



375 Beale Street
Suite 700
San Francisco, California
94105

Meeting Agenda - Final

ABAG Administrative Committee

Friday, January 10, 2020

9:40 AM

Board Room - 1st Floor

Association of Bay Area Governments Administrative Committee

The ABAG Administrative Committee may act on any item on the agenda.
The ABAG Administrative Committee will meet jointly with the MTC Planning Committee.

The meeting is scheduled to begin at 9:40 a.m.,
or immediately following the preceding committee meeting.
Agenda, roster, and webcast available at <https://abag.ca.gov>
For information, contact Clerk of the Board at (415) 820-7913.

Location

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

Teleconference Location

Napa County Administration Building, 1195 Third Street, Suite 310, Napa, California

Roster

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

1. Call to Order / Roll Call / Confirm Quorum

2. ABAG Administrative Committee Consent Calendar

- 2.a. [20-0098](#) Approval of ABAG Administrative Committee Summary Minutes of the
December 13, 2019 Meeting

Action: ABAG Administrative Committee Approval

Presenter: Clerk of the Board

Attachments: [2a ABAG AC Minutes 20191213 Draft.pdf](#)

3. MTC Planning Committee Consent Calendar

- 3.a. [20-0031](#) Approval of MTC Planning Committee Minutes of the December 13, 2019
Meeting

Action: MTC Planning Committee Approval

Attachments: [3a MTC PLNG_Minutes_Dec 13 2019.pdf](#)

3.b. [20-0032](#) Federal Road Safety Performance Target-Setting Update - January 2020

Action: Information

Presenter: Raleigh McCoy

Attachments: [3b_Federal Performance Target-Setting Update.pdf](#)

4. MTC Planning Committee - Public Hearing**4.a. [19-1326](#) Public Hearing: MTC Resolution No. 3757, Revised: Draft Bay Area Transportation Air Quality Conformity Protocol**

Public hearing on the interagency consultation procedures of the air quality conformity analysis for the Regional Transportation Plan (RTP) and the Transportation Improvement Program (TIP) and other aspects of transportation conformity in the Bay Area.

Action: Public Hearing

Presenter: Harold Brazil

Attachments: [4a_Conformity Interagency Procedures.pdf](#)

5. Information**5.a. [20-0034](#) Plan Bay Area 2050 Draft Blueprint: Proposed Strategies for the Environment Element**

Overview of the environmental strategies under consideration for inclusion in the Plan Bay Area 2050 Draft Blueprint. Strategies focused on transportation, housing, and the economy will be discussed at the joint workshop of the Commission and the ABAG Executive Board later this month.

Action: Information

Presenter: Rachael Hartofelis and Dave Vautin

Attachments: [5a_PBA2050_DraftBlueprint_EnviroElement.pdf](#)

5.b. [20-0081](#) Connections between the Regional Housing Need Allocation (RHNA) and Plan Bay Area 2050

Overview of connections between RHNA and Plan Bay Area 2050, the long-range regional plan for transportation, housing, the economy, and the environment, focusing on statutory requirements and potential further integration in 2020.

Action: Information

Presenter: Dave Vautin

Attachments: [5b_RHNA_PBA50_Connections.pdf](#)

6. Public Comment / Other Business

7. Adjournment / Next Meeting

The next meeting of the ABAG Administrative Committee is on February 14, 2020.

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

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

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

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

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

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

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

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



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-0098 **Version:** 1 **Name:**

Type: Minutes **Status:** Committee Approval

File created: 1/2/2020 **In control:** ABAG Administrative Committee

On agenda: 1/10/2020 **Final action:**

Title: Approval of ABAG Administrative Committee Summary Minutes of the December 13, 2019 Meeting

Sponsors:

Indexes:

Code sections:

Attachments: [2a_ABAG AC Minutes 20191213 Draft.pdf](#)

Date	Ver.	Action By	Action	Result
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Approval of ABAG Administrative Committee Summary Minutes of the December 13, 2019 Meeting

Clerk of the Board

ABAG Administrative Committee Approval



375 Beale Street
Suite 700
San Francisco, California
94105

Meeting Minutes - Draft

ABAG Administrative Committee

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

Friday, December 13, 2019

9:40 AM

Board Room - 1st Floor

Association of Bay Area Governments Administrative Committee

The ABAG Administrative Committee may act on any item on the agenda.
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The meeting is scheduled to begin at 9:40 a.m.,
or immediately following the preceding committee meeting.
Agenda, roster, and webcast available at <https://abag.ca.gov>
For information, contact Clerk of the Board at (415) 820-7913.

Location

Bay Area Metro Center, 375 Beale Street, 1st Floor, Board Room, San Francisco, California
Teleconference Location
Napa County Administration Building, 1195 Third Street, Suite 310, Napa, CA 94559

Roster

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

1. Call to Order / Roll Call / Confirm Quorum

Chair Rabbitt called the meeting to order at about 10:34 a.m. The following committee member participated by teleconference: Ramos. Quorum was present.

Present: 8 - Arreguin, Cortese, Haggerty, Mackenzie, Mitchoff, Pierce, Rabbitt, and Ramos

Absent: 2 - Chavez, and Peralez

2. ABAG Compensation Announcement - Clerk of the Board

The ABAG Clerk of the Board gave the compensation announcement.

3. ABAG Administrative Committee Consent Calendar

Cortese joined the meeting.

Upon the motion by Mackenzie and second by Pierce, the ABAG Administrative Committee approved the Consent Calendar, including minutes of November 8, 2019 and appointment to the ABAG Housing Methodology Committee. The motion passed unanimously by a roll call vote as follows:

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

Absent: 2 - Chavez, and Peralez

3.a. [20-0053](#) Approval of ABAG Administrative Committee Minutes of November 8, 2019

3.b. [20-0054](#) Appointment to the Housing Methodology Committee

4. MTC Planning Committee Consent Calendar

The MTC Planning Committee took action on this item.

4.a. [19-1325](#) Approval of MTC Planning Committee Minutes of the November 8, 2019 Meeting

5. Information

5.a. [19-1157](#) Plan Bay Area 2050: Public Engagement Round 1 Results

Presentation on highlights from the first round of public engagement for Plan Bay Area 2050, which focused on prioritizing and refining key strategies identified in the Horizon planning process.

Ursula Vogler gave the report.

The following gave public comment: Pat Eklund.

5.b. [19-1327](#) Plan Bay Area 2050: Draft Needs and Revenue Assessments for Transportation, Affordable 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.

William Bacon and Dave Vautin gave the report.

The following gave public comment: Jane Kramer.

6. Public Comment / Other Business

There was no public comment.

7. Adjournment / Next Meeting

Chair Rabbitt adjourned the meeting at about 11:35 a.m. The next ABAG Administrative Committee meeting is on January 10, 2020.

Metropolitan Transportation Commission

Legislation Details (With Text)

File #: 20-0031 **Version:** 1 **Name:**

Type: Minutes **Status:** Consent

File created: 11/27/2019 **In control:** Joint MTC Planning Committee with the ABAG Administrative Committee

On agenda: 1/10/2020 **Final action:**

Title: Approval of MTC Planning Committee Minutes of the December 13, 2019 Meeting

Sponsors:

Indexes:

Code sections:

Attachments: [3a MTC PLNG Minutes Dec 13 2019.pdf](#)

Date	Ver.	Action By	Action	Result
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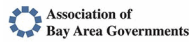
Subject:

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

Recommended Action:

MTC Planning Committee Approval

Attachments:



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

Meeting Minutes - Draft

Joint MTC Planning Committee with the ABAG Administrative Committee

MTC Committee Members:

James P. Spering, Chair Anne W Halsted, Vice Chair

Damon Connolly, Dave Cortese, Sam Liccardo, Jake Mackenzie, David Rabbitt, Warren Slocum

Non-Voting Members: Dorene M. Giacomini and Jimmy Stracner

Friday, December 13, 2019

9:40 AM

Board Room - 1st Floor

1. Roll Call / Confirm Quorum

Present: 5 - Commissioner Connolly, Commissioner Cortese, Commissioner Mackenzie, Commissioner Rabbitt and Chair Spering

Absent: 3 - Vice Chair Halsted, Commissioner Liccardo and Commissioner Slocum

Non-Voting Members Present: Commissioner Giacomini and Commissioner Stracner

Ex Officio Voting Members Present: Commission Chair Haggerty and

Commission Vice Chair Pedroza

Ad Hoc Non-Voting Member Present: Commissioner Worth

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

2. ABAG Compensation Announcement - Clerk of the Board

3. ABAG Administrative Committee Consent Calendar

- 3a. [19-1323](#) Approval of ABAG Administrative Committee Summary Minutes of the November 8, 2019 Meeting

Action: ABAG Administrative Committee Approval

Attachments: [3a ABAG AC Minutes 20191011 Draft.pdf](#)

- 3b. [19-1364](#) Appointment to the Housing Methodology Committee

Action: ABAG Administrative Committee Approval

Presenter: Alix A. Bockelman

Attachments: [3b Appointment to ABAG Housing Methodology Committee.pdf](#)

4. MTC Planning Committee Consent Calendar

Approval of the Consent Calendar

Upon the motion by Commissioner Connolly and second by Commissioner Cortese, the MTC Planning Committee Consent Calendar was unanimously approved by the following vote:

Aye: 5 - Commissioner Connolly, Commissioner Cortese, Commissioner Mackenzie, Commissioner Rabbitt and Chair Spering

Absent: 3 - Vice Chair Halsted, Commissioner Liccardo and Commissioner Slocum

- 4a. [19-1325](#) Approval of MTC Planning Committee Minutes of the November 8, 2019 Meeting

Action: MTC Planning Committee Approval

Attachments: [4a_MTC_PLNG_Minutes_Nov 8 2019.pdf](#)

5. Information

- 5a. [19-1157](#) Plan Bay Area 2050: Public Engagement Round 1 Results

Presentation on highlights from the first round of public engagement for Plan Bay Area 2050, which focused on prioritizing and refining key strategies identified in the Horizon planning process.

Action: Information

Presenter: Ursula Vogler

Attachments: [5a_PBA50_PublicEngagement_Round1.pdf](#)

Pat Eklund, City of Novato, was called to speak.

- 5b. [19-1327](#) Plan Bay Area 2050: Draft Needs and Revenue Assessments for Transportation, Affordable 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: [5b_PBA50_DraftNeeds_Revenues_rev.pdf](#)

Jane Kramer was called to speak.

6. Public Comment / Other Business

7. Adjournment / Next Meeting

The next meeting of the MTC Planning Committee will be Friday, January 10, 2020 at 9:40 a.m. at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA.

Metropolitan Transportation Commission

Legislation Details (With Text)

File #: 20-0032 **Version:** 1 **Name:**

Type: Report **Status:** Consent

File created: 11/27/2019 **In control:** Joint MTC Planning Committee with the ABAG Administrative Committee

On agenda: 1/10/2020 **Final action:**

Title: Federal Road Safety Performance Target-Setting Update - January 2020

Sponsors:

Indexes:

Code sections:

Attachments: [3b Federal Performance Target-Setting Update.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Federal Road Safety Performance Target-Setting Update - January 2020

Presenter:

Raleigh McCoy

Recommended Action:

Information

Attachments:

Metropolitan Transportation Commission Planning Committee

January 10, 2020

Agenda Item 3b

Federal Road Safety Performance Target-Setting Update – January 2020

Subject: Update on federally-required Road Safety performance targets for the year 2020.

Background: The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) established a Transportation Performance Management program to orient transportation investment decision-making around national transportation goals, thus increasing accountability and transparency of Federal programs while also moving toward a performance-based planning and programming paradigm. This memorandum summarizes MTC target-setting actions for Road Safety and presents the methodology and rationale used to arrive at the targets.

Under MTC Resolution No. 4295, adopted in June 2017, the MTC Planning Committee delegated authority for target-setting to staff, requiring regular consultation with stakeholders through MTC's working groups and semiannual updates to the committee going forward.

Target Setting Methodology

Through the Transportation Performance Management program, State Departments of Transportation (DOTs), Metropolitan Planning Organizations (MPOs), and transit agencies are responsible for setting targets for 28 performance measures covering the following federal goal areas: Safety; Infrastructure Condition; System Reliability; Freight Movement and Economic Vitality; Congestion Reduction; and Environmental Sustainability (**Attachment A**). Federal regulation requires targets to be set on varying performance cycles ranging from once every year to once every four years.

This will be the third round of Road Safety target-setting for Caltrans and MTC. MPOs are required to either support State targets or set regional targets for federally-mandated performance measures for Road Safety by February 2020. As detailed in **Attachment B** and **Attachment C**, staff propose setting targets using a Vision Zero framework, where targets are set based on a linear decline to zero fatalities and zero serious injuries in the year 2030.

Issues: While the region has seen increased numbers of fatalities, serious injuries, and non-motorized fatalities and serious injuries in recent years, current and near-term projects and policies at the local and regional level underscore a commitment to swiftly reversing this trend. On a local level, several jurisdictions, including the region's three largest cities, have adopted Vision Zero policies, affirming their commitment to ending road fatalities and serious injuries. At the regional level, MTC is currently working towards establishing a Regional Safety Program and adopting a Regional Vision Zero policy. As part of this process, MTC has received funding from the Systematic Safety Analysis Report Program (SSARP) to create an integrated Regional Safety Data System and draft a State of Safety in the Region report, a key first step in

targeting future investments to maximize the impacts of safety improvements. Future efforts could also leverage MTC resources to coordinate safety project implementation at the local level, apply for funding from State and Federal sources, and assess regional safety needs for local streets and roads. MTC staff will soon follow up with a presentation to the Commission to provide more detail on staff's efforts to enhance safety in the region.

While more ambitious than the 2019 targets, the 2020 targets reflect MTC's continued commitment to advancing road safety. Progress toward targets will be reviewed during MTC's biannual certification review with the Federal Highway Administration, though there are no ramifications for not meeting regional targets at this time.

Next Steps: Updated Road Safety targets will be posted on Vital Signs, where progress toward achieving targets is updated on an annual basis. The next round of target-setting for federal performance measures will occur in April 2020, where MTC will set its fourth round of targets for State of Good Repair of Transit Assets.

Recommendation: Information

Attachments: Attachment A: List of Federally-Required Performance Measures
Attachment B: February 2020 Target-Setting Summary: Road Safety
Attachment C: 2020 Targets for Road Safety


Therese W. McMillan

List of Federally-Required Performance Measures

FEDERAL GOALS & PROGRAMS	GENERAL MEASURES IN LAW	FINAL PERFORMANCE MEASURES	TARGET-SETTING FREQUENCY	TARGET-SETTING DUE DATES	CURRENT STATUS
Safety HSIP TSOP	Number of Fatalities on Roads	1. Total number of road fatalities	Annual	State: annually in August MPO: annually in February	Caltrans set its 2020 targets in August 2019. MTC must set regional targets by February 2020. Two rounds of target-setting complete.
	Rate of Fatalities on Roads	2. Road fatalities per 100M VMT	Annual	State: annually in August MPO: annually in February	
	Number of Serious Injuries on Roads	3. Total number of serious injuries on roads	Annual	State: annually in August MPO: annually in February	
	Rate of Serious Injuries on Roads	4. Serious injuries on roads per 100M VMT	Annual	State: annually in August MPO: annually in February	
	Non-Motorized Safety on Roads	5. Combined total number of non-motorized fatalities and serious injuries	Annual	State: annually in August MPO: annually in February	
	Safety of Public Transit Systems	6. Total number of reportable transit fatalities	Annual	Operators: annually in July (starting 2020) MPO: annually in January (starting 2021)	The final rule for these performance measures was issued in July 2018 and goes into effect in July 2019. Transit operators must establish a Public Transportation Agency Plan, including safety performance targets, by July 20, 2020. MPOs will have 180 days after the establishment of the Safety Plan to establish regional targets for Safety of Public Transit Systems.
		7. Reportable transit fatalities per RVM by mode (example below) a. Motor bus b. Light rail c. etc.			
		8. Total number of reportable transit injuries			
		9. Reportable transit injuries per RVM by mode (example below) a. Motor bus b. Light rail c. etc.			
		10. Total number of reportable transit safety events			
		11. Reportable transit safety events per RVM by mode (example below) a. Motor bus b. Light rail c. etc.			
		12. Mean distance between major mechanical failures by mode (example below) a. Motor bus b. Light rail c. etc.			

FEDERAL GOALS & PROGRAMS	GENERAL MEASURES IN LAW	FINAL PERFORMANCE MEASURES	TARGET-SETTING FREQUENCY	TARGET-SETTING DUE DATES	CURRENT STATUS
Infrastructure Condition NHPP NTAMS	Pavement Condition on the IHS	13. Percentage of pavements on the IHS in good condition 14. Percentage of pavements on the IHS in poor condition	Every 4 years	State: May 2022 MPO: November 2022	MTC supported State targets in 2018. One round of target-setting complete.
	Pavement Condition on the NHS	15. Percentage of pavements on the non-IHS NHS in good condition 16. Percentage of pavements on the non-IHS NHS in poor condition	Every 4 years	State: May 2022 MPO: November 2022	
	Bridge Condition on the NHS	17. Percentage of NHS bridges by deck area classified in good condition 18. Percentage of NHS bridges by deck area classified in poor condition	Every 4 years	State: May 2022 MPO: November 2022	
	State of Good Repair for Public Transit Assets	19. Percentage of revenue vehicles that have met or exceeded their ULB by asset class (example below) <i>a. Motor bus</i> <i>b. Light rail vehicle</i> <i>c. etc.</i> 20. Percentage of facilities within a condition rating below fair by asset class (example below) <i>a. Administrative and maintenance facilities</i> <i>b. Passenger facilities</i> 21. Percentage of guideway directional route-miles with performance restrictions 22. Percentage of non-revenue vehicles that have met or exceeded their ULB	Annual	Operators: annually in October MPO: annually in April	Operators set their 2020 targets in October 2019. MTC must set regional targets by April 2020. Three rounds of target-setting complete.
System Performance NHPP	Performance of the Interstate System	23. Percentage of person-miles traveled on the IHS that are reliable	Every 4 years	State: May 2022 MPO: November 2022	MTC supported State targets in 2018. One round of target-setting complete.
	Performance of the NHS	24. Percentage of person-miles traveled on the non-IHS NHS that are reliable 25. Percent change in NHS tailpipe CO₂ emissions compared to 2017 baseline (eliminated by FHWA in spring 2018)	Every 4 years	State: May 2022 MPO: November 2022	

FEDERAL GOALS & PROGRAMS	GENERAL MEASURES IN LAW	FINAL PERFORMANCE MEASURES	TARGET-SETTING FREQUENCY	TARGET-SETTING DUE DATES	CURRENT STATUS
Freight Movement and Economic Vitality NHFP	Freight Movement on the Interstate System	26. IHS truck travel reliability index	Every 4 years	State: May 2022 MPO: November 2022	MTC supported State targets in 2018. One round of target-setting complete.
Congestion Reduction CMAQ	Traffic Congestion	27. Annual hours of peak-hour excessive delay per capita by urbanized area <ul style="list-style-type: none"> a. San Francisco-Oakland UA b. San Jose UA c. Concord UA** d. Santa Rosa UA** e. Antioch UA** 28. Percent of non-SOV travel by urbanized area <ul style="list-style-type: none"> a. San Francisco-Oakland UA b. San Jose UA c. Concord UA** d. Santa Rosa UA** e. Antioch UA** ** = not required during 1 st target-setting cycle	Every 4 years	State: May 2021 MPO: November 2021 <i>Note that targets must be fully consistent with state targets; therefore the de facto target-setting deadline for both State and MPO is May 2021.</i>	State & MTC agreed upon targets in May 2018 for PHED and non-SOV travel. One round of target-setting complete.
Environmental Sustainability CMAQ	On-Road Mobile Source Emissions	29. Total emissions reductions from CMAQ-funded projects by pollutant <ul style="list-style-type: none"> a. PM_{2.5} b. PM₁₀ c. CO d. VOC e. NO_x 	Every 4 years	State: May 2022 MPO: November 2022	MTC set regional targets for on-road mobile emissions based on EMFAC regional emissions forecasts in 2018. One round of target-setting complete.
Reduced Project Delivery Delays	<i>none</i>	<i>none</i> (neither MAP-21 nor FAST included performance measures for this goal)	<i>n/a</i>	<i>n/a</i>	<i>n/a</i>

February 2020 Target-Setting Summary: Roadway Safety

Overview

The final rule from FHWA established five performance measures to assess performance for Road Safety. The rule contained new requirements for State DOTs and MPOs. The major requirements of the rule related to safety are:

- 1) **Safety Targets** – The final rule established five performance measures to assess progress towards the safety goal, defined as such:

Measure	Definition
Number of fatalities	The number of people involved in a crash with the outcome fatal injury.
Rate of fatalities per 100 million vehicle miles traveled	The number of people involved in a crash with the outcome fatal injury, divided by the number of vehicle miles traveled on roads within the jurisdiction in hundreds of millions of miles.
Number of serious injuries	The number of people involved in a crash with the outcome suspected serious injury.
Rate of serious injuries per 100 million vehicle miles traveled	The number of people involved in a crash with the outcome suspected serious injury, divided by the number of vehicle miles traveled on roads within the jurisdiction in hundreds of millions of miles.
Number of non-motorized fatalities and non-motorized serious injuries	The number of pedestrians or cyclists involved in a crash with the outcome fatal injury or suspected serious injury.

