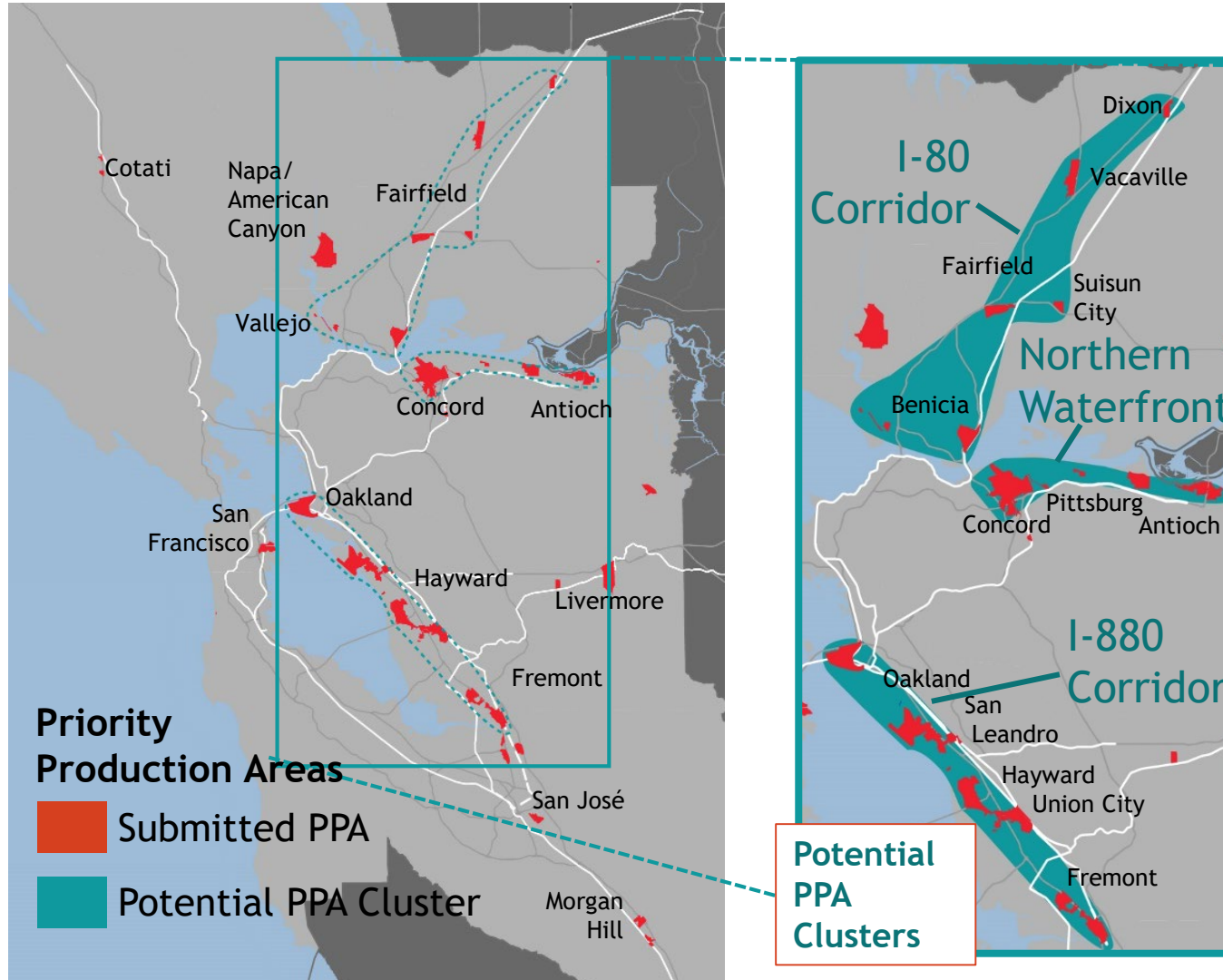
Southeast Greenway, City of Santa Rosa





## Guiding Principle: VIBRANT

Nominated PPAs include many of the region's most critical industrial lands, with key clusters in the Northern Waterfront and along I-80/I-880.



