



375 Beale Street
Suite 700
San Francisco, California
94105

Meeting Agenda - Final

ABAG Executive Board

Thursday, February 20, 2020

7:00 PM

Board Room - 1st Floor

**Association of Bay Area Governments
Executive Board Special Meeting No. 444**

The ABAG Executive Board may act on any item on the agenda.

The meeting is scheduled to begin at 7:00 p.m.

Agenda, roster and webcast available at <https://abag.ca.gov>

For information, contact Clerk of the Board at (415) 820-7913.

Roster

Candace Andersen, Jesse Arreguin, London Breed, Cindy Chavez, Christopher Clark, David Cortese, Lan Diep, Pat Eklund, Maya Esparza, Nikki Fortunato Bas, Richard Garbarino, Leon Garcia, Liz Gibbons, Lynette Gibson McElhaney, Scott Haggerty, Barbara Halliday, Matt Haney, Erin Hannigan, David Hudson, Wayne Lee, Jake Mackenzie, Rafael Mandelman, Gordon Mar, Nathan Miley, Karen Mitchoff, Raul Peralez, Julie Pierce, Dave Pine, David Rabbitt, John Rahaim, Belia Ramos, Dennis Rodoni, Warren Slocum, Loren Taylor, Lori Wilson.
William Kissinger (Non-voting).

1. Call to Order / Pledge of Allegiance / Roll Call / Confirm Quorum

2. Public Comment

3 Executive Board Announcements

4. President's Report

- 4.a. [20-0338](#) Report on Joint MTC Commission and ABAG Executive Committee Workshop on January 31, 2020
- Action:** Information
- Presenter:** Jesse Arreguin
- Attachments:** [Item 04a Summary Sheet Joint MTC ABAG Workshop v1.pdf](#)
- 4.b. [20-0339](#) Report on ABAG General Assembly Business Meeting of February 7, 2020
- Action:** Information
- Presenter:** Jesse Arreguin
- Attachments:** [Item 04b Summary Sheet General Assembly v1.pdf](#)

- 4.c. [20-0340](#) Report on ABAG Administrative Committee Meeting of February 14, 2020

Action: Approval

Presenter: Jesse Arreguin

Attachments: [Item 04c Summary Sheet ABAG Administrative Committee Report v1.pdf](#)

5. Executive Director's Report

- 5.a. [20-0350](#) Executive Director's Report

Action: Information

Presenter: Therese W. McMillan

Attachments: [Item 05a Summary Sheet ED Report v1.pdf](#)
[Item 05a Handout ED Report.pdf](#)

6. Executive Board Consent Calendar

- 6.a. [20-0341](#) Ratification of Appointment to the Joint ABAG MTC Governance Committee

Action: Approval

Presenter: Therese W. McMillan

Attachments: [Item 06a Summary Sheet Joint ABAG MTC Governance Committee Appointme](#)

- 6.b. [20-0342](#) Authorization to enter into an agreement with the City of Richmond under the Bay Trail Grant Program in the amount of \$130,000 for the Goodrick Avenue Bay Trail Construction Project

Action: Approval

Presenter: Laura Thompson

Attachments: [Item 06b 1 Summary Sheet Bay Trail Goodrick Avenue Construction Grant v1.p](#)
[Item 06b 2 Summary Approval Bay Trail Goodrick Avenue Construction Grant v](#)

- 6.c. [20-0343](#) Authorization to enter into an agreement with Contra Costa County under the Bay Trail Grant Program in the amount of \$133,387.23 for the Carquinez Strait Scenic Loop Trail Project

Action: Approval

Presenter: Laura Thompson

Attachments: [Item 06c 1 Summary Sheet Bay Trail Carquinez Strait Scenic Loop Trail Feasibi](#)
[Item 06c 2 Summary Approval Bay Trail Carquinez Strait Scenic Loop Trail Fea](#)

- 6.d. [20-0344](#) Authorization to extend an agreement with the California State Coastal Conservancy in an amount up to \$500,000 for the Palo Alto Horizontal Levee Pilot Project to a completion date of December 31, 2022
- Action:** Approval
- Presenter:** Caitlin Sweeney
- Attachments:** [Item 06d 1 Summary Sheet SFEP SFEP Palo Alto Horizontal Levee Time Exter](#)
[Item 06d 2 Summary Approval SFEP Palo Alto Horizontal Levee Time Extensio](#)
- 6.e. [20-0345](#) Authorization to amend contracts with San Mateo Resource Conservation District and Marin Municipal Water District under Integrated Regional Water Management Grant Round 3 to Reallocate San Francisco Estuary Partnership (SFEP) Grant Administrative Funds in the amount of \$702,500 to Projects 7 in the amount of \$352,500 and 10 in the amount of \$350,000 for Additional Work
- Action:** Approval
- Presenter:** Caitlin Sweeney
- Attachments:** [Item 06e 1 Summary Sheet SFEP San Mateo and Marin v3.pdf](#)
[Item 06e 2 Summary Approval SFEP IRWM R3 LPS Amendments v3.pdf](#)
- 6.f. [20-0346](#) Authorization to enter into an Agreement with the City of Palo Alto to receive funds in an amount up to \$150,000 for the Palo Alto Horizontal Levee Pilot Project
- Action:** Approval
- Presenter:** Caitlin Sweeney
- Attachments:** [Item 06f 1 Summary Sheet SFEP City of Palo Alto Funding v3.pdf](#)
[Item 06f 2 Summary Approval SFEP City of Palo Alto Funding v3.pdf](#)
- 6.g. [20-0362](#) Ratification of Appointments to Committees
- Action:** Approval
- Presenter:** Therese W. McMillan
- Attachments:** [Item 06g Summary Sheet Committee Appointments v1.pdf](#)

7. ABAG Legislation Committee

- 7.a. [20-0361](#) SB 278 (Beall): Advocacy Principles
- Action:** Approval
- Presenter:** Rebecca Long
- Attachments:** [Item 07a 1 Summary Sheet SB 278 Advocacy Principles.pdf](#)
[Item 07a 2 Attachment Joint Committee Summary SB 278 Transportation Reve](#)

- 7.b. [20-0359](#) Senate Bill 795 (Beall): Affordable Housing and Community Development Investment Program

SB 795 is a reintroduction of SB 5 (Beall), which MTC and ABAG supported last year, but which was ultimately vetoed by the Governor due to concerns about its impact on the General Fund. The bill would establish a new mechanism to use local property tax revenue for affordable housing, infrastructure and climate change mitigation, among other purposes.

Action: Approval

Presenter: Rebecca Long

Attachments: [Item 07b 1 Summary Sheet AB 795 Beall v2.pdf](#)
[Item 07a 2 Attachment Joint Summary Sheet AB 795 Beall.pdf](#)

8. Plan Bay Area 2050

- 8.a. [20-0347](#) Adoption of ABAG Resolution No. 02-2020 and ABAG Resolution No. 03-2020: 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: Approval

Presenter: Mark Shorett

Attachments: [Item 08a 1 Summary Sheet PBA 2050 Draft Blueprint Growth Geographies v2.p](#)
[Item 08a 2 Attachment PBA50_DraftBlueprint_GeographiesAction_Summary.pc](#)
[Item 08a 3 Handout Attachment B AdditionalPDASummary.pdf](#)

- 8.b. [20-0348](#) Approval of 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 and policymaker refinement.

Action: Approval

Presenter: Dave Vautin

Attachments: [Item 08b 1 Summary Sheet PBA 2050 Draft Blueprint Strategies v2.pdf](#)
[Item 08b 2 Attachment PBA50_DraftBlueprint_StrategiesAction.pdf](#)

9. ABAG MTC Governance

9.a. [20-0349](#) Report on ABAG MTC Governance

Action: Information

Presenter: Therese W. McMillan

Attachments: [Item 09a 1 Summary Sheet Report Governance v1.pdf](#)
[Item 09a 2 Attachment MTC Workshop Governance_Presentation.pdf](#)

10. Adjournment / Next Meeting

The next regularly scheduled meeting of the ABAG Executive Board is on March 19, 2020.

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

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

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

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

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

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

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

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



ABAG

Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-0338 **Version:** 1 **Name:**

Type: Report **Status:** Informational

File created: 2/7/2020 **In control:** ABAG Executive Board

On agenda: 2/20/2020 **Final action:**

Title: Report on Joint MTC Commission and ABAG Executive Committee Workshop on January 31, 2020

Sponsors:

Indexes:

Code sections:

Attachments: [Item 04a Summary Sheet Joint MTC ABAG Workshop v1.pdf](#)

Date	Ver.	Action By	Action	Result
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Report on Joint MTC Commission and ABAG Executive Committee Workshop on January 31, 2020

Jesse Arreguin

Information

Association of Bay Area Governments

Executive Board

February 20, 2020

Agenda Item 4.a.

Joint MTC Commission and ABAG Executive Board Workshop

Subject: Report on Joint MTC Commission and ABAG Executive Committee Workshop on January 31, 2020

Background: The President will report on the Joint MTC Commission and ABAG Executive Committee Workshop held on January 31, 2020

Issues: None

Recommended Action: Information

Attachments: None

Reviewed: 
Therese W. McMillan



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Metropolitan Transportation Commission

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Legislation Details (With Text)

File #: 20-0339 **Version:** 1 **Name:**

Type: Report **Status:** Informational

File created: 2/7/2020 **In control:** ABAG Executive Board

On agenda: 2/20/2020 **Final action:**

Title: Report on ABAG General Assembly Business Meeting of February 7, 2020

Sponsors:

Indexes:

Code sections:

Attachments: [Item 04b Summary Sheet General Assembly v1.pdf](#)

Date	Ver.	Action By	Action	Result
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Report on ABAG General Assembly Business Meeting of February 7, 2020

Jesse Arreguin

Information

Association of Bay Area Governments

Executive Board

February 20, 2020

Agenda Item 4.b.

General Assembly

Subject: Report on ABAG General Assembly Business Meeting of February 7, 2020

Background: The President will report on the ABAG General Assembly and Business Meeting held on February 7, 2020.

Issues: None

Recommended Action: Information

Attachments: None

Reviewed: 
Therese W. McMillan



ABAG

Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-0340 **Version:** 1 **Name:**

Type: Report **Status:** Executive Board Approval

File created: 2/7/2020 **In control:** ABAG Executive Board

On agenda: 2/20/2020 **Final action:**

Title: Report on ABAG Administrative Committee Meeting of February 14, 2020

Sponsors:

Indexes:

Code sections:

Attachments: [Item 04c Summary Sheet ABAG Administrative Committee Report v1.pdf](#)

Date	Ver.	Action By	Action	Result
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Report on ABAG Administrative Committee Meeting of February 14, 2020

Jesse Arreguin

Approval

Association of Bay Area Governments

Executive Board

February 20, 2020

Agenda Item 4.c.

Administrative Committee

Subject: Report on ABAG Administrative Committee Meeting of February 14, 2020

Background: The Chair of the ABAG Administrative Committee will report on the meeting held on February 14, 2020.

Issues: None

Recommended Action: The Executive Board is requested to approve the ABAG Administrative Committee report.

Attachments: None

Reviewed: 
Therese W. McMillan



ABAG

Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-0350 **Version:** 1 **Name:**

Type: Report **Status:** Informational

File created: 2/7/2020 **In control:** ABAG Executive Board

On agenda: 2/20/2020 **Final action:**

Title: Executive Director's Report

Sponsors:

Indexes:

Code sections:

Attachments: [Item 05a Summary Sheet ED Report v1.pdf](#)
[Item 05a Handout ED Report.pdf](#)

Date	Ver.	Action By	Action	Result
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Executive Director's Report

Therese W. McMillan

Information

Association of Bay Area Governments

Executive Board

February 20, 2020

Agenda Item 5.a.

Executive Director's Report

Subject: Executive Director's Report
Background: The Executive Director will give her report.
Issues: None
Recommended Action: Information
Attachments: None

Reviewed: 
Therese W. McMillan



EXECUTIVE DIRECTOR'S REPORT

ABAG Executive Board

February 20, 2020

PERSONNEL CHANGES:

Departures

Kaki Cheung – Kaki started with MTC in July 2014 as an Associate Program Coordinator. Her last day with MTC is February 28, 2020 as a Senior Program Coordinator in the Field Operations & Asset Management section.

Promotions & New Assignments

Raymond Woo – Raymond transitioned from his current position as an Associate Financial Analyst to Principal Financial Analyst in the Finance & Accounting section on February 24, 2020.

New Appointments

Kara Vuicich – Kara will be starting with MTC on February 24, 2020 as a Principal Planner/Analyst in the Regional Planning Program section.

Maureen Devlin – Maureen will be starting with MTC on February 24, 2020 as an Associate Program Coordinator in the Electronic Payments section.

Rosaliza Galvez – Rosaliza will be starting with MTC on February 26, 2020 as a Finance Technician I in the Finance and Accounting section.

KEY HIGHLIGHTS FOR JANUARY/FEBRUARY:

RHNA Housing Methodology Committee

The latest meeting of the Housing Methodology Committee was held on Friday, January 24, at the Bay Area Metro Center (BAMC). February's HMC meeting has been cancelled in order to better align the timelines of RHNA and Plan Bay Area 2050. The next HMC meeting will be on Thursday, March 12, at the Bay Area Metro Center.

ABAG Executive Board Workshop with MTC -

On Friday, January 31, ABAG President Jesse Arreguín, along with 20 other Executive Board Members, attended a successful joint workshop of the ABAG Executive Board and the Metropolitan Transportation Commission at the Shannon Community Center in Dublin, California.

Executive Director's Report
February 20, 2020

The topics discussed included Plan Bay Area 2050 and AB1487, the Bay Area Housing Finance Act.

ABAG Special General Assembly

On Friday, February 7th, a successful General Assembly brought more than 150 attendees together at the BAMC to hear information on the RHNA process, while providing an opportunity for local governments to share their concerns about the process. ABAG's delegates also approved an amendment to the Fiscal Year 2019-20 Budget to accept \$23.7 million in Regional Early Action Planning Grants Program (REAP) from the State.