State DOTs must set numerical targets and MPOs must support State targets or set numerical regional targets annually for each of the five safety targets to comply with the regulation.

- 2) **Reporting** – State DOTs must submit a report at the start of each performance period summarizing baseline conditions and targets. Additionally, State DOTs must submit progress reports at the midpoint and end of the performance period. MPOs and State DOTs must agree on reporting process as part of their Metropolitan Planning Agreements, though federal regulation does not require separate reports to be submitted to FHWA.
- 3) **Evaluation** – A State DOTs is said to have made “significant progress” if it meets four out of five safety performance targets or if performance is better than baseline data for four out of five safety performance targets. FHWA will assess an MPO’s progress as part of ongoing transportation planning process reviews. If an MPO does not meet or achieved its targets, the MPO is encouraged to develop a statement that describes how the MPO will work with the State and other partners to meet targets during the next performance period.

MPOs are required to establish their 2020 targets for safety by February 27, 2020, 180 days after the state DOT requirement.

Target-Setting Approach and Rationale

The Healthy and Safe Communities goal of Plan Bay Area 2040 established road safety as one of MTC's primary emphasis areas. At present, the agency is currently working toward establishing a Regional Safety Program and adopting a regional Vision Zero policy. Given these efforts and direction from the Commission to actively pursue reductions in road fatalities and injuries, MTC set regional targets for Road Safety based on a Vision Zero framework, aiming to eliminate fatalities and serious injuries on the region's roads by the year 2030 (Figures 1, 2, and 3). Regional targets were set using 2016 as a baseline, in line with the methodology used by Caltrans.

Figure 1: MTC Target-Setting Methodology for Number of Fatalities

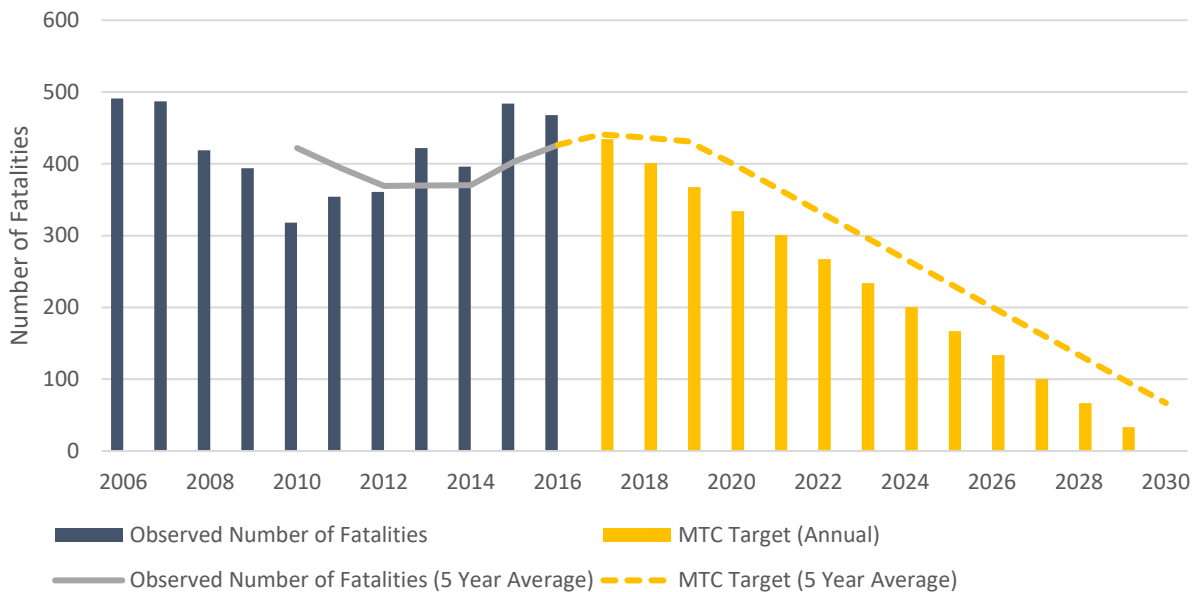


Figure 2: MTC Target-Setting Methodology for Number of Serious Injuries

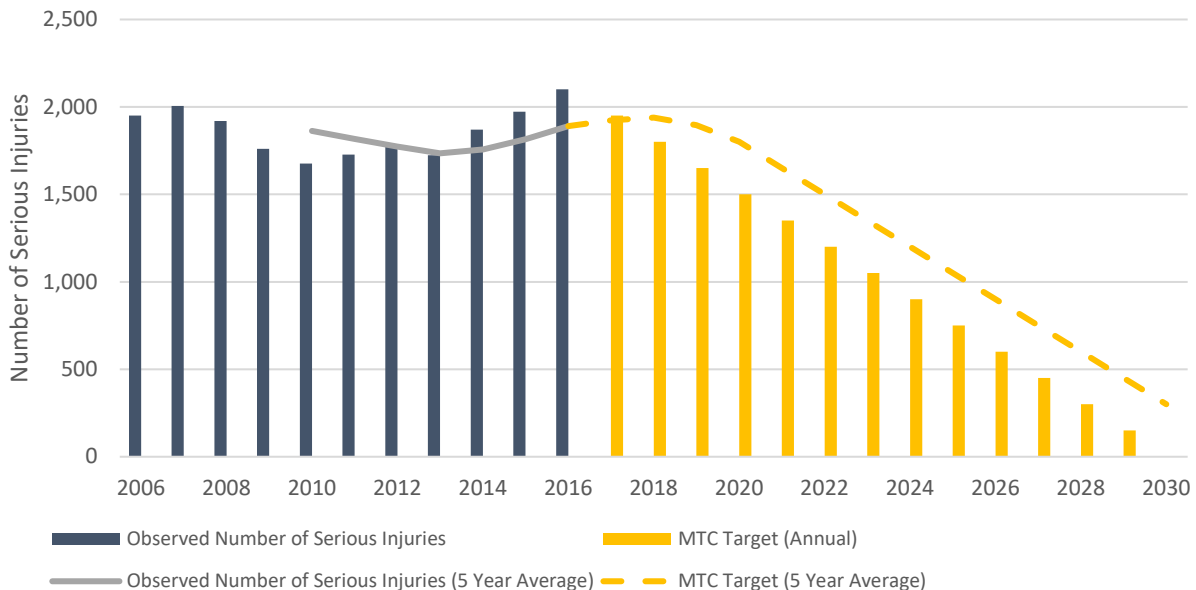
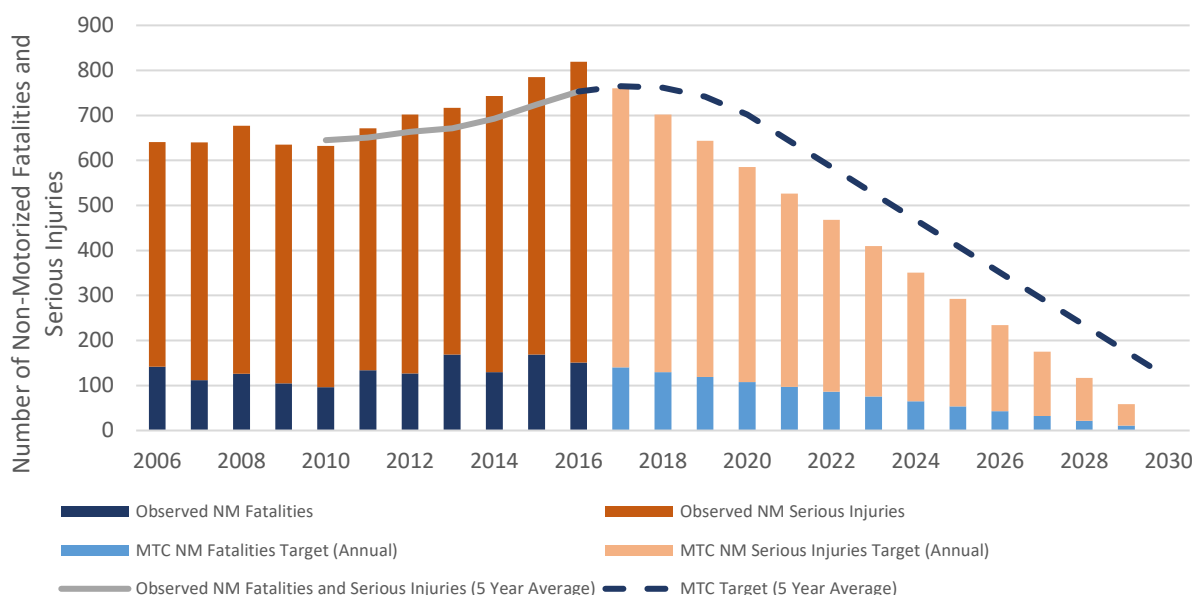


Figure 3: MTC Target-Setting Methodology for Number of Non-Motorized Fatalities and Serious Injuries



Annual vehicle miles traveled, used to set targets for the rate of fatalities and serious injuries per 100 million VMT, were calculated by averaging the year over year increase in VMT in the nine-county Bay Area. Targets were set based on the assumption of a 1.2% annual increase in regional VMT, a rate slightly above the state assumption of 1%.

Review of Past Performance

Leading up to the baseline performance period (2012-2016), the total number of fatalities, serious injuries, and non-motorized fatalities and serious injuries has increased over time. This can be attributed in large part to an increase in vehicle miles traveled occurring alongside a period of economic growth. Meanwhile, the rate of both fatalities and serious injuries per 100 million vehicle miles traveled has fallen since the early 2000s, though both remain higher than the lows registered during the late 2000s. Performance has been particularly poor for non-motorized fatalities and serious injuries in recent years. In the period between 2012 and 2016, an average of 750 cyclists and pedestrians were seriously injured or killed each year, with a record high of over 800 non-motorized fatalities or serious injuries occurring in 2016 alone.

Summary of Proposed Targets

As presented in detail in **Attachment C**, staff propose the following targets for Road Safety for the 5-year performance period ending in 2020.

Summary of Proposed Regional Targets

Measure	Baseline*	2020 Target
Number of fatalities	426.2	401.1
Rate of fatalities per 100 million vehicle miles traveled	0.688	0.622
Number of serious injuries	1,890.2	1,800.9
Rate of serious injuries per 100 million vehicle miles traveled	3.050	2.793
Number of non-motorized fatalities and non-motorized serious injuries	753.2	702.0

* = based upon most recently available data (2016); uses five-year rolling average (2012-2016).

Proposed 2020 Targets for Roadway Safety

General Information

Goal	Road Safety
Performance Measure(s)	<ul style="list-style-type: none"> • Number of fatalities • Rate of fatalities per 100 million vehicle miles traveled • Number of serious injuries • Rate of serious injuries per 100 million vehicle miles traveled • Number of non-motorized fatalities and non-motorized serious injuries
Target(s) for Year	2020
Target(s) Deadline for MTC Approval	February 27, 2020

Past Targets & Past Performance

Measure	Target (2018)	Actual (2018)	Target Achieved?	Measure ID
Number of fatalities	Support State target	Data unavailable	N/A	1
Rate of fatalities per 100 million vehicle miles traveled				2
Number of serious injuries				3
Rate of serious injuries per 100 million vehicle miles traveled				4
Number of non-motorized fatalities and non-motorized serious injuries				5

Current Conditions and Proposed Regional Targets

Measure	Baseline (2012-2016)*	Target (2015-2019)	Target (2016-2020)	Measure ID
Number of fatalities	426.2	447.9	401.1	1
Rate of fatalities per 100 million vehicle miles traveled	0.688	0.702	0.622	2
Number of serious injuries	1,890.2	2,037.4	1,800.9	3
Rate of serious injuries per 100 million vehicle miles traveled	3.050	3.190	2.793	4
Number of non-motorized fatalities and non-motorized serious injuries	753.2	736.9	702.0	5

* = based upon most recently available data (2016); uses five-year rolling average (2012-2016)

Metropolitan Transportation Commission

Legislation Details (With Text)

File #:	19-1326	Version:	1	Name:	
Type:	Contract	Status:		Public Hearing	
File created:	11/5/2019	In control:		Joint MTC Planning Committee with the ABAG Administrative Committee	
On agenda:	1/10/2020	Final action:			
Title:	Public Hearing: MTC Resolution No. 3757, Revised: Draft Bay Area Transportation Air Quality Conformity Protocol				
	Public hearing on the interagency consultation procedures of the air quality conformity analysis for the Regional Transportation Plan (RTP) and the Transportation Improvement Program (TIP) and other aspects of transportation conformity in the Bay Area.				

Sponsors:**Indexes:****Code sections:****Attachments:** [4a_Conformity Interagency Procedures.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Public Hearing: MTC Resolution No. 3757, Revised: Draft Bay Area Transportation Air Quality Conformity Protocol

Public hearing on the interagency consultation procedures of the air quality conformity analysis for the Regional Transportation Plan (RTP) and the Transportation Improvement Program (TIP) and other aspects of transportation conformity in the Bay Area.

Presenter:

Harold Brazil

Recommended Action:

Public Hearing

Attachments:

Metropolitan Transportation Commission Planning Committee

January 10, 2020

Agenda Item 4a

Public Hearing: MTC Resolution No. 3757, Revised: Draft Bay Area Transportation Air Quality Conformity Protocol

Subject: Public hearing on the interagency consultation procedures of the air quality conformity analysis for the Regional Transportation Plan (RTP) and the Transportation Improvement Program (TIP) and other aspects of transportation conformity in the Bay Area.

Background: The Association of Bay Area Governments (ABAG), the Bay Area Air Quality Management District (BAAQMD), and MTC adopted the Bay Area's current Transportation Air Quality Conformity Protocol and Interagency Consultation Procedures in 2006. These procedures, along with the 2001 Ozone Attainment Plan and certain BAAQMD rules, are Bay Area elements of the California State Implementation Plan (SIP) which is the plan to attain the national ambient air quality standards (NAAQS).

MTC and the Sacramento Area Council of Governments (SACOG) share responsibilities for federal transportation-air quality requirements in Solano County. Northeastern Solano County is part of the Yolo-Solano Air Quality Management District, whereas the remainder of the county is part of the Bay Area Air Quality Management District. MTC and BAAQMD staff are proposing to revise procedures for interagency consultation to account for additional federal transportation-air quality requirements and to provide clarity on MTC and SACOG's roles and updated responsibilities on these requirements, constituting a formal revision to the Bay Area elements of the SIP. MTC has consulted with the Air Quality Conformity Task Force¹ to ensure the proposed revisions reflect consultation best practices.

The proposed conformity and interagency consultation procedures revisions have been reviewed and approved by the Air Quality Conformity Task Force. The key revisions are summarized below:

- Coordination between MTC and SACOG when exchanging travel data for emission inventories in eastern Solano County; and,
- Coordination between MTC and SACOG when conducting project-level conformity in eastern Solano County.

BAAQMD and ABAG Delegation of Authority to MTC to Hold Public Hearing

BAAQMD and ABAG are co-lead agencies involved in preparing the federal air quality plan ("SIP"), but have delegated authority to MTC to hold a public hearing on the revised conformity and interagency consultation procedures. ABAG and BAAQMD took delegation of authority actions at their respective board meetings in November 2019.

¹ The Bay Area's Air Quality Conformity Task Force consists of staff members of the U.S. Environmental Protection Agency (EPA), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Caltrans, California Air Resources Board (CARB), BAAQMD, and MTC/ABAG.

Public Hearing and Comments

The public hearing will be held during the January 10, 2020, joint meeting of the MTC Planning Committee and the ABAG Administrative Committee to receive oral comments on the proposed revisions to MTC Resolution No. 3757, Revised. MTC has noticed and will record the public hearing in accordance with MTC's public involvement procedures. Written comments will be accepted until 12:00 noon, Monday, January 27, 2020.

Issues: None identified.

Recommendation: MTC staff requests the Planning Committee receive public comments on MTC Resolution No. 3757, Revised at the January 10, 2020, public hearing. Oral and written public comments will be referred to the Commission and boards of MTC, ABAG, and the BAAQMD for final action on February 26, 2020, March 19, 2020 and March 4, 2020 respectively.

Attachments: The Draft San Francisco Bay Area Transportation Air Quality Conformity Protocol can be found at the following link: <https://mtc.ca.gov/whats-happening/events/public-hearings> and at the Hub at 375 Beale St. in San Francisco, CA, and will be sent to major libraries throughout the Bay Area upon request.


Therese W. McMillan

Date: July 26, 2006
W.I.: 1412
Referred by: Planning Committee
Revised: 02/26/20-C

ABSTRACT

Resolution No. 3757

This Resolution approves the “San Francisco Bay Area Transportation Air Quality Conformity Protocol,” listed as Attachment A (conformity procedures) and Attachment B (interagency consultation procedures), for determining the conformity of the Regional Transportation Plan and Transportation Improvement Program with federal air quality plans and procedures. These two Attachments constitute the “Conformity SIP” for the San Francisco Bay Area (the conformity portion of the State Implementation Plan (SIP)).

Attachments A and B contained in this resolution were revised on February 26, 2020, to update and clarify the responsibilities of MTC and SACOG for the overlapped area for conducting the project-level conformity process and coordinating the exchange of travel data.