Mare Island, Vallejo



Port of Oakland



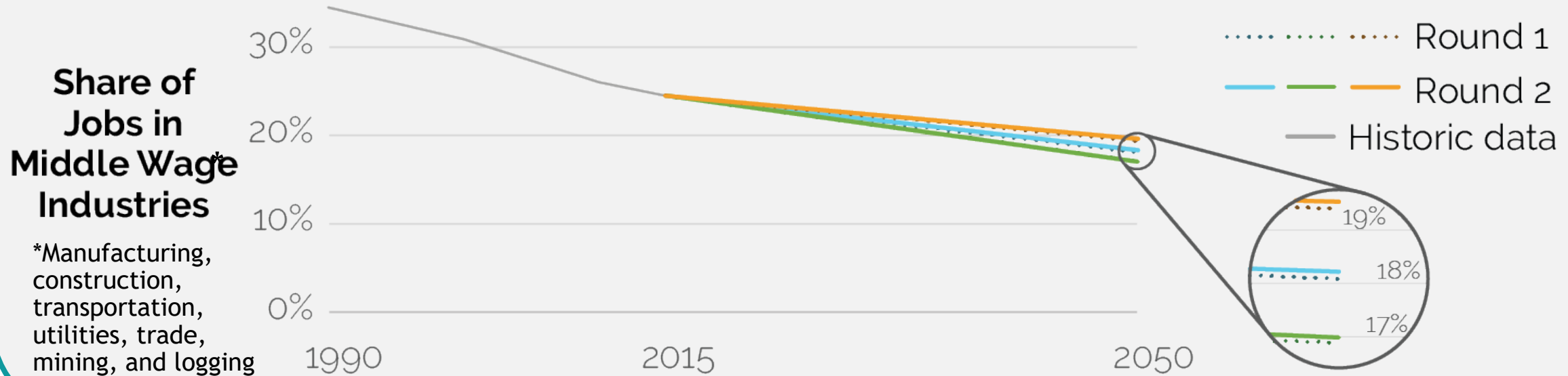


## Guiding Principle: VIBRANT

Given current and projected trends, **new strategies** are likely necessary to realize the type of job growth envisioned in PPAs.

### *Horizon Futures Analysis*

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



Horizon Futures  
Strategies



Create Incubator Programs



Create Middle-wage Jobs








# What's Next for the Blueprint?

Takeaways & Next Steps to Create a More Equitable Plan



# Takeaways


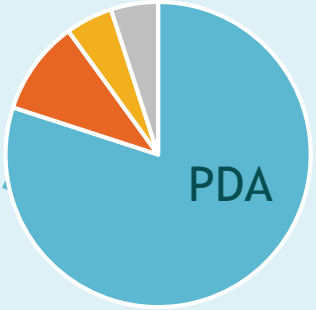

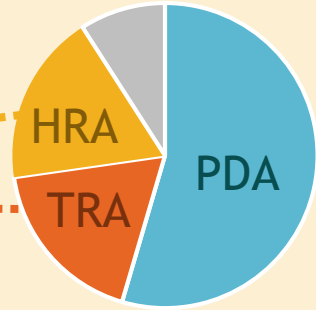

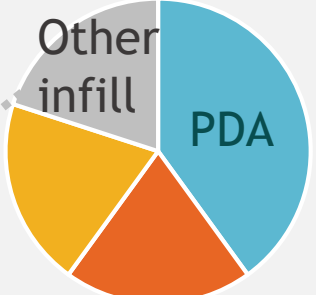
-  Despite significant gains as a result of local submissions, the updated set of PDAs is likely insufficient to close **gaps on GHG and equity**.
-  While there was **robust interest in PPAs**, a comprehensive regional approach is likely needed to address the projected decline in the industries envisioned for these areas.
-  **Supportive strategies will be critical** to advance the Guiding Principles through the Plan Blueprint phase.



