



375 Beale Street
Suite 700
San Francisco, California
94105

Meeting Agenda - Final

ABAG Administrative Committee

Chair, Jesse Arreguin, Mayor, City of Berkeley
Vice Chair, Belia Ramos, Supervisor, County of Napa

Friday, July 10, 2020

9:15 AM

Remote

Association of Bay Area Governments Administrative Committee

The ABAG Administrative Committee will be meeting on July 10, 2020, 9:15 a.m., in the Bay Area Metro Center (Remotely). In light of Governor Newsom's State of Emergency declaration regarding the COVID-19 outbreak and in accordance with Executive Order N-29-20 issued by Governor Newsom on March 17, 2020 and the Guidance for Gatherings issued by the California Department of Public Health, the meeting will be conducted via webcast, teleconference, and Zoom for committee, commission, or board members who will participate in the meeting from individual remote locations.

A Zoom panelist link for meeting participants will be sent separately to committee, commission, or board members.

The meeting webcast will be available at: <https://abag.ca.gov/meetings-events/live-webcasts>

Members of the public are encouraged to participate remotely via Zoom at the following link or phone number.

Attendee Link: <https://bayareametro.zoom.us/j/98884963730>

Join by Telephone: 888 788 0099 (Toll Free) or 877 853 5247 (Toll Free)

Webinar ID: 988 8496 3730

Detailed instructions on participating via Zoom are available at:
<https://abag.ca.gov/zoom-information>

Committee members and members of the public participating by Zoom wishing to speak should use the "raise hand" feature or dial "*9".

In order to get the full Zoom experience, please make sure your application is up to date.

Members of the public may participate by phone or Zoom or may submit comments by email at info@bayareametro.gov by 5:00 p.m. the day before the scheduled meeting date. Please include the committee or board meeting name in the subject line. Due to the current circumstances there may be limited opportunity to address comments during the meeting. All comments received will be submitted into the record.

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

The meeting is scheduled to begin at 9:15 a.m.
or immediately following the preceding MTC committee meeting.

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

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

Roster

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

1. Call to Order / Roll Call / Confirm Quorum/ Compensation Announcement

2. ABAG Administrative Committee Consent Calendar

- 2.a. [20-1077](#) Approval of ABAG Administrative Committee Summary Minutes of the June 12, 2020 9:45 a.m. and June 12, 2020 1:30 p.m. Meetings
- Action: Approval
- Presenter: ABAG Clerk of the Board
- Attachments: [2a_ABAG AC Minutes 20200612 MTC PLNG and MTC EXEC Draft.pdf](#)
- 2.b. [20-1078](#) ABAG Resolution No. 02-2020, Revised: Plan Bay Area 2050: Additional Priority Development Areas (PDAs) Submitted for Final Blueprint
- Action: Approval / ABAG Executive Board
- Presenter: Mark Shorett
- Attachments: [2b_ABAG Resolution No 2020 15 PBA50_PDAs Round 2..pdf](#)

3. MTC Planning Committee Consent Calendar

- 3.a. [20-0964](#) Approval of MTC Planning Committee Minutes of the June 12, 2020 Meeting
- Action: MTC Planning Committee Approval
- Attachments: [3a MTC PLNG Minutes Jun12 2020.pdf](#)

4. Information

4.a. [20-0955](#) Plan Bay Area 2050 Draft Blueprint: Key Findings

Presentation on the findings from the Draft Blueprint analysis, highlighting successes and shortcomings in advance of stakeholder workshops later this month.

Action: Information

Presenter: Dave Vautin

Attachments: [4a_PBA50_DraftBlueprintFindings.pdf](#)

5. Approval - MTC Planning Committee**5.a. [20-0959](#) Plan Bay Area 2050 Final Blueprint: Key Decisions for the Transportation Element**

Recommendations on specific regional discretionary funding levels for the Transportation Element of the Plan Bay Area 2050 Final Blueprint, in advance of broader strategy refinements in September 2020 following robust public engagement.

Action: MTC Planning Committee Approval

Presenter: Adam Noelting and Raleigh McCoy

Attachments: [5a_PBA50_FinalBlueprint_TransportationFunding..pdf](#)
[5a_Correspondence Received-MTC PLNG and ABAG ADMIN.pdf](#)

6. Public Comment / Other Business

Information

7. Adjournment / Next Meeting

The next meeting of the ABAG Administrative Committee is on September 11, 2020.

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

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

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

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

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

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

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

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



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-1077 **Version:** 1 **Name:**

Type: Minutes **Status:** Consent

File created: 6/24/2020 **In control:** ABAG Administrative Committee

On agenda: 7/10/2020 **Final action:**

Title: Approval of ABAG Administrative Committee Summary Minutes of the June 12, 2020 9:45 a.m. and June 12, 2020 1:30 p.m. Meetings

Sponsors:

Indexes:

Code sections:

Attachments: [2a ABAG AC Minutes 20200612 MTC PLNG and MTC EXEC Draft.pdf](#)

Date	Ver.	Action By	Action	Result
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Approval of ABAG Administrative Committee Summary Minutes of the June 12, 2020 9:45 a.m. and June 12, 2020 1:30 p.m. Meetings

ABAG Clerk of the Board

Approval



375 Beale Street
Suite 700
San Francisco, California
94105

Meeting Minutes - Draft

ABAG Administrative Committee

Chair, Jesse Arreguin, Mayor, City of Berkeley
Vice Chair, Belia Ramos, Supervisor, County of Napa

Friday, June 12, 2020

9:45 AM

Remote

Association of Bay Area Governments Administrative Committee

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

The meeting is scheduled to begin at 9:45 a.m.
or immediately following the preceding committee meeting.
Agenda, roster, and webcast available at <https://abag.ca.gov>
For information, contact Clerk of the Board at (415) 820-7913.

Roster

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

1. Call to Order / Roll Call / Confirm Quorum

Chair Arreguin called the meeting to order at about 12:41 p.m. Quorum was present.

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

Absent: 2 - Chavez, and Peralez

2. ABAG Administrative Committee Consent Calendar

Upon the motion by Pierce and second by Mitchoff, the ABAG Administrative Committee approved the Consent Calendar, including minutes of May 8, 2020. The motion passed unanimously by the following vote:

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

Absent: 3 - Chavez, Cortese, and Peralez

- 2.a. [20-0884](#) Approval of ABAG Administrative Committee Summary Minutes of the May 8, 2020 Meeting
- 2.b. [20-0885](#) Plan Bay Area 2050: Final Phase - Environmental Impact Report (EIR) and Beyond

- 2.c. [20-0886](#) Plan Bay Area 2050: Digital Alternatives for Round 2 Public Engagement
- 2.d. [20-0887](#) Regional Housing Needs Allocation (RHNA) Housing Methodology Committee (HMC)

3. MTC Planning Committee Consent Calendar

The MTC Planning Committee took action on this item.

- 3.a. [20-0787](#) Approval of MTC Planning Committee Minutes of the May 8, 2020 Meeting
- 3.b. [20-0782](#) Plan Bay Area 2050: Final Phase - Environmental Impact Report (EIR) and Beyond
- 3.c. [20-0784](#) Plan Bay Area 2050: Digital Alternatives for Round 2 Public Engagement

4. MTC Planning Committee Approval

The MTC Planning Committee took action on this item.

The following gave public comment: Dave Campbell, Bike East Bay; Rich Hedges; Jenn Fox; Haley Currier, Transform; and Leah Shaum, Vision Zero Network.

- 4.a. [20-0788](#) MTC Resolution No. 4400: Regional Safety / Vision Zero (VZ) Policy

Recommendation for adoption of MTC Resolution No. 4400: Regional Safety/Vision Zero (VZ) Policy.

5. Information

Dave Cortese joined the meeting.

- 5.a. [20-0779](#) Plan Bay Area 2050 Final Blueprint Preview: Transportation Element

Update on forecasted transportation revenues and needs, as well as preliminary assignments for assumed regional discretionary funding in the Plan Bay Area 2050 Final Blueprint.

Matt Maloney and Raleigh McCoy gave the report.

The following gave public comment: Mark Zabaneh, Transbay Joint Powers Authority; Camille Tsao, Capitol Corridor; Haley Currier, Transform; and Roland Lebrun.

6. Public Comment / Other Business

7. Adjournment / Next Meeting

Chair Arreguin adjourned the meeting at about 2:20 p.m. The next meeting of the ABAG Administrative Committee is on July 10, 2020.



375 Beale Street
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94105

Meeting Minutes - Draft

ABAG Administrative Committee

Chair, Jesse Arreguin, Mayor, City of Berkeley
Vice Chair, Belia Ramos, Supervisor, County of Napa

Friday, June 12, 2020

1:30 PM

Remote

Association of Bay Area Governments Administrative Committee

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

The meeting is scheduled to begin at 1:30 p.m.

Agenda, roster, and webcast available at <https://abag.ca.gov>
For information, contact Clerk of the Board at (415) 820-7913.

Roster

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

1. Call to Order / Roll Call / Confirm Quorum

Chair Arreguin called the meeting to order at about 2:28 p.m. Quorum was present.

Present: 10 - Arreguin, Chavez, Cortese, Haggerty, Mackenzie, Mitchoff, Pierce, Rabbitt, Ramos, and Romero

Absent: 1 - Peralez

2. ABAG Compensation Announcement

The ABAG Clerk of the Board gave the ABAG compensation announcement.

3. MTC Compensation Announcement

The MTC Commission Secretary gave the MTC compensation announcement.

4. ABAG Administrative Committee Consent Calendar

Upon the motion by Mitchoff and second by Pierce, the ABAG Administrative Committee approved the Consent Calendar, including minutes of May 18, 2020.
The motion passed unanimously by the following vote:

Aye: 10 - Arreguin, Chavez, Cortese, Haggerty, Mackenzie, Mitchoff, Pierce, Rabbitt, Ramos, and Romero

Absent: 1 - Perez

- 4.a. [20-0862](#) Approval of ABAG Administrative Committee Minutes of May 18, 2020

5. MTC Executive Committee Consent Calendar

The MTC Executive Committee took action on this item.

- 5.a. [20-0920](#) Minutes of the March 13, 2020 MTC Executive Committee meeting

- 5.b. [20-0922](#) Minutes of the May 18, 2020 MTC Executive Committee meeting

6. Expanded Regional Housing Portfolio

- 6.a. [20-0863](#) Report on Initial Strategic Framework for Expanded Regional Housing Portfolio

Discussion of an initial framework for a regional housing strategy that expands the housing portfolio currently held by ABAG and MTC and preliminary overview of potential guiding principles for a regional housing strategy and a three-phased implementation plan to align potential future initiatives with available funding and thorough planning.

Daniel Saver gave the report.

The following gave public comment: Roland Lebrun; Mariana Moore, Campaign to End Hunger in Contra Costa County; Rich Hedges; Justine Marcus, Enterprise Community Partners; Shajuti Hossain, Public Advocates; Natalie Bonnewit, Non-Profit Housing Association of Northern CA.

Upon the motion by Mackenzie and second by Ramos, the ABAG Administrative Committee accepted the report on Initial Strategic Framework for Expanded Regional Housing Portfolio and recommended ABAG Executive Board approval of the initial strategic framework for an expanded regional housing portfolio, including the proposed Phase 1 Work Plan. The motion passed unanimously by the following vote:

Aye: 10 - Arreguin, Chavez, Cortese, Haggerty, Mackenzie, Mitchoff, Pierce, Rabbitt, Ramos, and Romero

Absent: 1 - Perez

7. Public Comment / Other Business

There was no public comment.

8. Adjournment / Next Meeting

Chair Arreguin adjourned the meeting at about 3:16 p.m. The next meeting of the ABAG Administrative Committee is on July 10, 2020.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-1078 **Version:** 1 **Name:**

Type: Report **Status:** Consent

File created: 6/24/2020 **In control:** ABAG Administrative Committee

On agenda: 7/10/2020 **Final action:**

Title: ABAG Resolution No. 02-2020, Revised: Plan Bay Area 2050: Additional Priority Development Areas (PDAs) Submitted for Final Blueprint

Sponsors:

Indexes:

Code sections:

Attachments: [2b ABAG Resolution No 2020 15 PBA50 PDAs Round 2..pdf](#)

Date	Ver.	Action By	Action	Result
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ABAG Resolution No. 02-2020, Revised: Plan Bay Area 2050: Additional Priority Development Areas (PDAs) Submitted for Final Blueprint

Mark Shorett

Approval / ABAG Executive Board


**Association of Bay Area Governments
ABAG Administrative Committee**

July 10, 2020

Agenda Item 2b

ABAG Resolution No. 02-2020, Revised: Plan Bay Area 2050: Additional Priority Development Areas (PDAs) Submitted for Final Blueprint

- Subject:** Approval of ABAG Resolution No. 02-2020, revised, adopting four new Priority Development Areas (PDAs) submitted by local jurisdictions through the spring 2020 final call for PDAs to include in the Plan Bay Area 2050 Final Blueprint.
- Background:** In February 2020, the ABAG Executive Board approved Resolution No. 02-2020, which included adoption of 34 new and 48 modified PDAs nominated by local jurisdictions. In addition to existing PDAs and select Growth Geographies outside PDAs, this set of new and modified PDAs was integrated into the Plan Bay Area 2050 Draft Blueprint. At its February meeting, the Executive Board also directed MTC/ABAG staff to provide an additional opportunity for jurisdictions to nominate new or modified PDAs prior to the Plan Bay Area 2050 Final Blueprint.
- During the submission period between March and the end of May, MTC/ABAG staff engaged local jurisdiction staff throughout the region through webinars, county-level planning director meetings, and one-on-one meetings. Given that all submissions meet the adopted criteria set by the ABAG Board in 2019, staff recommends approval of Resolution 02-2020, revised, which adopts four new PDAs:
- Benicia – East 5th Street
 - Fairfield – Fairfield Gateway
 - San Rafael – Northgate
 - San Rafael – Canal District
- Staff also solicited expansions to PDA boundaries during this time period. The cities of Fairfield, Livermore, and San Jose requested in total five boundary changes to better conform with existing or anticipated local plans. In particular, Livermore's expansion enables it to exceed the 50 percent threshold used to determine the Plan Bay Area 2050 Growth Geographies during the Blueprint planning process.
- Attachment A** includes Resolution 02-2020, revised, adopting the new PDAs, a revised list of PDAs, and an updated PDA map reflecting these PDAs.
- Issues:** With the ABAG Executive Board's approval of Resolution 02-2020, revised, these four new PDAs will be integrated into the Plan Bay Area 2050 Final Blueprint. The boundary changes proposed by local jurisdictions for existing PDAs – all of which were previously adopted by the ABAG Executive Board – will also be integrated into the Final Blueprint, but this administrative change does not require formal Executive Board action.
- Recommendation:** Staff requests that the ABAG Administrative Committee forward ABAG Resolution No. 02-2020, revised, adopting four new Priority Development Areas (PDAs) to the ABAG Executive Board for approval.
- Attachments:** Attachment A: ABAG Resolution No. 02-2020, Revised


Therese W. McMillan

**Attachment A to
Memorandum dated
July 10, 2020**

**ASSOCIATION OF BAY AREA GOVERNMENTS
EXECUTIVE BOARD**

ABSTRACT

Resolution No. 02-2020, Revised

This resolution adopts new Priority Development Areas (PDAs), as revised, 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 Sheets dated February 14, 2020 and July 10, 2020. This resolution was revised as outlined below. Additional information on these revisions is included in Attachment A: Priority Development Areas, revised July 2020

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

RESOLUTION NO. 02-2020, REVISED

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, REVISED**

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

WHEREAS, staff solicited applications from local jurisdictions between March 2020 and May 2020, and received four submissions for new PDAs that meet the eligibility requirements of Resolution 02-19 and are supported by a resolution from the governing body with land use authority over the area in which these areas are located; now, therefore, then be it

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, as revised, 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, and revised by the Executive Board this 16th day of July, 2020.

Jesse Arreguín, Chair
President

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

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, and revised at a duly called meeting held on the 16th day of July, 2020.

Frederick Castro
Clerk of the Board

**ASSOCIATION OF BAY AREA GOVERNMENTS
RESOLUTION NO. 02-2020, REVISED
ATTACHMENT A**

Table 1: Priority Development Areas, Revised July 2020

(PDAs proposed for Executive Board July 2020 adoption shown in brown; PDAs with boundary changes shown in light yellow; Previously adopted PDAs without boundary changes shown in orange or white.)

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	Southfront/Vasco
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
Alameda	Oakland	MacArthur Blvd Corridor

**ASSOCIATION OF BAY AREA GOVERNMENTS
RESOLUTION NO. 02-2020, REVISED
ATTACHMENT A**

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
Contra Costa	Pleasant Hill	Diablo Valley College
Contra Costa	Richmond	North Richmond

**ASSOCIATION OF BAY AREA GOVERNMENTS
RESOLUTION NO. 02-2020, REVISED
ATTACHMENT A**

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	San Rafael	Northgate
Marin	San Rafael	Southeast San Rafael/Canal
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
San Francisco	San Francisco	Treasure Island & Yerba Buena Island

**ASSOCIATION OF BAY AREA GOVERNMENTS
RESOLUTION NO. 02-2020, REVISED
ATTACHMENT A**

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
Santa Clara	Mountain View	Whisman
Santa Clara	Palo Alto	California Avenue

**ASSOCIATION OF BAY AREA GOVERNMENTS
RESOLUTION NO. 02-2020, REVISED
ATTACHMENT A**

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 (Valley Fair/Santana Row)
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	Benicia	East 5 th Street
Solano	Fairfield	Fairfield Gateway
Solano	Fairfield	Train Station Specific Plan
Solano	Fairfield	Heart of Fairfield
Solano	Fairfield	North Texas Street Core
Solano	Suisun City	Downtown & Waterfront

**ASSOCIATION OF BAY AREA GOVERNMENTS
RESOLUTION NO. 02-2020, REVISED
ATTACHMENT A**

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

**ASSOCIATION OF BAY AREA GOVERNMENTS
RESOLUTION NO. 02-2020, REVISED
ATTACHMENT A**

Table 2: Pilot Priority Production Areas (PPAs) (adopted February 2020)

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, REVISED
ATTACHMENT A**

Table 3: New Priority Conservation Areas (PCAs) (adopted February 2020)

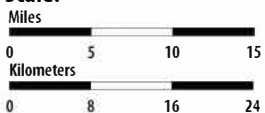
County	Jurisdiction	Priority Conservation Area Name
Alameda	Livermore	Arroyo Las Positas Trail
Alameda	Livermore	First Street
Contra Costa	Pittsburg	Northwest Waterfront
Marin	Tiburon	Tiburon Open Space
Marin	San Anselmo	Bald Hill
Santa Clara	Palo Alto	Palo Alto Baylands & Foothills PCA
San Francisco	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



Plan Bay Area 2050 Priority Development Areas (PDAs)

- Existing PDA (2019)
- New PDA (Adopted February 2020)
- New PDA (Proposed, July 2020)
- Regional Rail Transit (Existing)
- Regional Rail Transit (Under Construction)

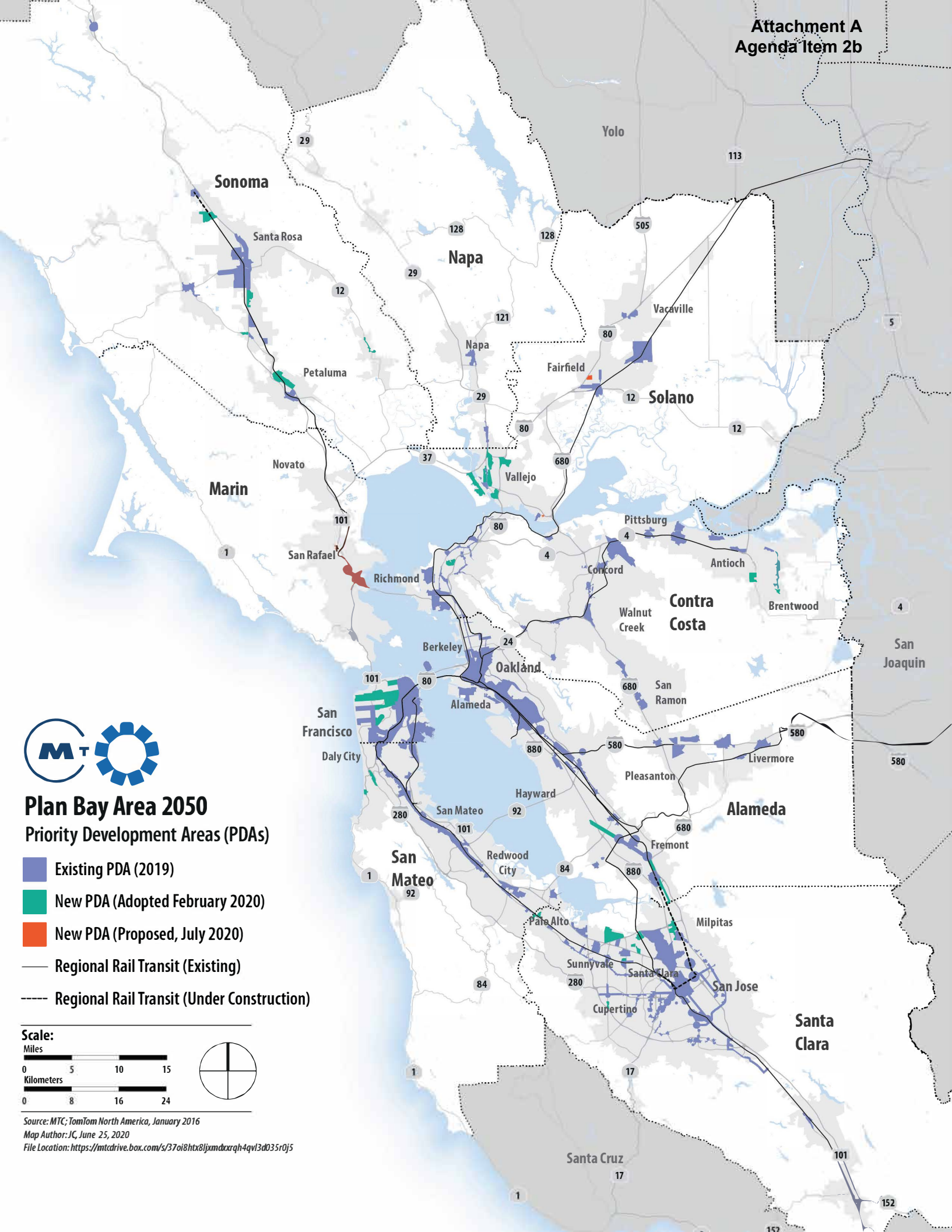
Scale:



Source: MTC; TomTom North America, January 2016

Map Author: JC, June 25, 2020

File Location: <https://mtcdrive.box.com/s/37oi8htx8ljxmdcxrgh4qvl3d035r0j5>



Metropolitan Transportation Commission

Legislation Details (With Text)

File #: 20-0964 **Version:** 1 **Name:**

Type: Minutes **Status:** Consent

File created: 6/4/2020 **In control:** Joint MTC Planning Committee with the ABAG Administrative Committee

On agenda: 7/10/2020 **Final action:**

Title: Approval of MTC Planning Committee Minutes of the June 12, 2020 Meeting

Sponsors:

Indexes:

Code sections:

Attachments: [3a MTC PLNG Minutes Jun12 2020.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Approval of MTC Planning Committee Minutes of the June 12, 2020 Meeting

Recommended Action:

MTC Planning Committee Approval

Attachments:



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

Meeting Minutes - Draft

Joint MTC Planning Committee with the ABAG Administrative Committee

MTC Committee Members:

James P. Spering, Chair Vacant, Vice Chair

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

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

Friday, June 12, 2020

9:45 AM

Board Room - 1st Floor (REMOTE)

1. Roll Call / Confirm Quorum

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

Absent: 2 - Commissioner Liccardo and Commissioner Slocum

Non-Voting Members Present: Commissioner Giacomini and Commissioner Stracner

Ex Officio Voting Members Present: Commission Chair Haggerty and

Commission Vice Chair Pedroza

Ad Hoc Non-Voting Members Present: Commissioner Glover, Commissioner Josefowitz, and Commissioner Worth

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

Commission Vice Chair Pedroza was deputized to act as ex-officio voting member of the Committee in the absence of a quorum.

2. ABAG Administrative Committee Consent Calendar

- 2a.** [20-0786](#) Approval of ABAG Administrative Committee Summary Minutes of the May 8, 2020 Meeting

Action: ABAG Administrative Committee Approval

Attachments: [2a ABAG AC Minutes 20200508 MTC Planning Draft.pdf](#)

- 2b.** [20-0781](#) Plan Bay Area 2050: Final Phase - Environmental Impact Report (EIR) and Beyond

Action: Information

Presenter: Chirag Rabari

Attachments: [2b_PBA50_EIR and Beyond.pdf](#)

2c. [20-0809](#) Plan Bay Area 2050: Digital Alternatives for Round 2 Public Engagement

Action: Information

Presenter: Ursula Vogler

Attachments: [2c PBA50 Digital Engagement Overview.pdf](#)

2d. [20-0852](#) Regional Housing Needs Allocation (RHNA) Housing Methodology Committee (HMC)

Action: ABAG Administrative Committee Approval

Presenter: Gillian Adams

Attachments: [2d HMC Appointment.pdf](#)

3. MTC Planning Committee Consent Calendar

Upon the motion by Chair Spering and second by Commissioner Mackenzie, the MTC Planning Committee Consent Calendar was unanimously approved. The motion carried by the following vote:

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

Absent: 3 - Commissioner Cortese, Commissioner Liccardo and Commissioner Slocum

3a. [20-0787](#) Approval of MTC Planning Committee Minutes of the May 8, 2020 Meeting

Action: MTC Planning Committee Approval

Attachments: [3a MTC PLNG Minutes May 8 2020.pdf](#)

3b. [20-0782](#) Plan Bay Area 2050: Final Phase - Environmental Impact Report (EIR) and Beyond

Action: Information

Presenter: Chirag Rabari

Attachments: [3b PBA50 EIR and Beyond.pdf](#)

3c. [20-0784](#) Plan Bay Area 2050: Digital Alternatives for Round 2 Public Engagement

Action: Information

Presenter: Ursula Vogler

Attachments: [3c PBA50 Digital Engagement Overview.pdf](#)

4. MTC Planning Committee Approval

4a. [20-0788](#) MTC Resolution No. 4400: Regional Safety / Vision Zero (VZ) Policy

Recommendation for adoption of MTC Resolution No. 4400: Regional Safety/Vision Zero (VZ) Policy.