RHNA Outreach

Planning staff member Daniel Saver attended the League of California Cities - Peninsula Division meeting on January 29th and the League of California Cities City Managers Conference on February 6 to provide information on RHNA. Key RHNA staff member Gillian Anderson, along with several LPA staff members, also met with the following community-based organizations (CBOs) throughout the region to discuss RHNA in small focus groups: Community Resources for Independent Living in Hayward on January 14; Acterra in Palo Alto on January 16; Green Hive in Vallejo on January 17; Sacred Heart Community Service in San Jose on January 21; Environmental Indicators Project in West Oakland on January 2; and Sound of Hope Radio Network in San Francisco on February 1.

UPCOMING EVENTS:

State HCD - Local Early Action Planning Grants Program Funding Opportunity

A workshop on the Local Early Action Planning Grants (LEAP) Program will be held on Friday, February 21, 2020, 1:30 p.m., in the BAMC Board Room. The LEAP Program was a result of the Governors 2019-20 Budget, where he made housing his first priority. LEAP Grants provide cities and counties with planning grants to update their planning documents and implement process improvements that accelerate housing production and plan for their 6th cycle RHNA.

RHNA Housing Methodology Committee

The next HMC meeting will be on Thursday, March 12, BAMC.

San Francisco Bay Trail Steering Committee

Thursday, March 12, 2020, 2 p.m., BAMC, CR-7102 Tamalpais.

6th Annual Youth for the Environment and Sustainability (YES) Conference

The 2020 YES Conference will convene middle and high school youth from around the Bay Area. The Conference will provide a forum for Bay Area youth to highlight innovative projects addressing climate change, transportation and environmental protection issues.

The YES Conference is a component of the Spare the Air Youth Program. The program aims to educate, inspire and empower youth and families in the San Francisco Bay Area to walk, bicycle, carpool, and take transit. A part of the Metropolitan Transportation Commission (MTC)'s Climate Initiatives Program, in partnership with the Bay Area Air Quality Management District, Spare the Air Youth seeks to find effective ways to reduce greenhouse gas emissions related to transportation while also providing a regional resource for students, parents, teachers and program providers. The program also supports Bay Area Safe Routes to School outreach and encouragement efforts.

Executive Director's Report
February 20, 2020

Please share the 6th Annual Youth for the Environment and Sustainability (YES) Conference widely with your networks. To learn more about how you can help promote the conference, email Kristina Chu at kchu@baaqmd.gov (flyers are also available to handout).



Therese W. McMillan



ABAG

Metropolitan Transportation Commission

375 Beale Street, Suite 800
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Legislation Details (With Text)

File #: 20-0341 **Version:** 1 **Name:**

Type: Report **Status:** Executive Board Consent

File created: 2/7/2020 **In control:** ABAG Executive Board

On agenda: 2/20/2020 **Final action:**

Title: Ratification of Appointment to the Joint ABAG MTC Governance Committee

Sponsors:

Indexes:

Code sections:

Attachments: [Item 06a Summary Sheet Joint ABAG MTC Governance Committee Appointment v2.pdf](#)

Date	Ver.	Action By	Action	Result
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Ratification of Appointment to the Joint ABAG MTC Governance Committee

Therese W. McMillan

Approval

Association of Bay Area Governments

Executive Board

February 20, 2020

Agenda Item 6.a.

Joint ABAG MTC Governance Committee

Subject: Ratification of Appointment to the Joint ABAG MTC Governance Committee

Background: At the May 16, 2019 meeting, the ABAG Executive Board ratified the following appointments to the Joint ABAG MTC Governance Committee.

- David Rabbitt, Supervisor, Sonoma County
- Jesse Arreguin, Mayor, City of Berkeley, Alameda County
- Cindy Chavez, Supervisor, Santa Clara County
- Julie Pierce, Council Member, City of Clayton, Contra Costa County
- Dennis Rodoni, Supervisor, Marin County
- Warren Slocum, Supervisor, San Mateo County

The Memorandum of Understanding of May 2017 between the Association of Bay Area Governments and the Metropolitan Transportation Commission provides for beginning discussion of future governance options no later than July 1, 2019.

President Arreguin has appointed Belia Ramos, Supervisor, Napa County, to the Governance Committee replacing Supervisor Slocum.

According to the ABAG Bylaws, the President makes appointments to committees with the advice and consent of the Executive Board.

Issues: None

Recommended Action: The Executive Board is requested to ratify the appointment of Belia Ramos, Supervisor, County of Napa, to the Joint ABAG MTC Governance Committee as reported.

Attachments: None

Reviewed:



Therese W. McMillan



ABAG

Metropolitan Transportation Commission

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Legislation Details (With Text)

File #: 20-0342 **Version:** 1 **Name:**

Type: Report **Status:** Executive Board Consent

File created: 2/7/2020 **In control:** ABAG Executive Board

On agenda: 2/20/2020 **Final action:**

Title: Authorization to enter into an agreement with the City of Richmond under the Bay Trail Grant Program in the amount of \$130,000 for the Goodrick Avenue Bay Trail Construction Project

Sponsors:

Indexes:

Code sections:

Attachments: [Item 06b 1 Summary Sheet Bay Trail Goodrick Avenue Construction Grant v1.pdf](#)
[Item 06b 2 Summary Approval Bay Trail Goodrick Avenue Construction Grant v1.pdf](#)

Date	Ver.	Action By	Action	Result
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Authorization to enter into an agreement with the City of Richmond under the Bay Trail Grant Program in the amount of \$130,000 for the Goodrick Avenue Bay Trail Construction Project

Laura Thompson

Approval

Association of Bay Area Governments

Executive Board

February 20, 2020

Agenda Item 6.b.

San Francisco Bay Trail

Subject: Authorization to enter into an agreement with the City of Richmond under the Bay Trail Grant Program in the amount of \$130,000 for the Goodrick Avenue Bay Trail Construction Project

Background: In 2014, the California State Coastal Conservancy (Conservancy) awarded \$1,000,000 to the San Francisco Bay Trail Project through an agreement with the Association of Bay Area Governments (ABAG) to receive and administer the funds under Block Grant #5. These Conservancy funds are intended to provide planning and capital support to advance the completion of the Bay Trail through subsequent grants to partner agencies and non-profits as part of the Bay Trail Grant Program.

The agreement with the City of Richmond in the amount of \$130,000 from the Block Grant #5 funds is for the Goodrick Avenue Bay Trail Construction Project in the City of Richmond. Per the Block Grant #5 agreement between the Conservancy and ABAG, staff acting on behalf of ABAG may administratively augment the \$130,000 grant amount by 10% as a contingency if necessary.

Issues: None.

Recommended Action: The Executive Board is requested to authorize the Executive Director of the Metropolitan Transportation Commission, or her designee, to enter into contract with the City of Richmond on behalf of the San Francisco Bay Trail Project under the Bay Trail Grant Program (Block Grant #5) in the amount of \$130,000 with the option for MTC staff acting on behalf of ABAG to augment the grant amount by 10% for contingency purposes if necessary.

Attachments: Summary Approval

Reviewed: 
Therese W. McMillan



S U M M A R Y O F E X E C U T I V E B O A R D A P P R O V A L

Work Item No.:	1127
Grantee:	City of Richmond
Work Project Title:	Goodrick Avenue Bay Trail Construction Grant Project
Purpose of Project:	Goodrick Avenue Bay Trail Construction
Brief Scope of Work:	Construct Multi-Use Class I Bay Trail along Goodrick Avenue.
Project Cost Not to Exceed:	\$130,000 with option to augment by 10% for contingency if necessary.
Funding Source:	2800
Fiscal Impact:	None
Motion by Committee:	The Executive Board is requested to authorize the Executive Director of the Metropolitan Transportation Commission, or her designee, to enter into contract with the City of Richmond on behalf of the San Francisco Bay Trail Project under the Bay Trail Grant Program (Block Grant #5) in the amount of \$130,000 with the option for MTC staff acting on behalf of ABAG to augment the grant amount by 10% for contingency purposes if necessary.
ABAG Executive Board Approval:	Jesse Arreguin, ABAG President
Approval Date:	



ABAG

Metropolitan Transportation Commission

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Legislation Details (With Text)

File #: 20-0343 **Version:** 1 **Name:**

Type: Report **Status:** Executive Board Consent

File created: 2/7/2020 **In control:** ABAG Executive Board

On agenda: 2/20/2020 **Final action:**

Title: Authorization to enter into an agreement with Contra Costa County under the Bay Trail Grant Program in the amount of \$133,387.23 for the Carquinez Strait Scenic Loop Trail Project

Sponsors:

Indexes:

Code sections:

Attachments: [Item 06c 1 Summary Sheet Bay Trail Carquinez Strait Scenic Loop Trail Feasibility Study Grant v1.pdf](#)
[Item 06c 2 Summary Approval Bay Trail Carquinez Strait Scenic Loop Trail Feasibility Study Grant](#)

Date	Ver.	Action By	Action	Result
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Authorization to enter into an agreement with Contra Costa County under the Bay Trail Grant Program in the amount of \$133,387.23 for the Carquinez Strait Scenic Loop Trail Project

Laura Thompson

Approval

Association of Bay Area Governments

Executive Board

February 20, 2020

Agenda Item 6.c.

San Francisco Bay Trail

Subject: Authorization to enter into an agreement with Contra Costa County under the Bay Trail Grant Program in the amount of \$133,387.23 for the Carquinez Strait Scenic Loop Trail Project

Background: In 2014, the California State Coastal Conservancy (Conservancy) awarded \$1,000,000 to the San Francisco Bay Trail Project through an agreement with the Association of Bay Area Governments (ABAG) to receive and administer the funds under Block Grant #5. These Conservancy funds are intended to provide planning and capital support to advance the completion of the Bay Trail through subsequent grants to partner agencies and non-profits as part of the Bay Trail Grant Program.

The agreement with Contra Costa County in the amount of \$133,387.23 from the Block Grant #5 funds is for the Carquinez Strait Scenic Loop Trail Project in Contra Costa County between the Carquinez Bridge and Martinez-Benicia Bridge. Per the Block Grant #5 agreement between the Conservancy and ABAG, staff acting on behalf of ABAG may administratively augment the \$133,387.23 grant amount by 10% as a contingency if necessary.

Issues: None

Recommended Action: The Executive Board is requested to authorize the Executive Director of the Metropolitan Transportation Commission, or her designee, to enter into contract with Contra Costa County on behalf of the San Francisco Bay Trail Project under the Bay Trail Grant Program (Block Grant #5) in the amount of \$133,387.23 with the option for MTC staff acting on behalf of ABAG to augment the grant amount by 10% for contingency purposes if necessary.

Attachments: Summary Approval

Reviewed: 
Therese W. McMillan



S U M M A R Y O F E X E C U T I V E B O A R D A P P R O V A L

Work Item No.:	1127
Grantee:	Contra Costa County
Work Project Title:	Carquinez Strait Scenic Loop Trail Feasibility Study Project
Purpose of Project:	Conduct a feasibility study of the planned Bay Trail alignments between the Carquinez Bridge and Martinez-Benicia Bridge in Contra Costa County.
Brief Scope of Work:	Evaluate the feasibility of three planned segments of Bay Trail in Contra Costa County between the Carquinez Bridge and Martinez-Benicia Bridge. If fatal flaws are found, the study will propose feasible alternative alignments for the Bay Trail.
Project Cost Not to Exceed:	\$133,387.23 with option to augment by 10% for contingency if necessary.
Funding Source:	2800
Fiscal Impact:	None
Motion by Committee:	The Executive Board is requested to authorize the Executive Director of the Metropolitan Transportation Commission, or her designee, to enter into contract with Contra Costa County on behalf of the San Francisco Bay Trail Project under the Bay Trail Grant Program (Block Grant #5) in the amount of \$133,387.23 with the option for MTC staff acting on behalf of ABAG to augment the grant amount by 10% for contingency purposes if necessary.
ABAG Executive Board Approval:	Jesse Arreguin, ABAG President
Approval Date:	



ABAG

Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-0344 **Version:** 1 **Name:**

Type: Report **Status:** Executive Board Consent

File created: 2/7/2020 **In control:** ABAG Executive Board

On agenda: 2/20/2020 **Final action:**

Title: Authorization to extend an agreement with the California State Coastal Conservancy in an amount up to \$500,000 for the Palo Alto Horizontal Levee Pilot Project to a completion date of December 31, 2022

Sponsors:

Indexes:

Code sections:

Attachments: [Item 06d 1 Summary Sheet SFEP SFEP Palo Alto Horizontal Levee Time Extension v3.pdf](#)
[Item 06d 2 Summary Approval SFEP Palo Alto Horizontal Levee Time Extension v3.pdf](#)

Date	Ver.	Action By	Action	Result
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Authorization to extend an agreement with the California State Coastal Conservancy in an amount up to \$500,000 for the Palo Alto Horizontal Levee Pilot Project to a completion date of December 31, 2022

Caitlin Sweeney

Approval

Association of Bay Area Governments

Executive Board

February 20, 2020

Agenda Item 6.d.

San Francisco Estuary Partnership

Subject: Authorization to extend an agreement with the California State Coastal Conservancy in an amount up to \$500,000 for the Palo Alto Horizontal Levee Pilot Project to a completion date of December 31, 2022

Background: The Executive Board previously adopted Resolution No. 14-19 for the Palo Alto Horizontal Levee Pilot Project. The California State Coastal Conservancy (SCC) has awarded \$500,000 to design and permit a multi-benefit horizontal levee project in Palo Alto, to achieve habitat improvement, public access, flood protection, and water quality improvement. The San Francisco Estuary Partnership (SFEP) will manage the project and coordinate stakeholder and resident engagement, and project partner City of Palo Alto will support a consultant in developing a 60% design and a permitting strategy.

Grant funds cover \$500,000 of the total project cost, and the required \$275,000 in match will be covered by \$250,000 in grant funds from SFEP's EPA grant Transforming Shorelines plus \$25,000 in match from project partner City of Palo Alto.

The requested extension to December 31, 2022 will allow for necessary project completion. No other changes requested.

