



375 Beale Street  
Suite 700  
San Francisco, California  
94105

## Meeting Agenda - Final

### ABAG Administrative Committee

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Friday, February 14, 2020

9:40 AM

Board Room - 1st Floor

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#### 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  
Santa Clara County Government Center, Office of Supervisor Cindy Chavez, 70 West Hedding  
Street, 10th Floor, San Jose, California

#### Roster

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

### 1. Call to Order / Roll Call / Confirm Quorum

### 2. ABAG Administrative Committee Consent Calendar

- 2.a. [20-0226](#) Approval of ABAG Administrative Committee Summary Minutes of the  
9:40 a.m., January 10, 2020 Meeting and the 11:30 a.m., January 10, 2020  
Meeting
- Action: ABAG Administrative Committee Approval
- Presenter: Clerk of the Board
- Attachments: [2a ABAG AC Minutes 20200110 MTC Planning Draft.pdf](#)

### 3. MTC Planning Committee Consent Calendar

- 3.a. [20-0162](#) Approval of MTC Planning Committee Minutes of the January 10, 2020  
Meeting
- Action: MTC Planning Committee Approval
- Attachments: [3a MTC PLNG Minutes Jan 10 2020.pdf](#)

#### 4. MTC Planning Committee Approval

- 4.a. [20-0163](#) MTC Resolution No. 3757, Revised: Proposed Final Bay Area Transportation Air Quality Conformity Protocol

Recommend approval of MTC Resolution No. 3757, Revised, which updates the procedures for conducting and consulting on the air quality conformity analysis for the Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP).

**Action:** MTC Commission Approval

**Presenter:** Harold Brazil

**Attachments:** [4a Conformity Interagency Procedures.pdf](#)

#### 5. ABAG Administrative Committee and MTC Planning Committee Approval

- 5.a. [20-0228](#) ABAG Resolution No. 02-2020, ABAG Resolution No. 03-2020, and MTC Resolution No. 4410: Plan Bay Area 2050: Draft Blueprint Growth Geographies

Approval of proposed Growth Geographies for integration into the Plan Bay Area 2050 Draft Blueprint, including existing and new locally nominated Priority Development Areas (PDAs), Priority Production Areas (PPAs), and Priority Conservation Areas (PCAs), as well as select Transit-Rich and High-Resource Areas outside PDAs.

**Action:** ABAG Resolution No. 02-2020 / ABAG Executive Board Approval  
ABAG Resolution No. 03-2020 / ABAG Executive Board Approval  
MTC Resolution No. 4410 / MTC Commission Approval

**Presenter:** Mark Shorett

**Attachments:** [5a PBA50 DraftBlueprint GeographiesAction Summary.pdf](#)  
[5a Handout-FriendsofNorthSonomaStronglyOpposeSpringsSpecificPlans\\_February2020.pdf](#)  
[5 Handout-Policy Advisory Council Recommendations Feb 2020 Plan Bay Area.pdf](#)  
[5a Handout\\_Correspondence-Springs Specific Plan as a PDA\\_February2020.pdf](#)  
[5a Handout2 Resolution 2019-0567.pdf](#)

- 5.b. [20-0227](#) Plan Bay Area 2050: Draft Blueprint - Strategies

Approval of proposed strategies for integration into the Plan Bay Area 2050 Draft Blueprint, which will be analyzed further this winter with findings to be released in spring 2020 for further public feedback.

**Action:** ABAG Executive Board Approval / MTC Commission Approval

**Presenter:** Dave Vautin

**Attachments:** [5b PBA50 DraftBlueprint StrategiesAction.pdf](#)

## 6. Information

### 6.a. [20-0265](#) Horizon: Transformative Projects Winning Submission

Announcement of the winning Transformative Project submission from Horizon, based upon its relative cost-effectiveness, alignment with Guiding Principles, and advancement of equitable outcomes.

**Action:** Information

**Presenter:** Anup Tapase

**Attachments:** [6a Horizon TransformativeProjects Winner.pdf](#)  
[6a Handouts Correspondence-Integrated Fares AsOf13-33 2020-02-13.pdf](#)

## 7. Public Comment / Other Business

## 8. Adjournment / Next Meeting

*The next regular meeting of the ABAG Administrative Committee is on March 13, 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](http://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.

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

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





# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 20-0226      **Version:** 1      **Name:**

**Type:** Minutes      **Status:** Committee Approval

**File created:** 1/21/2020      **In control:** ABAG Administrative Committee

**On agenda:** 2/14/2020      **Final action:**

**Title:** Approval of ABAG Administrative Committee Summary Minutes of the 9:40 a.m., January 10, 2020 Meeting and the 11:30 a.m., January 10, 2020 Meeting

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [2a ABAG AC Minutes 20200110 MTC Planning Draft.pdf](#)

Date	Ver.	Action By	Action	Result
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Approval of ABAG Administrative Committee Summary Minutes of the 9:40 a.m., January 10, 2020 Meeting and the 11:30 a.m., January 10, 2020 Meeting

Clerk of the Board

ABAG Administrative Committee Approval



375 Beale Street  
Suite 700  
San Francisco, California  
94105

## Meeting Minutes - Draft

### ABAG Administrative Committee

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Friday, January 10, 2020

9:40 AM

Board Room - 1st Floor

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#### 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

Chair Arreguin called the meeting to order at about 10:59 a.m. The  
following participated by teleconference: Ramos. Quorum was present.

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

**Absent:** 2 - Mackenzie, and Peralez

### 2. ABAG Administrative Committee Consent Calendar

Upon the motion by Pierce and second by Rabbitt, the ABAG Consent Calendar  
was approved, including minutes of December 13, 2019. The motion passed  
unanimously by the following vote:

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

**Absent:** 2 - Mackenzie, and Peralez

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

### 3. MTC Planning Committee Consent Calendar

Jake Mackenzie joined the meeting.

The MTC Planning Committee took action on this item.

- 3.a. [20-0031](#) Approval of MTC Planning Committee Minutes of the December 13, 2019 Meeting
- 3.b. [20-0032](#) Federal Road Safety Performance Target-Setting Update - January 2020

### 4. MTC Planning Committee - Public Hearing

The MTC Planning Committee conducted a 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.

### 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.

Rachael Hartofelis and Dave Vautin gave the report.

The following gave public comment: Jane Kramer.

**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.

Dave Vautin gave the report.

The following gave public comment: Aaron Eckhouse, California YIMBY; Rodney Nickens, Nonprofit Housing Association of Northern California; Jane Kramer; Laura Tolkoff, San Francisco Bay Area Planning and Urban Research Association.

**6. Public Comment / Other Business**

There was no public comment.

**7. Adjournment / Next Meeting**

Chair Arreguin adjourned the meeting at about 12:24 p.m. The next regular meeting of the ABAG Administrative Committee is in February 14, 2020.



375 Beale Street  
Suite 700  
San Francisco, California  
94105

## **Meeting Minutes - Draft**

### **ABAG Administrative Committee**

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Friday, January 10, 2020

11:30 AM

Board Room - 1st Floor

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The ABAG Administrative Committee may act on any item on the agenda.

The ABAG Administrative Committee will meet jointly with the MTC Executive Committee.

The meeting is scheduled to begin at 11:30 a.m.,  
or immediately following the 9:40 a.m. Joint MTC Planning Committee with the  
ABAG Administrative 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

#### **ABAG Administration Committee Roster:**

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

#### **MTC Executive Committee Roster:**

Scott Haggerty, Chair Alfredo Pedroza, Vice Chair  
Dave Cortese, Federal D. Glover, Nick Josefowitz, Jake Mackenzie, David Rabbitt,  
Jim Spering, Amy Worth

### **1. Call to Order / Roll Call / Confirm Quorum**

Chair Arreguin called the meeting to order at about 12:32 p.m. The following member participated by teleconference: Ramos. Quorum was present.

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

**Absent:** 1 - Peralez

**2. ABAG Compensation Announcement (Clerk of the Board)**

The ABAG Clerk of the Board gave the compensation announcement.

**3. MTC Compensation Announcement (Commission Secretary)**

The MTC Commission Secretary gave the compensation announcement.

**4. [20-0099](#) Overview of Purpose of Joint Committee Meeting**

Staff will provide an overview of the meeting purpose.

Therese McMillan gave the report.

**5. [20-0100](#) AB 1487 Overview Presentation**

Staff will provide a presentation overview of AB 1487 (Chiu): San Francisco Bay Area Regional Housing Finance Act.

David Cortese and Belia Ramos joined the meeting.

Rebecca Long gave the report.

The following gave public comment: Ian Eve Perry, Tech Equity; Darin Ranelletti, City of Oakland.

**6. [20-0101](#) Summary of Preliminary Polling Results**

A presentation on polling results for a regional housing measure conducted by EMC Research, Inc.

Ruth Bernstein, EMC Research, Inc. gave the report.

**7. [20-0102](#) Key Considerations Regarding Placement of a Regional Housing Measure on Ballot**

A presentation on key schedule and cost considerations related to placement of a Regional Housing Measure on the November 2020 ballot

Rebecca Long gave the report.

The following gave public comment: Laura Tolkoff, San Francisco Bay Area Planning and Urban Research Association; Shajuti Hossain, Public Advocates; Heather Hood, Enterprise Community Partners; Amy Fishman, Non Profit Housing Association; Xiorara Cisneros, Bay Area Council; Efren Carrillo, Burbank Housing; Pat Eklund; Jane Kramer.

8.        [20-0103](#)        Committee Input on MTC/ABAG Workshop Item regarding AB 1487 Implementation

A discussion to provide input on the MTC/ABAG Workshop item regarding AB 1487 Implementation.

Therese McMillan gave the report.

**9. Public Comment / Other Business**

There was no public comment.

**10. Adjournment / Next Meeting**

Chair Arreguin adjourned the meeting at about 2:14 p.m. The next regular meeting of the ABAG Administrative Committee is in February 14, 2020.

# Metropolitan Transportation Commission

## Legislation Details (With Text)

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**File #:** 20-0162      **Version:** 1      **Name:**

**Type:** Minutes      **Status:** Consent

**File created:** 1/7/2020      **In control:** Joint MTC Planning Committee with the ABAG Administrative Committee

**On agenda:** 2/14/2020      **Final action:**

**Title:** Approval of MTC Planning Committee Minutes of the January 10, 2020 Meeting

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [3a MTC PLNG Minutes Jan 10 2020.pdf](#)

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

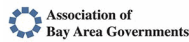
Approval of MTC Planning Committee Minutes of the January 10, 2020 Meeting

**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*

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Friday, January 10, 2020

9:40 AM

Board Room - 1st Floor

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#### 1. Roll Call / Confirm Quorum

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

**Absent:** 2 - Vice Chair Halsted and Commissioner Slocum

Non-Voting Member Present: Commissioner Giacomini

Non-Voting Member Absent: Commissioner Stracner

Ex Officio Voting Members Present: Commission Chair Haggerty and Commission Vice Chair Pedroza

Ad Hoc Non-Voting Member Present: Commissioner Josefowitz

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

#### 2. ABAG Administrative Committee Consent Calendar

2a.     [20-0030](#)     Approval of ABAG Administrative Committee Summary Minutes of the December 13, 2019 Meeting

**Action:** ABAG Administrative Committee Approval

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

### 3. MTC Planning Committee Consent Calendar

Approval of the Consent Calendar

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

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

**Absent:** 2 - Vice Chair Halsted and Commissioner Slocum

- 3a.**     [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](#)

- 3b.**     [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

- 4a.**     [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

- 5a. [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](#)

Jane Kramer was called to speak.

- 5b. [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](#)

The following individuals spoke on this item:  
Aaron Eckhouse of California Yes in my Backyard;  
Rodney Nickens of the Nonprofit Housing Association of Northern California;  
Jane Kramer; and  
Laura Tolkoﬀ of the San Francisco Bay Area Planning and Urban Research Association.

## 6. Public Comment / Other Business

## 7. Adjournment / Next Meeting

The next meeting of the MTC Planning Committee will be Friday, February 14, 2020 at 10:00 a.m. at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA.

# Metropolitan Transportation Commission

## Legislation Details (With Text)

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<b>File #:</b>	20-0163	<b>Version:</b>	1	<b>Name:</b>	
<b>Type:</b>	Resolution	<b>Status:</b>		Commission Approval	
<b>File created:</b>	1/7/2020	<b>In control:</b>		Joint MTC Planning Committee with the ABAG Administrative Committee	
<b>On agenda:</b>	2/14/2020	<b>Final action:</b>			
<b>Title:</b>	MTC Resolution No. 3757, Revised: Proposed Final Bay Area Transportation Air Quality Conformity Protocol				

Recommend approval of MTC Resolution No. 3757, Revised, which updates the procedures for conducting and consulting on the air quality conformity analysis for the Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP).

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

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

MTC Resolution No. 3757, Revised: Proposed Final Bay Area Transportation Air Quality Conformity Protocol

Recommend approval of MTC Resolution No. 3757, Revised, which updates the procedures for conducting and consulting on the air quality conformity analysis for the Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP).

**Presenter:**

Harold Brazil

**Recommended Action:**

MTC Commission Approval

**Attachments:**

**Metropolitan Transportation Commission  
MTC Planning Committee**

February 14, 2020

Agenda Item 4a

**MTC Resolution No. 3757, Revised:  
Proposed Final Bay Area Transportation Air Quality Conformity Protocol**

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**Subject:** Recommend approval of MTC Resolution No. 3757, Revised, which updates the procedures for conducting and consulting on the air quality conformity analysis for the Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP).

**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's 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 Force<sup>1</sup> 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 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.

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<sup>1</sup> 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**

A public hearing was 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 noticed and recorded the public hearing in accordance with MTC's public involvement procedures. No oral comments were offered during the public hearing. One written comment was received from U.S. Environmental Protection Agency (EPA) about the use of "CO and PM" versus the word "pollutant". See Attachment A for EPA's comment which was incorporated into the final proposed version of the protocol.

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

**Issues:** None identified.

**Recommendation:** Each of the three co-lead agencies must adopt the proposed conformity protocol (MTC Resolution 3757, Revised). MTC staff recommends that the MTC Planning Committee approve MTC Resolution 3757, Revised and refer it to the Commission for final action on February 26, 2020. The BAAQMD Board of Directors final action is scheduled for March 4, 2020. ABAG will take final action at its Executive Board meeting scheduled for March 19, 2020.

**Attachments:** Attachment A: EPA Comment on Proposed Final Version of Conformity Protocol  
Attachment B: MTC Resolution No. 3757, Revised

  
Therese W. McMillan

**EPA Comment on Proposed Final Version of Conformity Protocol**

**From:** Stauffer, Panah <[Stauffer.Panah@epa.gov](mailto:Stauffer.Panah@epa.gov)>

**Sent:** Wednesday, January 29, 2020 11:18 AM

**To:** Harold Brazil <[HBrazil@bayareametro.gov](mailto:HBrazil@bayareametro.gov)>; Kraft, Dominique (FTA) <[Dominique.Kraft@dot.gov](mailto:Dominique.Kraft@dot.gov)>;  
Vaughn, Joseph (FHWA) <[Joseph.Vaughn@dot.gov](mailto:Joseph.Vaughn@dot.gov)>; Tavitas, Rodney A@DOT <[rodney.tavitas@dot.ca.gov](mailto:rodney.tavitas@dot.ca.gov)>;  
'Fahey, Dick' <[dick\\_fahey@dot.ca.gov](mailto:dick_fahey@dot.ca.gov)>; Sanchez, Lucas@DOT <[Lucas.Sanchez@dot.ca.gov](mailto:Lucas.Sanchez@dot.ca.gov)>

**Cc:** Matley, Ted (FTA) <[Ted.Matley@dot.gov](mailto:Ted.Matley@dot.gov)>

**Subject:** RE: Proposed Final Version of Conformity Protocol

Hi Harold,

Thanks for sharing this. It looks fine. My only suggestion is to retain "CO and PM" in front of "hotspot analysis" in the tables (on pages 3, 4, 6, 7, and 11) since those are the only pollutants applicable to hotspots. It's not vital, though, just a thought.

Best,  
Panah

Panah Stauffer  
Air Planning Section (ARD-2)  
US EPA Region 9  
75 Hawthorne Street  
San Francisco, CA 94105  
415-972-3247

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

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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  
Page 1 of 16

## **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:

<b>Agency</b>	<b>Roles</b>
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 <sup>(1)</sup>:

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.

<sup>(1)</sup> 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 PM<sub>10</sub> 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.

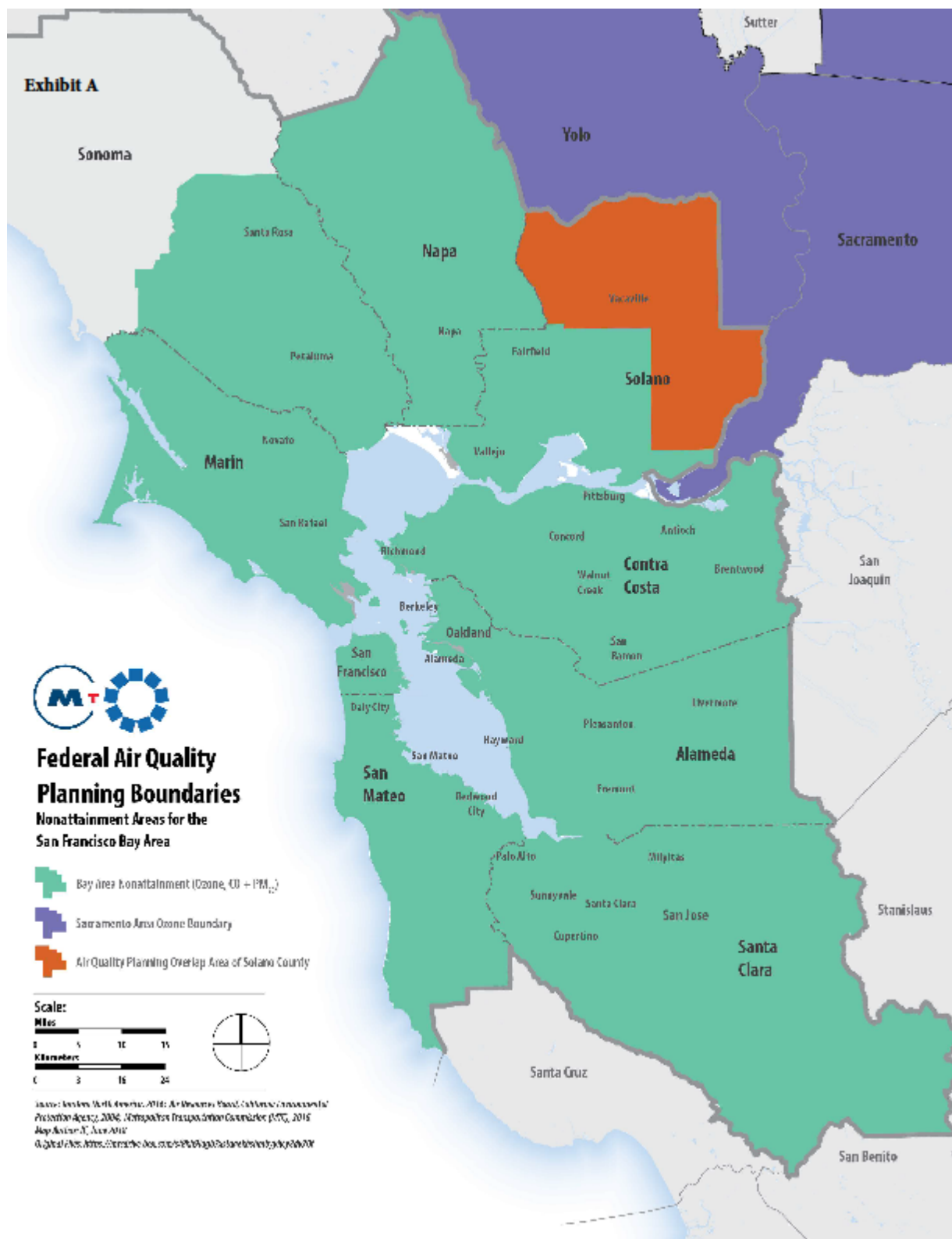
## **XI. Conflict Resolution**

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

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

**File #:** 20-0228      **Version:** 1      **Name:**  
**Type:** Report      **Status:** Committee Approval  
**File created:** 1/21/2020      **In control:** ABAG Administrative Committee  
**On agenda:** 2/14/2020      **Final action:**  
**Title:** ABAG Resolution No. 02-2020, ABAG Resolution No. 03-2020, and MTC Resolution No. 4410: Plan Bay Area 2050: Draft Blueprint Growth Geographies

Approval of proposed Growth Geographies for integration into the Plan Bay Area 2050 Draft Blueprint, including existing and new locally nominated Priority Development Areas (PDAs), Priority Production Areas (PPAs), and Priority Conservation Areas (PCAs), as well as select Transit-Rich and High-Resource Areas outside PDAs.

### Sponsors:

### Indexes:

### Code sections:

**Attachments:** [5a\\_PBA50\\_DraftBlueprint\\_GeographiesAction\\_Summary.pdf](#)  
[5a\\_Handout-FriendsofNorthSonomaStronglyOpposeSpringsSpecificPlans\\_February2020.pdf](#)  
[5\\_Handout-Policy Advisory Council Recommendations Feb 2020 Plan Bay Area 2050 Draft Blueprint](#)  
[5a\\_Handout\\_Correspondence-Springs Specific Plan as a PDA\\_February2020.pdf](#)  
[5a\\_Handout2\\_Resolution 2019-0567.pdf](#)

Date	Ver.	Action By	Action	Result
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ABAG Resolution No. 02-2020, ABAG Resolution No. 03-2020, and MTC Resolution No. 4410: Plan Bay Area 2050: Draft Blueprint Growth Geographies

Approval of proposed Growth Geographies for integration into the Plan Bay Area 2050 Draft Blueprint, including existing and new locally nominated Priority Development Areas (PDAs), Priority Production Areas (PPAs), and Priority Conservation Areas (PCAs), as well as select Transit-Rich and High-Resource Areas outside PDAs.

Mark Shorett

ABAG Resolution No. 02-2020 / ABAG Executive Board Approval  
ABAG Resolution No. 03-2020 / ABAG Executive Board Approval  
MTC Resolution No. 4410 / MTC Commission Approval

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

February 14, 2020

Agenda Item 5a

**ABAG Resolution No. 02-2020, ABAG Resolution No. 03-2020, and  
MTC Resolution No. 4410: Plan Bay Area 2050: Draft Blueprint Growth Geographies**

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**Subject:** Approval of proposed Growth Geographies for integration into the Plan Bay Area 2050 Draft Blueprint, including existing and new locally nominated Priority Development Areas (PDAs), Priority Production Areas (PPAs), and Priority Conservation Areas (PCAs), as well as select Transit-Rich and High-Resource Areas outside PDAs.

**Background:** Following Commission and Executive Board adoption of an update to the Regional Growth Framework in May 2019, MTC/ABAG staff engaged local jurisdictions to identify new priority areas, modify the boundaries of existing PDAs, and establish a timeline for adopting PDA plans. Staff also worked with County Transportation Agencies (CTAs) to identify transit improvements to bring all PDAs up to at least the minimum transit standard. Letters of Interest to nominate new or modify existing PDAs and PCAs, and to nominate PPAs, were due in September 2019, with adopted resolutions for new Priority Areas due in January 2020. Jurisdictions nominated 88 new eligible Priority Areas – 34 PDAs, 19 PCAs, and 35 PPAs. In addition, jurisdictions submitted 48 eligible requests to modify the boundaries of an existing PDA.

Together, the submitted priority areas, transit improvements, and planning commitments help to advance regional housing, climate, and equity goals, bring nearly all existing PDAs into alignment with the adopted planning and transit standards required for Plan Bay Area 2050, and build upon coordinated economic development efforts. Despite these gains, the updated set of locally-nominated priority areas may not be adequate to create a Plan Bay Area 2050 Blueprint that meets the state mandated greenhouse gas (GHG) reduction target and demonstrates the ability to meet the region’s future housing need at all income levels. Many of the places in which growth could provide the greatest regional benefit have still not been designated PDAs. For example, only 20 percent of the High-Resource Areas (HRAs) eligible for designation as PDAs have been nominated by local jurisdictions, and the share of the region’s Transit-Rich Areas (TRAs) nominated as PDAs remains below 50 percent.

To advance discussion about overcoming the obstacles that remain to achieving regional housing, climate, and equity objectives after taking into account this expanded footprint, staff prepared three potential options for the set of Growth Geographies to include in the Draft Blueprint for discussion at the October and November Committees: A) **highly focused in existing & proposed PDAs**, an approach similar to the first two iterations of Plan Bay Area; B) **focused in existing & proposed PDAs plus select HRAs and PDA-eligible TRAs** not currently designated PDAs; and C) **focused in existing & proposed PDAs, with more distributed growth** within Urban Growth Boundaries.

These options were discussed this fall with ABAG and MTC committees, as well as through a day-long Regional Advisory Working Group with a group of topic-area experts. Growth Geographies were also a key component of public feedback at recent “pop up” workshops and in the *Mayor of Bayville* online game. In general,

there was robust support for including areas outside of PDAs in the Plan Bay Area 2050 Blueprint, both with the public and with stakeholders. Staff also received useful feedback on the desire for a context-based approach to prioritizing the wide range of places within each geography, taking into account factors such as level of transit and job access, displacement risk, natural hazard risk and more. There was also significant interest in coordinating the Growth Geographies and Blueprint strategies across all four elements (Transportation, Housing, Economy, and Environment).

Additional analysis conducted by staff following this engagement process led to a refined set of proposed Draft Blueprint Growth Geographies that builds upon Option B, presented in detail in Attachment D. Designed to respond to feedback and maximize the Blueprint's potential to achieve the Plan's GHG reduction target, meet the region's future housing needs, and align with the Regional Housing Needs Allocation (RHNA), the proposed set of geographies combine existing and new locally nominated PDAs and PPAs with select Transit-Rich and High-Resource Areas outside PDAs. Taking this approach, the share of Transit-Rich areas included in the Blueprint would increase from 44 percent in Plan Bay Area 2040 to 77 percent; High-Resource Areas served by at least basic transit service would increase from 16 percent to 58 percent. Finally, the share of areas that are both Transit-Rich and High-Resource – the places in which new homes are likely to deliver the greatest regional benefit – would increase from 27 percent to nearly 80 percent.

**Issues:**

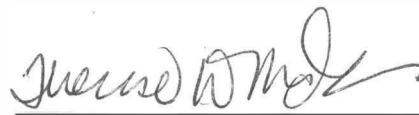
While the Geographies will define *where* growth is focused in the Blueprint, the Blueprint Strategies - discussed in the next agenda item - will shape *what kind* of growth takes place in these Geographies. This approach allows the Blueprint to move beyond a "one size fits all" model to one that balances local context, such as neighboring land uses, with the imperative to shape a more equitable, affordable, and environmentally sustainable Bay Area.

**Recommendation:**

Staff requests that the *ABAG Administrative Committee* approve ABAG Resolution No. 02-2020 adopting new PDAs, PPAs, and PCAs. Furthermore, staff requests that the *ABAG Administrative Committee* approve ABAG Resolution No. 03-2020 and that the *MTC Planning Committee* approve MTC Resolution No. 4410. These resolutions identify the Growth Geographies included in the Draft Blueprint, while recognizing that there is an opportunity for further refinement to these geographies this spring and summer prior to the Final Blueprint phase. Staff will analyze the Draft Blueprint and report back on forecasted outcomes in late spring.

**Attachments:**

Attachment A: ABAG Resolution No. 02-2020  
Attachment B: ABAG Resolution No. 03-2020  
Attachment C: MTC Resolution No. 4410  
Attachment D: Presentation



Therese W. McMillan

**ASSOCIATION OF BAY AREA GOVERNMENTS  
EXECUTIVE BOARD**

**ABSTRACT**

Resolution No. 02-2020

This resolution adopts new Priority Development Areas (PDAs), Priority Production Areas (PPAs), and Priority Conservation Areas (PCAs) nominated by local jurisdictions in 2020. The PDAs and PPAs adopted in this resolution will become part of the Plan Bay Area 2050 Growth Geographies adopted in Resolution No. 03-2020, adopted concurrently with this Resolution.

Further discussion of this subject is contained in the Joint MTC Planning Committee with the ABAG Administrative Summary Sheet dated February 14, 2020.

**ASSOCIATION OF BAY AREA GOVERNMENTS  
RESOLUTION NO. 02-2020**

**RESOLUTION NO. 02-2020**

RE: APPROVAL OF NEW PRIORITY DEVELOPMENT AREAS (PDAS), PRIORITY PRODUCTION AREAS (PPAS), AND PRIORITY CONSERVATION AREAS (PCAS)

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

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

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

WHEREAS, ABAG has adopted 188 PDAs and 165 PCAs in previous years, each nominated through a resolution from the governing body with land use authority over the area in which these priority areas are located.

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

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

WHEREAS, MTC and ABAG jointly adopted the first Plan Bay Area in 2013 (Plan Bay Area 2013) (MTC Resolution No. 4111 and ABAG Resolution No. 06-13), and the second Plan Bay Area in 2017 (Plan Bay Area 2040) (MTC Resolution No. 4300 and ABAG Resolution No. 10-17); and

WHEREAS, Plan Bay Area 2013 and Plan Bay Area 2040 were consistent with state-mandated targets for greenhouse gas reduction and housing, and included a growth pattern consistent with the Regional Growth Framework, projecting that more than 70 percent of new homes would be built in PDAs and development would not occur in PCAs; and



**ASSOCIATION OF BAY AREA GOVERNMENTS  
RESOLUTION NO. 02-2020**

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

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

WHEREAS, Resolution 02-19, adopted on May 22, 2019, established an updated definition and criteria for PDAs and a definition and criteria for PPAs through a pilot program; and

WHEREAS, ABAG/MTC staff solicited applications from local jurisdictions for the areas that meet PDA and PPA eligibility criteria consistent with Resolution 02-19; and

WHEREAS, local jurisdictions nominated 34 eligible PDAs, 35 eligible PPAs, and 19 eligible PCAs, supported by a resolution from the governing body with land use authority over the area in which these areas are located; and

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

RESOLVED, that ABAG, as a decision making body, hereby adopts the new Priority Development Areas, Priority Production Areas, and Priority Conservation Areas in Attachment A, and authorizes staff to include these areas as priorities for future housing and job growth in the Plan Bay Area 2050 Blueprint.

The foregoing was adopted by the Executive Board this 20<sup>th</sup> day of February, 2020.

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Jesse Arreguín, Chair  
President

**ASSOCIATION OF BAY AREA GOVERNMENTS  
RESOLUTION NO. 02-2020**

**Certification of Executive Board Approval**

I, the undersigned, the appointed and qualified Clerk of the Board of the Association of Bay Area Governments (Association), do hereby certify that the foregoing resolution was adopted by the Executive Board of the Association at a duly called meeting held on the 20<sup>th</sup> day of February, 2020.

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Frederick Castro  
Clerk of the Board

**ASSOCIATION OF BAY AREA GOVERNMENTS  
RESOLUTION NO. 02-2020**

**Attachment A: New Priority Areas for Adoption**

**Table 1: New Priority Development Areas (PDAs)**

County	Jurisdiction	Priority Development Area Name
Alameda	Berkeley	North Berkeley BART
Alameda	Livermore	McGrath Southfront PDA
Alameda	Fremont	North Fremont Blvd Connected Community PDA
Alameda	Fremont	Osgood Rd Connected Community PDA
Alameda	Fremont	Warm Springs Blvd Connected Community PDA
Contra Costa	Brentwood	Brentwood Blvd
Contra Costa	Brentwood	Downtown Brentwood
Contra Costa	Brentwood	Brentwood Transit Village
Contra Costa	Richmond	Hilltop
San Francisco	San Francisco	Sunset Corridors
San Francisco	San Francisco	Richmond District
San Francisco	San Francisco	Lombard Street
San Francisco	San Francisco	West Portal/Forest Hill Station Area
San Mateo	Pacifica	Sharp Park Specific Plan
San Mateo	Pacifica	Skyline Corridor
Santa Clara	Santa Clara	Freedom Circle
Santa Clara	Santa Clara	Lawrence Station Phase II
Santa Clara	Santa Clara	Patrick Henry Drive
Santa Clara	Santa Clara	Related Santa Clara/City Place
Santa Clara	Santa Clara	Tasman East
Santa Clara	San Jose	South DeAnza
Santa Clara	Sunnyvale	Moffett Park Specific Plan
Santa Clara	Palo Alto	Downtown/University
Santa Clara	Milpitas	Midtown Specific Plan
Solano	Vallejo	Carquinez Heights
Solano	Vallejo	Mare Island
Solano	Vallejo	Solano 360/I-80/SR-37 Gateway
Solano	Vallejo	Central Corridor West
Solano	Vallejo	Central Corridor East
Sonoma	Sonoma County	Sonoma County Airport
Sonoma	Sonoma County	Springs
Sonoma	Sonoma County	Santa Rosa Avenue
Sonoma	Petaluma	Corona Road SMART Station
Sonoma	Cotati	Gravenstein Corridor

**ASSOCIATION OF BAY AREA GOVERNMENTS  
RESOLUTION NO. 02-2020**

**Table 2: Pilot Priority Production Areas (PPAs)**

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

**ASSOCIATION OF BAY AREA GOVERNMENTS  
RESOLUTION NO. 02-2020**

**Table 3: New Priority Conservation Areas (PCAs)**

County	Jurisdiction	Priority Conservation Area Name
Alameda	Livermore	Arroyo Las Positas Trail
Alameda	Livermore	First Street
Contra Costa	Pittsburg	Northwest Waterfront
Marin	Tiburon	Tiburon Open Space
Marin	San Anselmo	Bald Hill
Santa Clara	Palo Alto	Palo Alto Baylands
San Francisco	San Francisco	Excelsior/OMI Park Connections
San Francisco	San Francisco	Crosstown Trail
San Francisco	San Francisco	India Basin
San Francisco	San Francisco	Lake Merced/Ocean Beach
San Francisco	San Francisco	Central Waterfront
San Francisco	San Francisco	Northern Waterfront
San Francisco	San Francisco	Treasure Island/Yerba Buena Island
Solano	Unincorporated Solano County	Dixon Agricultural Service Area
Solano	Unincorporated Solano County	Cache Slough
Sonoma	Santa Rosa	Southeast Greenway
Solano	Vallejo	Mare Island Open Space
Solano	Vallejo	Napa Sonoma Marshes Wildlife Area
Solano	Vallejo	White Slough Wetlands Area

**ASSOCIATION OF BAY AREA GOVERNMENTS  
RESOLUTION NO. 02-2020**

**Attachment B: New Priority Area Maps**





# Priority Development Areas

- New PDA
- Existing PDA
- Other Urbanized Area
- Regional Rail Station
- Regional Rail Transit (Existing)
- Regional Rail Transit (Under Construction)

Priority Development Areas (PDAs) are defined as: a) locally nominated through a City Council or Board of Supervisors resolution; b) within an urbanized area; c) planned, or will be planned, for significant housing and job growth; and d) having at least 50% of its land within ½ mile of a rail station or ferry terminal, or a bus stop served by at least one route with peak weekday headways of 30 minutes or less. (Peak headways are defined as 7-11 AM and 3-7 PM).

PDAs identified as “new” will be included in Plan Bay Area 2050 pending ABAG Executive Board approval.