Action: MTC Commission Approval

Presenter: Shruti Hari

Attachments: [4a Regional Safety VZ Policy.pdf](#)
 [4a Public Comment SFMTA Regional MTC VZ Policy Letter of Support 6.10.20.pdf](#)

The following individuals spoke on this item:

Dave Campbell of Bike East Bay;
Rich Hedges;
Jenn Fox;
Haley Currier of Transform; and
Leah Shaum of Vision Zero Network.

Upon the motion by Chair Spering and second by Commissioner Connolly, MTC Resolution No. 4400: Regional Safety / Vision Zero (VZ) Policy was adopted to be forwarded to the Commission for approval. The motion carried by the following vote:

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

Absent: 3 - Commissioner Cortese, Commissioner Liccardo and Commissioner Slocum

Commissioner Cortese arrived after the approval of MTC Resolution No. 4400: Regional Safety / Vision Zero (VZ) Policy.

5. Information

5a. [20-0779](#) Plan Bay Area 2050 Final Blueprint Preview: Transportation Element

Update on forecasted transportation revenues and needs, as well as preliminary assignments for assumed regional discretionary funding in the Plan Bay Area 2050 Final Blueprint.

Action: Information

Presenter: Adam Noelting, William Bacon, and Raleigh McCoy

Attachments: [5a_PBA50_FinalBP_Transportation..pdf](#)
[5a_Handout-Public Comment Received After Deadline_Plan Bay Area 2050 Final Blueprint Preview_Transportation Element.pdf](#)

The following individuals spoke on this item:
Mark Zabaneh of Transbay Joint Powers Authority;
Camille Tsao of Capitol Corridor;
Haley Carrier of Transform; and
Roland Lebrun.

6. Public Comment / Other Business

7. Adjournment / Next Meeting

The next meeting of the MTC Planning Committee will be Friday, July 10, 2020 at 9:45 a.m. at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA or remotely and by webcast as appropriate depending on the status of any shelter in place orders. Any changes to the schedule will be duly noticed to the public.

Metropolitan Transportation Commission

Legislation Details (With Text)

File #:	20-0955	Version:	1	Name:	
Type:	Report	Status:		Informational	
File created:	6/4/2020	In control:		Joint MTC Planning Committee with the ABAG Administrative Committee	
On agenda:	7/10/2020	Final action:			
Title:	Plan Bay Area 2050 Draft Blueprint: Key Findings				

Presentation on the findings from the Draft Blueprint analysis, highlighting successes and shortcomings in advance of stakeholder workshops later this month.

Sponsors:**Indexes:****Code sections:****Attachments:** [4a_PBA50_DraftBlueprintFindings.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Plan Bay Area 2050 Draft Blueprint: Key Findings

Presentation on the findings from the Draft Blueprint analysis, highlighting successes and shortcomings in advance of stakeholder workshops later this month.

Presenter:

Dave Vautin

Recommended Action:

Information

Attachments:

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

July 10, 2020

Agenda Item 4a

Plan Bay Area 2050 Draft Blueprint: Key Findings

Subject: Presentation on the findings from the Draft Blueprint analysis, highlighting successes and shortcomings in advance of stakeholder workshops later this month.

Background: Approved for further analysis by MTC and ABAG in February 2020, the Draft Blueprint is the “first draft” of Plan Bay Area 2050, integrating 25 resilient and equitable strategies from the predecessor Horizon initiative. Horizon tested strategies against a wide range of external forces, exploring which policies and investments were best prepared for an uncertain future – from rising telecommute levels to economic boom & bust cycles to consumer preference shifts.

The Plan Bay Area 2050 Draft Blueprint weaves together these transportation, housing, economic, and environmental strategies – as highlighted in **Attachment B** – alongside an expanded set of growth geographies to advance critical climate and equity goals. Designed to accommodate the 1.5 million new homes necessary to house future growth and address overcrowding, as well as 1.4 million new jobs, the Draft Blueprint integrates strategies to address our severe and longstanding housing crisis. With infrastructure investments in walking, biking, and public transportation – as well as sea level protections designed to keep most Bay Area communities from flooding through 2050 – the Draft Blueprint makes meaningful steps towards the adopted Plan Bay Area 2050 Vision.

In line with the Plan Vision, this memorandum includes some key highlights as well as key challenges, organized by the five Guiding Principles – to ensure a more **affordable, connected, diverse, healthy, and vibrant Bay Area for all**. For additional detail on the specific metrics – forecasted outcomes for equity & performance – please refer to **Attachment C**.

**Highlights of
Draft Blueprint:**

The Plan Bay Area 2050 Draft Blueprint goes well beyond what was included in the current long-range regional plan, Plan Bay Area 2040. Notable highlights from the analysis conducted over the past four months include:

- **Improving Affordability for All:** For a typical household, the cost burden for housing and transportation as a share of income declines by 9 points between 2015 and 2050. Reductions are even greater for low-income households – a decline of 26 points – with means-based fares and tolls yielding further dividends in advancing equity goals.
- **Expanding Housing Opportunities for Low-Income Residents.** With robust regional measures in play – as well as an expanded inclusionary zoning strategy – the Draft Blueprint includes funding capacity for the construction of over 400,000 permanently-affordable homes through 2050.
- **Focusing Growth in Walkable, Transit-Rich Communities.** The majority of future housing and job growth is located in walkable communities with frequent transit; the Final Blueprint may make further performance gains via additional transit strategies under consideration for the Final Blueprint.

- **Saving Lives and Protecting Communities.** Reduced speed limits and roadway redesigns help play a critical role in saving thousands of lives through 2050, even as more progress is needed to achieve Vision Zero goals. Investments in sea level rise infrastructure saves 98 percent of at-risk homes through 2050, and funding for seismic home retrofits protects 100 percent of homes at high risk of damage.
- **Positioning the Region for Robust Economic Growth.** Despite over \$200 billion in new taxes in the decades ahead to pay for the bold strategies approved in February 2020, Bay Area businesses are forecasted to rebound robustly, with per-capita gross regional product soaring by 65% through 2050.

Challenges for Final Blueprint:

While the Draft Blueprint strategies make meaningful headway on some of the region's most critical policy issues, five key challenges remain in advancing the bold vision of Plan Bay Area 2050. These challenges will be the focus of our outreach and engagement this summer, as we consider how to make the Blueprint even more resilient and equitable in preparation for an uncertain future:

- **Challenge #1: Affordable Guiding Principle.** While the Draft Blueprint funds a considerable amount of deed-restricted affordable housing, hundreds of thousands of existing low-income residents would still lack a permanently affordable place to live. What strategies could we modify or advance to further increase production of homes affordable to lower-income residents, most importantly in High-Resource Areas with well-resourced schools and convenient access to jobs?
- **Challenge #2: Connected Guiding Principle.** While the Draft Blueprint makes significant headway in improving access for drivers and transit riders compared to existing trends, traffic congestion and transit overcrowding remain significant challenges across the region. How can new or expanded strategies better address these key transportation issues?
- **Challenge #3: Diverse Guiding Principle.** While the Draft Blueprint focuses a sizable share of affordable housing in historically-exclusionary places in the Bay Area, displacement risk continues to rise, especially in Communities of Concern. How can new or expanded strategies reduce this risk of displacement so more residents can remain in place?
- **Challenge #4: Healthy Guiding Principle.** While the Draft Blueprint includes robust protections for agricultural lands and communities vulnerable to sea level rise, the biggest challenge remaining relates to mitigating greenhouse gas emissions (GHG). Given the magnitude of the gap between Draft Blueprint performance and the state-mandated target, what strategies could we modify or expand to close this GHG gap in an equitable and sustainable manner?

- **Challenge #5: Vibrant Guiding Principle.** While Bay Area businesses thrive in the Draft Blueprint, job growth remains relatively concentrated in traditional job centers such as Silicon Valley. Potentially impactful strategies such as office development caps were not included in the Draft Blueprint following discussion at the Commission/Board workshop in January, and more modest strategies such as impact fees led to positive yet limited effects in shifting jobs to housing-rich communities, such as parts of Alameda County. What additional strategies could be considered to shift jobs closer to the region's existing workforce?

Next Steps:

Staff will now seek further input from the public, key stakeholders, and local jurisdiction staff as part of summer 2020 engagement activities. Following a combination of virtual public workshops, telephone town halls, office hours, and non-digital engagement approaches, staff will return to this committee in September with a summary of feedback on Draft Blueprint strategies and outcomes. Staff will also develop potential revisions to the strategies for the Final Blueprint, with anticipated action also slated for **September 2020**. Following modeling and analysis of the Final Blueprint strategies this fall, MTC and ABAG will select a Preferred Alternative for the Plan Bay Area 2050 EIR by the **end of 2020**.

Recommendation: Information

Attachments:

Attachment A: Presentation
Attachment B: Draft Blueprint – Summary of Strategies (*February 2020*)
Attachment C: Draft Blueprint – Summary of Equity & Performance Outcomes (*July 2020*)


Therese W. McMillan

The background of the slide is an aerial photograph of a landscape featuring rolling hills and a residential area. A semi-transparent blue overlay covers the bottom right portion of the image, where the title and subtitle are located. The top left corner has a dark blue header with a white wavy line separating it from the main image.

PLAN BAY AREA 2050

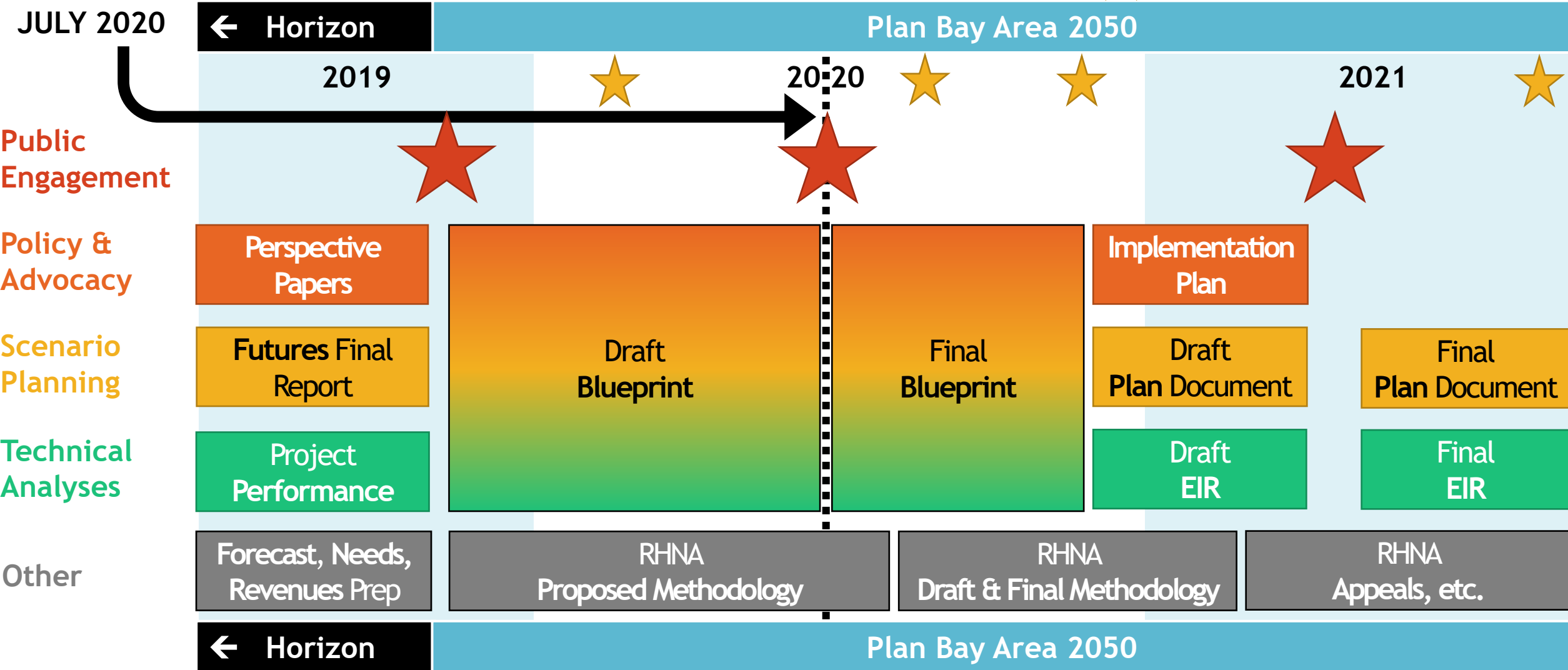
Draft Blueprint: Key Findings

July 2020

MTC/ABAG Regional Planning Program

Draft Blueprint: Major Milestone for Plan Bay Area 2050

★ = Major Policy Board Decisions



The Draft Blueprint is built 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.

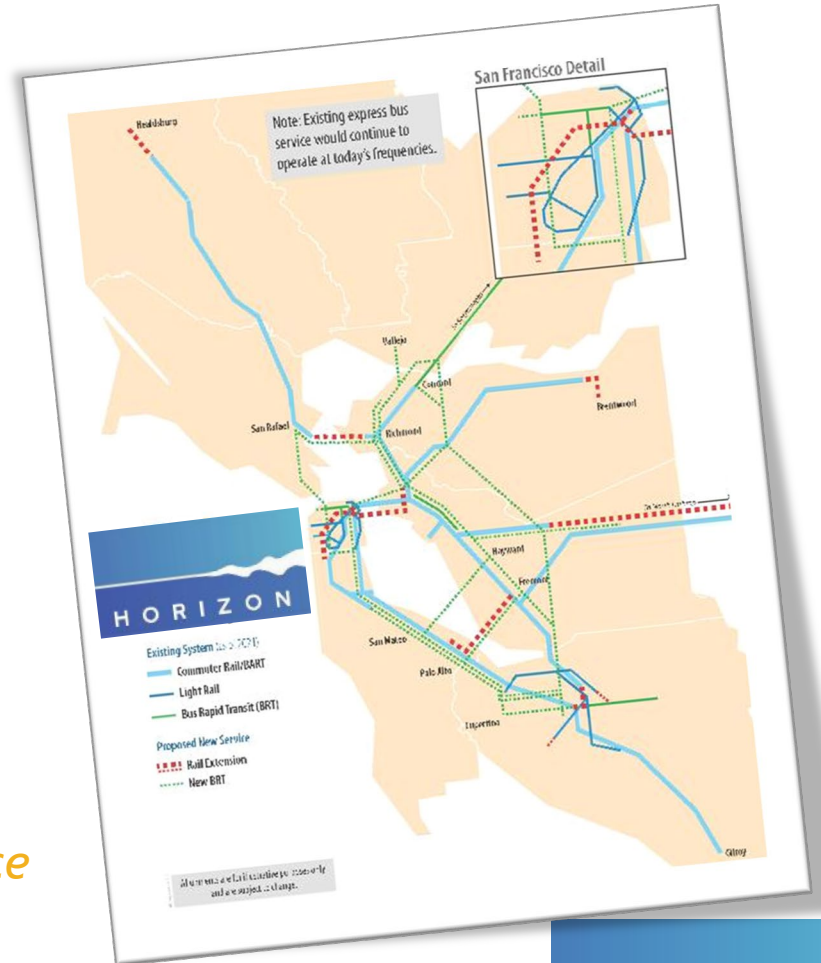
These included megaregional trends, technological shifts, and natural disasters, among others.

Strategies
prioritized
based upon:

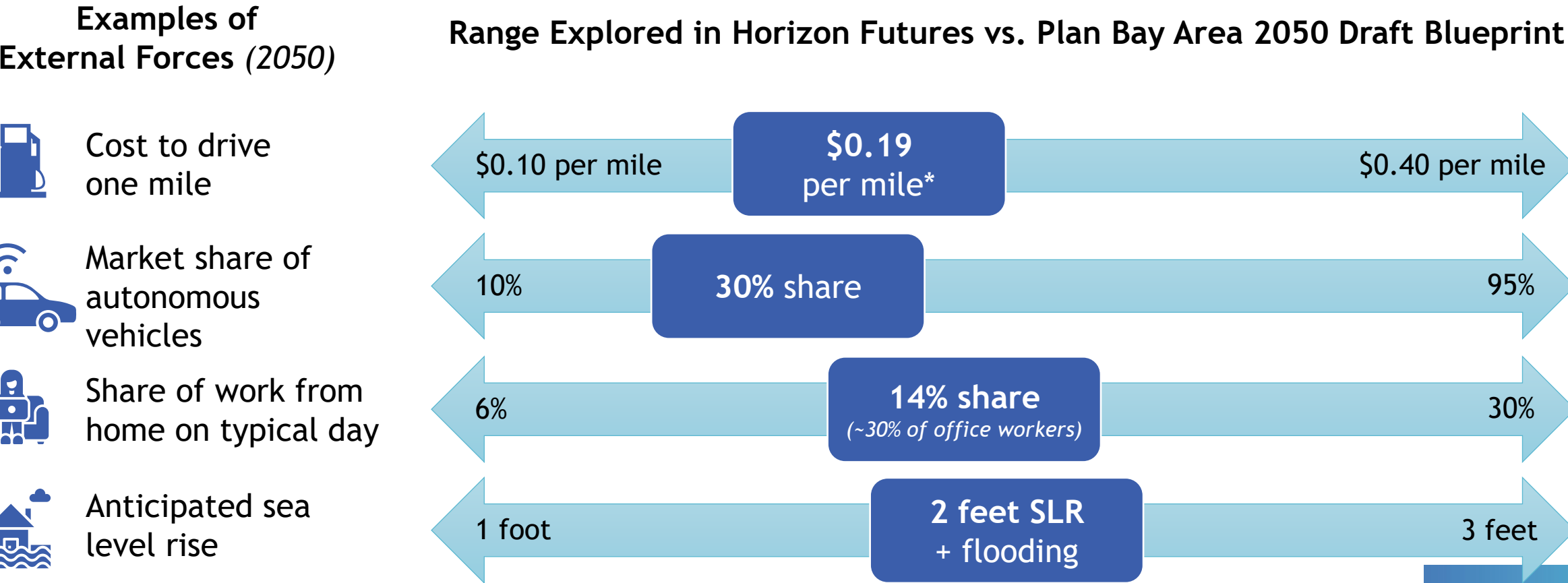


Resilience

Equity



Ultimately, some of the external forces our region may face in the decades ahead make it harder to achieve the regional vision.



The Draft Blueprint integrates strategies to make progress towards the regional vision, despite the headwinds from external forces.

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



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

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 later this year.

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.





3,000

comments at fall 2019
“pop-up” workshops

9,900

comments from *Mayor of
Bayville* online tool



90%

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

Draft Blueprint: 9 Themes and 25 Bold Strategies



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

25 Strategies (Draft Blueprint Inputs)



Spur Housing Production and Create Inclusive Communities



Protect, Preserve, and Produce More Affordable Housing



Improve Economic Mobility



Shift the Location of Jobs



Refer to **Attachment B** for details on all 25 strategies in the Draft Blueprint.

Draft Blueprint: Highlights in the COVID-19 Era



While Plan Bay Area 2050 is a 30-year vision for the Bay Area, many of the strategies approved for analysis by the Commission and ABAG Board in February have only become more timely, including...



Advancing thousands of miles of safe bicycle & pedestrian facilities



Integrating protections from sudden rent hikes that accelerate displacement



Prioritizing strategies for essential workers, such as childcare subsidies



Protecting much-needed open space for the enjoyment of all residents

Draft Blueprint: Expanded Growth Geographies

Protect



Areas outside
Urban Growth
Boundaries
(including PCAs)



Unmitigated
High Hazard
Areas

Prioritize



**Priority Development
Areas (PDAs)**



**Priority Production
Areas (PPAs)**



**Transit-Rich
Areas* (TRAs):**
Frequent Regional Rail

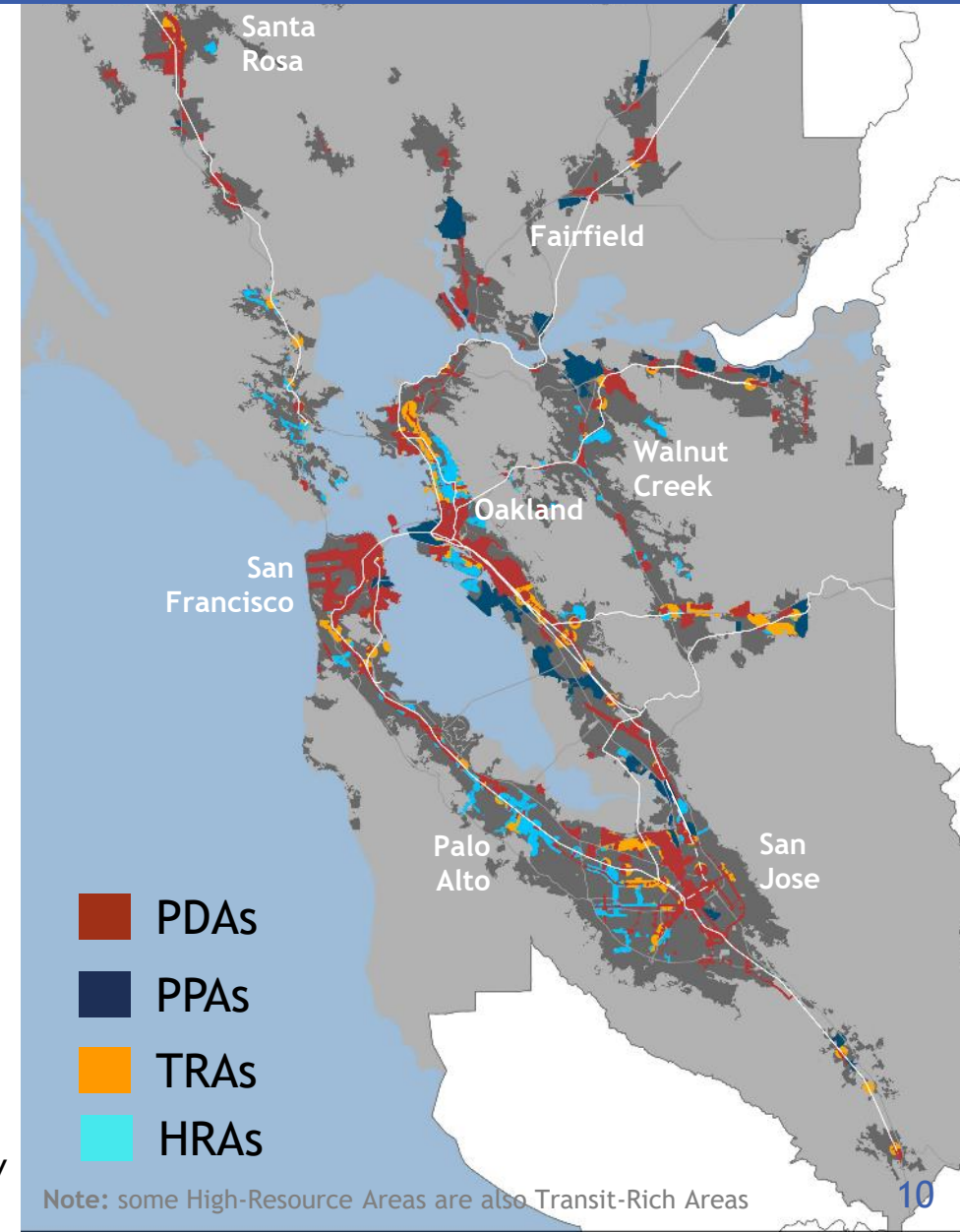


TRAs*:
All Other



**High-Resource
Areas* (HRAs)**

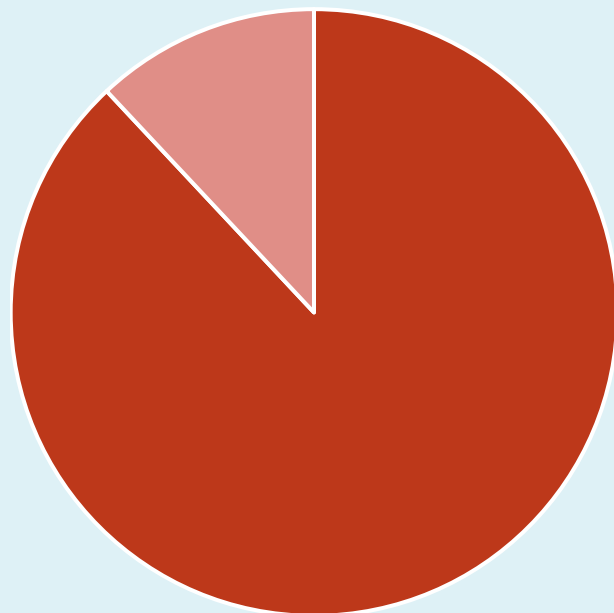
** Applies to all jurisdictions except those that have already
nominated more than 50% of PDA-eligible areas*



Draft Blueprint: New Revenues Required

Transportation Element

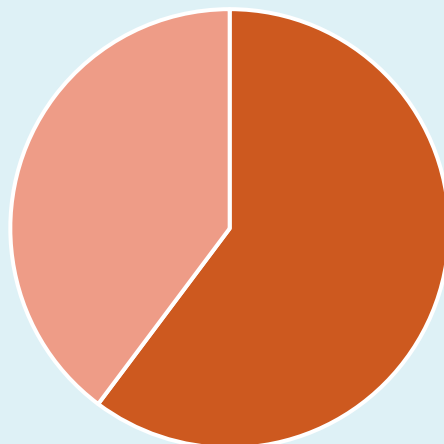
\$463 billion in existing funding
\$63 billion in new revenues



■ Existing Revenues ■ New Revenues

Housing Element

\$103 billion in existing funding
\$68 billion in new revenues

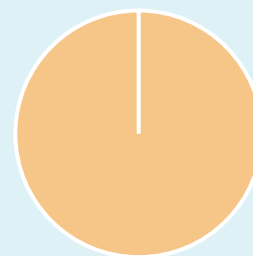


■ Existing Revenues ■ New Revenues

Remaining Needs:
\$397 billion unfunded need
for affordable housing ★

Economy Element

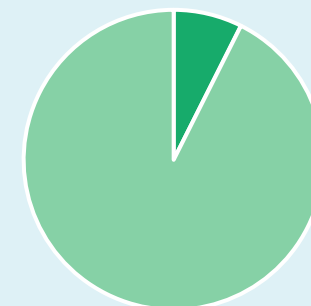
N/A in existing funding
\$33 billion in new revenues



■ Existing Revenues ■ New Revenues

Environment Element

\$3 billion in existing funding
\$50 billion in new revenues

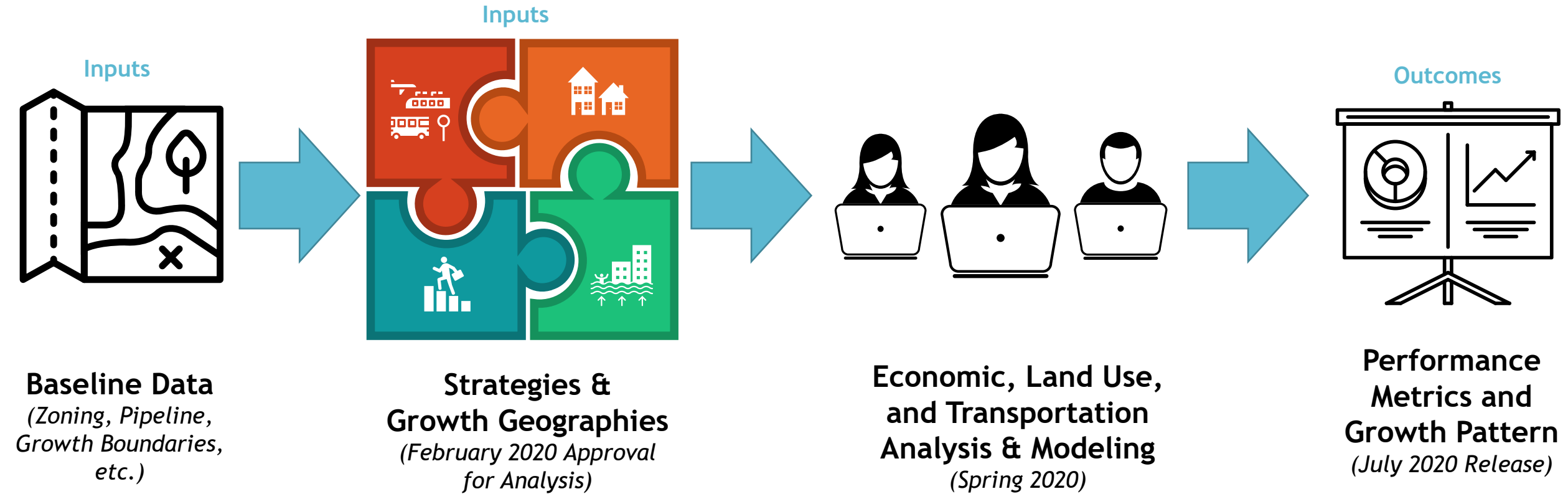


■ Existing Revenues ■ New Revenues

Note: some Transportation Element monies were reserved for Final Blueprint, so not all funds were expended in Draft Blueprint.