Issues: None

Recommended Action: The Executive Board is requested to authorize the Executive Director of the Metropolitan Transportation Commission, or her designee, on behalf of the Association of Bay Area Governments and the San Francisco Estuary Partnership, to modify an agreement with the California State Coastal Conservancy in an amount up to \$500,000 for the Palo Alto Horizontal Levee Pilot Project, to extend the project completion date to December 31, 2022.

Attachments: Summary Approval

Reviewed:


Therese W. McMillan



SUMMARY OF EXECUTIVE BOARD APPROVAL

Work Item No.:	1720 (FSRC tbd)
Grantor:	California State Coastal Conservancy
Work Project Title:	Palo Alto Horizontal Levee Project
Purpose of Project:	Restore habitat along the Bay shoreline, adapt to sea level rise, provide additional wastewater treatment, and engage residents and stakeholders in shoreline planning activities.
Brief Scope of Work:	This project will design and permit a multi-benefit horizontal levee adjacent to the Palo Alto Regional Water Quality Control Plant
Project Cost Not to Exceed:	\$500,000
Funding Source:	California State Coastal Conservancy
Fiscal Impact:	Funds programmed in FY 2019 – 20 Budget, and will be in subsequent budgets through FY 21-22.
Motion by Committee:	The Executive Board is requested to authorize the Executive Director of the Metropolitan Transportation Commission, or her designee, on behalf of the Association of Bay Area Governments and the San Francisco Estuary Partnership, to modify an agreement with the California State Coastal Conservancy in an amount up to \$500,000 for the Palo Alto Horizontal Levee Pilot Project, to extend the project completion date to December 31, 2022.
ABAG Executive Board Approval:	Jesse Arreguin, ABAG President
Approval Date:	



ABAG

Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-0345 **Version:** 1 **Name:**

Type: Report **Status:** Executive Board Consent

File created: 2/7/2020 **In control:** ABAG Executive Board

On agenda: 2/20/2020 **Final action:**

Title: Authorization to amend contracts with San Mateo Resource Conservation District and Marin Municipal Water District under Integrated Regional Water Management Grant Round 3 to Reallocate San Francisco Estuary Partnership (SFEP) Grant Administrative Funds in the amount of \$702,500 to Projects 7 in the amount of \$352,500 and 10 in the amount of \$350,000 for Additional Work

Sponsors:

Indexes:

Code sections:

Attachments: [Item 06e 1 Summary Sheet SFEP San Mateo and Marin v3.pdf](#)
[Item 06e 2 Summary Approval SFEP IRWM R3 LPS Amendments v3.pdf](#)

Date	Ver.	Action By	Action	Result
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Authorization to amend contracts with San Mateo Resource Conservation District and Marin Municipal Water District under Integrated Regional Water Management Grant Round 3 to Reallocate San Francisco Estuary Partnership (SFEP) Grant Administrative Funds in the amount of \$702,500 to Projects 7 in the amount of \$352,500 and 10 in the amount of \$350,000 for Additional Work

Caitlin Sweeney

Approval

Association of Bay Area Governments

Executive Board

February 20, 2020

Agenda Item 6.e.

San Francisco Estuary Partnership

Subject: Authorization to amend contracts with San Mateo Resource Conservation District and Marin Municipal Water District under Integrated Regional Water Management Grant Round 3 to Reallocate San Francisco Estuary Partnership (SFEP) Grant Administrative Funds in the amount of \$702,500 to Projects 7 and 10 for Additional Work

Background: San Francisco Estuary Partnership (SFEP) staff projected all administrative costs through September 30, 2020 and concluded that the original budget for administration was much larger than needed. As such, \$702,500 can be reallocated to project partners to increase the benefits to the region.

Two project partners, San Mateo Resource Conservation District (Project 7) and Marin Municipal Water District (Project 10), will be reallocated funds through contract amendments if approved.

The IRWM Coordinating Committee met December 3, 2018 and approved the reallocation of funds from administration to Projects 7 and 10 as detailed in the table below. Both projects will provide increased environmental benefits to the region by expanding work plan scopes.

Project # & Name	Agency	Original Grant Share Total	Change	Proposed Grant Share Total
#11 Grant Administration	ABAG	\$1,650,000	- \$702,500	\$945,000
#7: Drought Relief for South Coast San Mateo County	San Mateo Resource Conservation District	\$3,872,000	\$352,500	\$4,224,500
#10: WaterSMART Irrigation with AMI/AMR	Marin Municipal Water District	\$975,000	\$350,000	\$1,325,000

Association of Bay Area Governments

Executive Board

February 20, 2020

Agenda Item 6.e.

San Francisco Estuary Partnership

All other terms and conditions of Agreement #4600010883 shall remain the same. SFEP and ABAG will provide overall grant management services through the revised termination date of September 30, 2020.

Issues: None

Recommended Action: The Executive Board is requested to authorize the Executive Director of the Metropolitan Transportation Commission, or her designee, on behalf of the Association of Bay Area Governments and the San Francisco Estuary Partnership, to enter into contract modifications with the San Mateo Resource Conservation District and the Marin Municipal Water District under Integrated Regional Water Management Grant Round 3 to Reallocate San Francisco Estuary Partnership (SFEP) Grant Administrative Funds in the amount of \$702,500 from Project 11 to Projects 7 in the amount of \$352,500 and 10 in the amount of \$350,000 for additional work.

Attachments: Summary Approval

Reviewed:



Therese W. McMillan



S U M M A R Y O F E X E C U T I V E B O A R D A P P R O V A L

Work Item No.:	1720 (FSRC 2906)
Grantor:	Department of Water Resources
Work Project Title:	Integrated Regional Water Management (Round 3)
Purpose of Project:	Region-wide projects implementing integrated regional water management
Brief Scope of Work:	Amend DWR agreement to reallocate funds among projects (no change to overall amount)
Project Cost Not to Exceed:	Grant total remains unchanged: \$32,178,423 Project 11: ABAG grant administration: \$947,500. Project 7: San Mateo Resource Conservation District project: \$4,224,500. Project 10: Marin Municipal Water District project: \$1,325,000.
Funding Source:	California Department of Water Resources
Fiscal Impact:	Funds programmed in FY 2019-20 Budget
Motion by Committee:	The Executive Board is requested to authorize the Executive Director of the Metropolitan Transportation Commission, or her designee, on behalf of the Association of Bay Area Governments and the San Francisco Estuary Partnership, to enter into contract modifications with the San Mateo Resource Conservation District and the Marin Municipal Water District under Integrated Regional Water Management Grant Round 3 to Reallocate San Francisco Estuary Partnership (SFEP) Grant Administrative Funds in the amount of \$702,500 from Project 11 to Projects 7 in the amount of \$352,500 and 10 in the amount of \$350,000 for Additional Work.
ABAG Executive Board Approval:	Jesse Arreguin, ABAG President
Approval Date:	



ABAG

Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-0346 **Version:** 1 **Name:**

Type: Report **Status:** Executive Board Consent

File created: 2/7/2020 **In control:** ABAG Executive Board

On agenda: 2/20/2020 **Final action:**

Title: Authorization to enter into an Agreement with the City of Palo Alto to receive funds in an amount up to \$150,000 for the Palo Alto Horizontal Levee Pilot Project

Sponsors:

Indexes:

Code sections:

Attachments: [Item 06f 1 Summary Sheet SFEP City of Palo Alto Funding v3.pdf](#)
[Item 06f 2 Summary Approval SFEP City of Palo Alto Funding v3.pdf](#)

Date	Ver.	Action By	Action	Result
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Authorization to enter into an Agreement with the City of Palo Alto to receive funds in an amount up to \$150,000 for the Palo Alto Horizontal Levee Pilot Project

Caitlin Sweeney

Approval

Association of Bay Area Governments

Executive Board

February 20, 2020

Agenda Item 6.f.

San Francisco Estuary Partnership

Subject: Authorization to enter into an Agreement with the City of Palo Alto to receive funds in an amount up to \$150,000 for the Palo Alto Horizontal Levee Pilot Project

Background: The San Francisco Estuary Partnership (SFEP) is working in partnership with the City of Palo Alto on the Palo Alto Horizontal Levee Pilot Project.

The City of Palo Alto is providing funds to the San Francisco Estuary Partnership to support the geotechnical study and analysis as a component of the 60% design for a multi-benefit horizontal levee project in Palo Alto, to achieve habitat improvement, public access, flood protection, and water quality improvement. SFEP will manage the project manage a consultant.

Issues: None

Recommended Action: The Executive Board is requested to authorize the Executive Director of the Metropolitan Transportation Commission, or her designee, on behalf of the Association of Bay Area Governments and the San Francisco Estuary Partnership, to enter into an agreement with the City of Palo Alto to receive funds in an amount up to \$150,000 for the Palo Alto Horizontal Levee Pilot Project.

Attachments: Summary Approval

Reviewed: 
Therese W. McMillan



SUMMARY OF EXECUTIVE BOARD APPROVAL

Work Item No.:	1720 (FSRC tbd)
Grantor:	City of Palo Alto
Work Project Title:	Palo Alto Horizontal Levee Project
Purpose of Project:	Restore habitat along the Bay shoreline, adapt to sea level rise, provide additional wastewater treatment, and engage residents and stakeholders in shoreline planning activities.
Brief Scope of Work:	This project will complete geotechnical investigation and analysis in support of the 60% Design for the project.
Project Cost Not to Exceed:	\$150,000
Funding Source:	City of Palo Alto
Fiscal Impact:	Funds programmed in FY 2019 – 20 Budget, and will be in subsequent budgets through FY 21-22.
Motion by Committee:	The Executive Board is requested to authorize the Executive Director of the Metropolitan Transportation Commission, or her designee, on behalf of the Association of Bay Area Governments and the San Francisco Estuary Partnership, to enter into an agreement with the City of Palo Alto to receive funds in an amount up to \$150,000 for the Palo Alto Horizontal Levee Pilot Project.
ABAG Executive Board Approval:	Jesse Arreguin, ABAG President
Approval Date:	



ABAG

Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-0362 **Version:** 1 **Name:**

Type: Report **Status:** Executive Board Consent

File created: 2/15/2020 **In control:** ABAG Executive Board

On agenda: 2/20/2020 **Final action:**

Title: Ratification of Appointments to Committees

Sponsors:

Indexes:

Code sections:

Attachments: [Item 06g Summary Sheet Committee Appointments v1.pdf](#)

Date	Ver.	Action By	Action	Result
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Ratification of Appointments to Committees

Therese W. McMillan

Approval

Association of Bay Area Governments

Executive Board

February 20, 2020

Agenda Item 6.g.

Committee Appointments

Subject: Ratification of Appointments to Committees

Background: According to the ABAG Bylaws, the President makes appointments to committees with the advice and consent of the Executive Board.

Bay Area Council Economic Institute
Jesse Arreguin, Mayor, City of Berkeley

California Association of Council of Governments, ABAG Representative
Supervisor Scott Haggerty, County of Alameda

ABAG Administrative Committee
President Arreguin proposes adding one additional seat and is appointing: Carlos Romero, Vice Chair, Regional Planning Committee

ABAG Regional Planning Committee
Cities in Contra Costa County: Julie Pierce, Mayor, City of Clayton

ABAG Finance Committee
Julie Pierce, Mayor, City of Clayton

ABAG Legislation Committee
President Arreguin proposes adding two additional seats and is appointing:
Barbara Halliday, Mayor, City of Hayward
Gordon Mar, Supervisor, City and County of San Francisco

Issues: None

Recommended Action: The Executive Board is requested to ratify the appointments to committees, as reported.

Attachments: None

Reviewed: 
Therese W. McMillan



ABAG

Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-0361 **Version:** 1 **Name:**

Type: Report **Status:** Executive Board Approval

File created: 2/14/2020 **In control:** ABAG Executive Board

On agenda: 2/20/2020 **Final action:**

Title: SB 278 (Beall): Advocacy Principles

Sponsors:

Indexes:

Code sections:

Attachments: [Item 07a 1 Summary Sheet SB 278 Advocacy Principles.pdf](#)
[Item 07a 2 Attachment Joint Committee Summary SB 278 Transportation Revenue Measure.pdf](#)

Date	Ver.	Action By	Action	Result
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SB 278 (Beall): Advocacy Principles

Rebecca Long

Approval

Association of Bay Area Governments

Executive Board

February 20, 2020

Agenda Item 7.a.

ABAG Legislation Committee

Subject: SB 278 (Beall): Advocacy Principles

Background: At their joint meeting on February 14, 2020, the ABAG Legislation Committee and the MTC Legislation Committee received a report on proposed advocacy principles related to SB 278 (Beall). While SB 278 currently relates to county transportation plan guidelines, Senator Beall intends to amend it to incorporate authorizing legislation for a sales tax in the nine Bay Area counties, subject to voter approval, generating approximately \$100 billion over 40 years for transportation, and potentially, affordable housing. Staff developed advocacy principles (see attached summary sheet) based on feedback received by the Metropolitan Transportation Commission at a workshop held on January 30th.

The proposed principles were adopted by the MTC Legislation Committee, with additional direction to staff to also convey in any meetings with legislators and others a number of additional concerns that were expressed during public comment, including:

- Consideration of adding more progressive revenue sources in addition to the sales tax;
- Ensuring that transit operations is adequately funded by the measure; and
- Including climate restoration goals connected to infrastructure projects focused on reducing greenhouse gas emissions.

The ABAG Legislation Committee did not adopt the proposed principles due to lack of a quorum. Staff was directed to place SB 278 on the agenda for the Executive Board's February meeting. Particularly relevant to ABAG, the advocacy principles include the recommendation to consider adding affordable housing and funding for homelessness to the revenue measure based on recent polling conducted by the FASTER Bay Area coalition and feedback staff from Commissioners at the MTC workshop. While this is a recommended legislative strategy, staff is proceeding with the necessary steps to place an affordable housing measure on the ballot this November, pursuant to AB 1487 (Chiu) given that SB 278 (Beall) still has a long way to go in Sacramento.

Staff is not recommending a support position on SB 278 at this time and will bring the bill back for further discussion in March related to the revenue mechanism and expenditure priorities.

Association of Bay Area Governments

Executive Board

February 20, 2020

Agenda Item 7.a.

ABAG Legislation Committee

Issues: None

Recommended Action: The Executive Board is requested to approve proposed advocacy principles to guide early engagement on SB 278.