	Population
Oakland	Over 350,000
Sunnyvale	50,000 to 350,000
Albany	Below 50,000

Scale:

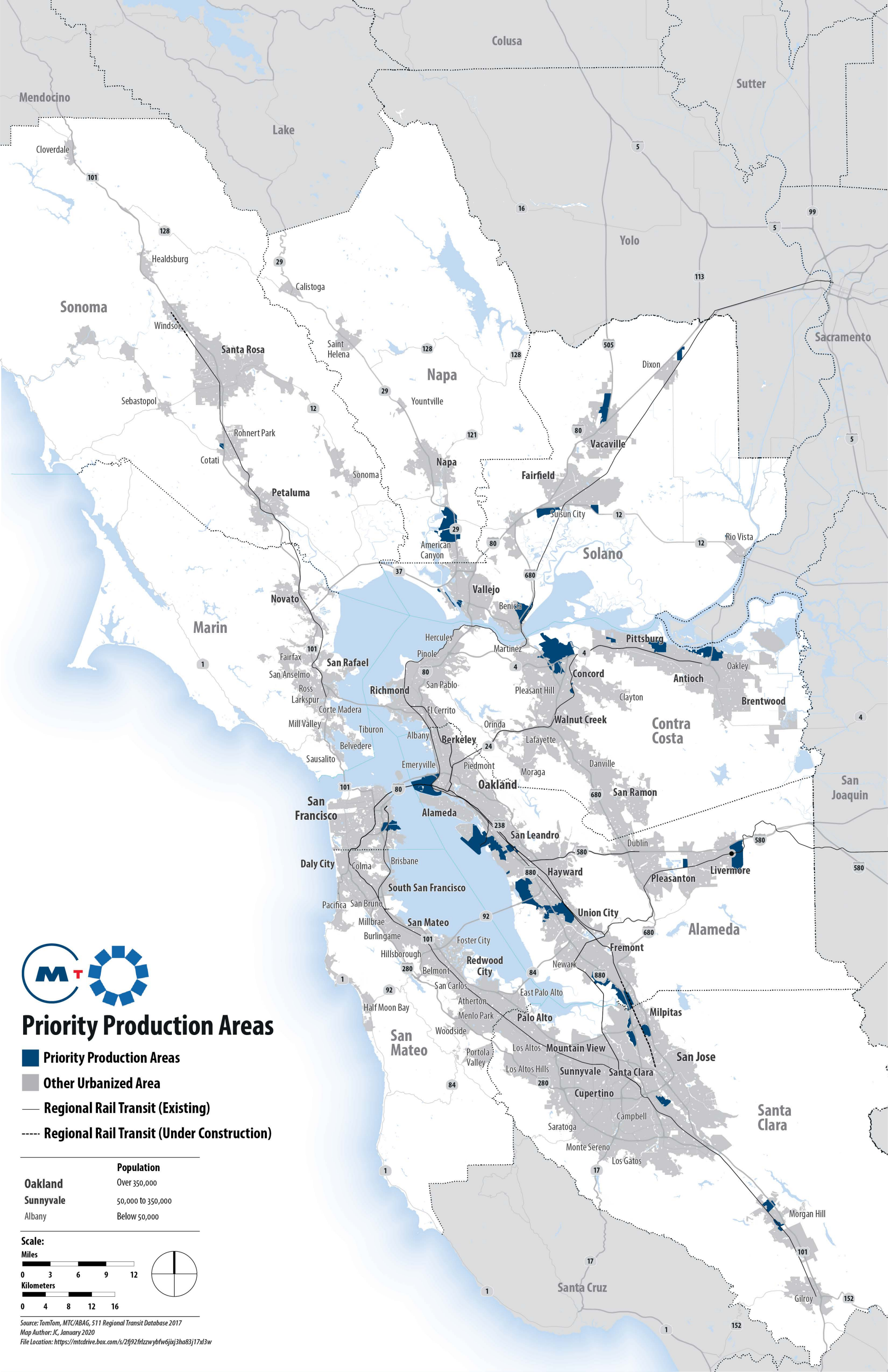
Miles

036912

Kilometers

0481216

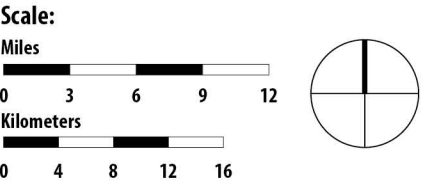




# Priority Production Areas

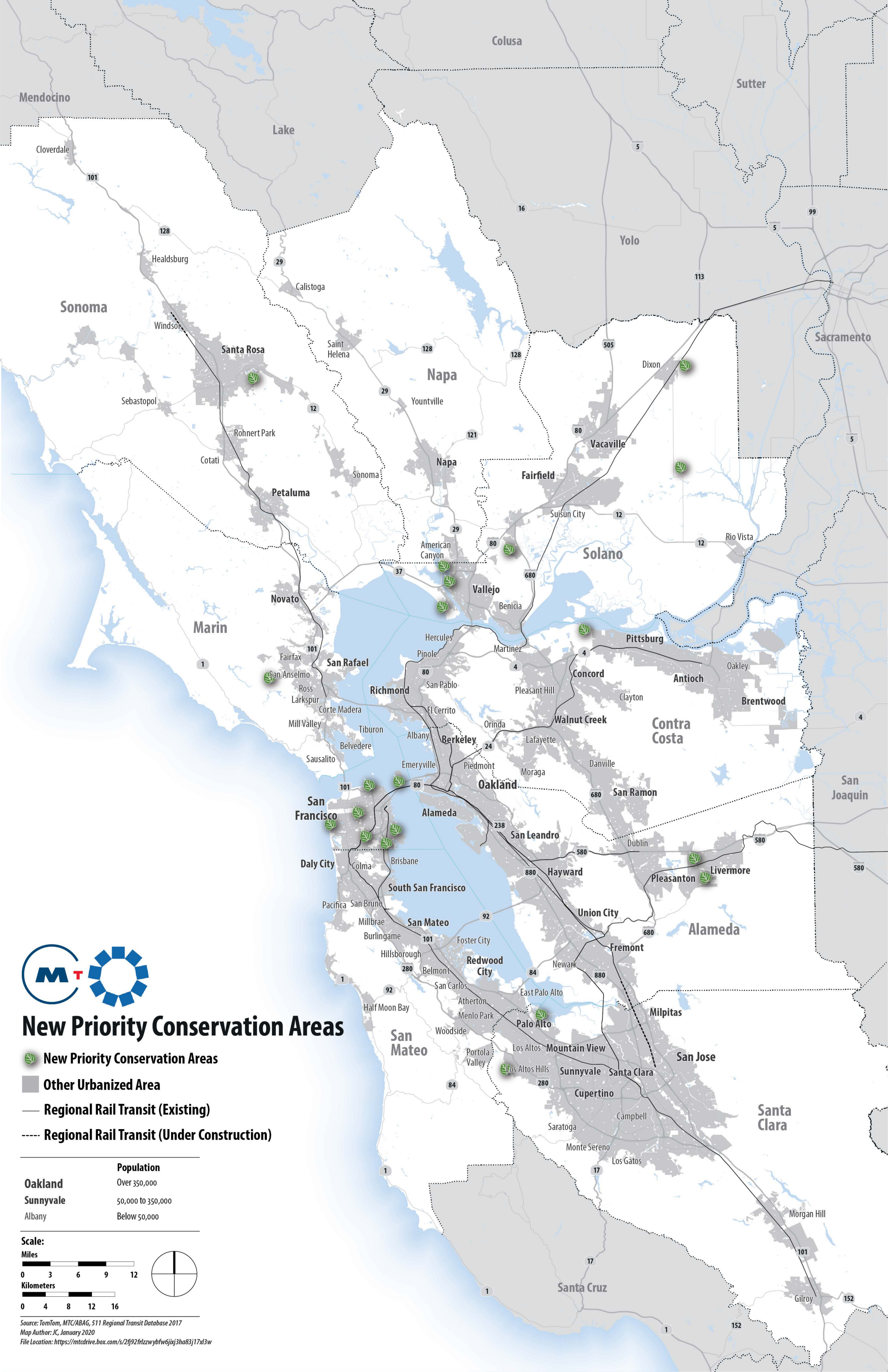
- Priority Production Areas
- Other Urbanized Area
- Regional Rail Transit (Existing)
- - - Regional Rail Transit (Under Construction)

	Population
Oakland	Over 350,000
Sunnyvale	50,000 to 350,000
Albany	Below 50,000



Source: TomTom, MTC/ABAG, 511 Regional Transit Database 2017  
Map Author: JC, January 2020  
File Location: <https://mtcdrive.box.com/s/2f92frtzzwybfw6jixj3ha83j17xl3w>

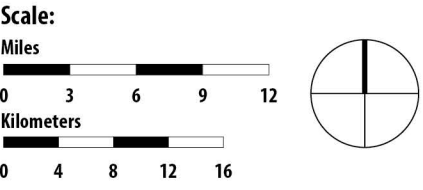




# New Priority Conservation Areas

- New Priority Conservation Areas
- Other Urbanized Area
- Regional Rail Transit (Existing)
- Regional Rail Transit (Under Construction)

	Population
Oakland	Over 350,000
Sunnyvale	50,000 to 350,000
Albany	Below 50,000



Source: TomTom, MTC/ABAG, 511 Regional Transit Database 2017  
Map Author: JC, January 2020  
File Location: <https://mtcdrive.box.com/s/2f92frtzzwybfw6jixj3ha83j17xl3w>

**ASSOCIATION OF BAY AREA GOVERNMENTS  
EXECUTIVE BOARD**

**ABSTRACT**

Resolution No. 03-2020

This resolution establishes the geographic areas (Growth Geographies) included in the Plan Bay Area 2050 Draft Blueprint as priority areas for future housing and job growth.

Further discussion of this subject is contained in the Administrative Committee Summary Sheet dated February 14, 2020.

**ASSOCIATION OF BAY AREA GOVERNMENTS  
RESOLUTION NO. 03-2020  
ATTACHMENT A**

**RESOLUTION NO. 03-2020**

RE: APPROVAL OF THE PLAN BAY AREA 2050 DRAFT BLUEPRINT GROWTH  
GEOGRAPHIES

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

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

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

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

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

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

WHEREAS, MTC and ABAG jointly adopted the first Plan Bay Area in 2013 (Plan Bay Area 2013) (MTC Resolution No. 4111 and ABAG Resolution No. 06-13), and the second Plan Bay Area in 2017 (Plan Bay Area 2040) (MTC Resolution No. 4300 and ABAG Resolution No. 10-17); and

WHEREAS, Plan Bay Area 2013 and Plan Bay Area 2040 were consistent with state-mandated targets for greenhouse gas reduction and housing, and included a growth pattern consistent with the Regional Growth Framework, projecting that more than 70 percent of new homes would be built in PDAs and development would not occur in PCAs; and

**ASSOCIATION OF BAY AREA GOVERNMENTS  
RESOLUTION NO. 03-2020  
ATTACHMENT A**

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

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

WHEREAS, Resolution 02-19, adopted on May 16, 2019, established an updated definition and criteria for PDAs and a definition and criteria for PPAs through a pilot program; and

WHEREAS, ABAG/MTC staff solicited applications from local jurisdictions for the areas that meet PDA and PPA eligibility criteria consistent with Resolution 02-19, and received 34 submissions for eligible PDAs and 35 PPAs, respectively, supported by adopted City Council or Board of Supervisor resolutions; and

WHEREAS, these eligible areas, included in Attachment A, were adopted by the ABAG Executive Board through ABAG Resolution 02-2020 on February 20, 2020; and

WHEREAS, these areas advanced regional climate, equity, and economic development objectives, but left the majority of areas eligible for PDA nomination undesignated, including areas with the greatest transit access and access to upward mobility; and

WHEREAS, including only locally-nominated PDAs as Growth Geographies in the Plan Bay Area 2050 Blueprint could make it challenging for the region to meet its state-mandated GHG reduction target and to support the Guiding Principles of Plan Bay Area 2050; and

WHEREAS, feedback from members of the public, MTC and ABAG committees, and from topic-area experts provided the basis for a set of proposed Growth Geographies – identified in Attachment A – that balance local priorities with shared regional responsibility and the need to achieve the region's greenhouse gas target, as well as its housing, equity, environment, and other goals; now, therefore, be it

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

**ASSOCIATION OF BAY AREA GOVERNMENTS  
RESOLUTION NO. 03-2020  
ATTACHMENT A**

RESOLVED, that ABAG, as a decision-making body, hereby adopts the criteria for Plan Bay Area 2050 Growth Geographies in Attachment A, and authorizes staff to include areas consistent with these criteria as priorities for future housing and job growth in the Plan Bay Area 2050 Blueprint.

The foregoing was adopted by the Executive Board this 20<sup>th</sup> day of February, 2020.

---

Jesse Arreguín, Chair  
President

**Certification of Executive Board Approval**

I, the undersigned, the appointed and qualified Clerk of the Board of the Association of Bay Area Governments (Association), do hereby certify that the foregoing resolution was adopted by the Executive Board of the Association at a duly called meeting held on the 20<sup>th</sup> day of February, 2020.

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Frederick Castro  
Clerk of the Board



**ASSOCIATION OF BAY AREA GOVERNMENTS  
RESOLUTION NO. 03-2020  
ATTACHMENT A**

**Plan Bay Area 2050 Blueprint Growth Geographies**

The following areas shall be prioritized as Growth Geographies for new housing and jobs in the Plan Bay Area 2050 Draft Blueprint, with specific density and land use assumptions based upon Draft Blueprint Housing Strategies.

**In all local jurisdictions:**

- Priority Development Areas nominated by local jurisdictions and adopted by the ABAG Executive Board
- Priority Production Areas nominated by local jurisdictions and adopted by the ABAG Executive Board
- Transit-Rich Areas within ½ mile of a regional rail station with headways of 15 minutes or better during the AM (6 AM to 10 AM) and PM (3 PM to 7 PM) peak periods, including Bay Area Rapid Transit (BART) and CalTrain Baby Bullet station areas.  
*Note: Priority Conservation Areas will be included in the Plan, but are not Growth Geographies.*

**In local jurisdictions that have nominated less than 50 percent of the PDA eligible areas as PDAs:**

- All remaining Transit-Rich Areas not explicitly identified above (including both High-Resource Areas and places outside High-Resource Areas)
- High-Resource Areas within ¼ mile of a bus stop with 16- to 30-minute peak period headways




**Exclusions:**

The following areas are excluded from PDA eligibility, and not used in calculating the share of a jurisdiction's PDA-eligible land locally nominated:

- Wildland urban interface areas
- Areas of unmitigated sea level rise (*i.e., areas at risk from sea level rise through year 2050 that lack mitigation strategies in Plan Bay Area 2050 Environment Element*)
- Areas outside locally-adopted urban growth boundaries
- Parkland and other open spaces within urbanized areas identified in the California Protected Areas Database

**ASSOCIATION OF BAY AREA GOVERNMENTS  
RESOLUTION NO. 03-2020  
ATTACHMENT A**

**Table 1: Proposed Plan Bay Area 2050 Geographies:  
Priority Development Areas (PDAs)**

<b>GUIDE</b>		Existing PDA, boundaries not modified		* New PDA (Pending Executive Board Adoption)
		* Existing PDA, boundaries modified		

County	Jurisdiction	Priority Development Area
Alameda	Alameda	Naval Air Station
Alameda	Alameda	Northern Waterfront
Alameda	Albany	San Pablo & Solano Mixed Use Neighborhood
Alameda	Berkeley	Adeline Street
Alameda	Berkeley	Downtown
Alameda	Berkeley	North Berkeley BART**
Alameda	Berkeley	San Pablo Avenue
Alameda	Berkeley	South Shattuck
Alameda	Berkeley	Southside/Telegraph Avenue
Alameda	Berkeley	University Avenue
Alameda	Dublin	Downtown Specific Plan Area
Alameda	Dublin	Town Center
Alameda	Dublin	Transit Center/Dublin Crossings
Alameda	Emeryville	Mixed-Use Core
Alameda	Fremont	Centerville Transit PDA*
Alameda	Fremont	Downtown/City Center Transit PDA*
Alameda	Fremont	Irvington Transit PDA*
Alameda	Fremont	North Fremont Blvd Connected Community PDA**
Alameda	Fremont	Osgood Rd Connected Community PDA**
Alameda	Fremont	Warm Springs Connected Community PDA**
Alameda	Fremont	Warm Springs Innovation District Transit PDA*
Alameda	Hayward	Downtown
Alameda	Hayward	Mission Boulevard Corridor
Alameda	Hayward	South Hayward BART
Alameda	Hayward	The Cannery
Alameda	Livermore	Downtown
Alameda	Livermore	Isabel Avenue/BART Station Planning Area
Alameda	Livermore	McGrath Southfront PDA**
Alameda	Newark	Dumbarton Transit Oriented Development
Alameda	Newark	Old Town Mixed Use Area
Alameda	Oakland	Coliseum Bay Area Rapid Transit Station Area*
Alameda	Oakland	Downtown & Jack London Square*
Alameda	Oakland	Eastmont Town Center / International Blvd TOD*
Alameda	Oakland	Fruitvale and Dimond Areas*

**ASSOCIATION OF BAY AREA GOVERNMENTS  
RESOLUTION NO. 03-2020  
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County	Jurisdiction	Priority Development Area
Alameda	Oakland	MacArthur Blvd Corridor*
Alameda	Oakland	MacArthur Transit Village*
Alameda	Oakland	North Oakland / Golden Gate*
Alameda	Oakland	San Antonio*
Alameda	Oakland	West Oakland*
Alameda	Pleasanton	Hacienda
Alameda	San Leandro	BayFair TOD*
Alameda	San Leandro	Downtown Transit Oriented Development
Alameda	San Leandro	East 14th Street
Alameda	Unincorporated Alameda	Castro Valley BART
Alameda	Unincorporated Alameda	East 14th Street and Mission Boulevard
Alameda	Unincorporated Alameda	Hesperian Boulevard
Alameda	Unincorporated Alameda	Meekland Avenue Corridor
Alameda	Union City	Greater Station District Area*
Contra Costa	Antioch	Hillcrest eBART Station
Contra Costa	Antioch	Rivertown Waterfront
Contra Costa	Brentwood	Brentwood Blvd**
Contra Costa	Brentwood	Brentwood Transit Village**
Contra Costa	Brentwood	Downtown Brentwood**
Contra Costa	Concord	Concord Naval Weapons Station
Contra Costa	Concord	Downtown
Contra Costa	Danville	Downtown
Contra Costa	El Cerrito	San Pablo Avenue Corridor
Contra Costa	Hercules	Central Hercules
Contra Costa	Hercules	Waterfront District
Contra Costa	Hercules	San Pablo Avenue Corridor
Contra Costa	Lafayette	Downtown
Contra Costa	Martinez	Downtown
Contra Costa	Moraga	Moraga Center
Contra Costa	Oakley	Downtown
Contra Costa	Oakley	Potential Planning Area
Contra Costa	Orinda	Downtown
Contra Costa	Pinole	Appian Way Corridor
Contra Costa	Pinole	Old Town San Pablo Avenue
Contra Costa	Pittsburg	Downtown
Contra Costa	Pittsburg	Railroad Avenue eBART Station
Contra Costa	Pleasant Hill	Buskirk Avenue Corridor



**ASSOCIATION OF BAY AREA GOVERNMENTS  
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County	Jurisdiction	Priority Development Area
Contra Costa	Pleasant Hill	Diablo Valley College
Contra Costa	Richmond	North Richmond*
Contra Costa	Richmond	Central Richmond & 23rd Street Corridor*
Contra Costa	Richmond	Hilltop**
Contra Costa	Richmond	San Pablo Ave Corridor*
Contra Costa	Richmond	South Richmond*
Contra Costa	San Pablo	Rumrill Boulevard
Contra Costa	San Pablo	San Pablo Avenue & 23rd Street Corridors
Contra Costa	San Ramon	City Center
Contra Costa	San Ramon	North Camino Ramon
Contra Costa	Unincorporated Contra Costa	Contra Costa Centre
Contra Costa	Unincorporated Contra Costa	Downtown El Sobrante PDA*
Contra Costa	Unincorporated Contra Costa	Pittsburg Bay Point Connected Community PDA*
Contra Costa	Unincorporated Contra Costa	Pittsburg Bay Point Transit Rich PDA*
Contra Costa	Unincorporated Contra Costa	Pittsburg/Bay Point BART Station
Contra Costa	Unincorporated Contra Costa	San Pablo Avenue
Contra Costa	Walnut Creek	Core Area
Marin	San Rafael	Downtown
Marin	Unincorporated Marin	Urbanized Corridor*
Napa	American Canyon	Highway 29 Corridor
Napa	Napa	Downtown Napa and Soscol Gateway Corridor
San Francisco	San Francisco	19th Avenue*
San Francisco	San Francisco	Balboa Park and Southwest Corridors*
San Francisco	San Francisco	Bayview/Southeast Neighborhoods*
San Francisco	San Francisco	Central City Neighborhoods*
San Francisco	San Francisco	Downtown/Van Ness/Northeast Neighborhoods*
San Francisco	San Francisco	Eastern Neighborhoods*
San Francisco	San Francisco	J Church and Mission Corridor*
San Francisco	San Francisco	Lombard Street**
San Francisco	San Francisco	Market Octavia*
San Francisco	San Francisco	Mission Bay*
San Francisco	San Francisco	Richmond District**
San Francisco	San Francisco	Sunset Corridors**
San Francisco	San Francisco	Transbay/Rincon Hill*

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County	Jurisdiction	Priority Development Area
San Francisco	San Francisco	Treasure Island & Yerba Buena Island
San Francisco	San Francisco	West Portal/Forest Hill Station Area**
San Mateo	Belmont	Villages of Belmont
San Mateo	Brisbane	Brisbane*
San Mateo	Burlingame	Burlingame El Camino Real
San Mateo	Burlingame	Downtown*
San Mateo	Colma	El Camino Real*
San Mateo	Daly City	Bayshore
San Mateo	Daly City	Mission Boulevard
San Mateo	East Palo Alto	Ravenswood
Santa Clara	Menlo Park	El Camino Real Corridor and Downtown
San Mateo	Millbrae	Transit Station Area
San Mateo	Pacifica	Sharp Park Specific Plan**
San Mateo	Pacifica	Skyline Corridor**
San Mateo	Redwood City	Broadway/Veterans Boulevard Corridor
San Mateo	Redwood City	Downtown
San Mateo	Redwood City	El Camino Real Corridor
San Mateo	San Bruno	Transit Corridors
San Mateo	San Carlos	Railroad Corridor*
San Mateo	San Mateo	Downtown
San Mateo	San Mateo	El Camino Real
San Mateo	San Mateo	Grand Boulevard Initiative
San Mateo	San Mateo	Rail Corridor
San Mateo	South San Francisco	Downtown
San Mateo	South San Francisco	El Camino Real
San Mateo	Unincorporated San Mateo	El Camino Real (North Fair Oaks)
San Mateo	Unincorporated San Mateo	El Camino Real (Unincorporated Colma)
Santa Clara	Campbell	Central Redevelopment Area
Santa Clara	Cupertino	Cores & Corridors
Santa Clara	Gilroy	Downtown Gilroy*
Santa Clara	Milpitas	Midtown**
Santa Clara	Milpitas	Transit Area Specific Plan*
Santa Clara	Morgan Hill	Downtown Morgan Hill*
Santa Clara	Mountain View	Downtown*
Santa Clara	Mountain View	El Camino Real
Santa Clara	Mountain View	North Bayshore
Santa Clara	Mountain View	San Antonio

**ASSOCIATION OF BAY AREA GOVERNMENTS  
RESOLUTION NO. 03-2020  
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County	Jurisdiction	Priority Development Area
Santa Clara	Mountain View	Whisman*
Santa Clara	Palo Alto	California Avenue
Santa Clara	Palo Alto	Downtown Palo Alto**
Santa Clara	San Jose	Bascom TOD Corridor
Santa Clara	San Jose	Bascom Urban Village
Santa Clara	San Jose	Berryessa Station
Santa Clara	San Jose	Blossom Hill/Snell Urban Village
Santa Clara	San Jose	Camden Urban Village
Santa Clara	San Jose	Capitol Corridor Urban Villages
Santa Clara	San Jose	Capitol/Tully/King Urban Villages
Santa Clara	San Jose	Communications Hill
Santa Clara	San Jose	Cottle Transit Village (Hitachi)
Santa Clara	San Jose	Downtown "Frame"
Santa Clara	San Jose	East Santa Clara/Alum Rock Corridor
Santa Clara	San Jose	Greater Downtown
Santa Clara	San Jose	North San Jose
Santa Clara	San Jose	Oakridge/Almaden Plaza Urban Village
Santa Clara	San Jose	Cores & Corridors
Santa Clara	San Jose	Saratoga TOD Corridor
Santa Clara	San Jose	South DeAnza**
Santa Clara	San Jose	Stevens Creek TOD Corridor
Santa Clara	San Jose	West San Carlos and Southwest Expressway Corridors
Santa Clara	San Jose	Westgate/El Paseo Urban Village
Santa Clara	San Jose	Winchester Boulevard TOD Corridor
Santa Clara	Santa Clara	City Place**
Santa Clara	Santa Clara	El Camino Real Focus Area
Santa Clara	Santa Clara	Freedom Circle**
Santa Clara	Santa Clara	Lawrence Station Phase II**
Santa Clara	Santa Clara	Patrick Henry Drive**
Santa Clara	Santa Clara	Santa Clara Station Focus Area
Santa Clara	Santa Clara	Tasman East**
Santa Clara	Sunnyvale	Downtown & Caltrain Station
Santa Clara	Sunnyvale	East Sunnyvale
Santa Clara	Sunnyvale	El Camino Real Corridor
Santa Clara	Sunnyvale	Lawrence Station Transit Village
Santa Clara	Sunnyvale	Moffett Park Specific Plan**
Santa Clara	Sunnyvale	Tasman Crossing
Solano	Benicia	Downtown
Solano	Fairfield	Fairfield-Vacaville Train Station*
Solano	Fairfield	Heart of Fairfield*
Solano	Fairfield	North Texas Street Core

**ASSOCIATION OF BAY AREA GOVERNMENTS  
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County	Jurisdiction	Priority Development Area
Solano	Suisun City	Downtown & Waterfront
Solano	Vacaville	Allison Area*
Solano	Vacaville	Allison Policy Plan Area- Proposed PDA Expansion*
Solano	Vacaville	Downtown
Solano	Vallejo	Solano 360/ I-80/ I-37 Gateway**
Solano	Vallejo	Central Corridor East**
Solano	Vallejo	Central Corridor West**
Solano	Vallejo	Carquinez Heights**
Solano	Vallejo	Mare Island PDA**
Solano	Vallejo	Sonoma Boulevard
Solano	Vallejo	Waterfront & Downtown
Sonoma	Cloverdale	Downtown/SMART Transit Area
Sonoma	Cotati	Downtown and Cotati Depot
Sonoma	Cotati	Gravenstein Corridor**
Sonoma	Petaluma	Corona**
Sonoma	Petaluma	Lakeville*
Sonoma	Rohnert Park	Central Rohnert Park
Sonoma	Rohnert Park	Sonoma Mountain Village
Sonoma	Santa Rosa	Downtown Station Area*
Sonoma	Santa Rosa	Mendocino Avenue/Santa Rosa Avenue Corridor
Sonoma	Santa Rosa	North Santa Rosa Station
Sonoma	Santa Rosa	Roseland
Sonoma	Santa Rosa	Sebastopol Road Corridor
Sonoma	Sebastopol	Core Area
Sonoma	Unincorporated Sonoma	Sonoma Airport**
Sonoma	Unincorporated Sonoma	Santa Rosa Avenue Priority Development Area**
Sonoma	Unincorporated Sonoma	Sonoma County: Sonoma Valley, The Springs**
Sonoma	Windsor	Station Area/Downtown Specific Plan Area

**Notes:** 1) PBA 2040 PDAs no longer designated include: Dixon Downtown, Gilroy VTA Cores, Corridors, and Station Areas and Los Altos VTA Cores, Corridors, and Station Areas; 2) In some cases, modified PDAs include renamed or combined PDAs included in PBA 2040

**ASSOCIATION OF BAY AREA GOVERNMENTS  
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**Table 2: Proposed Plan Bay Area 2050 Geographies:  
Priority Production Areas (PPAs)**

County	Jurisdiction	PPA Name
Alameda	Fremont	Bayside Industrial Priority Production Area
Alameda	Fremont	Pacific Commons Priority Production Area
Alameda	Hayward	Hayward PPA
Alameda	Livermore	Eastside PPA
Alameda	Livermore	Westside PPA
Alameda	Oakland	Port PPA*
Alameda	Oakland	Airport PPA*
Alameda	San Leandro	San Leandro PPA
Alameda	Union City	Union City PPA
Contra Costa	Antioch	Northern Waterfront Industrial Corridor
Contra Costa	Concord	Northern Concord PPA
Contra Costa	Concord	Western Concord PPA
Contra Costa	Oakley	Employment Area
Contra Costa	Pittsburg	Northern Waterfront
Contra Costa	Unincorporated Contra Costa	Pacheco Manufacturing Zone
Contra Costa	Unincorporated Contra Costa	Baypoint Industrial Sector
Napa	American Canyon	American Canyon PPA
San Francisco	San Francisco	Bayshore/Central Waterfront/Islands Creek
San Mateo	Pacifica	Northern Palmetto PPA

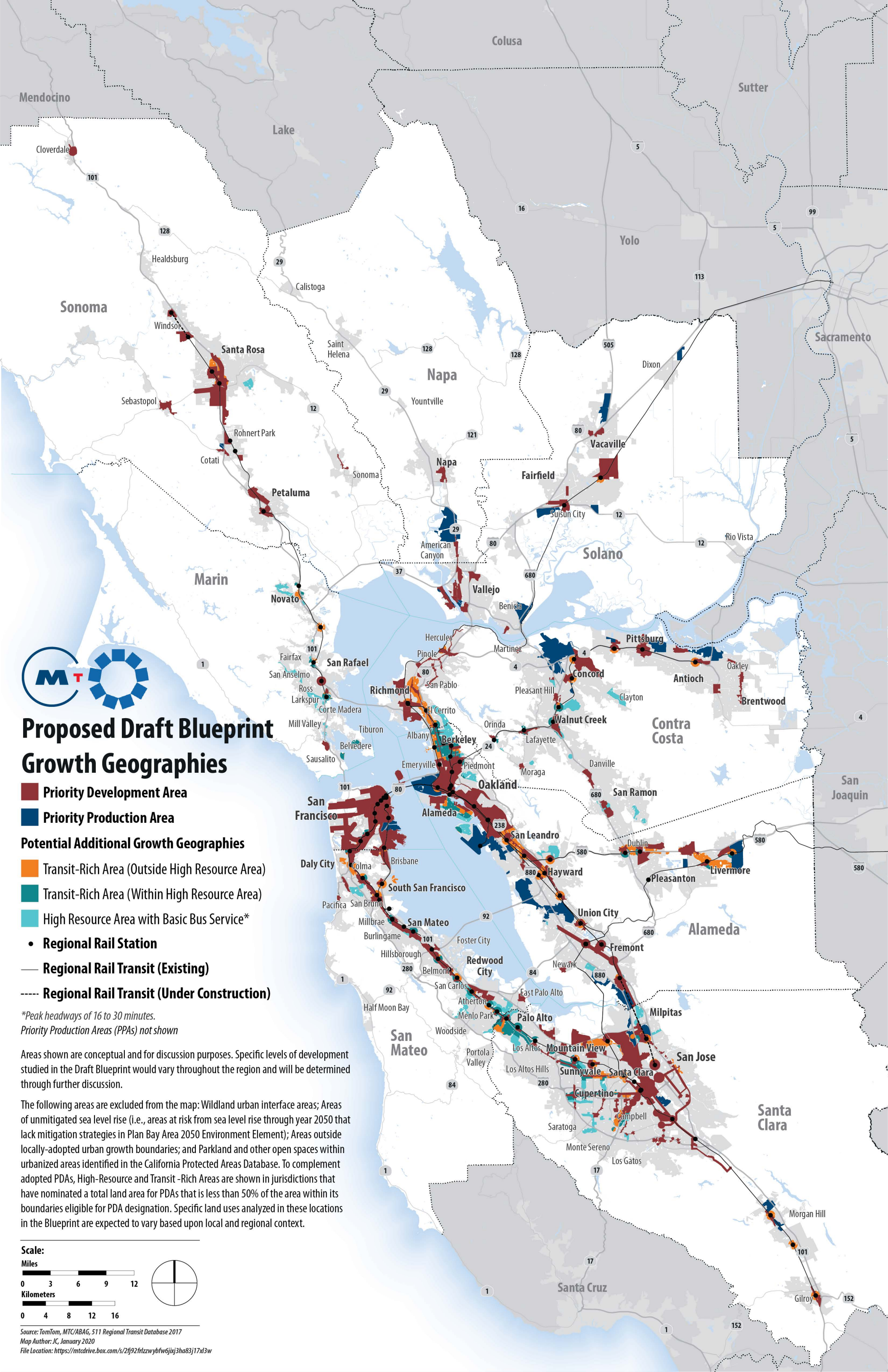
**ASSOCIATION OF BAY AREA GOVERNMENTS  
RESOLUTION NO. 03-2020  
ATTACHMENT A**

County	Jurisdiction	PPA Name
Santa Clara	Milpitas	Central Manufacturing Area
Santa Clara	Milpitas	McCarthy Ranch Industrial Area
Santa Clara	Milpitas	Southwestern Employment Area
Santa Clara	Morgan Hill	Morgan Hill PPA
Santa Clara	San Jose	Monterey Business Corridor
Solano	Benicia	Benicia Industrial PPA
Solano	Dixon	Northeast Quadrant
Solano	Fairfield	Train Station Employment Center
Solano	Fairfield	Fairfield PPA
Solano	Rio Vista	Rio Vista PPA
Solano	Suisun City	Suisun City Gentry (westside)
Solano	Suisun City	Suisun City East Side PPA
Solano	Vacaville	Vacaville Industrial Priority Production Area
Solano	Vallejo	Vallejo PPA Mare Island
Solano	Vallejo	Vallejo PPA South Vallejo
Sonoma	Cotati	Cotati PPA

**ASSOCIATION OF BAY AREA GOVERNMENTS  
RESOLUTION NO. 03-2020  
ATTACHMENT A**

**MAPS OF PROPOSED GROWTH GEOGRAPHIES**







Date: February 26, 2020  
W.I.: 1121  
Referred by: Planning

ABSTRACT

Resolution No. 4410

This resolution establishes the geographic areas (Growth Geographies) included in the Plan Bay Area 2050 Draft Blueprint as priority areas for future housing and job growth.

Further discussion of this subject is contained in the Planning Committee Summary Sheet dated February 14, 2020.

Date: February 26, 2020  
W.I.: 1121  
Referred by: Planning

Re: Approval of the Plan Bay Area 2050 Draft Blueprint Growth Geographies

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4410

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

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

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

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

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

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

WHEREAS, MTC and ABAG jointly adopted the first Plan Bay Area in 2013 (Plan Bay Area 2013) (MTC Resolution No. 4111 and ABAG Resolution No. 06-13), and the second Plan Bay Area in 2017 (Plan Bay Area 2040) (MTC Resolution No. 4300 and ABAG Resolution No. 10-17); and

WHEREAS, Plan Bay Area 2013 and Plan Bay Area 2040 were consistent with state-mandated targets for greenhouse gas reduction and housing, and included a growth pattern consistent with the Regional Growth Framework, projecting that more than 70 percent of new homes would be built in PDAs and development would not occur in PCAs; and

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

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

WHEREAS, Resolution 4386, adopted on May 22, 2019, established an updated definition and criteria for PDAs and a definition and criteria for PPAs through a pilot program; and

WHEREAS, ABAG/MTC staff solicited applications from local jurisdictions for the areas that meet PDA and PPA eligibility criteria consistent with MTC Resolution 4386, and received 34 submissions for eligible PDAs and 35 PPAs, respectively, supported by adopted City Council or Board of Supervisor resolutions; and

WHEREAS, these eligible areas, included in Attachment A, were adopted by the ABAG Executive Board through ABAG Resolution 02-2020 on February 20, 2020; and

WHEREAS, these areas advanced regional climate, equity, and economic development objectives, but left the majority of areas eligible for PDA nomination undesignated, including areas with the greatest transit access and access to upward mobility; and

WHEREAS, including only locally-nominated PDAs as Growth Geographies in the Plan Bay Area 2050 Blueprint could make it challenging for the region to meet its state-mandated GHG reduction target and to support the Guiding Principles of Plan Bay Area 2050; and

WHEREAS, feedback from members of the public, MTC and ABAG committees, and from topic-area experts provided the basis for a set of proposed Growth Geographies – identified in Attachment A – that balance local priorities with shared regional responsibility and the need to achieve the region’s greenhouse gas target, as well as its housing, equity, environment, and other goals; now, therefore, be it

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

RESOLVED, that MTC, as a decision-making body, hereby adopts the criteria for Plan Bay Area 2050 Growth Geographies in Attachment A, and authorizes staff to include areas consistent with these criteria as priorities for future housing and job growth in the Plan Bay Area 2050 Blueprint.

METROPOLITAN TRANSPORTATION COMMISSION

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Scott Haggerty, Chair

This resolution was entered into by the  
Metropolitan Transportation Commission at a  
regular meeting of the Commission held in  
San Francisco, California on February 26, 2020.

Date: February 26, 2020  
W.I.: 1121  
Referred by: Planning Committee

Attachment A  
Resolution No. 4410  
Page 1 of 10

### **Plan Bay Area 2050 Blueprint Growth Geographies**

The following areas shall be prioritized as Growth Geographies for new housing and jobs in the Plan Bay Area 2050 Draft Blueprint, with specific density and land use assumptions based upon Draft Blueprint Housing Strategies.

#### **In all local jurisdictions:**

- Priority Development Areas nominated by local jurisdictions and adopted by the ABAG Executive Board
- Priority Production Areas nominated by local jurisdictions and adopted by the ABAG Executive Board
- Transit-Rich Areas within ½ mile of a regional rail station with headways of 15 minutes or better during the AM (6 AM to 10 AM) and PM (3 PM to 7 PM) peak periods, including Bay Area Rapid Transit (BART) and CalTrain Baby Bullet station areas.  
*Note: Priority Conservation Areas will be included in the Plan, but are not Growth Geographies.*

#### **In local jurisdictions that have nominated less than 50 percent of the PDA eligible areas as PDAs:**




- All remaining Transit-Rich Areas not explicitly identified above (including both High-Resource Areas and places outside High-Resource Areas)
- High-Resource Areas within ¼ mile of a bus stop with 16- to 30-minute peak period headways

#### **Exclusions:**

The following areas are excluded from PDA eligibility, and not used in calculating the share of a jurisdiction's PDA-eligible land locally nominated:

- Wildland urban interface areas
- Areas of unmitigated sea level rise (*i.e., areas at risk from sea level rise through year 2050 that lack mitigation strategies in Plan Bay Area 2050 Environment Element*)
- Areas outside locally-adopted urban growth boundaries
- Parkland and other open spaces within urbanized areas identified in the California Protected Areas Database

**Table 1: Proposed Plan Bay Area 2050 Geographies:  
Priority Development Areas (PDAs)**

<b>GUIDE</b>		Existing PDA, boundaries not modified		* New PDA (Pending Executive Board Adoption)
		* Existing PDA, boundaries modified		

County	Jurisdiction	Priority Development Area
Alameda	Alameda	Naval Air Station
Alameda	Alameda	Northern Waterfront
Alameda	Albany	San Pablo & Solano Mixed Use Neighborhood
Alameda	Berkeley	Adeline Street
Alameda	Berkeley	Downtown
Alameda	Berkeley	North Berkeley BART**
Alameda	Berkeley	San Pablo Avenue
Alameda	Berkeley	South Shattuck
Alameda	Berkeley	Southside/Telegraph Avenue
Alameda	Berkeley	University Avenue
Alameda	Dublin	Downtown Specific Plan Area
Alameda	Dublin	Town Center
Alameda	Dublin	Transit Center/Dublin Crossings
Alameda	Emeryville	Mixed-Use Core
Alameda	Fremont	Centerville Transit PDA*
Alameda	Fremont	Downtown/City Center Transit PDA*
Alameda	Fremont	Irvington Transit PDA*
Alameda	Fremont	North Fremont Blvd Connected Community PDA**
Alameda	Fremont	Osgood Rd Connected Community PDA**
Alameda	Fremont	Warm Springs Connected Community PDA**
Alameda	Fremont	Warm Springs Innovation District Transit PDA*
Alameda	Hayward	Downtown
Alameda	Hayward	Mission Boulevard Corridor
Alameda	Hayward	South Hayward BART
Alameda	Hayward	The Cannery
Alameda	Livermore	Downtown
Alameda	Livermore	Isabel Avenue/BART Station Planning Area
Alameda	Livermore	McGrath Southfront PDA**
Alameda	Newark	Dumbarton Transit Oriented Development
Alameda	Newark	Old Town Mixed Use Area
Alameda	Oakland	Coliseum Bay Area Rapid Transit Station Area*
Alameda	Oakland	Downtown & Jack London Square*
Alameda	Oakland	Eastmont Town Center / International Blvd TOD*
Alameda	Oakland	Fruitvale and Dimond Areas*

County	Jurisdiction	Priority Development Area
Alameda	Oakland	MacArthur Blvd Corridor*
Alameda	Oakland	MacArthur Transit Village*
Alameda	Oakland	North Oakland / Golden Gate*
Alameda	Oakland	San Antonio*
Alameda	Oakland	West Oakland*
Alameda	Pleasanton	Hacienda
Alameda	San Leandro	BayFair TOD*
Alameda	San Leandro	Downtown Transit Oriented Development
Alameda	San Leandro	East 14th Street
Alameda	Unincorporated Alameda	Castro Valley BART
Alameda	Unincorporated Alameda	East 14th Street and Mission Boulevard
Alameda	Unincorporated Alameda	Hesperian Boulevard
Alameda	Unincorporated Alameda	Meekland Avenue Corridor
Alameda	Union City	Greater Station District Area*
Contra Costa	Antioch	Hillcrest eBART Station
Contra Costa	Antioch	Rivertown Waterfront
Contra Costa	Brentwood	Brentwood Blvd**
Contra Costa	Brentwood	Brentwood Transit Village**
Contra Costa	Brentwood	Downtown Brentwood**
Contra Costa	Concord	Concord Naval Weapons Station
Contra Costa	Concord	Downtown
Contra Costa	Danville	Downtown
Contra Costa	El Cerrito	San Pablo Avenue Corridor
Contra Costa	Hercules	Central Hercules
Contra Costa	Hercules	Waterfront District
Contra Costa	Hercules	San Pablo Avenue Corridor
Contra Costa	Lafayette	Downtown
Contra Costa	Martinez	Downtown
Contra Costa	Moraga	Moraga Center
Contra Costa	Oakley	Downtown
Contra Costa	Oakley	Potential Planning Area
Contra Costa	Orinda	Downtown
Contra Costa	Pinole	Appian Way Corridor
Contra Costa	Pinole	Old Town San Pablo Avenue
Contra Costa	Pittsburg	Downtown
Contra Costa	Pittsburg	Railroad Avenue eBART Station
Contra Costa	Pleasant Hill	Buskirk Avenue Corridor