Note: as no Needs & Revenue work was done for Economy Element, we do not have a baseline accounting of local revenues for economic development.

Draft Blueprint: How Did We Analyze It?



What are the Potential Outcomes of the Draft Blueprint?

(in an uncertain future...)

Draft Blueprint Highlights (1 of 2)

Improved Affordability

Housing and transportation costs are significantly reduced, especially for low-income residents.



*% of household
income spent
on housing +
transportation*

57%

in 2015

48%

in 2050

More Permanently-Affordable Homes

New revenues enable a significant uptick in production of deed-restricted affordable homes.



*number of new
permanently-
affordable
homes*

400,000+

by 2050

More Growth Near Transit

Most new homes are focused in walkable communities with frequent transit service.



*% of all housing
within ½ mile of
high-frequency
transit*

32%

in 2015

43%

in 2050

Draft Blueprint Highlights (2 of 2)

Lives Saved and Injuries Averted

Strategies to reduce vehicle speeds and build protected bike/ped infrastructure save lives.



fatalities avoided due to Draft Blueprint strategies

>1,500
through 2050

Greater Resilience to Hazards

Seismic retrofits and sea level rise infrastructure protect thousands of homes from damage.



% of homes at risk protected

100% 98%
from quake from SLR

Robust Economic Growth

Despite significant tax increases to pay for new strategies, Bay Area businesses continue to thrive.



growth in gross regional product per capita (constant \$)

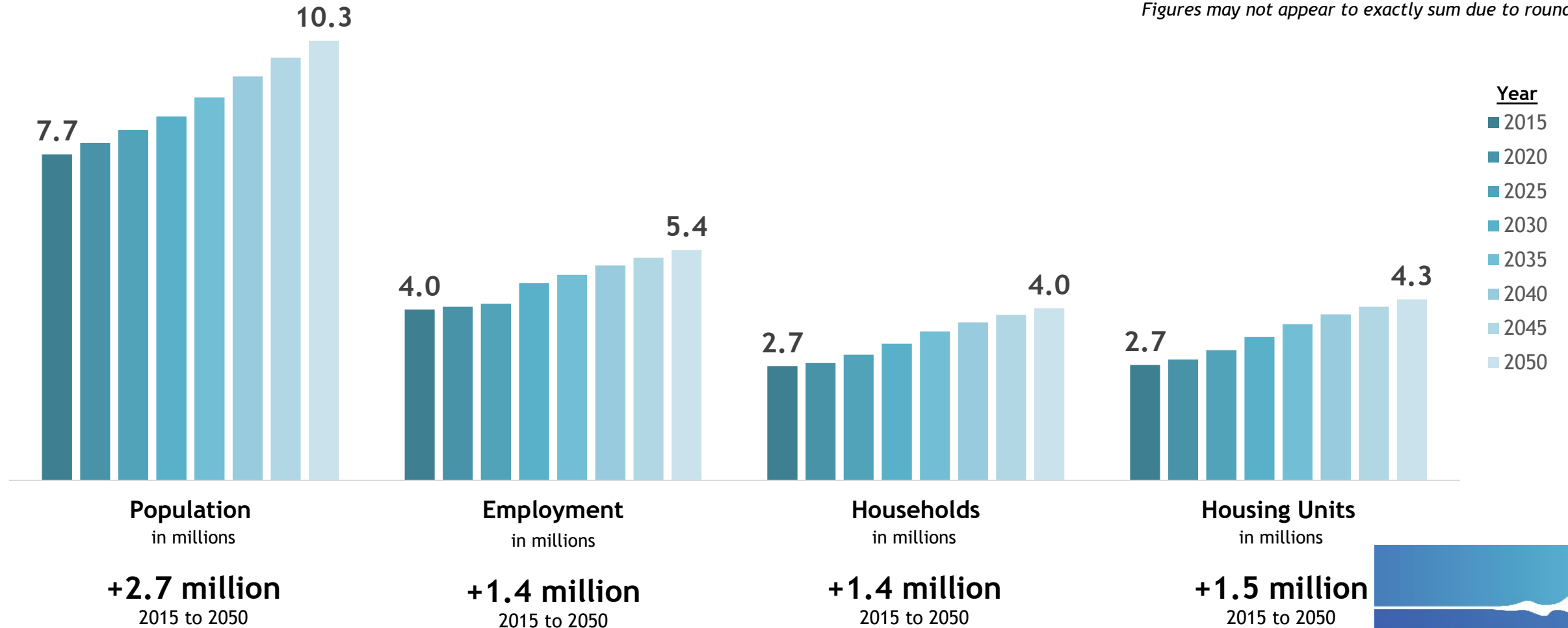
+65%
by 2050

The Draft Blueprint accommodates the needs of future residents by addressing historical underproduction of housing.

Regional Growth Forecast: Bay Area

Integrating COVID-19/Recession Impacts between 2020 and 2030

Figures may not appear to exactly sum due to rounding.



Draft Blueprint: Housing Growth Pattern

For breakdowns on the subcounty level, please refer to Attachment C. Totals do not always sum to 100% due to rounding.

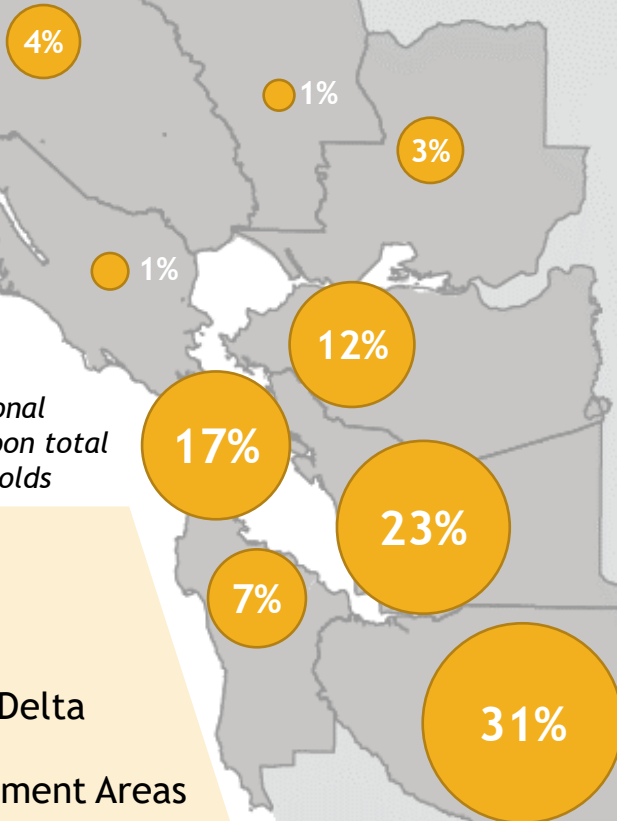
Plan Bay Area 2040: 2010 to 2040 +0.8 million new households

MAP LEGEND

X% County's share of regional growth, sized based upon total number of new households

KEY GROWTH STATISTICS

46% in Big 3 Cities
33% in Bayside Cities
21% in Inland/Coastal/Delta
77% in Priority Development Areas
61% in Transit-Rich Areas
22% in High-Resource Areas



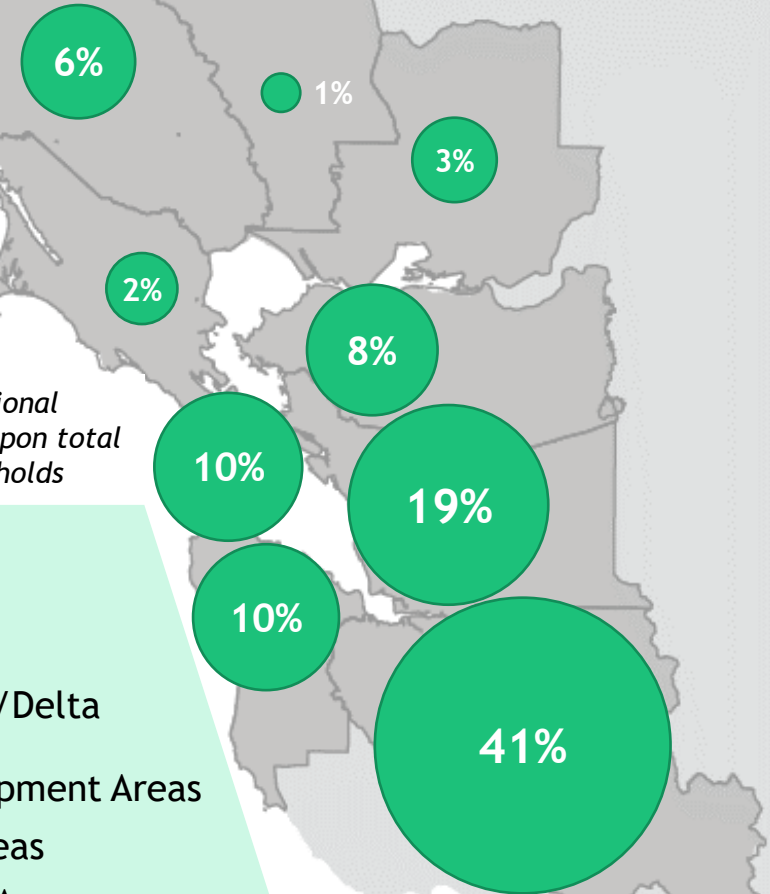
Draft Blueprint: 2015 to 2050 +1.3 million new households

MAP LEGEND

X% County's share of regional growth, sized based upon total number of new households

KEY GROWTH STATISTICS

41% in Big 3 Cities
37% in Bayside Cities
22% in Inland/Coastal/Delta
70% in Priority Development Areas
70% in Transit-Rich Areas
29% in High-Resource Areas



Draft Blueprint: Jobs Growth Pattern

For breakdowns on the subcounty level, please refer to Attachment C. Totals do not always sum to 100% due to rounding.

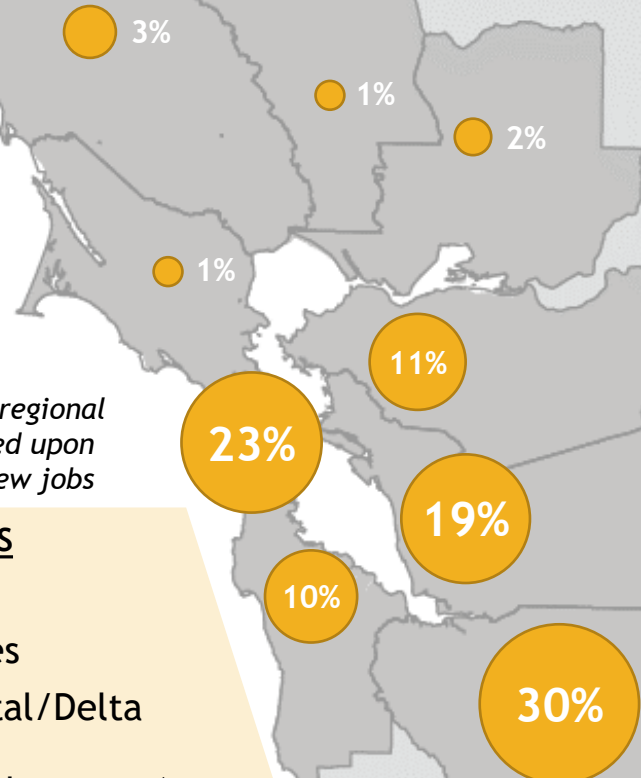
Plan Bay Area 2040: 2010 to 2040 +1.3 million new jobs

MAP LEGEND

X% County's share of regional growth, sized based upon total number of new jobs

KEY GROWTH STATISTICS

44% in Big 3 Cities
40% in Bayside Cities
17% in Inland/Coastal/Delta
55% in Priority Development Areas
59% in Transit-Rich Areas
25% in High-Resource Areas



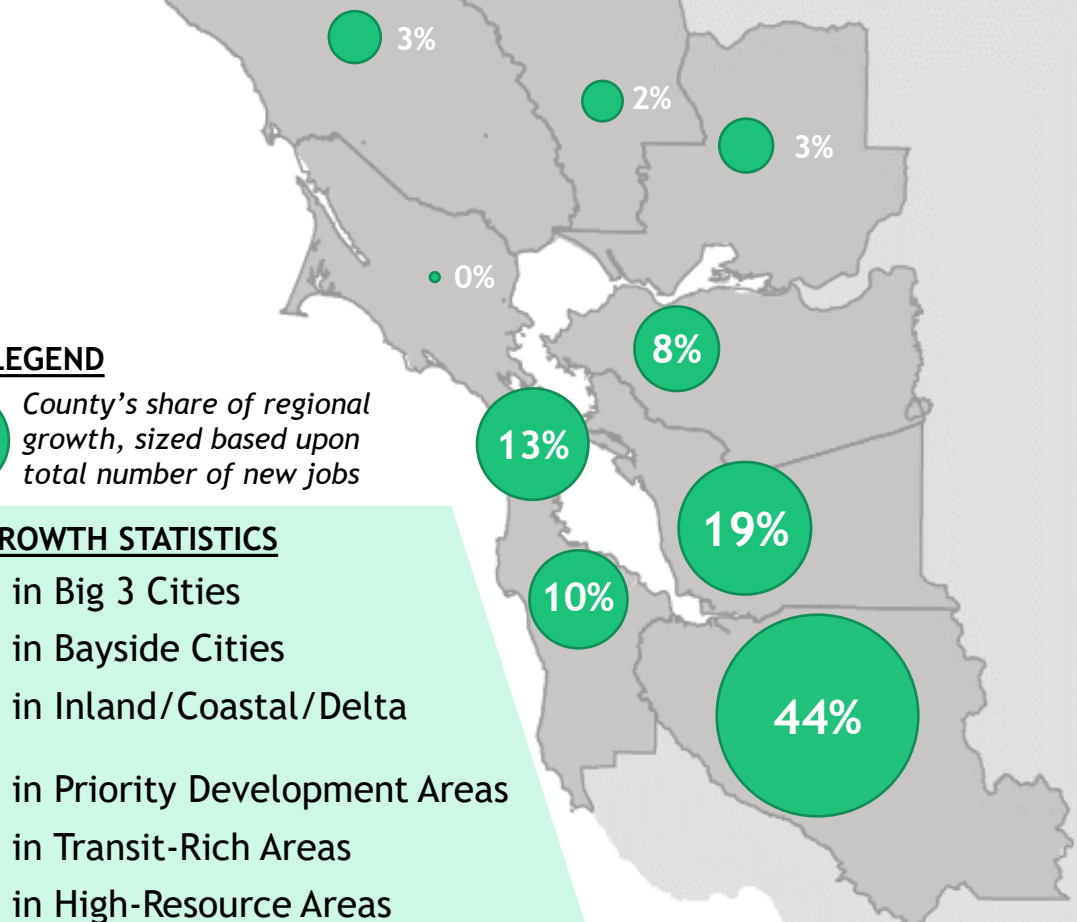
Draft Blueprint: 2015 to 2050 +1.4 million new jobs

MAP LEGEND

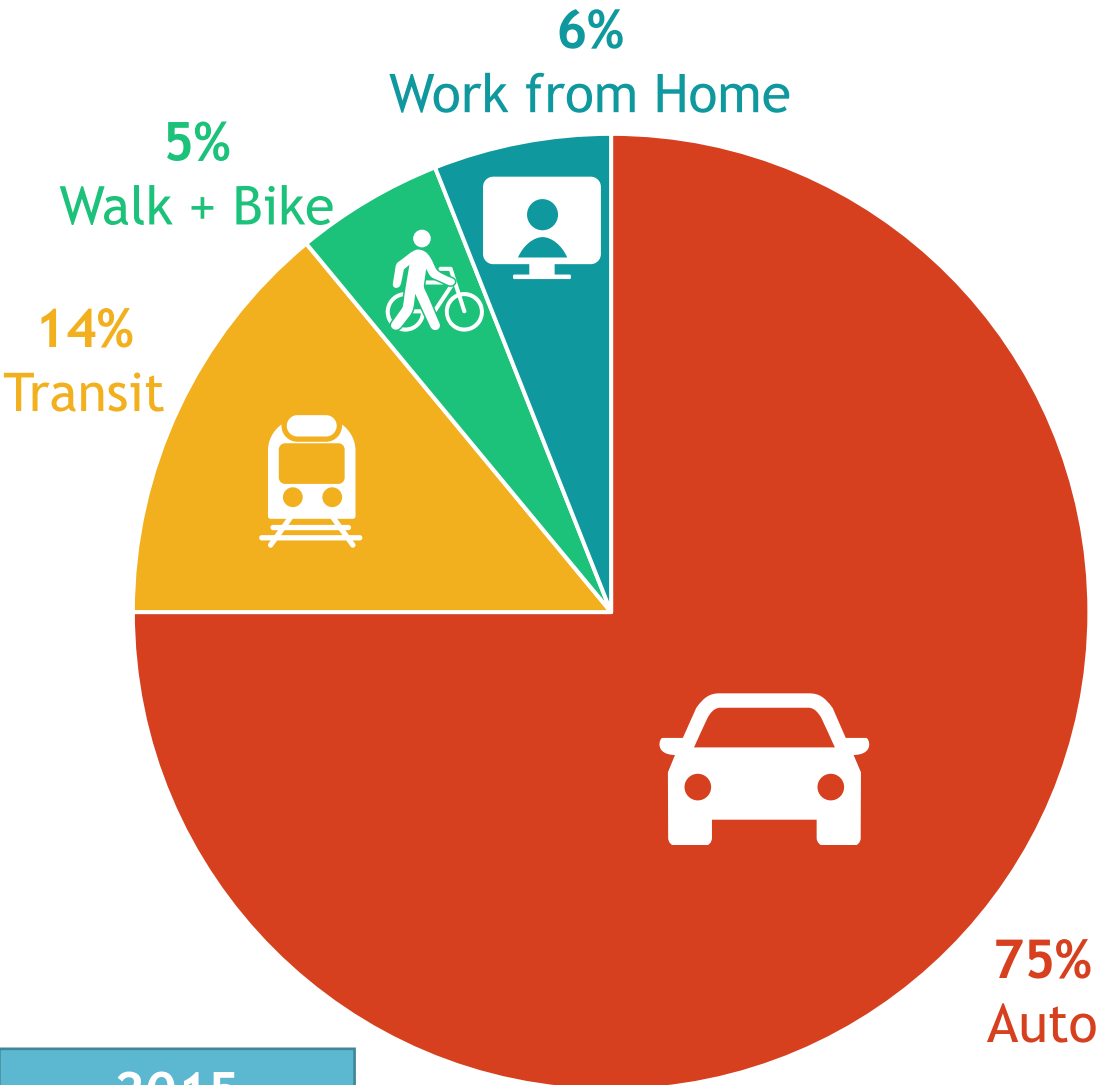
X% County's share of regional growth, sized based upon total number of new jobs

KEY GROWTH STATISTICS

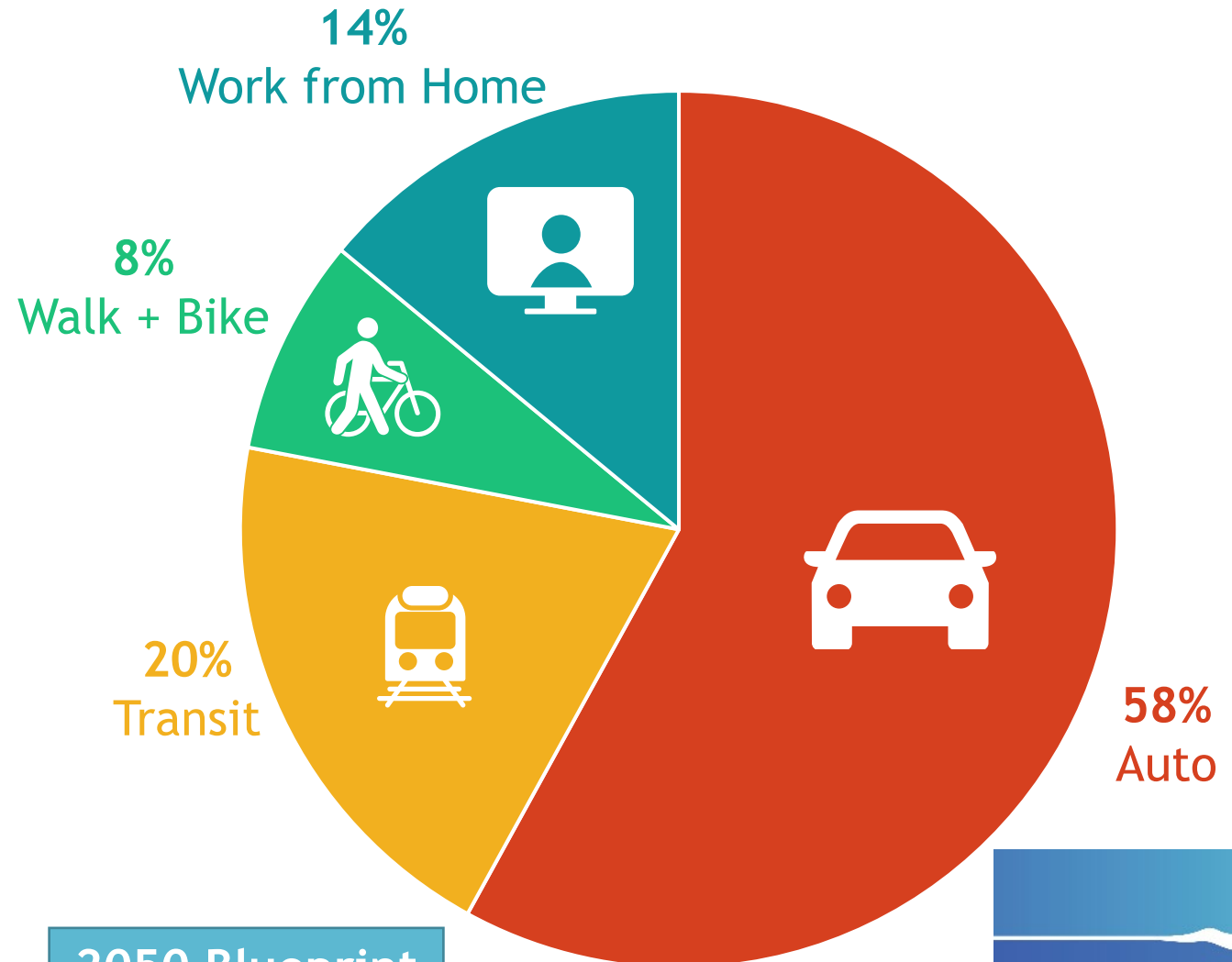
49% in Big 3 Cities
35% in Bayside Cities
16% in Inland/Coastal/Delta
42% in Priority Development Areas
50% in Transit-Rich Areas
19% in High-Resource Areas



Draft Blueprint: Commute Mode Choices



2015

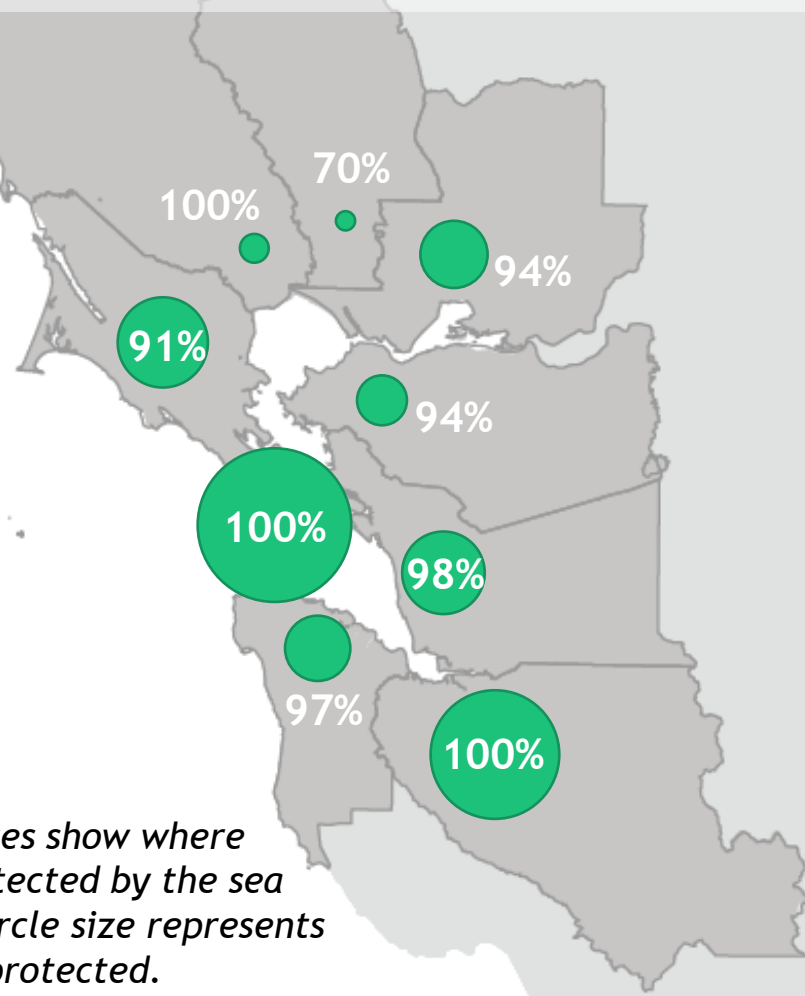


2050 Blueprint

19

Draft Blueprint: Sea Level Rise Protections

Plan Bay Area 2050: 2015 to 2050
+89,000 housing units protected



Circles and percentages show where housing units are protected by the sea level rise strategy. Circle size represents the number of units protected.