Attachments: Summary Sheet, Joint MTC Legislation Committee with the ABAG Legislation Committee, dated February 14, 2020.

Reviewed:



Therese W. McMillan

**Metropolitan Transportation Commission and Association of Bay Area Governments
Joint MTC Legislation Committee and ABAG Legislation Committee**

February 14, 2020

Agenda Item 8b

Senate Bill 278 (Beall): Bay Area Transportation Revenue Measure

- Subject:** Update on proposed legislation to authorize a one percent sales tax to be approved by the voters in the nine Bay Area counties to fund transportation improvements and potentially affordable housing, and proposed advocacy concepts for that legislation.
- Background:** Senator Beall has indicated his intention to amend SB 278 to incorporate authorizing legislation for a sales tax in the nine Bay Area counties, subject to voter approval, generating approximately \$100 billion over 40 years for transportation, and potentially, affordable housing. The Commission heard a presentation by the FASTER Bay Area coalition as well as the Voices for Public Transportation coalition at its January 30th workshop. This memo is a follow up to that discussion and includes proposed advocacy concepts for the legislation.
- Discussion:** This memo proposes a set of principles as our recommendations to guide our engagement and discussions at this point in the development of SB 278. Note that these recommendations could also inform our advocacy efforts on AB 2057 (Chiu), the “seamless transit” bill, recently introduced with legislative intent language.

Add Affordable Housing Funding to the Measure

The FASTER Bay Area Coalition conducted polling recently which found support for housing as a component of a combined transportation and housing ballot measure paid for by a 1 percent sales tax. They indicated an interest in exploring inclusion of dedicated funding for affordable housing in the measure. At the time this memo was finalized, no specific details as to how funds would be distributed or what amount of funding would be dedicated to housing had been formally proposed by the FASTER Bay Area coalition or Senator Beall. Nonetheless, given Commission feedback indicating general support for funding *both* transportation and housing in any authorizing bill for a potential regional sales tax to go on the ballot this November or at a future date, staff recommends we go on record supporting the idea. Note that staff intends to simultaneously prepare for the potential placement of a housing bond on the November 2020 ballot pursuant to AB 1487 (Chiu, 2020). A decision between which option to ultimately pursue could be made in Sacramento if SB 278 does not receive sufficient support, or will be in the hands of ABAG and MTC to make later this spring/summer.

With regard to housing funding in SB 278, we recommend MTC and ABAG advocate for retaining the numerous hard-won provisions of AB 1487 (Chiu, 2019), including:

- Retaining the minimum shares across the “3Ps” of production, preservation and protection ($\geq 52\%/15\%/5\%$, respectively)
- Distribution between the counties and the region ($\geq 80\%/ \leq 20$ percent, respectively)
- Shared decision-making by ABAG and MTC (acting as the Bay Area Housing Finance Authority)
- Allow for the provision in AB 1487 that allows for a commercial linkage fee to be operable following a successful vote on a sales tax.

Further, we recommend supporting the addition of a new funding allocation to directly address homelessness.

Seamless Mobility and Project Delivery Reforms

The Commission also discussed the unique opportunity a transportation funding measure of this size offers to enact policy changes that will greatly enhance the experience of riding public transit, improve express lane connectivity and enforcement, and mitigate the risks associated with major infrastructure projects. To that end, consideration should be given to policies that would “push the envelope” of regional leadership in the following areas:

- **Seamless Transit** – To address near term, achievable outcomes, include provisions to 1) require implementation of integrated fares across the region’s 27 transit operators, consistent with recommendations that emerge from the Fare Coordination and Integration Study that is currently underway and being overseen jointly by MTC and transit operators; 2) pursue regional transit wayfinding and mapping, consistent with the work currently underway; 3) ensure the adoption of accurate real time transit information; and 4) ensure the region’s transit operators continue to provide a unified option for transit riders to pay fares via a single universal transit fare payment card/platform, Clipper®.
- **Transit Network Planner** – Vest authority for planning and implementation of a seamless network planner in MTC, working in partnership with the many transit operators, agencies and stakeholders, and provide sufficient resources to accomplish the work effectively. Oppose creation of yet another new entity.
- **Equity** – Ensure the legislation includes a robust travel demand management program with sufficient funds for MTC to implement it; a mandate for all Bay Area transit operators to provide a uniform discount for transit fares for low-income transit riders along with funding levels necessary to avoid service reductions; and a sales-tax rebate for qualifying low-income residents.
- **Mega-Project Delivery** – Include provisions to establish a mechanism for enhanced oversight for any project funded by the measure with a total cost greater than \$1 billion as well as requirements for the region’s operators to develop, sustain and share expertise in project design and delivery across transit systems.
- **Express lanes** – Establish MTC/Bay Area Infrastructure Financing Authority (BAIFA) as the arbiter of the region’s express lane policies related to occupancy, hours of operation, payment, and all customer-facing communications, including signage and websites, etc. Such policies would be required to be developed in consultation with other express lane operators, Caltrans and California Highway Patrol.
- **Institutional Reforms** – Include provisions to incentivize transit operator institutional reforms including consolidations conditional on voter approval of the sales tax.

An essential consideration for MTC to be successful in leading the policy implementation suggested would be new resources dedicated to that purpose.

Bill Positions: None on file

Recommendation: Approve advocacy principles to guide early engagement on SB278 and, where applicable, on AB2057.


Therese W. McMillan



ABAG

Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-0359 **Version:** 1 **Name:**

Type: Report **Status:** Executive Board Approval

File created: 2/12/2020 **In control:** ABAG Executive Board

On agenda: 2/20/2020 **Final action:**

Title: Senate Bill 795 (Beall): Affordable Housing and Community Development Investment Program

SB 795 is a reintroduction of SB 5 (Beall), which MTC and ABAG supported last year, but which was ultimately vetoed by the Governor due to concerns about its impact on the General Fund. The bill would establish a new mechanism to use local property tax revenue for affordable housing, infrastructure and climate change mitigation, among other purposes.

Sponsors:

Indexes:

Code sections:

Attachments: [Item 07b 1 Summary Sheet AB 795 Beall v2.pdf](#)
[Item 07a 2 Attachment Joint Summary Sheet AB 795 Beall.pdf](#)

Date	Ver.	Action By	Action	Result
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Senate Bill 795 (Beall): Affordable Housing and Community Development Investment Program

SB 795 is a reintroduction of SB 5 (Beall), which MTC and ABAG supported last year, but which was ultimately vetoed by the Governor due to concerns about its impact on the General Fund. The bill would establish a new mechanism to use local property tax revenue for affordable housing, infrastructure and climate change mitigation, among other purposes.

Rebecca Long

Approval

Association of Bay Area Governments

Executive Board

February 20, 2020

Agenda Item 7.b.

ABAG Legislation Committee

Subject: Senate Bill 795 (Beall): Affordable Housing and Community Development Investment Program

Background: At their joint meeting on February 14, 2020, the ABAG Legislation Committee and the MTC Legislation Committee will receive a report on SB 795 (Beall).

SB 795 is a reintroduction of SB 5 (Beall), which MTC and ABAG supported last year, but which was ultimately vetoed by the Governor due to concerns about its impact on the General Fund. The bill would establish a new mechanism to use local property tax revenue for affordable housing, infrastructure and climate change mitigation, among other purposes.

Staff will report on any updates from the joint meeting.

Issues: None

Recommended Action: The Executive Board is requested to support SB 795 (Beall).

Attachments: Summary Sheet, Joint MTC Legislation Committee with the ABAG Legislation Committee, dated February 14, 2020

Reviewed: 
Therese W. McMillan

**Metropolitan Transportation Commission and Association of Bay Area Governments
Joint MTC Legislation Committee and ABAG Legislation Committee**

February 14, 2020

Agenda Item 8c

Senate Bill 795 (Beall): Affordable Housing and Community Development Investment Program

Subject: SB 795 is a reintroduction of SB 5 (Beall), which MTC and ABAG supported last year, but which was ultimately vetoed by the Governor due to concerns about its impact on the General Fund. The bill would establish a new mechanism to use local property tax revenue for affordable housing, infrastructure and climate change mitigation, among other purposes.

Background: Since 1992, state law has required local agencies to reallocate a portion of property tax revenue to the Educational Revenue Augmentation Fund (ERAF) for redistribution to local school districts as a way to backfill state funding cuts to education. SB 795 would establish a new program, named the Affordable Housing and Community Development Investment Program, funded using ERAF resources, subject to approval of a locally-nominated project by an interagency Affordable Housing and Community Development Investment Committee (Committee), which the bill would create. Each county could only apply for funds equivalent to its share of the ERAF contribution for that year. The bill would authorize \$200 million per year statewide in fiscal years (FY) 2022-27 and \$250 million per year statewide in FY 2027-31 for a grand total of \$2 billion in funds. The intention of the bill is to hold school funding harmless and essentially backfill the lost property tax revenue with state General Fund resources.

SB 795 would allow this ERAF property tax increment to be used for the following purposes:

- Predevelopment, development, acquisition, rehabilitation, and preservation of affordable housing.
- Transit-oriented development for the purpose of developing higher density uses within close proximity to transit stations that will increase public transit ridership and contribute to the reduction of vehicle miles traveled and greenhouse gases. Fiscal incentives shall be offered to offset local community impacts associated with greater densities.
- Infill development that supports high-density, affordable, and mixed-income housing in locations designated as infill.
- Reuse and redevelopment of previously developed, underutilized land that is presently served by transit, street, water, sewer, and other essential services, particularly in underserved areas.
- Local community planning and engagement efforts to revitalize and restore neighborhoods.
- Protecting communities dealing with the effects of climate change, including, but not limited to, sea level rise, wildfires, seismic safety, and flood protection.

As noted above, the bill would establish a new state-level interagency committee, to review and approve plans. The Committee would be comprised of the chair of the Strategic Growth Council, the chair of the California Housing Finance Agency, the chair of the California Workforce Investment Board, the Director of the Department of Housing and Community Development, Senate and Assembly appointees, and a public member appointed by the Joint Legislative Budget Committee.

At a minimum, 50 percent of the program’s funding must be used to construct affordable housing. Of the 50 percent funds for affordable housing, a minimum of 80 percent must be used for low-income housing [below 80 percent Area Median Income (AMI)] and be consistent with the Low-Income Housing Tax Credit program. The remaining 20 percent can be used for moderate-income housing (80-120 percent AMI). Provisions also ensure that housing remains affordable to renters.

The bill would require the Committee, upon approval of a plan, to direct the county auditor for the appropriate jurisdiction to transfer an amount of ad valorem property tax revenue otherwise required to be contributed to the county’s ERAF from the applicant (e.g., a city or a county) by the amount approved to fund the project in a given year. For an applicant who does not already contribute to a county’s ERAF—i.e., an enhanced infrastructure financing district, affordable housing authority, community revitalization investment authority, affordable housing and community development investment agency, or transit village development district—the bill would require the county auditor to allocate an amount from the county’s ERAF to the city or county that created the entity, and the city or county would transfer the funds to the entity, in the amount equal to its approved amount. The bill would authorize applicants to use approved amounts to incur debt or issue bonds or other financing to support an approved project.

Discussion: Based on staff’s review, SB 795 appears to be an innovative approach to harnessing property tax funding to build affordable housing and other important local priorities, including sea level rise mitigation. Because SB 795 provides a significant ongoing financeable funding stream for affordable housing (along with other important purposes), staff recommends MTC and ABAG take a “support” position on the bill.

Recommendation: Support / ABAG Executive Board Approval
Support / MTC Commission Approval

Bill Positions: See Attachment A

Attachments: Attachment A: Bill Positions



Therese W. McMillan

Senate Bill 795 (Beall) Known Positions

Support

State Building and Construction Trades Council, ALF-CIO (Sponsor)

Affordable Housing Network

Bay Area Housing Advocacy Coalition

BART Transit Village Advocates

California-Nevada Conference of Operating Engineers

City of Alameda

City of Bellflower

City of Duarte

City of El Centro

City of Fountain Valley

City of Palo Alto

City of Pasadena

City of South Pasadena

Council of Community Housing Organizations

County of Los Angeles

California State Association of Counties

EAH Housing

LifeMoves

Mercy Housing

Midpeninsula Regional Open Space District

Orange County Business Council

San Jose Conservation Corps and Charter School

SPUR

Silicon Valley @ Home

Silicon Valley Leadership Group

Silicon Valley Young Democrats

Oppose

None on file



ABAG

Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-0347 **Version:** 1 **Name:**

Type: Report **Status:** Executive Board Approval

File created: 2/7/2020 **In control:** ABAG Executive Board

On agenda: 2/20/2020 **Final action:**

Title: Adoption of ABAG Resolution No. 02-2020 and ABAG Resolution No. 03-2020: 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: [Item 08a 1 Summary Sheet PBA 2050 Draft Blueprint Growth Geographies v2.pdf](#)
[Item 08a 2 Attachment PBA50_DraftBlueprint_GeographiesAction_Summary.pdf](#)
[Item 08a 3 Handout Attachment B AdditionalPDAWindow.pdf](#)

Date	Ver.	Action By	Action	Result
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Adoption of ABAG Resolution No. 02-2020 and ABAG Resolution No. 03-2020: 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

Approval

Association of Bay Area Governments

Executive Board

February 20, 2020

Agenda Item 8.a.

Plan Bay Area 2050

Subject: Adoption of ABAG Resolution No. 02-2020 and ABAG Resolution No. 03-2020: Plan Bay Area 2050: Draft Blueprint Growth Geographies

Background: At their meeting on February 14, 2020, the ABAG Administrative Committee will receive a report on ABAG Resolution No. 02-2020 adopting new Priority Development Areas, Priority Production Areas, and Priority Conservation Areas; and the ABAG Administrative Committee and the MTC Planning Committee will receive a report on ABAG Resolution No. 03-2020 and MTC Resolution No. 4410 identifying the growth geographies to be included in the Draft Blueprint for Plan Bay Area 2050.

Issues: 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.

Recommended Action: The Executive Board is requested to adopt ABAG Resolution No. 02-2020 and ABAG Resolution No. 03-2020, 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.