# Key Question for Action This Winter:

Should the Plan Bay Area 2050 Blueprint focus some growth outside of locally-nominated places to improve potential GHG & equity outcomes?

## Location of *Housing Growth* (charts are illustrative)

			Pros	Cons
	<b>Highly focused in:</b> <b>Existing &amp; Proposed PDAs</b>		<ul style="list-style-type: none"> <li>Growth pattern aligned with local nominations</li> <li>Similar to Plan Bay Area 2040</li> </ul>	<ul style="list-style-type: none"> <li>Difficult to close GHG and equity gaps without broader range of growth areas</li> </ul>
	<b>Focused in:</b> <b>Existing &amp; Proposed PDAs +</b> <b>Select High-Resource Areas +</b> <b>Select Transit-Rich Areas</b> outside PDAs		<ul style="list-style-type: none"> <li>Maximizes potential for GHG reduction</li> <li>Best aligns with fair housing requirements</li> </ul>	<ul style="list-style-type: none"> <li>Difficult to implement outside locally-nominated areas</li> </ul>
	<b>Focused in Existing &amp; Proposed PDAs +</b> <b>more distributed growth within Urban Growth Boundaries</b>		<ul style="list-style-type: none"> <li>Largest footprint for meeting housing need</li> <li>Does not require identifying additional areas for growth</li> </ul>	<ul style="list-style-type: none"> <li>Difficult to implement outside locally-nominated areas</li> </ul>



# Regional Growth Framework: Next Steps

- **December 2019:** discuss key questions with stakeholders at RAWG Workshop on Housing & Economy Elements of Plan Bay Area 2050 Blueprint
- **January 16, 2020:** deadline for resolutions nominating new PDAs, PCAs, and PPAs; deadline for existing PDAs that need to submit VMT-Reduction forms
- **February 2020:** action on final PDAs, PCAs, and PPAs for Plan Bay Area 2050 + any additional growth areas for the Draft Blueprint
- **Winter & Spring 2020:** integration of geographies & strategies into Draft & Final Blueprint



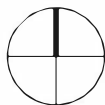
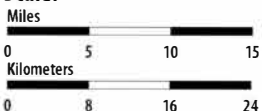


## Draft 2019 Regional Growth Framework Update Priority Development Areas (PDAs)

- Existing PDA
- Modified PDA
- Proposed New PDA\*
- Regional Rail Transit (Existing)
- Regional Rail Transit (Under Construction)

\*Does not include submissions which did not meet eligibility criteria.