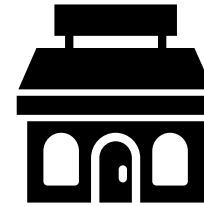
Housing

89,000

units protected

2,000

units still at risk



Jobs

166,000

jobs protected

10,000

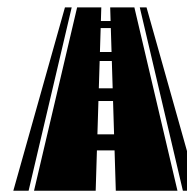
jobs still at risk



Environment

100,000

acres of marsh adaptation projects



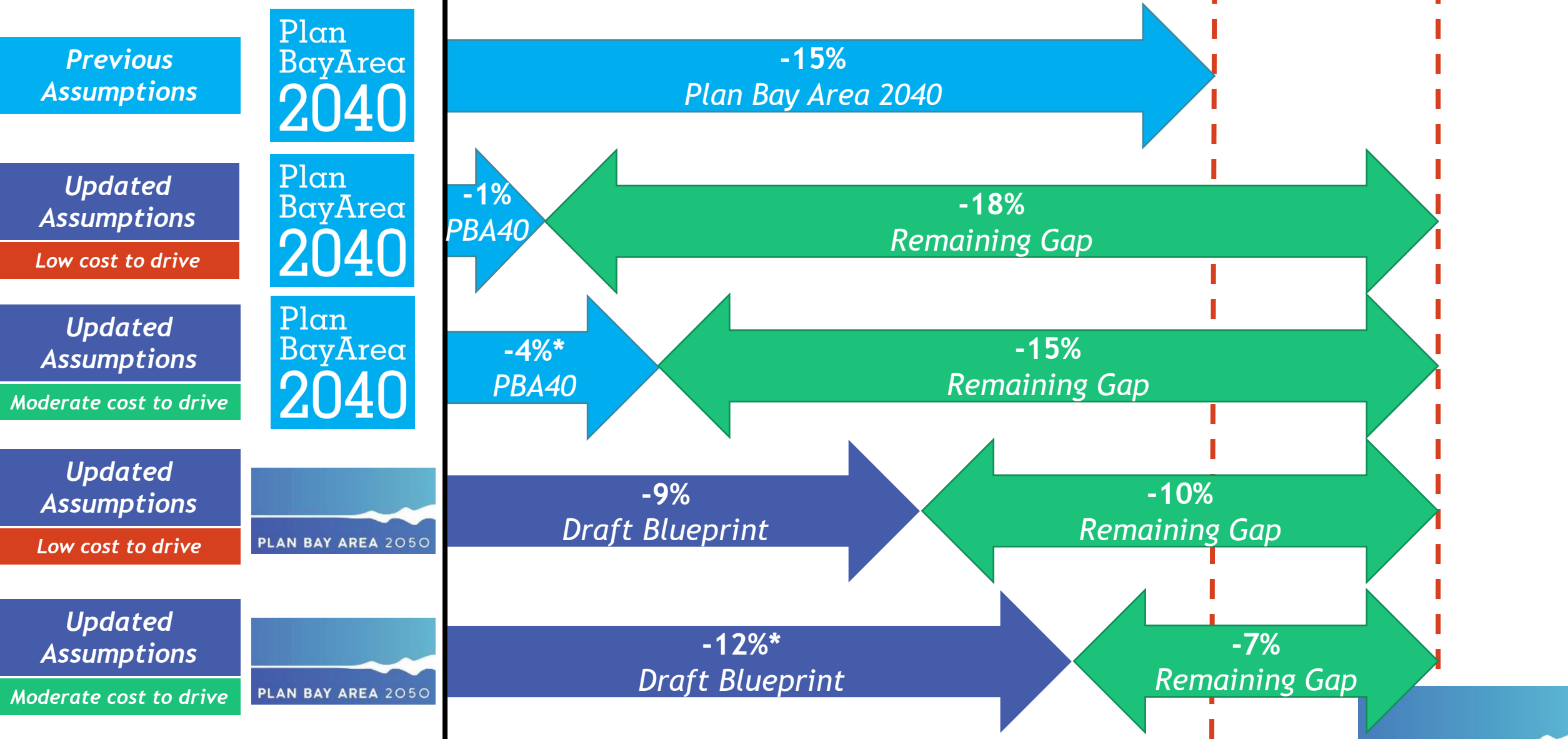
Transportation

All major highway and rail corridors protected at 2 feet of sea level rise

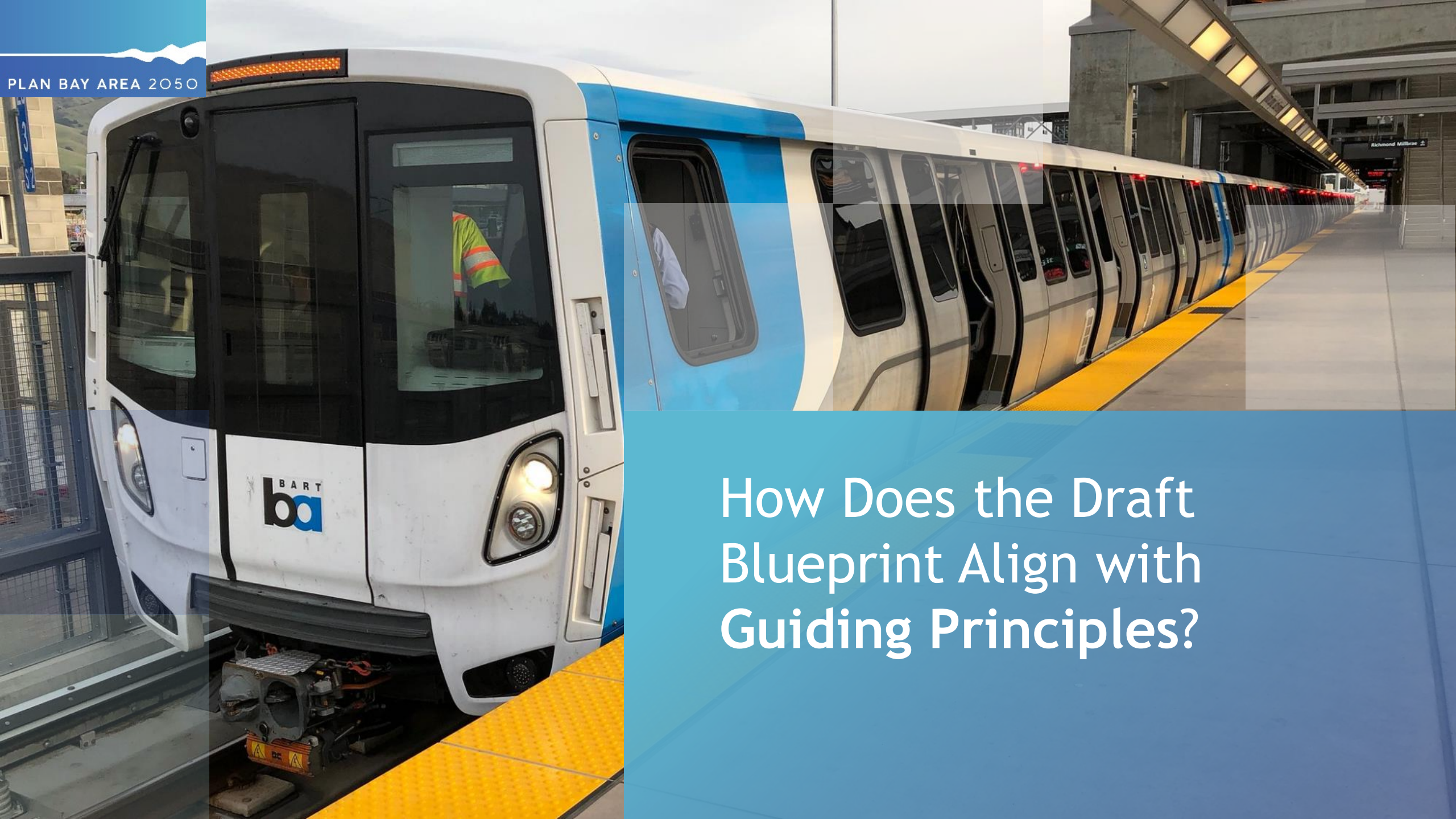
Draft Blueprint: GHG

-15% per-capita
Previous CARB Target

-19% per-cap.
New Target



* = approximated effect of higher auto operating cost based upon past analyses



How Does the Draft Blueprint Align with Guiding Principles?

Overarching Finding:

The Draft Blueprint strategies excel in ensuring future growth is more equitable and resilient than past generations. However, righting the wrongs of the 20th century would require even bolder action.

Evaluating the Draft Blueprint

Staff developed **10 evaluation questions** - two for each Guiding Principle - based upon feedback from stakeholder workshops in fall 2019 and winter 2020.



- Will Bay Area residents spend less on housing and transportation?
- Will the Bay Area produce and preserve more affordable housing?
- Will Bay Area residents be able to access their destinations more easily?
- Will Bay Area residents have a transportation system they can rely on?
- Will Bay Area communities be more inclusive?
- Will Bay Area residents be able to stay in place?
- Will Bay Area residents be healthier and safer?
- Will the environment of the Bay Area be healthier and safer?
- Will jobs and housing in the Bay Area be more evenly distributed?
- Will Bay Area businesses thrive?



Refer to **Attachment C** for all the metrics, including breakdowns by income level.

Key Findings: A More Affordable Bay Area



- Will Bay Area residents spend less on housing and transportation?
Yes, with greater reductions for lower-income households.
 - This will be the first Plan Bay Area that actually reduces housing cost burden, especially for lower-income households.
 - Means-based tolls are effective in mitigating most equity impacts, whereas means-based fares lead to cost burden reductions for low-income transit riders.
- Will the Bay Area produce and preserve more affordable housing?
Yes, but it remains short of existing regional needs.
 - The Draft Blueprint has sufficient funding to permanently protect existing deed-restricted units and to produce approximately enough new units for all low-income household growth through 2050.



Key Challenge for Final Blueprint: How do we further increase production of homes affordable to lower-income residents, especially in High-Resource Areas?

Key Findings: A More Connected Bay Area



- Will Bay Area residents be able to access their destinations more easily?
Yes for transit, no for auto.
 - Access to jobs improves for public transit, particularly in Communities of Concern, thanks to bus and BART investments in the Draft Blueprint.
 - Rising traffic congestion, combined with reduced speed limits, play a role in reducing automobile access to destinations.
- Will Bay Area residents have a transportation system they can rely on?
Depends on the highway corridor and transit operator.
 - Means-based tolls help reduce congestion on key corridors, but toll rates are insufficient to mitigate all impacts of a growing population.
 - While the New Transbay Rail Crossing addresses Transbay capacity constraints, transit crowding challenges continue to grow elsewhere, especially on express buses and rail systems.



Key Challenge for Final Blueprint: How can new or expanded strategies better address traffic congestion and transit overcrowding?

Key Findings: A More Diverse Bay Area



- Will Bay Area communities be more inclusive?
Only High-Resource Areas become more inclusive.
 - Reducing barriers to housing production in High-Resource Areas allows for an increase in the amount of deed-restricted affordable housing in historically-exclusive areas.
 - However, many Transit-Rich Areas are at risk of gentrification, as the Blueprint forecasts an increasingly wealthy demographic profile.
- Will Bay Area residents be able to stay in place?
Not over the long-term without further mitigations.
 - Low-income residents continue to be at a high risk of displacement, especially in Communities of Concern; robust renter protections do not provide meaningful long-term relief.



Key Challenge for Final Blueprint: How can we reduce risk of displacement so more residents can remain in place?

Key Findings: A Healthier Bay Area



- Will Bay Area residents be healthier and safer? **Yes, but more gains are needed for road safety.**
 - Nearly all homes at risk of sea level rise are protected by Draft Blueprint resilience investments.
 - While reduced speed limits save more than 1,500 lives through 2050, expanded strategies would be required to reach Vision Zero.
- Will the environment of the Bay Area be healthier and safer? **Yes, but more reductions are needed for greenhouse gas emissions (GHG).**
 - While the Draft Blueprint strategies make significant headway, a concerted effort in the Final Blueprint will be necessary if the Bay Area intends to close the sizeable remaining gap.



Key Challenge for Final Blueprint: How do we close the greenhouse gas emissions gap in a sustainable and equitable manner?

Key Findings: A More Vibrant Bay Area



- Will jobs and housing be more balanced? **It depends.**
 - Higher-income jobs continue to cluster in Silicon Valley, even as workers may choose to work from home multiple days per week.
 - While job centers like San Francisco and Silicon Valley become more balanced, housing-rich communities in the East Bay and North Bay see more limited job growth.
- Will Bay Area businesses thrive? **Yes, select industries are anticipated to see robust growth.**
 - The Bay Area economy is projected to rebound robustly in the decades ahead; additional tax measures enable some of these gains to more equitably shared by all Bay Area residents.



Key Challenge for Final Blueprint: How could more ambitious strategies be employed to shift jobs closer to the region's workforce?

5 Key Challenges for Final Blueprint - Seeking Solutions!

How do we further increase production of homes affordable to lower-income residents, especially in High-Resource Areas?

A larger regional measure for affordable housing?

More strategic investment in High-Resource Areas?

Expanded affordability requirements in new TODs?

Support for modular housing and lower-cost techniques?

How can new or expanded strategies better address traffic congestion and transit overcrowding?

New strategies related to regional rail & express bus?

More funding for bike & pedestrian infrastructure?

Redesign transit system with key timed transfers?

More corridors with means-based all-lane tolling?

How can we reduce risk of displacement so more residents can remain in place?

Supportive services in Communities of Concern?

More affordable housing in Transit-Rich Areas?

Workforce training programs?

Pilot universal basic income?

How do we close the greenhouse gas emissions gap in a sustainable and equitable manner?

50% telecommute mandate for big employers?

Exponentially grow regional subsidies for EVs?

Require GHG offsets for all highway projects?

Reform on- and off-street parking policies?

How could more ambitious strategies be employed to shift jobs closer to the region's workforce?

Expand jobs-housing impact fees?

Office development caps in West & South Bay?

Tax subsidies to woo major employers?

Listening and Learning from CBO Focus Groups

Highlighted Quotes from Spring 2020 Listening Sessions on Draft Blueprint

A more comprehensive
report on Public Engagement
activities is slated for
September 2020.

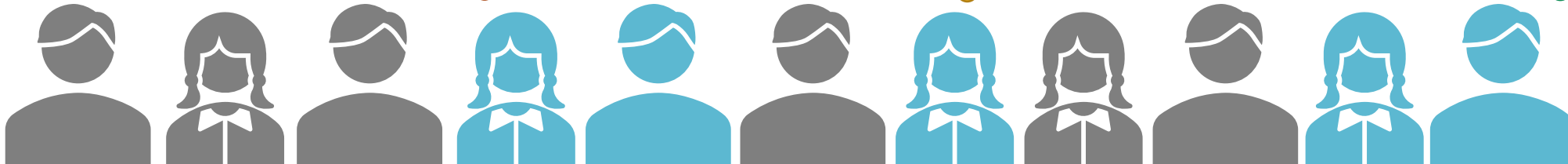
*This is not just
about jobs but about
what kind of jobs.*

*10 to 20 percent
affordable housing is
simply not
sufficient.*

*Time transfers so they
actually work for
people, especially
those with disabilities!*

*There are barriers to
applying for housing,
such as having a
criminal record.*

*Any greening of the
community will
cause gentrification
and displacement.*



Transitioning to the Final Blueprint Phase:

Seeking Input from the Bay Area!

Upcoming Summer 2020 Blueprint Engagement

Also:

- Office hours
- Flyers/surveys
- Listening line
- Official comment period
- Statistically-valid poll

9

county-specific
virtual public
workshops

5

telephone town
halls

3

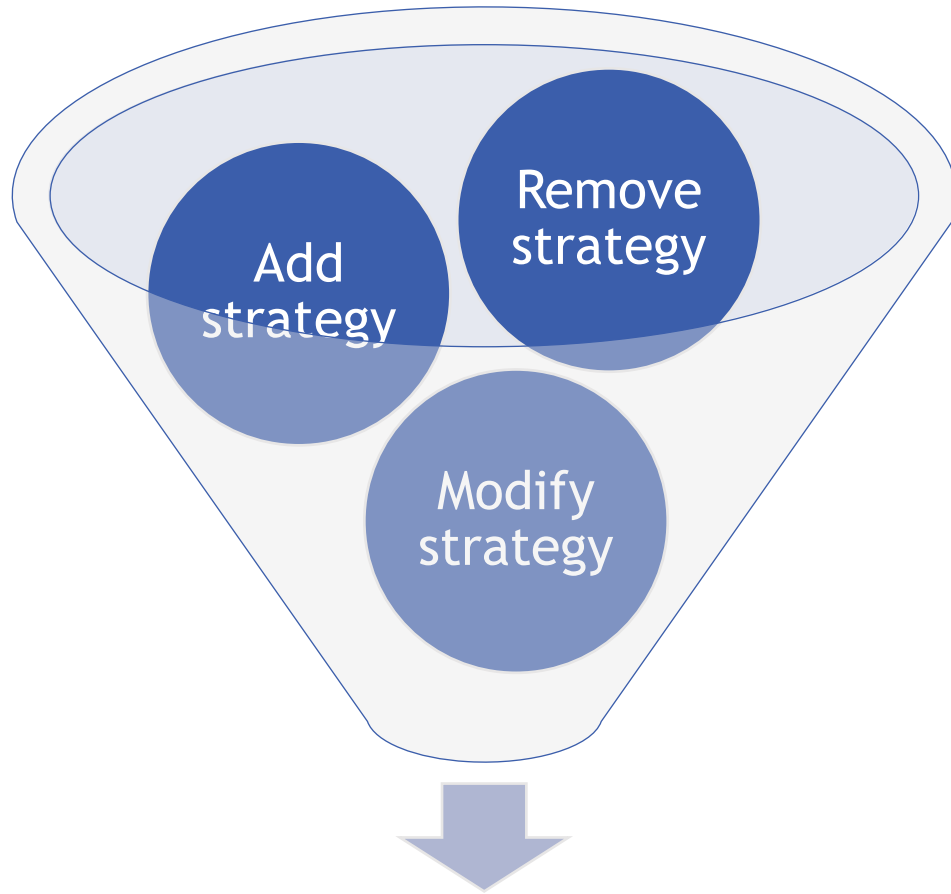
virtual
stakeholder
workshops

7

focus groups in
community
organizations

Looking for Input:

How can we address these remaining challenges in the Final Blueprint?



Final Blueprint

- We look forward to getting input from elected officials, the public, and stakeholder organizations on **equitable and resilient strategies to advance the Plan Vision of an affordable, connected, diverse, healthy, and vibrant Bay Area.**
- We've already started this process with the Transportation Element - **projects with performance challenges were identified early** and project sponsors have made commitments to address many of them. Work on this strand continues through September - **but transportation projects are just one small piece of the puzzle.**

What's Next?



July

- Release of Draft Blueprint
- Virtual Workshops & Engagement

Mid-August

- Close of Blueprint Comment Period
- Strategy Refinements for Final Blueprint

September

- Report Out on Public & Stakeholder Engagement
- MTC/ABAG Action on Final Blueprint Strategies & Geographies

December

- Release of Final Blueprint
- MTC/ABAG Action on Preferred Alternative for Plan Bay Area 2050 EIR

Questions/Comments?

For more information: refer to Attachments B and C in your packet or go to planbayarea.org.

Contact info: Dave Vautin,
dvautin@bayareametro.gov

PLAN BAY AREA 2050

HELP US DRAFT THE BLUEPRINT.

DRAFTING THE BLUEPRINT

WHAT IS THE PLAN?

Plan Bay Area 2050 is the long-range plan now being developed by the Metropolitan Transportation Commission and the Association of Bay Area Governments to guide the growth of our nine-county region for the next generation. Scheduled for completion in 2021, the Plan will integrate strategies for transportation, housing, the environment and the economy and lead the Bay Area toward a future that is affordable, connected, diverse, healthy, and vibrant for all by 2050.

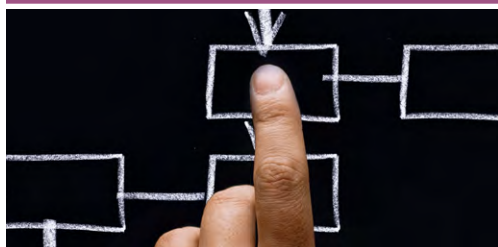
WHAT REQUIREMENTS MUST THE PLAN MEET?

Among many statutory requirements, the Plan must be fiscally constrained and rely on reasonably expected revenues; it must meet or exceed a 19 percent per-capita GHG reduction target for light-duty vehicles by 2035; and it must plan for sufficient housing at all income levels.

WHAT IS THE DRAFT BLUEPRINT?

WHAT IS A "STRATEGY"?

WHO IMPLEMENTS THESE STRATEGIES?



Creating the Blueprint is the first step toward developing Plan Bay Area 2050. The Draft Blueprint integrates 25 equitable and resilient proposed strategies from the Horizon initiative and offers bold solutions to address nine primary objectives across key areas including: transportation, housing, the environment and the economy.



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, a mandate for a jurisdiction or agency, or a legislative proposal. In addition, because Plan Bay Area 2050 must be fiscally constrained, not every strategy can be integrated into the Plan given finite available revenues.



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. **See inside to learn more about the Draft Blueprint's objectives and proposed strategies.**

WHAT ABOUT PUBLIC INPUT? WHAT'S NEXT?

In addition to robust analysis conducted as part of the Horizon initiative and ongoing feedback from elected officials, thousands of comments from Bay Area residents and stakeholders helped define and refine the 25 proposed Blueprint strategies. Staff will now conduct a detailed analysis and report back on outcomes from the Draft Blueprint strategies this spring. Planned public engagement will provide additional opportunities for strategies and projects to be revised and integrated into the Final Blueprint, with the Final Blueprint scheduled for completion later in 2020.

DRAFT BLUEPRINT STRATEGIES

OBJECTIVES



TRANSPORTATION STRATEGIES

1. Maintain and Optimize Existing Infrastructure



Operate and Maintain the Existing System. 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.

Enable Seamless Mobility with Unified Trip Planning and Fare Payments. Develop a unified platform for trip planning and fare payment to enable more seamless journeys.

Reform Regional Transit Fare Policy. Streamline fare payment and replace existing operator-specific discounted fare programs with an integrated fare structure across all transit operators.