County	Jurisdiction	Priority Development Area
Contra Costa	Pleasant Hill	Diablo Valley College
Contra Costa	Richmond	North Richmond*
Contra Costa	Richmond	Central Richmond & 23rd Street Corridor*
Contra Costa	Richmond	Hilltop**
Contra Costa	Richmond	San Pablo Ave Corridor*
Contra Costa	Richmond	South Richmond*
Contra Costa	San Pablo	Rumrill Boulevard
Contra Costa	San Pablo	San Pablo Avenue & 23rd Street Corridors
Contra Costa	San Ramon	City Center
Contra Costa	San Ramon	North Camino Ramon
Contra Costa	Unincorporated Contra Costa	Contra Costa Centre
Contra Costa	Unincorporated Contra Costa	Downtown El Sobrante PDA*
Contra Costa	Unincorporated Contra Costa	Pittsburg Bay Point Connected Community PDA*
Contra Costa	Unincorporated Contra Costa	Pittsburg Bay Point Transit Rich PDA*
Contra Costa	Unincorporated Contra Costa	Pittsburg/Bay Point BART Station
Contra Costa	Unincorporated Contra Costa	San Pablo Avenue
Contra Costa	Walnut Creek	Core Area
Marin	San Rafael	Downtown
Marin	Unincorporated Marin	Urbanized Corridor*
Napa	American Canyon	Highway 29 Corridor
Napa	Napa	Downtown Napa and Soscol Gateway Corridor
San Francisco	San Francisco	19th Avenue*
San Francisco	San Francisco	Balboa Park and Southwest Corridors*
San Francisco	San Francisco	Bayview/Southeast Neighborhoods*
San Francisco	San Francisco	Central City Neighborhoods*
San Francisco	San Francisco	Downtown/Van Ness/Northeast Neighborhoods*
San Francisco	San Francisco	Eastern Neighborhoods*
San Francisco	San Francisco	J Church and Mission Corridor*
San Francisco	San Francisco	Lombard Street**
San Francisco	San Francisco	Market Octavia*
San Francisco	San Francisco	Mission Bay*
San Francisco	San Francisco	Richmond District**
San Francisco	San Francisco	Sunset Corridors**
San Francisco	San Francisco	Transbay/Rincon Hill*

County	Jurisdiction	Priority Development Area
San Francisco	San Francisco	Treasure Island & Yerba Buena Island
San Francisco	San Francisco	West Portal/Forest Hill Station Area**
San Mateo	Belmont	Villages of Belmont
San Mateo	Brisbane	Brisbane*
San Mateo	Burlingame	Burlingame El Camino Real
San Mateo	Burlingame	Downtown*
San Mateo	Colma	El Camino Real*
San Mateo	Daly City	Bayshore
San Mateo	Daly City	Mission Boulevard
San Mateo	East Palo Alto	Ravenswood
Santa Clara	Menlo Park	El Camino Real Corridor and Downtown
San Mateo	Millbrae	Transit Station Area
San Mateo	Pacifica	Sharp Park Specific Plan**
San Mateo	Pacifica	Skyline Corridor**
San Mateo	Redwood City	Broadway/Veterans Boulevard Corridor
San Mateo	Redwood City	Downtown
San Mateo	Redwood City	El Camino Real Corridor
San Mateo	San Bruno	Transit Corridors
San Mateo	San Carlos	Railroad Corridor*
San Mateo	San Mateo	Downtown
San Mateo	San Mateo	El Camino Real
San Mateo	San Mateo	Grand Boulevard Initiative
San Mateo	San Mateo	Rail Corridor
San Mateo	South San Francisco	Downtown
San Mateo	South San Francisco	El Camino Real
San Mateo	Unincorporated San Mateo	El Camino Real (North Fair Oaks)
San Mateo	Unincorporated San Mateo	El Camino Real (Unincorporated Colma)
Santa Clara	Campbell	Central Redevelopment Area
Santa Clara	Cupertino	Cores & Corridors
Santa Clara	Gilroy	Downtown Gilroy*
Santa Clara	Milpitas	Midtown**
Santa Clara	Milpitas	Transit Area Specific Plan*
Santa Clara	Morgan Hill	Downtown Morgan Hill*
Santa Clara	Mountain View	Downtown*
Santa Clara	Mountain View	El Camino Real
Santa Clara	Mountain View	North Bayshore
Santa Clara	Mountain View	San Antonio

County	Jurisdiction	Priority Development Area
Santa Clara	Mountain View	Whisman*
Santa Clara	Palo Alto	California Avenue
Santa Clara	Palo Alto	Downtown Palo Alto**
Santa Clara	San Jose	Bascom TOD Corridor
Santa Clara	San Jose	Bascom Urban Village
Santa Clara	San Jose	Berryessa Station
Santa Clara	San Jose	Blossom Hill/Snell Urban Village
Santa Clara	San Jose	Camden Urban Village
Santa Clara	San Jose	Capitol Corridor Urban Villages
Santa Clara	San Jose	Capitol/Tully/King Urban Villages
Santa Clara	San Jose	Communications Hill
Santa Clara	San Jose	Cottle Transit Village (Hitachi)
Santa Clara	San Jose	Downtown "Frame"
Santa Clara	San Jose	East Santa Clara/Alum Rock Corridor
Santa Clara	San Jose	Greater Downtown
Santa Clara	San Jose	North San Jose
Santa Clara	San Jose	Oakridge/Almaden Plaza Urban Village
Santa Clara	San Jose	Cores & Corridors
Santa Clara	San Jose	Saratoga TOD Corridor
Santa Clara	San Jose	South DeAnza**
Santa Clara	San Jose	Stevens Creek TOD Corridor
Santa Clara	San Jose	West San Carlos and Southwest Expressway Corridors
Santa Clara	San Jose	Westgate/El Paseo Urban Village
Santa Clara	San Jose	Winchester Boulevard TOD Corridor
Santa Clara	Santa Clara	City Place**
Santa Clara	Santa Clara	El Camino Real Focus Area
Santa Clara	Santa Clara	Freedom Circle**
Santa Clara	Santa Clara	Lawrence Station Phase II**
Santa Clara	Santa Clara	Patrick Henry Drive**
Santa Clara	Santa Clara	Santa Clara Station Focus Area
Santa Clara	Santa Clara	Tasman East**
Santa Clara	Sunnyvale	Downtown & Caltrain Station
Santa Clara	Sunnyvale	East Sunnyvale
Santa Clara	Sunnyvale	El Camino Real Corridor
Santa Clara	Sunnyvale	Lawrence Station Transit Village
Santa Clara	Sunnyvale	Moffett Park Specific Plan**
Santa Clara	Sunnyvale	Tasman Crossing
Solano	Benicia	Downtown
Solano	Fairfield	Fairfield-Vacaville Train Station*
Solano	Fairfield	Heart of Fairfield*
Solano	Fairfield	North Texas Street Core

County	Jurisdiction	Priority Development Area
Solano	Suisun City	Downtown & Waterfront
Solano	Vacaville	Allison Area*
Solano	Vacaville	Allison Policy Plan Area- Proposed PDA Expansion*
Solano	Vacaville	Downtown
Solano	Vallejo	Solano 360/ I-80/ I-37 Gateway**
Solano	Vallejo	Central Corridor East**
Solano	Vallejo	Central Corridor West**
Solano	Vallejo	Carquinez Heights**
Solano	Vallejo	Mare Island PDA**
Solano	Vallejo	Sonoma Boulevard
Solano	Vallejo	Waterfront & Downtown
Sonoma	Cloverdale	Downtown/SMART Transit Area
Sonoma	Cotati	Downtown and Cotati Depot
Sonoma	Cotati	Gravenstein Corridor**
Sonoma	Petaluma	Corona**
Sonoma	Petaluma	Lakeville*
Sonoma	Rohnert Park	Central Rohnert Park
Sonoma	Rohnert Park	Sonoma Mountain Village
Sonoma	Santa Rosa	Downtown Station Area*
Sonoma	Santa Rosa	Mendocino Avenue/Santa Rosa Avenue Corridor
Sonoma	Santa Rosa	North Santa Rosa Station
Sonoma	Santa Rosa	Roseland
Sonoma	Santa Rosa	Sebastopol Road Corridor
Sonoma	Sebastopol	Core Area
Sonoma	Unincorporated Sonoma	Sonoma Airport**
Sonoma	Unincorporated Sonoma	Santa Rosa Avenue Priority Development Area**
Sonoma	Unincorporated Sonoma	Sonoma County: Sonoma Valley, The Springs**
Sonoma	Windsor	Station Area/Downtown Specific Plan Area

**Notes:** 1) PBA 2040 PDAs no longer designated include: Dixon Downtown, Gilroy VTA Cores, Corridors, and Station Areas and Los Altos VTA Cores, Corridors, and Station Areas; 2) In some cases, modified PDAs include renamed or combined PDAs included in PBA 2040

**Table 2: Proposed Plan Bay Area 2050 Geographies:  
Priority Production Areas (PPAs)**

County	Jurisdiction	PPA Name
Alameda	Fremont	Bayside Industrial Priority Production Area
Alameda	Fremont	Pacific Commons Priority Production Area
Alameda	Hayward	Hayward PPA
Alameda	Livermore	Eastside PPA
Alameda	Livermore	Westside PPA
Alameda	Oakland	Port PPA*
Alameda	Oakland	Airport PPA*
Alameda	San Leandro	San Leandro PPA
Alameda	Union City	Union City PPA
Contra Costa	Antioch	Northern Waterfront Industrial Corridor
Contra Costa	Concord	Northern Concord PPA
Contra Costa	Concord	Western Concord PPA
Contra Costa	Oakley	Employment Area
Contra Costa	Pittsburg	Northern Waterfront
Contra Costa	Unincorporated Contra Costa	Pacheco Manufacturing Zone
Contra Costa	Unincorporated Contra Costa	Baypoint Industrial Sector
Napa	American Canyon	American Canyon PPA
San Francisco	San Francisco	Bayshore/Central Waterfront/Islands Creek
San Mateo	Pacifica	Northern Palmetto PPA

County	Jurisdiction	PPA Name
Santa Clara	Milpitas	Central Manufacturing Area
Santa Clara	Milpitas	McCarthy Ranch Industrial Area
Santa Clara	Milpitas	Southwestern Employment Area
Santa Clara	Morgan Hill	Morgan Hill PPA
Santa Clara	San Jose	Monterey Business Corridor
Solano	Benicia	Benicia Industrial PPA
Solano	Dixon	Northeast Quadrant
Solano	Fairfield	Train Station Employment Center
Solano	Fairfield	Fairfield PPA
Solano	Rio Vista	Rio Vista PPA
Solano	Suisun City	Suisun City Gentry (westside)
Solano	Suisun City	Suisun City East Side PPA
Solano	Vacaville	Vacaville Industrial Priority Production Area
Solano	Vallejo	Vallejo PPA Mare Island
Solano	Vallejo	Vallejo PPA South Vallejo
Sonoma	Cotati	Cotati PPA

**MAPS OF PROPOSED GROWTH GEOGRAPHIES**





**Priority Development Area**

**Priority Production Area**

## Potential Additional Growth Geographies

Transit-Rich Area (Outside High Resource Area)

■ Transit-Rich Area (Within High Resource Area)

■ High Resource Area with Basic Bus Service\*

- **Regional Rail Station**

— **Regional Rail Transit (Existing)**

----- **Regional Rail Transit (Under Construction)**

*\*Peak headways of 16 to 30 minutes.*

Priority Production Areas (PPAs) not shown

Areas shown are conceptual and for discussion purposes. Specific levels of development studied in the Draft Blueprint would vary throughout the region and will be determined through further discussion.

The following areas are excluded from the map: Wildland urban interface areas; Areas of unmitigated sea level rise (i.e., areas at risk from sea level rise through year 2050 that lack mitigation strategies in Plan Bay Area 2050 Environment Element); Areas outside locally-adopted urban growth boundaries; and Parkland and other open spaces within urbanized areas identified in the California Protected Areas Database. To complement adopted PDAs, High-Resource and Transit -Rich Areas are shown in jurisdictions that have nominated a total land area for PDAs that is less than 50% of the area within its boundaries eligible for PDA designation. Specific land uses analyzed in these locations in the Blueprint are expected to vary based upon local and regional context.

**Scale:**

Miles



Kilometers



Source: TomTom, MTC/ABAG, 511 Regional Transit Database 2017

Map Author: JC, January 2020

File Location: <https://mtcdribe.box.com/s/2f92frlzzwybfw6jixj3ha83j17xl3w>





PLAN BAY AREA 2050

# Draft Blueprint: Growth Geographies

*Seeking Direction on Geographies to Study*

February 14, 2020

MTC Planning & ABAG Administrative Committees



# Setting the Stage

Where We've Been, Where We're Going

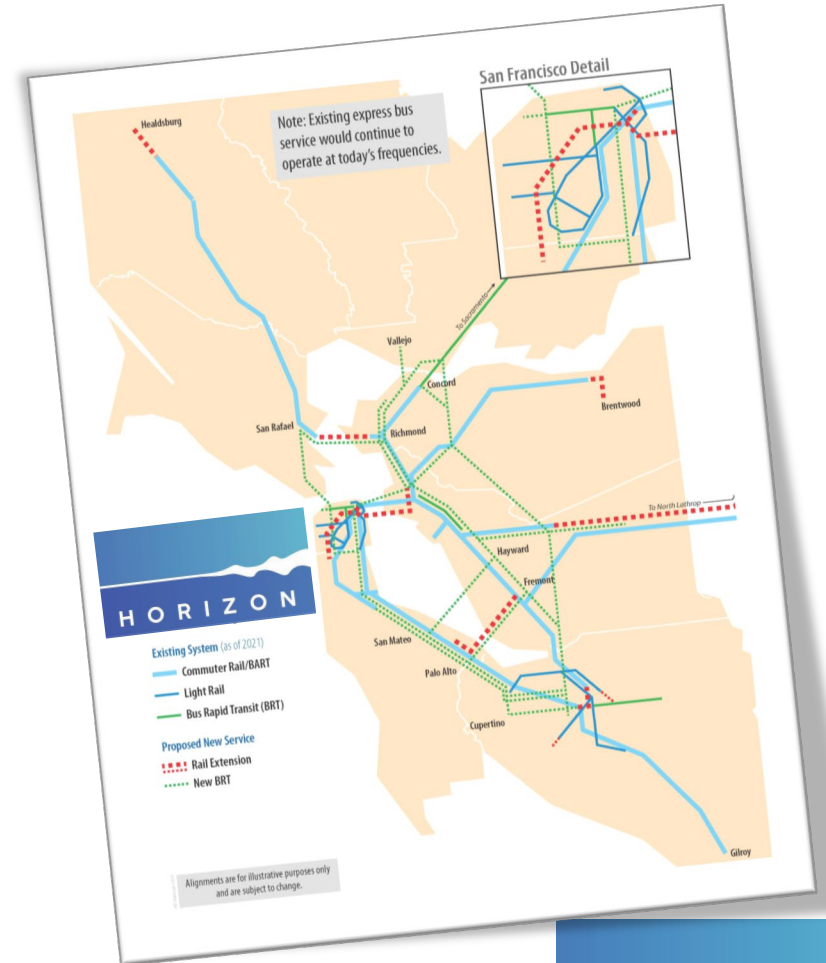


# Plan Bay Area 2050 builds upon Horizon, which tested visionary strategies for an uncertain future.



Horizon explored dozens of bold strategies for the region's future, “stress testing” them against a broad range of external forces.

These included megaregional trends, technological shifts, and natural disasters, among others.



# The Plan Bay Area 2050 Blueprint is a package of strategies designed to advance the regional vision.

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



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



# What requirements must the Plan meet?

*While Plan Bay Area 2050 must meet many statutory requirements, these three are among the most critical:*



## Fiscal Constraint

Under federal transportation planning regulations, the Plan must rely upon reasonably-expected revenues

**Impact if Not Met:** federal and state agencies will reject the Plan's approval, triggering a conformity lapse



## Greenhouse Gas Reduction

Under Senate Bill 375, Plan Bay Area 2050 must meet or exceed a recently-enhanced 19 percent per-capita GHG reduction target for light-duty vehicles by 2035.

**Impact if Not Met:** region ineligible for select SB 1 funding



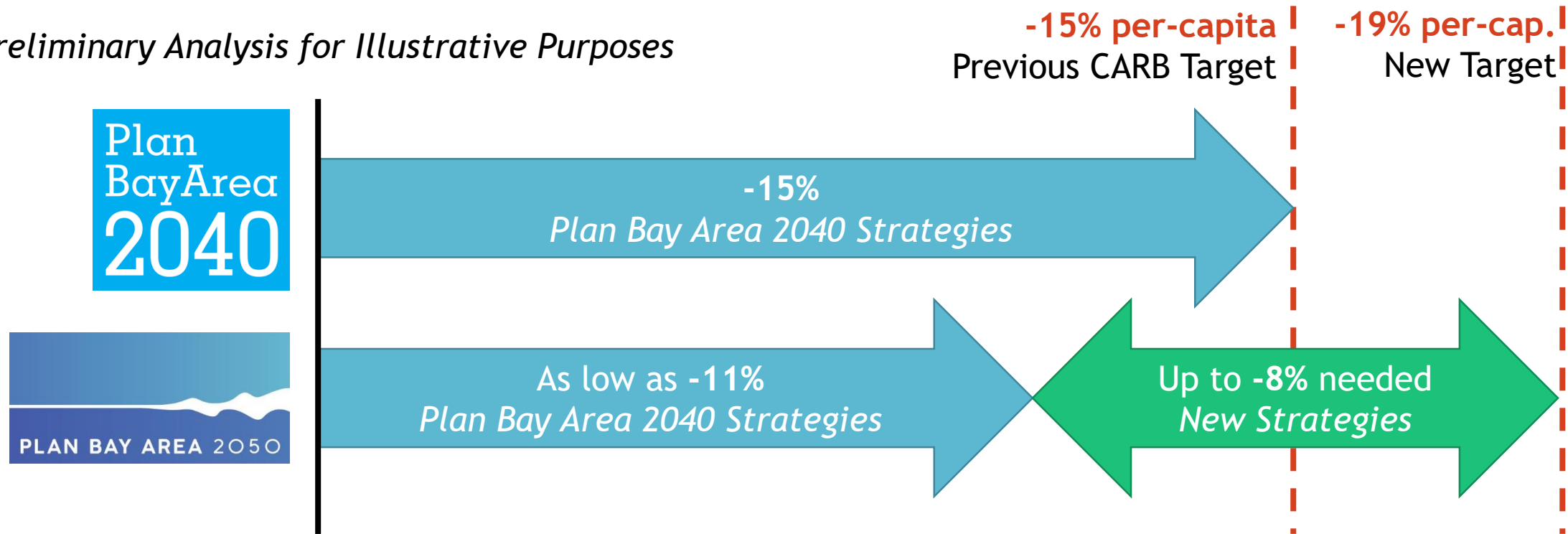
## Housing at All Income Levels

Under Senate Bill 375, Plan Bay Area 2050 plan for sufficient housing for all income levels; RHNA must advance fair housing and ultimately be consistent with the Plan.

**Impact if Not Met:** HCD may not approve RHNA

# Without bold new strategies, it may be very difficult to meet the more ambitious GHG target.

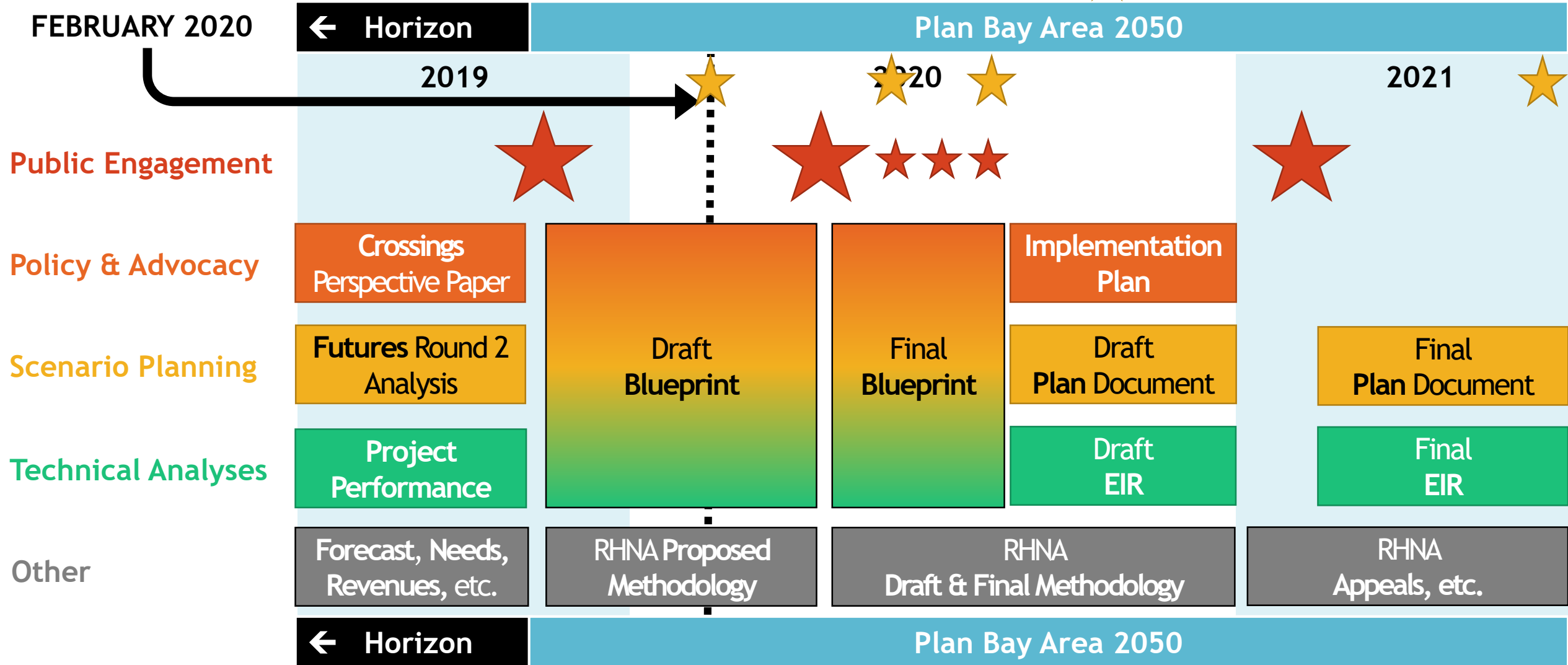
*Preliminary Analysis for Illustrative Purposes*



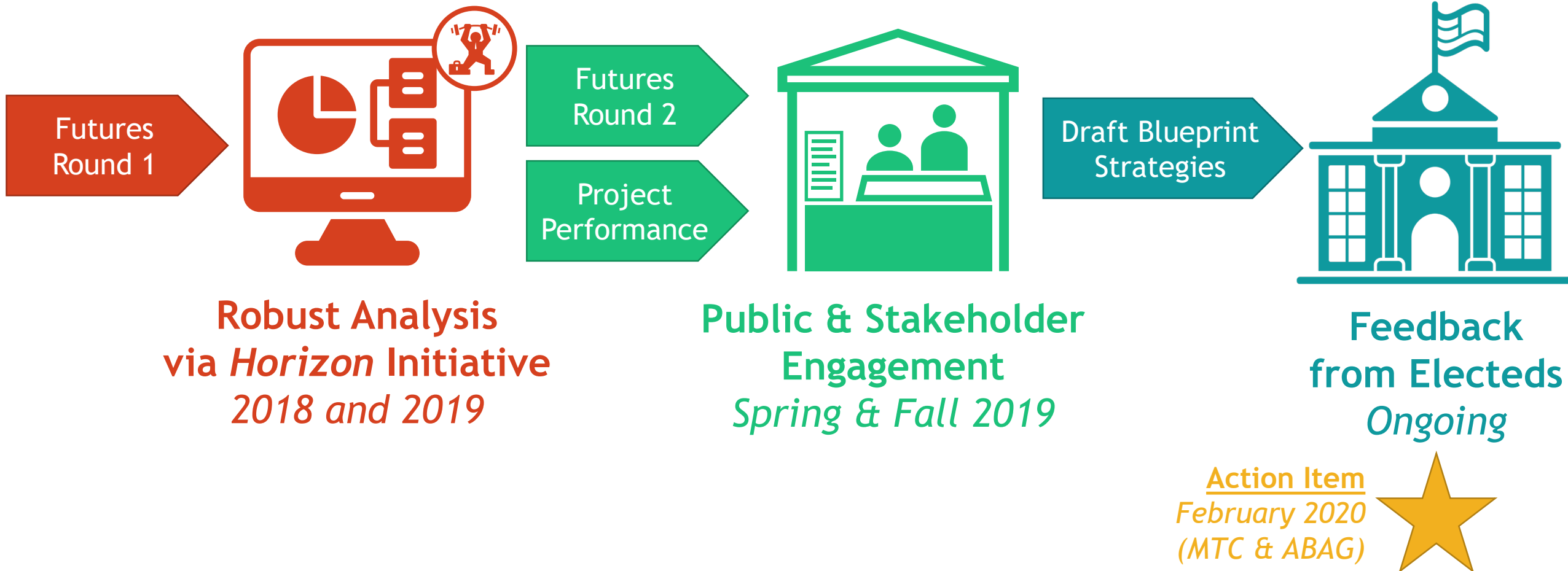
As part of the Draft Blueprint, we are **seeking your approval** this month to further study key strategies.

# What's the schedule for Plan Bay Area 2050?

★ = Major Policy Board Decisions



# How were strategies generated & refined?







3,000

comments at fall 2019  
“pop-up” workshops

9,900

comments from *Mayor of Bayville* online tool



>250

attendees at fall 2019  
Draft Blueprint  
stakeholder workshops



# 90%

of comments at fall 2019 “pop-up” workshops supported the strategies advanced into Plan Bay Area 2050





## *Integrating Feedback from the January Workshop of the Commission & Board*

Workshop participants were interested in encouraging job growth in housing-rich areas, but not via office development caps

Workshop participants were interested in how major capital projects fit into the Plan, including rail expansions and express lanes



## Option B

Workshop participants were interested in considering transit-rich and high-resource areas for inclusion in Plan Bay Area 2050

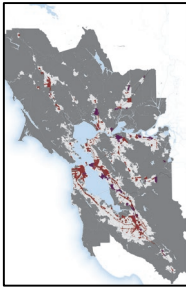
# What are the critical action items being considered by MTC and ABAG this month?

1



Adopt new **Priority Conservation Areas**, **Priority Development Areas**, and **Priority Production Areas** *(ABAG Action Only)*

2



Approve **Growth Geographies** for Analysis in the Draft Blueprint *(MTC/ABAG Action)*

3



Approve **Strategies** for Analysis in the Draft Blueprint *(MTC/ABAG Action)*



PLAN BAY AREA 2050



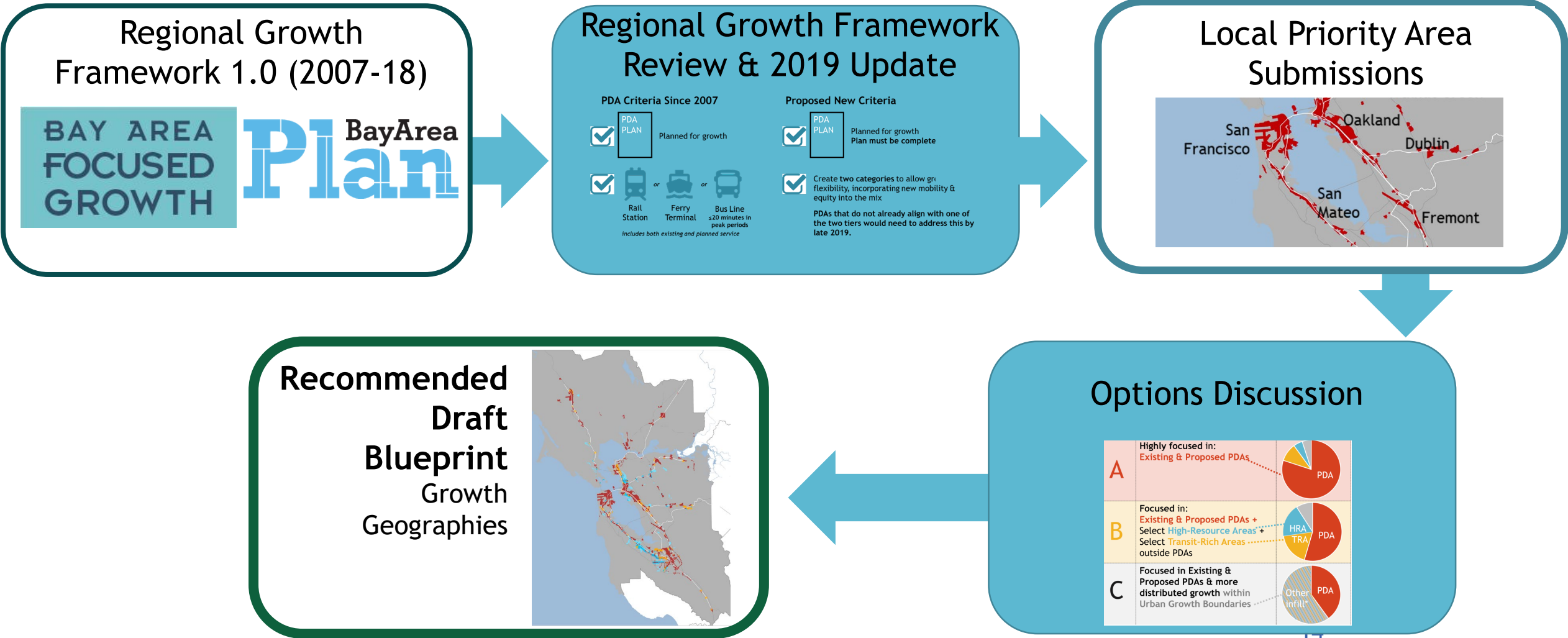
# Diving into Growth Geographies

Seeking Action on *PDAs Plus*



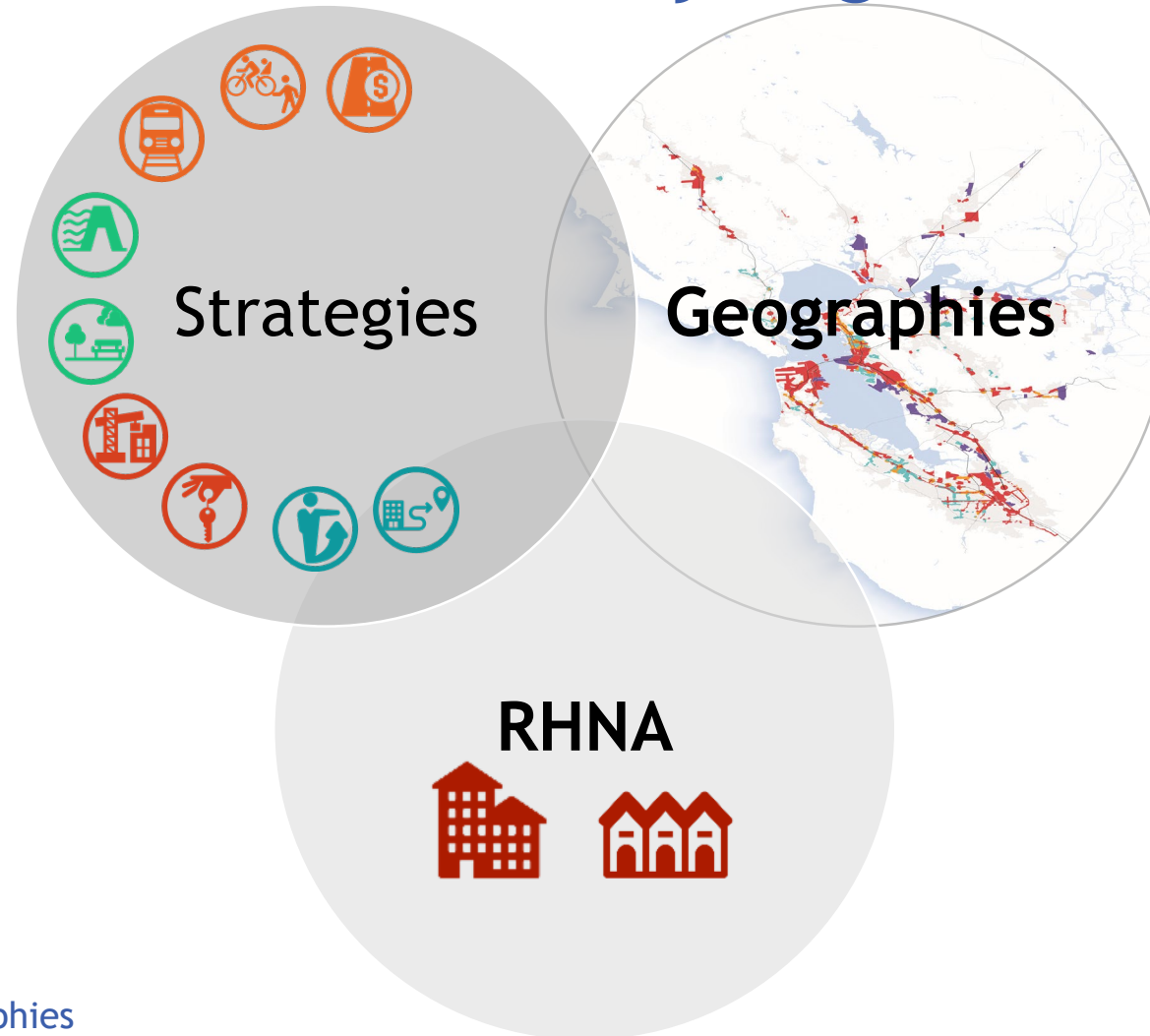


# What was the path to today's recommendation for Growth Geographies?





**Refresher:** the Strategies and Geographies for the Draft Blueprint are designed to work in concert; both are designed to more closely align the Plan with RHNA.



# Refresher: What new priority areas were nominated by local jurisdictions in 2019?

34

**new PDAs**

*Priority Development  
Areas*

19

**new PCAs**

*Priority Conservation  
Areas*

35

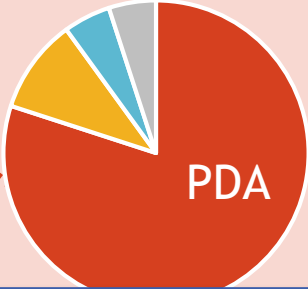
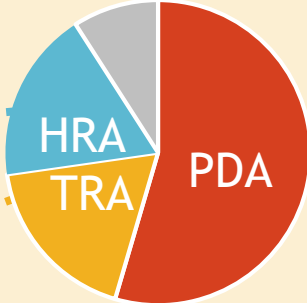
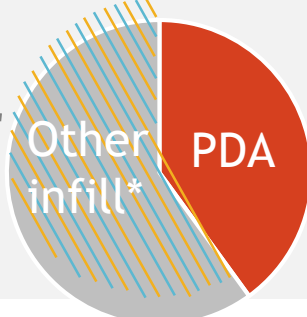
**pilot PPAs**

*Priority Production  
Areas*


In addition, MTC/ABAG staff worked with local jurisdictions & CTAs to ensure that **all PDAs advanced into Plan Bay Area 2050 meet program guidelines** for transit and local planning. The full list of PDAs is incorporated in your packet.




# Refresher: What options were identified?

Location of Growth (charts are illustrative)			GHG Reduction	Equity	RHNA Consistency	Local Implementation
A	Highly focused in: Existing & Proposed PDAs		+	--	-	++
B	Focused in: Existing & Proposed PDAs + select High-Resource Areas + Select Transit-Rich Areas outside PDAs		++	++	+	-
C	More distributed growth within Urban Growth Boundaries  * Including all High-Resource Areas + Transit-Rich Areas		--	+	+	+

# What geographies would Option B protect and prioritize?

- 

**Protect**

Areas outside Urban Growth Boundaries  
*(including PCAs)*
- 

Unmitigated High Hazard Areas

- 

**Prioritize**

**PDA**s
- 

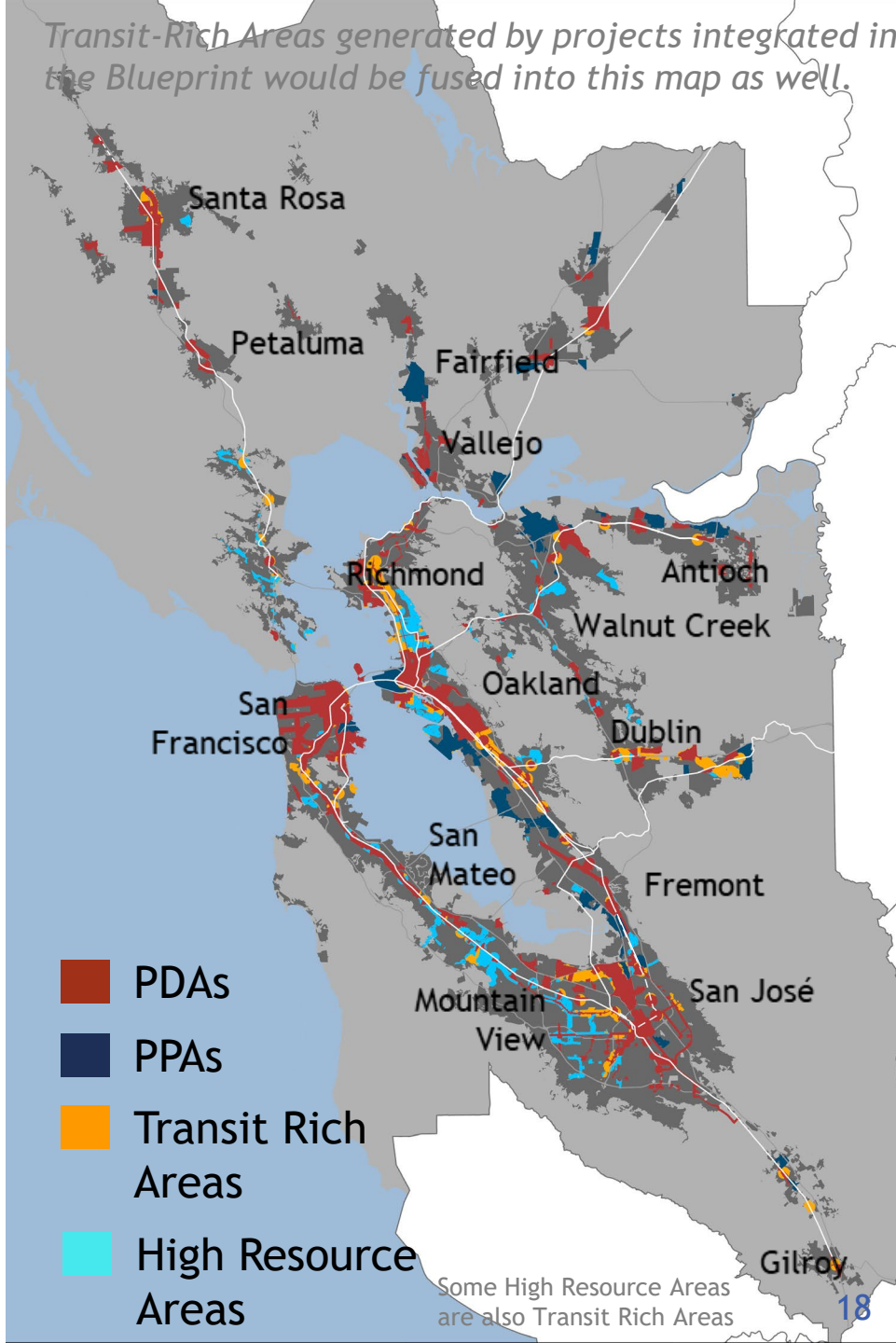
**PPA**s
- 

**TRA**s:  
Frequent Regional Rail
- 

**TRA**s\*  
All Other
- 

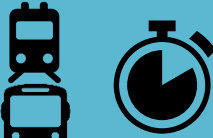










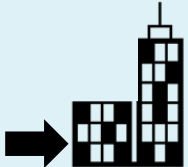



**HRA**s\*

\* Applies to all jurisdictions except those that have already nominated more than 50% of PDA-eligible areas



# What might this look like on the ground?

## Example: Housing

Context (not exhaustive)			Housing Mix (illustrative only)		
Transit	Job Access	Area Land Use			
 <p>Very frequent service</p>					
 <p>Frequent service</p>					
 <p>Basic service</p>					 
Included in all areas: essential local services and supportive transportation infrastructure					

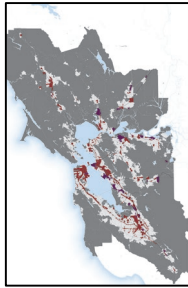
# We are seeking your approval of the first two action items at this time.