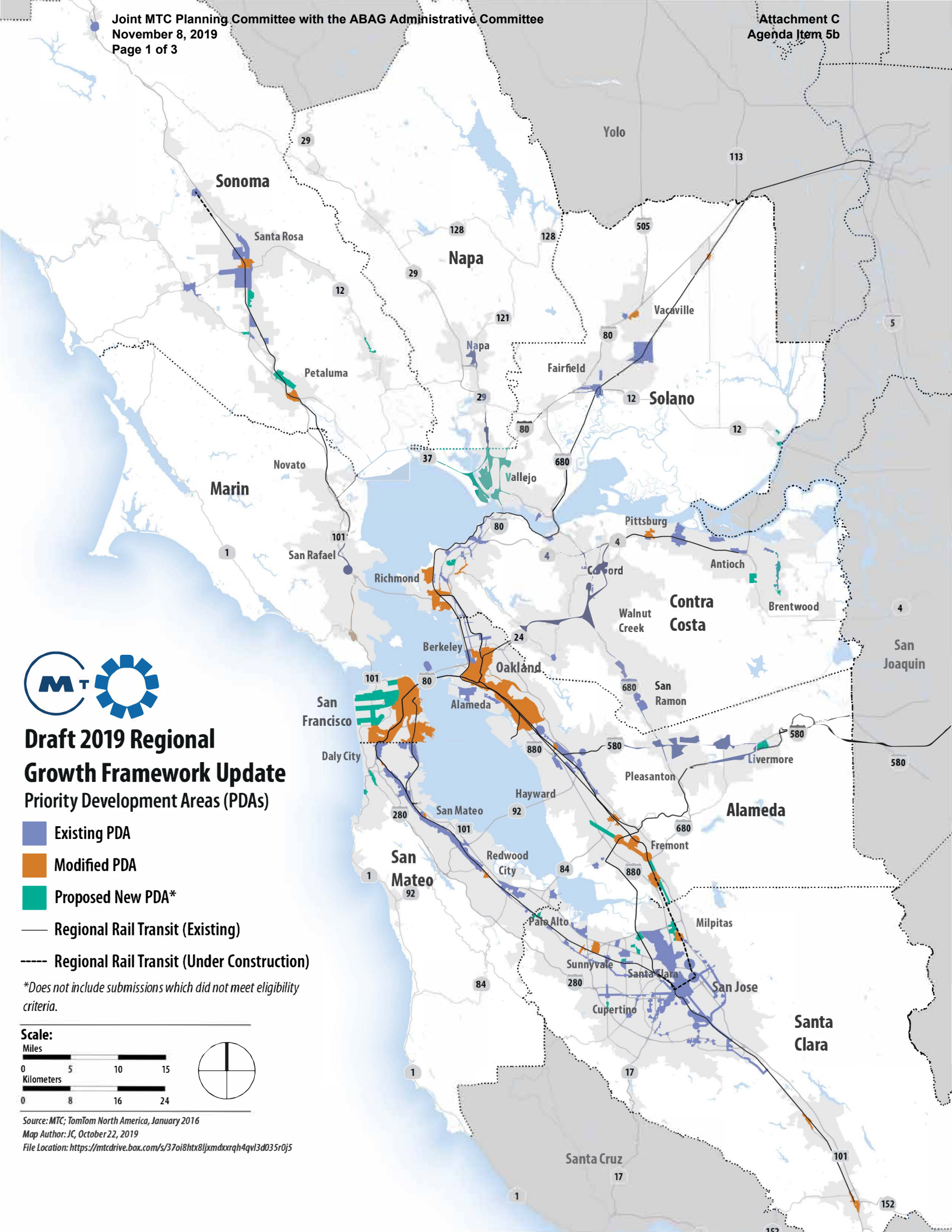
### Scale:



Source: MTC; TomTom North America, January 2016

Map Author: JC, October 22, 2019

File Location: <https://mtcdrive.box.com/s/37oi8htx8ljxmdxxrqh4qvl3d035r0j5>







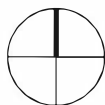
## Draft 2019 Regional Growth Framework Update Priority Production Areas (PPAs)