Attachments: Summary Sheet, Joint MTC Planning Committee with the ABAG Administrative Committee, dated February 14, 2020

Reviewed:



Therese W. McMillan

**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**

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 20th day of February, 2020.

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 20th day of February, 2020.

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



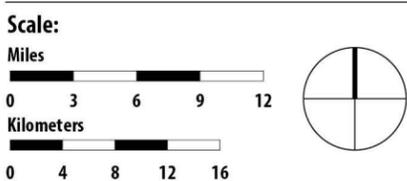
Priority Development Areas

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

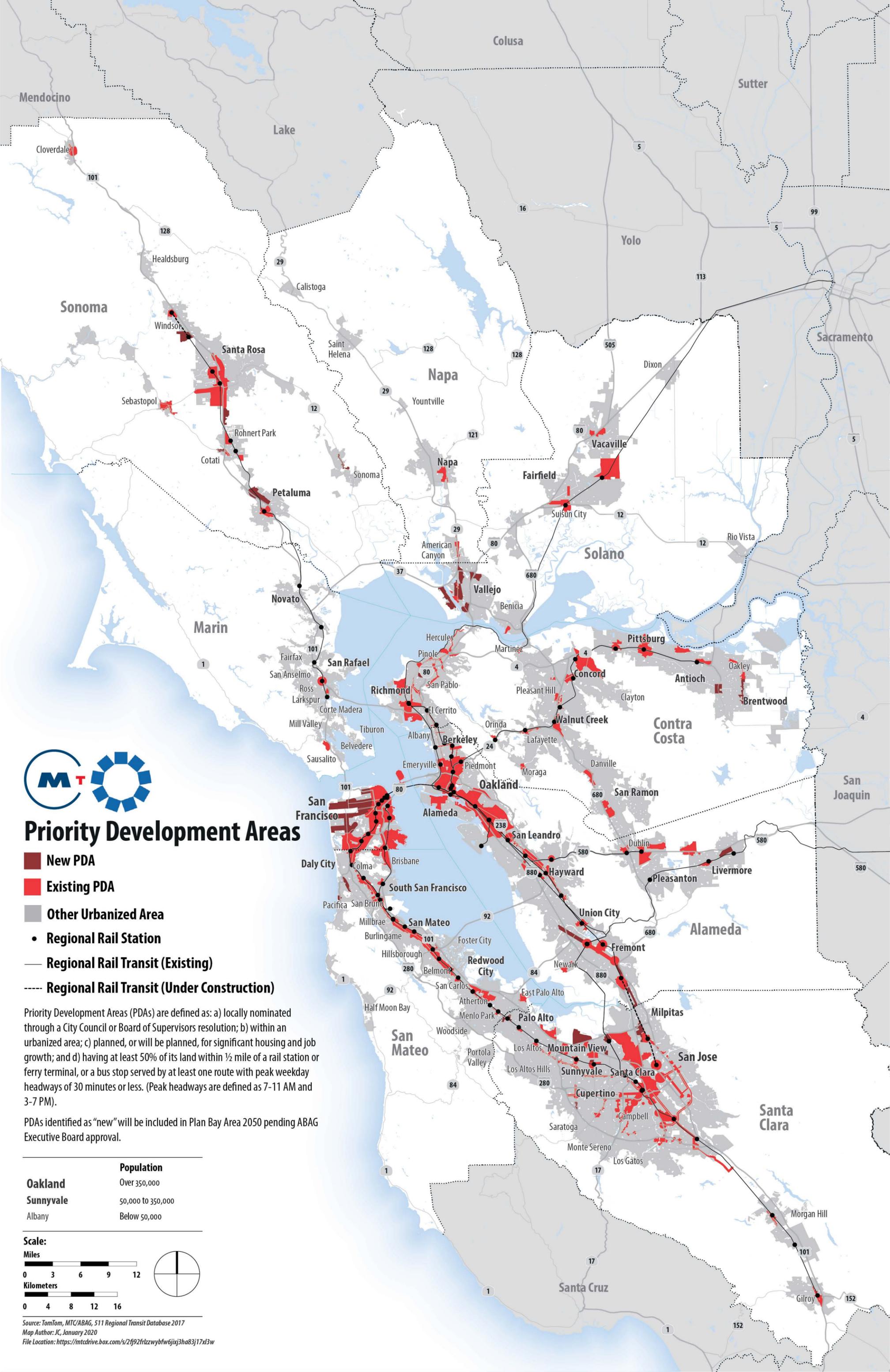
Priority Development Areas (PDAs) are defined as: a) locally nominated through a City Council or Board of Supervisors resolution; b) within an urbanized area; c) planned, or will be planned, for significant housing and job growth; and d) having at least 50% of its land within 1/2 mile of a rail station 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).

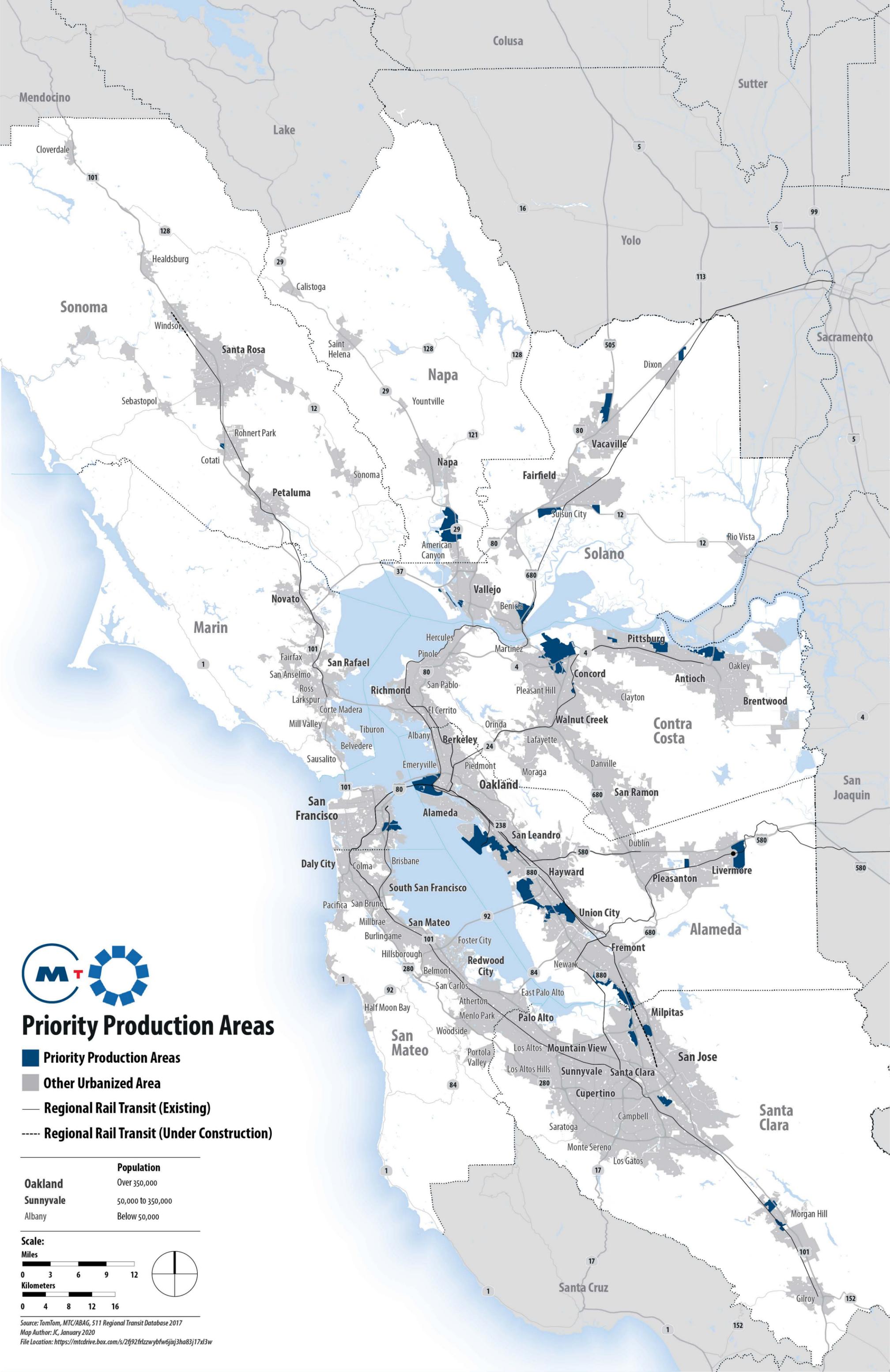
PDAs identified as "new" will be included in Plan Bay Area 2050 pending ABAG Executive Board approval.

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



Source: TomTom, MTC/ABAG, 511 Regional Transit Database 2017
 Map Author: JC, January 2020
 File Location: <https://mtcdrive.box.com/s/2f92frzzwyfw6jxj3ha83j17x13w>

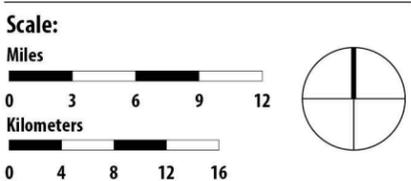




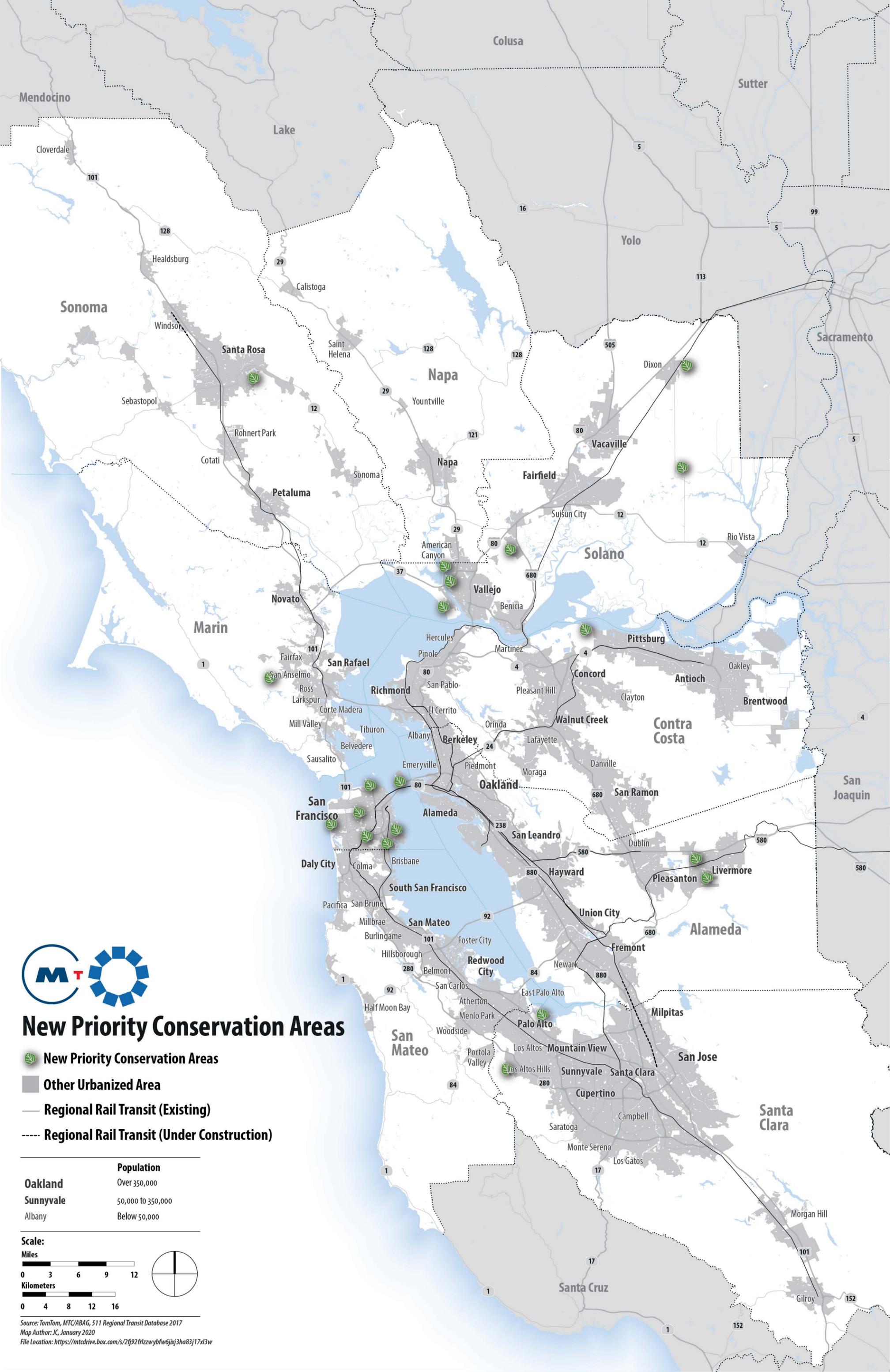
Priority Production Areas

- 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



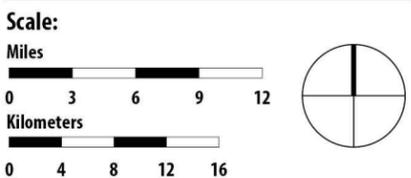
Source: TomTom, MTC/ABAG, 511 Regional Transit Database 2017
 Map Author: JC, January 2020
 File Location: <https://mtcdrive.box.com/s/2f92frtzwbyfw6jix3ha83j17xl3w>



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://mtdrive.box.com/s/2fj92frtzwbyfw6jix3ha83j17xl3w>

**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 20th 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 20th day of February, 2020.

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)**

GUIDE		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
ATTACHMENT A**

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
RESOLUTION NO. 03-2020
ATTACHMENT A**

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

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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/Islais Creek
San Mateo	Pacifica	Northern Palmetto PPA

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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

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MAPS OF PROPOSED GROWTH GEOGRAPHIES



Proposed Draft Blueprint 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)**

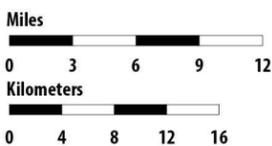
*Peak headways of 16 to 30 minutes.

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.