1



Adopt new **Priority Conservation Areas**, **Priority Development Areas**, and **Priority Production Areas** *(ABAG Action Only)*

2



Approve **Growth Geographies** for Analysis in the Draft Blueprint *(MTC/ABAG Action)*

3



Approve **Strategies** for Analysis in the Draft Blueprint *(MTC/ABAG Action)*

February 4, 2020

Therese McMillan  
Executive Director, ABAG/MTC  
375 Beale Street, #700  
San Francisco, CA 94105

Re: Friends of North Sonoma **Strongly Oppose** Springs Specific Plan as a PDA

Dear Ms. McMillan,

Our understanding is that the Joint MTC Planning and ABAG Administrative Committee and the ABAG Executive Board will be making a decision regarding whether to approve the Springs Specific Plan (SSP) application to become a Priority Development Area (PDA) soon. We urge you to NOT approve this PDA.

Friends of North Sonoma (FNS) is an unincorporated citizens' group representing the homeowners in the surrounding neighborhood of Donald, Robinson and Lomita streets. We are a rural, fifty-year old neighborhood of single-family homes with a single 2.36 acre empty lot available for development. Attached is a May 8, 2012, letter from then Supervisor Brown and current Supervisor Zane describing the SSP which clearly states "these places are not appropriate for the higher densities of urban PDAs..." (attachment 1). Nothing has changed. The SSP area has no major bank, no major grocery store, no high school and no middle school.

Furthermore, the current bus system does not meet MTC headway requirements for a PDA (attachment 2). The bus doesn't run in the late afternoon or evening to be useful for commuters. At the SCTA meeting, "Let's Talk: The Future of Transportation in Sonoma" held December 11<sup>th</sup>, 2019, County representatives stated they have no plans to upgrade bus #32. This is confirmed in a subsequent email from County staff (attachment 3). To put high density housing here can only result in more people driving to get the services they need.

Our fundamental issue is that Sonoma County failed to provide notice to our Donald Street neighborhood regarding development of the Springs Specific Plan. The County's failed outreach focused on the businesses and schools along the Highway 12 corridor. Donald Street is contiguous with City of Sonoma city limits and runs  $\frac{3}{4}$  mile east of Highway 12 (attachment 4). Our Donald Street neighborhood has never been considered part of the Springs. Our children attend Sassarini Elementary in the center of the town of Sonoma. See attached map from Sonoma County Economic Board's Sonoma Valley Community Profile Demographics Report 2017, which shows Donald Street in relation to the other Spring communities (attachment 5). And even though our neighborhood represents 87% of the new housing proposed in the SSP and 32% of the plan area, lack of notice meant that **not a single representative from our neighborhood participated in the development of the SSP**. This goes against

Ms. Therese McMillan  
Page 2

MTC Resolution No. 4035, requiring proactive, public outreach to insure “full and fair participation by all potentially affected communities” (attachment 6). Even the County’s own survey showed no one from our neighborhood streets participated which they failed to rectify (attachment 7). The County waited until September 10, 2018, six years after the inception of the SSP, to put tags on our parcels notifying us we were included in the SSP (attachment 8). It was this tag that alerted a Donald Street homeowner to its existence in early 2019. FNS submitted a petition to the Board of Supervisors on June 4, 2019, with 260 signatures asking for a re-start of the SSP (attachment 9). We received no response. We now question whether the County’s failed outreach and delayed tags on our parcels was done intentionally to bypass possible resistance from a neighborhood group.

Additionally, we feel the original application for the SSP written in 2012 contained false statements (attachment 10), as our neighborhood falls outside MTC’s Community of Concern map and is neither low-income, nor disadvantaged (attachment 11 and 12).

After the Nuns fire, Permit Sonoma increased the density of the proposed SSP project as a response to the dramatic loss of homes. **This higher density plan was never shown to a single community group before its inclusion in the draft version of the plan submitted to the Sonoma Valley Citizens Advisory Commission (SVCAC) on August 18, 2018** (see attachment 13). However, if you had been in the Donald neighborhood the night we were asked to evacuate, and experienced the terror of being caught in a traffic jam with fire approaching, you would have redrawn the plans differently. All of our neighborhood streets are dead-end streets that back up to a hillside with only two ways out. Fetters Hot Springs, one of the contiguous neighborhoods in the SSP, was recognized by StreetLight Data as being one of a hundred communities in the US with the most limited means of escaping a disaster (attachment 14). And our water district, Valley of the Moon Water District, lost its back up water supply needed to fight fire disasters with the closure of the Sonoma Developmental Center (attachment 15). It is also important to point out that the northern side of Donald Street is actually the border for Cal Fire’s Fire Hazard Severity Zone (attachment 16). To add high density housing to our neighborhood will only increase the chances that our neighborhood will experience a catastrophe, like the town of Paradise.

The decision to approve the application for the SSP to become a PDA was disrespectfully included as item #28 on the Consent Calendar at the December 17, 2019, Board of Supervisors Meeting. Thirty-two homeowners showed up to voice concerns against being designated a PDA at a meeting held 45 minutes away from Sonoma on an early Tuesday morning with three days’ notice. In spite of the controversial nature of this item, the Board would not remove it from their Consent Calendar.

We understand that neither ABAG nor MTC addresses decisions made at the local level. However, our right to have a voice and be included in the SSP development was



Ms. Therese McMillan  
Page 3

overlooked, in clear violation of MTC's own policies of inclusion. We feel our concerns for our water and fire safety are not being heard. To date, Sonoma County has been unable to provide us with a reason why the Donald Street neighborhood was "silently" added to the SSP over 7 years ago, much less why our neighborhood should be designated a PDA. FNS wholeheartedly feel the SSP is not appropriate for major growth and strongly urge the Board and Committee members to vote against this PDA designation. We seriously hope to resolve these concerns without litigation.

Thank you for your time and attention reading this letter.

A collection of handwritten signatures in blue ink. The names are: Gary Germano, Paul Rockett, Joel Trachtenberg, Vicki DeSmet, Joel Sage, Matt Lage, Colleen Cowan, Gary DeSmet, Valerie L. Mathes, and Ricci Wheatley. The signatures are written in a cursive, flowing style.

Friends of North Sonoma Steering Committee:

Steve Caniglia, Colleen Cowan, Vicki DeSmet, Gary DeSmet, Gary Germano, Matt Lage, Bennett Martin, Valerie Mathes, Paul Rockett, Joel Trachtenberg, Maud Trachtenberg, Ricci Wheatley

For Friends of North Sonoma  
P O Box 1454  
Sonoma, CA 95476

cc: Tennis Wick, Director, Permit Sonoma  
Matt Maloney, Interim Planning Director, ABAG/MTC  
Mark Shorett, Principal Planner, ABAG/MTC  
Greg Carr, 1<sup>st</sup> District, Sonoma County Planning Commissioner  
Dick Fogg, 1<sup>st</sup> District, Sonoma County Planning Commissioner  
David Storer, Planning and Community Services Director, City of Sonoma  
Jason Walsh, Editor, Sonoma Index Tribune

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May 8, 2012

Mark Luce, President  
ABAG Executive Board  
Association of Bay Area Governments (ABAG)  
PO Box 2050  
Oakland, CA 94604-2050

Re: Support for Rural Place Types in Unincorporated Sonoma County

Dear Mr. Luce,

Thank you for the opportunity to provide further comment on the Jobs Housing Connection Scenario as it relates to consideration of Rural Place Types. On March 15 the Executive Board deferred action on Rural Place Type proposals (with the exception of Benicia and Dixon). We understand this was primarily in response to concerns with the proposed Midcoast Priority Development Area (PDA) in unincorporated San Mateo County's Coastal Zone.

ABAG staff has indicated that the Unincorporated Sonoma County PDA applications have been assumed in the Draft Jobs Housing Connection (JHC) Scenario, which we believe is appropriate. We understand that further consideration of the Rural Place Type Priority Development Areas will occur at the upcoming June 6 Regional Planning Committee meeting and final action will occur at the July 19 ABAG Executive Board meeting.

The Sonoma County Board of Supervisors and the Sonoma County Transportation Authority/Regional Climate Protection Authority urge the Executive Board to support Sonoma County's PDA applications as Rural Place Types and ensure they are included in the adopted JHC Scenario. These applications include the following places:

- Airport/Larkfield
- Forestville
- Graton
- Guerneville
- Pennngrove
- Sonoma Valley – The Springs

As you are aware, including these places within the growth strategy envisioned in the Sustainable Communities Strategy (SCS) provides additional program and funding opportunities to assist local governments in transforming these places into more complete communities that are less auto-dependent. These opportunities include the OneBayArea Grant (OBAG) and other planning, technical assistance and affordable housing funds.



Mr. Mark Luce  
Page 2

As local agencies, we strongly support including these communities as appropriate places for future compact infill development in our rural/suburban county context. Incentivizing infill and mixed use development while enhancing the unique flavor and fabric of these communities should be an essential component in an SCS that reflects the diversity of community scale that is found throughout the Bay Area. These places are not appropriate for the higher densities of urban PDAs, but they should not be left out of the SCS process. The SCS should provide policy guidance and incentives for suburban sprawl repair and the transformation of existing rural neighborhoods into more complete communities with multi-modal road networks and linkages to County-wide and regional bikeways and transit systems.

We envision our proposed Rural Place Type PDAs as opportunities to work with communities to develop plans and improvements that, over the next 30 years, will transform these places with densities and mobility options more akin to a walkable/bikable European village surrounded by greenbelts, linked with bike trails, and at densities that support of more frequent transit service. At the same time, retaining the smaller scale of these places is also essential.

All of our proposed PDA places are served by public sewer and water and contained within Urban Service boundaries that are hard-wired into the County's General Plan. The County and all nine city General Plans have strong compact growth policies that focus urban development within the cities and, in a more limited way, within the unincorporated Urban Service Areas. Urban development outside these areas is largely non-existent.

We see the investment opportunities connected with PDA designation as essential to realizing our vision of encouraging sustainable development within unincorporated Urban Service Areas in several ways:

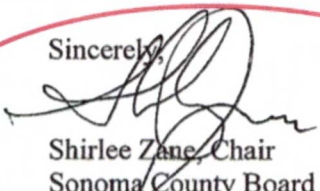
- Providing specific plan funding to work with citizens to identify: infill opportunities, appropriate building prototypes and densities, a balanced mix of land uses, "complete street" modifications, appropriate location and design of transit facilities to encourage ridership, zoning amendments to allow more live/work and job opportunities.
- Infrastructure funding for complete street improvements.
- Completion of local and regional bike networks.
- Improvement of the transit system to provide more frequent service between PDA's and regional employment centers, schools, recreation sites and shopping areas.

Having these areas recognized in the JHC as places where focused growth can occur and, most importantly, eligible for the incentives available to PDAs, will help us in our current efforts to make these communities more complete, sustainable and less auto dependent.

We ask that you support the designation of our six proposed applications in unincorporated Urban Service Areas as Rural Place Type PDAs.

Thank you for the opportunity to comment.

Sincerely,

  
Shirlee Zane, Chair  
Sonoma County Board of Supervisors

  
Valerie Brown, Chair  
SCTA/RCPA

cc: ~~Board of Supervisors~~  
SCTA/RCPA Board Members

From: Steven Schmitz [mailto:steven@sctransit.com]  
Sent: Wednesday, September 25, 2019 11:30 AM  
To: Janet Spilman <janet.spilman@scta.ca.gov>; Amy Lyle <Amy.Lyle@sonoma-county.org>  
Cc: Christopher Barney <chris.barney@scta.ca.gov>; Bryan Albee <bkalbee@sctransit.com>  
Subject: RE: Springs PDA - Transit Headways

**EXTERNAL**

Thanks for the information, Janet.

Hi Amy – SCT does provide existing average 30 minute headways in the weekday a.m. peak (6 to 10 a.m.) on local routes 32/34 through the Sonoma Springs. However, we don't currently provide average 30 minute headways in the weekday p.m. peak (4 to 7 p.m.) on local routes 32/34, even when combining local and intercity service through the Sonoma Springs.

If eligibility for a PDA in the Sonoma Springs requires existing average 30 minute transit headways on weekdays in both the a.m. and p.m. peak, we don't currently meet that criteria. SCT's local route 32/34 currently ends weekday service at 4:25 p.m. Intercity service thereafter averages approximately 60 minute headways.

I'd be happy to discuss with you further over the phone.

Steven Schmitz  
585-7516

Begin forwarded message:

From: "Jodi Curtis" <[jodi@sctransit.com](mailto:jodi@sctransit.com)>  
Date: January 30, 2020 at 3:07:18 PM PST  
To: "'Vicki DeSmet'" <[joy2bake@sbcglobal.net](mailto:joy2bake@sbcglobal.net)>  
Cc: "Steven Schmitz" <[steven@sctransit.com](mailto:steven@sctransit.com)>  
Subject: RE: [sctransit.wpengine.com](http://sctransit.wpengine.com) form: Question

Good Afternoon Vicki,

I have reached out to Steven Schmitz in our office to inquire about a bicycle rack. He has asked that you contact him directly regarding this. I have copied him on this email and/or he can be reached at [707-585-7516](tel:707-585-7516).

SCT has been discussing the Rt. 32 with the City of Sonoma. At the current time, SCT has no plans to make changes, but is appreciative of suggestions or comments regarding our bus routes for future consideration. If you have any suggestions, please feel free to reach out to me via email or per the information below.

Thank you,

Jodi Curtis  
Transit Specialist II  
SonomaCountyTransit  
355 West Robles Avenue  
Santa Rosa, CA 95407  
707-585-7516

## 2A OVERVIEW

The Springs Specific Plan places a strong emphasis on increased housing opportunities, economic growth, and improved bicycle and pedestrian connectivity throughout the Plan area. Mixed-use, commercial, and medium to high density residential development will be accommodated along the Highway 12 corridor (see Figures 2 and 3). The variety of housing types included in the Plan accommodates a range of affordability levels. The Specific Plan also promotes new community-serving retail, restaurants, and services.

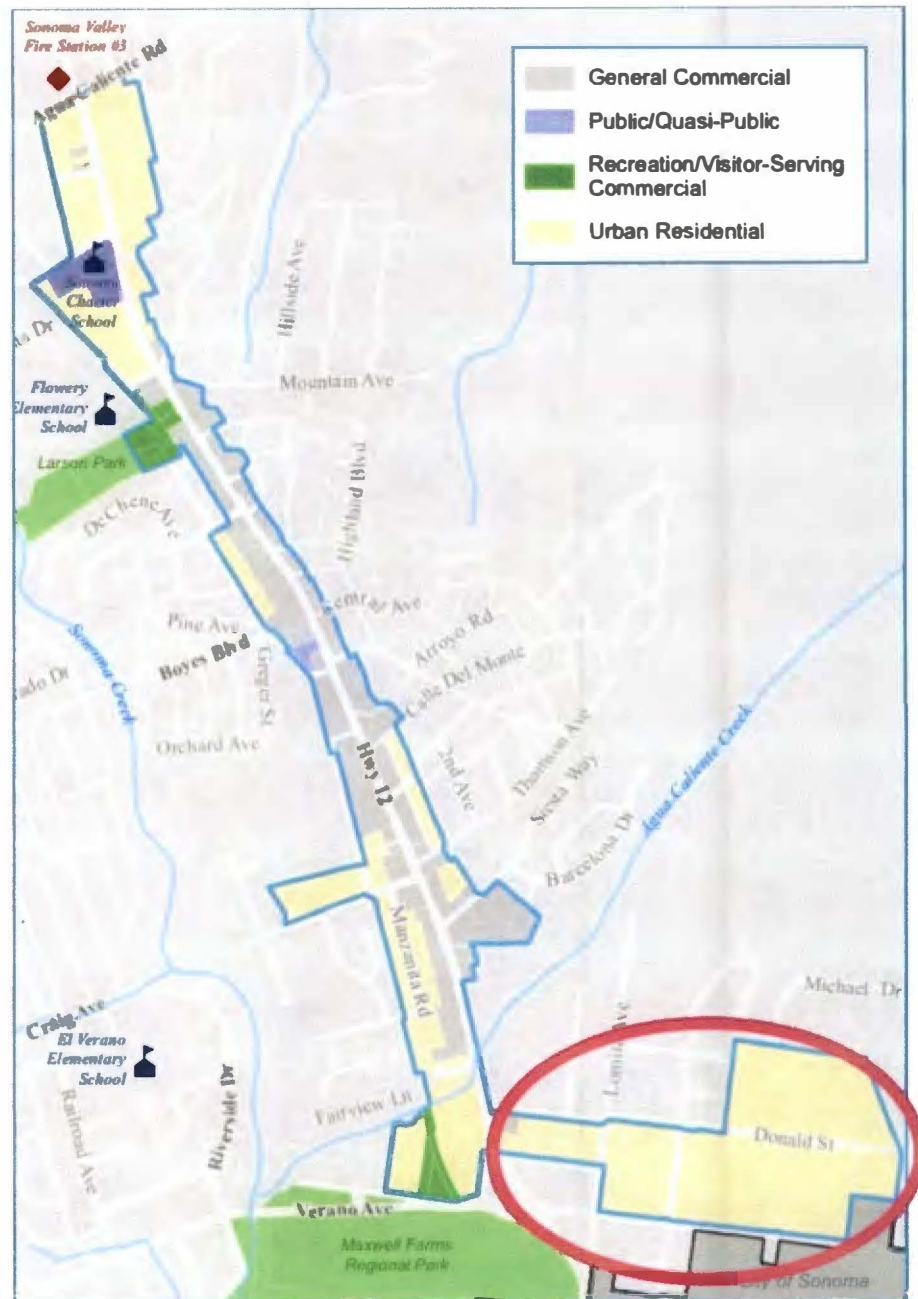
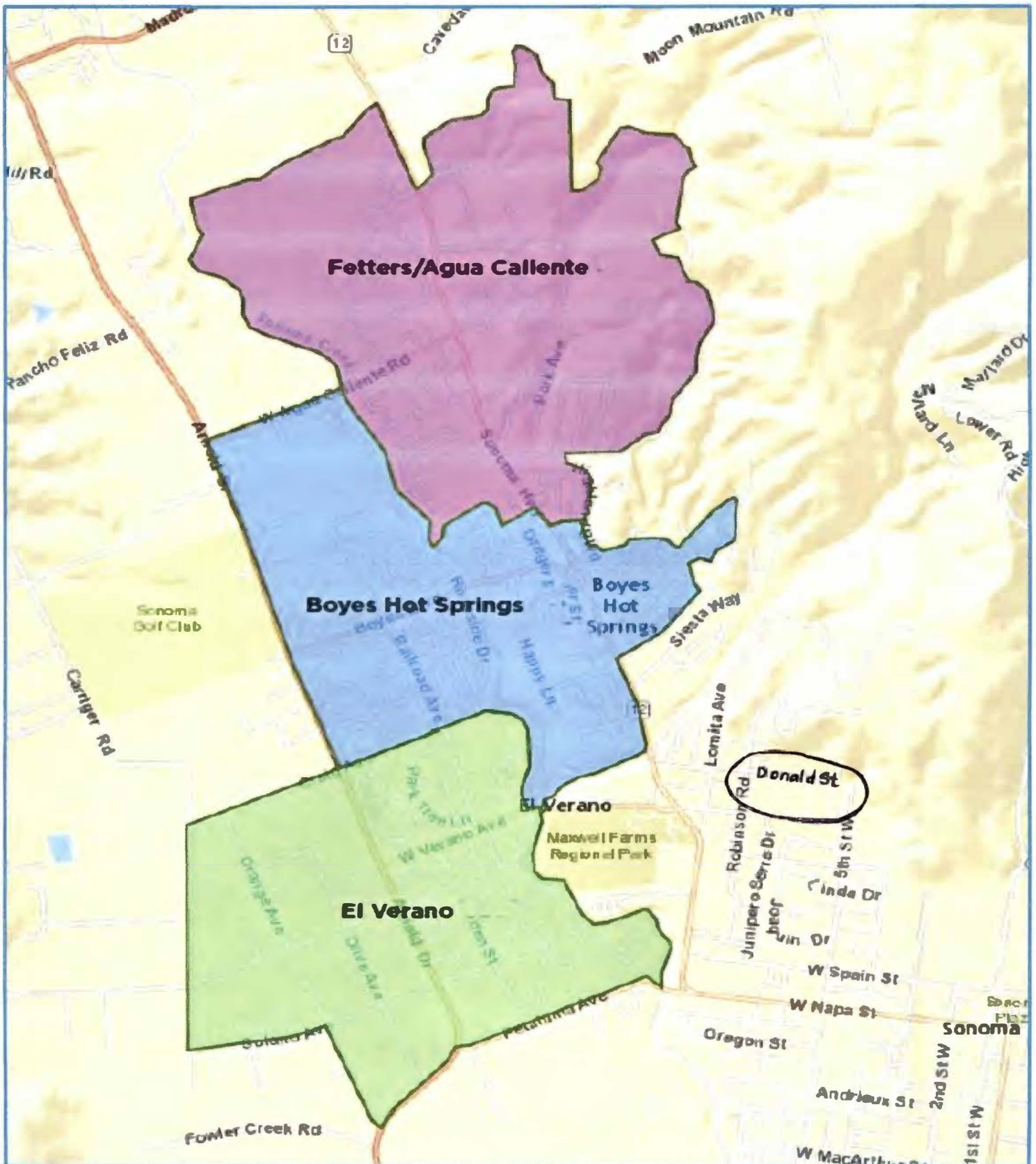


Figure 2: Land Use Map





May 17, 2012  
Attachment A, MTC Resolution No. 4035

Assessment (RHNA) and added weighting to acknowledge very low and low income housing. The formula breakdown is as follows with distributions derived from each jurisdiction's proportionate share of the regional total for each factor:

### OBAG Fund Distribution Factors

Factor Weighting	Percentage
Population	50%
RHNA* (total housing units)	12.5%
RHNA (low/very low income housing units)	12.5%
Housing Production** (total housing units)	12.5%
Housing Production (low/very low income housing units)	12.5%

\* RHNA 2014-2022

\*\*Housing Production Report 1999-2006

The objective of this formula is to provide housing incentives to complement the region's Sustainable Community Strategy (SCS) which together with a Priority Development Area (PDA) focused investment strategy will lead to transportation investments that support focused development. The proposed One Bay Area Grant formula also uses actual housing production data from 1999-2006, which has been capped such that each jurisdiction receives credit for housing up to its RHNA allocation. Subsequent funding cycles will be based on housing production from ABAG's next housing report to be published in 2013. The formula also recognizes jurisdictions' RHNA and past housing production (uncapped) contributions to very low and low income housing units. The resulting OBAG fund distribution for each county is presented in Appendix A-4. Funding guarantees are also incorporated in the fund distribution to ensure that all counties receive as much funding under the new funding model as compared to what they would have received under the Cycle 1 framework.

The Commission, working with ABAG, will revisit the funding distribution formula for the next cycle (post FY2015-16) to further evaluate how to best incentivize housing production across all income levels and other Plan Bay Area performance objectives.

## CYCLE 2 GENERAL PROGRAMMING POLICIES

The following programming policies apply to all projects funded in Cycle 2:

1. **Public Involvement.** MTC is committed to a public involvement process that is proactive and provides comprehensive information, timely public notice, full public access to key decisions, and opportunities for continuing involvement. MTC provides many methods to fulfill this commitment, as outlined in the *MTC Public Participation Plan*, Resolution No. 3821. The Commission's adoption of the Cycle 2 program, including policy and procedures meet the provisions of the *MTC Public Participation Plan*. MTC's advisory committees and the Bay

- A description of how the public engagement process met the outreach requirements of MTC's Public Participation Plan, including how the CMA ensured full and fair participation by all potentially affected communities in the project submittal process.
- A summary of comments received from the public and a description of how public comments informed the recommended list of projects submitted by the CMA.

## 2. Agency Coordination

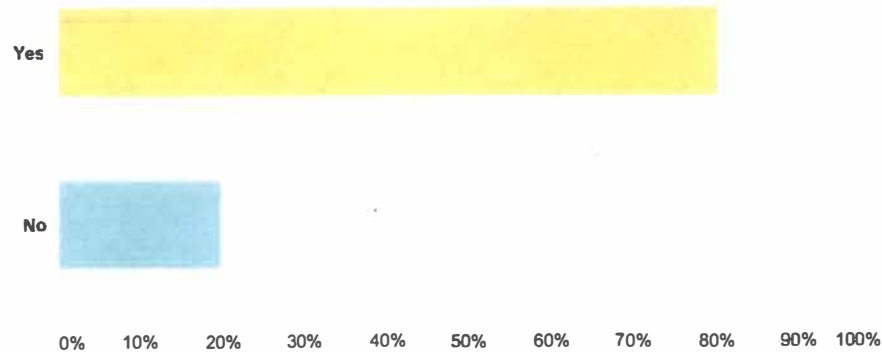
- ***Work closely with local jurisdictions, transit agencies, MTC, Caltrans, federally recognized tribal governments, and stakeholders to identify projects for consideration in the OBAG Program.*** CMAs will assist with agency coordination by:
  - Communicating this Call for Projects guidance to local jurisdictions, transit agencies, federally recognized tribal governments, and other stakeholders

## 3. Title VI Responsibilities

- ***Ensure the public involvement process provides underserved communities access to the project submittal process as in compliance with Title VI of the Civil Rights Act of 1964.***
  - Assist community-based organizations, communities of concern, and any other underserved community interested in having projects submitted for funding;
  - Remove barriers for persons with limited-English proficiency to have access to the project submittal process;
  - For Title IV outreach strategies, please refer to MTC's Public Participation Plan found at: [http://www.onebayarea.org/get\\_involved.htm](http://www.onebayarea.org/get_involved.htm)
  - Additional resources are available at
    - i. <http://www.fhwa.dot.gov/civilrights/programs/tvi.htm>
    - ii. [http://www.dot.ca.gov/hq/LocalPrograms/DBE\\_CRLC.html#TitleVI](http://www.dot.ca.gov/hq/LocalPrograms/DBE_CRLC.html#TitleVI)
    - iii. [http://www.mtc.ca.gov/get\\_involved/rights/index.htm](http://www.mtc.ca.gov/get_involved/rights/index.htm)

## Community Survey

### Do you live in The Springs?



Answer Choices	Responses	
Yes	80.25%	126
No	19.75%	31
<b>Total</b>		<b>157</b>

#	Street/City	Date
1	La Serena Way	8/16/2016 9:09 AM
2	Oak St	8/15/2016 4:40 PM
3	Baines	8/15/2016 4:36 PM
4	Barrett	8/15/2016 4:28 PM
5	Hwy 12	8/15/2016 4:26 PM
6	happy Lane	8/15/2016 4:25 PM
7	Las Lomas	8/15/2016 4:24 PM
8	Siesta Way	8/15/2016 4:21 PM
9	Solano Ave	8/15/2016 4:13 PM
10	Solano Ave	8/15/2016 4:12 PM
11	Schumann Ct	8/15/2016 4:11 PM
12	Sierra Dr	8/15/2016 4:09 PM
13	Boyes	8/15/2016 3:52 PM
14	Sonoma	8/15/2016 3:51 PM
15	Agua Caliente	8/15/2016 3:46 PM
16	Agua Caliente	8/15/2016 3:45 PM
17	Verano	8/15/2016 3:42 PM
18	Boyes	8/15/2016 3:40 PM
19	Fairview lane	8/13/2016 9:10 PM
20	Calle del Monte	8/11/2016 12:53 PM



## Community Survey

21	Calle del Monte	8/11/2016 12:52 PM
22	Kenwood	8/11/2016 12:51 PM
23	Andrieux St	8/11/2016 12:50 PM
24	Agua Caliente	8/11/2016 12:49 PM
25	Agua Caliente	8/11/2016 12:48 PM
26	Agua Caliente	8/11/2016 12:47 PM
27	Work at La Morenita	8/11/2016 12:45 PM
28	Agua Caliente	8/11/2016 12:45 PM
29	Calle del Monte	8/11/2016 12:44 PM
30	Siesta Way	8/11/2016 12:43 PM
31	Tienda Iniquez	8/11/2016 12:42 PM
32	Sierra Dr.	8/11/2016 12:41 PM
33	Lucas Ave	8/11/2016 12:40 PM
34	Pine St	8/11/2016 12:39 PM
35	Calle del Monte	8/11/2016 12:38 PM
36	Barrett Ave	8/11/2016 12:32 PM
37	Manzanita Road	8/11/2016 12:31 PM
38	Boyes Blvd.	8/11/2016 12:30 PM
39	Sonoma	8/11/2016 12:28 PM
40	Boyes Hot Springs	8/11/2016 12:26 PM
41	Los Robles Dr.	8/11/2016 12:25 PM
42	Agua Calientes	8/11/2016 12:23 PM
43	plaza area	8/11/2016 12:19 PM
44	Near El Molino	8/11/2016 12:18 PM
45	Highway 12	8/11/2016 12:15 PM
46	Barrett Ave	8/7/2016 12:59 AM
47	Arroyo rd	8/4/2016 12:07 AM
48	El Dorado Drive / Agua Caliente	8/3/2016 12:59 PM
49	Baines Ave / BHS	8/2/2016 12:37 PM
50	Falcon Lane/Sonoma (unincorporated)	8/1/2016 5:04 PM
51	W Verano, Sonoma	8/1/2016 7:37 AM
52	HWY 12 AC	7/29/2016 11:53 PM
53	Verano and Rte 12	7/29/2016 8:13 PM
54	Happy Lane, Boyes Hot Springs	7/29/2016 7:18 PM
55	I work 5 to 6 days a week in the Springs	7/29/2016 6:47 PM
56	El Dorado Dr	7/29/2016 3:48 PM
57	El Ritiro, sonoma, tech. aqua cailente, close to BHS	7/29/2016 3:02 PM
58	Hwy 12	7/29/2016 2:58 PM
59	EL VERANO, CDP	7/29/2016 2:48 PM
60	cypress ave, kenwood	7/29/2016 10:42 AM
61	El Verano	7/28/2016 6:17 PM

## Community Survey

62	Happy Lane, Sonoma (BHS)	7/28/2016 4:15 PM
63	Highlands Blvd.	7/28/2016 10:06 AM
64	Park Ave, Boyes Hot Springs	7/27/2016 4:48 PM
65	Central Avenue/Sonoma	7/27/2016 3:52 PM
66	Fairview In/ boyes	7/27/2016 12:30 PM
67	Madrone Road, Sonoma	7/27/2016 11:44 AM
68	Rancho Dr.	7/27/2016 9:53 AM
69	Dollar Tree	7/27/2016 9:45 AM
70	Mission	7/27/2016 9:44 AM
71	Baines	7/27/2016 9:43 AM
72	Las Lomas	7/27/2016 9:42 AM
73	Duena Vida	7/27/2016 9:40 AM
74	Railroad	7/27/2016 9:40 AM
75	El Dorado	7/27/2016 9:39 AM
76	El Dorado	7/27/2016 9:38 AM
77	Arnold Dr.	7/27/2016 9:37 AM
78	Verano Ave	7/27/2016 9:35 AM
79	Verano	7/27/2016 9:22 AM
80	6th Avenue, Sonoma	7/27/2016 6:57 AM
81	30 E. thomson	7/27/2016 6:25 AM
82	park tree lane, el verano	7/26/2016 11:48 PM
83	Siesta Way	7/26/2016 11:37 PM
84	Riverside Dr	7/26/2016 11:18 PM
85	El Verano...Walnut Avenue between Bay and Linden.	7/26/2016 10:49 PM
86	CALLE DEL MONTE	7/26/2016 10:45 PM
87	Hwy 12	7/26/2016 10:26 PM
88	Highland Blvd	7/26/2016 9:59 PM
89	San Ramon Dr BHS	7/26/2016 9:57 PM
90	Highlands Blvd. BHS	7/26/2016 9:55 PM
91	Happy lane sonoma	7/26/2016 9:26 PM
92	DeChene Ave	7/26/2016 8:38 PM
93	E Agua Caliente Rd	7/26/2016 8:17 PM
94	Boyes Hot Springs	7/26/2016 8:10 PM
95	East thomson ave	7/26/2016 8:00 PM
96	Melody ct sonoma	7/26/2016 7:49 PM
97	Olive Avenue	7/26/2016 7:25 PM
98	Solano El Verano	7/26/2016 7:19 PM
99	Sunset Way	7/26/2016 7:10 PM
100	Oak St, EV	7/26/2016 6:58 PM
101	Arroyo Rd. - Boyes Hot Springs	7/26/2016 6:10 PM
102	320 Arbor Ave.	7/26/2016 6:01 PM

### Community Survey

103	Highway 12, agua Caliente	7/26/2016 5:59 PM
104	Agua Caliente	7/26/2016 5:57 PM
105	Park Ave, Sonoma	7/26/2016 5:41 PM
106	Vista Drive	7/26/2016 5:08 PM
107	Johnson Ave	7/26/2016 5:00 PM
108	EL Verano	7/26/2016 4:51 PM
109	Clayton Avenue	7/26/2016 3:17 PM
110	cedar/agua caliente	7/26/2016 3:12 PM
111	Cragmont	7/26/2016 3:10 PM
112	Highway 12/Sonoma	7/26/2016 2:56 PM
113	vallejo ave	7/26/2016 2:22 PM
114	Myrtle Ave	7/26/2016 1:39 PM
115	Cherry Ave	7/26/2016 1:38 PM
116	Highland Blvd	7/26/2016 1:31 PM
117	Orchard ave, boyes	7/26/2016 1:29 PM
118	Melody Ln Sonoma	7/26/2016 1:26 PM
119	Northside Ave.	7/26/2016 1:01 PM
120	Cragmont Dr	7/26/2016 12:59 PM
121	Sonoma	7/25/2016 8:53 PM
122	Rose Avenue	7/19/2016 5:10 PM
123	Mission Way, Agua Caliente	7/5/2016 2:28 PM
124	Crivelli Drive	7/1/2016 7:58 AM
125	Crivelli Street	6/30/2016 3:40 PM
126	middlefield/springs	6/28/2016 9:17 PM
127	El Verano	6/28/2016 4:44 PM
128	Hillside Ave/Sonoma	6/23/2016 11:10 AM
129	Hill Rd, GE	6/21/2016 12:35 PM

## Results

Parcel Number: [127-092-025](#)

Permits: 9

Number: PLP18-0039

Date: 9/10/2018

Status: Started

Type: Planning Project

Description: New Specific Plan for the Springs involving an area of approximately 178 acres adjacent to the Highway 12 corridor from Agua Caliente Rd to Verano Ave and including the Donald St neighborhood. The project will include amendments to the General Plan and a number of zone changes required to implement the specific plan.

Number: BLD02-4929

Date: 5/27/2002

Status: Finaled

Type: Building Permit With Plan Check

Description: NEW CUSTOM INGROUND POOL & RETAINING WALLS

Number: SEW91-0055

Date: 4/20/2000

Status: Finaled

Type: Engineering History Record

Description: ADVANCE CONNECTION FEES FOR SFD

Number: BLD99-1655

Date: [10/8/1999](#)

Status: Finaled

Type: Building Permit No Plan Check

Description: REMOVE/REPAIR DRY ROT WALLS/ARBOR/FDN/PATIO/STUCCO

Scanned: Yes

Number: PX024273

Date: 7/5/1991

Status: Finaled

Type: Building History Record

Description: REVISE FDN

Number: T-018982

Date: 6/18/1991

Status: Finaled

Type: Building History Record

Description: TEMP ELEC

Number: B-106453

Date: 4/18/1991

PETITION TO  
 THE SONOMA COUNTY BOARD OF SUPERVISORS

We, the undersigned, **residents and neighbors of the Verano/Donald Street neighborhood**, hereby declare that the county outreach program for the Springs Specific Plan was flawed and failed. No specific written notices were mailed to any property owners in the Verano/Donald Street neighborhood. We have been involuntarily excluded from having a voice at the table regarding future development, which will have significant impact on the safety, infrastructure and character of our neighborhood. We assert the principle of fairness, and declare that equal properties should be treated equitably. We reject proposals of re-zoning a few parcels in our neighborhood to accommodate the spot increased development of particular vacant land. We want the County Board of Supervisors to reject any plan currently being proposed by the Springs Specific Plan group, due to its failed outreach efforts and lack of inclusiveness. We seek a restart of the Springs Specific Plan process and petition that all future community discussions and or committees include Verano/Donald Street neighborhood representation.

NAME	ADDRESS	SIGNATURE
1. Kathleen Watson	18960 Melvin Ave	Kathleen Watson
2. Alice Fellows	18880 Melvin Ave	Alice Fellows
3. Anthony Mangione	18915 Robinson Rd	Anthony Mangione
4. ROBERT LAGE	627 VERANO AVE	Robert Lage
5. James Willbourn	18871 Melvin Ave	James Willbourn
6. Dushan Medar	750 Michael Dr	Dushan Medar
7. Vince Nevins	763 Michael Drive	Vince Nevins
8. RICHARD DREW	581 MICHAEL DR	Richard Drew
9. Timothy Walsh	833 Donald St	Timothy Walsh
10. John Leigh	805 Michael Drive	John Leigh
11. Paul Rockett	781 Ernest Drive	Paul Rockett
12. STEVE CANIGUA	680 VERANO AVE	Steve Canigua
13. Dolores Silva	18979 Robinson RD	Dolores Silva
14. Stephanie Gitti D. Vite	18796 Robinson Rd	Stephanie Gitti D. Vite
15. Charlotte Woodard	560 Michael Dr. Sonoma	Charlotte Woodard
16. Leonard Woodard	501 Michael Dr. Sonoma	Leonard Woodard
17. TOM REDMAYNE	18948 LOMITA	Tom Redmayne
18. Paul Souza	807 MICHAEL DR.	Paul Souza
19. Mike White	18900 LOMITA AVE	Mike White
20. Katie White	18900 LOMITA AVE	Katie White

\* Additional Signatures no. 21-260 provided upon request.

## **SCTA PDA Application Part 5 Narrative Springs Rural Community Investment Area**

### **1. Introduction/Vision**

An SCTA grant in the amount of \$450,000 is requested for the development of a Sonoma Springs Area Plan (the "Plan") with a broad objective to revitalize the area into a pedestrian and transit oriented mixed use corridor. Specific goals include: 1) realigning land uses to create greater mixed use and higher intensity residential development around new transportation opportunities; 2) facilitating an increase in bicycle/pedestrian paths and other alternative transportation options; and 3) evaluating automobile parking needs for residential and commercial uses, in the context of transit oriented development. A programmatic Environmental Impact Report will be prepared to analyze potential environmental impacts of the Plan and to streamline future development consistent with the Plan.

#### Rural Investment Area Profile

The Sonoma Springs area is a designated Rural Investment Area (RIA). The RIA includes the communities of Boyes Hot Springs, Fetters Hot Springs, El Verano, and Agua Caliente. These communities are a contiguous urbanized area located along the Scenic Highway 12 Corridor immediately northwest of the City of Sonoma. The core of these communities is served by public sewer and water, and contains a mixture of residential, office, and retail uses.