 Proposed Priority Production Areas (PPAs)\*

*\*Does not include submissions which did not meet eligibility criteria.*

### Scale:

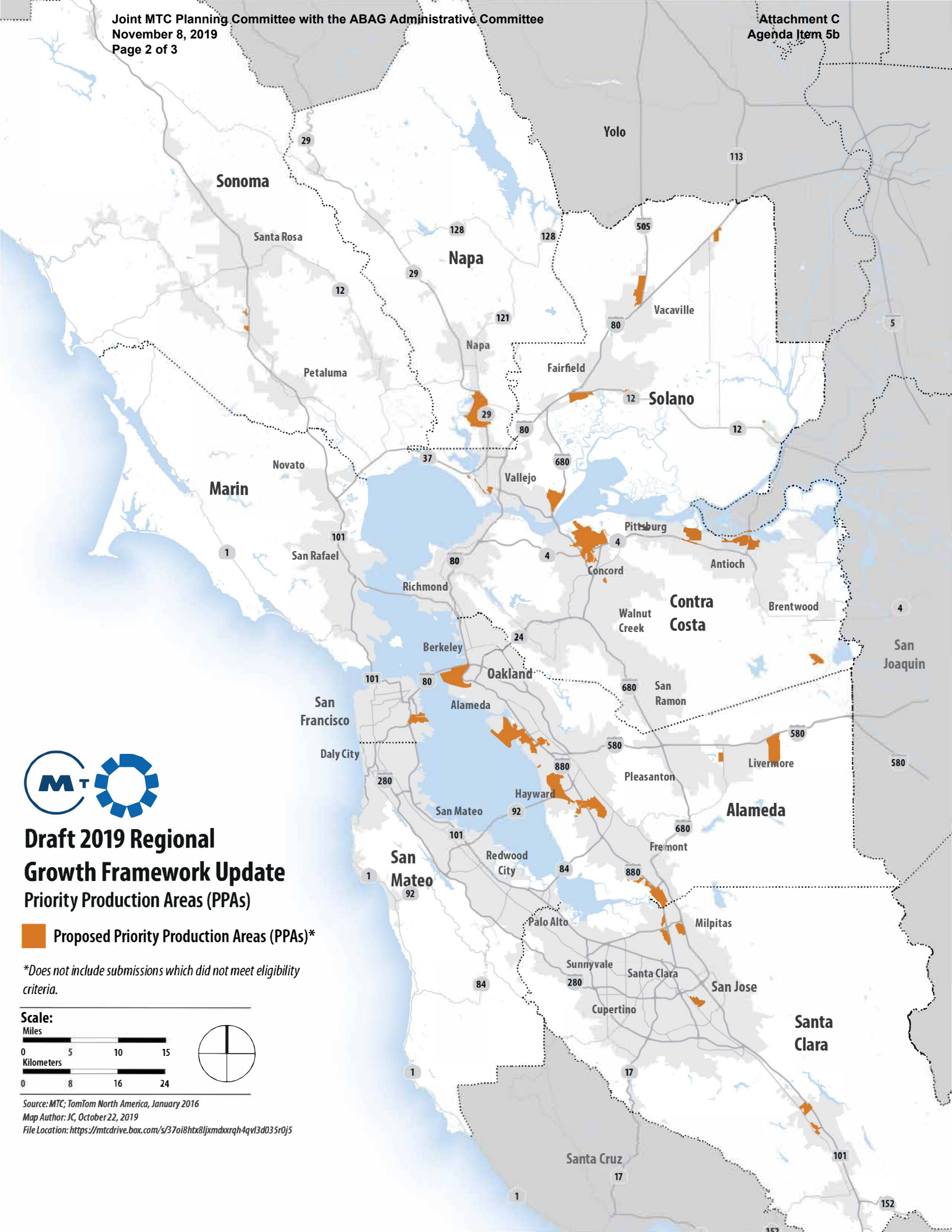
Miles  
0 5 10 15  
Kilometers  
0 8 16 24



Source: MTC; TomTom North America, January 2016

Map Author: JC, October 22, 2019

File Location: <https://mtcdrive.box.com/s/37oi8htx8ljxmdxxrqh4qvl3d035r0j5>





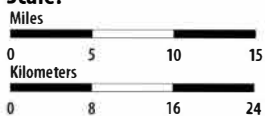


## Draft 2019 Regional Growth Framework Update Priority Conservation Areas (PCAs)

 Proposed Priority Conservation Areas (PCAs)\*

\*Does not include submissions which did not meet eligibility criteria.