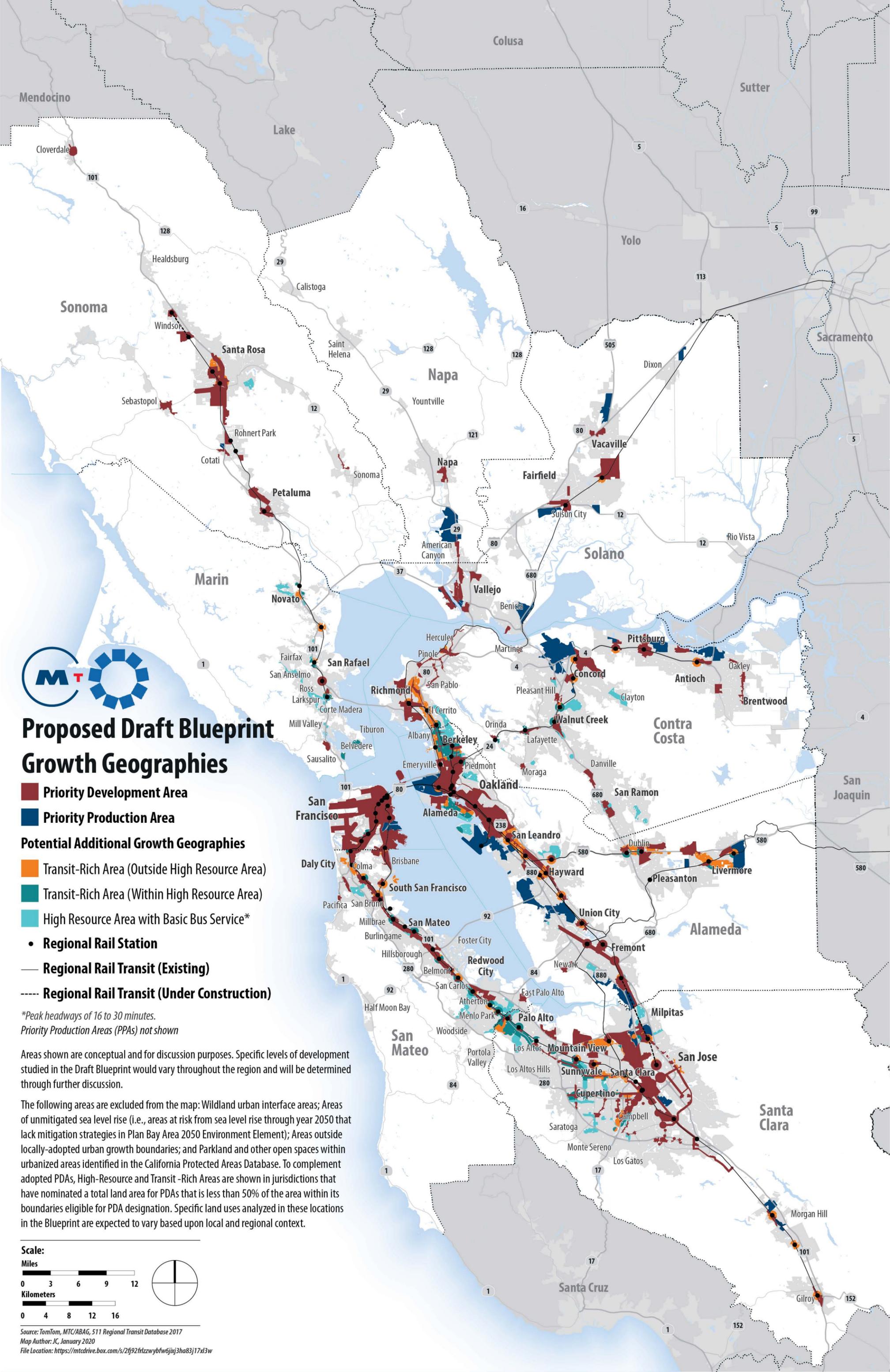
Scale:



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

Map Author: JC, January 2020

File Location: <https://mtdrive.box.com/s/2fj92fHzwYbFw6jij3ha83j17x3w>



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

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
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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)**

GUIDE	 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/Islais 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



Proposed Draft Blueprint 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)**

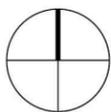
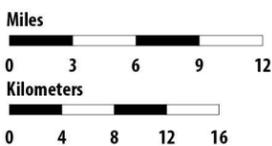
*Peak headways of 16 to 30 minutes.

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:



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

Map Author: JC, January 2020

File Location: <https://mtdrive.box.com/s/2fj92fHzwYbFw6jij3ha83j17x3w>



PLAN BAY AREA 2050

Draft Blueprint: Growth Geographies

Seeking Direction on Geographies to Study

February 14, 2020

MTC Planning & ABAG Administrative Committees

PLAN BAY AREA 2050

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



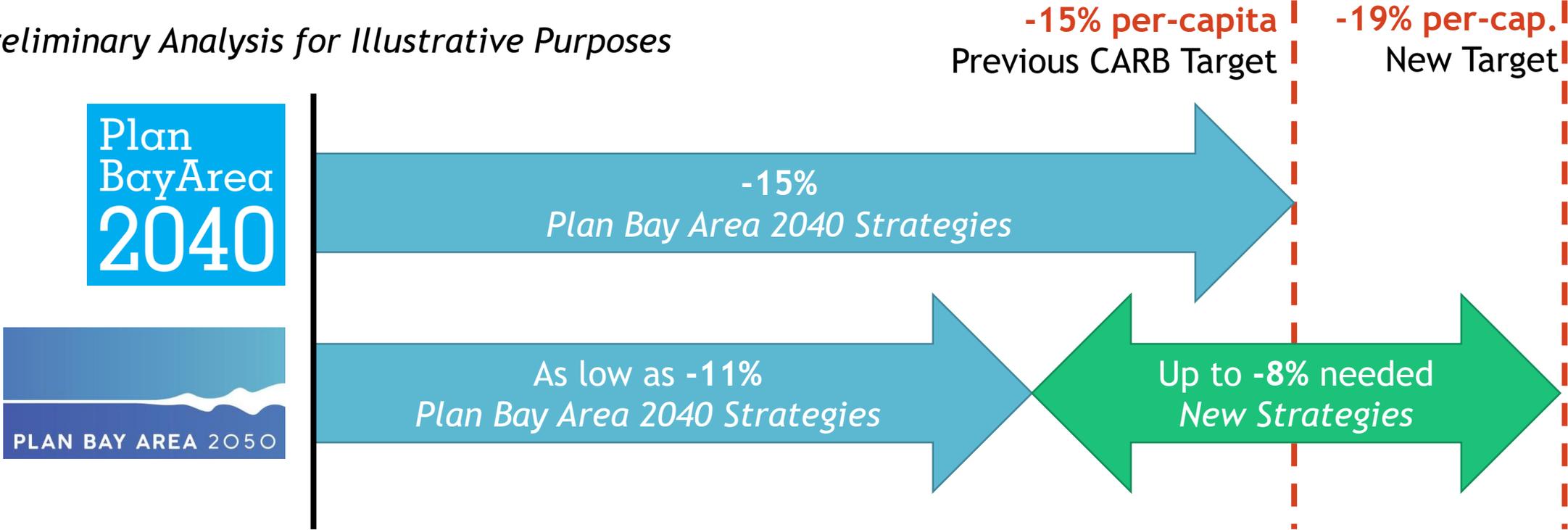
Housing at All Income Levels

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.

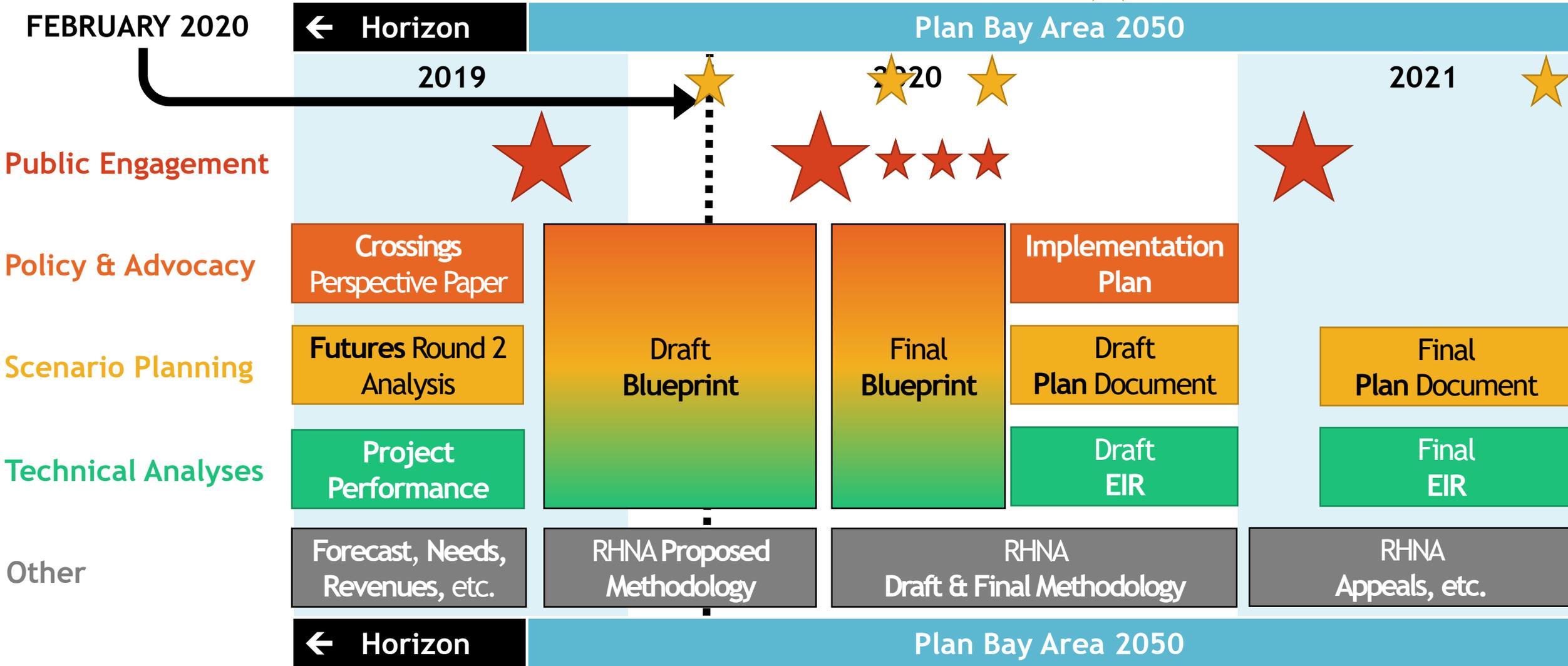
Preliminary Analysis for Illustrative Purposes



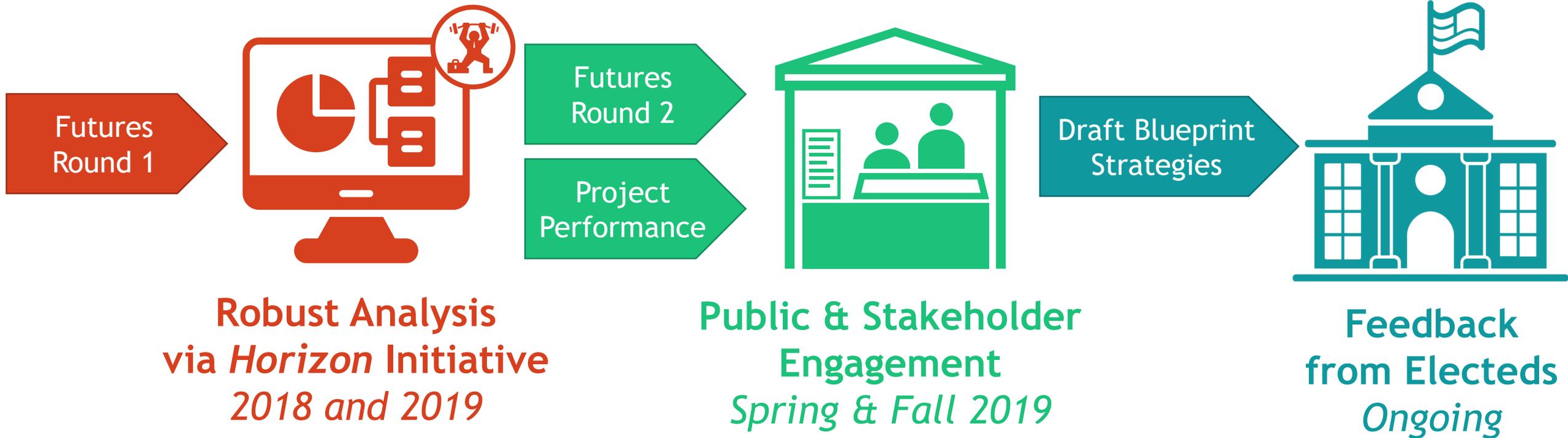
As part of the Draft Blueprint, we are **seeking your approval** this month to further study key strategies.

What's the schedule for Plan Bay Area 2050?

★ = Major Policy Board Decisions



How were strategies generated & refined?



Action Item
February 2020
(MTC & ABAG)





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

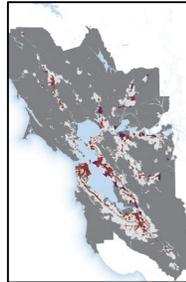
What are the critical action items being considered by MTC and ABAG this month?