The Springs RIA area is approximately 160 acres and contains 451 housing units. Reports from the US Census Local Employment Dynamics website indicate that in 2010 there were 430 employed residents within the RIA and contained 277 jobs. The area has infill potential for up to an additional approximately 250 units through the Year 2040. With a 2% job growth rate the area could gain another 200+ jobs. The area is ethnically diverse and located within a former redevelopment area in the heart of the Sonoma Valley wine grape production area. Job opportunities in the area include retail and service sector jobs in the City of Sonoma, and agricultural and winery related jobs in the greater Sonoma Valley.

#### Vision

The Springs has developed over time without benefit of a cohesive planning process. The initial vision for the Plan is to create a land use model that promotes mixed use development with a variety of affordable housing opportunities, increases access to alternative transportation modes including safe pedestrian and bicycle routes, addresses automobile parking needs for residents and area visitors, and enhances the community identity of the Springs area. The Springs Area is an MTC identified "Community of Concern".

The RIA is part of the former Springs Redevelopment Area that has since been dissolved. The Plan will include an assessment of the planning goals contained within the former Redevelopment Plan. The project will include changes to land use and zoning to, at a minimum, increase residential densities and provide for a greater diversity of uses. A public engagement process will be necessary to fully define the vision and elements of the Plan.

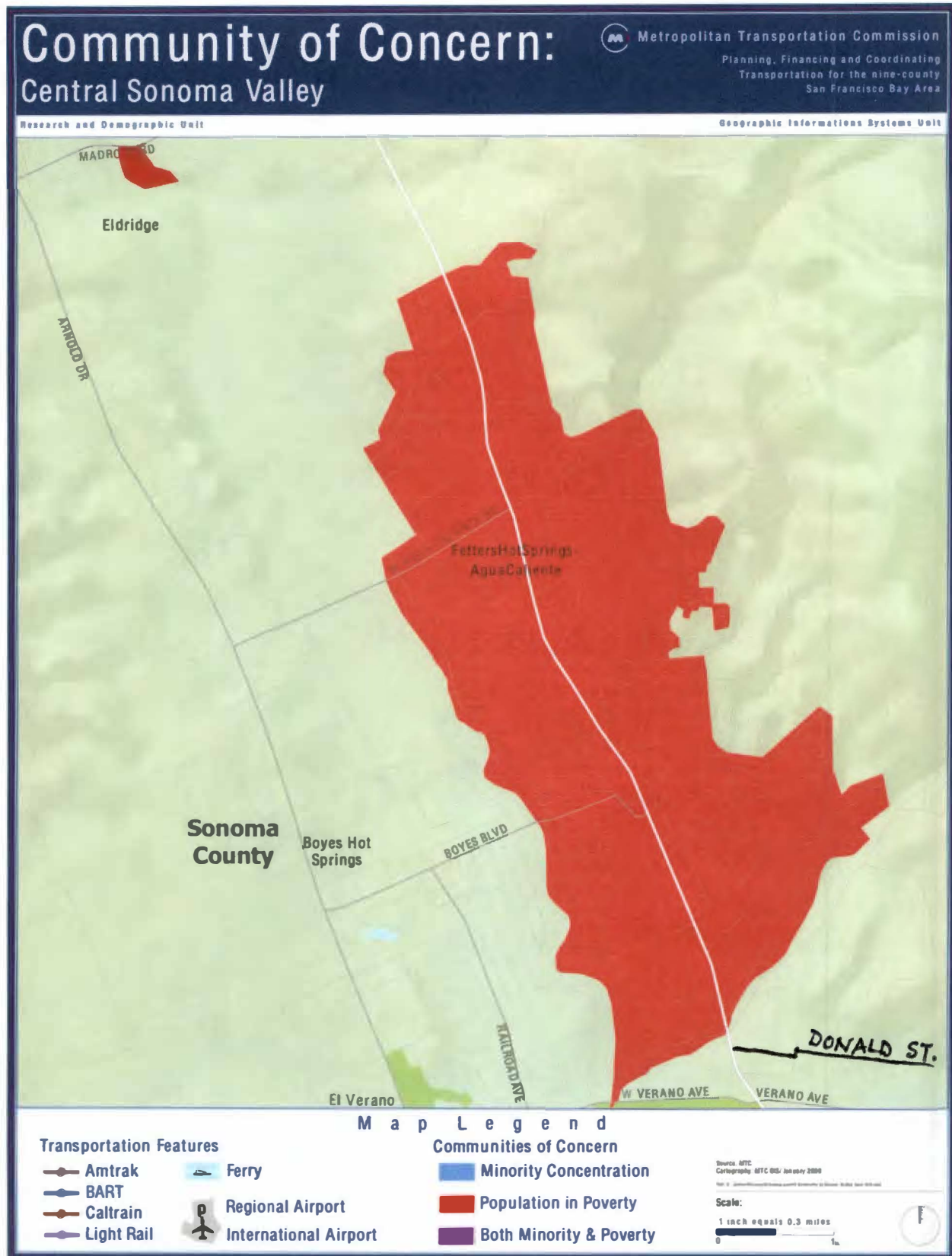
### **2. Existing Policies**

The goals of the Sonoma County General Plan Land Use Element align with ABAG's program to promote planning for "complete communities" that have a variety of homes, jobs, shops, services and amenities; that encourage accessibility by walking, biking, taking transit, and reducing commute times; and that improve social and economic equity.



**SCTA**

**THE SPRINGS COMMUNITY BASED TRANSPORTATION PLAN**





## Sonoma County PDA Investment &amp; Growth Strategy

SCTA | RCPA

housing challenges, but also their commitment to affordability. Sebastopol has a robust set of affordability strategies; Rohnert Park, Santa Rosa, Sebastopol, and Unincorporated Sonoma County also have a wide range of policies.

All Sonoma County jurisdictions have a certified Housing Element—which is a requirement for receiving OBAG funds.

Table 1: Affordable Housing Policies by Sonoma County Jurisdiction

Jurisdiction	Housing Element Certification	Inclusionary Housing	Just Cause Eviction	Rent Control	Condo Conversion	Impact Fees	Density Bonus
Cloverdale	✓	✓					✓
Cotati	✓	✓					✓
Healdsburg	✓						✓
Petaluma	✓	✓		✓ (mobile homes)	✓	✓	✓
Rohnert Park	✓	✓		✓ (mobile homes)			✓
Santa Rosa	✓	✓		✓ (mobile homes)	✓	✓	✓
Sebastopol	✓	✓	✓	✓ (mobile homes)	✓	✓	✓
Sonoma	✓						✓
Windsor	✓	✓					✓
Unincorporated Sonoma County	✓	✓		✓ (mobile homes)		✓	✓

### Other Anti-Displacement and Community Stabilization Strategies

PDA Investment and Growth Strategies are also encouraged to reflect policies that reduce displacement and increase community stabilization. Investment near transit can bring much-needed benefits to neighborhoods, but can also result in market-driven displacement of lower-income residents due to rising rents and conversion of rental units to condominiums. In addition to affordable housing policies and preservation strategies, regional agencies recognize other stabilization strategies, such as robust community involvement in planning processes—especially inclusive of low income residents and residents of color. While some PDA plans focus primarily on design and market considerations, others integrate these issues with affordable and mixed-income housing, economic opportunity, and community involvement. Current and future planning efforts provide an opportunity to add policies that will help insure that future development offers broad community benefits and does not displace existing low-income residents. These will be assessed in greater detail in a subsequent report.

### Sonoma County Communities of Concern:

Communities of Concern (CoCs) have been identified as areas with special transportation needs associated with low-income, or otherwise disadvantaged communities. In Sonoma County these areas are currently defined as census tracts in which 30% or more of families have incomes between 0 - 200% of the federal poverty level (\$21,660 - \$74,020 total household income depending on family size).

**Mixed Use**

Presented to  
SVCAC 8/2018

0 250 500  
Feet  
1:11,000

Maxwell Farms Regional Park

City of Sonoma

SCIENCE

# Data Pinpoints 14 California Towns Where an Emergency Escape Could Be a Problem

By Jeremy Siegel Aug 22, 2019



Vehicle abandoned by fleeing residents of the Butte County town of Paradise during the Camp Fire in November 2018. (Josh Edelson/AFP/Getty Images)

California has the second-largest number of small communities with limited evacuation routes when compared to other states, according to a new nationwide analysis of towns with populations under 40,000.

The study, conducted by San Francisco-based traffic analytics company StreetLight Data, identified 100 communities across the country with the most limited means of escaping

disasters like wildfires and hurricanes. It found that 14 of those communities are in California, second only to Florida's 20.

The study comes on the heels of the deadliest and most destructive blaze in California history, last November's Camp Fire, which killed 86 people and put into perspective some of the challenges facing rural communities with limited escape routes.

When the fast-moving blaze swept through Paradise — a Butte County town of roughly 27,000 — on an early Thursday morning, fleeing residents ended up caught in gridlocked traffic along Skyway, the main route out of town. Many people abandoned their vehicles and fled on foot. Some were found dead in their cars.

The new analysis marks an attempt to highlight the potential for similar situations in other small towns, according to StreetLight's Chief Technical Officer Paul Friedman.

Sponsored

"Transportation infrastructure, and sharing information about transportation options, is one part of the complex requirements of disaster and evacuation preparation," Friedman said. "We hope this data can be a useful support to those working in this challenging field."

In order to identify evacuation-challenged communities, StreetLight analyzed location data points from smartphones and GPS navigation devices in cars and trucks to identify trends in what routes people tend to use to exit their communities. They calculated which communities face the greatest challenges by determining what percentage of a population's daily trips take only one main exit, while also taking into account the number of alternative exits and the total population of an area, according to U.S. Census data.

What's not included in the analysis is the potential for natural disasters in a given area, according to StreetLight CEO Laura Schewel.

"This is purely the transportation data, because that's where we're really the experts, and we want to stay in our lane," she said. "What we hope is that this data can be mixed with people who have expertise about other risk factors ... and be part of the full picture of data-driven evacuation preparedness."



In essence, Schewel said, an emergency manager in a small town that's on the list could use the data from the analysis as a launching point for drawing up wildfire evacuation routes.

The following is a list of the California communities among the 100 most evacuation-limited in the country, according to StreetLight, in order:

## Limited Evacuation Routes

The 14 California communities rated as having the most limited evacuation routes based on analysis on data from smartphones and GPS devices.

Community	County	Population	Routes
Coto de Caza	Orange	15,294	3
Bell Canyon	Ventura	2,049	2
Lompico	Santa Cruz	1,137	2
Ladera	San Mateo	1,426	2
Temescal Valley	Riverside	22,542	5
Knights Landing	Yolo	1,006	2
Coronado	San Diego	24,582	7
Oak Park	Ventura	13,811	4
Pine Canyon	Monterey	1,816	3
Fetters Hot Springs	Sonoma	4,099	3
Los Osos	San Luis Obispo	14,259	4
Brooktrails	Mendocino	3,251	4
Lake California	Tehama	3,054	4
Fillmore	Ventura	14,923	4

Chart: Dan Brekke/KQED • Source: StreetLight Data • Get the data • Created with Datawrapper

California's two most evacuation-constrained communities — Coto de Caza in Orange County and Bell Canyon in Ventura County — are both in the southern portion of the state and are both at-risk for wildfire: Coto de Caza is surrounded by burnable open space; Bell Canyon was hit hard by the Woolsey Fire in 2018.

The Bay Area is, for the most part, absent from the list, though that's likely due in part to the study's methodology.

StreetLight identified some small communities in the region with limited evacuation routes, including Ladera, a development adjacent to Portola Valley, near the Alpine Road exit off Interstate 280 on the edge of Silicon Valley, and Fetters Hot Springs, on Highway 12 just north of the town of Sonoma.

But because the analysis was limited to communities with populations under 40,000, larger towns and cities that may have areas with limited escape routes are missing from the list.

Oakland, for example, has some areas with the potential for both limited exit routes and high risk for fire.

During the East Bay Hills fire in October 1991, which killed 25 people, congestion was a major problem. A report on the blaze conducted by the U.S. Fire Administration found that as some roads were blocked down due to the spread of the fire, others "became clogged with cars and pedestrians." As in Paradise, some victims died after being trapped on narrow, blocked roads.

StreetLight's Schewel said the company chose to analyze only small towns because it feels those communities will benefit most from the research.

"We figured if we're going to put a bunch of information on the internet for free, the small towns who don't have the resources to do their own studies might get the most benefit out of that type of exercise," she said.

Schewel said this type of analysis could be conducted for a larger population center like Oakland, but in that case, it might be more helpful to analyze the area in smaller sections.

It's also important to note, Schewel said, that there's no silver bullet for evacuation planning.

"Data-driven planning is important, but we want to be very clear that this is not a magical robot that tells evacuation professionals what to do," she said. "It's — we hope — a helpful extra tool in the toolkit."



## APPENDIX G: WATER SUPPLY ASSESSMENT

### A. EXECUTIVE SUMMARY

The Water Supply Assessment (WSA) will provide information for use in the California Environmental Quality Act (CEQA) analysis for the proposed Springs Specific Plan (Specific Plan). The requirements for the WSA are described in the California Water Code Sections 10910 through 10915, amended by the enactment of Senate Bill 610 (SB 610) in 2002. SB 610 requires an assessment of whether available water supplies are sufficient to serve the demand generated by the new projects, as well as the reasonably foreseeable cumulative demand during normal year, single dry year, and multiple dry year conditions over the next 20 years.

This WSA builds on previous water demand projections created as part of the 2015 Urban Water Management Plan (UWMP) Water Demand Analysis and Water Conservation Measures Update worked on in conjunction with the eight other Sonoma-Marín Saving Water Partnership (SMSWP) Water Contractors and completed in July 2015. The projected demands with active and passive conservation savings from the SMSWP study were approved by Valley of the Moon Water District (the District) and presented in the 2015 UWMP submitted by the District in June 2016, after approval by its Board of Directors on June 7th. The supply information contained herein is based on the 2015 UWMP.<sup>1</sup>

<sup>1</sup> ~~However, while~~ While the foregoing is accurate, the circumstances of the District's water supply have changed in 2019. The District lost its emergency water supply from the Sonoma Development Center (SDC). The use was authorized by the SWRCB on July 3, 2002 for fire or facility failure. The agreement with the Center SDC was in place by December 2002 and existed until September 2019 when the State's General Services Department decided to close the SDC water treatment plant at the Center eliminating that supply. Without that water in the absence of that supply, the District only has can produce only 450 gallons per minute (gpm) through its local supply sources, which is insufficient to pressurize its system and fill its tanks, in the event the Sonoma Aqueduct (Aqueduct) is damaged and Sonoma Water deliveries to the District are curtailed, which is not enough water to pressurize its system and fill its tanks if the Sonoma Aqueduct is damaged and cannot deliver water. The District's immediately available emergency water supply position may have been further eroded/reduced in October-November/Fall 2019 when it had to cease the use of one of its well/s well, providing that was 20% of the its local supply, was taken out of service due to damage. The District will be video the well in December 2019/evaluating the well in Winter 2019/Spring 2020 to determine if the well can be repaired, and if so, how long, if repaired, the well can reasonably remain in production.

The District is diligently acting to develop alternative local sources of water. Without the Spring Specific Plan (SSP), the District requires over 800 gpm to just provide drinking water and basic sanitation. Further, based on the tests from the SCWA reflected/described at page 48 in the 2015 UWMP at page 48, the District needs over-requires in excess of 1700 gpm to have a survivable level of water including basic fire flow. Given the conservation achieved by District residents achieved since 2015, the District is comfortable in stating that for current customers 1500 gpm will be required to provide service adequate for human health, sanitation, and fire flow - if service through the Aqueduct is interrupted for any significant time. If the District's damaged well can be used for several more years, then the addition of another 400 gpm of new local water over the District's total current wells' production would allow current customers to have drinking water and sanitation with no outside use and little or no fire flow.

Additionally, the Plan SSP will impact water service to the existing homes along the crest of the hills above it, the top of the District's Zone 1. Currently, these homes all currently have lower service pressure and available fire flow than that provided in other Zones and the balance of Zone 1. Allowing building along the route of as proposed in the SSP Plan, e.g. on Verano Ave, before in advance of the District

SPRINGS SPECIFIC PLAN  
APPENDIX G: WATER SUPPLY ASSESSMENT

DECEMBER 2019 DECEMBER 2019 NOVEMBER 2019

The Springs Project is contained entirely within the service area of the District, which is located in the southeastern portion of Sonoma County, immediately north of the City of Sonoma. The WSA is based on the requirement of the Springs Project of approximately 209 acre-feet per year (AFY) of additional water demand. This project includes several land use and connection types as summarized below.

The 15 new neighborhood commercial connections include 8 new dwelling units and a net increase of 53,390 non-residential sq. ft. of development yielding approximately 17 AFY of additional demand.

The 82 new commercial connections include 120 hotel rooms and 72,245 new non-residential sq. ft. of development for an approximate net increase in demand of 39 AFY.

The 6 new commercial irrigation connections yield approximately 9 AFY of additional demand.

The 50 new mixed-use connections include 138 new dwelling units and a net increase of 123,621 non-residential sq. ft. of development yielding approximately 50 AFY of additional demand.

The 3 mixed-use irrigation connections will yield approximately 5 AFY of additional demand.

The 3 new recreational connections include a reduction of 3 dwelling units and a net increase of 26,648 sq. ft. of recreational use yielding approximately 9 AFY of additional demand.

The 131 medium density residential connections include 119 single family and 113 multifamily dwelling units for an additional demand of approximately 45 AFY.

The 31 high density residential connections include 310 new multifamily dwelling units yielding approximately 35 AFY of additional demand.

has putting a tank at the top of that Zone 1 into operation, its bill will directly impact these customers' daily service and further reduce the already limited available fire flow.

Some of the foregoing requires immediate action, some can be managed over time.

As a result of these supply, storage, pressure, and fire flow issues, the District may be restricted in its future ability to sign-off on issue "will serve" letters for the impacted areas, that including the Springs Specific Plan SSP area. This caution and restriction These conditions will affect service and future issuance of will serve letters be in place until the District has secured and placed into operation additional in place local water sources for emergency service, and strategically placed storage at the top of Zone 1 to improve critical pressure and fire flow issues in the Plan SSP area.

The District appreciates the County's assistance and would greatly appreciate looks forward to the County's further direct assistance - in developing additional local sources of water to meet District emergency demands; and the need for development of a tank storage at the top of the eastern hills [Zone 1] to deliver and maintain adequate pressure and fire flow for customers in that area - as buildings are added within the Plan's area around the base of the eastern hill shift. With those changes in place the With the proposed infrastructure improvements in place, District would then have be in position to provide adequate regular normal service and emergency service water to support the Plan SSP, and pressures to maintain service pressure and fire flows to existing Zone 1 customers and the SSP.



CAL FIRE HAZARD SEVERITY ZONES in  
State Responsibility Area (SRA)



- Moderate



- High



- (Dead) End of Michael Drive (it does not continue)



-(Dead) End of Donald



-Proposed high density housing



METROPOLITAN  
TRANSPORTATION  
COMMISSION

**Agenda Items 5a and  
Agenda Item 5b**  
Bay Area Metro Center  
375 Beale Street  
San Francisco, CA 94105  
TEL 415.778.6700  
WEB [www.mtc.ca.gov](http://www.mtc.ca.gov)

## *Memorandum*

TO: Joint MTC Planning Committee with the  
ABAG Administrative Committee

DATE: February 13, 2020

FR: MTC Policy Advisory Council

W.I. 1114

RE: Plan Bay Area 2050: Draft Blueprint - Growth Geographies and Strategies

At its Wednesday, February 12, 2020 meeting, the Policy Advisory Council received presentations on the Plan Bay Area 2050 Draft Blueprint Growth Geographies and the proposed strategies for integration into the Plan Bay Area 2050 Draft Blueprint.

After the presentation on the proposed Growth Geographies, the Council voted unanimously to recommend that staff test Option B as the growth strategy with the inclusion of the Council's recommendation to consider the need for improved transit and infrastructure in Priority Production Areas, e.g., sidewalks, street lighting, bus and bicycle lanes, and green space, in order to stimulate growth in these areas.

Following the presentation on the proposed strategies, Council members expressed the following concerns:

- the equity issues raised by per-mile tolling;
- the need for higher levels of required affordable housing production (beyond the proposed levels of 10 to 20 percent) and the need for public funding to reach a higher goal;
- the barriers created by limited transit availability for shift workers and students;
- the inclusion of persons with disabilities, who may be solo drivers, in proposed toll discounts; and
- the need to study whether in lieu fees are providing affordable housing and the location of that housing.

The Policy Advisory Council recommends that these concerns be addressed in staff's analysis of the proposed strategies before any findings are released in spring 2020 for additional public feedback and policymaker refinement.



February 4, 2020

Therese McMillan  
Executive Director, ABAG/MTC  
375 Beale Street, #700  
San Francisco, CA 94105

Re: Friends of North Sonoma **Strongly Oppose** Springs Specific Plan as a PDA

Dear Ms. McMillan,

Our understanding is that the Joint MTC Planning and ABAG Administrative Committee and the ABAG Executive Board will be making a decision regarding whether to approve the Springs Specific Plan (SSP) application to become a Priority Development Area (PDA) soon. We urge you to NOT approve this PDA.

Friends of North Sonoma (FNS) is an unincorporated citizens' group representing the homeowners in the surrounding neighborhood of Donald, Robinson and Lomita streets. We are a rural, fifty-year old neighborhood of single-family homes with a single 2.36 acre empty lot available for development. Attached is a May 8, 2012, letter from then Supervisor Brown and current Supervisor Zane describing the SSP which clearly states "these places are not appropriate for the higher densities of urban PDAs..." (attachment 1). Nothing has changed. The SSP area has no major bank, no major grocery store, no high school and no middle school.

Furthermore, the current bus system does not meet MTC headway requirements for a PDA (attachment 2). The bus doesn't run in the late afternoon or evening to be useful for commuters. At the SCTA meeting, "Let's Talk: The Future of Transportation in Sonoma" held December 11<sup>th</sup>, 2019, County representatives stated they have no plans to upgrade bus #32. This is confirmed in a subsequent email from County staff (attachment 3). To put high density housing here can only result in more people driving to get the services they need.

Our fundamental issue is that Sonoma County failed to provide notice to our Donald Street neighborhood regarding development of the Springs Specific Plan. The County's failed outreach focused on the businesses and schools along the Highway 12 corridor. Donald Street is contiguous with City of Sonoma city limits and runs  $\frac{3}{4}$  mile east of Highway 12 (attachment 4). Our Donald Street neighborhood has never been considered part of the Springs. Our children attend Sassarini Elementary in the center of the town of Sonoma. See attached map from Sonoma County Economic Board's Sonoma Valley Community Profile Demographics Report 2017, which shows Donald Street in relation to the other Spring communities (attachment 5). And even though our neighborhood represents 87% of the new housing proposed in the SSP and 32% of the plan area, lack of notice meant that **not a single representative from our neighborhood participated in the development of the SSP**. This goes against

Ms. Therese McMillan  
Page 2

MTC Resolution No. 4035, requiring proactive, public outreach to insure “full and fair participation by all potentially affected communities” (attachment 6). Even the County’s own survey showed no one from our neighborhood streets participated which they failed to rectify (attachment 7). The County waited until September 10, 2018, six years after the inception of the SSP, to put tags on our parcels notifying us we were included in the SSP (attachment 8). It was this tag that alerted a Donald Street homeowner to its existence in early 2019. FNS submitted a petition to the Board of Supervisors on June 4, 2019, with 260 signatures asking for a re-start of the SSP (attachment 9). We received no response. We now question whether the County’s failed outreach and delayed tags on our parcels was done intentionally to bypass possible resistance from a neighborhood group.

Additionally, we feel the original application for the SSP written in 2012 contained false statements (attachment 10), as our neighborhood falls outside MTC’s Community of Concern map and is neither low-income, nor disadvantaged (attachment 11 and 12).

After the Nuns fire, Permit Sonoma increased the density of the proposed SSP project as a response to the dramatic loss of homes. **This higher density plan was never shown to a single community group before its inclusion in the draft version of the plan submitted to the Sonoma Valley Citizens Advisory Commission (SVCAC) on August 18, 2018** (see attachment 13). However, if you had been in the Donald neighborhood the night we were asked to evacuate, and experienced the terror of being caught in a traffic jam with fire approaching, you would have redrawn the plans differently. All of our neighborhood streets are dead-end streets that back up to a hillside with only two ways out. Fetters Hot Springs, one of the contiguous neighborhoods in the SSP, was recognized by StreetLight Data as being one of a hundred communities in the US with the most limited means of escaping a disaster (attachment 14). And our water district, Valley of the Moon Water District, lost its back up water supply needed to fight fire disasters with the closure of the Sonoma Developmental Center (attachment 15). It is also important to point out that the northern side of Donald Street is actually the border for Cal Fire’s Fire Hazard Severity Zone (attachment 16). To add high density housing to our neighborhood will only increase the chances that our neighborhood will experience a catastrophe, like the town of Paradise.

The decision to approve the application for the SSP to become a PDA was disrespectfully included as item #28 on the Consent Calendar at the December 17, 2019, Board of Supervisors Meeting. Thirty-two homeowners showed up to voice concerns against being designated a PDA at a meeting held 45 minutes away from Sonoma on an early Tuesday morning with three days’ notice. In spite of the controversial nature of this item, the Board would not remove it from their Consent Calendar.

We understand that neither ABAG nor MTC addresses decisions made at the local level. However, our right to have a voice and be included in the SSP development was



Ms. Therese McMillan  
Page 3

overlooked, in clear violation of MTC's own policies of inclusion. We feel our concerns for our water and fire safety are not being heard. To date, Sonoma County has been unable to provide us with a reason why the Donald Street neighborhood was "silently" added to the SSP over 7 years ago, much less why our neighborhood should be designated a PDA. FNS wholeheartedly feel the SSP is not appropriate for major growth and strongly urge the Board and Committee members to vote against this PDA designation. We seriously hope to resolve these concerns without litigation.

Thank you for your time and attention reading this letter.

A collection of handwritten signatures in blue ink. The names are: Gary Germano, Paul Rockett, Joel Trachtenberg, Vicki DeSmet, Matt Lage, Colleen Cowan, Gary DeSmet, Valerie L. Mathes, and Ricci Wheatley. The signatures are written in a cursive, flowing style.

Friends of North Sonoma Steering Committee:

Steve Caniglia, Colleen Cowan, Vicki DeSmet, Gary DeSmet, Gary Germano, Matt Lage, Bennett Martin, Valerie Mathes, Paul Rockett, Joel Trachtenberg, Maud Trachtenberg, Ricci Wheatley

For Friends of North Sonoma  
P O Box 1454  
Sonoma, CA 95476

cc: Tennis Wick, Director, Permit Sonoma  
Matt Maloney, Interim Planning Director, ABAG/MTC  
Mark Shorett, Principal Planner, ABAG/MTC  
Greg Carr, 1<sup>st</sup> District, Sonoma County Planning Commissioner  
Dick Fogg, 1<sup>st</sup> District, Sonoma County Planning Commissioner  
David Storer, Planning and Community Services Director, City of Sonoma  
Jason Walsh, Editor, Sonoma Index Tribune

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May 8, 2012

Mark Luce, President  
ABAG Executive Board  
Association of Bay Area Governments (ABAG)  
PO Box 2050  
Oakland, CA 94604-2050

Re: Support for Rural Place Types in Unincorporated Sonoma County

Dear Mr. Luce,

Thank you for the opportunity to provide further comment on the Jobs Housing Connection Scenario as it relates to consideration of Rural Place Types. On March 15 the Executive Board deferred action on Rural Place Type proposals (with the exception of Benicia and Dixon). We understand this was primarily in response to concerns with the proposed Midcoast Priority Development Area (PDA) in unincorporated San Mateo County's Coastal Zone.

ABAG staff has indicated that the Unincorporated Sonoma County PDA applications have been assumed in the Draft Jobs Housing Connection (JHC) Scenario, which we believe is appropriate. We understand that further consideration of the Rural Place Type Priority Development Areas will occur at the upcoming June 6 Regional Planning Committee meeting and final action will occur at the July 19 ABAG Executive Board meeting.

The Sonoma County Board of Supervisors and the Sonoma County Transportation Authority/Regional Climate Protection Authority urge the Executive Board to support Sonoma County's PDA applications as Rural Place Types and ensure they are included in the adopted JHC Scenario. These applications include the following places:

- Airport/Larkfield
- Forestville
- Graton
- Guerneville
- Pennngrove
- Sonoma Valley – The Springs

As you are aware, including these places within the growth strategy envisioned in the Sustainable Communities Strategy (SCS) provides additional program and funding opportunities to assist local governments in transforming these places into more complete communities that are less auto-dependent. These opportunities include the OneBayArea Grant (OBAG) and other planning, technical assistance and affordable housing funds.

Mr. Mark Luce  
Page 2

As local agencies, we strongly support including these communities as appropriate places for future compact infill development in our rural/suburban county context. Incentivizing infill and mixed use development while enhancing the unique flavor and fabric of these communities should be an essential component in an SCS that reflects the diversity of community scale that is found throughout the Bay Area. These places are not appropriate for the higher densities of urban PDAs, but they should not be left out of the SCS process. The SCS should provide policy guidance and incentives for suburban sprawl repair and the transformation of existing rural neighborhoods into more complete communities with multi-modal road networks and linkages to County-wide and regional bikeways and transit systems.

We envision our proposed Rural Place Type PDAs as opportunities to work with communities to develop plans and improvements that, over the next 30 years, will transform these places with densities and mobility options more akin to a walkable/bikable European village surrounded by greenbelts, linked with bike trails, and at densities that support of more frequent transit service. At the same time, retaining the smaller scale of these places is also essential.

All of our proposed PDA places are served by public sewer and water and contained within Urban Service boundaries that are hard-wired into the County's General Plan. The County and all nine city General Plans have strong compact growth policies that focus urban development within the cities and, in a more limited way, within the unincorporated Urban Service Areas. Urban development outside these areas is largely non-existent.

We see the investment opportunities connected with PDA designation as essential to realizing our vision of encouraging sustainable development within unincorporated Urban Service Areas in several ways:

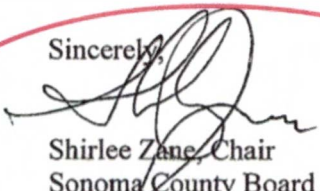
- Providing specific plan funding to work with citizens to identify: infill opportunities, appropriate building prototypes and densities, a balanced mix of land uses, "complete street" modifications, appropriate location and design of transit facilities to encourage ridership, zoning amendments to allow more live/work and job opportunities.
- Infrastructure funding for complete street improvements.
- Completion of local and regional bike networks.
- Improvement of the transit system to provide more frequent service between PDA's and regional employment centers, schools, recreation sites and shopping areas.

Having these areas recognized in the JHC as places where focused growth can occur and, most importantly, eligible for the incentives available to PDAs, will help us in our current efforts to make these communities more complete, sustainable and less auto dependent.

We ask that you support the designation of our six proposed applications in unincorporated Urban Service Areas as Rural Place Type PDAs.

Thank you for the opportunity to comment.

Sincerely,

  
Shirlee Zane, Chair  
Sonoma County Board of Supervisors

  
Valerie Brown, Chair  
SCTA/RCPA

cc: Board of Supervisors  
SCTA/RCPA Board Members

From: Steven Schmitz [mailto:steven@sctransit.com]  
Sent: Wednesday, September 25, 2019 11:30 AM  
To: Janet Spilman <janet.spilman@scta.ca.gov>; Amy Lyle <Amy.Lyle@sonoma-county.org>  
Cc: Christopher Barney <chris.barney@scta.ca.gov>; Bryan Albee <bkalbee@sctransit.com>  
Subject: RE: Springs PDA - Transit Headways

## EXTERNAL

Thanks for the information, Janet.

Hi Amy – SCT does provide existing average 30 minute headways in the weekday a.m. peak (6 to 10 a.m.) on local routes 32/34 through the Sonoma Springs. However, we don't currently provide average 30 minute headways in the weekday p.m. peak (4 to 7 p.m.) on local routes 32/34, even when combining local and intercity service through the Sonoma Springs.

If eligibility for a PDA in the Sonoma Springs requires existing average 30 minute transit headways on weekdays in both the a.m. and p.m. peak, we don't currently meet that criteria. SCT's local route 32/34 currently ends weekday service at 4:25 p.m. Intercity service thereafter averages approximately 60 minute headways.

I'd be happy to discuss with you further over the phone.

Steven Schmitz  
585-7516

Begin forwarded message:

From: "Jodi Curtis" <[jodi@sctransit.com](mailto:jodi@sctransit.com)>  
Date: January 30, 2020 at 3:07:18 PM PST  
To: "'Vicki DeSmet'" <[joy2bake@sbcglobal.net](mailto:joy2bake@sbcglobal.net)>  
Cc: "Steven Schmitz" <[steven@sctransit.com](mailto:steven@sctransit.com)>  
Subject: RE: [sctransit.wpengine.com](http://sctransit.wpengine.com) form: Question

Good Afternoon Vicki,

I have reached out to Steven Schmitz in our office to inquire about a bicycle rack. He has asked that you contact him directly regarding this. I have copied him on this email and/or he can be reached at [707-585-7516](tel:707-585-7516).

SCT has been discussing the Rt. 32 with the City of Sonoma. At the current time, SCT has no plans to make changes, but is appreciative of suggestions or comments regarding our bus routes for future consideration. If you have any suggestions, please feel free to reach out to me via email or per the information below.

Thank you,

Jodi Curtis  
Transit Specialist II  
SonomaCountyTransit  
355 West Robles Avenue  
Santa Rosa, CA 95407  
707-585-7516



## 2A OVERVIEW

The Springs Specific Plan places a strong emphasis on increased housing opportunities, economic growth, and improved bicycle and pedestrian connectivity throughout the Plan area. Mixed-use, commercial, and medium to high density residential development will be accommodated along the Highway 12 corridor (see Figures 2 and 3). The variety of housing types included in the Plan accommodates a range of affordability levels. The Specific Plan also promotes new community-serving retail, restaurants, and services.

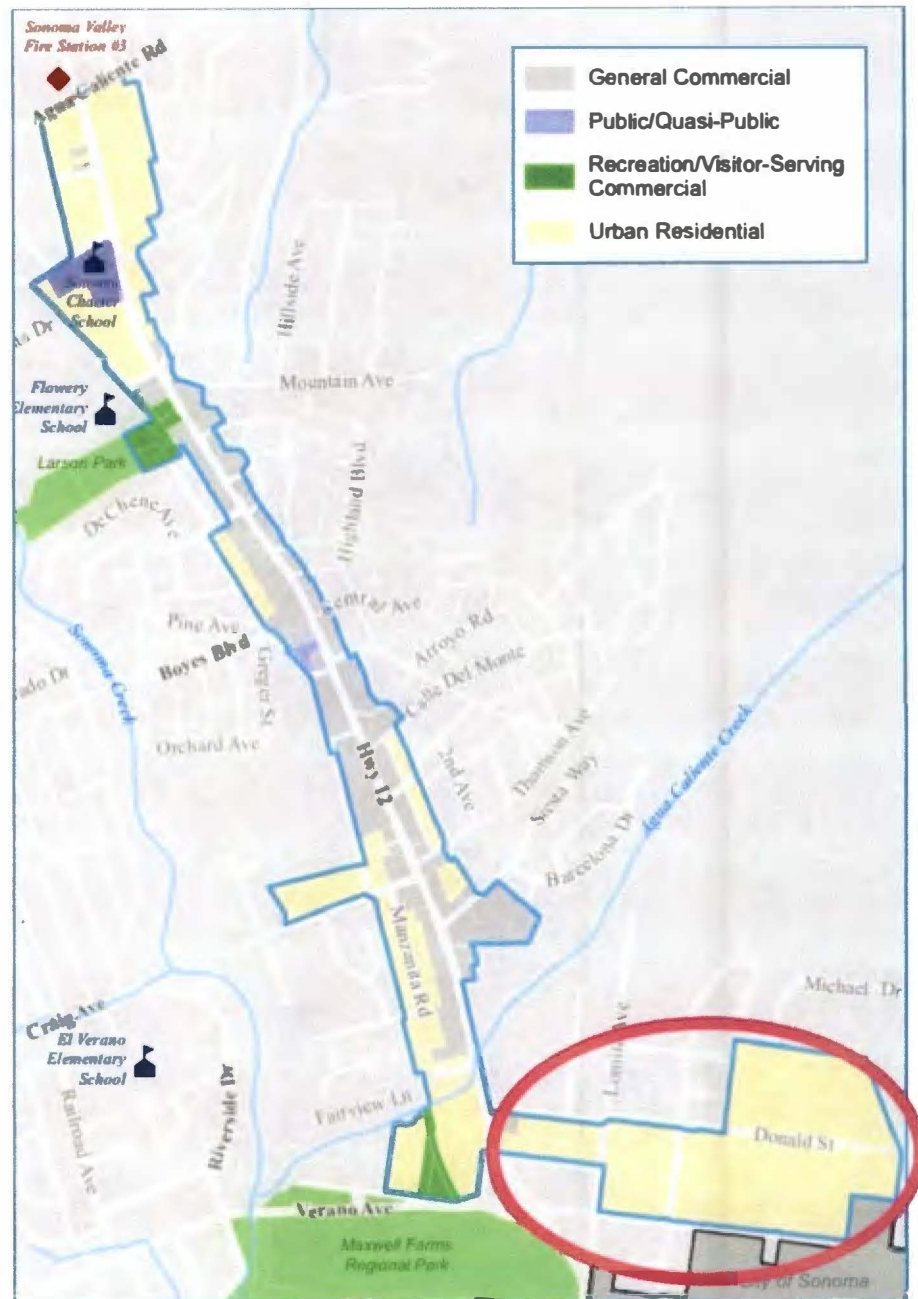
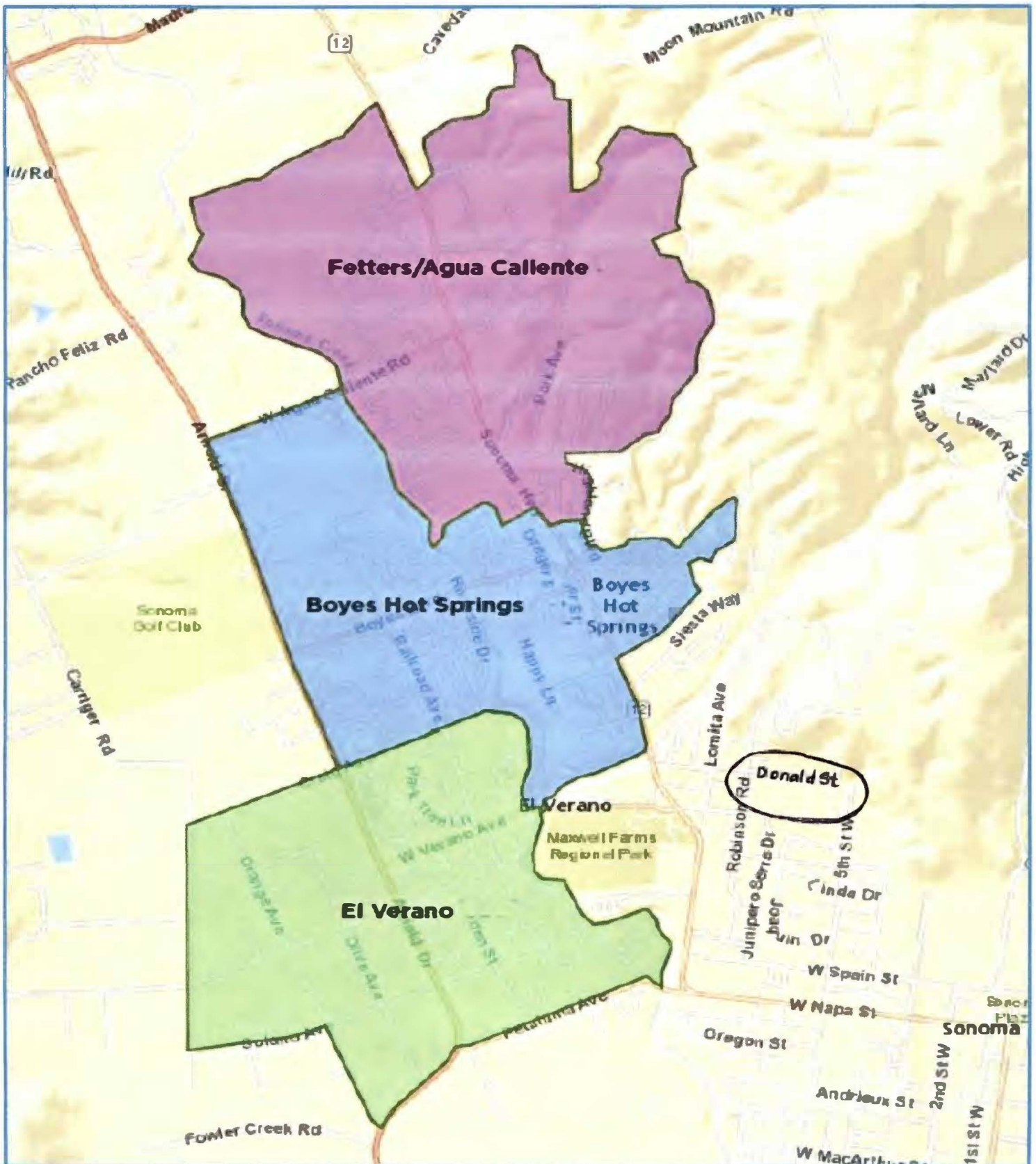


Figure 2: Land Use Map



May 17, 2012  
Attachment A, MTC Resolution No. 4035

Assessment (RHNA) and added weighting to acknowledge very low and low income housing. The formula breakdown is as follows with distributions derived from each jurisdiction's proportionate share of the regional total for each factor:

### OBAG Fund Distribution Factors

Factor Weighting	Percentage
Population	50%
RHNA* (total housing units)	12.5%
RHNA (low/very low income housing units)	12.5%
Housing Production** (total housing units)	12.5%
Housing Production (low/very low income housing units)	12.5%

\* RHNA 2014-2022

\*\*Housing Production Report 1999-2006

The objective of this formula is to provide housing incentives to complement the region's Sustainable Community Strategy (SCS) which together with a Priority Development Area (PDA) focused investment strategy will lead to transportation investments that support focused development. The proposed One Bay Area Grant formula also uses actual housing production data from 1999-2006, which has been capped such that each jurisdiction receives credit for housing up to its RHNA allocation. Subsequent funding cycles will be based on housing production from ABAG's next housing report to be published in 2013. The formula also recognizes jurisdictions' RHNA and past housing production (uncapped) contributions to very low and low income housing units. The resulting OBAG fund distribution for each county is presented in Appendix A-4. Funding guarantees are also incorporated in the fund distribution to ensure that all counties receive as much funding under the new funding model as compared to what they would have received under the Cycle 1 framework.