Implement Per-Mile Tolling on Congested Freeways with Transit Alternatives. Apply a per-mile charge on auto travel on select highly-congested freeway corridors where transit alternatives exist, with discounts for carpoolers, low-income residents, and off-peak travel, with excess revenues reinvested into transit alternatives in the corridor.

2. Create Healthy and Safe Streets



Build a Complete Streets Network. Enhance streets to promote walking, biking, and other micromobility through sidewalk improvements and 7,000 miles of bike lanes or multi-use paths.

Advance Regional Vision Zero Policy through Street Design and Reduced Speeds. Reduce speed limits to 25 to 35 miles per hour on local streets and 55 miles per hour on freeways, relying on design elements on local streets and automated speed enforcement on freeways.

3. Enhance Regional and Local Transit



Advance Low-Cost Transit Projects. Complete a limited set of transit projects that performed well in multiple futures and require limited regional dollars to reach fully-funded status.

Build a New Transbay Rail Crossing. Address overcrowded conditions during peak commute periods and add system redundancy by adding a new Transbay rail crossing connecting the East Bay and San Francisco.

OBJECTIVES



ECONOMIC STRATEGIES

4. Improve Economic Mobility



Expand Childcare Support for Low-Income Families. 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.

Create Incubator Programs in Economically-Challenged Areas. 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.

Retain Key Industrial Lands through Establishment of Priority Production Areas. Implement local land use policies to protect key industrial lands identified as Priority Production Areas, including preservation of industrial zoning.

5. Shift the Location of Jobs



Allow Greater Commercial Densities in Growth Geographies. 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.

Assess Transportation Impact Fees on New Office Developments. Apply expanded county-specific fees on new office development that reflects associated transportation impacts.

Assess Jobs-Housing Imbalance Fees on New Office Developments. 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.



OBJECTIVES



HOUSING STRATEGIES

6. Spur Housing Production and Create Inclusive Communities



Allow a Greater Mix of Housing Types and Densities in Growth Areas. Allow a variety of housing types at a range of densities to be built in Priority Development Areas, select Transit-Rich Areas, and select High-Resource Areas.

Reduce Barriers to Housing Near Transit and in Areas of High Opportunity. 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.

Transform Aging Malls and Office Parks into Neighborhoods. Transform aging malls and office parks into mixed-income neighborhoods by permitting new land uses and significantly reducing development costs for eligible projects.

7. Protect, Preserve, and Produce More Affordable Housing



Fund Affordable Housing Protection, Preservation and Production. 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.

Require 10 to 20 Percent of New Housing to be Affordable. 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.

Further Strengthen Renter Protections Beyond State Legislation. Building upon recent tenant protection laws, limit annual rent increases to the rate of inflation, while exempting units less than 10 years old.

OBJECTIVES



ENVIRONMENTAL STRATEGIES

8. Reduce Risks from Hazards



Adapt to Sea Level Rise. Protect shoreline communities affected by sea level rise, prioritizing areas of low costs and high benefits and providing additional support to vulnerable populations.

Modernize Existing Buildings with Seismic, Wildfire, Drought, and Energy Retrofits. 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.

9. Reduce Our Impact on the Environment



Maintain Urban Growth Boundaries. 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.

Protect High-Value Conservation Lands. Provide strategic matching funds to help conserve high-priority natural and agricultural lands, including but not limited to Priority Conservation Areas.

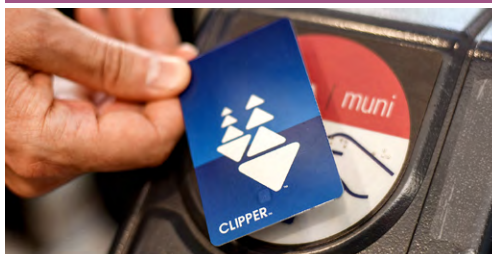
Expand the Climate Initiatives Program. Expand MTC's Climate Initiatives Program, which includes investments in transportation demand management and electrification incentive programs, while simultaneously working with the Air District and the State to reduce greenhouse gas emissions for other transportation sectors.

ADVANCING EQUITY WITH BOLD STRATEGIES

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



AFFORDABLE



Consistent regional means-based discounts for fares and tolls.



CONNECTED



Service frequency increases in both high-ridership corridors and in currently-undeserved PDAs.



DIVERSE



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



HEALTHY



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



VIBRANT



Incubator programs and childcare support designed to enable greater economic mobility.

TELL US WHAT YOU THINK!

MTC and ABAG will hold public workshops all around the Bay Area later in 2020 and invite you to help shape the Plan Bay Area 2050 Blueprint. We want to find out what you – and your family, friends, and neighbors – have to say about the 25 proposed strategies and how these strategies could influence the way we will live, work and travel in the Bay Area over the next generation.

MTC and the ABAG Executive Board are scheduled to adopt a Final Blueprint in fall 2020. We look forward to hearing from you!

Visit planbayarea.org to learn more or to check the schedule of public workshops. You can also follow MTC BATA on social media.

SPRING

- Release Draft Blueprint Outcomes and Growth Pattern

SUMMER

- Revise Strategies for Final Blueprint
- Stakeholder and Public Workshops

FALL

- Adopt Final Blueprint
- Advance to Environmental Impact Report (EIR)

WINTER

- Environment Analysis



ASSOCIATION
OF BAY AREA
GOVERNMENTS



METROPOLITAN
TRANSPORTATION
COMMISSION



MTCBATA



@mtcbata



@MTCBATA

#BayArea2050





EQUITY AND PERFORMANCE OUTCOMES

The Plan Bay Area 2050 Draft Blueprint is a package of 25 transformational strategies that aim to make the Bay Area more affordable, connected, diverse, healthy and vibrant for all. Strategies are either public policies or packages of investments that could be advanced on the local, regional or state levels. This document describes the outcomes of the Draft Blueprint based upon the strategies approved by the MTC and ABAG Boards in February (refer to [strategies document](#) for more information).

What Does This Document Include?

- 1 | How Does the Draft Blueprint Allocate Anticipated Revenues Toward Strategies?
- 2 | How Does the Draft Blueprint Influence the Regional Growth Pattern?
- 3 | What are the Key Equity and Performance Outcomes of the Draft Blueprint?
- 4 | What are the Key Takeaways from the Draft Blueprint?
- 5 | How Did We Analyze the Draft Blueprint?
- 6 | What's Next, COVID-19 Impacts on Final Blueprint, and How You Can Get Involved

Key Definitions in Metrics

2015 Refers to modeled 2015 conditions, which were calibrated to closely match on-the-ground conditions.

2050 Trend Reflects the 2050 outcomes if population and job growth continue according to the Plan Bay Area 2050 Growth Forecast and all Draft Blueprint land use strategies are implemented, without any changes to the transportation system (only available for transportation metrics).

2050 Blueprint Reflects 2050 outcomes with all 25 Draft Blueprint strategies.

LIHH Low-Income Households with household incomes less than \$45,000 in today's dollars; shown where feasible to parse out equity impacts.

CoCs Communities of Concern; updated using latest ACS data.

High-Resource Areas [State-designated areas](#) with access to well-resourced schools, open space, jobs and services.

Transit-Rich Areas Areas within 1/2 mile of a rail station, ferry terminal or frequent bus stop (every 15 minutes or less) consistent with MTC/ABAG-adopted criteria.

Priority Production Areas Industrial districts that support industries that are critical to the functioning of the Bay Area economy and are home to "middle wage" jobs.

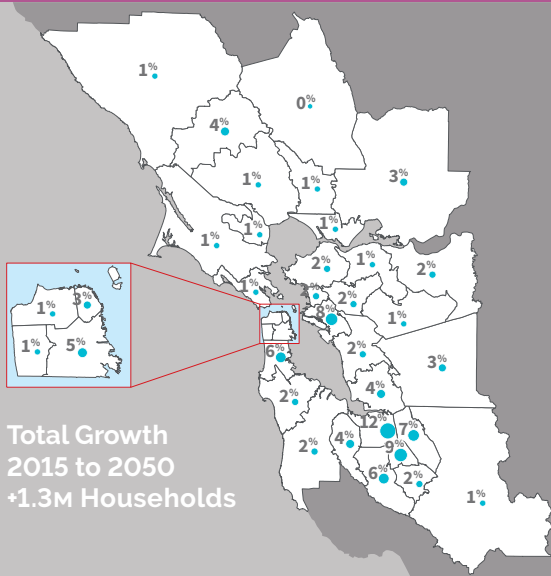
1 | How Does the Draft Blueprint Assign Anticipated Revenues Toward Strategies?

The Draft Blueprint anticipates total inflation-adjusted revenues of \$783 billion across four topic areas of Transportation, Housing, Economy and Environment during the Plan period from 2021 to 2050, integrating the impacts of the COVID-19 recession as well as future regional revenue measures. The chart below highlights how these revenues are assigned among various strategies. Zero-cost strategies (e.g., increased development capacity for housing) that do not require significant financial investment are not shown. On the right, key metrics help characterize the investments. **NOTE: There is a \$66 billion reserve in the Transportation Element for Final Blueprint strategies not included in the Draft Blueprint; this reserve can help fund other county and regional priorities like Express Lanes and commuter rail lines.**

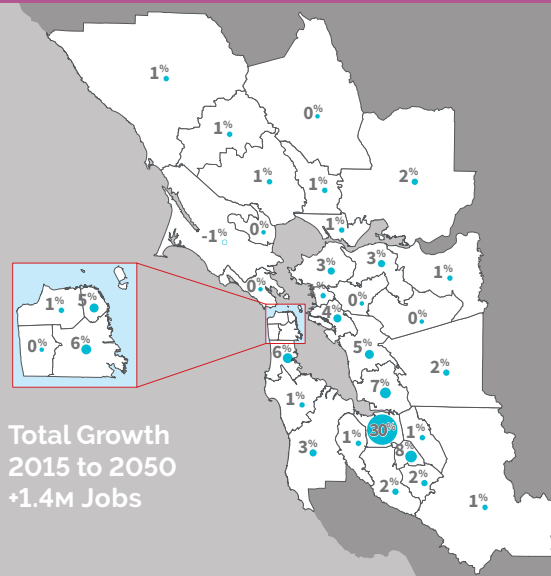
Strategy		Funding	Share of Total Topic Area Investment	Key Metrics	
TRANSPORTATION \$526B	Maintain Existing System	\$392B	75%	Funding by Mode: Maintain System	Transit 70%
	Optimize System: Transit Fare Policy Reform	\$10B	2%		Road/Bike/Ped 30%
	Optimize System: Seamless Mobility	\$0.1B	.2%	Funding by Mode: All Other Strategies	Transit 79%
	Optimize System: Freeway Tolling	\$1B	.2%		Road 4%
	Safe Streets: Complete Streets Network	\$7B	1%		Bike/Ped 17%
	Safe Streets: Regional Vision Zero Policy	\$1B	.2%	Benefits for Low-Income Households	Share of Population 24%
	Projects: Low-Cost High-Performing Transit	\$20B	4%		Share of Road Funding 27%
	Projects: New Transbay Rail Crossing	\$29B	6%		Share of Transit Funding 44%
	(Not in Draft) Projects: Other Regional Priorities	\$22B	4%	Benefits for Minorities	Share of Population 60%
	(Not in Draft) Projects: County Priorities	\$44B	8%		Share of Road Funding 52%
HOUSING \$171B	Fund Affordable Housing Production	\$166B	97%	Share of Housing Production Funding, by Area Type	High-Resource Areas 75%
	Fund Affordable Housing Preservation	\$2B	1%		Transit-Rich Areas 76%
	Fund Affordable Housing Protection	\$3B	2%		Communities of Concern 26%
ECONOMY \$33B	Expand Childcare Support	\$30B	91%	Annual Subsidy per Low-Income Households	Childcare Support \$10K
	Create Job Incubator Programs	\$3B	9%		Job Incubator Programs \$1K
ENVIRONMENT \$53B	Adapt to Sea Level Rise (SLR)	\$17B	32%	Share of Funding in Communities of Concern*	Adapt to Sea Level Rise 25%
	Retrofit Existing Buildings	\$20B	38%		Retrofit Existing Buildings 15%
	Protect High-Value Conservation Lands	\$15B	28%		
	Expand Climate Initiatives Program	\$1B	2%		

* Environment investment in Communities of Concern is fully sufficient to meet identified needs.

Housing Growth between 2015-2050 (as a Share of Region's Growth)



Job Growth between 2015-2050 (as a Share of Region's Growth)

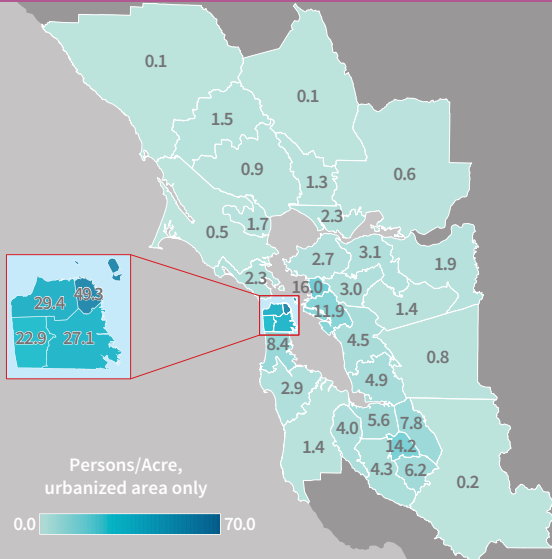


The nine-county Bay Area is divided into 34 subcounty areas, called "superdistricts."

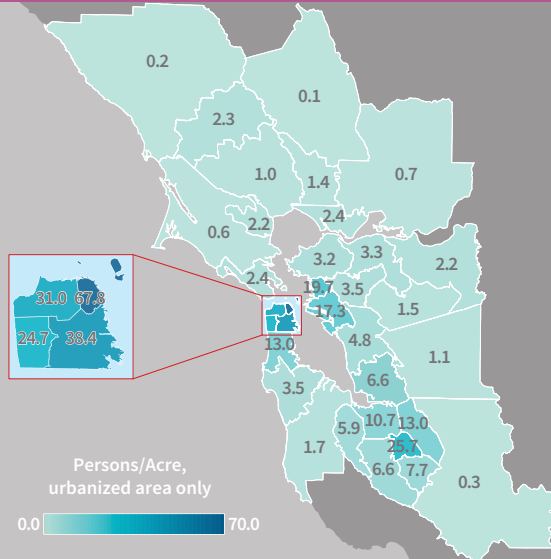
Superdistricts are combinations of cities, towns and unincorporated areas that allow the public to see the more localized growth pattern in Plan Bay Area 2050.

More information on the superdistricts can be found in the [layer documentation](#).

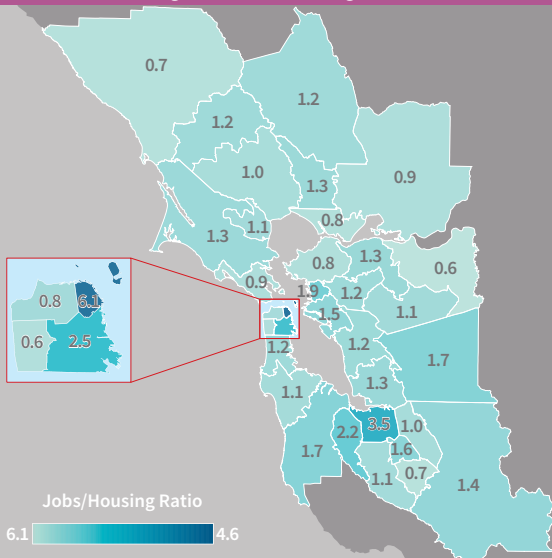
Population Density 2015 (Region-Wide Average: 1.7)



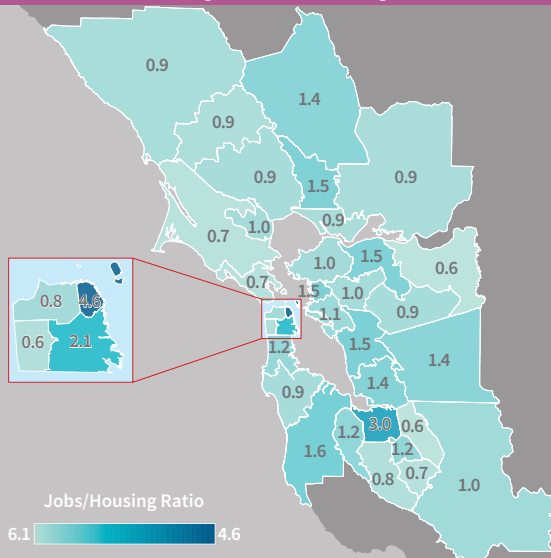
Population Density 2050 (Region-Wide Average: 2.2)



Jobs/Housing Ratio 2015 (Region-Wide Average: 1.50)



Jobs/Housing Ratio 2050 (Region-Wide Average: 1.34)



How does the Draft Blueprint advance or impede achievement of the Plan Vision? This section is organized by the five [Plan Bay Area 2050 Guiding Principles](#) with two key questions presented to frame the exploration. Each question is accompanied by one or more metrics, highlighting impacts on disadvantaged populations where feasible and indicating whether the 2050 Blueprint outcomes are equitable and favorable. Explanatory text sheds light on how Draft Blueprint strategies and assumptions contribute to performance outcomes. On the left, outcomes that move in the right direction are represented by upward arrows, while outcomes that move in the wrong direction or fail to meet state-mandated targets are represented with downward arrows.



AFFORDABLE

WILL BAY AREA RESIDENTS SPEND LESS ON HOUSING AND TRANSPORTATION?

➔	In 2015, low-income households have an extreme housing and transportation (H+T) cost burden, with costs exceeding average incomes when accounting for circumstances such as zero-income, financial assistance or unhoused status. With all Draft Blueprint housing strategies in place in 2050 Trend, H+T costs as a percentage of income decrease for all households. The addition of Draft Blueprint transportation strategies, including means-based tolls and fares, further reduces H+T costs for low-income households, though their cost burden remains deeply unaffordable.	H+T COST AS A PERCENT OF INCOME		2015	2050 TREND	2050 BLUEPRINT
		Low-Income Households (LIHH)		109%	86%	83%
		All Households		57%	48%	48%
➔	Average transit fares per trip, while up in 2050 Trend due to recent fare increases since 2015, decrease in 2050 Blueprint with fare reform policies. The decrease is substantial for low-income households with means-based fares. Average tolls per auto trip increase due to the freeway per-mile tolling strategy, with reduced impact on low-income households due to means-based toll discounts.	TRANSPORT EXPENSES PER TRIP		2015	2050 TREND	2050 BLUEPRINT
		Average Fare per Transit Trip	Low-Income Households	\$2.78	\$3.13	\$1.60
			All Households	\$3.16	\$3.41	\$2.96
		Average “Out-of-Pocket” Cost per Auto Trip	Low-Income Households	\$1.02	\$1.10	\$1.11
			All Households	\$1.26	\$1.45	\$1.53
		Average Toll per Auto Trip	Low-Income Households	\$0.05	\$0.08	\$0.10
			All Households	\$0.08	\$0.12	\$0.21



WILL THE BAY AREA PRODUCE AND PRESERVE MORE AFFORDABLE HOUSING?

➔	28 percent of all new homes built between 2015 and 2050 are permanently affordable (deed-restricted) for low-income households, with an even greater share of these units in High-Resource Areas due to strategic investments in these locations.	SHARE OF NEW HOUSING PRODUCTION (2015-50) THAT IS DEED-RESTRICTED AFFORDABLE	Region-Wide	28%
			High-Resource Areas	37%
➔	The Draft Blueprint’s affordable housing preservation strategy ensures that all existing deed-restricted affordable units at risk of conversion to market-rate units are converted to permanently affordable (deed-restricted) homes.	SHARE OF AT-RISK AFFORDABLE HOUSING PRESERVED	Region-Wide	100%



CONNECTED

WILL BAY AREA RESIDENTS BE ABLE TO ACCESS THEIR DESTINATIONS MORE EASILY?

	The number of jobs accessible within a 30-minute drive is forecasted to decrease in 2050 Trend due to population growth and subsequent road congestion, but it increases marginally with the Draft Blueprint. Meanwhile, the number of jobs accessible within a 45-minute transit trip is significantly lower than auto accessibility in 2015. Focused housing growth near transit routes increases transit accessibility in 2050 Trend, and performance improves further with investments in transit service in the Draft Blueprint. Biking and walking access to jobs also increases with land use strategies in 2050 Trend. (Metric under development for Final Blueprint: Accessibility to Community Places)	PERCENT OF ALL BAY AREA JOBS THAT ARE ACCESSIBLE BY		2015	2050 TREND	2050 BLUEPRINT
		By Car within 30 Minutes	CoC Residents	19.2%	13.6%	14.4%
			All Residents	17.8%	12.2%	12.6%
		By Transit within 45 Minutes	CoC Residents	5.2%	6.6%	7.2%
			All Residents	3.4%	4.3%	4.7%
		By Bike within 20 Minutes	CoC Residents	2.9%	3.5%	3.5%
			All Residents	2.3%	2.8%	2.8%
		By Foot within 20 Minutes	CoC Residents	0.3%	0.4%	0.4%
			All Residents	0.2%	0.2%	0.2%
		SHARE OF HOUSEHOLDS AND JOBS WITHIN 1/2 MILE OF FREQUENT TRANSIT		2015	2050 BLUEPRINT	
	More households will live close to high-frequency transit, including rail, ferry and frequent bus stops, in 2050 under the Draft Blueprint. Growth geographies focus more growth in Transit-Rich Areas, supported by more transit service in these communities. Due to the more dispersed nature of job growth, the share of jobs near high-frequency transit remains relatively constant.	Households	Low-Income Households		40%	46%
			All Households		32%	43%
		Jobs	Manufacturing/Warehouse/Utilities		45%	43%
			All Jobs		52%	52%



CONNECTED

WILL BAY AREA RESIDENTS HAVE A TRANSPORTATION SYSTEM THEY CAN RELY ON?



Travel times on freeways are forecasted to increase significantly between 2015 and 2050 Trend, again due to a growing population. Under 2050 Draft Blueprint conditions, per-mile freeway tolling on key corridors helps to alleviate this effect, even as speed limits reduce free-flow travel times.

PEAK-HOUR TRAVEL TIME (MINUTES)		2015	2050 TREND	2050 BLUEPRINT
Most of Route Features All-Lane Tolling (>75%)	Oakland-SF	30	53	41
	Antioch-SF	75	118	96
	Antioch-Oakland	47	67	57
	SJ-SF	64	100	87
	Oakland-SJ	56	77	66
	Oakland-Palo Alto	54	67	61
Part of Route Features All-Lane Tolling (25-75%)	Livermore-SJ	48	75	74
	Vallejo-SF	57	103	87
Limited or No Tolling on Route (<25%)	Fairfield-Dublin	48	62	65
	Santa Rosa-SF	69	136	138



Overcrowding on transit vehicles, which risks denial of boarding, is anticipated to rise significantly under 2050 Trend conditions. Crowding decreases in the 2050 Draft Blueprint for agencies with planned investments, such as Muni and AC Transit, as well as in the transbay corridor thanks to the New Transbay Rail Crossing. Agencies not listed are not forecasted to have overcrowding challenges in 2050.

PERCENT OF PERSON HOURS IN TRANSIT SPENT IN CROWDED CONDITIONS		2015	2050 TREND	2050 BLUEPRINT
SFMTA Bus		20%	40%	29%
AC Transit Local		0%	22%	20%
AC Transit Transbay		48%	64%	50%
GGT Express		30%	87%	85%
BART		19%	62%	44%
Caltrain		8%	32%	50%
WETA		23%	59%	43%
SFMTA LRT		32%	37%	25%
VTA LRT		0%	82%	83%

In 2015, 30 percent of all transit vehicles had exceeded their federally recommended lifespans. As the Draft Blueprint only includes enough maintenance funding to retain existing conditions, this metric remains mostly unchanged through 2050.

SHARE OF TRANSIT REVENUE VEHICLE ASSETS PAST THEIR USEFUL LIFE BENCHMARK

2015	2050 BLUEPRINT
30%	30%



DIVERSE

WILL BAY AREA COMMUNITIES BE MORE INCLUSIVE?



Focused production of deed-restricted affordable housing in High-Resource Areas increases access to areas of highest opportunity for low-income households, helping reverse historically exclusionary policies in many of these communities. In Transit-Rich Areas, the total number of low-income households continues to rise, but the share declines over time. This indicates that affordable housing growth may not be keeping pace with overall development in Transit-Rich Areas.

SHARE OF HOUSEHOLDS THAT ARE LOW-INCOME

	2015	2050 BLUEPRINT
High-Resource and Transit-Rich Areas	28%	23%
High-Resource (only) Areas	18%	22%
Transit-Rich (only) Areas	40%	36%

WILL BAY AREA RESIDENTS BE ABLE TO STAY IN PLACE?



At the neighborhood level, the risk of displacement persists in many low-income communities and communities of color. [The Urban Displacement Project](#) has identified 850 census tracts with ongoing or risk of displacement, gentrification or exclusion. In the Blueprint, 31% of these tracts experience displacement between 2015 and 2050 – defined here as a net loss in number of Low-Income Households. Further, nearly half of them experience gentrification – defined here as when the share of low-income households in the neighborhood drops by over 10 percent between 2015 and 2050. Even more significant impacts are forecasted for Communities of Concern.




SHARE OF NEIGHBORHOODS THAT EXPERIENCE DISPLACEMENT AND GENTRIFICATION BETWEEN 2015 AND 2050

	DISPLACEMENT	GENTRIFICATION
High Displacement Risk Tracts (total 850 neighborhoods)	31%	44%
Communities of Concern (total 339 neighborhoods)	42%	56%
Transit-Rich Areas (total 114 areas)	13%	46%
High-Resource Neighborhoods (total 638 neighborhoods)	18%	26%



HEALTHY

WILL BAY AREA RESIDENTS BE HEALTHIER AND SAFER?