This Resolution will be submitted to the California Air Resources Board (ARB) and the U.S. Environmental Protection Agency (EPA) for approval as revisions to the California State Implementation Plan (SIP), which governs transportation conformity and decisions in the San Francisco Bay Area.

Further discussion of this action is contained in the Executive Director’s memorandum dated January 10, 2020.

Date: July 26, 2006
W.I.: 1412
Referred by: Planning Committee

Re: Approval of San Francisco Bay Area Transportation Air Quality Conformity Protocol

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3757

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

WHEREAS, the Bay Area Air Quality Management District (BAAQMD), Association of Bay Area Governments (ABAG) and MTC are collectively responsible for developing and implementing various portions of the federal air quality plans in the San Francisco Bay Area; and

WHEREAS, prior to adopting or amending the long-range Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP), MTC must first determine that these plans and programs conform to the federal air quality plan for the San Francisco Bay Area (termed the State Implementation Plan, or SIP) using procedures established by the U.S. Environmental Protection Agency (EPA); and

WHEREAS, the three agencies have prepared a protocol for determining transportation air quality conformity in compliance with Federal regulation entitled: San Francisco Bay Area Transportation Air Quality Conformity Protocol (“the Protocol”), which includes certain conformity procedures relating to transportation plans, programs, and projects and the interagency consultation procedures, attached hereto as Attachment A and Attachment B, respectively, and incorporated herein as though set forth at length; and

WHEREAS, the three agencies have revised the Protocol to reflect the most recent guidance provided by the U.S. EPA; and

WHEREAS, Federal regulations for amending the SIP require a public hearing prior to adoption or changes to the Protocol, and the BAAQMD and ABAG have delegated authority to MTC to hold a public hearing on the Protocol as proposed herein; and

WHEREAS, MTC held a duly noticed public hearing on June 9, 2006; and

WHEREAS, at the conclusion of the public hearing, the Protocol was referred back to the three respective agencies along with the public comments and staff recommendations that each agency adopt the new Protocol; and

WHEREAS, the Protocol must be submitted to the California Air Resources Board (ARB) for review and subsequent submittal to the U.S. Environmental Protection Agency (EPA) for revision of the California State Implementation Plan (SIP), now therefore be it

RESOLVED, that the Protocol to be included in the Conformity SIP are approved for submission to CARB and to EPA; and, be it further

RESOLVED, that the MTC staff may make minor adjustments, as necessary, to the Protocol in the Conformity SIP in response to ARB and EPA comments; and, be it further

RESOLVED, that this resolution supercedes MTC Resolution No. 3075.

METROPOLITAN TRANSPORTATION COMMISSION

Jon Rubin, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on July 26, 2006.

Date: July 26, 2006
W.I.: 1412
Referred by: Planning Committee
Revised: 02/26/20-C

Attachment A
Resolution No. 3757
Page 1 of 1

SAN FRANCISCO BAY AREA TRANSPORTATION AIR QUALITY CONFORMITY PROTOCOL

Conformity Procedures

Current federal law does not require that EPA's detailed procedures for determining the conformity of plans, programs and projects be included in the Conformity SIP. Therefore, Part 93 of MTC's conformity procedures (MTC Resolution 3075), which includes verbatim EPA's transportation conformity regulation from 40 CFR Part 93, is deleted in entirety, with the exception of sections 93.122(a)(4)(ii) and 93.125(c)(see below).

In accordance with 40 CFR section 93.122(a)(4)(ii), prior to making a conformity determination on the RTP or TIP, MTC will not include emissions reduction credits from any control measures that are not included in the RTP or TIP and that do not require a regulatory action in the regional emissions analysis used in the conformity analysis unless MTC or FHWA/FTA obtains written commitments, as defined in 40 CFR section 93.101, from the appropriate entities to implement those control measures. The written commitments to implement those control measures must be fulfilled by the appropriate entities.

In accordance with 40 CFR section 93.125(c), prior to making a project-level conformity determination for a transportation project, FHWA/FTA must obtain from the project sponsor and/or operator written commitments, as defined in 40 CFR section 93.101, to implement any project-level mitigation or control measures in the construction or operation of the project identified as conditions for NEPA approval. The written commitments to implement those project-level mitigation or control measures must be fulfilled by the appropriate entities. Prior to making a conformity determination on the RTP or TIP, MTC will ensure the project design concept and scope are appropriately identified in the regional emissions analysis used in the conformity analysis.

Date: July 26, 2006
W.I.: 1412
Referred by: Planning Committee
Revised: 02/26/20-C

Attachment B
Resolution No. 3757
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SAN FRANCISCO BAY AREA TRANSPORTATION AIR QUALITY CONFORMITY PROTOCOL

Interagency Consultation Procedures

I. General

These procedures implement the interagency consultation process for the nine-county San Francisco Bay Area, and include procedures to be undertaken by the Metropolitan Transportation Commission (MTC), California Department of Transportation (Caltrans), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), State and local air agencies and U.S. EPA, before making transportation conformity determinations on the Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP). Air quality planning in the Bay Area is the joint responsibility of the Metropolitan Transportation Commission (MTC), Association of Bay Area Governments (ABAG) and the Bay Area Air Quality Management District (BAAQMD).

Air Quality Conformity Task Force

To conduct consultation, staff involved in conformity issues for their respective agencies will participate in an Air Quality Conformity Task Force, hereafter referred to as the "Conformity Task Force." The Conformity Task Force is open to all interested agencies, but will include staff of:

- Federal agencies: FHWA, FTA, EPA
- State DOT: Caltrans
- Regional planning agencies: MTC, ABAG
- County transportation agencies: all CMAs,
- State and local air quality agencies: California Air Resources Board and BAAQMD
- Transit operators

MTC will maintain a directory for the current membership of the Conformity Task Force. MTC will chair the Conformity Task Force and will consult with members of the Conformity Task Force to determine items for meeting agendas and will transmit all meeting materials. Agendas and other meeting material will generally be transmitted seven days in advance of meetings, or on occasion, distributed at the meetings. MTC will prepare summary minutes of each meeting. Any member of the Conformity Task Force listed above can request MTC to call a meeting of this group to discuss issues under the purview of the Conformity Task Force as described below,

including whether certain events would trigger the need to make a new conformity determination for the Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP).

Persons of any organizational level in the member agencies may attend meetings of the Conformity Task Force. All meetings of the Conformity Task Force will be open to the public.

Meeting frequency will be at least quarterly, unless there is consensus among the federal and state transportation agencies and air quality agencies to meet less frequently. MTC will also consult with these agencies to determine which items may not require a face-to-face meeting and could be handled via conference call or email.

II. Consultation on Regional Transportation Plan (RTP) and RTP Amendments

a. RTP Consultation Structure and Process

The mechanism for developing the RTP and for reviewing RTP documents is through The Bay Area Partnership or its successor. MTC is responsible for convening meetings of The Bay Area Partnership and its subcommittees.

The Bay Area Partnership, hereafter referred to as the “Partnership”, was established in 1991 by MTC as a strategic alliance to advise and implement the mandates of the Intermodal Surface Transportation Efficiency Act of 1991. The Partnership includes representatives of all federal, state and local transportation agencies involved in developing and implementing transportation policies and programs in the nine-county San Francisco Bay Area as well as other regional agencies, such as the BAAQMD, ABAG, and Bay Conservation and Development Commission (BCDC). The Conformity Task Force member agencies, including EPA and ARB, are represented on the Partnership, and therefore the Conformity Task Force member agencies may participate directly in the Partnership process. MTC maintains a directory of the current membership of the Partnership. Partnership membership changes are frequent and expected. The current membership of the Conformity Task Force will be included in the Partnership directory.

Early in the RTP development process, MTC will develop a schedule for key activities and meetings leading up to the adoption of the RTP. In developing the draft RTP, MTC brings important RTP-related issues to the Partnership for discussion and feedback. MTC is responsible for transmitting all materials used for these discussions to the Partnership prior to the meetings, or on occasion, may distribute materials at the meetings. All materials that are relevant to interagency consultation, such as the RTP schedule, important RTP-related issues, and draft RTP, will also be transmitted to the Conformity Task Force for discussion and feedback. Similar consultation will occur with RTP amendments although amendments to the RTP are few and infrequent.

Public involvement in development of the RTP and RTP Amendments will be provided in accordance with MTC’s adopted public involvement procedures. Key RTP supporting documents are posted on MTC’s Web site for reference.

Policy decisions and actions pertaining to the RTP are the responsibility of MTC and will be made through MTC's Commission and its standing committee structure. The MTC standing committee currently in charge of the RTP is the Planning Committee, but changes to committee names can be expected from time to time. Comments received on important RTP-related issues and materials will be reviewed and considered by MTC staff in preparation of issuing a draft and final RTP for public review. MTC staff will respond to all significant comments, and the comments and response to comments will be made available for discussion with the Planning Committee and the Commission. MTC will transmit RTP-related materials to be discussed at the Planning Committee and Commission meetings to the Conformity Task Force prior to the meeting, or on occasion, may distribute materials at the meetings. Staff and policy board members of Conformity Task Force agencies may participate in these meetings.

b. Agency Roles and Responsibilities. Development of the RTP will be a collaborative process with agencies participating through participation the Partnership and/or MTC Commission and its standing committees. The following are the expected participation of key agencies in RTP development and review.

Agency	Roles
MTC	As the MPO for the San Francisco Bay Area, MTC develops, coordinates, circulates and provides for public involvement prior to adopting the RTP. Develops supporting technical documents, environmental documents, public information and other supplemental reports related to RTP. Prepares conformity analysis for RTP and makes conformity findings prior to adoption. Includes funding for TCMs in RTP. MTC Commission will act as the final policy body in the development and adoption of the RTP.
ABAG	Adopts long-range land use and demographic projections for the Bay Area. Provides detailed demographic data to MTC for travel forecasting and regional emissions analysis.
California DOT (Caltrans)	Project initiator for all state highway projects in the MTC region. Works directly with MTC in providing and reviewing detailed technical programming information. Defines the design concept and scope of projects in the RTP to conduct regional emissions analysis. Promptly notifies MTC of changes in design concept and scope, cost, and implementation year of regionally significant projects. Conducts project level CO and PM hotspot analyses. Identifies and commits to project level CO and PM mitigation measures, as required. Implements TCMs for which Caltrans is responsible in a timely fashion.
California ARB	Develops, solicits input on and adopts motor vehicle emissions factors; seeks EPA approval for their use in conformity analyses.
BAAQMD	Reviews and comments on all aspects of the conformity determinations for the RTP.
EPA	Administers and provides guidance on the Clean Air Act and Transportation Conformity regulations. Determines adequacy of motor vehicle emissions budget used for making RTP conformity findings. Reviews and comments on conformity determinations for the RTP.
Local Municipalities	Local municipalities propose projects for inclusion in the RTP and provide related information on design concept and scope for all regionally significant projects, including facilities where detailed design features have not yet been decided. Promptly notifies MTC of changes in design concept and scope, cost, and implementation year of regionally significant projects that would affect a new conformity analysis. Conducts project level CO and PM hotspot analyses. Identifies and commits to project level mitigation measures for CO and PM, as required. Implement TCMs for which local governments have responsibility in a timely fashion.

Agency	Roles
Local Transportation Agencies (CMAs, Transit Operators)	Project initiators for certain road and transit projects. See above Local Municipalities.
FHWA/FTA	FHWA and FTA consult with EPA on finding that the RTP conforms to the SIP. Provide guidance on transportation planning regulations. Ensure that all transportation planning and transportation conformity requirements contained in 23 CFR Part 450 and 40 CFR Part 93, respectively, are met.

* While these are the key areas and agencies involved in the development of the RTP, participation in the RTP process by other agencies may occur.

c. Consultation on RTP and RTP Amendment Conformity Analysis

Consultation on the assumptions and approach to the conformity analysis of the RTP or RTP Amendment will occur during the preparation of the draft RTP or RTP Amendment. MTC typically starts discussing the assumptions and approach to the conformity analysis with the Conformity Task Force at least two to three months prior to the conformity analysis being conducted. Early in the RTP or RTP Amendment development process, MTC will consult with the Conformity Task Force on, at a minimum, the following topics:

- Travel forecasting and modeling assumptions
- Latest planning assumptions
- Motor vehicle emission factors to be used in conformity analysis
- Appropriate analysis years
- Key regionally significant projects assumed in the transportation network and the year of operation
- Status of TCM implementation
- Financial constraints and other requirements that affect conformity pursuant to Federal Statewide and Metropolitan Planning regulations.
- Reliance on a previous regional emissions analysis
- The need for an Interim RTP (in the event of a conformity lapse)

The preparation of the draft conformity analysis will typically begin after public review of the draft RTP or RTP Amendment since there may be changes to projects and programs resulting from further public input. MTC will transmit the results of the draft conformity analysis to the Conformity Task Force prior to releasing the draft conformity analysis for public review. The Conformity Task Force will respond promptly to MTC staff with any comments. The draft conformity analysis will be available for public review at least 30 days prior to any final action by MTC on the final conformity analysis and RTP or RTP Amendment. MTC will consult with the Conformity Task Force, as needed, in preparing written responses to significant comments on the draft conformity analysis. The draft conformity analysis will be reviewed by the MTC standing committee responsible for the RTP and will be referred to the Commission for approval. Members of the public can comment on the draft conformity analysis in writing or in person at MTC meetings prior to the close of the 30-day public review period. After the Commission

approves the final conformity analysis, MTC will provide the final conformity analysis to FHWA/FTA for joint review as required by 40 CFR 93.104 and 23 CFR 450.322 of the FHWA/FTA Statewide and Metropolitan Planning Rule. Copies of the final conformity analysis will also be transmitted to the Conformity Task Force and made available in the MTC/ABAG Library and MTC's Web site.

III. Consultation on Transportation Improvement Program (TIP) and TIP Amendments

a. TIP Consultation Structure and Process

Similar to the RTP development, the mechanism for developing the TIP or TIP Amendments is through the Partnership or its successor. MTC is responsible for convening meetings of the Partnership and its subcommittees. These meetings are open to the public.

The Partnership includes representatives of all federal, state and local transportation agencies involved in developing and implementing transportation policies and programs in the nine-county San Francisco Bay Area as well as other regional agencies, such as the BAAQMD, ABAG, and BCDC. The Conformity Task Force member agencies, including EPA and ARB, are represented on the Partnership, and therefore the Conformity Task Force member agencies may participate directly in the Partnership process.

Early in the TIP development process, MTC will develop a schedule for key activities and meetings leading up to the adoption of the TIP. In developing the draft TIP, MTC brings important TIP-related issues to the Partnership for discussion and feedback. MTC is responsible for transmitting all materials used for these discussions to the Partnership prior to the meetings, or on occasion, may distribute materials at the meetings. All materials that are relevant to interagency consultation, such as the TIP schedule, important TIP-related issues, and draft TIP, will also be transmitted to the Conformity Task Force for discussion and feedback. Similar consultation will occur for TIP Amendments requiring an air quality conformity determination.

Public involvement in development of the TIP or TIP Amendments will be provided in accordance with MTC's adopted public involvement procedures. Key TIP supporting documents are posted on MTC's Web site for reference.

Policy decisions and actions pertaining to the TIP are the responsibility of MTC and will be made through MTC's Commission and its standing committee structure. The MTC standing committee currently in charge of the TIP is the Programming and Allocations Committee, but changes to committee names can be expected from time to time. Comments received on important TIP-related issues and materials will be reviewed and considered by MTC staff in preparation of issuing a draft and final TIP for public review. MTC staff will respond to all significant comments, and the comments and response to comments will be made available for discussion with the Programming and Allocations Committee and the Commission. MTC will transmit TIP-related materials to be discussed at the Programming and Allocations Committee and Commission meetings to the Conformity Task Force prior to the meeting, or on occasion, may distribute materials at the meetings. Staff and policy board members of Conformity Task Force agencies may participate in these meetings.

b. Agency Roles and Responsibilities

Development of the TIP will be a collaborative process with agencies participating through the Partnership or its successor. The following are the expected participation of key agencies in TIP development and review:

Agency	Roles
MTC	As MPO for the San Francisco Bay Area, MTC develops, coordinates, circulates and provides for public involvement prior to adopting the TIP. Develops supporting technical documents and memorandum. Ensures projects in the TIP are consistent with the RTP. Ensures project sponsors have written commitments to any CO or PM mitigation measures required as conditions to NEPA process, prior to funding approval. Prepares conformity analysis for the TIP and makes conformity findings prior to adoption. Includes funding for TCMs in the TIP to ensure timely implementation. MTC Commission will act as the final policy body in the development of the TIP, prior to submittal to Caltrans, FHWA and FTA.
ABAG	Adopts long-range land use and demographic projections for the Bay Area. Provides detailed demographic data to MTC for travel forecasting and regional emissions analysis.
California DOT (Caltrans)	Project initiator for all state highway projects in the MTC region. As such, works directly with MTC in providing and reviewing detailed technical programming information. Defines the design concept and scope of projects in the TIP to conduct regional emissions analysis and provides costs. Promptly notifies MTC of changes in design concept and scope, cost, and implementation year of regionally significant projects. Conducts project level CO and PM hotspot analyses. Identifies and commits to certain CO and PM mitigation measures, as required. Implements TCMs for which Caltrans is responsible in a timely fashion.
California ARB	Develops, solicits input on and adopts motor vehicle emissions factors. Seeks EPA approval for their use in conformity analyses
BAAQMD	Reviews and comments on all aspects of the conformity determinations for the TIP.
EPA	Administers and provides guidance on the Clean Air Act and transportation conformity regulations. Determines adequacy of motor vehicle emissions budget used for making TIP conformity findings. Reviews and comments on conformity determinations for the TIP.
Local Municipalities	Local municipalities propose projects for inclusion in the TIP. Responsible for informing MTC of design concept and scope and costs of all regionally significant projects, including non-FHWA/FTA funded projects when the project sponsor is a recipient of federal funds. Provides design concept and scope for facilities where detailed design features have not yet been decided. Promptly notifies MTC of changes in design concept and scope, cost, and implementation year of any regionally significant projects that would affect a new conformity analysis. Ensures regionally significant projects are in a conforming RTP and TIP (or otherwise meet the requirements of EPA conformity regulations, Sec. 93.121) prior to local approval action. Conducts project level CO and PM hotspot analyses. Identifies and commits to project level mitigation measures for CO and PM, as required. Implement TCMs for which local governments have responsibility in a timely fashion.
Local Transportation Agencies (CMAs, Transit Operators)	Project initiators for certain road and transit projects. See above Local Municipalities.

Agency	Roles
FHWA/FTA	FHWA and FTA consult with EPA on finding that the TIP conforms to the SIP. Provide guidance on transportation planning regulations. Ensure that all transportation planning and transportation conformity requirements contained in 23 CFR Part 450 and 40 CFR Part 93, respectively, are met.