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

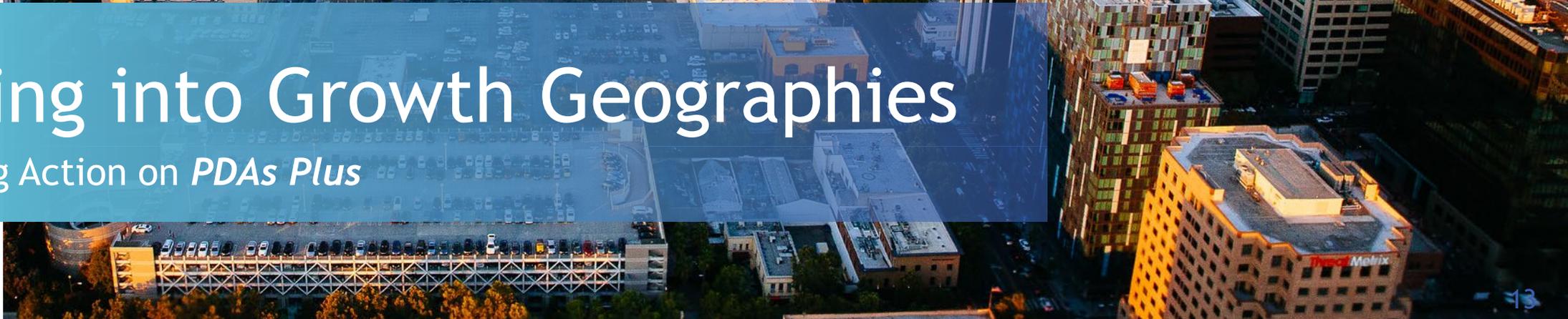


Approve **Strategies** for Analysis in the Draft Blueprint *(MTC/ABAG Action)*



Diving into Growth Geographies

Seeking Action on *PDAs Plus*



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

Regional Growth Framework 1.0 (2007-18)

BAY AREA FOCUSED GROWTH



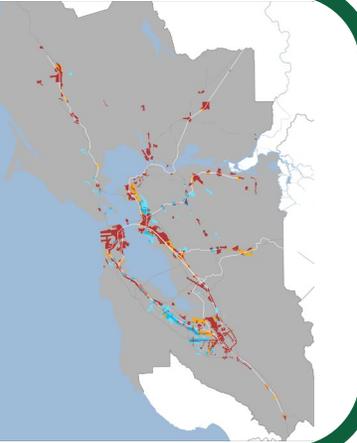
Regional Growth Framework Review & 2019 Update

<p>PDA Criteria Since 2007</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/>  Planned for growth <input checked="" type="checkbox"/>  or  or  Rail Station or Ferry Terminal or Bus Line <small>≤20 minutes in peak periods Includes both existing and planned service</small> 	<p>Proposed New Criteria</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/>  Planned for growth Plan must be complete <input checked="" type="checkbox"/> Create two categories to allow gr flexibility, incorporating new mobility & equity into the mix PDAs that do not already align with one of the two tiers would need to address this by late 2019.
--	--

Local Priority Area Submissions



Recommended Draft Blueprint Growth Geographies

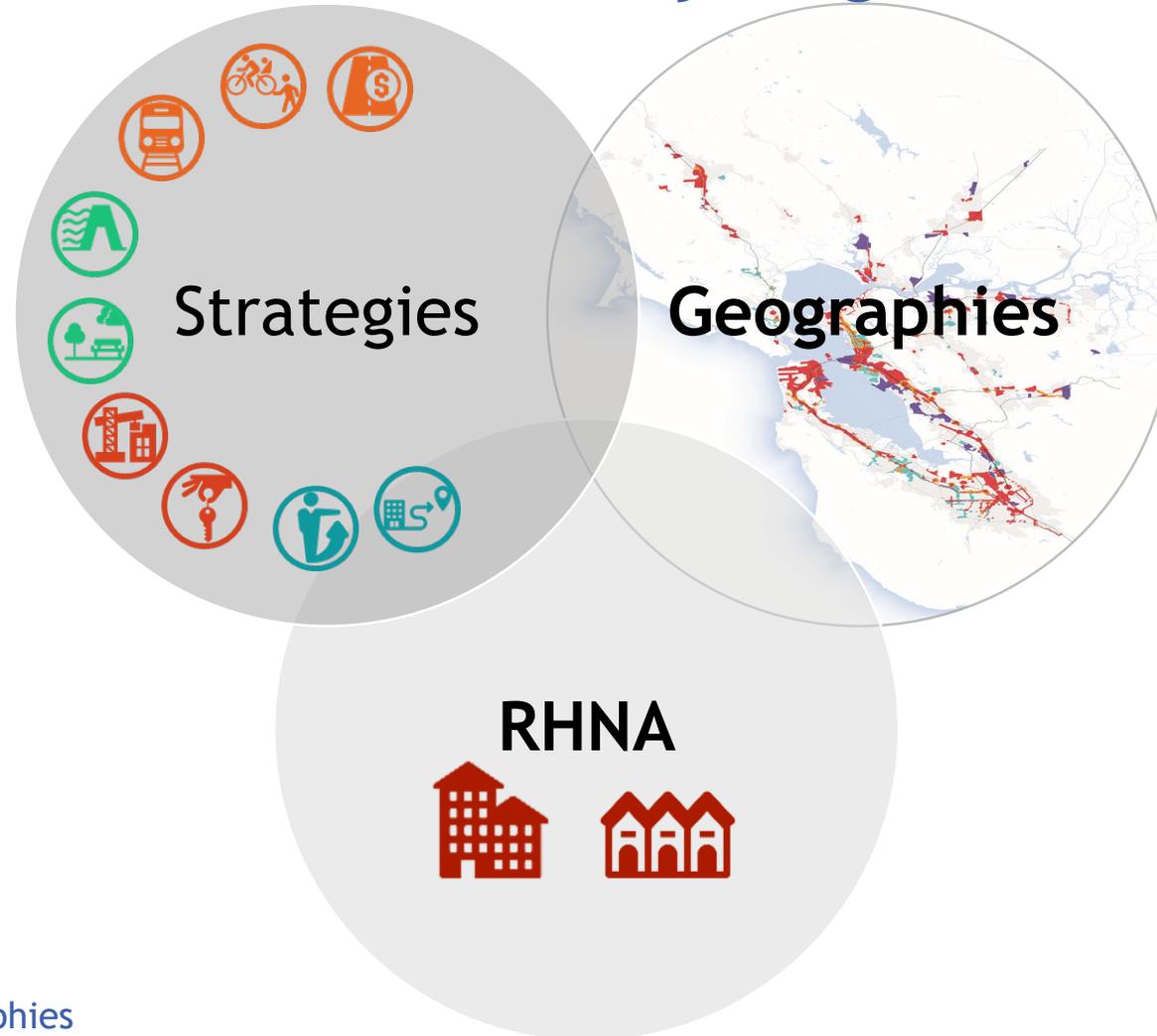


Options Discussion

A	Highly focused in: Existing & Proposed PDAs	
B	Focused in: Existing & Proposed PDAs + Select High-Resource Areas + Select Transit-Rich Areas outside PDAs	
C	Focused in Existing & Proposed PDAs & more distributed growth within Urban Growth Boundaries	



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*

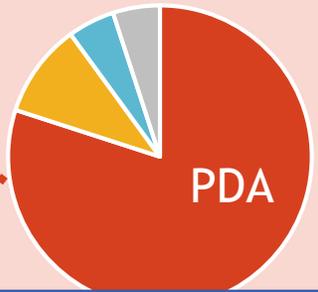
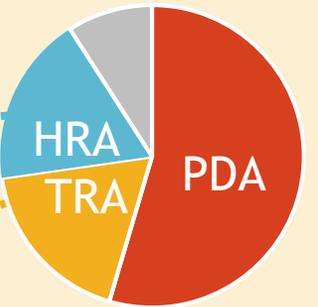
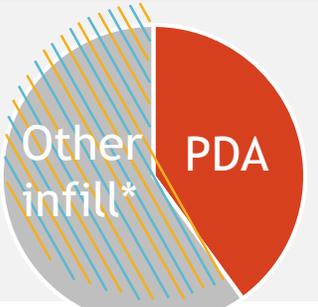
35

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



PDAs



PPAs



TRAs:
Frequent Regional Rail



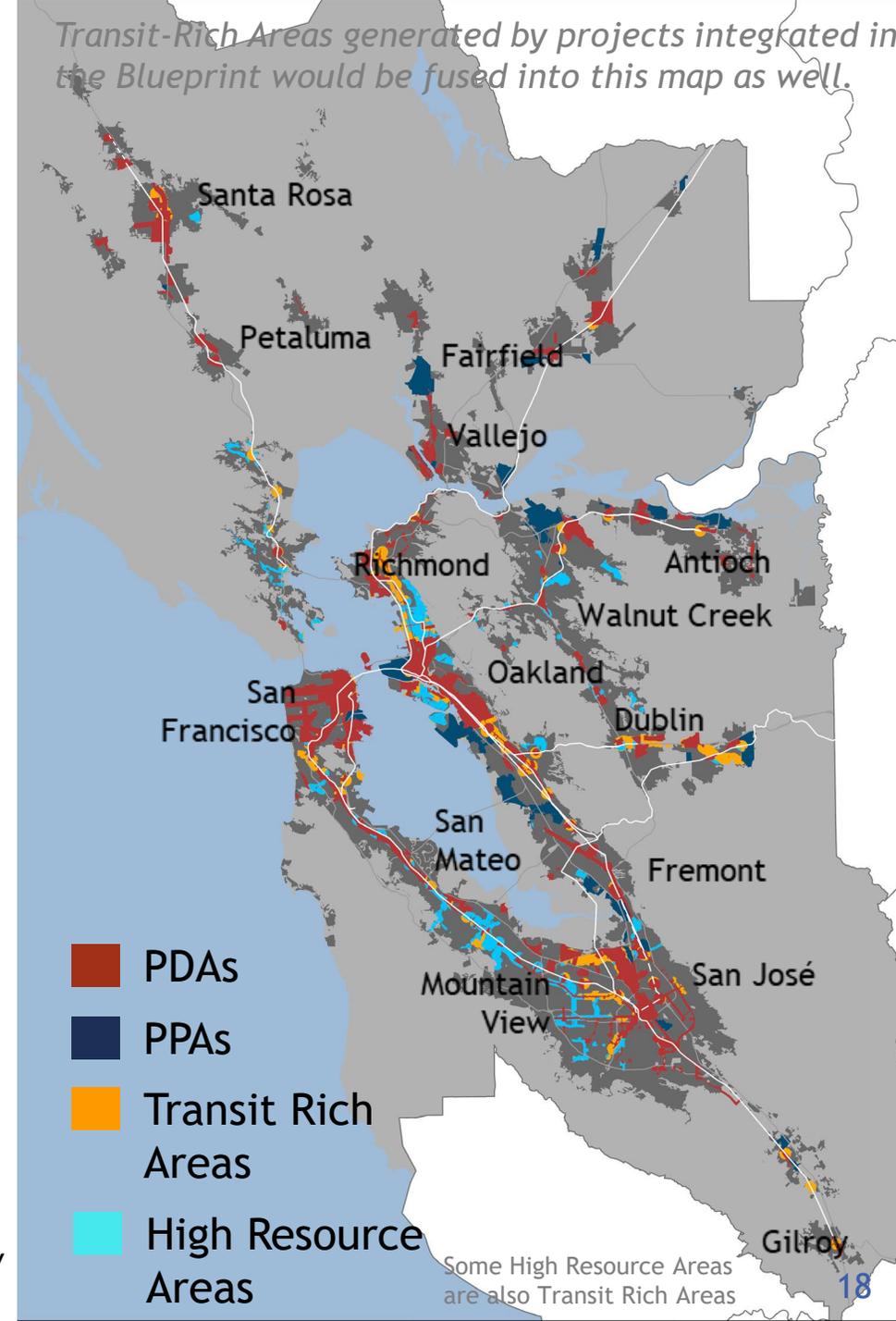
TRAs*
All Other



HRAs*

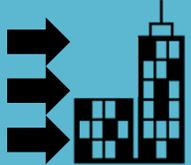
* Applies to all jurisdictions except those that have already nominated more than 50% of PDA-eligible areas

Transit-Rich Areas generated by projects integrated in the Blueprint would be fused into this map as well.



What might this look like on the ground?

Example: Housing

<i>Context (not exhaustive)</i>			<i>Housing Mix (illustrative only)</i>	
Transit	Job Access	Area Land Use		
 <p><i>Very frequent service</i></p>				
 <p><i>Frequent service</i></p>				
 <p><i>Basic service</i></p>				

Included in all areas: essential local services and supportive transportation infrastructure

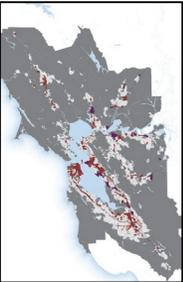
We are seeking your approval of the first two action items at this time.

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)*

M E M O R A N D U M

PLAN BAY AREA 2050

Agenda Item 8a
Attachment B

TO: ABAG Executive Board
FR: Executive Director
RE: Plan Bay Area 2050: Blueprint Growth Geographies - Second Round of Priority Development Area Nominations and Expanded Local Engagement

DATE: February 18, 2020

Summary

At the February 14th joint meeting of MTC Planning and ABAG Administrative Committees, staff presented the recommended Growth Geographies for the Plan Bay Area 2050 Draft Blueprint. Based on feedback from local jurisdictions, staff recommends augmenting the recommendation to study “Option B” in the Draft Blueprint phase with two further commitments: (1) **to enable a second round of submissions of new or expanded Priority Development Areas (PDAs) this spring in advance of the *Final Blueprint* phase**, and (2) **to commit to expanded local engagement** specifically targeted to jurisdictions who have designated less than 50 percent of their PDA-eligible areas as places for future housing growth.

Background

Last year, cities and counties had the opportunity to nominate new and expanded PDAs for consideration as locations for focused housing growth in advance of the Plan Bay Area 2050 Blueprint planning process. As identified in proposed ABAG Resolution 02-2020, 34 new PDAs were nominated in 2019, as well as dozens of PDA boundary modifications. Still, many jurisdictions have still not nominated the majority of their PDA-eligible areas for consideration, creating challenges in advancing critical equity and sustainability goals for the region and the state. To address this issue - as highlighted in **Attachment A** - staff have proposed a set of Growth Geographies for study, fusing locally-nominated Priority Development Areas (PDAs) with additional growth areas in Transit-Rich and High-Resource places that have not nominated at least 50 percent of PDA-eligible areas.