	With Draft Blueprint strategies, 98 percent of all Bay Area households that would be affected by two feet of sea level rise are protected. All common seismically deficient housing types and homes built in high wildfire risk zones would be retrofitted to reduce the likelihood of damage in future earthquakes and wildfires.	PERCENT OF HOUSEHOLDS IN RISK-PRONE AREAS OR RISK-PRONE BUILDINGS, THAT ARE PROTECTED OR RETROFIT	Sea Level Rise (2ft)	Communities of Concern		100%
				All Households		98%
			Earthquake	Communities of Concern		100%
				All Households		100%
			Wildfire High / Medium Risk	Communities of Concern		100%
				All Households		100%
	The rate of fatalities and injuries decreases in the Draft Blueprint with reduced speed limits and enhanced street design under the Vision Zero strategy, but remains far from zero incidents.	ANNUAL INCIDENTS, PER 100 MILLION VMT		2015	2050 TREND	2050 BLUEPRINT
		Fatalities		0.98	0.99	0.91
		Injuries		4.23	4.35	4.20
	Total fine particulate matter emissions (PM _{2.5}) are forecasted to increase under 2050 Trend conditions as population and miles driven continue to rise. The Draft Blueprint strategies help bring this metric down below 2015 levels.	DAILY PM _{2.5} EMISSIONS (TONS)		5.5	5.7	5.2

WILL THE ENVIRONMENT OF THE BAY AREA BE HEALTHIER AND SAFER?

➔	Draft Blueprint strategies result in a drop in CO ₂ emission levels per capita in 2035 (9% below 2005 levels), but are insufficient to curb them to state-mandated levels (19% below 2005 levels). Further, CO ₂ emission levels are forecasted to increase between 2035 and 2050 (in both Trend and Blueprint), primarily due to assumed adoption of driverless vehicles that can potentially generate “zero occupant” mileage.	CHANGE IN DAILY CO ₂ EMISSIONS PER CAPITA RELATIVE TO 2005	2015	2035 TREND	2035 BLUEPRINT	2050 TREND	2050 BLUEPRINT
		Cars and Light-Duty Trucks (SB 375)	0%	8%	-9%	14%	-3%
		All Vehicles (Including Fuel Efficiency Gains)	-7%	-36%	-42%	-38%	-43%
➔	With an assumed growth in telecommuting by 2050, the mode share of single occupancy auto travel is forecasted to drop in 2050 Trend conditions. With the Draft Blueprint strategies in play, this share drops slightly further, with increases in transit, walking and bicycling mode shares.	COMMUTE MODE SHARE		2015	2050 TREND		2050 BLUEPRINT
		Auto: Single Occupancy		54%	42%		40%
		Auto: Other		21%	19%		18%
		Transit		14%	19%		20%
		Active Modes (Bike/Walk)		5%	6%		8%
		Telecommute		6%	14%		14%



VIBRANT

WILL JOBS AND HOUSING IN THE BAY AREA BE MORE EVENLY DISTRIBUTED?

➔	County-level jobs-to-housing ratios decrease in most counties, reflecting a higher ratio of housing to job production. Further, the ratios in Alameda, San Francisco and Santa Clara counties approach the region-wide ratio in 2050, indicating an improved jobs-housing balance. However, other counties trend further away from the region-wide ratio. These trends indicate that housing strategies in the Draft Blueprint may bring housing to job-rich areas such as Silicon Valley, but strategies to move jobs to housing-rich areas are not sufficient. (Metric under development for Final Blueprint: Jobs-Housing Fit for low-wage jobs)	JOBS-HOUSING RATIO	2015	2050 BLUEPRINT		2015	2050 BLUEPRINT
		Region-Wide	1.50	1.34	San Francisco	2.55	2.21
		Alameda	1.48	1.33	San Mateo	1.29	1.21
		Contra Costa	0.98	0.98	Santa Clara	1.69	1.41
		Marin	1.09	0.75	Solano	0.87	0.89
		Napa	1.24	1.46	Sonoma	1.05	0.89
—	Mean commute distances rise from 2015 to 2050 Trend with Draft Blueprint land use strategies, due to the clustering of jobs in existing centers far from housing-rich communities. Transportation strategies on their own affect this metric only marginally in 2050 Blueprint.	MEAN COMMUTE DISTANCE (MILES)	2015		2050 TREND		2050 BLUEPRINT
			Low-Income Workers	9.5	12.0		11.9
			All Workers	12.0	13.1		12.9

WILL BAY AREA BUSINESSES THRIVE?

➔	The region's economic recovery is expected to be robust through 2050, even when accounting for the inclusion of new regional tax measures to fund transportation and affordable housing, among other areas.	GROWTH IN PER CAPITA GROSS REGIONAL PRODUCT (FROM 2015 TO 2050)				65%
➔	A key pillar in the region's middle-wage workforce, manufacturing and warehouse jobs are anticipated to grow at a higher rate than other industries, with some of that growth occurring in newly-designated Priority Production Areas.	GROWTH IN NUMBER OF JOBS (FROM 2015 TO 2050)				
		Region-Wide	All Jobs			35%
			Manufacturing/Warehouse/Utilities Jobs			48%
		Priority Production Areas	All Jobs			42%
			Manufacturing/Warehouse/Utilities Jobs			48%

Highlights

- Housing and transportation costs are significantly reduced, especially for low-income residents.
- New revenues enable a significant uptick in production of deed-restricted affordable homes.
- Most new homes are focused in walkable communities with frequent transit service.
- Strategies to reduce vehicle speeds and build protected bicycle/pedestrian infrastructure help to save lives.
- Seismic retrofits and sea level rise infrastructure protect thousands of homes from damage.
- Despite significant tax increases to pay for new strategies, Bay Area businesses continue to thrive.

Challenges

- Affordable housing production is insufficient to address the existing need for affordable units in the Bay Area.
- Traffic congestion and transit crowding increase significantly with population growth and will not be sufficiently addressed with existing strategies.
- Low-income residents continue to face a high risk of displacement, particularly in Communities of Concern.
- Per capita greenhouse gas emissions decline, but still fail to meet state-mandated reduction targets.
- More ambitious strategies are needed to shift jobs closer to the region's workforce.

5 | How Did We Analyze the Draft Blueprint?



What's Next for the Final Blueprint?



How Will COVID-19 Affect the Final Blueprint?

COVID-19 has upended everyday life throughout the world and intensified existing challenges, and we all feel uncertain about what the future holds. While Plan Bay Area 2050 is a 30-year vision for the Bay Area, many of the strategies approved for analysis by the MTC Commission and ABAG Executive Board in February have only become more timely.

The Final Blueprint will continue to focus on strategies such as:



BUILD A COMPLETE STREETS NETWORK: Enhance streets to promote walking, biking, and other micromobility through improvements to the pedestrian environment and thousands of miles of bike lanes or multi-use paths with investments targeted in Communities of Concern and near transit.

STRENGTHEN RENTER PROTECTIONS BEYOND STATE LEGISLATION: Building upon recent tenant protection laws, limit annual rent increases to the rate of inflation, while exempting units less than 10 years old.

EXPAND CHILDCARE SUPPORT FOR LOW-INCOME FAMILIES: Subsidize childcare for low-income households with children under 5, enabling more parents with young children to remain in (or to enter) the workforce.

PROTECT HIGH-VALUE CONSERVATION LANDS: Provide strategic matching funds to help conserve high-priority natural and agricultural lands, expand regional trails, and restore marshlands.

How Can You Get Involved in July/Early August? (From Home!)



Virtual Public Workshops



Online Survey and Official Comment Period (ends August 10)



Telephone Townhalls

Metropolitan Transportation Commission

Legislation Details (With Text)

File #:	20-0959	Version:	1	Name:	
Type:	Report	Status:		Commission Approval	
File created:	6/4/2020	In control:		Joint MTC Planning Committee with the ABAG Administrative Committee	
On agenda:	7/10/2020	Final action:			
Title:	Plan Bay Area 2050 Final Blueprint: Key Decisions for the Transportation Element				
	Recommendations on specific regional discretionary funding levels for the Transportation Element of the Plan Bay Area 2050 Final Blueprint, in advance of broader strategy refinements in September 2020 following robust public engagement.				

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

Attachments: [5a_PBA50_FinalBlueprint_TransportationFunding..pdf](#)
[5a_Correspondence_Received-MTC_PLNG_and_ABAG_ADMIN.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Plan Bay Area 2050 Final Blueprint: Key Decisions for the Transportation Element

Recommendations on specific regional discretionary funding levels for the Transportation Element of the Plan Bay Area 2050 Final Blueprint, in advance of broader strategy refinements in September 2020 following robust public engagement.

Presenter:

Adam Noelting and Raleigh McCoy

Recommended Action:

MTC Planning Committee Approval

Attachments:

**Metropolitan Transportation Commission
MTC Planning Committee**

July 10, 2020

Agenda Item 5a

Plan Bay Area 2050 Final Blueprint: Key Decisions for the Transportation Element

Subject: Recommendations on specific regional discretionary funding levels for the Transportation Element of the Plan Bay Area 2050 Final Blueprint, in advance of broader strategy refinements in September 2020 following robust public engagement.

Background: When approved in fall 2020, the Plan Bay Area 2050 Final Blueprint will serve as an overarching vision for the next 30 years of public policies and investments across four interconnected topic areas: transportation, housing, the economy, and the environment. The Transportation Element of the Final Blueprint integrates approximately a dozen strategies, ranging from a transformational investment in infrastructure for cyclists and pedestrians, to per-mile tolling on freeways with transit alternatives, to sizeable investments in the region's freeways and transit systems.

Several Final Blueprint strategies are shaped by fiscally-constrained county project lists, where County Transportation Agencies (CTAs) submit prioritized lists of transportation investments within their county over the 30-year Plan period. In instances where forecasted future county revenues are not sufficient to fund all of the desired transportation projects in a county, gaps in funding may be filled from a limited pool of projected revenues from sources outside of a county's control, referred to as "regional discretionary revenues."

Last month, MTC/ABAG staff previewed initial recommendations on major transportation projects that have a funding gap that could be filled with regional discretionary revenues in the Final Blueprint. This month, staff have returned with a full proposal for regional discretionary funding allocations for all major projects, as well as all minor projects or programmatic categories seeking regional discretionary dollars to close funding gaps.

The recommendations, summarized in full in **Attachment B**, are aligned to support the SB 375-mandated reduction in per-capita greenhouse gas emissions, as well as to advance the adopted Plan Bay Area 2050 Vision. Staff recommendations were made based on several criteria, including project performance assessment results (major projects only), the strength of modifications proposed in commitment letters (lower-performing major projects only), funding available to the project from county or other funding sources, and general alignment with Blueprint strategies and Plan Vision.

Table 1 summarizes how the proposed strategies align with funding and modal categories. An estimated \$140 billion in regional discretionary revenues and \$553 billion in total revenues are invested in the Transportation Element, with much of the funding only available after the year 2035. Total revenues available include:

- \$463 billion from the COVID-adjusted status quo revenue projection,
- \$48 billion of new revenues (to be approved by voters during the Plan period),
- \$13 billion of estimated fares from new transit service,
- \$15 billion in estimate revenues from the new per-mile tolling strategy, and
- \$17 billion in additional funds identified by CTAs, including project-specific committed funds not included in the revenue projection, additional developer fees, and project-generated revenues.

Table 1: Strategies Summary by Time Period and by Mode (in billions of year-of-expenditure \$)

	Reg. Discretionary Investment			Total Investment		
	2021-2035	2036-2050	Total	2021-2035	2036-2050	Total
Operations & Maintenance	\$14	\$28	\$42	\$151	\$233	\$384
Road	\$10	\$12	\$22	\$19	\$21	\$40
Transit	\$11	\$56	\$67	\$33	\$81	\$114
Bike/Ped	\$4	\$5	\$9	\$7	\$9	\$15
Total	\$39	\$101	\$140	\$210	\$343	\$553

Note: Operations & maintenance includes the cost of maintaining existing conditions for the region's transit and pavement assets and operating transit service at 2020 service levels. Numbers in the table may not sum due to rounding.

Issues:

- (1) Ensuring Plan Bay Area 2050 Transportation Strategies Are Fiscally-Constrained
Plan Bay Area 2050 is statutorily required to be fiscally-constrained, meaning the final set of transportation strategies must not exceed forecasted transportation revenues. As was highlighted at the June 2020 meeting, the total cost of all projects proposed for inclusion in Plan Bay Area 2050 by counties and transit operators far exceeds the estimated revenues available over the 30-year Plan period. The proposal, as detailed in **Attachment B**, currently meets the requirement of fiscal constraint, weaving key projects into integrating strategies; deviating from the proposal by adding additional investments may require removing other transportation projects to compensate.
- (2) Sequencing Investments by Time Period (pre- and post- 2035)
The California Air Resources Board (CARB) has requested that investments be fiscally-constrained within two time periods (2021-2035 and 2036-2050) to align expenditures with forecasted revenues more closely. There is more fiscal capacity in the latter half of the Plan due to the 2020 economic recession's significant impacts on funding sources and the addition of new revenues for transportation starting in 2035. As such, the first half of the Plan includes a limited set of investments prioritized by cost-effectiveness, equity impacts, alignment with Plan Bay Area 2050 Guiding Principles, and strength of commitments included in commitment letters (if applicable). A larger number of projects are integrated into the latter half of the Plan. Projects in Period 2 can begin project development work and seek environmental approvals. A key implementation action of Plan Bay Area 2050 will be the development of a mega-project advancement policy, which would outline eligibility criteria for projects seeking to advance to Period 1 for implementation phases; this policy will be developed in 2021.
- (3) Closing the Greenhouse Gas Emissions Reduction Gap in the Final Blueprint
The Draft Blueprint strategies result in greenhouse gas emissions reductions from passenger vehicles and light-duty trucks by up to 12 percent over 2005 levels by 2035. This reduction falls short of the SB 375 mandated reduction of 19 percent over the period from 2005 to 2035. Additional transit strategies proposed for the Final Blueprint may help close that gap slightly, through highway and express lane strategies that increased road capacity will likely induce more driving, moving the Final Blueprint in the opposite direction of the 19 percent per-capita target. Staff is recommending the inclusion of major highway projects under the condition that further greenhouse gas emission mitigations are identified by project sponsors prior to the September 2020 action on the Final Blueprint.

(4) Advancing Equity Through the Final Blueprint

The Draft Blueprint, authorized for study in February 2020, included a limited set of primarily low-cost, near-term strategies enhancing the region's bus and BART services. Staff analysis suggested that the accessibility benefits of these projects would be realized primarily by lower-income residents, helping advance regional equity goals. The additional strategies in the Final Blueprint would invest in the region's freeways and commuter rail systems, which currently primarily benefit higher-income non-minority residents. Leading up to the adoption of the Final Blueprint in fall 2020, staff will continue to refine the strategies to support the needs of lower-income communities based upon robust public engagement this summer.

Next Steps:

These regional funding recommendations to close project funding gaps will be shared with CTAs and transit agency project sponsors, enabling CTAs to finalize their fiscally-constrained project lists in collaboration with MTC/ABAG staff by the end of July. Project sponsors are also requested to obtain Board approval on commitment letters outlining proposals to improve the performance of projects identified as having performance challenges by the end of August. As presented to the committee in June 2020, MTC/ABAG staff has initiated the next round of Plan Bay Area 2050 public engagement this month using several remote methods. Staff will return in September 2020 to present the proposal for the Final Blueprint strategies for all four elements of the Plan, informed by this critical public feedback.


Recommendation:

Staff requests MTC Planning Committee approval of the regional discretionary funding recommendations, in the context of Plan Bay Area 2050, as summarized in Attachment B.

Attachments:

Attachment A: Presentation

Attachment B: Regional Discretionary Funding Recommendations

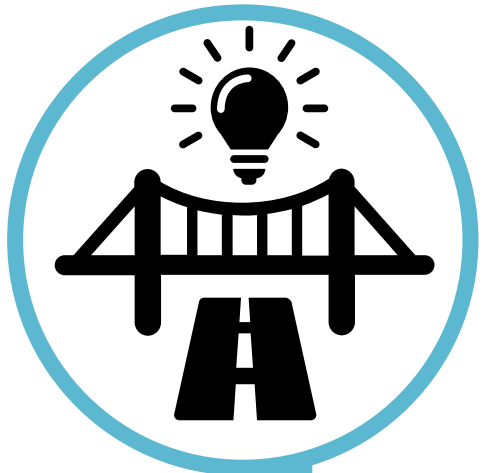

Therese W. McMillan

PLAN BAY AREA 2050

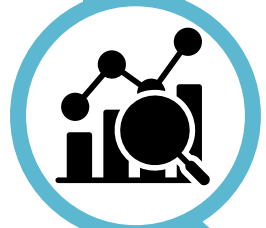
Plan Bay Area 2050: Key Decisions for Transportation Element

Adam Noelting and Raleigh McCoy

July 2020



Today's action identifies regional discretionary funding recommendations for key Final Blueprint transportation strategies.



Project Performance (2019)

Commitment Letters (April 2020)
(lower-performing major projects only)



County Project Lists (March 2020)
(draft)



Minor Project and Programmatic Requests

Initial Staff Recommendation
(June 2020)



Include



Consider



Exclude

July Action: Projects to Advance into Final Strategies



Regional Funding in Period 1 (before 2035)



Regional Funding in Period 2 (after 2035)



No Regional Funding for Project or Program



With limited near-term revenues, many projects were recommended for the latter half of the Plan.

2021

Period 1

(Project open before 2035)

\$186 - \$193 Billion

(forecasted funding available)

Period 1 Prioritization Considerations:

- Cost-effectiveness in an uncertain future
- Equity outcomes
- Alignment with Guiding Principles
- Policy commitments (*if applicable*)
- Funding commitments

2035

Period 2

(Project open after 2035)

\$317 - \$325 Billion

(forecasted funding available)

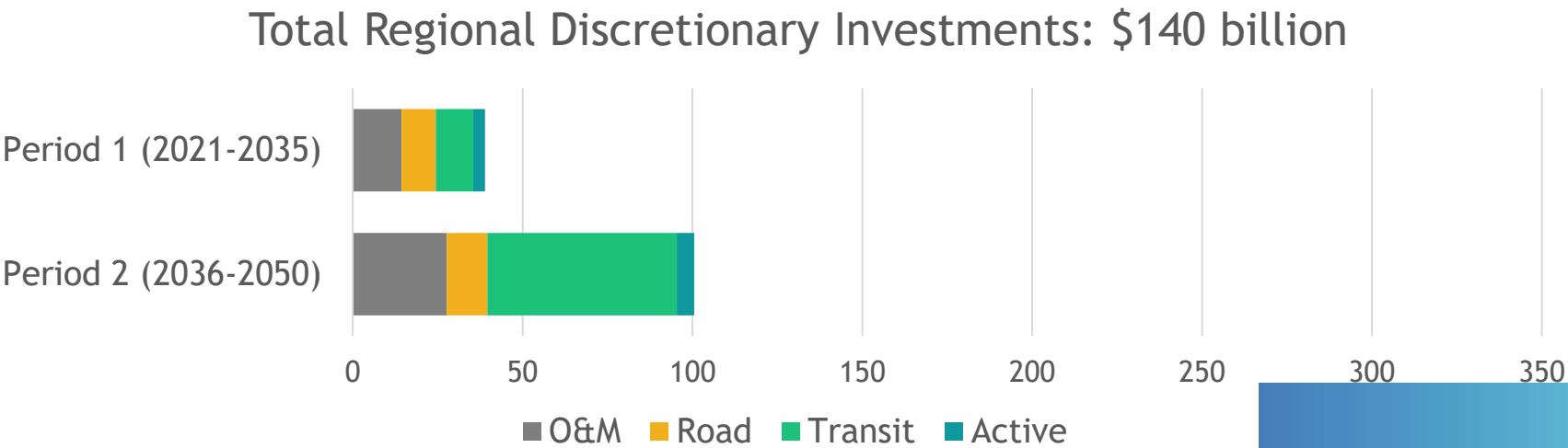
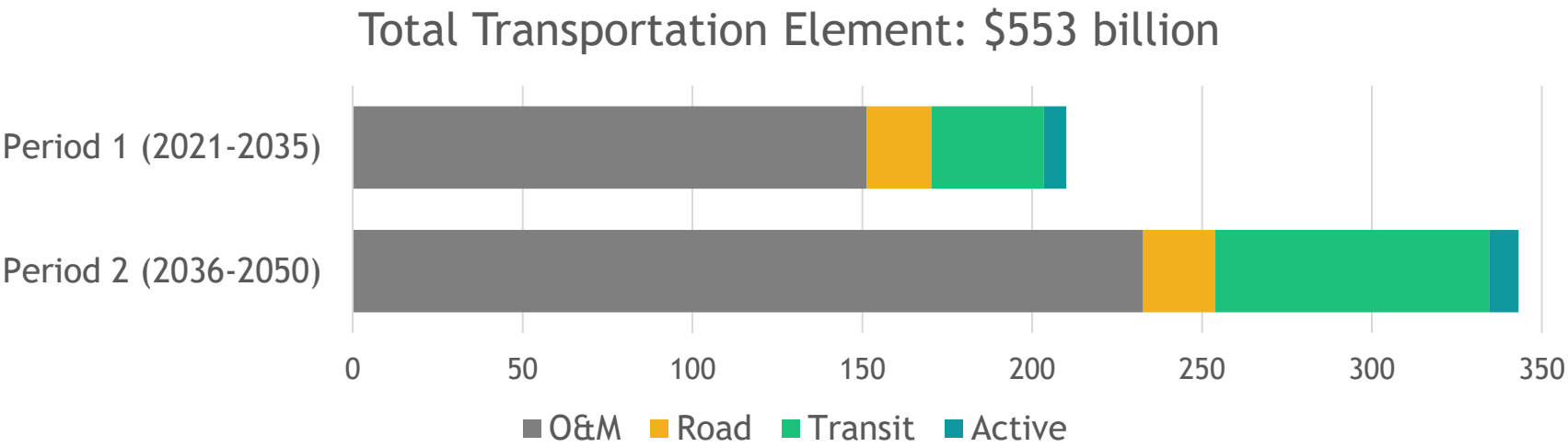
Period 2 Considerations:

- Projects in Period 2 can advance through project development phases and seek environmental approvals and funding in Period 1
- Projects in Period 2 can start construction in Period 1 to prepare for opening after 2035
- A mega-project advancement policy will be developed in 2021; projects could move their opening year from Period 2 to Period 1 if:
 - New funding sources are identified and/or
 - Project components shift to better advance equity and cost-effectiveness

2050

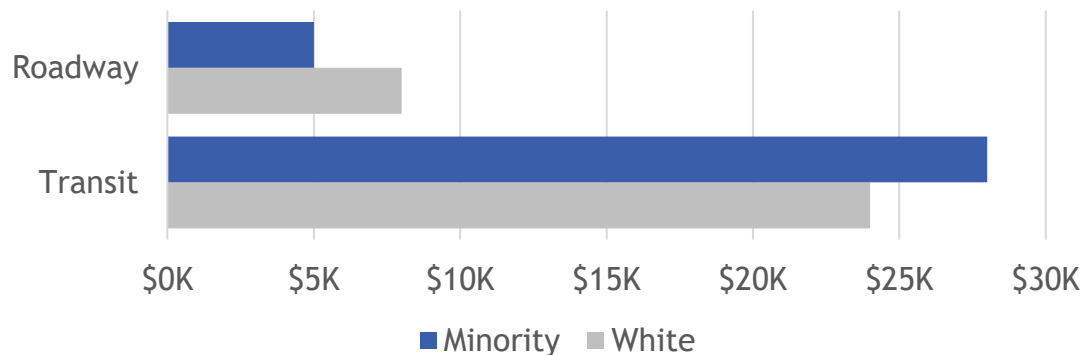
Final Blueprint: Transportation Element High-Level Overview

Today’s staff recommendation directs the vast majority of regional discretionary investments **towards system maintenance, public transit, and active transportation.**



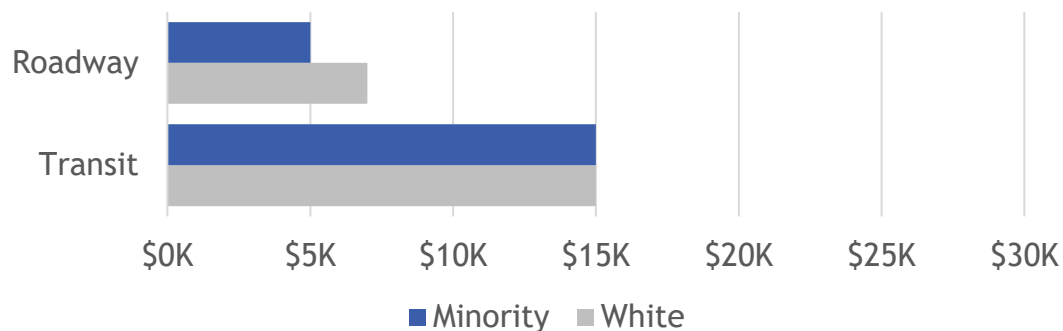
Final Blueprint: Investing in the Existing System Establishes an Equitable Baseline

Per-Capita Investment for
Existing System Needs



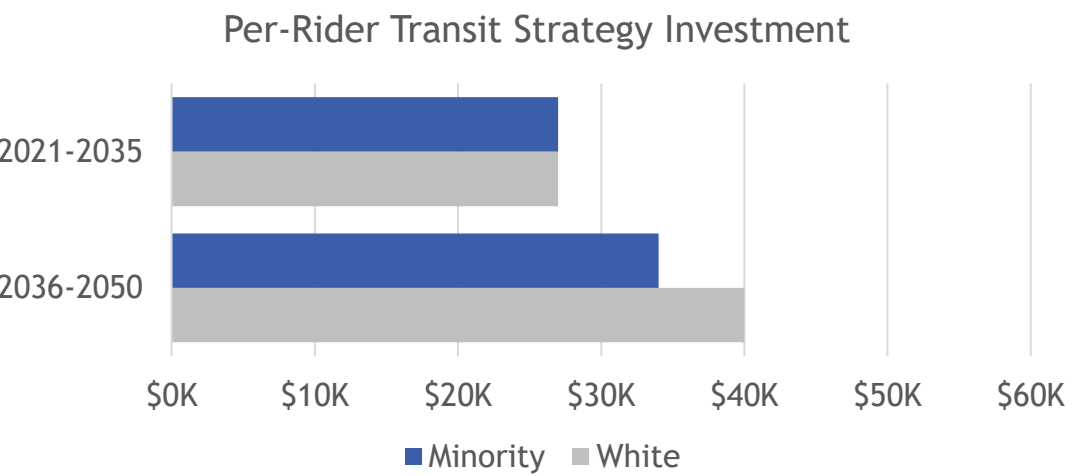
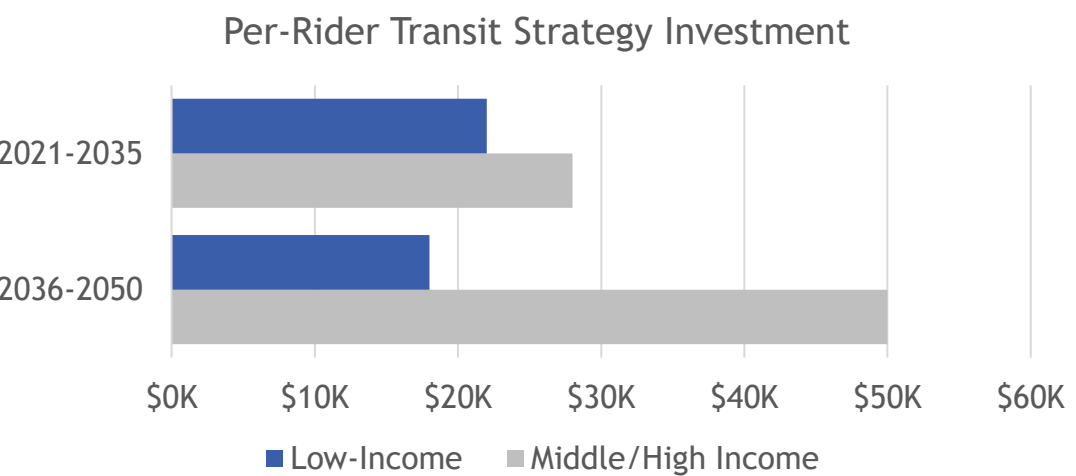
The Final Blueprint strategy to **Operate and Maintain the Existing System** accounts for over two-thirds of the total strategy costs (and one-fourth of regional discretionary investments) in the Transportation Element.