### Scale:

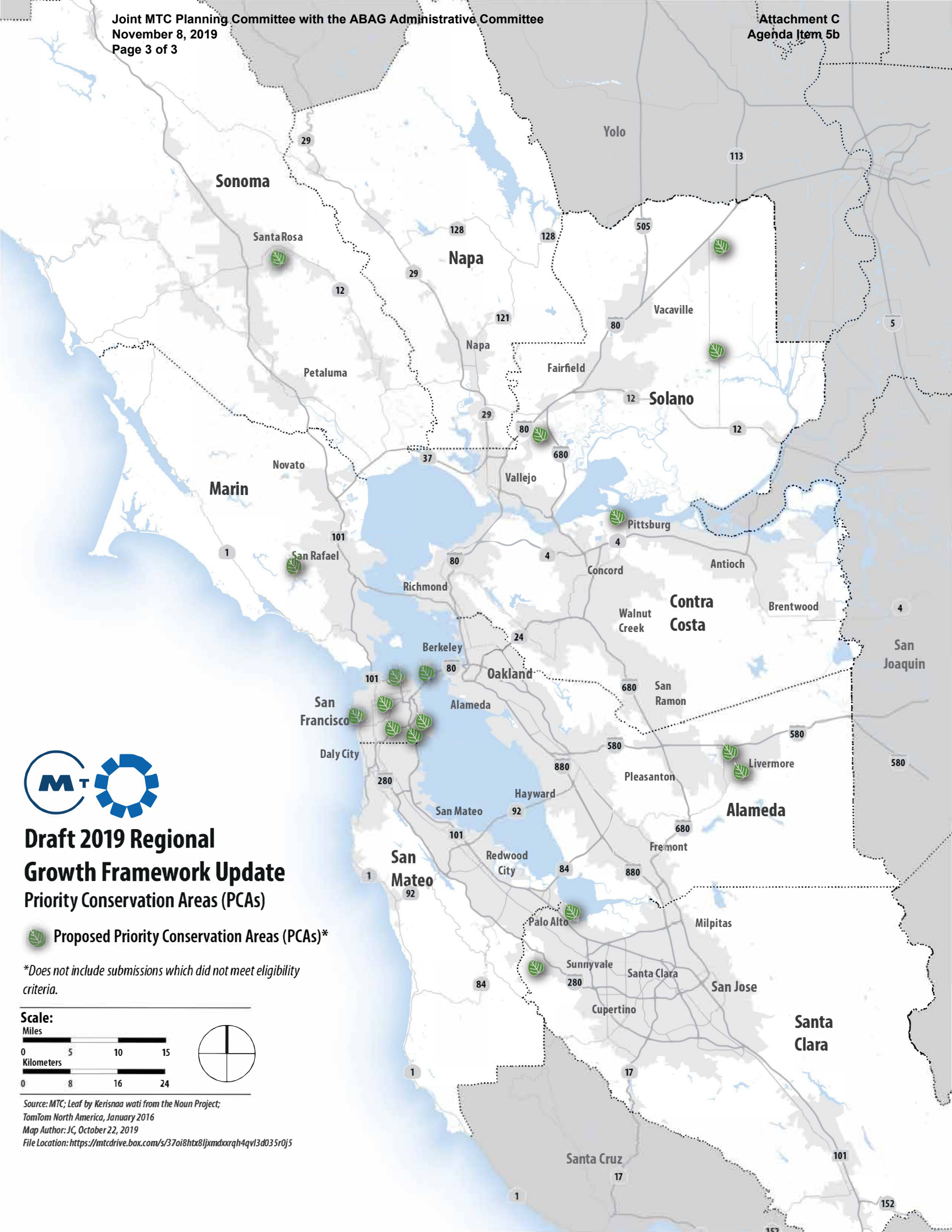


Source: MTC; Leaf by Kerisnaa wati from the Noun Project;

TomTom North America, January 2016

Map Author: JC, October 22, 2019

File Location: <https://mtcdrive.box.com/s/37oi8htx8ljxmdxxrqh4qv13d035r0j5>





**2019 Priority Area Submissions: County**

County	PDA - New	PDA - Boundary Change	PCA - New	PCA - Boundary Change	PPA - New	Total
Alameda	5	14	2	0	9	30
Contra Costa	4	7	1	0	8	20
Marin	0	1	2	1	0	4
Napa	0	0	0	0	1	1
San Francisco	4	9	7	0	1	21
San Mateo	2	3	0	0	1	6
Santa Clara	9	6	0	0	6	21
Solano	6	4	3	0	9	22
Sonoma	5	2	1	0	2	10
<b>Total</b>	<b>35</b>	<b>46</b>	<b>16</b>	<b>1</b>	<b>37</b>	<b>135</b>

Note: 1) New Priority Areas require local government resolutions to complete nomination process. Figures may change.