* While these are the key areas and agencies involved in the development of the TIP, participation in the TIP process by other agencies may occur.

c. Consultation and Notification Procedures for Conformity Analysis of TIP and TIP Amendments

Adoption of a new TIP will occur at intervals specified in federal planning requirements, whereas TIP Amendments can be expected to occur much more frequently. Consultation on the assumptions and approach to the conformity analysis of the TIP or TIP Amendment will occur during the preparation of the draft TIP or TIP Amendment. MTC typically starts discussing the assumptions and approach to the conformity analysis with the Conformity Task Force at least two to three months prior to the conformity analysis being conducted. When preparing a new TIP, MTC will consult with the Conformity Task Force on the same topics listed for the RTP (see Section II.c.), as well as the additional topics listed below:

- Identification of exempt projects in the TIP
- Identification of exempt projects which should be treated as non exempt
- Determination of projects which are regionally significant (both FHWA/FTA and non FHWA/FTA funded projects)
- Development of an Interim TIP (in the event of a conformity lapse)

For TIP Amendments, MTC will consult with the Conformity Task Force as identified below:

Consultation Required in Situations Requiring a Conformity Determination, Including But Not Limited To:

- Add a regionally significant project to the TIP when it has already been appropriately accounted for in the regional emissions analysis for the RTP
- Add a non-regionally significant project to the TIP
- Add non-exempt, regionally significant project that has not been accounted for in the regional emissions analysis
- Change in non-exempt, regionally significant project that is not consistent with the design concept and scope or the conformity analysis years

In addition, notification at the beginning of the public comment period is required for major amendments that add/delete exempt project or project phases to/from the TIP and add environmental studies for non-exempt project to the TIP.

Some changes to an adopted TIP do not require consultation or notification of these changes to federal or state agencies.

No Consultation Required:

According to FHWA/FTA/Caltrans *Procedures for Minor Modification to the FSTIP*, minor change amendments are revisions to project descriptions that do not affect the scope or conflict with the environmental documents, funding revisions that are no more than \$2 million but not more than 20% of the total project cost, changes to fund sources, changes to project lead agency, changes that split or combine projects with no scope or funding changes, changes to required information for grouped projects and adding or deleting projects from grouped project listings. Per the *Procedures for Minor Modification to the FSTIP*, these types of changes are considered administrative actions and do not require any public notification or consultation.

The preparation of the draft conformity analysis will typically begin during the public review period and be completed when all changes to the proposed listing of projects and programs in the draft TIP or TIP Amendment have been finalized. MTC will transmit the results of the draft conformity analysis to the Conformity Task Force prior to releasing the draft conformity analysis for public review. The Conformity Task Force will respond promptly to MTC staff with any comments. The draft conformity analysis will be available for public review at least 30 days prior to any final action by MTC on the final conformity analysis and TIP or TIP Amendment. MTC will consult with the Conformity Task Force, as needed, in preparing written responses to significant comments on the draft conformity analysis. The draft conformity analysis will be reviewed by the MTC standing committee responsible for the TIP and will be referred to the Commission for approval. Members of the public can comment on the draft conformity analysis in writing or in person at MTC meetings prior to the close of the 30-day public review period. After the Commission approves the final conformity analysis, MTC will provide the final conformity analysis to FHWA/FTA for joint review as required by 40 CFR 93.104 and 23 CFR 450.322 of the FHWA/FTA Statewide and Metropolitan Planning Rule. Copies of the final conformity analysis will also be transmitted to the Conformity Task Force and made available in the MTC/ABAG Library and MTC's Web site.

IV. State Implementation Plan (SIP) Consultation Process

a. SIP Consultation Structure and Process

The BAAQMD, MTC and ABAG have co-lead responsibilities for preparing the SIP. The SIP will normally be developed through a series of workshops, technical meetings, and public involvement forums independent of the Conformity Task Force; however, all Conformity Task Force agencies will be provided with all information and every opportunity to fully participate in the development of the SIP. The BAAQMD will provide and update schedules for SIP development that will be available to all agencies and the public. Public involvement will be in accordance with the BAAQMD's public involvement procedures. Key documents will be posted on BAAQMD's website. SIP development will normally cover inventory development, determination of emission reductions necessary to achieve and/or maintain federal air quality standards, transportation and other control strategies that may be necessary to achieve these standards, contingency measures, and other such technical documentation as required. The SIP will include a process to develop and evaluate transportation control measures as may be suggested by the co-lead agencies, other agencies, and the public.

MTC will consult with the BAAQMD and ARB in providing the travel activity data used to develop the on-road motor vehicle emissions inventory. If new transportation control strategies are necessary to achieve and/or maintain federal air quality standards, MTC will evaluate and receive public comment on potential new measures through the SIP consultation process administered by the BAAQMD. This SIP process will define the motor vehicle emissions budget (MVEB), and its various components, that will be used for future conformity determinations of the RTP and TIP. Prior to publishing the draft SIP, the Conformity Task Force will have an opportunity to review and comment on the proposed MVEB.

The BAAQMD will circulate the draft SIP for public review, and all comments will be responded to in writing prior to adoption of the SIP by the co-lead agencies. The Boards of the co-lead agencies will formally adopt the submittal. The BAAQMD will then transmit the adopted submittal, along with the public notice, public hearing transcript and a summary of comments and responses, to the ARB.

b. Agency Roles and Responsibilities

The following provides a summary on the roles and responsibilities of the different agencies with involvement in development and review of SIP submittals dealing with TCMs or emissions budgets.

Agency	Responsibilities
MTC	MTC is a co-lead agency for development of the SIP. Responsibilities may include preparing initial drafts of SIP submittals, revising those drafts, incorporating other agencies' comments, and preparing public hearing transcripts and responding to public comments. MTC is responsible for developing regional travel demand forecasts used in the SIP emissions inventory and analysis of new TCMs. MTC develops, analyzes, and monitors and reports on implementation of federal TCMs. MTC participates in public workshops and hearings on the SIP. MTC will provide final SIP documents to the Conformity Task Force and place copies in MTC's library.
ABAG	ABAG is a co-lead agency for development of the SIP. Responsibilities may include preparing initial drafts of SIP submittals, revising those drafts, incorporating other agency comments, and preparing public hearing transcripts and responding to public comments. ABAG's responsibilities include developing regional economic, land use and population forecasts used in developing SIP inventories. ABAG participates in public workshops and hearings on SIP submittals
California DOT (Caltrans)	Caltrans participates through various meetings, workshops, and hearings that are conducted by the co-lead agencies.
California ARB	ARB participates in the SIP development process in the Bay Area. ARB receives the Bay Area's SIP submittals, and upon approval, transmits them to EPA. Concurs with TCM substitution in the SIP.
BAAQMD	BAAQMD is responsible for air quality monitoring, preparation and maintenance of detailed and comprehensive emissions inventories, and other air quality planning and control responsibilities. BAAQMD is responsible for air quality planning in the region. Its responsibilities may include preparing initial drafts of SIP submittals, revising those drafts, incorporating other agencies' comments, and preparing public hearing transcripts and responding to public comments. BAAQMD organizes and participates in public workshops and hearings on SIP submittals.
EPA	EPA receives the Bay Area's SIP submittals from the California ARB, and has the responsibility to act on them in a timely manner. EPA directly influences the content of the submittals through regulations implementing the federal Clean Air Act. EPA also has the opportunity to influence the submittals through various meetings, workshops, and hearings that are conducted by the co-lead agencies. Provides guidance on the Clean Air Act. Determines adequacy of motor vehicle emissions budget used for making RTP/TIP conformity findings. Concurs with TCM substitution in the SIP.
Local Municipalities	Local municipalities will also participate through various meetings, workshops, and hearings that are conducted by the co-lead agencies.
Local Transportation Agencies (CMAs and Transit Operators)	CMAs and transit operators participate through various meetings, workshops, and hearings that are conducted by the co-lead agencies. CMAs represent the collective transportation interests of cities and counties, and, in certain cases, other local agencies.
FHWA/FTA	Provide guidance on transportation planning regulations. Opportunities to participate in the SIP are as noted above.

V. Consultation process for model assumptions, design and data collection

Consultation on model assumptions, design and data collection will take place through two forums ⁽¹⁾:

Group	Role/Focus	Approximate Meeting Frequency
Conformity Task Force	Feedback on regional travel demand forecast model development and assumptions. Consultation on regional emission models and assumptions. Feedback on CO and PM hot spot analysis models developed by others	Quarterly, unless consensus to meet less frequently
Model Coordination Working Group of the Partnership	Consultation on regional travel model data collection, analysis, forecasting assumptions, and model development and calibration.	At the call of the Chair.

⁽¹⁾ Membership and meeting frequency changes are regular and expected. Committee structure is subject to change as new committees are formed or as additional committees are included in modeling consultation.

The Model Coordination Working Group focuses on regional transportation model development and coordination. The Working Group or its successor, among other duties, provides a process for consulting on the design, schedule and funding of research and data collection efforts and on development and upgrades to the regional travel demand forecast model maintained by MTC. MTC staff coordinates meetings and helps prepare agenda items. Agendas and packets are generally mailed out one week prior to each meeting. Participation is open to all interested agencies, including members of the Conformity Task Force and the public.

Significant modeling issues that affect or pertain to conformity determinations of the RTP and TIP will be brought by MTC to the Conformity Task Force for discussion prior to any conformity analysis that requires the use of the MTC travel demand forecast model. Any member of the Conformity Task Force can independently request information from MTC concerning specific issues associated with the MTC model design or assumptions, and MTC staff will make the information available.

Models for analysis of localized CO and PM₁₀ hot spots have been developed by others, and the Conformity Task Force does not have any direct role in their development or application. The Conformity Task Force may:

1. Periodically review and participate with Caltrans and other agencies as appropriate in the update of these models and procedures.
2. Refer project sponsors to the most up to date guidance on hot spot analyses.

VI. Project Level Conformity Determinations for Carbon Monoxide (CO)

All project-level conformity determinations are the responsibility of FHWA and FTA. Project sponsors should use the most recent Caltrans procedures for CO analysis approved by CARB and the EPA. In accordance with Government Code 66518 and 66520, MTC will determine the following:

1. That FHWA or FTA has approved the project-level CO conformity analysis which is included in the project's environmental document.
2. That the design concept and scope of the project has not changed significantly from that used by MTC in its regional emissions analysis of the RTP or the TIP.

The Conformity Task Force may periodically review and participate with Caltrans and other agencies as appropriate in the update of the Caltrans procedures for CO analysis, and provide technical guidance to project sponsors who use these procedures.

VII. Monitoring of Transportation Control Measures (TCMs)

The periodic conformity analyses for the RTP and TIP will include updates of the implementation of TCMs in the applicable SIP. The Conformity Task Force may request more frequent updates, as needed.

Prior to conducting a new conformity analysis for an RTP or TIP, MTC will document the status of TCMs that have not been completed, by comparing progress to the implementation steps in the SIP. Where TCM emissions reductions are included as part of the MVEB, MTC will also estimate the portion of emission reductions that have been achieved. If there are funding or scheduling issues for a TCM, MTC will describe the steps being undertaken to overcome these obstacles, including means to ensure that funding agencies are giving these TCM maximum priority. MTC may propose substitution of a new TCM for all or a portion of an existing TCM that is experiencing implementation difficulties (see below).

VIII. Substitution of TCMs in the SIP

After consultation with the Conformity Task Force, MTC may recommend and proceed with the substitution of a new TCM in the SIP to overcome implementation difficulties with an existing TCM(s). The substitution will take place in accordance with MTC's adopted TCM substitution procedures, which provide for full public involvement. In the event of possible discrepancies between MTC's TCM Substitution Procedures and those in SAFETEA (Public Law 109-59), the provisions of SAFETEA will govern.

IX. Other Conformity Task Force Processes and Procedures

Interagency consultation procedures for specific conformity issues are described below:

1. Defining regionally significant projects: Regionally significant projects are defined as a transportation project (other than an exempt project) that is on a facility which serves regional transportation needs and would normally be included in the coded network for the regional transportation demand forecast model, including at a minimum all principal arterial highways and all fixed guideway transit facilities that offer an alternative to regional highway travel. MTC's travel model roadway network may also include other types of facilities for reasons of functionality or connectivity that would not normally be considered regionally significant. MTC will periodically review with the Conformity Task Force the types of facilities and projects that are coded in the network but which MTC recommends should not be classified as regionally significant (and which therefore would not trigger a new regional emissions analysis if amended into the TIP). MTC will document the decisions of the Task Force for future reference. The Task Force will also consider projects that would not be found regionally significant according to the modeling definition above, but should be treated as regionally significant for conformity purposes.
2. Determination of significant change in project design concept and scope: Project sponsors should provide timely notice to MTC of any change in the design concept or scope of any regionally significant project in the RTP and TIP. MTC will consider a significant change in design concept and scope to be one that would alter the coding of the project in the transportation network associated with the regional travel model. When a project(s) have a change in design concept and scope from that assumed in the most recent conformed TIP and RTP, MTC will not normally consider revisions to the RTP or TIP if such a revision requires a new regional emissions analysis for the entire Plan and TIP. MTC will evaluate projects that may be considered to have a change in design concept and scope and will consult with the Conformity Task Force prior to advising the project sponsor as to how MTC intends to proceed with any request to amend the RTP and/or TIP.
3. Determining if exempt projects should be treated as non-exempt: MTC will identify all projects in the TIP that meet the definition of an exempt project, as defined in the Conformity regulations. MTC will provide a list of exempt projects to the Conformity Task Force for review prior to releasing the draft TIP for public comment. If any member of the Conformity Task Force believes an exempt project has potentially adverse emission impacts or interferes with TCM implementation, they can bring their concern to the Conformity Task Force for review and resolution. If it is determined by the Conformity Task Force that the project should be considered non exempt, MTC will notify the project sponsor of this determination and make appropriate changes to the conformity analysis, as required.
4. Treatment of non-FHWA/FTA regionally significant projects: Any recipient of federal funding is required to disclose to MTC the design concept and scope of regionally significant projects that do not use FHWA or FTA funds. MTC will request that Caltrans and local agencies identify all such projects prior to conducting a new conformity analysis for the RTP or TIP. As part of the conformity analysis, MTC will also include a written response to any significant comment received about whether any project or projects of this type are adequately accounted for in the regional emissions analysis.

5. Projects that can advance during a conformity lapse. In the event of a conformity lapse, MTC will convene the Conformity Task Force to identify projects in the RTP and TIP that may move forward. MTC will also consult the Conformity Task Force on the process for preparing an Interim RTP and TIP.
6. Addressing activities and emissions that cross MPO boundaries: When a project that is not exempt is proposed in another MPO's Plan or TIP crosses MTC's boundaries, MTC will review the project with the Conformity Task Force to determine appropriate methods for addressing the emissions impact of the project in MTC's conformity analysis, consistent with EPA's conformity regulations.

MTC's planning area includes a portion of Solano County, which is in the Sacramento air basin. The Sacramento Area Council of Governments (SACOG) is the MPO for this planning area. MTC and SACOG, in consultation with Caltrans, the State Air Resources Board, and the Governor's Office, have developed and signed a Memorandum of Understanding for undertaking conformity analysis in eastern Solano County.

X. Addressing Activities and Emissions that Cross MPO Boundaries

When a project that is not exempt is proposed in another MPO's Plan or TIP crosses MTC's boundaries, MTC will review the project with the Conformity Task Force to determine appropriate methods for addressing the emissions impact of the project in MTC's conformity analysis, consistent with EPA's conformity regulations.

MTC's federal transportation planning area includes a portion of Solano County, which is in the Sacramento air basin. This portion, the eastern half of Solano County, is also designated nonattainment for the ozone National Ambient Air Quality Standard (NAAQS), and is included in the Sacramento Metropolitan air quality planning area. (see Exhibit A) The Sacramento Area Council of Governments (SACOG) is the MPO for this planning area. MTC and SACOG, in consultation with Caltrans, the State Air Resources Board, and the Governor's Office, have developed and signed a Memorandum of Understanding for undertaking conformity analysis in eastern Solano County.

MTC staff has consulted with the Conformity Task Force and SACOG staff and has prepared revisions to the MTC/SACOG MOU. The revisions account for additional federal transportation-air quality requirements and provide clarity on MTC and SACOG's roles and responsibilities relative to these new requirements. The MTC/SACOG MOU revisions were reviewed and approved by the Conformity Task Force and SACOG staff. The key revisions are summarized below:

- Programming of CMAQ funds in eastern Solano County;
- Coordination between MTC and SACOG when exchanging travel data for emission inventories in eastern Solano County; and,
- Coordination between MTC and SACOG when conducting project-level conformity in eastern Solano County.

The MTC approved MTC Resolution No. 2611, Revised, and MTC's and SACOG's executive directors executed the revised MTC/SACOG MOU on September 11, 2018.

XI. Conflict Resolution

Conflicts between State agencies, ABAG, MTC or BAAQMD that arise during consultation will be resolved as follows:

- 1 A statement of the nature of the conflict will be prepared and agreed to by the Conformity Task Force.
3. Staff of the affected agencies will meet in a good faith effort to resolve the conflict in a manner acceptable to all parties.
4. If the staff is unsuccessful, the Executive Directors or their designee of any state agency and all other parties to the conflict shall meet to resolve differences in a manner acceptable to all parties.
5. The parties to the conflict will determine when the 14-day clock (see below) starts.
6. Following these steps, the State Air Resources Board has 14 days to appeal to the Governor after Caltrans or MTC has notified the State Air Resources Board that either party plans to proceed with their conformity decision or policy that is the source of the conflict. If the State air agency appeals to the Governor, the final conformity determination must have the concurrence of the Governor. If the State Air Resources Board does not appeal to the Governor within 14 days, the MTC or State Department of Transportation may proceed with the final conformity determination. The Governor may delegate his or her role in this process, but not to the head or staff of the State or local air agency, State department of transportation, State transportation commission or board, or an MPO.

XII. Public Consultation Procedures

MTC will follow its adopted public involvement procedures when making conformity determinations on transportation plans, and programs. These procedures establish a proactive public involvement process which provides opportunity for public review and comment by, at a minimum, providing reasonable public access to technical and policy information considered by MTC at the beginning of the public comment period and prior to taking formal action on a conformity determination for the RTP and TIP, consistent with these requirements and those of 23 CFR 450.316(b). Meetings of the Conformity Task Force and Partnership are open to the public. Any charges imposed for public inspection and copying should be consistent with the fee schedule contained in 49 CFR 7.95. These agencies shall also provide opportunity for public involvement in conformity determinations for projects where otherwise required by law.

Metropolitan Transportation Commission

Legislation Details (With Text)

File #:	20-0034	Version:	1	Name:	
Type:	Report	Status:		Informational	
File created:	11/27/2019	In control:		Joint MTC Planning Committee with the ABAG Administrative Committee	
On agenda:	1/10/2020	Final action:			
Title:	Plan Bay Area 2050 Draft Blueprint: Proposed Strategies for the Environment Element				

Overview of the environmental strategies under consideration for inclusion in the Plan Bay Area 2050 Draft Blueprint. Strategies focused on transportation, housing, and the economy will be discussed at the joint workshop of the Commission and the ABAG Executive Board later this month.

Sponsors:**Indexes:****Code sections:****Attachments:** [5a_PBA2050_DraftBlueprint_EnviroElement.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Plan Bay Area 2050 Draft Blueprint: Proposed Strategies for the Environment Element

Overview of the environmental strategies under consideration for inclusion in the Plan Bay Area 2050 Draft Blueprint. Strategies focused on transportation, housing, and the economy will be discussed at the joint workshop of the Commission and the ABAG Executive Board later this month.