Per-Capita Investment for
All Other Transportation Strategies



Analysis shows that **investing in the existing transit system benefits lower-income and communities of color** more than expanding transit systems or investing in roadways.

Final Blueprint: More Strategic Action Required to Advance Equity Goals



Despite frontloading investments in **local bus service**, which disproportionately benefit lower-income and minority residents, the Final Blueprint still falls short of advancing equity.

The latter half of the Plan includes major investments in **commuter rail**. Pairing such investments with **means-based fares & integrated fares** can help ensure a broader array of residents benefit, not just higher-income white commuters.

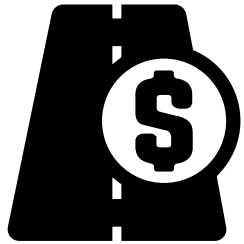
Analysis conducted in accordance with Title VI/EJ regulations, which focus on *system demographics in baseline year*.

PLAN BAY AREA 2050



Revised Regional Discretionary Funding Commitments for the Transportation Element

The Final Blueprint adds more investments in transit and roadways on top of Draft Blueprint strategies.



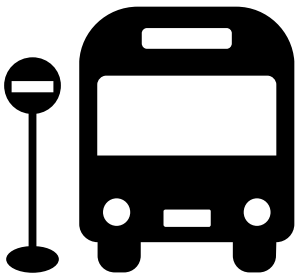
Maintain and Optimize Existing Infrastructure

- Operate & Maintain the Existing System
- Accelerate Restoration of Transit Operations to 2019 Levels
- Enable Seamless Mobility with Unified Trip Planning & Fare Payments
- Reform Regional Transit Fare Policy
- Implement Per-Mile Tolling on Congested Freeways with Transit Alts.
- **Improve Interchanges and Address Highway Bottlenecks**
- Advance Other Regional Programs and Local Priorities




Create Healthy and Safe Streets

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



Enhance Regional and Local Transit

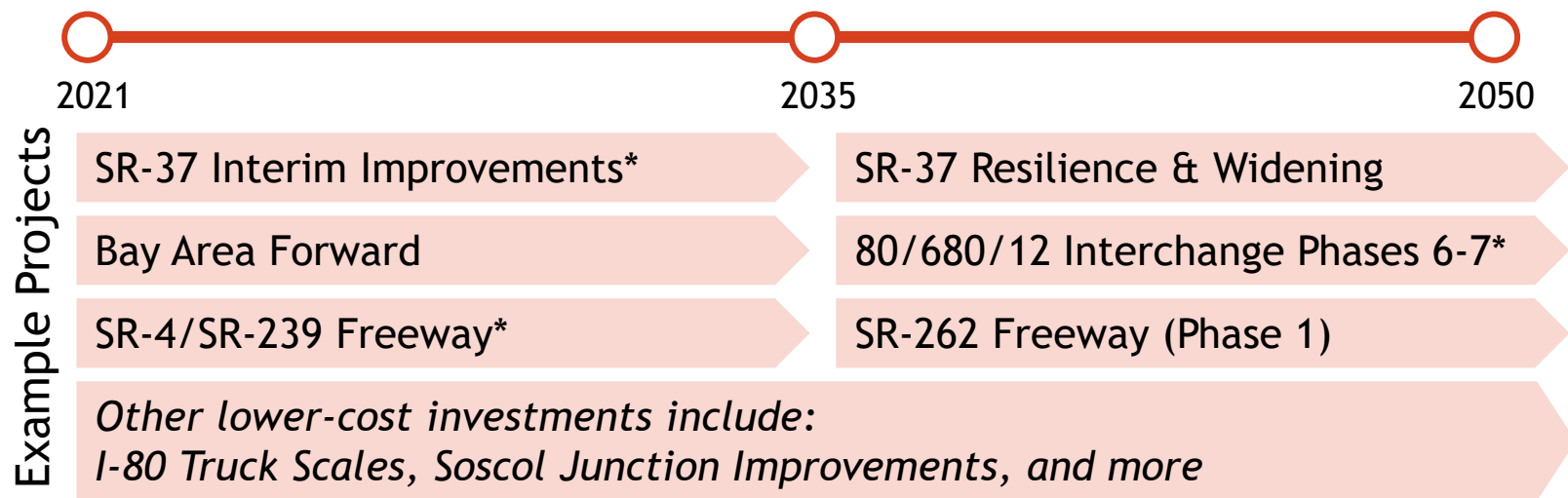
- **Enhance Local Transit Frequency, Capacity, and Reliability**
- **Expand and Modernize the Regional Rail Network**
- **Build an Integrated Regional Express Lane and Express Bus Network**



With a seven-point gap remaining to meet the SB 375 GHG reduction target, we will be asking all major highway expansion projects to fully mitigate increases, going above and beyond existing policies.

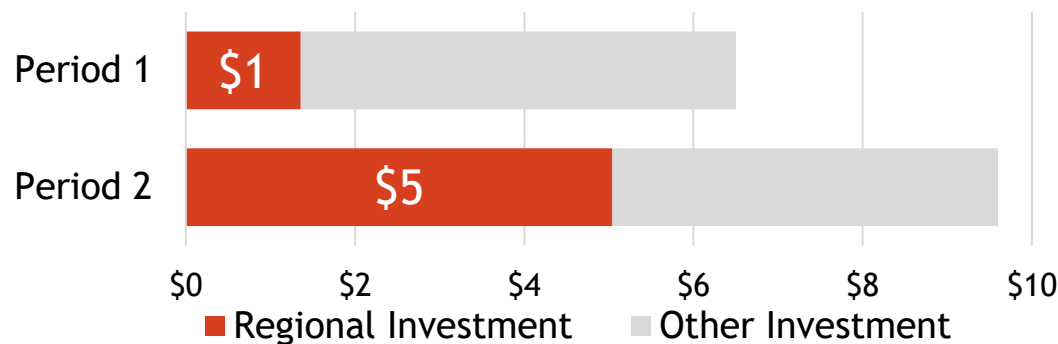


Improve Interchanges and Address Highway Bottlenecks



* Only include if GHG mitigations are identified by September.

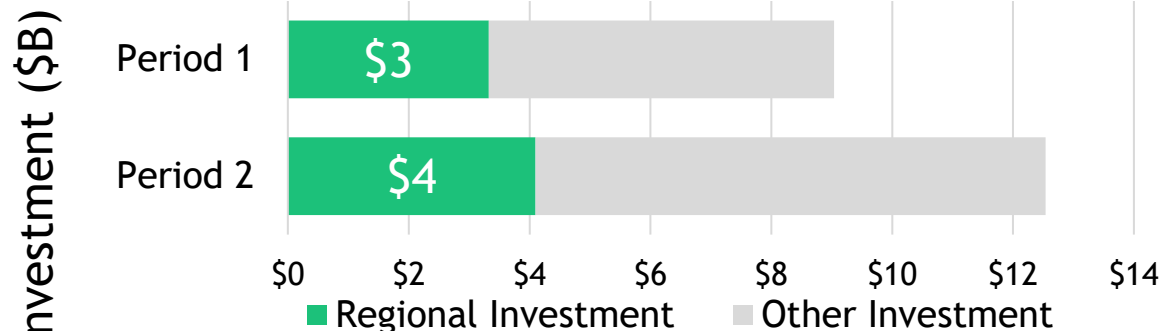
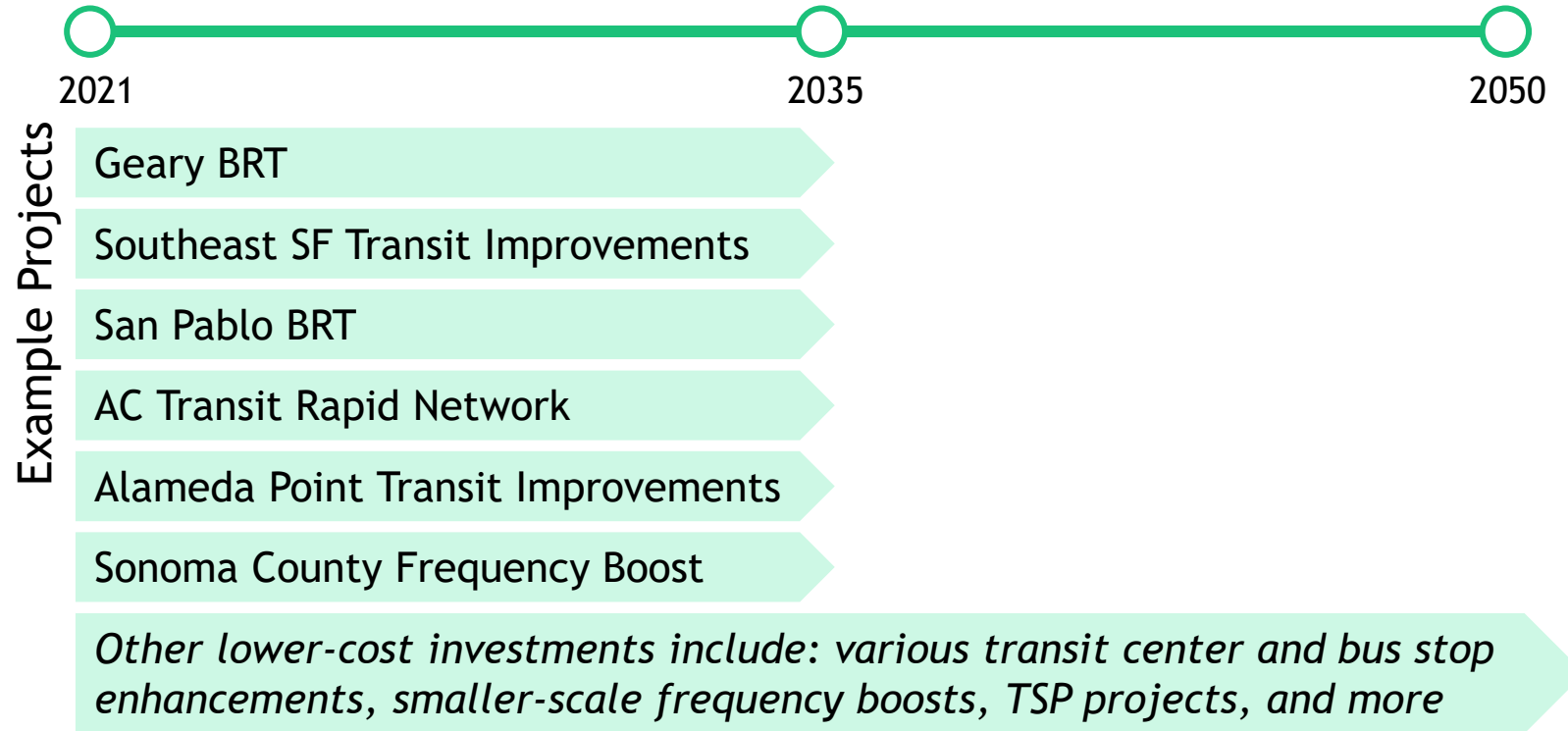
Investment (\$B)



\$16B



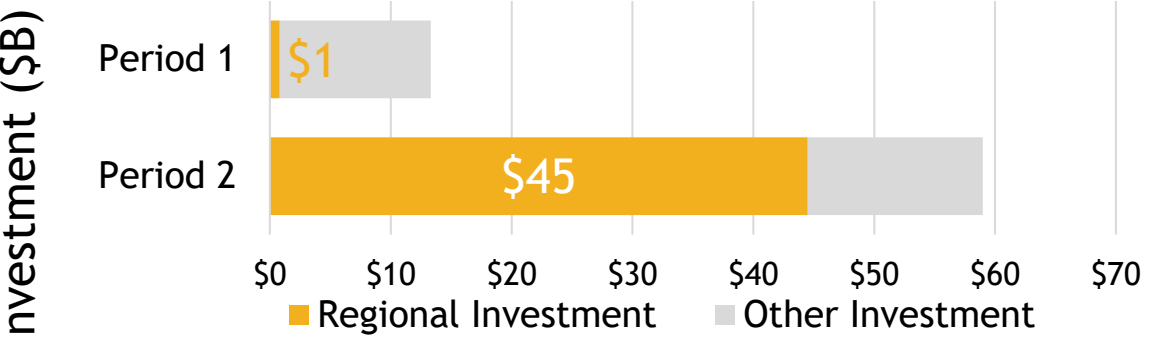
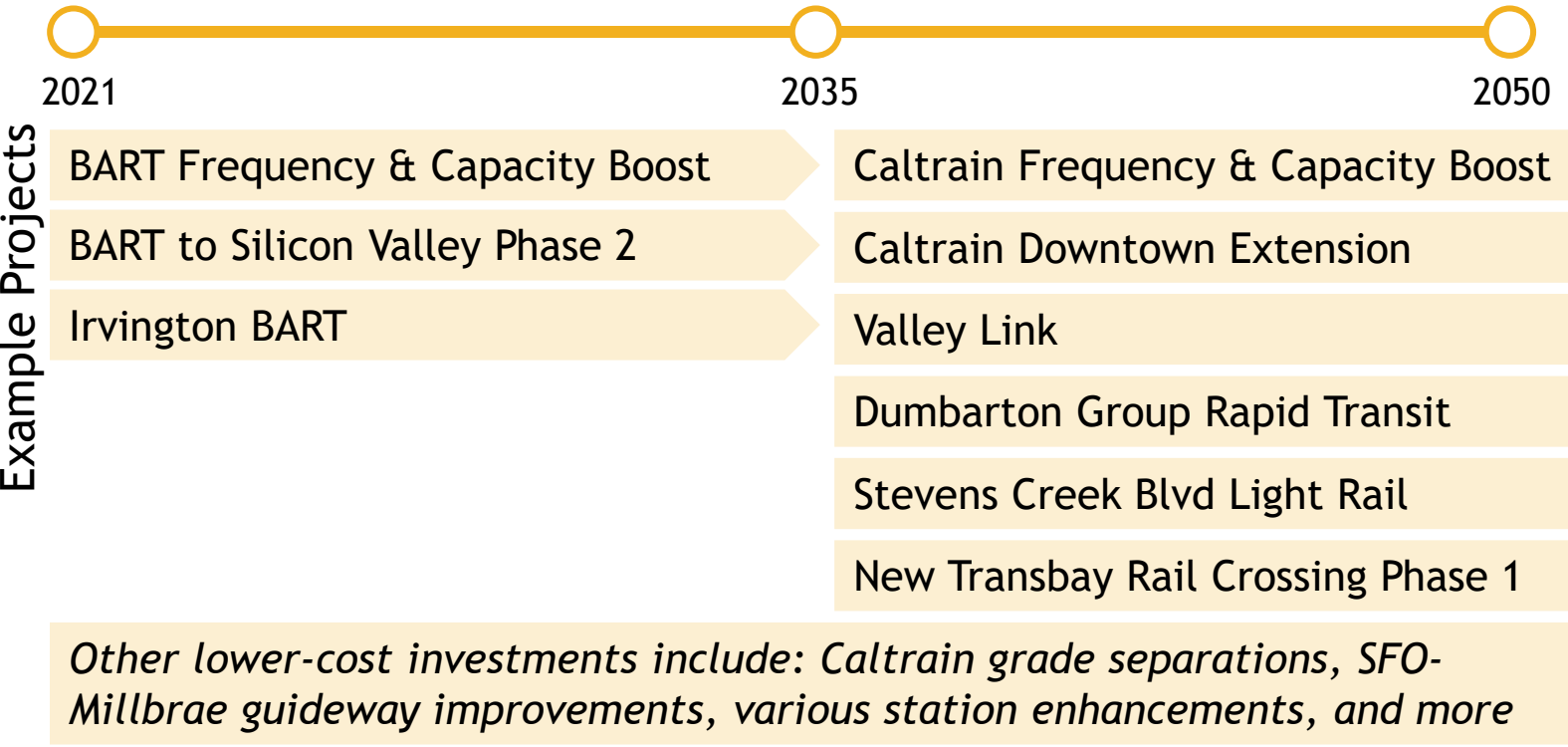
Enhance Local Transit Frequency, Capacity, and Reliability



\$22B



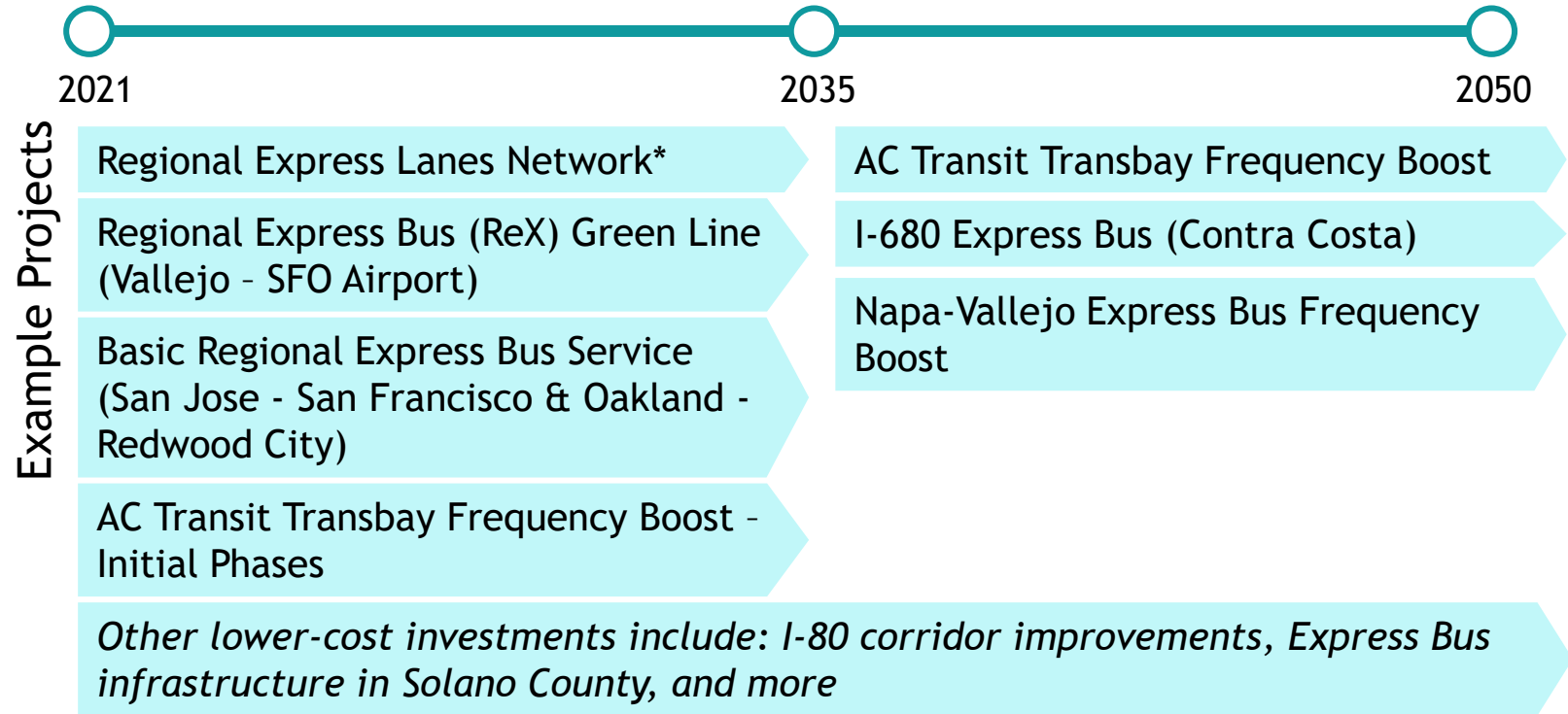
Expand and Modernize the Regional Rail Network



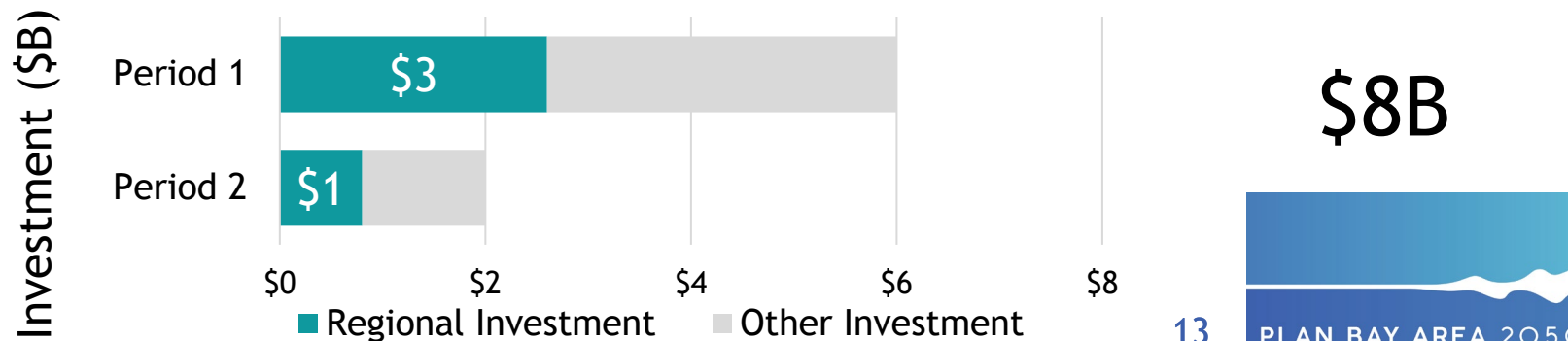
\$72B



Build an Integrated Express Lane and Express Bus Network



*** All widening projects need to identify GHG mitigations by September.**



Transportation strategy recommendations are an initial step towards the Final Blueprint.