At the meeting, staff heard from several jurisdictions that fell short of that 50 percent threshold, expressing interest in working collaboratively to expand their PDA boundaries or nominate new PDAs in advance of Plan Bay Area 2050. In response, staff is recommending to augment the “Option B” approach with an opportunity for local jurisdictions to submit new PDAs or PDA boundary expansions this spring. If submissions from a given local jurisdiction then exceed the 50 percent threshold set under “Option B”, these new PDAs would be integrated in lieu of relevant Transit-Rich and High-Resource Areas as part of the analysis of the Plan Bay Area 2050 Final Blueprint.

Proposed Path Forward

For local jurisdictions interested in expanding PDA boundaries or nominating new PDAs, staff is proposing a second round of PDA nominations for Plan Bay Area 2050 this spring, in particular to



enable local jurisdictions to increase the share of PDA-eligible lands nominated as places for future housing growth. New PDAs or expanded PDAs would be required to meet the adopted ABAG criteria as updated in May 2019, including a commitment to developing a PDA-specific plan and meeting transit service minimum requirements. Similar to the 2019 call for PDA nominations, new PDAs require adoption by a City Council or Board of Supervisors, whereas PDA boundary expansions simply require approval by a City Manager or Planning Director.

The timeline for this proposed process is listed below:

- **Mid-March:** open window for second round of submissions for new or expanded PDAs
- **March through May:** targeted engagement with local jurisdictions to submit additional PDAs or to expand existing PDAs
- **May 28th:** final deadline for submitting new PDAs or expanded PDAs for consideration in Plan Bay Area 2050 Final Blueprint, including Council or Board resolutions if necessary
- **Summer:** adoption of new and expanded PDAs by ABAG Board; integration into Final Blueprint Growth Geographies

To support our local partners, MTC/ABAG staff will commit to expanded local engagement during this time period, focusing on presentations to city and county planning directors who would be a lead role for submitting new and expanded PDAs. Presentations will also highlight the Growth Geographies framework under study through the Draft Blueprint process and the road to the Final Blueprint later this year. In particular, staff will undertake targeted local engagement for jurisdictions who have nominated less than 50 percent of their PDA-eligible areas, given that these jurisdictions are likely to be the most interested in participating in this second round of PDA nominations in advance of Plan Bay Area 2050.



Therese W. McMillan



ABAG

Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-0348 **Version:** 1 **Name:**

Type: Report **Status:** Executive Board Approval

File created: 2/7/2020 **In control:** ABAG Executive Board

On agenda: 2/20/2020 **Final action:**

Title: Approval of 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 and policymaker refinement.

Sponsors:

Indexes:

Code sections:

Attachments: [Item 08b 1 Summary Sheet PBA 2050 Draft Blueprint Strategies v2.pdf](#)
[Item 08b 2 Attachment PBA50_DraftBlueprint_StrategiesAction.pdf](#)

Date	Ver.	Action By	Action	Result
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Approval of 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 and policymaker refinement.

Dave Vautin

Approval

Association of Bay Area Governments

Executive Board

February 20, 2020

Agenda Item 8.b.

Plan Bay Area 2050

Subject: Approval of Plan Bay Area 2050: Draft Blueprint – Strategies

Background: At their meeting on February 14, 2020, the ABAG Administrative Committee and the MTC Planning Committee received a staff report on key strategies for transportation, housing, the economy, and the environment for Plan Bay Area 2050.

Issues: 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.

Recommended Action: The Executive Board is requested to approve the 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.

Attachment: Summary Sheet, Joint MTC Planning Committee with the ABAG Administrative Committee, dated February 14, 2020

Reviewed: 
Therese W. McMillan

Plan Bay Area 2050: Draft Blueprint – Strategies

- 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

The background of the slide is a collage of landscape photographs. At the top, there's a blue header with a white wavy line. Below it, the text 'PLAN BAY AREA 2050' is written in white. The main image shows a mountain range in the background, a hot air balloon with a yellow and blue checkered pattern in the middle ground, and a green field with a fence in the foreground.

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

	Maintain and Optimize Existing Infrastructure	25 Strategies <i>(Draft Blueprint Inputs)</i>	
	Create Healthy and Safe Streets		
	Enhance Regional and Local Transit		Spur Housing Production and Create Inclusive Communities
	Reduce Risks from Hazards		Protect, Preserve, and Produce More Affordable Housing
			Improve Economic Mobility
	Reduce Our Impact on the Environment		Shift the Location of Jobs

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:

-  AFFORDABLE
-  CONNECTED
-  DIVERSE
-  HEALTHY
-  VIBRANT

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



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

Draft Blueprint: Strategies



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

Draft Blueprint: Strategies



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 20th century malls and office parks into vibrant mixed-use destinations for the 21st century

Strategies include:

- Transform Aging Malls and Office Parks into Neighborhoods

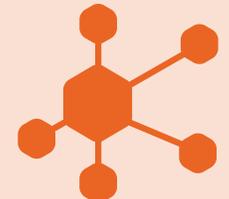
Advancing Equity with Bold Strategies



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:



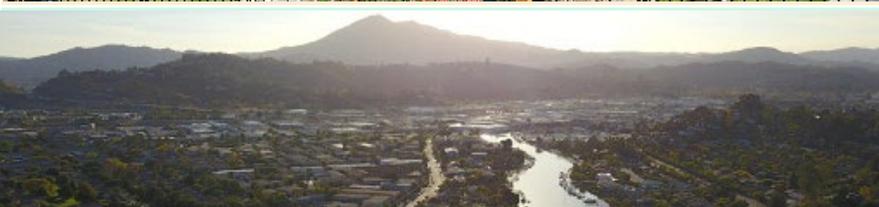
Consistent regional means-based discounts for fares and tolls



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



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

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.

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.

PLAN BAY AREA 2050



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 carpools, 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 projects¹. **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

¹ 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.² 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).

² 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	\$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 YOES)*

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>		
Grand Total		\$606,000	\$836,000	\$836,000
Strategy Costs - Revenues	<i>Remaining Financial Capacity for Final Blueprint (primarily for transportation strategies, including CTA/local projects & additional regional priorities)</i>	\$61,900	\$83,900	\$101,900

* 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.



ABAG

Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

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Attachments: [Item 09a 1 Summary Sheet Report Governance v1.pdf](#)
[Item 09a 2 Attachment MTC Workshop Governance Presentation.pdf](#)

Date	Ver.	Action By	Action	Result
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Report on ABAG MTC Governance

Therese W. McMillan

Information

Association of Bay Area Governments

Executive Board

February 20, 2020

Agenda Item 9.a.

ABAG MTC Governance

Subject: Report on ABAG MTC Governance

Background: The Memorandum of Understanding of May 2017 between the Association of Bay Area Governments and the Metropolitan Transportation Commission provides for beginning discussion of future governance options no later than July 1, 2019.

At its meeting on May 16, 2019, the ABAG Executive Board ratified appointments to a Joint ABAG MTC Governance Committee.

The Joint ABAG MTC Governance Committee met on July 24, 2019, September 25, 2019, and November 20, 2019.

At the Metropolitan Transportation Commission Workshop on January 30, 2020, the Commission discussed governance issues which were to be shared with the ABAG Executive Board.

Issues: None

Recommended Action: The Executive Board is requested to provide feedback on ABAG MTC governance developments.

Attachments: Presentation, MTC Workshop, January 30, 2020

Reviewed:



Therese W. McMillan

MTC – ABAG Governance; Update and Discussion

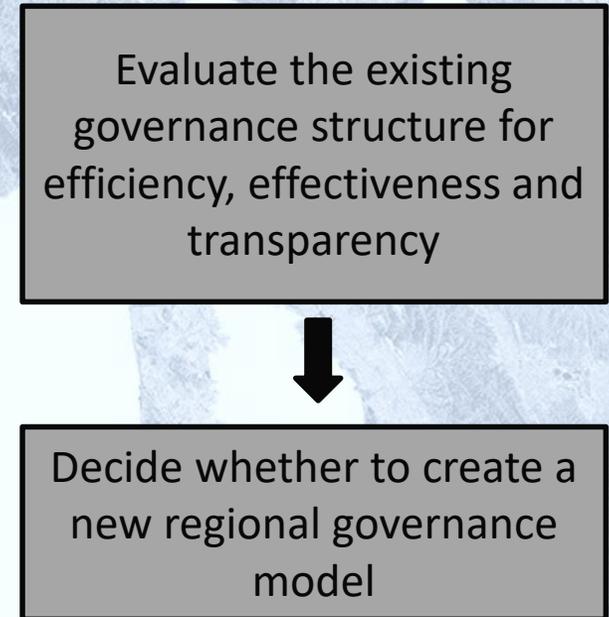
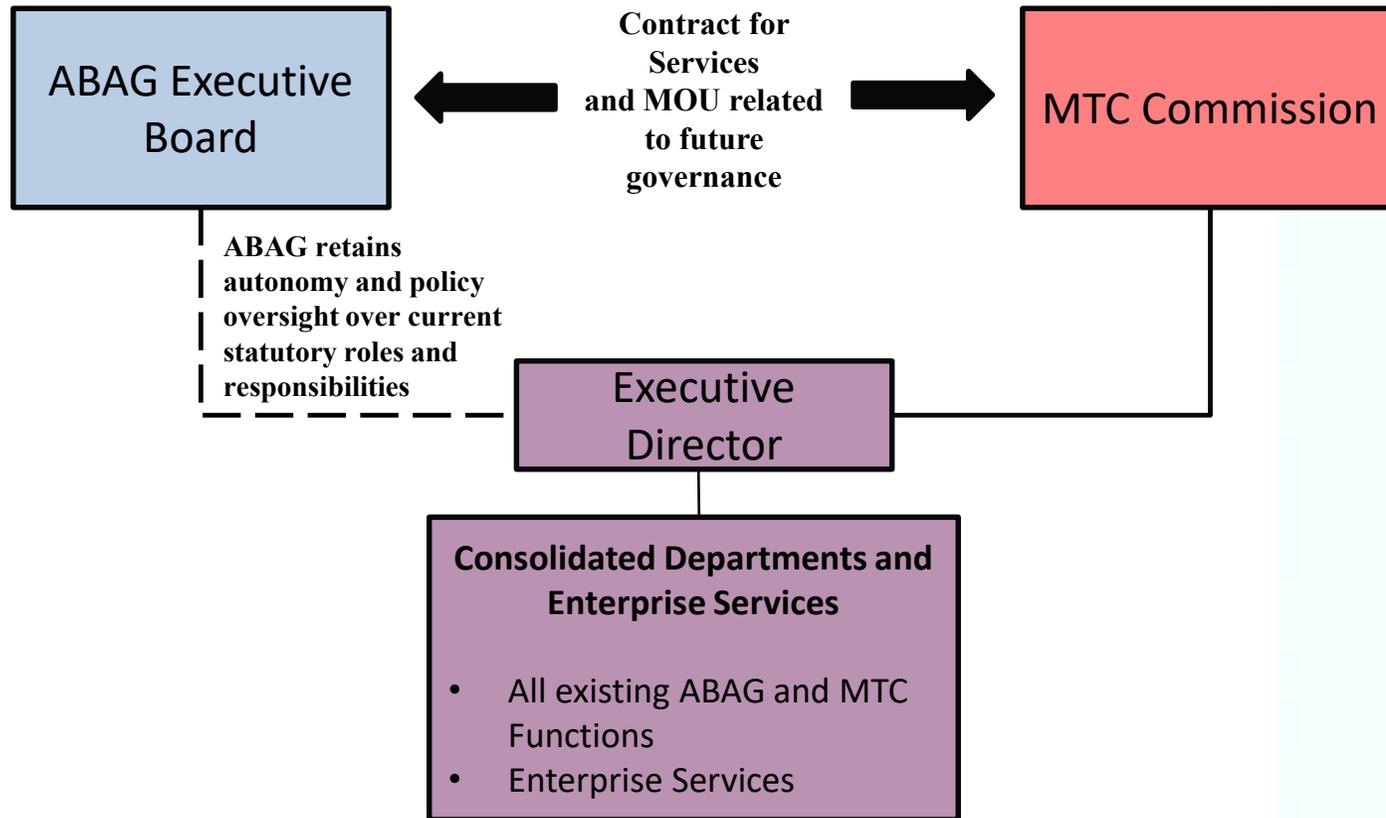
**Commission Workshop
January 30, 2020**

Commitment Language in ABAG - MTC MOU (Dated 5/30/17)

“ABAG and MTC have agreed to pursue the implementation of Option 7 through a mutually agreed upon Contract for Services that governs how ABAG and MTC will share the use of a consolidated staff to carry out their respective missions and statutory powers and responsibilities and a mutually agreed upon memorandum of understanding to jointly pursue with MTC new governance options.”

“No later than July 1, 2019, ABAG and MTC will begin discussions on whether the two agencies should restructure their governing boards to better serve the region and to better utilize the consolidated staff.”

Current Structure of Consolidated Staff and Two Boards



Alternatives for organization governance, structure and staffing to be analyzed.

Mission Question –What should Regional Governance address?

- A) Transportation**
- B) Land Use**
- C) Housing**
- D) Economic Development**
- E) Resilience**
- F) Other?**

Evaluation Framework – Factors for Successful Governance

➤ Authority

- The assignment to carry out the responsibilities and attendant tasks involved: most definitively established through Legislation, but can also be achieved (or arise) through other legal means (MOUs, contracts, litigation settlement etc.).

➤ Financial Resources

- Funding in the amounts, and with the requisite control and stability required to carry out responsibilities associated with vested authority.

Evaluation Framework – Factors for Successful Governance (continued)

➤ Technical Capacity

- While often determined in step with financial resources, this is the institutional “wrap around” of knowledge, staffing, process and procedure required to successfully implement the vested authority.

➤ Public and Political Support

- While less quantifiable than the other elements (Authority, Financial Resources, Technical Capacity), this element can be equally determinative of success – and critical prerequisites for accessing the other three.

Where Do We Go From Here – Outstanding Questions

- 1) How does “Governance” (Board Structure) impact “Governing” (delivering outcomes)?
- 2) Does MTC and ABAG continue to pursue a merged Governing model?
- 3) If yes, what more information is needed?

Interest in Alternative Models: Future Visits in Process

→ **Sacramento: SACOG**

→ **San Diego: SANDAG**

→ **Twin Cities: Met Council**

→ **Puget Sound: PSRC**