Presenter:

Rachael Hartofelis and Dave Vautin

Recommended Action:

Information

Attachments:

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

January 10, 2020

Agenda Item 5a

Plan Bay Area 2050 Draft Blueprint: Proposed Strategies for the Environment Element

- Subject:** Overview of the environmental strategies under consideration for inclusion in the Plan Bay Area 2050 Draft Blueprint. Strategies focused on transportation, housing, and the economy will be discussed at the joint workshop of the Commission and the ABAG Executive Board later this month.
- Background:** The Plan Bay Area 2050 Draft Blueprint will identify complementary strategies designed to advance the Guiding Principles adopted in September 2019. The Draft Blueprint strategies are organized into four interconnected topical areas: transportation, housing, the economy, and environment. The Draft Blueprint will study two different packages of strategies: “Blueprint Basic” that assumes no new revenues are raised, and “Blueprint Plus” that integrates new regional revenues to support a more expansive strategy package.
- The Environment Element of the Draft Blueprint will include strategies designed to reduce transportation-related greenhouse gas emissions, address impacts from climate change and natural hazards, and conserve agriculture, open space, and working lands. The strategies in this section are complementary to those in other elements of the Plan and should be thought of together, not in isolation. The proposed Draft Blueprint strategies build upon Plan Bay Area 2040, while integrating a new suite of resilient and equitable strategies studied in Horizon.
- Blueprint Strategies:** Building on Plan Bay Area 2040 and Horizon, staff are recommending the study of four environmental strategies in the Draft Blueprint:
- Reduce Transportation-Related Greenhouse Gas (GHG) Emissions***
1. **Expand the Climate Initiatives Program** captures additional GHG reductions from Plan Bay Area 2040 strategies that comprise MTC’s Climate Initiatives Program, as well as new strategies under consideration such as increased electrification requirements for transportation network companies.
- Note: additional GHG reductions will be achieved through a combination of transportation, housing, and economic strategies to be showcased later in January.*
- Conserve Agricultural Lands and Open Space***
2. **Keep Current Urban Growth Boundaries in Place** continues to be recommended in the Draft Blueprint; this strategy has been a part of both prior versions of Plan Bay Area.
- Address Climate and Hazard Impacts***
3. **Adapt to Sea Level Rise** to reduce regional climate impacts. Three Horizon sea level rise strategies will be merged into this single strategy for the Draft Blueprint, contingent on funding availability in Blueprint Basic.
 4. **Modernize Existing Buildings with Seismic, Wildfire, Drought, and Energy Retrofits** to preserve existing housing. The strategy aims to make existing homes healthier and safer while also reducing the carbon and water footprint of the Bay Area’s aging homes, contingent upon New Revenues available in Blueprint Plus.

Table 1 provides context for which strategies were included in Plan Bay Area 2040 and Horizon, and which strategies are recommended for study in the Draft Blueprint Basic and Draft Blueprint Plus.

Table 1. Environment Strategies in Plan Bay Area 2050 and Horizon and Recommended for the Draft Blueprint Basic and Blueprint Plus.

	Plan Bay Area 2040	Horizon	Draft Blueprint Basic	Draft Blueprint Plus
Expand the Climate Initiatives Program ¹	X ¹		X	X
Keep Current Urban Growth Boundaries in Place	X	X	X	X
Adapt to Sea Level Rise		X	X ²	X ³
Modernize Existing Buildings with Seismic, Wildfire, Drought and Energy Retrofits		X		X

¹ The MTC Climate Initiatives Program administers several key strategies that helped the region achieve the Plan Bay Area 2040 GHG target. Many of these strategies may be proposed for Plan Bay Area 2050, but new strategies may also be included. An additional package of strategies may be needed to reach the GHG reduction target.

² The Draft Blueprint Basic will only assume the partial Horizon sea level rise adaptation strategy.

³ The Draft Blueprint Plus strategy will assume all three Horizon sea level rise adaptation strategies, contingent upon equity mitigations being identified for SR-37.

Next Steps: Staff recommend the study of four environmental strategies in the Draft Blueprint. Staff will continue to explore how the strategies reduce greenfield development, address climate and hazard impacts, and reduce transportation-related emissions. Working with stakeholders, staff will also develop possible funding measures to support the more expansive and costly strategies included in the Draft Blueprint Plus. Staff welcomes feedback on how to refine and improve the environmental strategies over the remainder of January before the strategies are finalized and translated into model inputs in February.

Recommendation: Information

Attachments: Attachment A: Description of Environmental Strategies Proposed for Inclusion in the Draft Blueprint
Attachment B: Presentation


Therese W. McMillan

A T T A C H M E N T A

Agenda Item 5a

Description of Environmental Strategies Proposed for Inclusion in the Draft Blueprint

Summary

The Plan Bay Area 2050 Draft Blueprint includes four elements: Transportation, Housing, the Economy, and the Environment. For the Environment element of the Draft Blueprint, strategies will be integrated to address topic areas including greenhouse gas reduction, climate and natural hazard risks, and conservation. These issues and their associated strategies link to and are thought of as an integrated blueprint alongside complementary transportation, housing and economic strategies. This document introduces the three environmental topical areas and the Draft Blueprint strategy proposed to achieve improved regional outcomes. The proposed strategies each have a brief strategy description for both Blueprint Basic and Blueprint Plus, as well as findings from Horizon analysis, a discussion of complementary Draft Blueprint strategies, and a summary of feedback received on the strategies from November and December public engagement.

Reduce Transportation-Related Greenhouse Gas (GHG) Emissions

Transportation emissions represent the largest source of greenhouse gas emissions in California. There are over 170 million miles driven in the Bay Area each day, an average of nearly 25 vehicle miles traveled (VMT) per person. Most of these vehicles are conventional gasoline cars, emitting carbon dioxide and other air pollutants with each mile driven.

Through legislation and executive order, the State has established goals to reduce GHG emissions 40 percent below 1990 levels by 2030 and become carbon neutral by 2045. To support this goal, SB 375, the Sustainable Communities and Climate Protection Act of 2008, requires the State to establish GHG emission reduction goals for each metropolitan region in California. Under SB 375, MTC is charged with developing a plan to reduce per-capita GHG emissions from cars and light-duty trucks by 19 percent compared to 2005 levels by 2035. To achieve this goal, Plan Bay Area 2050 will have to prioritize strategies that accommodate growth while reducing dependence on automobiles.

While such strategies were not specifically studied in Horizon, many other complementary strategies for transportation, housing, and the economy were evaluated to understand how these could complement the Climate Initiatives Program (discussed on the following page). These included:

- Allowing diverse housing in Priority Development Areas
- Allowing diverse housing in Transit Rich Areas
- Streamlining development in all growth areas

- Expanding public transit networks
- Building a complete micromobility network
- Implementing Vision Zero speed reduction measures
- Applying tolls based on time-of-day and vehicle occupancy on all freeways

These strategies helped to support significant reductions in GHG emissions in Futures Round 2.

In Horizon, individual projects and policy strategies were not developed and analyzed solely for GHG emission reductions. Because reducing GHG emissions is a priority of the regional planning process, many strategies considered in Horizon - from transportation investments to land use policies - were considered for their impact on travel behavior and emissions. At the series of recent “pop-up” workshops, 90 percent of all comments were in support of the strategies. Future committee items will inform which strategies advance into the draft Blueprint for the transportation, housing and economy elements, which will ultimately complement the strategy listed below.

Strategy - Expand the Climate Initiatives Program

Staff expect that the GHG reduction achieved by strategies from the Transportation, Housing, and Economy elements alone will fall short of the 19 per-capita reduction target, even as new strategies continue to be integrated to make the Plan more sustainable than ever. Similar to past Plans, staff anticipate closing most or all of the remaining gap with an expanded Climate Initiatives Program.

A number of policies and investments that can reduce GHG emissions are currently not able to be analyzed in the regional land use and travel models because the models are not sensitive enough to capture every type of strategy. Instead, separate calculation methodologies are developed for these policies and programs. Because they are analyzed outside of the standard regional models, the strategies are referred to as “off-model” strategies. These off-model strategies make up the Climate Initiatives Program, the set of activities to help the region meet its SB 375 GHG reduction targets. The Plan Bay Area 2050 Climate Initiatives Program is expected to include most strategies from Plan Bay Area 2040, as well as several new strategies:

- Bikeshare
- Bike Infrastructure
- Carshare
- Commuter Benefits Ordinance
- Employer Shuttles
- Trip Caps
- Vanpool
- Regional EV Charger Network
- Feebate Program Implementation
- Vehicle Buyback Program
- Mobility-as-a-Service (*potential new strategy*)
- Electric TNC Requirement (*potential new strategy*)

The performance of these strategies, in combination with updated land use and transportation strategies, will be assessed as the Blueprint is developed for Plan Bay Area 2050 and compared to the GHG reduction targets. Depending on the assessment, additional policy commitments may be required to reach the 2035 target established by the State.

Conserve Agriculture and Open Space

The San Francisco Bay Area is exceptional in its natural beauty, biologically diverse landscapes and waters, bountiful farms and ranchlands, and world-class parks, trails and open spaces. Vibrant natural and working lands are essential to the high quality of life, health, and prosperity of the region. These natural and working landscapes and their rich biodiversity also form the region's life support system by purifying, storing, and conveying water, producing food, sequestering carbon, and much more.

Protection of natural and working lands has been a regional priority in recent decades, resulting in approximately 28 percent (1.3 million acres) of Bay Area lands under some form of land use protection. Despite these efforts, every year urban development continues to move outward, onto previously undeveloped lands. Pressures for greenfield development are already immense and with two million additional residents anticipated by 2040, conserving natural and working lands will only become more challenging. The healthier and more connected these natural and working lands remain, the better able they will be to provide benefits to people and wildlife while withstanding the effects of population increases and climate change in the coming decades. Meeting this challenge will require bold action.

Strategy - Keep Current Urban Growth Boundaries in Place

Maintaining urban growth boundaries (UGBs) was the core conservation strategy in Plan Bay Area 2040 and Horizon. Expanding urban development outward has negative environmental impacts and increases the amount of public infrastructure required to be built and maintained into the future. With the exception of San Francisco, all counties in the Bay Area protect open space and agricultural lands by county-wide land use measures, such as urban service areas, environmental corridors, slope/density restrictions, stream conservation areas, or riparian buffers. Additionally, some cities have UGBs to limit sprawl and protect agricultural land. Generally, this means that if a project falls outside a UGB, there are regulatory measures in place to aid local jurisdictions in land protection.

Blueprint Basic: Using urban growth boundaries, confine new development within areas of existing development or areas otherwise suitable for growth, as established by local jurisdictions. ***No funding required***

Blueprint Plus:
same as Blueprint Basic.

Horizon Analysis: With this strategy in place, the projected greenfield development from 2020 to 2050 would be 33 to 47 times less than the recent 2000 peak. The reason there is still some greenfield development is that counties and cities have identified limited greenfield areas

within the current set of UGBs that are built out during the planning timeframe. In Horizon and in Plan Bay Area 2040, MTC and ABAG use the regional land use model to assert that no growth occurs outside the UGBs. This assertion assumes that UGBs on their own are a strong enough strategy to prevent development beyond the boundary. However, the general growth measures that are in place vary in effectiveness and enforcement. Given the effectiveness of the UGBs in recent years at constraining greenfield development, no strengthened Blueprint Plus measure is currently recommended. ABAG and MTC staff will work with conservation stakeholders to continue to find ways to strengthen UGBs as a means to prevent sprawl onto important agricultural and habitat lands.

Complementary Strategies: By restricting growth outside of UGB, the region needs to ensure sufficient development capacity within UGBs, particularly in areas identified for future growth. By providing opportunities for new development inside UGBs - for example in transit-rich or high-resource areas, there will likely be less pressure to alter the existing boundaries.

Public Feedback: Maintaining existing UGBs to restrict urban development on greenfield lands has been an area of agreement among the ABAG and MTC governing boards in past Plan Bay Area cycles. In Horizon, staff opened the door to consider greenfield development as an option. However, staff heard clearly from the public, stakeholders, and elected officials that the Bay Area should remain committed to UGBs as a strategy to protect the environment and reduce urban sprawl, despite the need for new housing. Feedback from the community further supported the Horizon analysis. In Pop-Up Outreach, it received overwhelmingly positive feedback, with 93 percent of commenters approving. When using the digital engagement tool, *Mayor of Bayville*, users also preferred a strategy to expand parks, trails and greenways and preserve agricultural lands, with 55 percent of users funding the idea. Only 8 percent of users didn't adopt a strategy to expand parks and maintain urban growth boundaries.

Address Climate and Hazard Impacts

In recent years, shocks and stresses have impacted the daily lives of residents - wildfires have destroyed over 10,000 homes in the region, power shut offs have left communities in the dark, and transportation networks have struggled to deal with increasing floods. Many communities have already faced these hazards, raising funds for both mitigation and adaptation. Yet the future holds even more uncertainty - within the next 30 years, there's an estimated 72 percent chance of a 6.7 or greater earthquake hitting the area. Sea level rise is expected to impact the region on a timeline that keeps inching closer. Additionally, climate change has exacerbated the risk of wildfires, as well as other extreme weather impacts.

Without regional resilience efforts, hundreds of thousands of jobs and housing units could be displaced, and key infrastructure rendered unusable by delays or closures. Some hazards, such as earthquakes and wildfires, can be particularly troubling, as they quickly exacerbate the regions housing crisis. A resilient approach is critical to moving forward. The Bay Area has taken steps in a number of communities, but piecemeal efforts have left critical vulnerabilities within the region that the following Blueprint strategies seek to address. By focusing on both sea level rise adaptation and home retrofits, the region can look to 2050 with a foundation of resilient strategies on which to build.

Strategy - Adapt to Sea Level Rise

With no protective measures, even just 1 foot of additional sea level rise will flood key highways, homes and jobs, and many of the Bay Area's marsh ecosystems. The impacts grow larger with each additional foot of sea level rise.

Blueprint Basic: Using forecasted revenues from existing sources like the Army Corps of Engineers and FEMA, the region could protect portions of the Bay Area's shoreline. With limited existing funds the strategy would prioritize resources on areas of high benefits and low costs. Some areas would be assumed to flood as seas rise. **Funding: \$2 billion**

Blueprint Plus: With new revenues, the region could more fully adapt to sea level rise. Most Bay Area communities and transportation facilities could be protected; this may include protecting SR-37, provided equity mitigation strategies are identified. **Funding: \$20 billion**

Horizon Analysis: In Horizon, sea level rise adaptation was studied through three separate strategies: partial adaptation to sea level rise, full adaptation to sea level rise, and adaptation of the SR-37 corridor.

In partial adaptation, protective and adaptive approaches were focused in areas with the most significant impacts. These impacts included areas with existing communities, sensitive ecosystems, key transportation systems, or areas planned for future growth. Horizon analysis found that a partial, or more limited adaptation approach, could prevent flooding under a 3-foot scenario of up to 100,000 housing units, between 100,000-200,000 jobs, and many critical infrastructure assets, such as major highways. However, many communities were not fully protected under this strategy, and crucial connective infrastructure like SR 37 went unprotected. The Draft Blueprint Basic relies on only a portion of the "partial adaptation" Horizon strategy because existing forecasted revenues were less than anticipated. The adaptation for Blueprint Basic is therefore expected to protect fewer homes, jobs, marsh ecosystems and transportation assets than what was analyzed in the partial Horizon strategy.

Horizon also studied a strategy that more fully adapted the region to sea level rise, and a strategy that specifically adapted State Route 37 (SR-37) and the surrounding ecosystems. More fully adapting to sea level rise protected more communities, and expanded wetland restoration efforts. Adapting SR-37 to sea level rise would maintain a critical east-west highway corridor, preserving much faster travel times than any alternative, and opening up a regionally significant opportunity to restore over 15,000 acres of historic marsh. The Blueprint Plus could integrate all three Horizon sea level rise strategies, provided equity mitigation strategies are identified for SR-37. At the January 7th RAWG workshop, staff will continue to work with stakeholders to answer two key questions: How much adaptation should be funded?

Complementary Strategies: The sea level rise adaptation strategy needs to be closely integrated with the larger set of strategies that inform the future growth footprint as well as the full set of transportation investments. Alignment between these strategies is crucial toward growing in a resilient manner. To receive broad support for the sea level rise adaptation strategy, the types of investments must acknowledge integrated opportunities to blend flood protection, habitat restoration and public access, leveraging the large investment to advance environment, transportation, housing and economy goals.

Public Feedback: Public comments have shown broad support for strategic sea level rise adaptation. In a series of Pop-Up events, sea level rise adaptation strategies were lumped together, and shown with 13 other strategies from the Horizon effort. In this context, 90 percent of those surveyed supported adaptation. Most of the negative comments noted that they considered it to be less of a priority than other strategies, or not within the time horizon of the plan. For comments that supported adaptation, residents wanted to prioritize adaptation for areas with housing. Many also said that, while they supported the effort, it was only necessary for particular areas, emphasizing that this should be a strategic effort. In the digital engagement tool, Mayor of Bayville users preferred a strategy in which they partially adapted, again focusing on prioritization.

Strategy - Modernize Existing Buildings with Seismic, Wildfire, Drought and Energy Retrofits

Many older buildings built before modern codes are at a greater risk of damage in earthquakes and wildfires and do not meet current standards for energy and water efficiency. A significant earthquake or fire could create even greater pressure on the tight Bay Area housing market by reducing the available housing stock. New buildings are already required to use water and energy efficiently - improvements to existing buildings will further reduce the region's environmental footprint.

Blueprint Basic: Due to a lack of substantial existing funding, the strategy as included in the Blueprint would only entail a continuation of ad-hoc upgrades. The strategy would have a very limited effect on the quality of existing Bay Area homes.

Funding: <\$1 billion

Blueprint Plus: With new revenues, expand the local adoption of building ordinances and companion retrofit incentives to bring existing buildings up to higher standards. Align \$20 billion in new funding split evenly between seismic, wildfire, drought, and energy upgrades. Provide subsidies up to 50 percent to offset the burden of multifamily and single-family building retrofits.

Funding: \$20 billion

Horizon Analysis: The Bay Area has made efforts to retrofit the existing housing stock, but many of these efforts are geographically localized, or siloed within specific focuses. This Blueprint Plus strategy imagines a broad effort to modernize Bay Area housing, providing upgrades that work in tandem to make safer, more efficient homes. As studied in Horizon, the Blueprint Plus strategy would provide incentives for earthquake, wildfire, energy, and water retrofit upgrades for older homes constructed before modern codes. It accounts for a 50 percent subsidy to reduce the burden of retrofits on tenants and homeowners. This strategy is only recommended for inclusion in the Draft Blueprint Plus, with the addition of new revenues to support the measure.

Horizon analysis has shown that this strategy - when fully funded - could reduce residential earthquake risk for over 500,000 households -- in the modeled scenario with a magnitude 7.0 Hayward earthquake, the strategy saved 50,000 homes and sped up regional recovery. The strategy would support wildfire mitigation measures for over 275,000 at-risk homes in the region, focusing on proven measures like structure hardening and defensible space. The energy

and water efficiency measures would reduce carbon emission by roughly 2 million tons, and water use by 12 billion gallons annually.