**2019 Proposed New PDAs by Designation**

Designation	Total	Percentage
Transit-Rich	15	43%
Connected Community (High Resource Area)	7	20%
Connected Community (Outside High Resource Area)	11	31%
<b>Total: Eligible</b>	<b>33</b>	<b>94%</b>
<b>Total: Does not meet eligibility criteria*</b>	<b>2</b>	<b>6%</b>
<b>Total: All Submissions</b>	<b>35</b>	<b>100%</b>

\*Rio Vista Airport/Church Roads, and Cotati Gravenstein Corridor.

**Required Forms Submitted: PDA Planning and Transit Improvements**

Form/Letter of Confirmation	Required	Submitted* (total)	Submitted (%)
PDA Planning	30	28	93%
Transit Improvement	33	31	94%

As a result of submitted transit improvements and confirmation of PDA Planning, 99% of existing PDAs meet program planning and transit criteria

\*Not submitted:

- 1) PDA Planning: Los Gatos El Camino Real; Hercules San Pablo Avenue.
- 2) Transit Improvements: Dixon Downtown; Gilroy First Street.



County	Jurisdiction	Proposed PDA Name	Designation
Alameda	Berkeley	North Berkeley	Transit-Rich
Alameda	Livermore	McGrath Southfront PDA	Transit-Rich
Alameda	Fremont	North Fremont Blvd	Connected Community (HRA)
Alameda	Fremont	Osgood Rd	Connected Community (HRA)
Alameda	Fremont	Warm Springs Blvd	Connected Community (HRA)
Contra Costa	Brentwood	Brentwood Blvd	Connected Community (Outside HRA)
Contra Costa	Brentwood	Downtown Brentwood	Connected Community (Outside HRA)
Contra Costa	Brentwood	Brentwood Transit Village	Connected Community (Outside HRA)
Contra Costa	Richmond	Hilltop	Connected Community (Outside HRA)
San Francisco	San Francisco	Sunset Corridors and Forest Hill	Transit-Rich
San Francisco	San Francisco	Richmond District	Transit-Rich
San Francisco	San Francisco	Lombard	Transit-Rich
San Francisco	San Francisco	Central City Neighborhoods	Transit-Rich
San Mateo	Pacifica	Sharp Park	Connected Community (HRA)
San Mateo	Pacifica	Skyline	Connected Community (HRA)
Santa Clara	Santa Clara	Freedom Circle	Transit Rich
Santa Clara	Santa Clara	Lawrence Station Phase II	Transit Rich
Santa Clara	Santa Clara	Patrick Henry Drive	Transit Rich
Santa Clara	Santa Clara	Related Santa Clara/City Place	Transit Rich
Santa Clara	Santa Clara	Tasman East	Transit Rich
Santa Clara	San Jose	South DeAnza	Connected Community (HRA)
Santa Clara	Sunnyvale	Moffett Park Specific Plan	Transit Rich
Santa Clara	Palo Alto	Downtown/University	Transit Rich
Santa Clara	Milpitas	Midtown Specific Plan	Transit Rich
Solano	Rio Vista	Airport/Church Roads PDA	N/A (Does not meet transit criteria)
Solano	Vallejo	Carquinez Heights	Connected Community (Outside HRA)
Solano	Vallejo	Mare Island	Connected Community (Outside HRA)
Solano	Vallejo	Solano 360/I-80/SR-37 Gateway	Connected Community (Outside HRA)
Solano	Vallejo	Central Corridor West	Connected Community (Outside HRA)
Solano	Vallejo	Central Corridor East	Connected Community (Outside HRA)
Sonoma	Sonoma County	Springs	Connected Community (Outside HRA)
Sonoma	Sonoma County	Santa Rosa Avenue	Connected Community (Outside HRA)
Sonoma	Sonoma County	Sonoma County Airport Area	Connected Community (Outside HRA)
Sonoma	Petaluma	Petaluma SMART North (Corona Road Station Area)	Connected Community (HRA)
Sonoma	Cotati	Gravenstein Corridor	N/A (Does not meet transit criteria)