The Commission, working with ABAG, will revisit the funding distribution formula for the next cycle (post FY2015-16) to further evaluate how to best incentivize housing production across all income levels and other Plan Bay Area performance objectives.

## CYCLE 2 GENERAL PROGRAMMING POLICIES

The following programming policies apply to all projects funded in Cycle 2:

1. **Public Involvement.** MTC is committed to a public involvement process that is proactive and provides comprehensive information, timely public notice, full public access to key decisions, and opportunities for continuing involvement. MTC provides many methods to fulfill this commitment, as outlined in the *MTC Public Participation Plan*, Resolution No. 3821. The Commission's adoption of the Cycle 2 program, including policy and procedures meet the provisions of the *MTC Public Participation Plan*. MTC's advisory committees and the Bay



- A description of how the public engagement process met the outreach requirements of MTC's Public Participation Plan, including how the CMA ensured full and fair participation by all potentially affected communities in the project submittal process.
- A summary of comments received from the public and a description of how public comments informed the recommended list of projects submitted by the CMA.

## 2. Agency Coordination

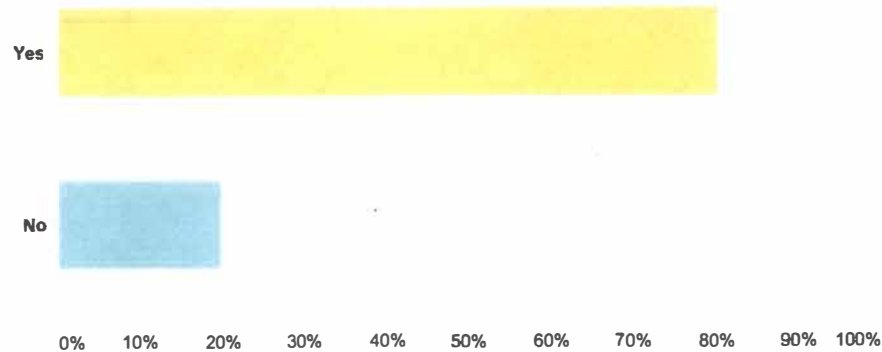
- ***Work closely with local jurisdictions, transit agencies, MTC, Caltrans, federally recognized tribal governments, and stakeholders to identify projects for consideration in the OBAG Program.*** CMAs will assist with agency coordination by:
  - Communicating this Call for Projects guidance to local jurisdictions, transit agencies, federally recognized tribal governments, and other stakeholders

## 3. Title VI Responsibilities

- ***Ensure the public involvement process provides underserved communities access to the project submittal process as in compliance with Title VI of the Civil Rights Act of 1964.***
  - Assist community-based organizations, communities of concern, and any other underserved community interested in having projects submitted for funding;
  - Remove barriers for persons with limited-English proficiency to have access to the project submittal process;
  - For Title IV outreach strategies, please refer to MTC's Public Participation Plan found at: [http://www.onebayarea.org/get\\_involved.htm](http://www.onebayarea.org/get_involved.htm)
  - Additional resources are available at
    - i. <http://www.fhwa.dot.gov/civilrights/programs/tvi.htm>
    - ii. [http://www.dot.ca.gov/hq/LocalPrograms/DBE\\_CRLC.html#TitleVI](http://www.dot.ca.gov/hq/LocalPrograms/DBE_CRLC.html#TitleVI)
    - iii. [http://www.mtc.ca.gov/get\\_involved/rights/index.htm](http://www.mtc.ca.gov/get_involved/rights/index.htm)

## Community Survey

### Do you live in The Springs?



Answer Choices	Responses	
Yes	80.25%	126
No	19.75%	31
<b>Total</b>		<b>157</b>

#	Street/City	Date
1	La Serena Way	8/16/2016 9:09 AM
2	Oak St	8/15/2016 4:40 PM
3	Baines	8/15/2016 4:36 PM
4	Barrett	8/15/2016 4:28 PM
5	Hwy 12	8/15/2016 4:26 PM
6	happy Lane	8/15/2016 4:25 PM
7	Las Lomas	8/15/2016 4:24 PM
8	Siesta Way	8/15/2016 4:21 PM
9	Solano Ave	8/15/2016 4:13 PM
10	Solano Ave	8/15/2016 4:12 PM
11	Schumann Ct	8/15/2016 4:11 PM
12	Sierra Dr	8/15/2016 4:09 PM
13	Boyes	8/15/2016 3:52 PM
14	Sonoma	8/15/2016 3:51 PM
15	Agua Caliente	8/15/2016 3:46 PM
16	Agua Caliente	8/15/2016 3:45 PM
17	Verano	8/15/2016 3:42 PM
18	Boyes	8/15/2016 3:40 PM
19	Fairview lane	8/13/2016 9:10 PM
20	Calle del Monte	8/11/2016 12:53 PM

## Community Survey

21	Calle del Monte	8/11/2016 12:52 PM
22	Kenwood	8/11/2016 12:51 PM
23	Andrieux St	8/11/2016 12:50 PM
24	Agua Caliente	8/11/2016 12:49 PM
25	Agua Caliente	8/11/2016 12:48 PM
26	Agua Caliente	8/11/2016 12:47 PM
27	Work at La Morenita	8/11/2016 12:45 PM
28	Agua Caliente	8/11/2016 12:45 PM
29	Calle del Monte	8/11/2016 12:44 PM
30	Siesta Way	8/11/2016 12:43 PM
31	Tienda Iniquez	8/11/2016 12:42 PM
32	Sierra Dr.	8/11/2016 12:41 PM
33	Lucas Ave	8/11/2016 12:40 PM
34	Pine St	8/11/2016 12:39 PM
35	Calle del Monte	8/11/2016 12:38 PM
36	Barrett Ave	8/11/2016 12:32 PM
37	Manzanita Road	8/11/2016 12:31 PM
38	Boyes Blvd.	8/11/2016 12:30 PM
39	Sonoma	8/11/2016 12:28 PM
40	Boyes Hot Springs	8/11/2016 12:26 PM
41	Los Robles Dr.	8/11/2016 12:25 PM
42	Agua Caliente	8/11/2016 12:23 PM
43	plaza area	8/11/2016 12:19 PM
44	Near El Molino	8/11/2016 12:18 PM
45	Highway 12	8/11/2016 12:15 PM
46	Barrett Ave	8/7/2016 12:59 AM
47	Arroyo rd	8/4/2016 12:07 AM
48	El Dorado Drive / Agua Caliente	8/3/2016 12:59 PM
49	Baines Ave / BHS	8/2/2016 12:37 PM
50	Falcon Lane/Sonoma (unincorporated)	8/1/2016 5:04 PM
51	W Verano, Sonoma	8/1/2016 7:37 AM
52	HWY 12 AC	7/29/2016 11:53 PM
53	Verano and Rte 12	7/29/2016 8:13 PM
54	Happy Lane, Boyes Hot Springs	7/29/2016 7:18 PM
55	I work 5 to 6 days a week in the Springs	7/29/2016 6:47 PM
56	El Dorado Dr	7/29/2016 3:48 PM
57	El Ritiro, sonoma, tech. aqua cailente, close to BHS	7/29/2016 3:02 PM
58	Hwy 12	7/29/2016 2:58 PM
59	EL VERANO, CDP	7/29/2016 2:48 PM
60	cypress ave, kenwood	7/29/2016 10:42 AM
61	El Verano	7/28/2016 6:17 PM



## Community Survey

62	Happy Lane, Sonoma (BHS)	7/28/2016 4:15 PM
63	Highlands Blvd.	7/28/2016 10:06 AM
64	Park Ave, Boyes Hot Springs	7/27/2016 4:48 PM
65	Central Avenue/Sonoma	7/27/2016 3:52 PM
66	Fairview In/ boyes	7/27/2016 12:30 PM
67	Madrone Road, Sonoma	7/27/2016 11:44 AM
68	Rancho Dr.	7/27/2016 9:53 AM
69	Dollar Tree	7/27/2016 9:45 AM
70	Mission	7/27/2016 9:44 AM
71	Baines	7/27/2016 9:43 AM
72	Las Lomas	7/27/2016 9:42 AM
73	Duena Vida	7/27/2016 9:40 AM
74	Railroad	7/27/2016 9:40 AM
75	El Dorado	7/27/2016 9:39 AM
76	El Dorado	7/27/2016 9:38 AM
77	Arnold Dr.	7/27/2016 9:37 AM
78	Verano Ave	7/27/2016 9:35 AM
79	Verano	7/27/2016 9:22 AM
80	6th Avenue, Sonoma	7/27/2016 6:57 AM
81	30 E. thomson	7/27/2016 6:25 AM
82	park tree lane, el verano	7/26/2016 11:48 PM
83	Siesta Way	7/26/2016 11:37 PM
84	Riverside Dr	7/26/2016 11:18 PM
85	El Verano...Walnut Avenue between Bay and Linden.	7/26/2016 10:49 PM
86	CALLE DEL MONTE	7/26/2016 10:45 PM
87	Hwy 12	7/26/2016 10:26 PM
88	Highland Blvd	7/26/2016 9:59 PM
89	San Ramon Dr BHS	7/26/2016 9:57 PM
90	Highlands Blvd. BHS	7/26/2016 9:55 PM
91	Happy lane sonoma	7/26/2016 9:26 PM
92	DeChene Ave	7/26/2016 8:38 PM
93	E Agua Caliente Rd	7/26/2016 8:17 PM
94	Boyes Hot Springs	7/26/2016 8:10 PM
95	East thomson ave	7/26/2016 8:00 PM
96	Melody ct sonoma	7/26/2016 7:49 PM
97	Olive Avenue	7/26/2016 7:25 PM
98	Solano El Verano	7/26/2016 7:19 PM
99	Sunset Way	7/26/2016 7:10 PM
100	Oak St, EV	7/26/2016 6:58 PM
101	Arroyo Rd. - Boyes Hot Springs	7/26/2016 6:10 PM
102	320 Arbor Ave.	7/26/2016 6:01 PM

### Community Survey

103	Highway 12, agua Caliente	7/26/2016 5:59 PM
104	Agua Caliente	7/26/2016 5:57 PM
105	Park Ave, Sonoma	7/26/2016 5:41 PM
106	Vista Drive	7/26/2016 5:08 PM
107	Johnson Ave	7/26/2016 5:00 PM
108	EL Verano	7/26/2016 4:51 PM
109	Clayton Avenue	7/26/2016 3:17 PM
110	cedar/agua caliente	7/26/2016 3:12 PM
111	Cragmont	7/26/2016 3:10 PM
112	Highway 12/Sonoma	7/26/2016 2:56 PM
113	vallejo ave	7/26/2016 2:22 PM
114	Myrtle Ave	7/26/2016 1:39 PM
115	Cherry Ave	7/26/2016 1:38 PM
116	Highland Blvd	7/26/2016 1:31 PM
117	Orchard ave, boyes	7/26/2016 1:29 PM
118	Melody Ln Sonoma	7/26/2016 1:26 PM
119	Northside Ave.	7/26/2016 1:01 PM
120	Cragmont Dr	7/26/2016 12:59 PM
121	Sonoma	7/25/2016 8:53 PM
122	Rose Avenue	7/19/2016 5:10 PM
123	Mission Way, Agua Caliente	7/5/2016 2:28 PM
124	Crivelli Drive	7/1/2016 7:58 AM
125	Crivelli Street	6/30/2016 3:40 PM
126	middlefield/springs	6/28/2016 9:17 PM
127	El Verano	6/28/2016 4:44 PM
128	Hillside Ave/Sonoma	6/23/2016 11:10 AM
129	Hill Rd, GE	6/21/2016 12:35 PM

## Results

Parcel Number: [127-092-025](#)

Permits: 9

Number: PLP18-0039

Date: 9/10/2018

Status: Started

Type: Planning Project

Description: New Specific Plan for the Springs involving an area of approximately 178 acres adjacent to the Highway 12 corridor from Agua Caliente Rd to Verano Ave and including the Donald St neighborhood. The project will include amendments to the General Plan and a number of zone changes required to implement the specific plan.

Number: BLD02-4929

Date: 5/27/2002

Status: Finaled

Type: Building Permit With Plan Check

Description: NEW CUSTOM INGROUND POOL & RETAINING WALLS

Number: SEW91-0055

Date: 4/20/2000

Status: Finaled

Type: Engineering History Record

Description: ADVANCE CONNECTION FEES FOR SFD

Number: BLD99-1655

Date: [10/8/1999](#)

Status: Finaled

Type: Building Permit No Plan Check

Description: REMOVE/REPAIR DRY ROT WALLS/ARBOR/FDN/PATIO/STUCCO

Scanned: Yes

Number: PX024273

Date: 7/5/1991

Status: Finaled

Type: Building History Record

Description: REVISE FDN

Number: T-018982

Date: 6/18/1991

Status: Finaled

Type: Building History Record

Description: TEMP ELEC

Number: B-106453

Date: 4/18/1991

PETITION TO  
THE SONOMA COUNTY BOARD OF SUPERVISORS

We, the undersigned, **residents and neighbors of the Verano/Donald Street neighborhood**, hereby declare that the county outreach program for the Springs Specific Plan was flawed and failed. No specific written notices were mailed to any property owners in the Verano/Donald Street neighborhood. We have been involuntarily excluded from having a voice at the table regarding future development, which will have significant impact on the safety, infrastructure and character of our neighborhood. We assert the principle of fairness, and declare that equal properties should be treated equitably. We reject proposals of re-zoning a few parcels in our neighborhood to accommodate the spot increased development of particular vacant land. We want the County Board of Supervisors to reject any plan currently being proposed by the Springs Specific Plan group, due to its failed outreach efforts and lack of inclusiveness. We seek a restart of the Springs Specific Plan process and petition that all future community discussions and or committees include Verano/Donald Street neighborhood representation.

NAME	ADDRESS	SIGNATURE
1. Kathleen Watson	18960 Melvin Ave	Kathleen Watson
2. Alice Fellows	18880 Melvin Ave	Alice Fellows
3. Anthony Mangione	18915 Robinson Rd	Anthony Mangione
4. ROBERT LAGE	627 VERANO AVE	Robert Lage
5. James Willbourn	18871 Melvin Ave	James Willbourn
6. Dushan Medan	750 Michael Dr	Dushan Medan
7. Vince Nevins	763 Michael Drive	Vince Nevins
8. RICHARD DREW	581 MICHAEL DR	Richard Drew
9. Timothy Walsh	833 Donald St	Timothy Walsh
10. John Leigh	805 Michael Drive	John Leigh
11. Paul Rockett	781 Ernest Drive	Paul Rockett
12. STEVE CANIGUA	680 VERANO AVE	Steve Canigua
13. Dolores Silva	18979 Robinson RD	Dolores Silva
14. Stephanie Gitti D. Vite	18796 Robinson Rd	Stephanie Gitti D. Vite
15. Charlotte Woodard	560 Michael Dr. Sonoma	Charlotte Woodard
16. Leonard Woodard	501 Michael Dr. Sonoma	Leonard Woodard
17. TOM REDMAYNE	18948 LOMITA	Tom Redmayne
18. Paul Souza	807 MICHAEL DR.	Paul Souza
19. Mike White	18900 LOMITA AVE	Mike White
20. Katie White	18900 LOMITA AVE	Katie White

\* Additional Signatures no. 21-260 provided upon request.

## **SCTA PDA Application Part 5 Narrative Springs Rural Community Investment Area**

### **1. Introduction/Vision**

An SCTA grant in the amount of \$450,000 is requested for the development of a Sonoma Springs Area Plan (the "Plan") with a broad objective to revitalize the area into a pedestrian and transit oriented mixed use corridor. Specific goals include: 1) realigning land uses to create greater mixed use and higher intensity residential development around new transportation opportunities; 2) facilitating an increase in bicycle/pedestrian paths and other alternative transportation options; and 3) evaluating automobile parking needs for residential and commercial uses, in the context of transit oriented development. A programmatic Environmental Impact Report will be prepared to analyze potential environmental impacts of the Plan and to streamline future development consistent with the Plan.

#### Rural Investment Area Profile

The Sonoma Springs area is a designated Rural Investment Area (RIA). The RIA includes the communities of Boyes Hot Springs, Fetters Hot Springs, El Verano, and Agua Caliente. These communities are a contiguous urbanized area located along the Scenic Highway 12 Corridor immediately northwest of the City of Sonoma. The core of these communities is served by public sewer and water, and contains a mixture of residential, office, and retail uses.

The Springs RIA area is approximately 160 acres and contains 451 housing units. Reports from the US Census Local Employment Dynamics website indicate that in 2010 there were 430 employed residents within the RIA and contained 277 jobs. The area has infill potential for up to an additional approximately 250 units through the Year 2040. With a 2% job growth rate the area could gain another 200+ jobs. The area is ethnically diverse and located within a former redevelopment area in the heart of the Sonoma Valley wine grape production area. Job opportunities in the area include retail and service sector jobs in the City of Sonoma, and agricultural and winery related jobs in the greater Sonoma Valley.

#### Vision

The Springs has developed over time without benefit of a cohesive planning process. The initial vision for the Plan is to create a land use model that promotes mixed use development with a variety of affordable housing opportunities, increases access to alternative transportation modes including safe pedestrian and bicycle routes, addresses automobile parking needs for residents and area visitors, and enhances the community identity of the Springs area. The Springs Area is an MTC identified "Community of Concern".

The RIA is part of the former Springs Redevelopment Area that has since been dissolved. The Plan will include an assessment of the planning goals contained within the former Redevelopment Plan. The project will include changes to land use and zoning to, at a minimum, increase residential densities and provide for a greater diversity of uses. A public engagement process will be necessary to fully define the vision and elements of the Plan.

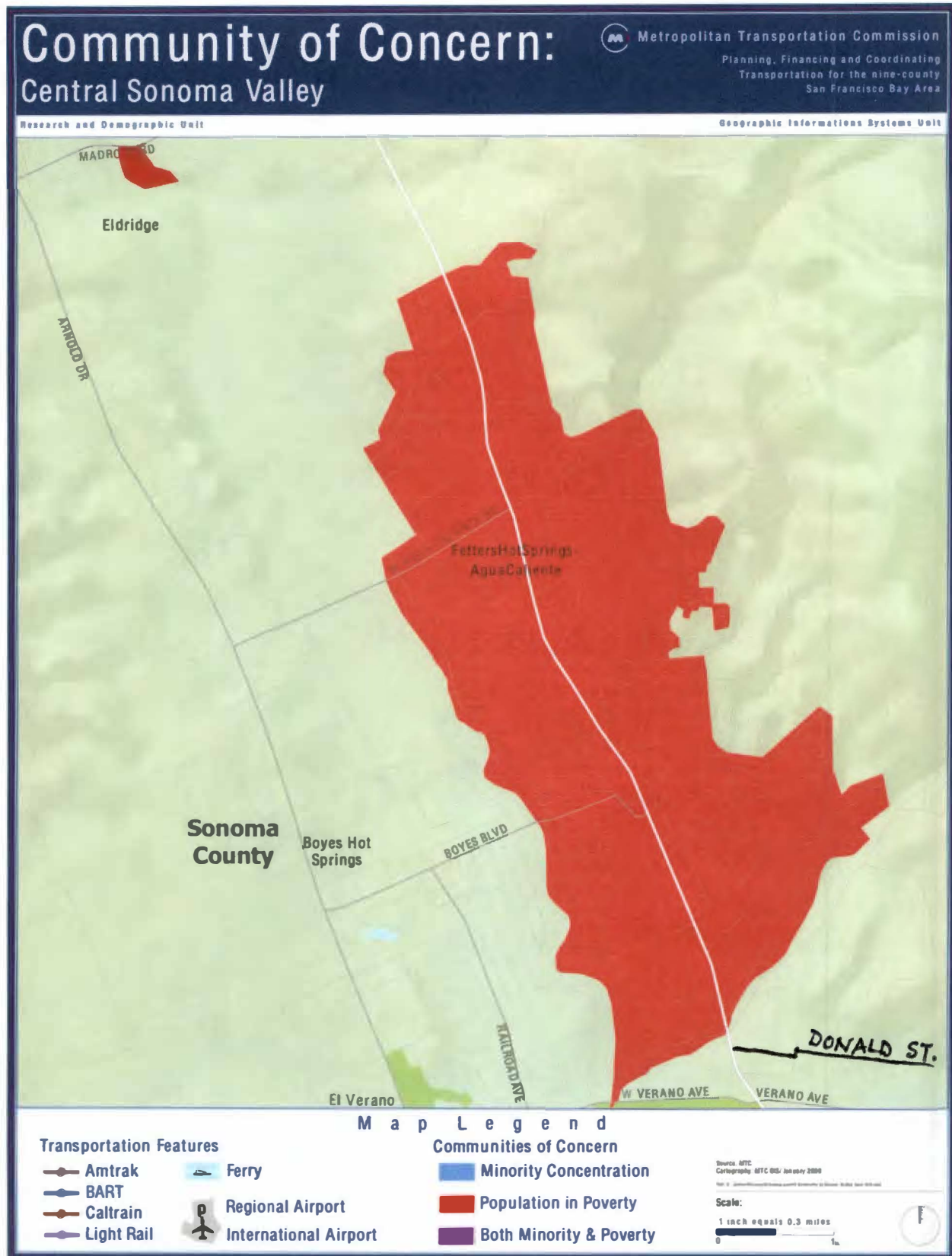
### **2. Existing Policies**

The goals of the Sonoma County General Plan Land Use Element align with ABAG's program to promote planning for "complete communities" that have a variety of homes, jobs, shops, services and amenities; that encourage accessibility by walking, biking, taking transit, and reducing commute times; and that improve social and economic equity.



**SCTA**

**THE SPRINGS COMMUNITY BASED TRANSPORTATION PLAN**



## Sonoma County PDA Investment &amp; Growth Strategy

SCTA | RCPA

housing challenges, but also their commitment to affordability. Sebastopol has a robust set of affordability strategies; Rohnert Park, Santa Rosa, Sebastopol, and Unincorporated Sonoma County also have a wide range of policies.

All Sonoma County jurisdictions have a certified Housing Element—which is a requirement for receiving OBAG funds.

Table 1: Affordable Housing Policies by Sonoma County Jurisdiction

Jurisdiction	Housing Element Certification	Inclusionary Housing	Just Cause Eviction	Rent Control	Condo Conversion	Impact Fees	Density Bonus
Cloverdale	✓	✓					✓
Cotati	✓	✓					✓
Healdsburg	✓						✓
Petaluma	✓	✓		✓ (mobile homes)	✓	✓	✓
Rohnert Park	✓	✓		✓ (mobile homes)			✓
Santa Rosa	✓	✓		✓ (mobile homes)	✓	✓	✓
Sebastopol	✓	✓	✓	✓ (mobile homes)	✓	✓	✓
Sonoma	✓						✓
Windsor	✓	✓					✓
Unincorporated Sonoma County	✓	✓		✓ (mobile homes)		✓	✓

### Other Anti-Displacement and Community Stabilization Strategies

PDA Investment and Growth Strategies are also encouraged to reflect policies that reduce displacement and increase community stabilization. Investment near transit can bring much-needed benefits to neighborhoods, but can also result in market-driven displacement of lower-income residents due to rising rents and conversion of rental units to condominiums. In addition to affordable housing policies and preservation strategies, regional agencies recognize other stabilization strategies, such as robust community involvement in planning processes—especially inclusive of low income residents and residents of color. While some PDA plans focus primarily on design and market considerations, others integrate these issues with affordable and mixed-income housing, economic opportunity, and community involvement. Current and future planning efforts provide an opportunity to add policies that will help insure that future development offers broad community benefits and does not displace existing low-income residents. These will be assessed in greater detail in a subsequent report.

### Sonoma County Communities of Concern:

Communities of Concern (CoCs) have been identified as areas with special transportation needs associated with low-income, or otherwise disadvantaged communities. In Sonoma County these areas are currently defined as census tracts in which 30% or more of families have incomes between 0 - 200% of the federal poverty level (\$21,660 - \$74,020 total household income depending on family size).

[illegible][illegible]

Presented to  
SVCAC 8/2018

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SCIENCE

# Data Pinpoints 14 California Towns Where an Emergency Escape Could Be a Problem

By Jeremy Siegel Aug 22, 2019



Vehicle abandoned by fleeing residents of the Butte County town of Paradise during the Camp Fire in November 2018. (Josh Edelson/AFP/Getty Images)

California has the second-largest number of small communities with limited evacuation routes when compared to other states, according to a new nationwide analysis of towns with populations under 40,000.

The study, conducted by San Francisco-based traffic analytics company StreetLight Data, identified 100 communities across the country with the most limited means of escaping

disasters like wildfires and hurricanes. It found that 14 of those communities are in California, second only to Florida's 20.

The study comes on the heels of the deadliest and most destructive blaze in California history, last November's Camp Fire, which killed 86 people and put into perspective some of the challenges facing rural communities with limited escape routes.

When the fast-moving blaze swept through Paradise — a Butte County town of roughly 27,000 — on an early Thursday morning, fleeing residents ended up caught in gridlocked traffic along Skyway, the main route out of town. Many people abandoned their vehicles and fled on foot. Some were found dead in their cars.

The new analysis marks an attempt to highlight the potential for similar situations in other small towns, according to StreetLight's Chief Technical Officer Paul Friedman.

Sponsored

"Transportation infrastructure, and sharing information about transportation options, is one part of the complex requirements of disaster and evacuation preparation," Friedman said. "We hope this data can be a useful support to those working in this challenging field."

In order to identify evacuation-challenged communities, StreetLight analyzed location data points from smartphones and GPS navigation devices in cars and trucks to identify trends in what routes people tend to use to exit their communities. They calculated which communities face the greatest challenges by determining what percentage of a population's daily trips take only one main exit, while also taking into account the number of alternative exits and the total population of an area, according to U.S. Census data.

What's not included in the analysis is the potential for natural disasters in a given area, according to StreetLight CEO Laura Schewel.

"This is purely the transportation data, because that's where we're really the experts, and we want to stay in our lane," she said. "What we hope is that this data can be mixed with people who have expertise about other risk factors ... and be part of the full picture of data-driven evacuation preparedness."



In essence, Schewel said, an emergency manager in a small town that's on the list could use the data from the analysis as a launching point for drawing up wildfire evacuation routes.

The following is a list of the California communities among the 100 most evacuation-limited in the country, according to StreetLight, in order:

## Limited Evacuation Routes

The 14 California communities rated as having the most limited evacuation routes based on analysis on data from smartphones and GPS devices.

Community	County	Population	Routes
Coto de Caza	Orange	15,294	3
Bell Canyon	Ventura	2,049	2
Lompico	Santa Cruz	1,137	2
Ladera	San Mateo	1,426	2
Temescal Valley	Riverside	22,542	5
Knights Landing	Yolo	1,006	2
Coronado	San Diego	24,582	7
Oak Park	Ventura	13,811	4
Pine Canyon	Monterey	1,816	3
Fetters Hot Springs	Sonoma	4,099	3
Los Osos	San Luis Obispo	14,259	4
Brooktrails	Mendocino	3,251	4
Lake California	Tehama	3,054	4
Fillmore	Ventura	14,923	4

Chart: Dan Brekke/KQED • Source: StreetLight Data • Get the data • Created with Datawrapper

California's two most evacuation-constrained communities — Coto de Caza in Orange County and Bell Canyon in Ventura County — are both in the southern portion of the state and are both at-risk for wildfire: Coto de Caza is surrounded by burnable open space; Bell Canyon was hit hard by the Woolsey Fire in 2018.

The Bay Area is, for the most part, absent from the list, though that's likely due in part to the study's methodology.

StreetLight identified some small communities in the region with limited evacuation routes, including Ladera, a development adjacent to Portola Valley, near the Alpine Road exit off Interstate 280 on the edge of Silicon Valley, and Fetters Hot Springs, on Highway 12 just north of the town of Sonoma.

But because the analysis was limited to communities with populations under 40,000, larger towns and cities that may have areas with limited escape routes are missing from the list.

Oakland, for example, has some areas with the potential for both limited exit routes and high risk for fire.

During the East Bay Hills fire in October 1991, which killed 25 people, congestion was a major problem. A report on the blaze conducted by the U.S. Fire Administration found that as some roads were blocked down due to the spread of the fire, others "became clogged with cars and pedestrians." As in Paradise, some victims died after being trapped on narrow, blocked roads.

StreetLight's Schewel said the company chose to analyze only small towns because it feels those communities will benefit most from the research.

"We figured if we're going to put a bunch of information on the internet for free, the small towns who don't have the resources to do their own studies might get the most benefit out of that type of exercise," she said.

Schewel said this type of analysis could be conducted for a larger population center like Oakland, but in that case, it might be more helpful to analyze the area in smaller sections.

It's also important to note, Schewel said, that there's no silver bullet for evacuation planning.

"Data-driven planning is important, but we want to be very clear that this is not a magical robot that tells evacuation professionals what to do," she said. "It's — we hope — a helpful extra tool in the toolkit."

## APPENDIX G: WATER SUPPLY ASSESSMENT

### A. EXECUTIVE SUMMARY

The Water Supply Assessment (WSA) will provide information for use in the California Environmental Quality Act (CEQA) analysis for the proposed Springs Specific Plan (Specific Plan). The requirements for the WSA are described in the California Water Code Sections 10910 through 10915, amended by the enactment of Senate Bill 610 (SB 610) in 2002. SB 610 requires an assessment of whether available water supplies are sufficient to serve the demand generated by the new projects, as well as the reasonably foreseeable cumulative demand during normal year, single dry year, and multiple dry year conditions over the next 20 years.

This WSA builds on previous water demand projections created as part of the 2015 Urban Water Management Plan (UWMP) Water Demand Analysis and Water Conservation Measures Update worked on in conjunction with the eight other Sonoma-Marín Saving Water Partnership (SMSWP) Water Contractors and completed in July 2015. The projected demands with active and passive conservation savings from the SMSWP study were approved by Valley of the Moon Water District (the District) and presented in the 2015 UWMP submitted by the District in June 2016, after approval by its Board of Directors on June 7th. The supply information contained herein is based on the 2015 UWMP.<sup>1</sup>

<sup>1</sup> ~~However, while~~ While the foregoing is accurate, the circumstances of the District's water supply have changed in 2019. The District lost its emergency water supply from the Sonoma Development Center (SDC). The use was authorized by the SWRCB on July 3, 2002 for fire or facility failure. The agreement with the Center SDC was in place by December 2002 and existed until September 2019 when the State's General Services Department decided to close the SDC water treatment plant at the Center eliminating that supply. Without that water in the absence of that supply, the District only has can produce only 450 gallons per minute (gpm) through its local supply sources, which is insufficient to pressurize its system and fill its tanks, in the event the Sonoma Aqueduct (Aqueduct) is damaged and Sonoma Water deliveries to the District are curtailed, which is not enough water to pressurize its system and fill its tanks if the Sonoma Aqueduct is damaged and cannot deliver water. The District's immediately available emergency water supply position may have been further eroded/reduced in October-November/Fall 2019 when it had to cease the use of one of its well/s well, providing that was 20% of the its local supply, was taken out of service due to damage. The District will be video the well in December 2019/evaluating the well in Winter 2019/Spring 2020 to determine if the well can be repaired, and if so, how long, if repaired, the well can reasonably remain in production.

The District is diligently acting to develop alternative local sources of water. Without the Spring Specific Plan (SSP), the District requires over 800 gpm to just provide drinking water and basic sanitation. Further, based on the tests from the SCWA reflected/described at page 48 in the 2015 UWMP at page 48, the District needs over-requires in excess of 1700 gpm to have a survivable level of water including basic fire flow. Given the conservation achieved by District residents achieved since 2015, the District is comfortable in stating that for current customers 1500 gpm will be required to provide service adequate for human health, sanitation, and fire flow - if service through the Aqueduct is interrupted for any significant time. If the District's damaged well can be used for several more years, then the addition of another 400 gpm of new local water over the District's total current wells' production would allow current customers to have drinking water and sanitation with no outside use and little or no fire flow.

Additionally, the Plan SSP will impact water service to the existing homes along the crest of the hills above it, the top of the District's Zone 1. Currently, these homes all currently have lower service pressure and available fire flow than that provided in other Zones and the balance of Zone 1. Allowing building along the route of as proposed in the SSP Plan, e.g. on Verano Ave, before in advance of the District



SPRINGS SPECIFIC PLAN  
APPENDIX G: WATER SUPPLY ASSESSMENT

DECEMBER 2019 DECEMBER 2019 NOVEMBER 2019

The Springs Project is contained entirely within the service area of the District, which is located in the southeastern portion of Sonoma County, immediately north of the City of Sonoma. The WSA is based on the requirement of the Springs Project of approximately 209 acre-feet per year (AFY) of additional water demand. This project includes several land use and connection types as summarized below.

The 15 new neighborhood commercial connections include 8 new dwelling units and a net increase of 53,390 non-residential sq. ft. of development yielding approximately 17 AFY of additional demand.

The 82 new commercial connections include 120 hotel rooms and 72,245 new non-residential sq. ft. of development for an approximate net increase in demand of 39 AFY.

The 6 new commercial irrigation connections yield approximately 9 AFY of additional demand.

The 50 new mixed-use connections include 138 new dwelling units and a net increase of 123,621 non-residential sq. ft. of development yielding approximately 50 AFY of additional demand.

The 3 mixed-use irrigation connections will yield approximately 5 AFY of additional demand.

The 3 new recreational connections include a reduction of 3 dwelling units and a net increase of 26,648 sq. ft. of recreational use yielding approximately 9 AFY of additional demand.

The 131 medium density residential connections include 119 single family and 113 multifamily dwelling units for an additional demand of approximately 45 AFY.

The 31 high density residential connections include 310 new multifamily dwelling units yielding approximately 35 AFY of additional demand.

has putting a tank at the top of that Zone 1 into operation, its bill will directly impact these customers' daily service and further reduce the already limited available fire flow.

Some of the foregoing requires immediate action, some can be managed over time.

As a result of these supply, storage, pressure, and fire flow issues, the District may be restricted in its future ability to sign-off on issue "will serve" letters for the impacted areas, that including the Springs Specific Plan SSP area. This caution and restriction These conditions will affect service and future issuance of will serve letters be in place until the District has secured and placed into operation additional in place local water sources for emergency service, and strategically placed storage at the top of Zone 1 to improve critical pressure and fire flow issues in the Plan SSP area.

The District appreciates the County's assistance and would greatly appreciate looks forward to the County's further direct assistance - in developing additional local sources of water to meet District emergency demands; and the need for development of a tank storage at the top of the eastern hills [Zone 1] to deliver and maintain adequate pressure and fire flow for customers in that area - as buildings are added within the Plan's area around the base of the eastern hill shift. With those changes in place the With the proposed infrastructure improvements in place, District would then have be in position to provide adequate regular normal service and emergency service water to support the Plan SSP, and pressures to maintain service pressure and fire flows to existing Zone 1 customers and the SSP.



CAL FIRE HAZARD SEVERITY ZONES in  
State Responsibility Area (SRA)



- Moderate



- High



- (Dead) End of Michael Drive (it does not continue)



-(Dead) End of Donald



-Proposed high density housing



**From:** [Martha Silver](#)  
**To:** [Martha Silver](#)  
**Subject:** Resolution 2019-0567  
**Date:** Thursday, February 13, 2020 3:41:31 PM  
**Attachments:** [image001.png](#)  
[image002.png](#)  
[image003.png](#)  
[image008.png](#)  
[12.17.19 Item 28 Reso 19-0567.pdf](#)  
**Importance:** High

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**From:** Melody Richitelli  
**Sent:** Thursday, February 13, 2020 3:02 PM  
**To:** 'bcrain@bayareametro.gov' <[bcrain@bayareametro.gov](mailto:bcrain@bayareametro.gov)>; 'blumacjazz@aol.com' <[blumacjazz@aol.com](mailto:blumacjazz@aol.com)>  
**Cc:** Susan Gorin <[Susan.Gorin@sonoma-county.org](mailto:Susan.Gorin@sonoma-county.org)>; David Rabbitt <[David.Rabbitt@sonoma-county.org](mailto:David.Rabbitt@sonoma-county.org)>; Sheryl Bratton <[Sheryl.Bratton@sonoma-county.org](mailto:Sheryl.Bratton@sonoma-county.org)>; Suzanne Smith <[suzanne.smith@scta.ca.gov](mailto:suzanne.smith@scta.ca.gov)>; Milan Nevajda <[Milan.Nevajda@sonoma-county.org](mailto:Milan.Nevajda@sonoma-county.org)>; Jane Riley <[Jane.Riley@sonoma-county.org](mailto:Jane.Riley@sonoma-county.org)>; Cecily Condon <[Cecily.Condon@sonoma-county.org](mailto:Cecily.Condon@sonoma-county.org)>; Tennis Wick <[Tennis.Wick@sonoma-county.org](mailto:Tennis.Wick@sonoma-county.org)>  
**Subject:** Resolution 2019-0567  
**Importance:** High

Mr. Crain,

On behalf of Tennis Wick:

On 17 December 2019, the Board of Supervisors adopted unanimously (Supervisor Rabbitt absent) the attached resolution directing staff to apply for the Priority Development Area placetype to replace the to-be-defunct Rural Community Investment Area placetype so that the Springs Specific Plan may be concluded later this year.