The Horizon analysis highlighted the benefits of mitigation. Moving forward, it is important to consider the impact of up-front costs or variable subsidy rates, especially for lower income residents. Additionally, even when funded as a Blueprint Plus strategy, this is not a catch-all fix, as retrofits only reduce a home's risk. Insurance and land use policies are also key to mitigating risk for wildfires, earthquakes and flooding. Additionally, water and energy efficiency retrofits within this strategy tend to address low hanging fruit, and the next step for many communities may end up trickier.

Complementary Strategies: This strategy focuses narrowly on improving the health and safety of existing buildings. There are opportunities to link these investments with acquisition and rehab, affordable housing initiatives. As individual homeowners consider a suite of upgrades to their homes, this strategy should acknowledge the many synergies that exist not just in seismic, wildfire, drought, and energy upgrades, but also consider how accessory dwelling units, electric vehicle charging stations offer opportunities to create benefits that are greater than the sum of the parts. In addition, this strategy can work in a complementary manner with the urban growth boundaries strategy to reduce the risks from wildfires, protecting existing structures while ensuring that future growth is avoided at the urban-rural interface.

Public Feedback: The strategy was one of the most popular strategies with communities. In Pop-Up Outreach, it received the highest proportion of positive feedback out of all strategies, with 97 percent of commenters approving. Comments equally supported all four upgrades: water efficiency, energy efficiency, fire, and earthquake retrofits. There were also many thoughts about creative financing, with comments agreeing that the strategy should be offered as an incentive program or tax credit. When using the digital engagement tool, Mayor of Bayville, users had the choice to use disaster recovery financing, adopt the retrofit strategy, or to save their funds for another project. Users overwhelmingly chose this strategy, with 66 percent of the results. Out of 44 decisions that users could make, this strategy had the second highest level of support. At the December Policy Advisory Council meeting, one member recommended staff explore Berkeley's transfer tax incentive which is used to fund seismic retrofits at point of sale, which staff agrees is worth further considering as a revenue source.



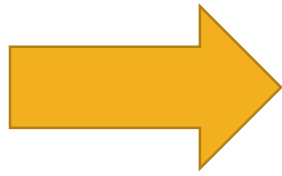
PLAN BAY AREA 2050

Draft Blueprint: Proposed Strategies for the Environment Element

Dave Vautin & Rachael Hartofelis

Joint MTC Planning & ABAG Administrative Committee

January 10, 2020



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

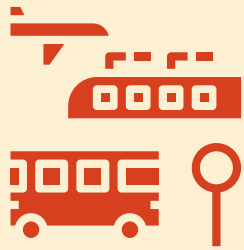
Cross-Cutting Issues



Equity



Resilience



Transportation



Housing

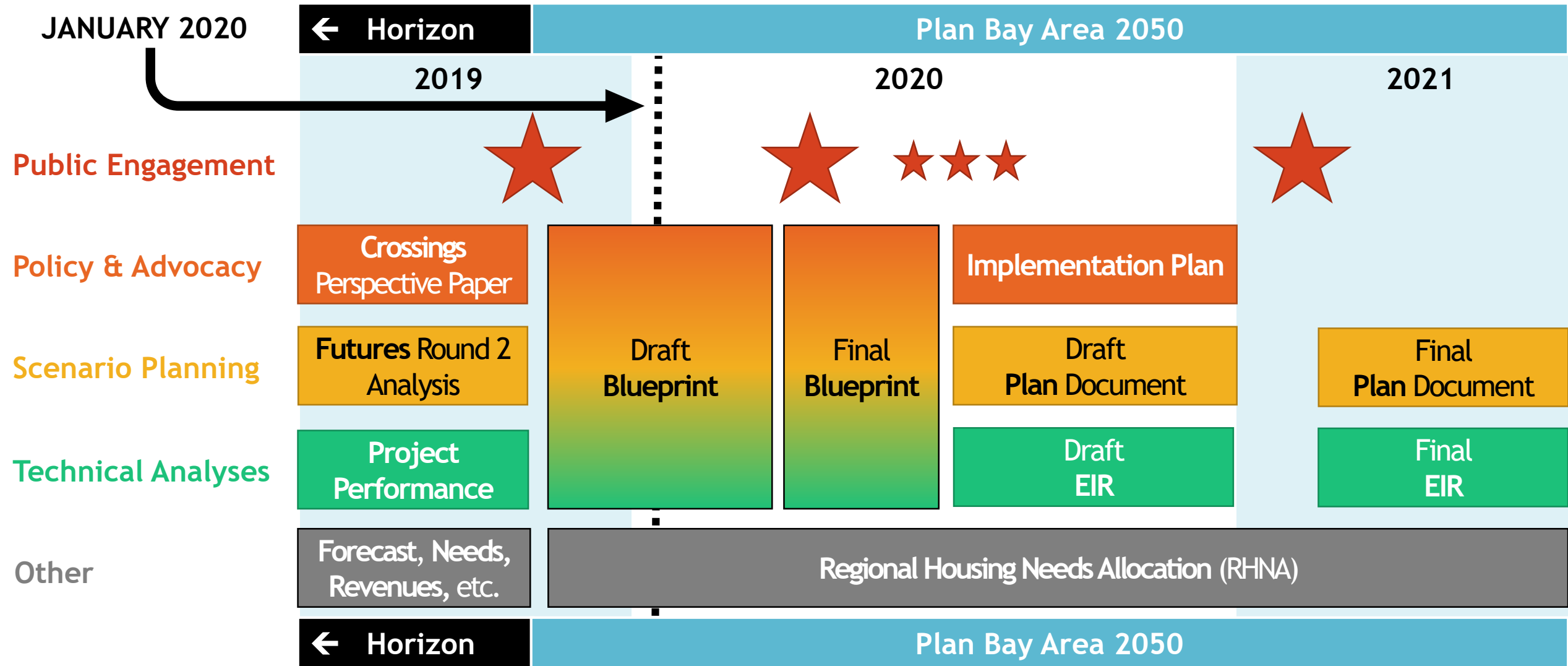


Environment



Economy

Plan Bay Area 2050 Schedule



Focusing growth in Priority Development Areas (PDAs) has been central to past iterations of Plan Bay Area - **helping to reduce per-capita greenhouse gas emissions and minimize development at the intersection of the urban-rural interface, where wildfire risk is highest.**

While environmental goals have been critical in past iterations of the Plan, new challenges like sea level rise have also emerged. **For this reason, we are integrating a new Environment element in the Plan for the first time.**

The Draft Blueprint will integrate complementary strategies to achieve improved regional outcomes.

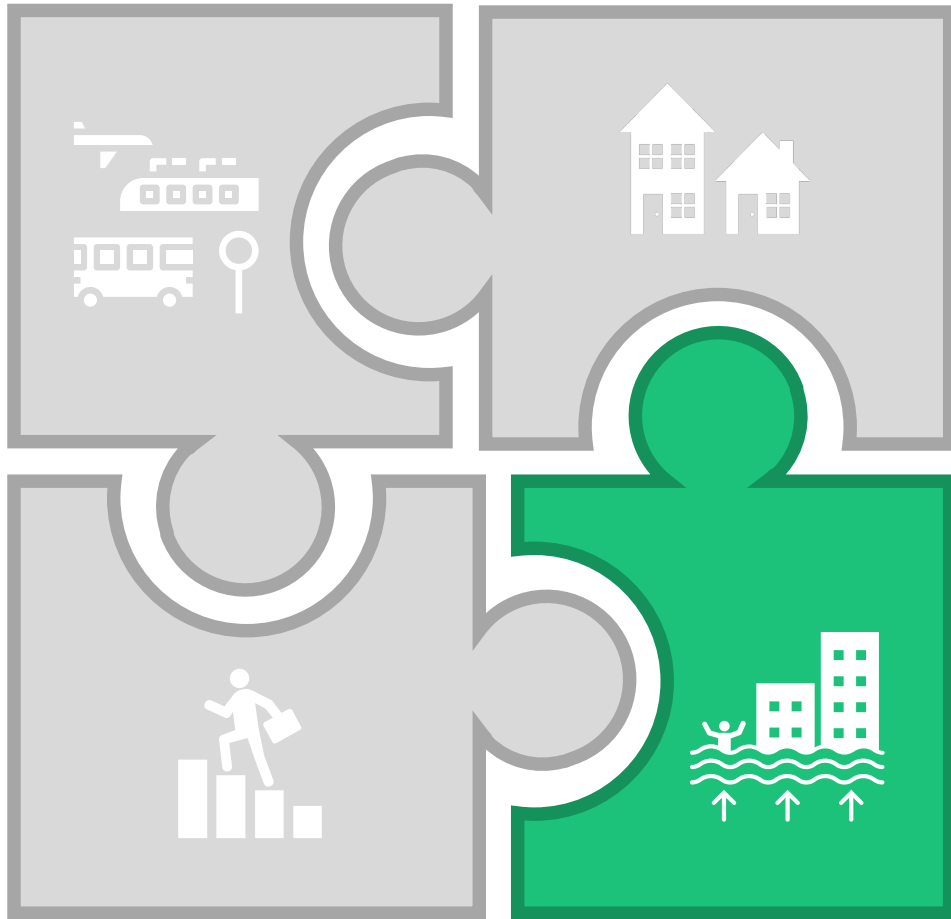


Plan Bay Area 2050 Blueprint

- **Transportation** Investments & Strategies
- **Housing** Geographies & Strategies
- **Economic** Geographies & Strategies
- **Environmental** Strategies

Plan Bay Area 2050 Blueprint: Environment Element

Today we will focus on the first critical component – the environment.



Reduce Transportation GHG Emissions

1. Expand the Climate Initiatives Program

Also: Achieve additional GHG reductions from Transportation, Housing, and Economy strategies

Conserve Agriculture Lands and Open Space

2. Keep Current Urban Growth Boundaries in Place

Address Climate and Hazard Impacts

3. Adapt to Sea Level Rise
4. Modernize Existing Buildings with Seismic, Wildfire, Drought and Energy Retrofits

The Role of “New Revenues”

Transportation



Housing



Economy



Environment



Plan Bay Area 2050 Blueprint Basic

Includes available revenues from Needs & Revenue assessments, but does not include New Revenues from future regional measures



Plan Bay Area 2050 Blueprint Plus

Includes available revenues from Needs & Revenue assessments + additional New Revenues distributed to one or more topic areas of the Plan

This approach will provide more flexibility over the next year, should the MTC/ABAG boards wish to integrate new revenues to create a more aspirational Plan.

Either could be adopted as the Preferred Alternative in 2020 or 2021.

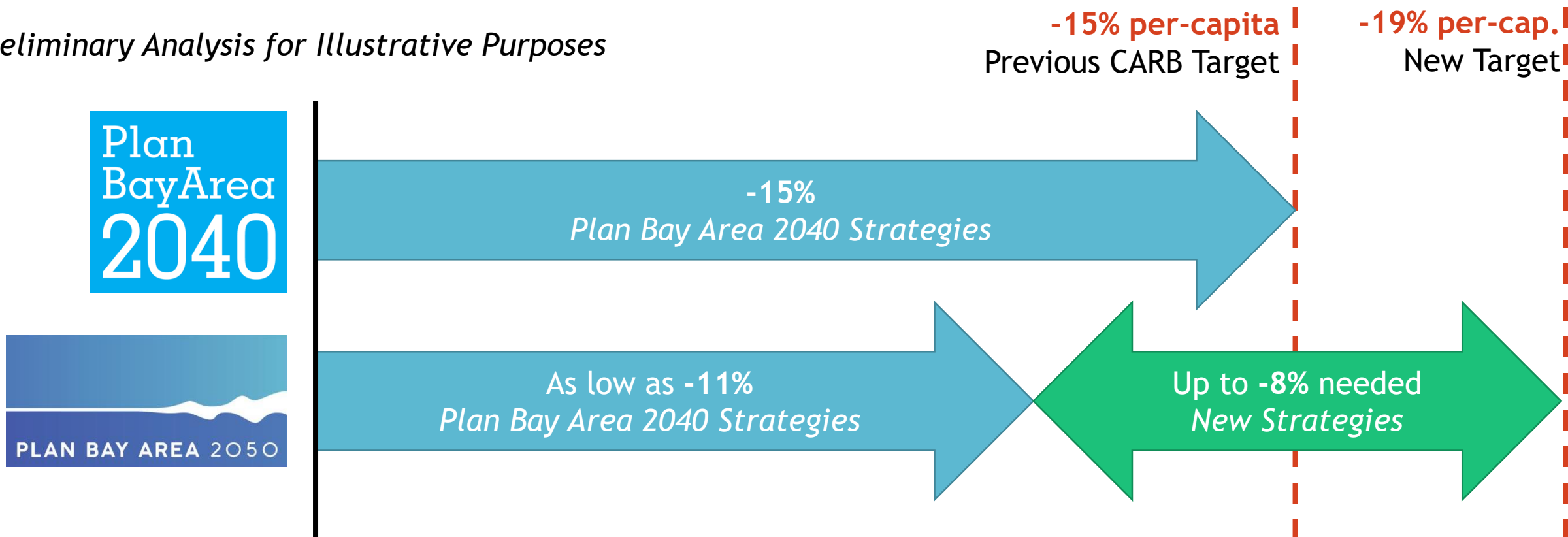
	Draft Blueprint <u>Basic</u>	Draft Blueprint <u>Plus</u>
	<i>Base set of strategies that can be funded with existing revenues.</i>	<i>Expanded set of strategies supported with the inclusion of new revenues.</i>
Expand the Climate Initiatives Program	<div>✓</div> <i>TBD based on GHG target gap¹</i>	<div>✓</div> <i>TBD based on GHG target gap¹</i>
Keep Current Urban Growth Boundaries in Place	<div>✓</div> <i>No cost</i>	<div>✓</div> <i>No cost</i>
Adapt to Sea Level Rise	<div>~</div> <i>\$2 billion²</i>	<div>✓</div> <i>\$20 billion²</i>
Modernize Existing Buildings with Seismic, Wildfire, Drought and Energy Retrofits	<div>~</div> <i><\$1 billion²</i>	<div>✓</div> <i>\$20 billion²</i>

¹ In Plan Bay Area 2040, the additional GHG reduction strategies needed to achieve the GHG target cost more than \$500 million.

² Based on draft Resilience Needs & Revenue Assessment released at the December Joint MTC Planning & ABAG Administrative Committee.

Horizon Finding - Meeting or exceeding the Plan Bay Area 2050 19 percent per-capita reduction target for transportation-related GHG emissions will require bolder strategies.

Preliminary Analysis for Illustrative Purposes



An Incremental Progress Assessment, a new CARB requirement, is currently underway; staff will provide further insight on the GHG gap challenge - anticipated in late January.

Expand the Climate Initiatives Program

Blueprint Basic:

In Plan Bay Area 2040, a package of strategies helped the region achieve the GHG reduction target. These strategies make up MTC's Climate Program, which includes investments in transportation demand management (TDM) strategies and electric vehicle and charging incentive programs.

\$TBD based on GHG gap

Blueprint Plus:

The Blueprint *Plus* will include many of the same strategies in the *Basic* version; however, if the additional strategies included in the Blueprint *Plus* reduce GHG emissions, this might be a rare example of where the *Plus* version is actually cheaper than the *Basic* version.

\$TBD based on GHG gap

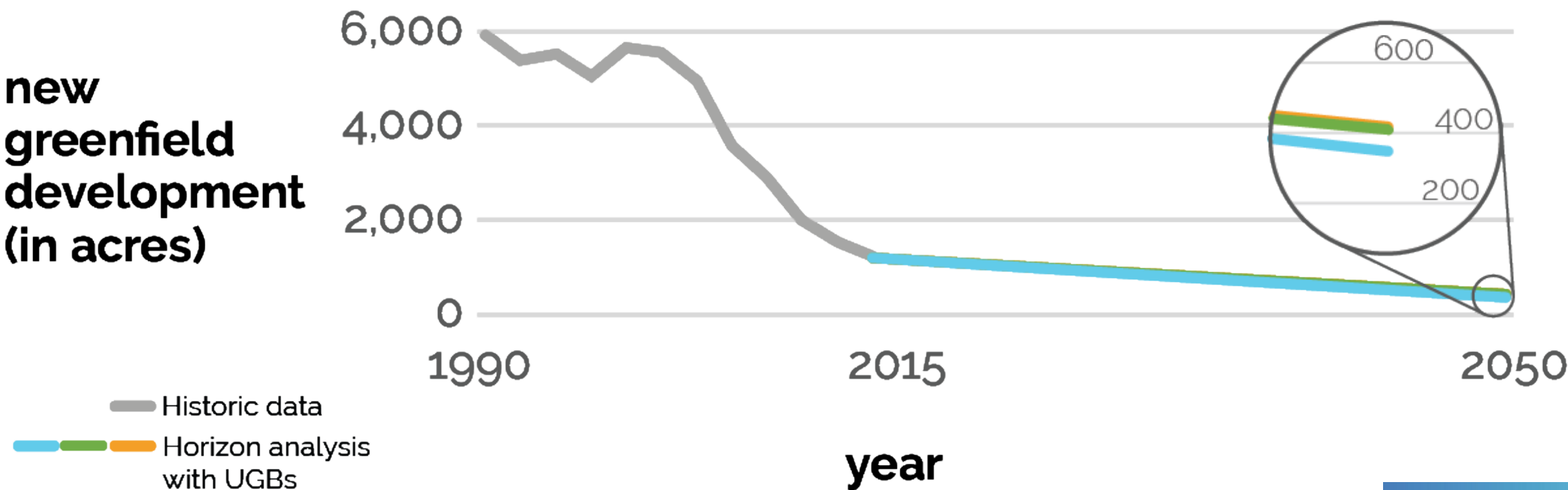
Integrated Strategies Part of MTC's Climate Program

- Bikeshare
- Bike Infrastructure
- Carshare
- Commuter Benefits Ordinance
- Employer Shuttles
- Trip Caps
- Vanpool
- Regional EV Charger Network
- Feebate Program Implementation
- Vehicle Buyback Program
- Mobility-as-a-Service (*potential new strategy*)
- Electric TNC Requirement (*potential new strategy*)

- *MTC's Climate Program targets strategies that reduce GHG emissions, such as supporting regional vanpool programs, bikeshare service, electric vehicle deployment, trips caps, and employer benefit programs.*

Horizon Finding - Past efforts to curb greenfield development from urbanization have been effective. Preserving existing urban growth boundaries should remain a key strategy.

Horizon Analysis - Acres of greenfield development annually - historic and projected



Keep Urban Growth Boundaries

Blueprint Basic:

Using urban growth boundaries, confine new development within areas of existing development or areas otherwise suitable for growth, as established by local jurisdictions.