County	Jursidiction	Proposed PCA Name	PCADesignation
Alameda	Livermore	Arroyo Las Positas Trail	UG, RR
Alameda	Livermore	First Street	UG, RR
Contra Costa	Pittsburg	Northwest Waterfront	RR
Marin	Tiburon	Tiburon Open Space	NL, RR
Marin	Ross	Bald Hill	NL
Santa Clara	Palo Alto	Palo Alto Baylands	NL, RR
San Francisco	San Francisco	Excelsior/OMI Park Connections	UG, RR
San Francisco	San Francisco	Crosstown Trail	UG, RR
San Francisco	San Francisco	India Basin	NL, UG, RR
San Francisco	San Francisco	Lake Merced/Ocean Beach	NL, UG, RR
San Francisco	San Francisco	Central Waterfront	UG, RR
San Francisco	San Francisco	Northern Waterfront	RR
San Francisco	San Francisco	Treasure Island/Yerba Buena Island	NL, UG, RR
Solano	unincorporated Solano	Dixon Agricultural Service Area	AL
Solano	unincorporated Solano	Cache Slough	NL, AL, UG, RR
Sonoma	Santa Rosa	Southeast Greenway	NL, UG, RR

Designation

Guide: UG: Urban Greening; RR: Regional Recreation; NL: Natural Landscapes; AG: Agricultural Land



County	Jurisdiction	Proposed PPA Name
Alameda	Fremont	Bayside Industrial Priority Production Area
Alameda	Fremont	Pacific Commons Priority Production Area
Alameda	Hayward	Hayward PPA
Alameda	Livermore	Eastside PPA
Alameda	Livermore	Westside PPA
Alameda	Oakland	Port PPA
Alameda	Oakland	Airport PPA
Alameda	San Leandro	San Leandro PPA
Alameda	Union City	Union City PPA
Contra Costa	Antioch	Northern Waterfront Industrial Corridor
Contra Costa	Concord	Northern Concord PPA
Contra Costa	Concord	Western Concord PPA
Contra Costa	Oakley	Employment Area
Contra Costa	Pittsburg	Northern Waterfront
Contra Costa	Unincorporated Contra Costa	Pacheco Manufacturing Zone
Contra Costa	Unincorporated Contra Costa	Byron Airport
Contra Costa	Unincorporated Contra Costa	Baypoint Industrial Sector
Napa	American Canyon and Napa	American Canyon and Napa PPA
San Francisco	San Francisco	Bayshore/Central Waterfront/Islais Creek
San Mateo	Pacifica	Northern Palmetto PPA
Santa Clara	Milpitas	Central Manufacturing Area
Santa Clara	Milpitas	McCarthy Ranch Industrial Area
Santa Clara	Milpitas	Southwestern Employment Area
Santa Clara	Morgan Hill	Morgan Hill PPA
Santa Clara	San Jose	Monterey Business Corridor
Solano	Benicia	Benicia Industrial PPA
Solano	Dixon	Northeast Quadrant
Solano	Fairfield	Train Station Employment Center
Solano	Fairfield	Fairfield PPA
Solano	Rio Vista	Rio Vista PPA



County	Jurisdiction	Proposed PPA Name
Solano	Suisun City	Suisun City Gentry (westside)
Solano	Suisun City	Suisun City East Side PPA
Solano	Vacaville	Vacaville Industrial Priority Production Area
Solano	Vallejo	Vallejo PPA Mare Island
Solano	Vallejo	Vallejo PPA South Vallejo
Sonoma	Cotati	Cotati PPA
Sonoma	Rohnert Park	Northwest Business Park