On behalf of the County of Sonoma and Permit Sonoma, I thank MTC for your support and partnership in this important work.

Regards,

**Melody Richitelli**

Administrative Aide

[www.PermitSonoma.org](http://www.PermitSonoma.org)

County of Sonoma

2550 Ventura Avenue, Santa Rosa, CA 95403

Direct: 707-565-1925 |

Office: 707-565-1900 | Fax: 707-565-1103



**OFFICE HOURS:** *Permit Sonoma's public lobby is open Monday through Friday from 8:00 AM to 4:00 PM, except Wednesday's: open from 10:30 AM to 4:00 PM.*



County of Sonoma  
State of California

THE WITHIN INSTRUMENT IS A  
CORRECT COPY OF THE ORIGINAL  
ON FILE IN THIS OFFICE.

ATTEST: DEC 17 2019

SHERYL BRATTON, Clerk/Secretary  
BY   
DEPUTY CLERK/ASST. SECRETARY

Date: December 17, 2019

Item Number: 28

Resolution Number: 19-0567

☐ 4/5 Vote Required

**Resolution of the Board of Supervisors of the County Of Sonoma, State Of California,  
Nominating the Springs Specific Plan Area as a Priority Development Area to the Association  
of Bay Area Governments & Metropolitan Transportation Commission for Inclusion into Plan  
Bay Area 2050.**

**Whereas**, Senate Bill 375, the Sustainable Communities and Climate Protection Act of 2008, defines implementation requirements to reduce greenhouse gas emissions from vehicles through better coordination between transportation and land use planning; and

**Whereas**, SB 375 requires each regional planning area to prepare a “Sustainable Communities Strategy” (SCS) in the regional transportation plan that demonstrates how the region will meet the greenhouse gas emission targets; and

**Whereas**, the Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC) together are the governmental agencies responsible for planning, financing and coordinating transportation and land use planning for the nine-county San Francisco Bay Area, including preparation of the SCS; and

**Whereas**, MTC/ABAG adopted Plan Bay Area 2040 on July 26, 2017, the current Regional Transportation Plan and Sustainable Communities Strategy for the nine-county Bay Area; and

**Whereas**, MTC/ABAG are currently preparing Plan Bay Area 2050 (the Plan), an update to Plan Bay Area 2040 that will outline strategies for growth and investment through 2050; and

Resolution #19-0567  
December 17, 2019  
Page 2

**Whereas,** MTC/ABAG are creating a Regional Growth Framework to be used in the Plan;

**Whereas,** this Framework includes locally nominated Priority Development Areas (PDAs) as locations to coordinate local and regional planning for housing, jobs, and future investment; and

**Whereas,** jurisdictions with PDAs have access to regional funding dedicated to planning and infrastructure improvements within PDAs; and

**Whereas,** the Springs Specific Plan Area was previously designated as a “Rural Community Investment Area,” a Priority Development Area placetype; and

**Whereas,** the County was awarded a PDA grant for the development of a Specific Plan for the area and the Springs Specific Plan is currently in process; and

**Whereas,** the Springs Specific Plan area (depicted generally in Exhibit A to this resolution) meets all the required “Connected Community” PDA criteria as follows: (1) the area is within an urbanized area; (2) a Specific Plan for housing growth, including affordable housing, and job growth will be adopted before 2025; (3) the area is served by an existing or planned bus route with peak headways of 30 minutes or less; and (4) the Specific Plan will include two or more policies related to the reduction of vehicle miles traveled.

**Now, Therefore, Be It Resolved** that the Board of Supervisors submit a nomination to MTC/ABAG to designate the Springs Specific Plan Area as a PDA for inclusion within Plan Bay Area 2050.

**Adopted December 17, 2019 by the Board of Supervisors of the County of Sonoma by the following vote:**

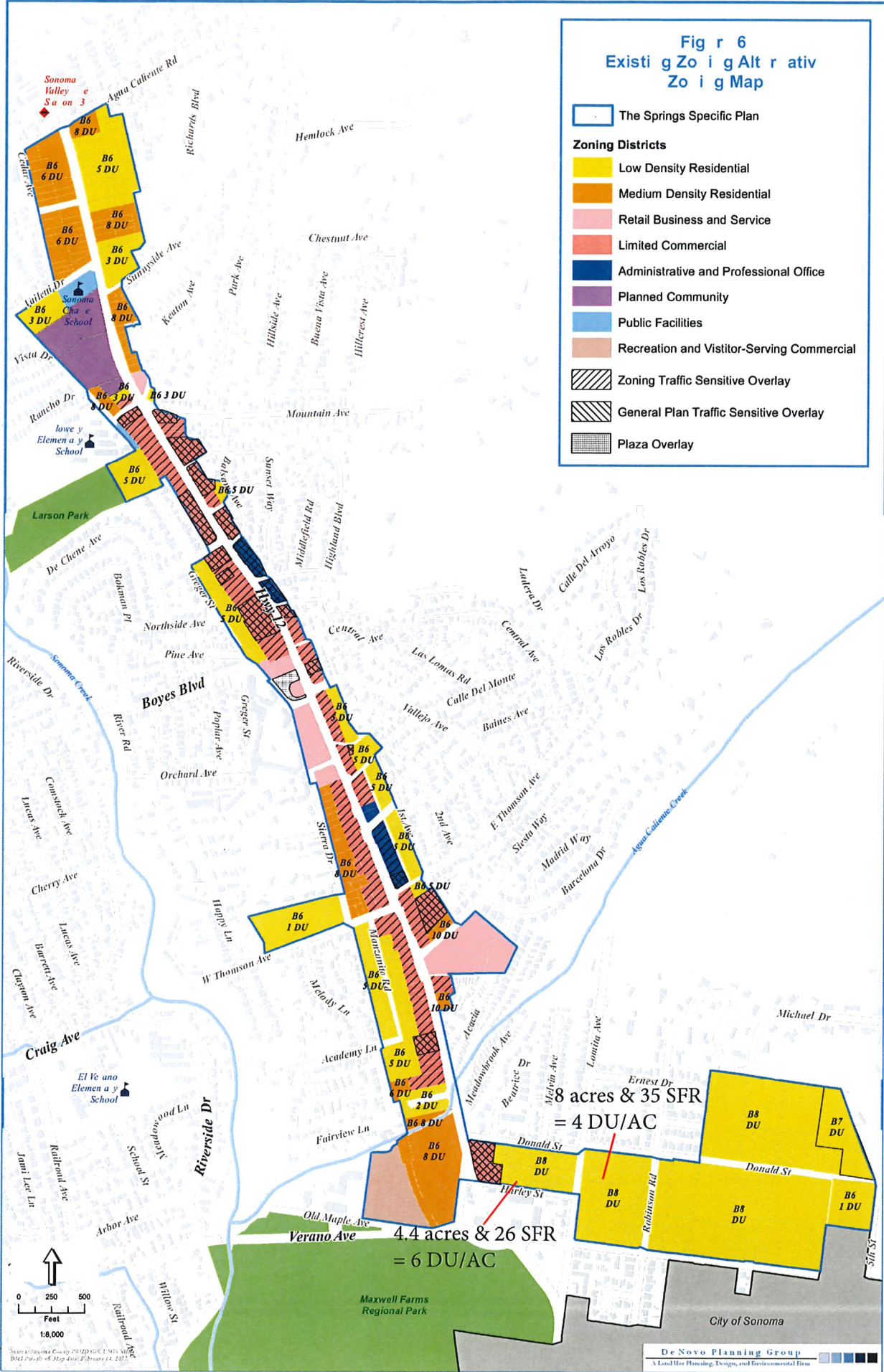
**Supervisors:**

Gorin: Aye      Zane: Aye      Gore: Aye      Hopkins: Aye      Rabbitt: Absent

Ayes: 4      Noes: 0      Absent: 1      Abstain: 0

**So Ordered.**









# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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<b>File #:</b>	20-0227	<b>Version:</b>	1	<b>Name:</b>	
<b>Type:</b>	Report	<b>Status:</b>		Committee Approval	
<b>File created:</b>	1/21/2020	<b>In control:</b>		ABAG Administrative Committee	
<b>On agenda:</b>	2/14/2020	<b>Final action:</b>			
<b>Title:</b>	Plan Bay Area 2050: Draft Blueprint - Strategies				

Approval of proposed strategies for integration into the Plan Bay Area 2050 Draft Blueprint, which will be analyzed further this winter with findings to be released in spring 2020 for further public feedback.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [5b\\_PBA50\\_DraftBlueprint\\_StrategiesAction.pdf](#)

Date	Ver.	Action By	Action	Result
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Plan Bay Area 2050: Draft Blueprint - Strategies

Approval of proposed strategies for integration into the Plan Bay Area 2050 Draft Blueprint, which will be analyzed further this winter with findings to be released in spring 2020 for further public feedback.

Dave Vautin

ABAG Executive Board Approval / MTC Commission Approval

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

February 14, 2020

Agenda Item 5b

**Plan Bay Area 2050: Draft Blueprint – Strategies**

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- Subject:** Approval of proposed strategies for integration into the Plan Bay Area 2050 Draft Blueprint, which will be analyzed further this winter with findings to be released in spring 2020 for further public feedback and policymaker refinement.
- Background:** Building upon the evaluation of strategies and investments from the predecessor Horizon initiative, the upcoming phase of Plan Bay Area 2050 will involve analyzing a Draft Blueprint, comprised of key strategies for transportation, housing, the economy, and the environment. The strategies analyzed should align with the overall vision for Plan Bay Area 2050 to create a *more affordable, connected, diverse, healthy, and vibrant Bay Area for all*.
- Over the course of the fall, staff held public outreach events that attracted thousands of Bay Area residents, engaged with thousands more online through the *Mayor of Bayville* tool, and conducted strategy workshops with a diverse range of stakeholders on each topic area of the Draft Blueprint. The Commission and Executive Board also held a workshop to discuss critical questions related to Blueprint strategies; feedback from these engagement activities has been integrated into this proposed path forward.
- Issues:** Plan Bay Area 2050 must meet a range of federal and state requirements. First, the Plan must be **fiscally constrained**, which means that strategies and investments included must be possible to fund using reasonably-anticipated monies. Second, under Senate Bill 375, the Plan must meet or exceed a recently-increased **greenhouse gas emissions reduction** target. Third, the Plan must **accommodate housing growth at all income levels**, with the parallel Regional Housing Need Allocation (RHNA) process being consistent with the ultimate Plan growth pattern. Failure to achieve any of these requirements could result in the Plan not being approved by federal or state agencies, which would lead to transportation funding consequences for the Bay Area.
- Recommended Strategies:** Staff recommend further analysis of 25 strategies, clustered under nine themes, as part of the Draft Blueprint; additional details are provided in **Attachment B**.
1. **Maintain and Optimize Existing Infrastructure.** Continue the region’s “Fix It First” policy, while optimizing the region’s transit systems through fare integration and seamless payments and advancing means-based pricing on select freeways to reduce emissions and traffic congestion.
  2. **Create Healthy and Safe Streets.** Upgrade local streets to complete streets with safe pedestrian and bicycle infrastructure to encourage more non-motorized trips, while reducing speed limits to advance Vision Zero across the Bay Area.
  3. **Enhance Regional and Local Transit.** Within fiscal constraints, advance highly-resilient transit projects identified in the Horizon Project Performance Assessment, as well as a New Transbay Rail Crossing identified as the highest-performing rail expansion line (*only included in one version of Blueprint*).
  4. **Spur Housing Production and Create Inclusive Communities.** Allow a greater mix of housing types and densities in Priority Development Areas, Transit-Rich Areas and High-Resource Areas, while reducing barriers for new development and transforming aging malls, office parks, and underutilized public land.

5. **Protect, Preserve, and Produce More Affordable Housing.** Directly fund protection, preservation, and production of new deed-restricted affordable housing units, while simultaneously increasing inclusionary zoning requirements and further strengthening renter protections.
6. **Improve Economic Mobility.** Support strategies to enable a growing middle class, including childcare subsidies for low-income families, incubator programs in economically-distressed communities, and protections for existing industrial lands that serve as key middle-wage job centers.
7. **Shift the Location of Jobs.** Use a combination of zoning and fees to tackle the region's jobs-housing imbalance, encouraging more job growth in housing-rich and transit-rich places (in coordination with housing strategies to shift housing production to job-rich locations).
8. **Reduce Risks from Hazards.** Adapt the vast majority of the Bay Area's shoreline to sea level to protect existing communities and infrastructure, while providing means-based financial support to retrofit aging homes.
9. **Reduce Environmental Impacts.** Maintain the region's existing urban growth boundaries through 2050, while simultaneously partnering with public and non-profit entities to protect high-value conservation lands. Further expand the Climate Initiatives Program to drive down greenhouse gas emissions.

*Other important strategies, including those related to express lanes, express buses, and commuter rail systems, require further refinement with collaboration with partner agencies this winter. Based on agency commitments to scope refinements, complementary strategies, and funding commitments, additional strategies can be integrated into the Final Blueprint this spring.*

In addition to advancing the Guiding Principles of Plan Bay Area 2050, the strategies above have been refined with expanded equity provisions in recent months:

- **Transportation:** Fare integration would yield significant benefits for lower-income transit riders, while means-based tolls would be capped for lower-income residents to ensure that everyone has access to opportunities across the Bay Area.
- **Housing and Economy:** Integration of High-Resource Areas, paired with prioritization of affordable housing investments in these locations, will work to combat exclusion and racial inequities across the region, while economic strategies will work to shift job growth closer to Communities of Concern.
- **Environment:** Regional mitigations and funding for sea level rise would be prioritized first for Communities of Concern, and a greater share of home retrofit funding would be provided for lower-income households to make sure benefits accrue to all income levels.

Staff are requesting that the Commission and Executive Board provide direction on the strategies for further analysis in the Plan Bay Area 2050 Draft Blueprint, while recognizing that there is an opportunity for further refinement to these strategies this spring and summer prior to the Final Blueprint phase. Staff will analyze the package of Draft Blueprint strategies and report back on forecasted outcomes in late spring.

**Attachments:**

Attachment A: Presentation

Attachment B: Draft Blueprint – Strategy Descriptions



Therese W. McMillan



PLAN BAY AREA 2050

# Draft Blueprint: Strategies

*Seeking Direction on Strategies to Study*

February 14, 2020

MTC Planning & ABAG Administrative Committees

# What are the critical action items are being considered by MTC and ABAG this month?

1



Adopt new **Priority Conservation Areas**, **Priority Development Areas**, and **Priority Production Areas** *(ABAG Action Only)*

2



Approve **Growth Geographies** for Analysis in the Draft Blueprint *(MTC/ABAG Action)*

3



Approve **Strategies** for Analysis in the Draft Blueprint *(MTC/ABAG Action)*



# Refresher: Key Statutory Requirements

*While Plan Bay Area 2050 must meet many statutory requirements, these three are among the most critical:*



## Fiscal Constraint

Under federal transportation planning regulations, the Plan must rely upon reasonably-expected revenues

**Impact if Not Met:** federal and state agencies will reject the Plan's approval, triggering a conformity lapse



## Greenhouse Gas Reduction

Under Senate Bill 375, Plan Bay Area 2050 must meet or exceed a recently-enhanced 19 percent per-capita GHG reduction target for light-duty vehicles by 2035.

**Impact if Not Met:** region ineligible for select SB 1 funding



## Housing at All Income Levels

Under Senate Bill 375, Plan Bay Area 2050 plan for sufficient housing for all income levels; RHNA must advance fair housing and ultimately be consistent with the Plan.

**Impact if Not Met:** HCD may not approve RHNA

# Refresher: What is a strategy in the context of Plan Bay Area 2050?

What do we mean by “strategy”?

A strategy is either a **public policy or set of investments that can be implemented** in the Bay Area over the next 30 years; a strategy is **not a near-term action or legislative proposal**.

Who would implement these strategies?

Strategies in Plan Bay Area 2050 can be implemented at the **local, regional, or state levels**. Specific implementation actions and the role for MTC/ABAG will be identified through a collaborative process for the Implementation Plan in late 2020.

How many strategies can we include in the Blueprint?

Plan Bay Area 2050 must be **fiscally constrained**, meaning that not every strategy can be integrated into the Plan given finite revenues available.



# Draft Blueprint: 9 Themes + 25 Bold Strategies



The meeting packet includes more detail on each individual strategy, including public and stakeholder feedback in recent months.

Today's presentation will focus on how **transportation, housing, environmental, and economic strategies work together** to support progress on each Guiding Principle:





# Bold Strategies for a More Affordable Bay Area



**Reduce the region's extreme cost of living by enabling over a million new homes near public transit**

## Strategies include:

- Allow a Greater Mix of Housing Types and Densities in Growth Areas
- Reduce Barriers to Housing Near Transit and in Areas of High Opportunity

Draft Blueprint: Strategies



**Produce and preserve much-needed affordable housing through public, non-profit, and private sector action**

## Strategies include:

- Fund Affordable Housing Protection, Preservation, and Production
- Require 10 to 20 Percent of New Housing to be Affordable



**Provide robust discounts for low-income residents both for tolls and transit fares**

## Strategies include:

- Reform Regional Transit Fare Policy
- Implement Per-Mile Tolling on Congested Freeways with Transit Alternatives



# Bold Strategies for a More Connected Bay Area



**Create a world-class public transportation system, emphasizing maintenance and ridership as critical twin goals**

Strategies include:

- Operate and Maintain the Existing System
- Advance Low-Cost Transit Projects
- Build a New Transbay Crossing



**Standardize transit fares across the region and advance seamless mobility through unified trip planning & payment**

Strategies include:

- Reform Regional Fare Policy
- Enable Seamless Mobility with Unified Trip Planning and Fare Payments



**Permanently reduce traffic congestion through a proven approach of pricing select corridors**

Strategies include:

- Implement Per-Mile Tolling on Congested Freeways with Transit Alternatives



# Bold Strategies for a More Diverse Bay Area



**Protect renters from being displaced to the region's periphery and beyond**

**Strategies include:**

- Further Strengthen Renter Protections Beyond State Legislation



**Tackle racial inequities by enabling more housing in historically-exclusionary places**

**Strategies include:**

- Allow a Greater Mix of Housing Types and Densities in Growth Areas
- Reduce Barriers to Housing Near Transit and in Areas of High Opportunity



**Create opportunities to grow the middle class through business incubators and childcare programs**

**Strategies include:**

- Expand Childcare Support for Low-Income Families
- Create Incubator Programs in Economically-Challenged Areas



# Bold Strategies for a More Healthy Bay Area



**Eliminate traffic deaths by making streets safer for all roadway users**

**Strategies include:**

- Advance Regional Vision Zero Policy through Street Design and Reduced Speeds
- Build a Complete Streets Network



**Protect tens of thousands of Bay Area homes from rising sea levels and from potential earthquake damage**

**Strategies include:**

- Adapt to Sea Level Rise
- Modernize Existing Building with Seismic, Wildfire, Drought, and Energy Retrofits



**Ensure the region's greenbelt remains protected for future generations**

**Strategies include:**

- Maintain Urban Growth Boundaries
- Protect High-Value Conservation Lands



# Bold Strategies for a More Vibrant Bay Area



**Encourage more job growth in housing-rich areas through strategic regional impact fees**

**Strategies include:**

- Assess Transportation Impact Fees on New Office Developments
- Assess Jobs-Housing Imbalance Fees on New Office Developments



**Preserve critical industrial lands and work to catalyze job growth in these locations**

**Strategies include:**

- Retain Key Industrial Lands through Establishment of Priority Production Areas
- Create Incubator Programs in Economically-Challenged Areas



**Convert aging 20<sup>th</sup> century malls and office parks into vibrant mixed-use destinations for the 21<sup>st</sup> century**

**Strategies include:**

- Transform Aging Malls and Office Parks into Neighborhoods



# Advancing Equity with Bold Strategies



As a cross-cutting issue for Plan Bay Area 2050, staff has worked to weave equity into every single strategy for the Draft Blueprint. Highlights include:



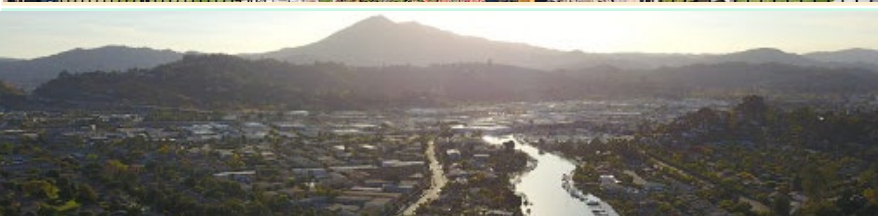
Consistent regional means-based discounts for fares and tolls



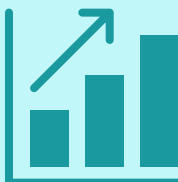
Service frequency increases in both high-ridership corridors & in currently-underserved PDAs



Emphasis on growth in High-Resource Areas to address the legacy of race-based exclusion



Prioritization of retrofit assistance and sea level rise infrastructure in lower-income communities



Incubator programs and childcare support designed to enable greater economic mobility

# Importantly: we will explore three versions of the Draft Blueprint.



## Plan Bay Area 2050 **Blueprint Basic**

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

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.

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



## 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

### Two variants of Blueprint Plus:



#### Plan Bay Area 2050 **Blueprint Plus Crossing**

*Focus greater share of transportation funding towards Transbay Rail Crossing*



#### Plan Bay Area 2050 **Blueprint Plus Fix It First**

*Focus greater share of transportation funding towards system maintenance*



# Draft Blueprint: What's Next?

Today

## 25 Strategies (Draft Blueprint Inputs)



Modeling  
& Analysis  
(Winter)

Growth Pattern,  
Performance  
Outcomes, etc.  
(Draft Blueprint  
Outputs)



Maintain and  
Optimize Existing  
Infrastructure



Create Healthy  
and Safe Streets



Enhance Regional  
and Local Transit



Reduce Risks  
from Hazards



Reduce Our Impact  
on the Environment



Spur Housing  
Production and Create  
Inclusive Communities



Protect, Preserve, and  
Produce More  
Affordable Housing



Improve Economic  
Mobility



Shift the Location of  
Jobs

# Final Blueprint: What Remains to Be Done?



Will there be a chance to make refinements to strategies later in the planning process?

Yes, this would occur during the **Final Blueprint** phase. Staff will report back on outcomes from the Draft Blueprint strategies this spring, and both MTC and ABAG will have a chance to identify revisions through *summer 2020*.



What about strategies and individual projects not included in the Draft Blueprint?

Some projects and strategies were not yet ready for inclusion in the Draft Blueprint. CTAs, transit agencies, and MTC/ABAG are collaborating this winter and will return to MTC/ABAG by spring. *This includes Express Lanes, Express Buses, and Rail Extensions.*



What happens if the Draft Blueprint does not meet all of the statutory requirements?

Additional tradeoff discussions would be needed. The boards may have to expediently decide what strategies should be modified prior to the Final Blueprint.





### Requested Action:

Direct staff to test the proposed strategies for the Draft Blueprint to see how close we are to meeting critical regional goals.





### Plan Bay Area 2050 Draft Blueprint: Strategy Descriptions

The Plan Bay Area 2050 Draft Blueprint includes four elements: Transportation, Housing, the Economy, and the Environment. Within each, there are strategies, defined as policies or bundles of investments, clustered under nine categories. All versions of the Blueprint will be fiscally-constrained, meaning that some strategies cannot be included in Blueprint Basic.

#### Transportation: Maintain and Optimize the Existing System

- **Operate and Maintain the Existing System**
  - **Description:** Commit to operate and maintain the Bay Area's roads and transit infrastructure, while ensuring that all Priority Development Areas have sufficient transit service levels. This strategy would emphasize achieving state of good repair for transit assets to advance equity goals. Due to the greater financial capacity in Blueprint Plus (Fix It First), this variant of the Blueprint is able to explore achieving full state of good repair for all asset categories.
    - **Blueprint Basic:** Fully maintain existing levels of transit service, transit asset condition, and local street/highway asset condition. **Funding: \$392 billion**
    - **Blueprint Plus (Crossing):** Fully maintain existing levels of transit service, transit asset condition, and local street/highway asset condition. **Funding: \$392 billion**
    - **Blueprint Plus (Fix It First):** Improve transportation asset conditions beyond today's levels, reaching a full state of good repair for transit and road assets. **Funding: \$423 billion**
  - **Horizon Analysis:** While existing system operations and maintenance were not evaluated in Project Performance Assessment for Plan Bay Area 2050, asset condition for road and transit assets was evaluated in Project Performance Assessment for Plan Bay Area 2040. Maintaining existing conditions for both road and transit assets proved to be among the most cost-effective projects of all projects evaluated. Achieving a full state of good repair was also cost-effective, though benefits were lessened due to diminishing returns.
  - **Public Feedback:** Operating and maintaining the existing system received predominantly positive feedback during the Pop-Ups, with 96 percent of comments in favor of the strategy. Commenters advocated for increased investment in state of good repair for road and transit assets, as well as increases to existing transit service hours to reduce headways. As one commenter said, "this strategy seems like a must-do."
  - **Stakeholder Feedback:** Stakeholders at recent Regional Advisory Working Group (RAWG) and Regional Equity Working Group (REWG) workshops also emphasized the essential nature of this strategy. Several stakeholders advised that funding above what was required to maintain the existing system should be directed toward achieving a state of good repair for transit capital assets. As bus transit tends to have the lowest average rider income, it was suggested that achieving a state of good repair for bus assets could be a way to advance equity goals. Additionally,

- stakeholders suggested working with transit operators to roll out ZEV buses on routes serving Communities of Concern first as a way to improve air quality and mitigate adverse health outcomes associated with air pollution.
- **Enable Seamless Mobility with Unified Trip Planning and Fare Payments**
    - **Description:** Develop a unified platform for trip planning and fare payment to enable more seamless journeys. This strategy envisions a platform, accessible via smartphone, that allows users to see all of their transportation options - transit, shared bike, scooter, or car, ridehail, etc. - and pay for them from one account.  
**Funding: \$0.1 billion**
    - **Horizon Analysis:** This strategy was not modeled for as part of Horizon, though several case studies of similar programs in Europe were summarized to further the understanding of potential impacts of Mobility as a Service in the Futures Final Report. The case studies found slightly reduced auto ownership and usage rates in program participants. Given the low cost of the strategy and the potential benefits, the strategy was recommended to advance.
    - **Public Feedback:** The strategy was popular with the public, with 96 percent of all comments in favor.
    - **Stakeholder Feedback:** This strategy received positive feedback from stakeholders, some of whom identified this strategy as likely to be provided by the private market and others of whom expressed a preference for having a public agency lead the endeavor. Stakeholders affirmed MTC's stance that implementation of this strategy would need to include venues for loading value to the e-wallet in cash so as to not deny service to residents without a bank card.
  - **Reform Regional Transit Fare Policy**
    - **Description:** Streamline fare payment and replace existing operator-specific discounted fare programs with an integrated fare structure across all transit operators. The regional integrated fare structure would consist of a flat local fare with free transfers across operators and a distance or zone-based fare for regional trips, with discounts for youth, people with disabilities, and very low-income people.  
**Funding: revenue-neutral due to incentivized growth in transit trips; \$10 billion for means-based fare discount**
    - **Horizon Analysis:** Horizon evaluated the effects of providing free transit to lower-income riders through Futures and found that, while successful in reducing transportation costs for lower-income households, the region's transit infrastructure does not have the capacity to meet the induced demand from such a program. As such, this strategy represents a pivot toward a different mechanism for reducing transportation costs: transit fare integration. MTC analyzed transit fare integration through Project Performance Assessment. The project was one of the highest performers in terms of equity impacts and cost-effectiveness. Implementing an integrated transit fare made transit considerably more attractive, increasing transit ridership substantially.
    - **Public Feedback:** As this strategy was not a Horizon strategy, but rather elevated from Project Performance Assessment, it was not showcased in pop-up workshops with the public in fall 2019.
    - **Stakeholder Feedback:** Stakeholders at the REWG workshop expressed an interest in pursuing transit fare integration over means-based fare discounts as a way to reduce the share of household income spent on transit, identifying transfer costs as the primary issue with transit affordability. RAWG workshop participants also expressed



support for the strategy, though several raised concerns over adverse financial impacts on transit operators due to potential decreased fare revenues or increased operational costs. RAWG participants mentioned integrated systems planning across operators as a complementary future action.

- **Implement Per-Mile Tolling on Congested Freeways with Transit Alternatives**
  - **Description:** Apply a per-mile charge on auto travel on select highly-congested freeway corridors where transit alternatives exist, reinvesting revenue raised in improving transit alternatives on the corridor. Drivers on priced corridors would pay a 15 cent per mile charge during the peak period, with discounts to 5 cents per mile for off-peak travel or carpools with three or more occupants. Express Lanes and toll bridges would continue to operate. **Funding: \$1 billion; revenue: generates an estimated \$25 billion over Plan period**
  - **Horizon Analysis:** Through Horizon, a per-mile tolling program on all freeways in the region was studied as part of the complete package of Horizon strategies. Together, the Horizon strategies were successful at reducing congestion, though peak period congestion did continue to be a problem on many corridors, particularly in Back to the Future. Average commute time decreased slightly, as did auto mode share.
  - **Public Feedback:** As this strategy was flagged for further refinement after the completion of the Horizon initiative, it was not showcased in pop-up workshops with the public in fall 2019.
  - **Stakeholder Feedback:** Stakeholders emphasized the essential nature of reinvesting revenues on the tolled corridor so that paying drivers see benefits from their toll dollars. This includes reinvesting revenues in improving transit alternatives as well as amenities for drivers and carpoolers, including improvements to freeway pavement conditions.

## Transportation: Create Healthy and Safe Streets

- **Build a Complete Streets Network**
  - **Description:** Enhance streets to promote walking, biking, and other micromobility through sidewalk improvements and 7,000 miles of bike lanes or multi-use paths. This strategy would emphasize Complete Streets improvements near transit to improve access and in Communities of Concern to advance equity outcomes. Investments could also go toward amenities like secure bike parking at rail stations, improved lighting, and safer intersections. **Funding: \$7 billion**
  - **Horizon Analysis:** An earlier version of this strategy that focused exclusively on bike infrastructure resulted in a three percentage point increase in cycling commute mode share by 2050. Transit and auto mode share both declined in about equal proportions when compared to the status quo Futures Round 1 scenario. The project was also evaluated through Project Performance Assessment, where it had a benefit/cost ratio above 1 in all three futures. Additionally, the project was found to advance equity, with lower-income residents receiving a greater share of accessibility benefits. These findings suggest that a micromobility network is highly resilient to future uncertainty.
  - **Public Feedback:** Feedback from the community further supported the Horizon analysis. In Pop-Up Outreach, it received mostly positive feedback, with 88 percent of commenters approving. The strategy was the most commonly selected choice for digital engagement participants, with 73 percent of participants selecting expanded infrastructure as their preferred way to increase rates of active transportation.

- **Stakeholder Feedback:** The primary piece of feedback received during the RAWG and REWG workshops was to increase the strategy's emphasis on pedestrian safety and comfort, with participants finding earlier iterations of the strategy too focused on infrastructure that supports cycling. Additionally, in the implementation of this strategy, stakeholders suggested concentrating Complete Streets investments in Communities of Concern and near transit to improve station access.
- **Advance Regional Vision Zero Policy through Street Design and Reduced Speeds**
  - **Description:** Reduce speed limits to 25 to 35 miles per hour on local streets and 55 miles per hour on freeways, enforcing speeds using design elements on local streets and automated speed enforcement on freeways. Revenues generated from violation fines would be reinvested in safety initiatives, including education and street design interventions. **Funding: \$1 billion**
  - **Horizon Analysis:** An earlier iteration of this strategy that limited speed limits on local streets in areas designated for growth to 25 mph and all freeways to 55 mph resulted in 70 to 200 fewer fatalities and 180 to 500 fewer serious injuries per year in 2050. For comparison, 400 fatalities and 1,900 serious injuries occurred in the Bay Area in 2016.
  - **Public Feedback:** This was one of the least popular strategies among members of the public. In online engagement, the strategy was selected by 5 percent of respondents as a way to promote active transportation, receiving slightly fewer votes than doing nothing at all. The strategy was bundled with other investments in active transportation infrastructure for Pop-Up outreach, making it difficult to tease out public support in that forum.
  - **Stakeholder Feedback:** Stakeholders recognized enforcement and equity as two key challenges to successful implementation of this strategy. Stakeholders identified design elements like speed bumps and reduced lane widths as key tools in enforcing speed limits in a cost-effective way. On arterials and freeways, automated speed enforcement (ASE) was identified as the most cost-effective solution. Furthermore, research has shown that ASE reduces the rate of racial disparities in ticketing, addressing a key equity concern.

## Transportation: Enhance Regional and Local Transit

- **Advance Low-Cost Transit Projects**
  - **Description:** Complete a limited set of transit projects that performed well in multiple futures and require limited regional dollars to reach fully-funded status. Projects within this strategy had no equity challenges or Guiding Principle flags and had cost-benefit ratios that were above 0.5 at minimum across all Futures. Projects in this category tend to be lower cost projects serving established transit service areas, and include urban bus frequency boosts, BRT enhancements, and ferry projects<sup>1</sup>. **Funding: \$20 billion**
  - **Horizon Analysis:** Project Performance Assessment found that many transit projects struggled to perform well in terms of cost-effectiveness and equity in one or more futures. The projects that did demonstrate resilience across futures tended to be

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<sup>1</sup> Projects include: BART Core Capacity, BART to Silicon Valley Phase 2, Irvington BART, San Francisco Southeast Waterfront Transportation Improvements, Muni Forward, San Pablo BRT, Alameda Point Transit Network, AC Transit Local Service Frequency Increase, E 14th/Mission BRT, and Treasure Island Congestion Pricing. Additional projects will be added during the Final Blueprint phase.

- lower-cost urban bus, BRT, or ferry projects. Many of these projects also performed well in Plan Bay Area 2040.
- **Public Feedback:** This specific strategy was developed based on findings from Horizon; as such, it was not evaluated during the final round of Horizon public engagement. However, members of the public did support transit projects, including BRT and transit modernization projects.
  - **Stakeholder Feedback:** REWG participants acknowledged that the bus and BRT projects evaluated through Horizon would directly serve Communities of Concern and provided minimal feedback on ways to alter the strategy. This strategy was not presented at the RAWG workshop, though RAWG members expressed a preference for transit modernization and frequency boost projects in an exercise designed to inform the investment strategy.
  - ***Build a New Transbay Rail Crossing***
    - **Description:** Increase Transbay rail capacity between San Francisco and Oakland, while providing benefits for travelers across the Bay Area, through a first phase Crossing project that includes a new Transbay tunnel and new stations in the Market Street/South of Market/Mission Bay area of San Francisco and in Alameda/Central Oakland area of the East Bay. Future phases not included in the Plan Bay Area 2050 may extend rail improvements to other parts of the Bay Area and to the broader Northern California megaregion. This strategy would only be included in Blueprint Plus (Crossing), when sufficient revenues are available for the investment. **Funding: \$50 billion**
    - **Horizon Analysis:** Several Transbay rail crossings were evaluated through the Crossings Perspective Paper and Project Performance Assessment. Two BART crossings and a conventional rail crossing performed well, with benefit-cost ratios at or above 1 in two futures and no equity challenges. Overall, it was rare for a project with such high costs to have the benefits outweigh the costs in Project Performance.
    - **Public Feedback:** This strategy was bundled with other transit modernization and expansion strategies during pop-up outreach. Feedback for transit projects was mostly positive, with 96 percent of comments skewing positive. This strategy was not included in the digital engagement effort.
    - **Stakeholder Feedback:** In an exercise designed to inform the Plan Bay Area investment strategy, RAWG participants tended to include a new Transbay rail crossing only when additional revenues were available (Blueprint Plus). REWG participants did not comment on this strategy.

## Housing: Spur Housing Production and Create Inclusive Communities

- ***Allow a Greater Mix of Housing Densities and Types in Growth Geographies***
  - **Description:** Allow a variety of housing types at a range of densities to be built in Growth Geographies - the areas prioritized for new homes and jobs in the Blueprint. The staff recommendation for Growth Geographies, as discussed in a complementary agenda item, includes locally-designated Priority Development Areas (PDAs) and a suite of potential regionally-identified growth areas:
    - All areas within 10 minutes' walk (approximately ½ mile) from high-frequency regional rail stations (BART and Caltrain Baby Bullet stations)
    - *For cities and towns that have designated less than 50 percent of PDA-eligible areas within their boundaries:* Transit-Rich Areas (TRAs) within 10 minutes'

walk (approximately ½ mile) of a rail station, ferry terminal, or bus stop served by a route that arrives every 15 minutes or less during commute hours

- *For cities and towns that have designated less than 50 percent of PDA-eligible areas within their boundaries:* High-Resource Areas (HRAs; defined by the State of California) within 5 minutes' walk of a bus stop that arrives every 30 minutes or less during commute hours

Because the places across the region that meet these criteria vary significantly, specific densities and housing types will be based upon regional and local context. These include the frequency and capacity of transit service, level of job access, and access to opportunity (e.g. High-Resource Areas). Further supportive actions for these geographies will be identified in the Implementation Plan phase, later in 2020.