No cost

Blueprint Plus:

Same as Blueprint Basic

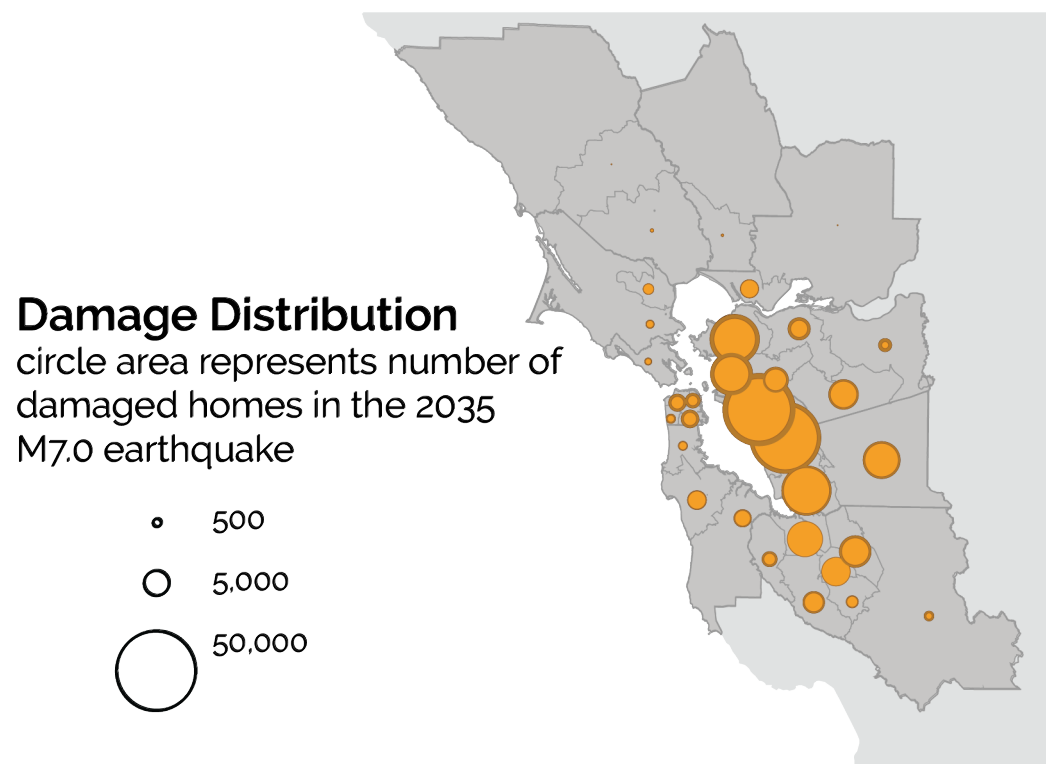
No cost

- *Over 93% of comments approved of restricting new development to within the urban growth boundary.*
- *"Maintaining urban growth boundaries is a bare minimum 'must have' and even this could be difficult." - Pop-up Comment*

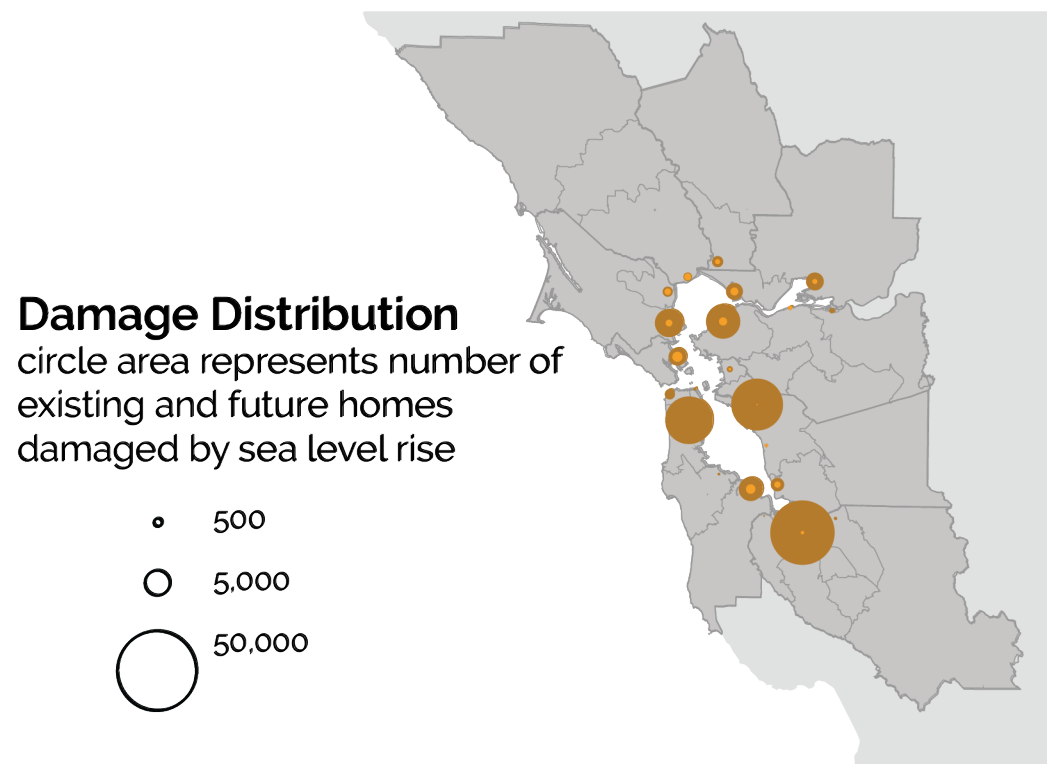


Horizon Finding - Unmitigated climate and hazard impacts would result in significant damage; adaptation and hazard mitigation measures reduce impacts.

Horizon Analysis - Earthquake Impacts



Horizon Analysis - Sea Level Rise Impacts



The results show findings from one Horizon Future, Back to the Future. The Futures Final Report has more information.

Adapt to Sea Level Rise

Blueprint Basic:

With forecasted revenues, the region could protect portions its most vulnerable shoreline. Strategies would prioritize on areas of low costs and high benefits, such as for key infrastructure or growth areas.

\$ 2 Billion

Blueprint Plus:

With new revenues, the region could more fully adapt to sea level rise. Most Bay Area communities and transportation facilities could be protected.

\$20 Billion

- *Over 90% of pop-up comments approved investing in sea level rise adaptation.*
- *“The best offense is a good defense. Investing in prevention is much better than retroactively trying to fix things.” - Mayor of Bayville Comment*

Retrofit Existing Buildings

Blueprint Basic:

Due to a lack of existing funding, the strategy would only entail a continuation of ad-hoc seismic, wildfire, water and energy upgrades. The strategy would have a very limited effect on the quality of existing Bay Area homes.

\$ <1 Billion

Blueprint Plus:

With new revenues, pair ordinance adoption and retrofit incentives to bring existing buildings up to higher seismic, wildfire, water and energy. Offer 50% subsidies to offset the cost of multi- and single-family home retrofits.

\$20 Billion

- *This was one of the most popular strategies in the Mayor of Bayville game, and it had the strongest pop-up support (97%).*
- *“Offer incentives to homeowners in the form of tax credits to encourage more retrofits.” - Pop-up Comment*



The Draft Blueprint aims to package complementary strategies; the Environment strategies will be made stronger when paired together with Transportation, Housing, and Economy strategies.



- **Transportation** investments need to align with the sea level rise adaptation strategy, given that not all assets may be able to be protected without New Revenues.
- **Housing** preservation policies targeting affordability should align with existing building upgrades for health and safety, in order to minimize displacement risk.
- **Economic** strategies should consider how employers can assist in addressing commute-related GHG reductions, in part by encouraging growth in lower-VMT locations.

What's Next?

January 2020

Answer key environmental questions in advance of the February committee meeting.

- Are these the right strategies to include in the Environment element of the Plan Blueprint?
- How might we weave equity more substantially into the strategies?
- How might we fund these efforts?

February 2020

Finalize the strategies to test in the Draft Blueprint.

- At the February committee meeting, staff will present the full package of strategies proposed for the Draft Blueprint *Basic* and Draft Blueprint *Plus*.

Spring 2020

Share feedback on the Draft Blueprint results.

- Staff will present on the regional outcomes resulting from the Draft Blueprint *Basic* and Draft Blueprint *Plus* at committees and public workshops in spring 2020.
- Further refinements to all strategies can be made at this time in advance of the Final Blueprint.

Metropolitan Transportation Commission

Legislation Details (With Text)

File #:	20-0081	Version:	1	Name:	
Type:	Report	Status:		Informational	
File created:	12/20/2019	In control:		Joint MTC Planning Committee with the ABAG Administrative Committee	
On agenda:	1/10/2020	Final action:			
Title:	Connections between the Regional Housing Need Allocation (RHNA) and Plan Bay Area 2050				
	Overview of connections between RHNA and Plan Bay Area 2050, the long-range regional plan for transportation, housing, the economy, and the environment, focusing on statutory requirements and potential further integration in 2020.				

Sponsors:**Indexes:****Code sections:****Attachments:** [5b_RHNA_PBA50_Connections.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Connections between the Regional Housing Need Allocation (RHNA) and Plan Bay Area 2050

Overview of connections between RHNA and Plan Bay Area 2050, the long-range regional plan for transportation, housing, the economy, and the environment, focusing on statutory requirements and potential further integration in 2020.

Presenter:

Dave Vautin

Recommended Action:

Information

Attachments:

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

January 10, 2020

Agenda Item 5b

Connections between the Regional Housing Need Allocation (RHNA) and Plan Bay Area 2050

Subject: Overview of connections between RHNA and Plan Bay Area 2050, the long-range regional plan for transportation, housing, the economy, and the environment, focusing on statutory requirements and potential further integration in 2020.

Background: Both RHNA and Plan Bay Area 2050 must integrate future housing growth at all income levels, and both focus on the same geography – the nine-county San Francisco Bay Area. Plan Bay Area 2050 is driven by conceptual strategies to be advanced on the state, regional, or local levels – e.g., inclusionary zoning or development subsidies – designed to influence the location and type of growth. These strategies are integrated into a parcel-based simulation model, UrbanSim 2.0, which forecasts the market feasibility of new development based on these assumed public policies and generates a future-year land use pattern.

Unlike Plan Bay Area 2050, RHNA is a factor-driven allocation process. Rather than forecasting future growth as driven by assumed public policies, the RHNA process is defined by metrics and factors that typically are used to craft a formula to allocate housing needs by income level. These factors can be reflective of current regional conditions, or they can include historic or future forecast data points. Unlike Plan Bay Area 2050, RHNA is focused on the short-to-medium term housing needs through the year 2030; it has a stronger implementation lens as it is directly related to Housing Elements on the local level. Lastly, unlike Plan Bay Area 2050's Regional Growth Forecast which is developed by ABAG/MTC, the Regional Housing Needs Determination (RHND) used for RHNA is developed by the state Department of Housing and Community Development (HCD) with select opportunities for input by ABAG.

Statutory Requirements:

Statutory requirements that connect these processes are relatively limited:

1. **RHNA must be consistent with the development pattern from the Plan¹. Housing Element Law does not provide a definition of consistency or specific guidance about how it should be achieved.** Historically, MTC/ABAG has interpreted the consistency requirement to mean that the eight-year RHNA housing allocation for a given jurisdiction should not exceed the 30-year Plan housing forecast for the same jurisdiction. While this has historically not been a major issue, the significant expected increase in RHND, combined with the introduction of the requirement that the RHNA affirmatively further fair housing, may require greater reconciliation between the Plan Blueprint's strategies and the RHNA methodology's factors.
2. **Subregional shares must be generated based on the Plan².** For any designated subregions, the share of the RHND allocated to that subregion must be generally based solely on the long-range plan, as opposed to other factors that may be integrated into the methodology.
3. **Key assumptions from the Plan's Regional Growth Forecast should be provided to the state during the RHND consultation process³.** However, the state is not required to integrate Council of Governments input on population growth estimates unless that total regional population forecast for the projection

¹ California Government Code 65584.04(m)

² California Government Code 65584.03(c)

³ California Government Code 65584.01(a)

year is within ± 1.5 percent of the state's own forecast for the Bay Area. Similarly, the state will take under advisement information on overcrowding, etc. from the Regional Growth Forecast, but it may exercise appropriate discretion when calculating the RHND for a given region.

Issues:

Using growth forecasts from the Plan Bay Area 2050 Draft Blueprint and/or Final Blueprint as a factor for RHNA can be an effective way to ensure consistency between the Plan and RHNA. ABAG has used the Plan as a significant component of the RHNA allocations in the past, although it should be noted that this is not required under state law. The Plan Bay Area 2050 Blueprint will likely align with most of objective and factor requirements of the RHNA process. Action on specific strategies this winter by MTC/ABAG, such as integrating new areas for growth beyond Priority Development Areas (PDAs) to achieve critical equity goals, will determine the extent of that alignment.

In general, staff recommend that the RHNA methodology integrate the Plan Bay Area 2050 Blueprint to some extent, in part to maximize consistency between the two efforts and in part to address a suite of important RHNA objectives and factors. That said, the HMC will advise the ABAG Regional Planning Committee on its recommended methodology, including the extent to which the Plan Bay Area 2050 Blueprint should be used as part of the RHNA allocation methodology.


At the December HMC meeting, staff presented the option to integrate the Plan Blueprint as one of the RHNA factors as a recommendation to the HMC. Many members noted it was premature to do so, lacking direction from the boards on the strategies to be integrated into Plan Bay Area 2050 Blueprint. Other members flagged the focus of past plans on Priority Development Areas, noting that voluntary nature of PDAs may make it harder to reach equity and GHG reduction outcomes. Action by the MTC Planning and ABAG Administrative committees later this winter could help to provide clarity to the HMC on the specific strategies being integrated, particularly with regards to growth geographies and associated housing policies.

Next Steps:

Staff looks forward to feedback regarding if, and how, the Plan Blueprint should be integrated into the RHNA methodology. Furthermore, staff will be looking for direction on a suite of housing strategies, including expanding the growth pattern in Plan Bay Area 2050 to incorporate Transit-Rich Areas and High-Resource Areas, at the upcoming Commission/ABAG Board workshop. Integration of such geographies could make it easier to sync the Plan process with the RHNA process, as well as yielding more sustainable and equitable outcomes for the region.

Recommendation: Information

Attachments: Attachment A: Presentation


Therese W. McMillan



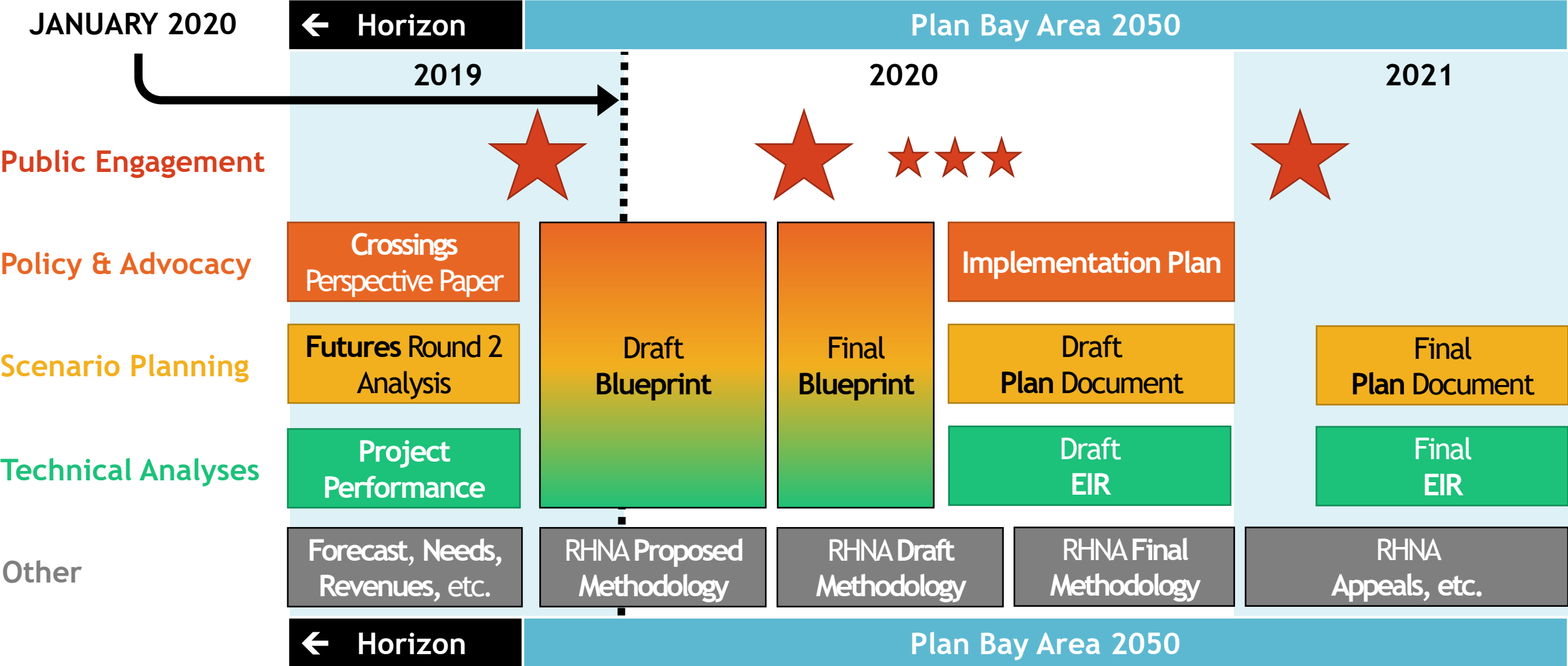
PLAN BAY AREA 2050

Connections between RHNA and Plan Bay Area 2050

MTC Planning Committee with ABAG Administrative
Committee

January 10, 2020 - Dave Vautin, MTC/ABAG

Plan Bay Area 2050 & RHNA Schedules



Plan Bay Area 2050 and RHNA: How are they similar?

- Both RHNA and Plan Bay Area 2050 must **integrate future housing growth at all income levels** (very-low, low, medium, high).
- Both efforts **focus on the same geography** - the nine-county San Francisco Bay Area.

Per California Government Code 65584.04(m)(1)
as amended by Senate Bill 375:

“[RHNA] shall allocate housing units within the region consistent with the development pattern included in the sustainable communities strategy” (i.e., Plan Bay Area 2050).



Plan Bay Area 2050 and RHNA: How are they different? (1)

- Plan Bay Area 2050 is **driven by conceptual strategies to be advanced on the state, regional, or local levels** - e.g., inclusionary zoning or development subsidies - designed to influence the location and type of growth.
- RHNA is a **factor-driven allocation process**, where metrics and factors are typically used to craft a formula to allocate housing needs by income level.
- Unlike Plan Bay Area 2050, **RHNA is focused on the short-to-medium term housing needs through the year 2030**; RHNA has a stronger implementation lens as it is directly related to Housing Elements on the local level.



Plan Bay Area 2050 and RHNA: How are they different? (2)

- In a world of uncertainty, it is difficult to predict future growth trends and housing needs - as we explored in the Horizon process. However, **both processes rely on a singular forecast.**
- Plan Bay Area 2050's Regional Growth Forecast is **developed by MTC/ABAG** with input from regional stakeholders and a technical advisory group of economic experts.
- RHNA's Regional Housing Needs Determination (RHND) is **developed by the state Department of Housing and Community Development (HCD)** with select opportunities for input by ABAG.



Statutory Requirements

RHNA must be consistent with the development pattern from the Plan¹.

- **Housing Element Law does not provide a definition of consistency or specific guidance about how it should be achieved.** Historically, MTC/ABAG has interpreted the consistency requirement to mean that the eight-year RHNA housing allocation for a given jurisdiction should not exceed the 30-year Plan housing forecast for the same jurisdiction.

Subregional shares must be generated based on the Plan².

- **For any designated subregions, the share of the RHND allocated to that subregion must be generally based solely on the long-range plan, as opposed to other factors that may be integrated into the methodology.**

Key assumptions from the Plan's Regional Growth Forecast should be provided to the state during the RHND consultation process³.

- **However, the state is not required to integrate Council of Governments input on population growth estimates unless that total regional population forecast for the projection year is within ± 1.5 percent of the state's own forecast for the Bay Area.**

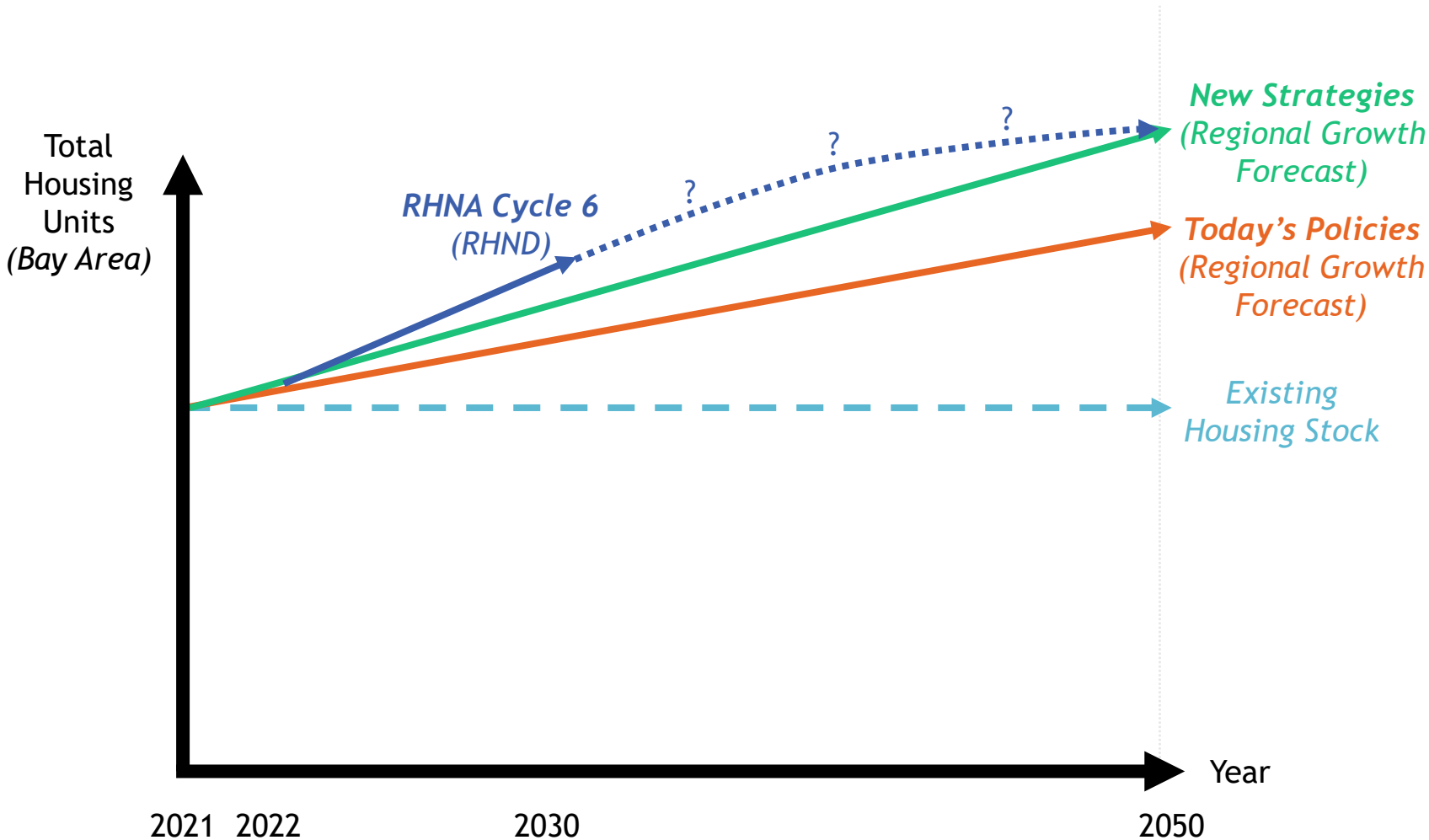
Plan Bay Area 2050 and RHNA:

What are some key definitions for both processes?

RHNA		Plan Bay Area 2050		
April 2020: Receipt of Final RHND from HCD	Regional Housing Need Determination (RHND). <i>Total housing need through <u>2030</u> determined by HCD.</i>	1 2 3	Regional Growth Forecast. <i>Projection of population, jobs, and housing through <u>2050</u>.</i>	January 2020: MTC/ABAG Workshop (Draft) April 2020: Joint Planning (Final)
April 2020: Housing Methodology Committee Spring 2020: ABAG Executive Board (Proposed)	Factors/Methodology. <i>Metrics & weights that must meet statutory requirements.</i>		Strategies. <i>Assumed policies and investments to influence the location of new homes and jobs.</i>	February 2020: Joint Planning (Draft) Summer 2020: Joint Planning (Final)
May 2020: ABAG Executive Board (Proposed) Fall 2020: ABAG Executive Board (Draft) Winter 2020-21: ABAG Executive Board (Final -- Action Item)	Allocation. <i>Result of applying methodology to total need to determine jurisdiction allocations.</i>		Blueprint. <i>Result of modeling how strategies influence the distribution of housing & jobs on the local level.</i>	May 2020: Joint Planning (Draft) September 2020: Joint Planning & Commission/Board (Final -- Action Item)

1

RHNA: Regional Housing Need Determination Plan Bay Area 2050: Regional Growth Forecast



How has MTC/ABAG typically evaluated consistency between these two efforts?

Consistency Issue #1

Plan Bay Area 2050 Growth in Bay Area housing units through year 2050	\geq	RHNA Need for Bay Area housing units through year 2030
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Consistency Issue #2

Plan Bay Area 2050 Local forecasted housing growth through year 2050 (Blueprint)	\geq	RHNA Allocation of housing need to local jurisdiction through year 2030
--	--------	---

2

RHNA: Factors & Methodology (*under development*) Plan Bay Area 2050: Housing Strategies (*draft*)



Spur Housing Production

Allow a Greater Mix of Housing Densities and Types in Growth Areas. Expand the geographic footprint for focused growth beyond Priority Development Areas (PDAs) to Transit-Rich Areas and High-Resource Areas.

Streamline Development in Growth Areas. Apply a set of development streamlining measures, including faster development approvals and lower parking requirements.

Transform Aging Malls and Office Parks into Mixed-Income Neighborhoods. Enable new land uses at these locations and support multi-benefit development goals.

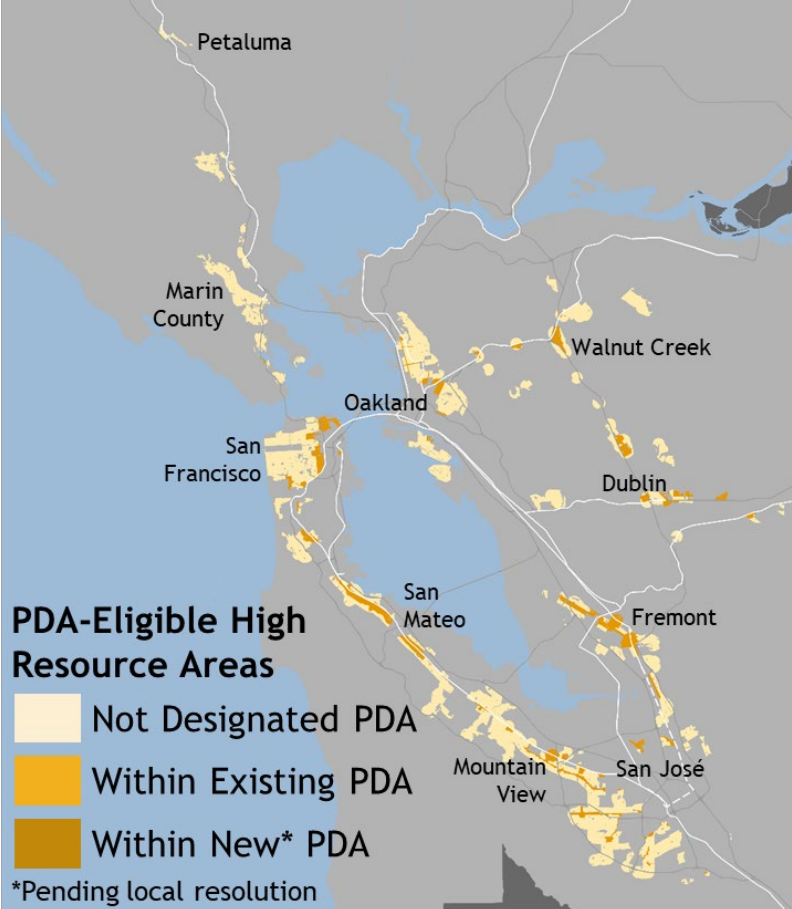
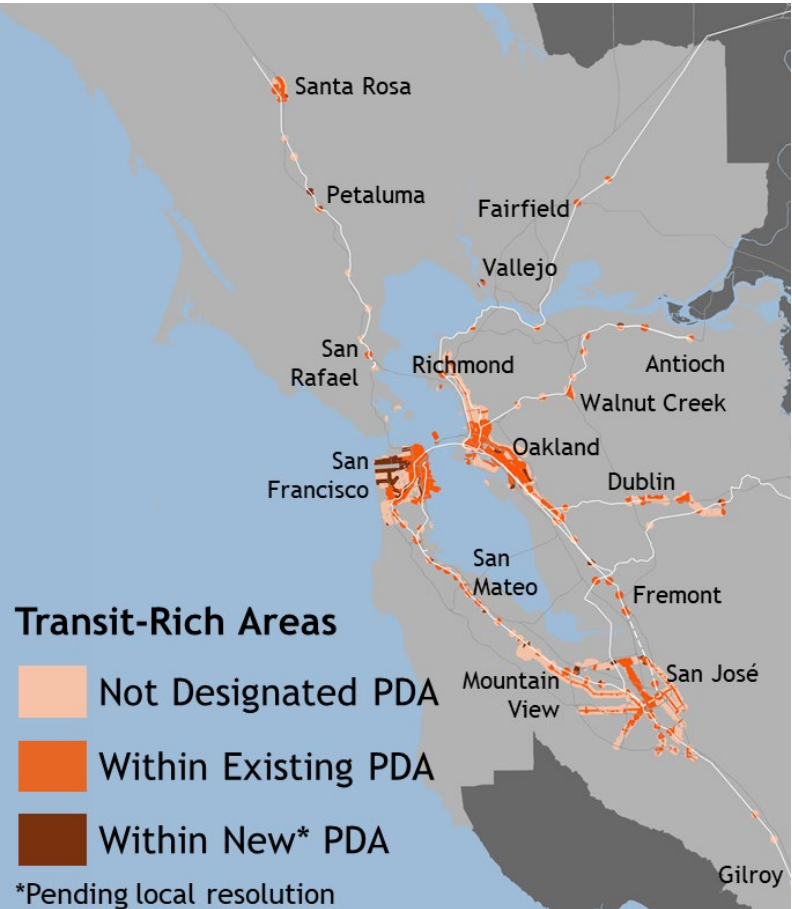
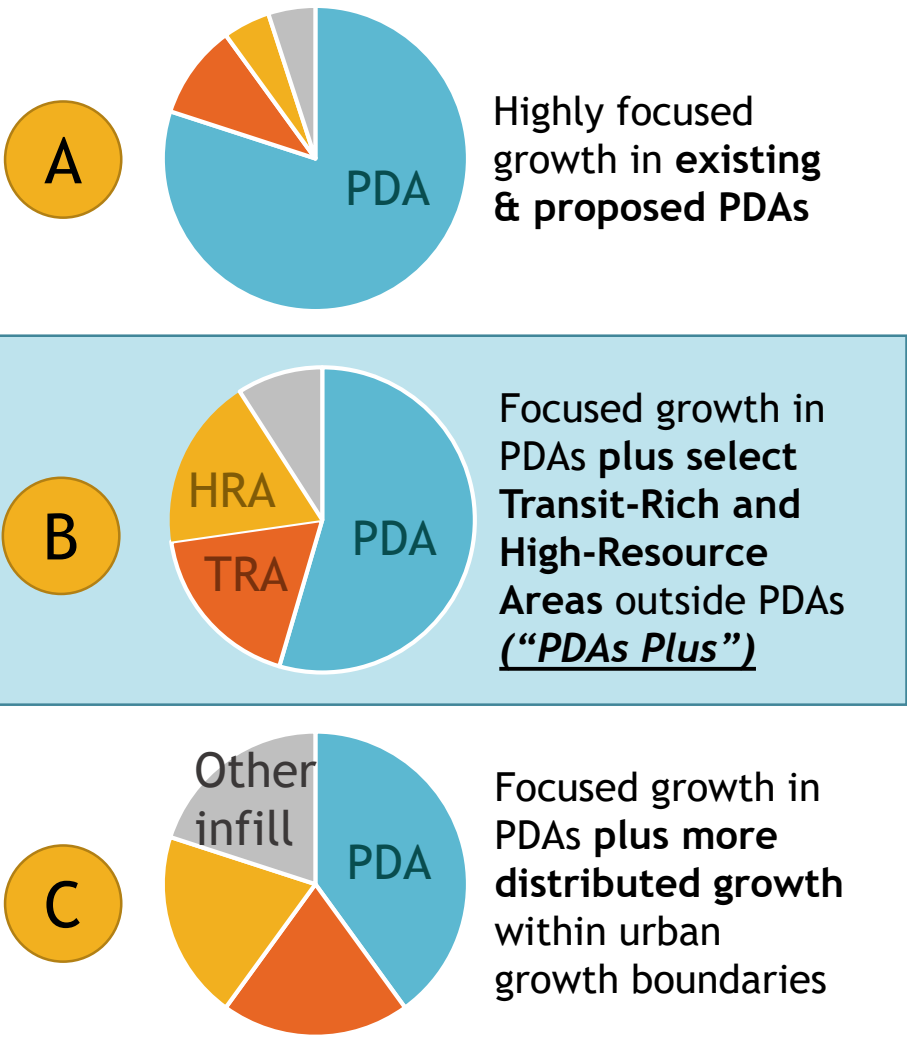


Retain & Expand Affordable Housing

Fund Affordable Housing Preservation and Production. Raise \$1.5 billion in new annual revenues to preserve existing affordable units and construct new affordable housing units at a more aggressive pace.

Require 10 to 20 Percent of New Housing to Be Affordable. Expand inclusionary zoning across the Bay Area with a variable rate, ranging between 10 percent in weaker-market communities and 20 percent in stronger-market communities.

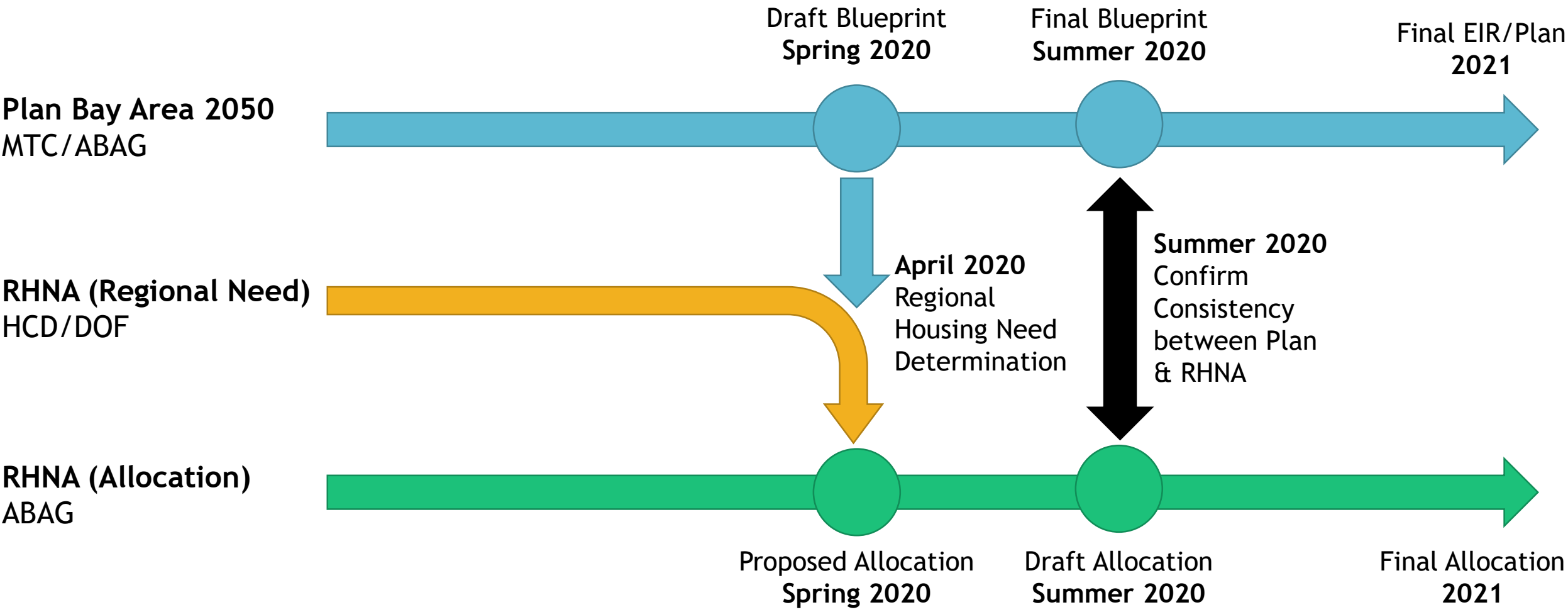
Integrating New Geographies into PBA 2050 Blueprint: An Opportunity to Strengthen Consistency with RHNA



Sources: California HCD, 2019; MTC/ABAG, 2019
No TRAs or PDA-Eligible HRAs exist beyond the cropped areas of either map.

3

RHNA: Allocation (coming this spring)
Plan Bay Area 2050: Blueprint (coming this spring)



Opportunities for Closer Alignment

- **Using growth forecasts from the Plan Bay Area 2050 Draft Blueprint and/or Final Blueprint as a factor for RHNA can be an effective way to ensure consistency between the Plan and RHNA.** ABAG has used the Plan as a significant component of the RHNA allocations in the past, although it should be noted that this is not required under state law.
- **In general, staff recommend that the RHNA methodology integrate the Plan Bay Area 2050 Blueprint to some extent,** in part to maximize consistency between the two efforts and in part to address a suite of important RHNA objectives and factors.

Addressing RHNA Housing Methodology Committee (HMC) Feedback and Reflecting on Concerns

- Many HMC members felt it was premature to commit to integrating the Plan and RHNA, as we have not received final direction from the boards on strategies to be integrated into Plan Bay Area 2050 Blueprint.
- Action by MTC and ABAG later this winter could help provide clarity to the HMC on the specific strategies being integrated, particularly with regards to growth geographies and associated housing policies.



Next Steps

- Plan Bay Area 2050
 - January: Commission & Board Workshop Discussion on Housing Geographies & Strategies
 - February: Action Item on Draft Blueprint Strategies
 - May: Release of Draft Blueprint & Public Workshops
- RHNA
 - Winter: HMC Discussion on RHNA Methodology
 - Spring: Presentation of Proposed Methodology to Board