- **Horizon Analysis:** The impact of focusing growth in the geographies included in this strategy - PDAs, HRAs, and TRAs - were studied as individual strategies in Horizon. In Futures Round 2, increased density and diversity of housing in PDAs and TRAs achieved a focused pattern of growth with greater access to transit, while increasing development capacity in HRAs led to incremental gains in access to opportunity.
  - **Public Feedback:** In both pop-up workshops and via the Mayor of Bayville website, the public was highly supportive of expanding housing opportunities in High-Resource Areas and Transit-Rich Areas. While a limited number of individuals expressed concerns about local control, nearly all comments favored expanding future growth areas for housing.
  - **Stakeholder Feedback:** Stakeholders were also overwhelmingly supportive of focusing housing in TRAs and HRAs in the Blueprint, including areas outside of locally-nominated PDAs. Many stakeholders emphasized the need for a more inclusive growth pattern that spread the responsibility for meeting the region's housing needs more equitably.
- ***Reduce Barriers to Housing Near Transit and in Areas of High Opportunity***
    - **Description:** Reduce parking requirements, project review times, and impact fees for new housing in Transit-Rich and High-Resource Areas, while providing projects exceeding inclusionary zoning minimums even greater benefits. Similar to the previous strategy, details for this strategy will be appropriately calibrated based on regional and local context.
    - **Horizon Analysis:** In Futures Round 2, this strategy was applied uniformly to PDAs, TRAs, and PDA-eligible HRAs. Coupled with the previous strategy, this approach created an attractive environment for new housing across all of the Futures - with 90 percent of growth taking place in these geographies.
    - **Public Feedback:** The vast majority of members of the public - 82 percent of pop-up participants - were supportive of this strategy. Still, it elicited the greatest level of concern among the housing strategies, with participants noting that communities need to continue to be able to provide input on proposed projects that affect their neighborhoods.
    - **Stakeholder Feedback:** Stakeholders emphasized the importance of tailoring this strategy so that its ability to increase the feasibility of development is used in a targeted manner - in particular, to enable affordable housing and to support housing around transit.
  - ***Transform Aging Malls and Office Parks into Neighborhoods***

- **Description:** Transform aging malls and office parks into mixed-income neighborhoods by permitting new land uses and significantly reducing development costs for eligible projects that meet affordability and VMT reduction criteria. Applying this strategy in the Blueprint will involve updating zoning to allow a mix of housing and commercial development in large mall and office park sites more than 30 years old, first prioritizing sites that are in both HRAs and TRAs.
- **Horizon Analysis:** By unlocking a host of large development sites in strong real estate markets, this strategy produced thousands of new units across all three futures without displacing existing residents. Adding robust affordability and VMT-reduction measures would amplify the impact of this strategy.
- **Public Feedback:** This strategy was overwhelmingly popular with the public, with over 90 percent of pop-up participants offering positive feedback.
- **Stakeholder Feedback:** Similar to the public, stakeholders were very supportive of this strategy. Potential refinements identified by stakeholders included ensuring that projects benefited surrounding communities and integrated affordable housing.

## Housing: Protect, Preserve, and Produce More Affordable Housing

- ***Fund Affordable Housing Protection, Preservation and Production***

- **Description:** Raise an additional \$1.5 billion in new annual revenues to leverage federal, state, and local sources to protect, preserve and produce deed-restricted affordable housing for low-income households.<sup>2</sup> This strategy takes a significant step toward closing the gap in housing needs identified in the Draft Affordable Housing Needs & Revenue Assessment; future refinements in the Final Blueprint can integrate ongoing conversations related to advancing AB 1487. To expand affordable housing beyond existing revenue measures, this strategy would be significantly strengthened in Blueprint Plus. Funding can be prioritized based on context-specific needs, such as:
  - Funding for preservation of existing affordable housing can be focused in communities in TRAs with high displacement risk.
  - Funding for production of new affordable housing can be prioritized in communities that are HRAs, with remaining units spread throughout the region to ensure inclusive communities.

***Funding: \$64 billion (in addition to baseline housing funding from Needs & Revenue)***

- **Horizon Analysis:** This strategy resulted in the preservation and production of approximately 80,000 units over 30 years, representing between four and seven percent of all units built in the two high-growth Futures. Additional complementary strategies, such as expansions of inclusionary zoning, may be necessary to further close the gap between existing affordable housing stock and anticipated future needs.
- **Public Feedback:** This was among the most popular strategies with the public, with over 90 percent support at pop-up workshops.
- **Stakeholder Feedback:** Stakeholders were overwhelmingly supportive of this strategy, but offered numerous recommendations to refine the strategy - many relating to the details of program administration, which will be important to consider when developing the Implementation Plan (e.g., providing a regional “one-stop shop” for regional affordable housing funds).

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<sup>2</sup> For the purpose of the Plan Bay Area 2050 Blueprint, this is defined as the lowest quartile of Bay Area households.



- ***Require 10 to 20 Percent of All New Housing to be Affordable***
  - **Description:** Require at least 10 percent to 20 percent of new housing developments of 5 units or more to be affordable to low-income households, with the threshold defined by market feasibility, as well as access to opportunity and public transit. Smaller units, such as ADUs and fourplexes, are exempted to increase feasibility.
  - **Horizon Analysis:** By creating an ongoing source of deed-restricted affordable housing, this strategy was the most effective in addressing displacement risk over the 30-year timeframe of the Plan. However, like many of the other housing strategies, the analysis identified that more precisely tuning the strategy for specific geographies could deliver greater benefits to the region.
  - **Public Feedback:** Members of the public were generally supportive of this strategy, voicing strong support for more affordable housing in the Bay Area including through requirements for market-rate developers.
  - **Stakeholder Feedback:** Stakeholders were generally supportive of this strategy, with some concerns expressed regarding the importance of designing the strategy to avoid dampening overall housing production and achieving the desired affordability outcomes.
- ***Further Strengthen Renter Protections Beyond State Legislation***
  - **Description:** Building upon recent tenant protection laws, limit annual rent increases to the rate of inflation, while exempting units less than 10 years old. This strategy reflects feedback from stakeholders this fall, which challenged MTC/ABAG staff to consider expanding upon recently-passed state legislation (e.g., AB 1482) to protect renters. Units less than 10 years old - the timeframe developers and lenders analyze to determine project affordability - are exempted to reduce the potential for dampening new market-rate development.
  - **Horizon Analysis:** A more limited version of this strategy (modeled based on laws passed in 2019) was effective in slowing short-term displacement pressure, with its impact diminishing over time as rents reset to market levels as new tenants move in. Over a 30-year period, it achieves minimal benefit in reducing displacement - pointing to the need to couple it with strategies that permanently preserve existing, and build new, affordable housing.
  - **Public Feedback:** This strategy was not included in the public engagement process due to the adoption of AB 1482.
  - **Stakeholder Feedback:** Although this strategy was not formally included in stakeholder engagement, it was raised in multiple forums by subject-area experts as an opportunity to go beyond state legislation to more effectively stabilize housing in communities vulnerable to displacement - an outcome not guaranteed by the legislation, which is intended as an “emergency” measure with a ten-year duration.

## **Economy: Improve Economic Mobility**

- ***Expand Childcare Support for Low-Income Families***
  - **Description:** Provide a 50 percent childcare subsidy to low-income households with children under 5, enabling more parents with young children to remain in (or to enter) the workforce. Neither ABAG nor MTC would lead in this strategy’s implementation but the agencies could advocate for supportive policies to be advanced by others as part of future economic development work. Given the high cost to deliver this strategy, it can only be included in Blueprint Plus. **Funding: \$30 billion**

- **Horizon Analysis:** Horizon Futures Round 2 analysis indicated that this strategy has broad benefits, improving career trajectories for women and reducing financial burden for working-class families. Average Bay Area childcare costs are more than \$15,000 per year, which poses a financial challenge, particularly for low-income households already impacted by the Bay Area's high cost of living. Today, 75,000 Bay Area households with at least one child 5 years old or younger earn less than \$50,000 annually. For households with parents already working the benefit could raise income by 30% or more. For households with a parent not working, the benefit could raise income by 50% or more.
  - **Public Feedback:** This was a popular strategy with a nearly 90 percent approval rating at pop-up workshops. Many suggested childcare subsidies be made available to higher income households given the cost of living in the Bay Area and suggested thresholds up to \$85,000 as the eligible income threshold for this subsidy. The public also asked that it be expanded to add after school programs and baseline funding for universal pre-school.
  - **Stakeholder Feedback:** This was also a popular strategy with stakeholders, with some suggesting that it should be expanded to cover generations caring for generations, senior care, and disabled care. Stakeholders also recommended that further work should consider the income threshold for this strategy, the level of financial support, any appropriate restrictions to eligibility and how the high cost of such subsidies could be funded.
- ***Create Incubator Programs in Economically-Challenged Areas***
    - **Description:** Fund pre-incubation services or technical assistance for establishing a new business, as well as access to workspaces, and mentorship and financing in disadvantaged communities. This strategy could be combined with both Priority Production Areas and Priority Development Areas in housing-rich locations to encourage job opportunities specifically located in places where future job growth is intended to be focused. Given the high cost to deliver this strategy, it can only be included in Blueprint Plus. **Funding: \$15 billion**
    - **Horizon Analysis:** In Horizon Futures Round 2, job growth continued to occur disproportionately in the West Bay, accentuating the Bay Area's longstanding jobs-housing imbalance. Residents in East and North Bay communities had less access to job opportunities and upward economic mobility. Incubator programs had very modest benefits in the analysis to date, but staff would note that further refinements including pairing with Priority Production Areas in housing-rich locations could increase efficacy somewhat in the Draft Blueprint.
    - **Public Feedback:** This strategy was very popular with the public, with 97 percent approving. People felt that local businesses were especially important as new businesses that start local tend to hire local, thereby creating jobs and improving opportunities. Potential suggested improvements included expanding the strategy to support and retain small businesses.
    - **Stakeholder Feedback:** Incubators were considered a modest priority for many stakeholders. Some felt that the incubation focus was overblown compared to other features of the labor market, like adequate training, apprenticeships for minority youth, quality education, etc. Connecting incubators to the region's many community colleges is an idea that could be further considered in the Implementation Plan phase.

- ***Retain Key Industrial Lands through Establishment of Priority Production Areas***
  - **Description:** Implement local land use policies to protect key industrial lands identified as Priority Production Areas, including preservation of industrial zoning. Land use levers could be furthered buttressed by technical assistance, which would be considered further in the Implementation Plan phase.
  - **Horizon Analysis:** This strategy was not assessed in Horizon as development of a pilot program was ongoing in 2018-19.
  - **Public Feedback:** Although this strategy was not featured at the pop-up workshops, other comments on economy strategies suggested that the region should focus on retaining small businesses as well as key industrial areas as both are critical to the region's economy.
  - **Stakeholder Feedback:** Stakeholders were supportive of this strategy as a way add jobs in housing-rich, but jobs-poor areas. Some expressed concerns that it could be used as an excuse not to build housing. Stakeholders also suggested that PPAs should align with the transportation planning framework for freight and goods movement and that it was important to retain existing vibrant clusters close to transit. PPAs should encourage middle-wage job growth close to housing that is more affordable and should be evaluated as locations for new incubators.

## **Economy: Shift the Location of Jobs**

- ***Allow Greater Commercial Densities in Growth Geographies***
  - **Description:** Allow greater densities for new commercial development in select Priority Development Areas and select Transit-Rich Areas to encourage more jobs to locate near public transit. This strategy may be fine-tuned during the Draft Blueprint phase to ensure that it is supporting both focused growth near transit as well as an aim to shift the location of jobs to more housing-rich places.
  - **Horizon Analysis:** This strategy was not explicitly analyzed in Horizon, but it has been included in prior iterations of Plan Bay Area to successfully enable more growth in PDAs and near public transit.
  - **Public Feedback:** This strategy was not discussed in-depth with the public as part of recent Horizon & Plan Bay Area 2050 public engagement, but prior Plans have identified strong public support of clustering jobs near public transit.
  - **Stakeholder Feedback:** This strategy was not discussed in-depth with the public as part of recent RAWG and REWG workshops, but prior Plans have identified strong stakeholder support of clustering jobs near public transit.
- ***Assess Transportation Impact Fees on New Office Developments***
  - **Description:** Apply expanded county-specific fees on new office development that reflects transportation impacts associated with such development, focusing primarily on new workplaces anticipated to have high employment-related vehicle miles traveled (VMT). Assigned on a per square foot basis, the fee is highest in areas with the greatest VMT per worker and zero in areas with the lowest. The fee revenues incentivize development inside low-VMT job centers.
  - **Horizon Analysis:** This strategy was adopted in Plan Bay Area 2040, and through ABAG/MTC modeling, it has proven effective in incentivizing job growth in low-VMT locations across multiple Futures. The strategy helped to focus over 90 percent of new office jobs in low-VMT areas and generated substantial revenue, ranging from over \$600 million to several billion dollars over 30 years to support new development near

transit. However, it also dampened new office job growth in the North Bay and portions of the East Bay, where long auto trips are more common.

- **Public Feedback:** This strategy was one of the least popular in recent “pop-up” outreach, in part because the strategy was not clearly defined. In response, staff has overhauled the strategy messaging to make clear that this is a fee based on transportation impacts (VMT) of new development which would be paid by businesses or developers. Furthermore, the strategy itself has been realigned to focus on county VMT averages for worker-based VMT to reduce the risk that it discourages growth in the North Bay and the East Bay.
  - **Stakeholder Feedback:** Stakeholders noted that a broader suite of economic actions beyond regional impact fees would be necessary to encourage further growth outside of the West Bay and the South Bay; staff recognizes that many of these are not specific strategies but perhaps implementation activities that MTC/ABAG could support or partner to advance following Plan adoption. There was also some concern that this strategy could lead to some employers choosing to relocate jobs outside of the Bay Area.
- ***Assess Jobs-Housing Imbalance Fees on New Office Developments***
    - **Description:** Apply a regional jobs-housing linkage fee to generate funding for affordable housing when new office development occurs in job-rich places, thereby incentivizing more jobs to locate in housing-rich places. Funding generated can be used to support affordable housing strategies identified elsewhere in this Draft Blueprint package, but in general, the strategy would be designed to encourage a shift in location of jobs to the greatest extent possible.
    - **Horizon Analysis:** This strategy was not analyzed during the Horizon planning process, but instead it was generated based upon feedback regarding interest in additional straightforward strategies to shift the location of jobs.
    - **Public Feedback:** This strategy was not discussed in-depth with the public as part of recent Horizon & Plan Bay Area 2050 public engagement, as it has been primarily spurred by concerns about solely seeking to encourage growth in lower-VMT locations.
    - **Stakeholder Feedback:** This strategy was not discussed in-depth with the public as part of recent RAWG and REWG workshops, as it has been primarily spurred by concerns about solely seeking to encourage growth in lower-VMT locations. There was also some concern that this strategy could lead to some employers choosing to relocate jobs outside of the Bay Area.

## Environment: Reduce Risks from Hazards

- ***Adapt to Sea Level Rise***
  - **Description:** Protect shoreline communities affected by sea level rise, prioritizing areas of low costs and high benefits and providing additional support to vulnerable populations. Due to the need for New Revenues to support much of the anticipated need identified in the draft Needs & Revenue Assessment for resilience, the strategy would be customized for Blueprint Basic and Blueprint Plus:
    - **Blueprint Basic:** Using forecasted revenues, the region could protect only select portions of the Bay Area’s shoreline. With limited existing funds, the strategy would prioritize resources for Communities of Concern, as well as areas of high benefits and low costs. Some areas would be assumed to flood as

sea levels rise. **Funding: \$5 billion** (requires some transportation funding to protect critical freeways)

- **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 and increased local funding commitments are made. **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, including 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 three-foot scenario of up to 100,000 housing units, between 100,000 and 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.
  - 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 SR-37 and 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.
  - Blueprint Plus could integrate all three Horizon sea level rise strategies, provided equity mitigation strategies are identified for SR-37.
- **Public Feedback:** Public comments have shown broad support for strategic sea level rise adaptation. In fall 2019 pop-up workshops, 90 percent of those surveyed supported adaptation. For comments that supported adaptation, residents wanted to prioritize adaptation for areas with housing, a finding that was complemented by feedback from the Mayor of Bayville website that indicated that a partial adaptation approach based on prioritization would be most appropriate.
- **Stakeholder Feedback:** In recent workshops on the Draft Blueprint, stakeholders prioritized equity. Members agreed that the strategy should focus on Communities of Concern and renters, helping to reduce displacement due to flooding. Additionally, stakeholders sought alignment with the ultimate growth framework, in order to prioritize development only in low-risk areas.



- ***Provide Means-Based Financial Support to Retrofit Existing Buildings (Energy, Water, Seismic, Fire)***
  - **Description:** Adopt new building ordinances and incentivize retrofits to bring existing buildings up to higher seismic, wildfire, water and energy standards, providing means-based subsidies to offset impacts. To ease the burden of multifamily and single-family building retrofits, this strategy would prioritize assistance to Communities of Concern as well as for residential dwellings built before current codes. Because this strategy generally requires New Revenues, it can only be included in Blueprint Plus. **Funding: \$20 billion**
  - **Horizon Analysis:** As studied in Horizon Futures Round 2, the Blueprint Plus strategy would provide incentives for earthquake, wildfire, energy, and water retrofit upgrades for older homes constructed before modern codes. 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.
  - **Public Feedback:** The strategy was one of the most popular strategies with communities. In fall 2019 pop-up workshops, 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.
  - **Stakeholder Feedback:** Workshop feedback from recent RAWG and REWG workshops focused on financial assistance and affordability, particularly for vulnerable communities and renters. Examples included providing progressive financing measures for different communities, as well as reducing bureaucratic hurdles that may further burden residents.

## **Environment: Reduce Environmental Impacts**

- ***Maintain Urban Growth Boundaries***
  - **Description:** Using urban growth boundaries and other existing environmental protections, confine new development within areas of existing development or areas otherwise suitable for growth, as established by local jurisdictions. This strategy is consistent with the approach taken in Plan Bay Area, Plan Bay Area 2040, and Horizon. These measures include urban growth boundaries, urban service areas, environmental corridors, slope & density restrictions, stream conservation areas, and riparian buffers. As part of the upcoming Implementation Plan phase, MTC/ABAG staff will continue to work with conservation stakeholders to find ways to further strengthen UGBs as a means to prevent sprawl onto important habitat, agricultural, and recreation lands.
  - **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 urban growth boundaries (UGBs) that are built out during the planning timeframe.

- **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.
- **Stakeholder Feedback:** Stakeholders recognized that maintaining boundaries set by today's UGB policies, as well as encouraging other municipalities to adopt UGBs, is an important strategy in reducing development pressure on the region's open spaces and agricultural lands, particularly lands along the wildland-urban interface. While UGBs are an important conservation strategy, stakeholders emphasized that achieving conservation goals would also require funding and regional support for long-term protection of priority natural and working lands.
- ***Protect High-Value Conservation Lands***
  - **Description:** Provide strategic matching funds to help conserve high-priority natural and agricultural lands, including but not limited to Priority Conservation Areas. Conserving the region's biodiversity and agricultural abundance requires additional prioritization and investment for natural and working land acquisition, protection, and management. This strategy would support regional goals for agriculture, open space, bayland and trails, which include a vision of 2 million acres of preserved open space, 100,000 acres of restored marsh, 2,700 miles of trails, and a thriving agricultural economy. Because this strategy requires New Revenues, it can only be included in Blueprint Plus. **Funding: \$15 billion**
  - **Horizon Analysis:** This strategy was not assessed in Horizon, as insufficient resources were available to understand the pros and cons associated with it.
  - **Public Engagement:** This strategy was not included in the public engagement process as it was not a specific recommendation of the predecessor Horizon initiative; however, staff heard broad support from the public for greenfield protection from urban encroachment.
  - **Stakeholder Engagement:** This strategy was added based on feedback from stakeholders and the public, who expressed support for a strategy specifically encouraging conservation of regionally-significant natural and working lands. Equitable access to conserved lands was also a stakeholder priority.
- ***Expand the Climate Initiatives Program***
  - **Description:** Expand MTC's Climate Initiative Program, which includes investments in transportation demand management and electrification incentive programs, while simultaneously working with the Air District and the State to reduce greenhouse gas emissions for other transportation sectors. This includes existing strategies (Bikeshare, Targeted Transportation Alternatives, Carshare, Commute Benefits Ordinance, Employer Shuttles, Trip Caps, Vanpools, Regional EV Chargers, Feebate Program Implementation, Vehicle Buyback & EV Incentives Program) as well as new strategies under Climate Initiatives. These could include a policy to shift Transportation Network Company (TNC) miles to electric; strategies to support increased telecommuting; and policies to better manage the supply of parking.



- **Horizon Analysis:** This strategy was not assessed in Horizon; instead, the performance of the various Climate Initiatives, in combination with complementary strategies that also reduce GHG emissions, will be assessed as the Blueprint is developed in 2020. Depending on upcoming analyses, additional policy commitments may be required to reach the 2035 target.
- **Public Feedback:** This strategy was not included in the public engagement process as it was not a specific recommendation of the predecessor Horizon initiative; however, there were general comments expressing the need to address climate change.
- **Stakeholder Feedback:** Feedback from the REWG workshop reiterated that affordability and equitable access to all mobility options and electric vehicle opportunities should be considered in the development of the GHG reduction strategies. Participants in the Environment RAWG workshop indicated interest in more outreach and education and discussed new policy ideas, including mitigating TNC trip emissions, encouraging telecommuting, and managing parking.

**Summary Table: Draft Blueprint Strategy Costs (millions of YOES)\***

Element	Theme	Strategy	Blueprint Basic	Blueprint Plus Crossing	Blueprint Plus Fix It First
Transportation	Maintain and Optimize the Existing System	Operate and Maintain the Existing System	\$392,000	\$392,000	\$423,000
		Implement Per-Mile Tolling on Congested Freeways with Transit Alternatives	\$1,000	\$1,000	\$1,000
		Reform Regional Transit Fare Policy	\$10,000	\$10,000	\$10,000
		Enable Seamless Mobility with Unified Trip-Planning and Fare Payment	\$100	\$100	\$100
	Create Healthy and Safe Streets	Build a Complete Streets Network	\$7,000	\$7,000	\$7,000
		Advance a Regional Vision Zero Policy	\$1,000	\$1,000	\$1,000
	Enhance Local and Regional Transit	Advance Low-Cost Transit Projects	\$20,000	\$20,000	\$20,000
		Build a New Transbay Rail Crossing ( <i>Plus Crossing Only</i> )	N/A	\$50,000	N/A
Housing	Spur Housing Production and Create Inclusive Communities	Allow a Greater Mix of Housing Densities and Types in Growth Geographies	\$0	\$0	\$0
		Reduce Barriers to Housing Near Transit and in Areas of High Opportunity	\$0	\$0	\$0
		Transform Aging Malls and Office Parks into Neighborhoods	\$0	\$0	\$0
	Protect, Preserve, and Produce More Affordable Housing	Fund Affordable Housing Protection, Preservation and Production ( <i>Plus Only</i> )	\$107,000	\$171,000	\$171,000
		Require 10 to 20 Percent of All New Housing to be Affordable	\$0	\$0	\$0
		Further Strengthen Renter Protections Beyond State Legislation	\$0	\$0	\$0
Economy	Improve Economic Mobility	Expand Childcare Support for Low-Income Families ( <i>Plus Only</i> )	N/A	\$30,000	\$30,000
		Create Incubator Programs in Economically-Challenged Areas ( <i>Plus Only</i> )	N/A	\$15,000	\$15,000
		Retain Key Industrial Lands through Establishment of Priority Production Areas	\$0	\$0	\$0
	Shift the Location of Jobs	Allow Greater Commercial Densities in Growth Geographies	\$0	\$0	\$0
		Assess Transportation Impact Fees on New Office Developments	\$0	\$0	\$0
		Assess Jobs-Housing Imbalance Fees on New Office Developments	\$0	\$0	\$0
	Environment	Reduce Risks from Hazards	Adapt to Sea Level Rise	\$5,000	\$20,000
Provide Means-Based Financial Support to Retrofit Existing Buildings ( <i>Plus Only</i> )			N/A	\$20,000	\$20,000
Reduce Environmental Impacts		Maintain Urban Growth Boundaries	\$0	\$0	\$0
		Protect High-Value Conservation Lands ( <i>Plus Only</i> )	N/A	\$15,000	\$15,000
		Expand the Climate Initiatives Program	\$1,000	\$1,000	\$1,000
Grand Total			\$544,100	\$752,100	\$734,100

### Summary Table: Draft Blueprint Estimated Revenues (millions of YOE\$)\*

Element	Strategy	Blueprint Basic	Blueprint Plus Crossing	Blueprint Plus Fix It First
Revenue Forecast	Transportation	\$472,000	\$544,000	\$544,000
	Housing	\$107,000	\$171,000	\$171,000
	Economy	N/A**	\$45,000	\$45,000
	Environment	\$2,000	\$51,000	\$51,000
Strategy Revenues	Implement Per-Mile Tolling on Congested Freeways with Transit Alternatives	\$25,000	\$25,000	\$25,000
	Assess Transportation Impact Fees on New Office Developments	<i>Under Development</i>		
	Assess Jobs-Housing Imbalance Fees on New Office Developments	<i>Under Development</i>		
	<i>Additional Project-Generated Revenues (Fares, Tolls, etc.)</i>	<i>Under Development</i>		
<b>Grand Total</b>		<b>\$606,000</b>	<b>\$836,000</b>	<b>\$836,000</b>
<b>Strategy Costs - Revenues</b>	<b><i>Remaining Financial Capacity for Final Blueprint (primarily for transportation strategies, including CTA/local projects &amp; additional regional priorities)</i></b>	<b>\$61,900</b>	<b>\$83,900</b>	<b>\$101,900</b>

\* Costs are draft and subject to change. Blueprint Plus revenues would require new funding sources for Transportation, Housing, Economy, and Environment to be approved by elected officials or by the voters over the next 30 years.

\*\* Unlike for Transportation, Housing, and Environment, MTC/ABAG does not have baseline data for economic development funding across the Bay Area. For this reason, the Economic revenues listed reflect a net increase to fund new regional strategies, as opposed to the total revenues listed for other topic areas.



# Metropolitan Transportation Commission

## Legislation Details (With Text)

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<b>File #:</b>	20-0265	<b>Version:</b>	1	<b>Name:</b>	
<b>Type:</b>	Report	<b>Status:</b>		Informational	
<b>File created:</b>	1/29/2020	<b>In control:</b>		Joint MTC Planning Committee with the ABAG Administrative Committee	
<b>On agenda:</b>	2/14/2020	<b>Final action:</b>			
<b>Title:</b>	Horizon: Transformative Projects Winning Submission				

Announcement of the winning Transformative Project submission from Horizon, based upon its relative cost-effectiveness, alignment with Guiding Principles, and advancement of equitable outcomes.

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

**Attachments:** [6a\\_Horizon\\_TransformativeProjects\\_Winner.pdf](#)  
[6a\\_Handouts\\_Correspondence-Integrated Fares\\_AsOf13-33\\_2020-02-13.pdf](#)

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

Horizon: Transformative Projects Winning Submission

Announcement of the winning Transformative Project submission from Horizon, based upon its relative cost-effectiveness, alignment with Guiding Principles, and advancement of equitable outcomes.

**Presenter:**

Anup Tapase

**Recommended Action:**

Information

**Attachments:**

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

February 14, 2020

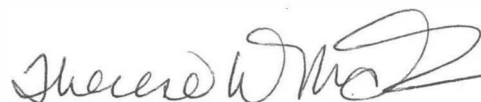
Agenda Item 6a

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**Horizon: Transformative Projects Winning Submission**

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- Subject:** Announcement of the winning Transformative Project submission from Horizon, based upon its relative cost-effectiveness, alignment with Guiding Principles, and advancement of equitable outcomes.
- Background:** As part of the Horizon initiative – which leveraged robust scenario planning and project evaluation to prepare for Plan Bay Area 2050 – MTC and ABAG solicited new ideas for transformative transportation improvements. Going beyond traditional public agencies, members of the public, as well as non-profits and businesses, were eligible to submit their ideas into the long-range planning process for the first time.
- Twelve finalists were identified in 2018 by a jury of transportation experts, out of more than 400 submissions overall. Each of the finalists was evaluated through the Horizon Project Performance Assessment, alongside investments proposed by public agencies such as interchange improvements or new BART lines. Final Project Performance Findings were released publicly in recent days, which integrated analysis of these twelve finalists by MTC/ABAG staff. Ultimately, the Transformative Project that rose to the top was an **Integrated Transit Fare System**. Finalists who submitted integrated transit fare system projects included members of the public Eddy Ionescu and Jason Lee, as well as non-profits Seamless Bay Area and SPUR.
- Final Project Performance Findings, including those for an Integrated Transit Fare System, can be found online at: <https://mtc.ca.gov/our-work/plans-projects/horizon/project-performance-assessment>. This includes newly-released performance results for a Regional Express Bus Network, SMART to Richmond, and Demand-Based Tolling on All Highways, among others.
- An integrated fare system, with seamless connections between the region's numerous transit operators, not only outperformed the eleven other Transformative Projects but also ranked one of the highest-performing projects overall. It proved cost-effective in multiple Futures, advanced equity by yielding disproportionately high benefits for lower-income residents, and supported all five Guiding Principles adopted for Horizon/Plan Bay Area 2050. This project has been incorporated into the proposed shortlist of strategies for MTC and ABAG to consider advancing into the Draft Blueprint, the next phase of Plan Bay Area 2050. In a parallel effort, MTC and the transit operators are conducting an Integrated Fare Study Business Case. This effort could lead to near-term implementation recommendations.
- Issues:** None identified.
- Recommendation:** Information
- Attachments:** None



Therese W. McMillan

**From:** [Kristina Pappas](#)  
**To:** [Martha Silver](#); [Fred Castro](#)  
**Subject:** Please support integrated fares in Plan Bay Area 2050  
**Date:** Wednesday, February 12, 2020 4:32:12 PM

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**\*External Email\***

Attn:  
James P. Spering, MTC Chair  
David Rabbitt, ABAG Chair  
Committee members

Please support integrated fares in Plan Bay Area 2050! We want simple, fair, and affordable transit across the 27 different transit agencies in the Bay Area.

MTC expects that Integrated Transit Fares would cost-effective, bringing \$5 to \$10 of public benefits for every dollar of costs. MTC also expects that regionally integrated fares would be revenue neutral in the long term, due to the potential to attract hundreds of thousands of new daily transit rider.

Thanks for your consideration.  
Kristina

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Kristina Pappas



December 12, 2020

James P. Spering, MTC Chair  
David Rabbitt, ABAG Chair  
Members of the Joint MTC Planning Committee/ABAG  
Administrative Committee

Metropolitan Transportation Commission  
375 Beale Street, Suite 800  
San Francisco, CA 94105-2066

ATTN: Martha Silverman and Fred Castro

**Subject: Please support simplification and streamlining of fares across 27 transit agencies that operate in the Bay Area**

Dear MTC and ABAG colleagues:

ARC Alternative and Renewable Construction LLC (ARC) salutes MTC's support of the integrated transit fare proposal recently submitted by Seamless Bay Area, SPUR, Lee and Ionsescu that outlines a comprehensive plan to simplify and streamline fares across the 27 transit agencies that operate in the Bay Area.

We salute MTC's forecast and findings that a system of regionally integrated fares would be revenue neutral over the long term and potentially attract hundreds of thousands of new daily transit riders.

We encourage MTC's adoption of the staff's recommendation to include integrated fares in Plan Bay Area 2050. We believe that this will be the first of many steps to follow that will yield smarter, better, faster, more affordable and environmentally responsible public transportation solutions for MORE California residents.

Thank you for your efforts on behalf of the traveling public.

Sincerely,

*Lonnie Coplen*

Lonnie Coplen  
ARC Alternative and Renewable Construction LLC



**From:** [Mark Bauhaus - Voter and Patriot](#)  
**To:** [Martha Silver](#); [Fred Castro](#)  
**Subject:** Jt MTC/ABAG Planning Comm - Integrated fares / Plan Bay Area 2050  
**Date:** Wednesday, February 12, 2020 7:05:28 PM

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**\*External Email\***

To: James P. Spering, MTC Chair and David Rabbitt, ABAG Chair - and committee members

Please accelerate your plans for an integrated transit plan, revenue model, and coordination across the San Francisco Bay Area. Yes we want integrated fares (by 2022 not 2050!) but also urgent refactoring of our Bay Area transit assets from buses, trains, metro, trams, and shared vehicles into an integrated regional system. This is no pipe dream; its a necessity.

With substantial climate change at our doorsteps, we need you to more urgently act to make ridership easy, coordinated, and affordable for all Bay Area residents in a single regional system. I understand there are so many obstacles of too many agencies, conflicting priorities, and turf battles. Too bad for us; but its unacceptable to wait any longer to get to integrated fares and then the wider total regional transit system plan THIS DECADE.

I write as a 58 year Bay Area resident totally committed to doing what it takes to get to zero carbon emissions and an inclusive Bay Area transportation environment for all. We can do it... way before 2050!!!

Many thanks,  
Mark Bauhaus  
Patriot, business executive, lifelong Bay Area resident



**From:** [Brian Bills](#)  
**To:** [Martha Silver](#); [Fred Castro](#)  
**Subject:** Letter for MTC / ABAG - in support of integrated fares  
**Date:** Wednesday, February 12, 2020 8:19:10 PM

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**\*External Email\***

Dear James P. Spering, MTC Chair and David Rabbitt, ABAG Chair, and Committee Members,

I am writing in support of fare integration being included in Plan Bay Area 2050. Fare integration is a critical piece of making the 100+ cities in the Bay Area work together effectively. As someone who commutes between home in San Francisco, work in Oakland, and a fiancée at Stanford, having integrated fares (and schedules!) is critical to my ability to use the Bay Area's transit systems. The high cost of transferring from BART to Muni or AC Transit is a huge factor for me. The incredible expense of a round trip combo BART / Caltrain ticket is much higher than the toll for crossing the Bay Bridge and gas together.

I ask that you work to integrate fares (and schedules) across all 27 Bay Area transit providers. If this is not the role of ABAG and the MTC, I'm truly not sure what your role is, and perhaps you should all go home.

Sincerely,  
Brian Bills

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Brian Bills



**From:** [diane@dianesdreamdestinations.biz](mailto:diane@dianesdreamdestinations.biz)  
**To:** [Martha Silver](#); [Fred Castro](#)  
**Subject:** Integrated fares --- Seamless Transit system  
**Date:** Thursday, February 13, 2020 1:32:35 AM

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**\*External Email\***

Dear Mr. Spering & Mr. Rabbitt,

Please support integrated fares in Plan Bay Area 2050. My husband and I are transit users, mostly BART & VTA.

Sincerely,

Diane Harrison



[diane@dianesdreamdestinations.biz](mailto:diane@dianesdreamdestinations.biz)

**From:** [Simon Tan](#)  
**To:** [Martha Silver](#); [Fred Castro](#)  
**Subject:** Integrated fare system proposal in Plan Bay Area 2050  
**Date:** Thursday, February 13, 2020 3:05:18 AM

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**\*External Email\***

To:  
James P. Sperling, MTC Chair  
David Rabbitt, ABAG Chair  
Committee members

As a resident of the Bay Area for over 20 years, I could hardly contain my excitement to hear that a proposal for a [regional integrated fare system](#) was poised to become part of Plan Bay Area 2050.

For those who are familiar with the well-integrated transit systems of other metropolitan regions, this idea is a no-brainer - but I can understand the initial concerns about potential loss of autonomy and revenue for operators. Fortunately, it seems the [Project Performance Assessment](#) has found the *overall* benefit-cost ratio satisfactory and notes that this project makes progress towards our region's *collective* goals of increasing transit ridership and advancing equity. Please use these results and MTC's considerable leverage to make integrated fares a reality as soon as possible!

I personally travel between San Francisco and Milpitas regularly and sorely regret having to pay three different operators with three different pay structures - and spending up to three hours on the trip because of poorly-timed transfers. As our region grows and people continue to live and commute further distances, this pain will only get worse without an integrated fare structure and ultimately integrated timetables. Alternatively, most people would just not put up with the hassle and switch to driving instead - an unsustainable outcome for our region.

Thank you for your due diligence in evaluating the integrated fare system proposal, and I hope to see it in Plan Bay Area 2050 - but ideally implemented far before then!

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~

Simon Tan  
Bay Area citizen since 1997



**From:** [Rory Cox](#)  
**To:** [Martha Silver](#); [Fred Castro](#)  
**Subject:** I support integrated fares  
**Date:** Thursday, February 13, 2020 9:27:48 AM

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**\*External Email\***

Dear. Ms. Silver and Mr. Castro,

I understand you are considering a system of integrated fares for the Plan 2050. I am writing to let you know that I am a regular user of multiple forms of public transportation, and I support your doing this. It's a small, first step you can take towards fixing a severely broken and wasteful public transit system in the Bay Area. Once you tackle this, I also hope you begin to look at consolidation of the Bay Area's 27 different transit agencies. These agencies may work for the bureaucrats running them, but they're not working for people who choose not to drive on our clogged freeways, or who don't even have that option.

Thank you,

Rory Cox  
Oakland, CA

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**From:** [Edgar Flores](#)  
**To:** [Martha Silver](#); [Fred Castro](#)  
**Subject:** Plan Bay Area 2050 - Intergrated Fares  
**Date:** Thursday, February 13, 2020 10:47:03 AM

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**\*External Email\***

David Rabbitt, James P. Spering and committee members,

I write to you to show my support for including integrated fares in Plan Bay Area 2050. It would bring us closer having a unified public transit system where we can seamlessly use all the transit options available to us without having to deal with so many different payment options. I truly believe that public transit is one of the best ways to connect and improve a metropolitan area. If we integrate fares, it'll be a positive step in the right direction!

Sincerely,  
Edgar Flores



From: [Lisa Roth](#)  
To: [Martha Silver](#); [Fred Castro](#)  
Cc: [Veronica Vargas](#); [Veronica Vargas](#)  
Subject: Support Adding Integrated Fares in Plan Bay Area 2050  
Date: Thursday, February 13, 2020 12:22:42 PM

\*External Email\*

To: James P. Spering, MTC Chair and David Rabbitt, ABAG Chair, & Committee Members:

As you meet on Friday you can vote to add an integrated fare system for Bay Area transit riders. This is both a straightforward and wise decision due to the fact the **Seamless Bay Area's integrated transit fare proposal has jointly won the Metropolitan Transportation Commission's first-ever Transformative Transportation Projects competition!**

This [Integrated Transit Fare System proposal](#) outlines a comprehensive plan to **simplify and streamline fares across the 27 transit agencies that operate in the Bay Area.**

MTC forecasts that Integrated Transit Fares would be:

- very cost-effective, bringing \$5 to \$10 of public benefits for every dollar of costs
- a system of regionally integrated fares that become **revenue neutral over the long term**, due to attracting hundreds of thousands of new daily transit riders
- **MTC staff recommend that integrated fares be included in Plan Bay Area 2050**

**As a "super commuter" from Tracy CA, I strongly encourage The Joint MTC Planning Committee/ABAG Administrative Committee to support integrated fares in Plan Bay Area 2050. I also hope to see the new ValleyLink\* incorporated into this system as soon as it is in service.**

\*Links to ValleyLink project:

<https://www.valleylinkrail.com/valleylink-project>

<https://dublin.ca.gov/2107/Valley-Link-Rail-Project>

[Valley Link Vignettes: Maral Behnam-Garcia \(4K, V2, 5.9.19\)](#)

I and literally tens of thousands of Central Valley super commuters support integrated, equitable transit fares, to add both quality and quantity of life back to our communities. Let's keep this momentum going!

Sincerely,

Lisa Roth



*"To embark on the journey towards your goals and dreams requires bravery."*

*To remain on that path requires courage.*  
*The bridge that merges the two is commitment.”*

**From:** [Tamas Nagy](#)  
**To:** [Martha Silver](#); [Fred Castro](#)  
**Cc:** [info@seamlessbayarea.org](mailto:info@seamlessbayarea.org)  
**Subject:** Support integrated fares in Plan Bay Area 2050  
**Date:** Thursday, February 13, 2020 1:24:49 PM

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\*External Email\*

Hi James Spering and David Rabbitt

Everytime I take Muni and don't get a discount on Caltrain (but do in the opposite direction?), I'm reminded how constant small failures lead to the feeling of jankiness when taking transit in the Bay Area. **People have to deal with too many things to remember how each of the several dozen transit agencies price their services.** Public transit needs simple, integrated fares to be world-class and to feel as polished as commercial transportation services. **Users should not need to know which exact agency is running a given service, they should be able to tap their Clipper cards or phones and get charged a consistent price.** I implore you to support this reality by focusing on integrating fares in the Bay Area master plan.

Best,  
~Tamas

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Tamas Nagy  
Graduate Student, Bioinformatics  
Weiner Lab  
University of California, San Francisco  
<http://tamasnagy.com>