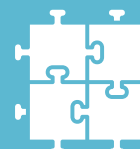
Plan Bay Area 2050 Blueprint

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

ANTICIPATED:
SUMMER 2020



*Local Concurrence on
Performance Commitments*



*Public Engagement & Integration
into Final Blueprint Strategies*

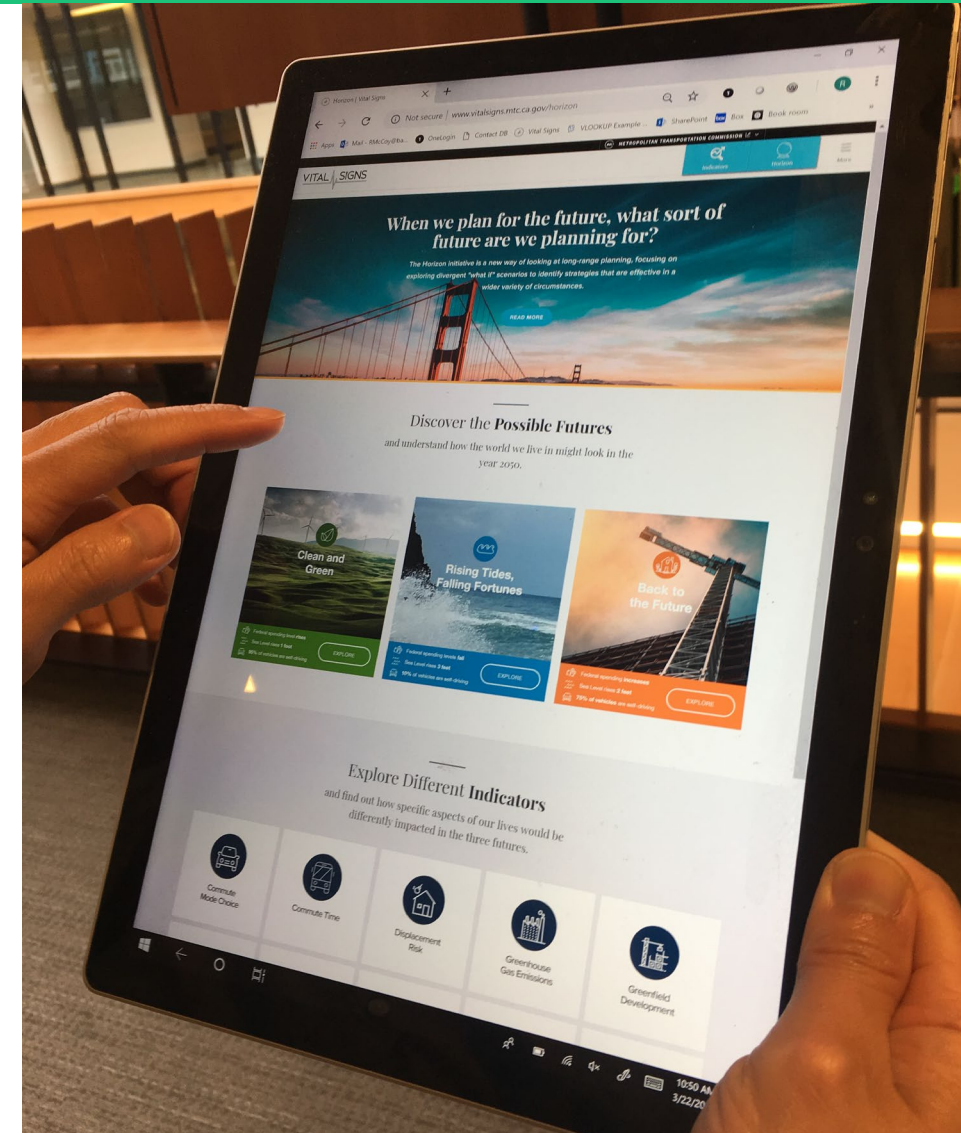
Digital outreach this summer will further shape all Final Blueprint strategies.

Focus Areas

1. **Refine Final Blueprint strategies** to inform further analysis in Fall 2020
2. **Focus on equity implications** of Blueprint strategies, ensuring that all residents benefit

Tactics

1. **Digital Workshops:** up to 15 public workshops to be held from mid-July to mid-August
2. **Non-Digital Engagement:** a suite of non-digital options for those with limited internet access
3. **Digital Tribal Summit:** in lieu of in-person summit



Hearing from Communities of Concern will guide further evolution this fall.

Themes

Community members said:

System
Integration
Beyond Fares

“Overwhelming to think about how strategic you need to be to make all connections on time”
“Timing transfers so it actually works for people, especially those with disabilities”

Support Evening
& Weekend
Service

“Weekends and nights - these are when low-income people are working, and it is more unsafe to wait longer at night”
“Not having night services forces us to drive”

Improve Existing
Service

“I just want the bus to be new, clean, and not break down”
“Need to know when transit is actually coming”

Remove Barriers
So That All Fare
Policy Helps All

“Transit discounts are great, but we need streamlining to make it easier to be eligible for these discounts, especially for seniors, people with disabilities, language barriers”
“Need automatic daily or monthly caps”

Quick Wins with
Vision Zero

“The easiest thing you can do is repaint every crosswalk with the fat lines perpendicular to the traditional lines”

Q&A + Discussion

Upcoming *Plan Bay Area 2050*
Milestones:

- July 2020: Draft Blueprint Release
- Summer 2020: Physically Distant Public Engagement on Final Blueprint Strategies
- September 2020: Action on Final Blueprint Strategies

				Regional Discretionary Funding Range (\$ Millions, YOE)							
Blueprint Strategy	Project ID	Project/Program Title		< \$50	\$50 - 100	\$100 - 250	\$250 - 500	\$500 - 1000	\$1000 - 2500	\$2500 - 5000	> \$5000
Operate and Maintain the Existing System	Minor Project/Program	BART Rail Vehicle Replacement Project Phase 3	Regional Funding in Period 1				✓				
		Hayward Maintenance Complex (HMC) Phase 1	Regional Funding in Period 1				✓				
		Marin Transit O&M Facility	Regional Funding in Period 1	✓							
		VINE Maintenance Facility	Regional Funding in Period 1	✓							
		Electrical & Mechanical Infrastructure Program	Regional Funding in Period 1 and in Period 2						✓		
		Fare Collection Replacement Program	Regional Funding in Period 1 and in Period 2			✓					
		Needs Assessment Local Bridges	Regional Funding in Period 1 and in Period 2					✓			
		Needs Assessment Local Streets & Roads	Regional Funding in Period 1 and in Period 2								✓
		Needs Assessment Regional "Toll" Bridges	Regional Funding in Period 1 and in Period 2				✓				
		Needs Assessment Transit Capital	Regional Funding in Period 1 and in Period 2								✓
		Needs Assessment Transit O&M	Regional Funding in Period 1 and in Period 2							✓	
		Seismic Retrofit Program	Regional Funding in Period 1 and in Period 2						✓		
		Lifecycle Asset Replacement Cost Estimate	Regional Funding in Period 2						✓		
Enable Seamless Mobility with Unified Trip Planning and Fare Payment	Minor Project/Program	Enable Seamless Mobility with Unified Trip Planning and Fare Payments	Regional Funding in Period 1						✓		
Reform Regional Transit Fare Policy	Minor Project/Program	Reform Regional Transit Fare Policy	Regional Funding in Period 1 and in Period 2								✓
Implement Per-Mile Tolling on Congested Freeways with Transit Alternatives	Minor Project/Program	Local Transit Access, Service and Fares	Regional Funding in Period 2					✓			
		Implement Per-Mile Tolling on Congested Freeways with Transit Alternatives	Regional Funding in Period 1						✓		
Improve Interchanges and Address Highway Bottlenecks	3100	SR-239 Feasibility Studies and Project Development	Funded by "County Budget" in Period 1								
		Vasco Road Byron Highway Connector Road (Formerly named: SR-239: Airport Connector)*	Funded by "County Budget" in Period 1								
	3101	I-680/SR-4 Interchange Phases 1 & 2	Funded by "County Budget" in Period 1								
		I-680/SR-4 Interchange Phase 4	Funded by "County Budget" in Period 2								
		I-680/SR-4 Interchange Phase 5	Funded by "County Budget" in Period 2								
	3102	SR-4 Operational Improvements Initial Phases (EB)	Funded by "County Budget" in Period 1								
		SR-4 Operational Improvements Initial Phases (WB)	Funded by "County Budget" in Period 2								
	3103	SR-4 Widening*	Funded by "County Budget" in Period 2								
	3104	I-80/I-680/SR-12 Interchange + Widening Packages 3 - 5*	Funded by "County Budget" in Period 1								
		I-80/I-680/SR-12 Interchange + Widening Packages 6 & 7*	Regional Funding in Period 2			✓					
	3109	SR-262 Mission Boulevard Phase 1	Regional Funding in Period 2			✓					
	3112	SR-37 Interim Project	Regional Funding in Period 1					✓			
	3200	SR-37 Long-Term Project*	Regional Funding in Period 2							✓	
	5000	Bay Area Forward	Regional Funding in Period 1					✓			
	Minor Project/Program	Marin-Sonoma Narrows	Regional Funding in Period 1	✓							
		Soscol Junction	Regional Funding in Period 1	✓							
		US 101/I-580 Direct Connector	Regional Funding in Period 1	✓							
		Yerba Buena Island (YBI) I-80 Interchange Improvement	Regional Funding in Period 1	✓							
Advance Other Regional Programs and Local Priorities	7001	MTA LRT SLR Resilience Project	Regional Funding in Period 1		✓						
	7002	I-580/US-101/SMART Marin Resilience Project	Regional Funding in Period 1					✓			
	7003	US-101 Peninsula Resilience Project	Regional Funding in Period 2				✓				
	7004	SR-84 Resilience Project	Regional Funding in Period 2			✓					
	7005	SR-237 SLR Resilience Project	Regional Funding in Period 1		✓						
	Minor	7th Street Grade Separation East	Regional Funding in Period 1			✓					

*Include only if on-system GHG mitigations are identified by sponsor by September 2020

				Regional Discretionary Funding Range (\$ Millions, YOE)							
Blueprint Strategy	Project ID	Project/Program Title		< \$50	\$50 - 100	\$100 - \$250	\$250 - \$500	\$500 - \$1000	\$1000 - \$2500	\$2500 - \$5000	> \$5000
	Project/ Program	7th Street Grade Separation West	Regional Funding in Period 1			✓					
		I-80 WB Truck Scales	Regional Funding in Period 1			✓					
		Oakland Army Base Infrastructure Improvements	Regional Funding in Period 1	✓							
		511 SF Bay Area	Regional Funding in Period 1 and in Period 2				✓				
		All Electronic Tolling	Regional Funding in Period 1 and in Period 2			✓					
		Carpool/Vanpool Program	Regional Funding in Period 1 and in Period 2					✓			
		Climate Adaptation/Resiliency and Sustainability Program	Regional Funding in Period 1 and in Period 2			✓					
		Climate Initiatives Program	Regional Funding in Period 1 and in Period 2								✓
		Emission Reduction Technology	Regional Funding in Period 1 and in Period 2	✓							
		Goods Movement and Rail Safety	Regional Funding in Period 1 and in Period 2						✓		
		Land Use	Regional Funding in Period 1 and in Period 2	✓							
		Minor Freight Improvements	Regional Funding in Period 1 and in Period 2	✓							
		Motorist Aid Services	Regional Funding in Period 1 and in Period 2					✓			
		Other MTC Regional Programs	Regional Funding in Period 1 and in Period 2							✓	
		Regional Communications Network	Regional Funding in Period 1 and in Period 2					✓			
		Travel Demand Management	Regional Funding in Period 1 and in Period 2	✓							
		Active Transportation and Vision Zero	Regional Funding in Period 1 and in Period 2					✓			
		Advance Regional Vision Zero Policy through Street Design and Reduced Speeds	Regional Funding in Period 1 and in Period 2						✓		
		Local and Regional Road Safety	Regional Funding in Period 1 and in Period 2		✓						
		Safety and Security	Regional Funding in Period 1 and in Period 2	✓							
		Security	Regional Funding in Period 1 and in Period 2	✓							
Build a Complete Streets Network	2104	Better Market Street	Regional Funding in Period 1		✓						
	2700	Bay Bridge West Span Bike Path	Regional Funding in Period 2					✓			
	Minor Project/ Program	Build a Complete Streets Network	Regional Funding in Period 1 and in Period 2								✓
Advance Low-Cost Transit Projects	2000	AC Transit Local Service Frequency Increase	Regional Funding in Period 1							✓	
	2001	AC Transit Rapid Network	Regional Funding in Period 1						✓		
	2003	Muni Forward	Regional Funding in Period 1				✓				
	2004	Sonoma County Service Frequency Increase	Funded by "County Budget" in Period 1								
	2007	South East SF Transit Improvements	Regional Funding in Period 1	✓							
	2008	Alameda Point Transit Network	Regional Funding in Period 1			✓					
	2100	San Pablo BRT	Regional Funding in Period 1			✓					
	2101	Geary BRT Phase 2	Regional Funding in Period 1	✓							
	2103	El Camino BRT	Funded by "County Budget" in Period 2								
	2105	E 14th/Mission Blvd Corridor Project	Regional Funding in Period 1				✓				
	2600	WETA Service Frequency Increase	Regional Funding in Period 1				✓				
	2602	WETA Ferry Berkeley	Regional Funding in Period 1			✓					
	2603	Redwood City Ferry Planning & Environmental	Funded by "County Budget" in Period 1								
	2604	Golden Gate Transit Bus and Ferry Upgrades	Recommendation Anticipated in September								
	3002	Treasure Island Congestion Pricing	Regional Funding in Period 1		✓						
		Treasure Island Ferry	Regional Funding in Period 1								
	3001	Downtown SF Congestion Pricing	Regional Funding in Period 1		✓						
	4002	Contra Costa AV Shuttle Program Study	Funded by "County Budget" in Period 1								
	4004	Regional Hovercraft Pilot	Funded by "County Budget" in Period 1								
	Minor Project/ Program	Expand SFMTA Transit Fleet - Buses	Regional Funding in Period 1			✓					
		Expand SFMTA Transit Fleet - Facilities	Regional Funding in Period 1			✓					

*Include only if on-system GHG mitigations are identified by sponsor by September 2020

				Regional Discretionary Funding Range (\$ Millions, YOE)							
Blueprint Strategy	Project ID	Project/Program Title		< \$50	\$50 - 100	\$100 - 250	\$250 - 500	\$500 - 1000	\$1000 - 2500	\$2500 - 5000	> \$5000
Build an Integrated Regional Express Lane and Express Bus Network	Program	Geneva-Harney Bus Rapid Transit	Regional Funding in Period 1		✓						
		Larkspur Ferry Parking Garage	Regional Funding in Period 1		✓						
		Mission Bay Ferry Landing	Regional Funding in Period 1	✓							
		NVC Transfer Center	Regional Funding in Period 1	✓							
		San Francisco Late Night Transportation Improvements	Regional Funding in Period 1	✓							
		San Rafael Transit Center Relocation	Regional Funding in Period 1	✓							
		Solano Express Bus to BRT-lite Transition: Capital Improvements and Implementation	Regional Funding in Period 1	✓							
		Transit System Growth	Regional Funding in Period 1	✓							
		TSP	Regional Funding in Period 1	✓							
		Vallejo Station Parking Structure Phase B	Regional Funding in Period 1	✓							
		Management Systems	Regional Funding in Period 1 and in Period 2		✓						
		Minor Transit Improvements	Regional Funding in Period 1 and in Period 2	✓							
		New Shelters and Stop Amenities	Regional Funding in Period 1 and in Period 2	✓							
		All regional routes - Enhanced Frequency	Regional Funding in Period 2		✓						
		Local routes - expanded service hours	Regional Funding in Period 2	✓							
		New Transit Vehicles	Regional Funding in Period 2	✓							
		Regional routes - expanded service hours	Regional Funding in Period 2	✓							
	2002	AC Transit Transbay Service Frequency Increase - Initial Phases	Regional Funding in Period 1			✓					
		AC Transit Transbay Service Frequency Increase	Regional Funding in Period 2			✓					
	3000	Express Lanes*	Funded by "County Budget" in Period 1								
		Express Lanes*	Regional Funding in Period 1					✓			
	3003	SF Express Bus on Express Lanes	Funded by "County Budget" in Period 1								
	6020	ReX Blue Line	Regional Funding in Period 1					✓			
		ReX Green Line	Regional Funding in Period 1						✓		
		ReX Red Line	Regional Funding in Period 1					✓			
Expand and Modernize the Regional Rail Network	1004	New San Francisco-Oakland Transbay Rail Crossing	Regional Funding in Period 2								✓
	2201	BART Core Capacity	Regional Funding in Period 1						✓		
	2205	BART to Silicon Valley Phase 2	Regional Funding in Period 1				✓				
	2206	Stevens Creek LRT	Regional Funding in Period 2							✓	
	2209	Irvington Station	Regional Funding in Period 1		✓						
	2300	Caltrain Downtown Extension	Regional Funding in Period 2							✓	
	2302	Caltrain Enhanced Frequency 8 TPHPD	Regional Funding in Period 2						✓		
	2306	Dumbarton Rail GRT	Regional Funding in Period 2							✓	
	2308	Valley Link Bay Area Segment	Regional Funding in Period 2						✓		
	2312	ACE Service Frequency Increase 6 Daily Round Trips	Regional Funding in Period 2			✓					
	2402	Mineta San Jose International Airport APM connector - planning and environmental	Funded by "County Budget" in Period 1								
	2403	Extend light-rail transit from Winchester Station to Route 85 (Vasona Junction)	Funded by "County Budget" in Period 2								
	Minor Project/Program	Fairfield-Vacaville Train Station Building, Access, and Parking	Regional Funding in Period 1	✓							
		Bay Fair Connection	Regional Funding in Period 1	✓							
		Expand SFMTA Transit Fleet - LRV (Core Capacity)	Regional Funding in Period 1		✓						
		South Bay Connect	Regional Funding in Period 1	✓							
		Transit Operations Facility	Regional Funding in Period 1			✓					
		Station Access Program	Regional Funding in Period 1 and in Period 2			✓					
		Stations Program	Regional Funding in Period 1 and in Period 2							✓	
		System Expansion and Capacity Improvements	Regional Funding in Period 1 and in Period 2							✓	

*Include only if on-system GHG mitigations are identified by sponsor by September 2020

DEPARTMENT OF TRANSPORTATION

DISTRICT 4
111 GRAND AVE, MS-1A
OAKLAND, CA 94612
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Making Conservation
a California Way of Life.

June 29, 2020

Ms. Therese McMillan
Executive Director
Metropolitan Transportation Commission
375 Beale Street, Suite 800
San Francisco, CA 94105-2066

Dear Ms. McMillan:

We have reviewed MTC/ABAG's recently released initial list of transportation projects recommended for Plan Bay Area 2050 (PBA 2050)/Final Blueprint, the Bay Area's next Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). As you know, projects are grouped into three categories: "Include," "Consider" and "Exclude." Caltrans is concerned that several projects we support are currently not in the "Include" category.

Specifically, the following State highway projects in the "Consider" category are of concern to Caltrans:

- I-80/I-680/SR 12 Interchange Project
- SR 37 Resilience and Widening Project
- SR 262 Cross Connector Project
- I-680 Multimodal Improvements

Transit and Rail projects include SMART to Cloverdale, SMART to Solano, and ACE's Altamont Corridor Vision. The Dumbarton Rail project is also being considered for exclusion. Each of these regional rail investments are important elements of the California State Rail Plan, which envisions a unified statewide rail network that better integrates passenger and freight service, connects rail to other modes, and supports smart mobility.

In addition, we are concerned that the Bay Bridge West Span Bike Path project is labeled as having "Major" equity challenges, when the span's bike path

Ms. Therese McMillan
June 29, 2020
Page 2

connects to disadvantaged communities in San Francisco and West Oakland. E-Bike programs are being considered in the area, and subsidies to e-bike programs in these disadvantaged communities should be considered as well.

These projects are in alignment with State policies and goals, and advance priorities identified in the California Transportation Plan (CTP) 2040, statewide modal plans such as the 2015 Interregional Transportation Strategic Plan (ITSP), State Rail Plan, and the 2020 California Freight Mobility Plan (CFMP). We have been coordinating with MTC and the Country Transportation Agencies (CTA) for many years on a number of these projects. Some projects also recently received funding from various State programs including the SB 1 Competitive Programs.

All of these projects are consistent with State goals and priorities such as improving safety, mobility and reliability of the transportation system, responding to climate change impacts, supporting freight systems and economic prosperity, and promoting more sustainable modes of transportation. Excluding this important group of projects from PBA 2050 would also disqualify them from receiving future federal and State funding.

Therefore, with CTA support, Caltrans strongly recommends moving these projects to the "Include" category from the "Consider" or "Exclude" category and listing them in the Final Blueprint of PBA 2050.

We look forward to working with MTC toward inclusion of these projects. Should you have any questions, please do not hesitate to contact me at (510) 286-5900 or Jean Finney, Deputy District Director, Transportation Planning & Local Assistance at (510) 286-6196.

Sincerely,



TONY TAVARES
DISTRICT DIRECTOR

Ms. Therese McMillan
June 29, 2020
Page 3

bc: J. Finney
S. Yokoi
E. Alm
Z. Xu

author/typist



June 30, 2020

The Honorable Scott Haggerty
Chair, MTC
Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105-2066

Re: Support for the Downtown Rail Extension (DTX) incorporation into Stage 1 of Plan Bay Area 2050

Dear Chair Haggerty,

As the State Legislative Delegation representing a majority of San Francisco, we write to you in strong support of the Caltrain Downtown Rail Extension (DTX) Project's inclusion into Plan Bay Area 2050's first plan period, which consists of the years 2021 through 2035. The DTX project is a priority for the Transbay Joint Powers Authority (TJPA), is consistent with Caltrain's Business Plan Service Vision, and is consistent with the California High Speed Rail Authority's (CHSRA) 2020 Draft Business Plan.

Through the DTX program, Caltrain and High-Speed Rail (HSR) will become interconnected with the rest of the Bay Area and the State via AC Transit, BART, Golden Gate Transit, Muni, SamTrans, WestCAT Lynx, Amtrak, paratransit, and Greyhound. This interconnection fills a major gap in our transit system, regionally and beyond, while facilitating a better jobs-housing balance. Additionally, this project will allow for much needed traffic decongestion in the Bay Area's road and freeway systems. As you both know, we have some of the worst traffic in the State, if not the Country, and residents, visitors, and super-commuters are growing increasingly frustrated with their inability to maneuver into or within the region. This harms potential business, deters tourists, and poses major safety concerns. With regards to impacts in the immediate area, DTX will spur massive growth in Priority Development Areas such as the Downtown SF, South of Market, and Mission Bay areas.

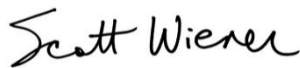
Along with the benefits already mentioned, the Downtown Rail Extension will reduce vehicle miles traveled, modernize the Bay Area's commuter systems, provide benefits to disadvantaged communities, reduce greenhouse gas emissions, and expand and improve rail service to increase ridership. TJPA secured the Federal Record of Decision last year, which provides environmental clearance and enters DTX into the "New Starts" funding program. Because of its numerous benefits and well-defined goals, multiple agencies including TJPA, MTC, Caltrain, CHSRA, the San Francisco's Mayor's Office, and SFCTA working together formed an integrated team to showcase and deliver the project in collaboration.

The determined work and collaborative spirit of this project warrants its implementation into Plan Bay Area 2050's first plan period.

This project and the jobs affiliated with the work are needed now more than ever as we seek to recover from the COVID related recession. In addition, as we work to get commuters back to their pre COVID habits, we need to ensure our transportation systems are ready to serve our public effectively and efficiently.

If there are any questions that our offices can answer, please contact Ann Fryman for Senator Wiener's office at ann.fryman@sen.ca.gov or Nicole Restmeyer for Assemblymember David Chiu's office at nicole.restmeyer@asm.ca.gov. We thank you for your deep consideration and look forward to the benefits that this project will bring to our region in the near future.

Sincerely,



Scott Wiener
Senator, District 11



David Chiu
Assemblymember, District 17

CC:

Therese McMillan, Executive Director, MTC and ABAG
Nadia Sesay, Chair, TJPA
Mark Zabaneh, Executive Director, TJPA



TRANSBAY JOINT POWERS AUTHORITY

Mark Zabaneh • Executive Director

June 30, 2020

Scott Haggerty

Chair

Metropolitan Transportation Commission

c/o Bay Area Metro Center

375 Beale Street, Suite 800

San Francisco, CA 94105-2066

Therese McMillan

Executive Director

Metropolitan Transportation Commission/Association of Bay Area Governments

Bay Area Metro Center

375 Beale Street, Suite 800

San Francisco, CA 94105-2066

Subject: Support for Caltrain Downtown Rail Extension in the first plan period of Plan Bay Area 2050

Dear Chair Haggerty and Executive Director McMillan:

As chair of the Transbay Joint Powers Authority (TJPA) Board of Directors, I am writing to express my support for including the Caltrain Downtown Rail Extension (DTX) in the first plan period of Plan Bay Area 2050 covering 2021-2035. This is consistent with the TJPA's project schedule, Caltrain's Business Plan Service Vision, and California High Speed Rail Authority's (CHSRA) 2020 Draft Business Plan. As described in the 2018 California State Rail Plan, the DTX project is critical to the Bay Area's rail network - extending Caltrain commuter rail from its current terminus at Fourth and King streets to Salesforce Transit Center and the BART/Muni corridor in downtown San Francisco. The project will deliver future high-speed rail service from Los Angeles to San Francisco as well as serve as the potential first leg of a new Transbay Rail Crossing to the East Bay.

Once DTX is complete, the transit center will bring an impressive number of regional and state transit systems under one roof, linking Caltrain and high-speed rail with nine other transit operators: AC Transit, BART, Golden Gate Transit, SFMTA Muni, SamTrans, WestCAT Lynx, Amtrak, Greyhound, as well as local paratransit service. The project will close a major gap in the Bay Area's transportation system with accessibility benefits for up to 90,000 new and existing Caltrain and high-speed rail passengers in addition to new and existing bus riders by 2040. It will relieve gridlock on US101/I-80, one of the most congested corridors in the Bay Area, and anchor growth in one of the region's most

robust and diverse Priority Development Areas, the Downtown SF/South of Market/Mission Bay area. Bringing rail to the transit center also leverages the region's prior investment in the facility and is key to its long-term financial stability, providing much needed relief to the Metropolitan Transportation Commission (MTC) and local transit operators who now heavily subsidize transit center operations.


The DTX is a complex project which requires partnerships among multiple agencies to realize. In May 2020, the TJPA, the MTC, Caltrain, CHSRA, the San Francisco's Mayor's Office, and San Francisco County Transportation Authority (SFCTA) entered into the San Francisco Peninsula Rail Program Memorandum of Understanding (MOU) creating an integrated program management team to boost project delivery. This team of agencies will examine the project's cost-effectiveness including considering cost reduction, phasing and project delivery strategies and strengthened funding plans to identify an initial operating segment that can be constructed in the next 10 to 12 years.

With this MOU in place and work commencing, **it is critical that DTX be included in the first period of Plan Bay Area 2050**, from 2021-2035. The DTX received its Federal Record of Decision in July 2019, a major milestone that environmentally clears the project and facilitates its entry into the Federal Transit Administration's New Starts funding program. In addition to providing significant transportation benefits (particularly travel time savings for commuters), the project will reduce greenhouse gas emissions by more than 8.5 million metric tons of CO² per year, helping to meet the region's greenhouse gas emissions reduction target for 2035.

Significant local, regional, and state dollars have been committed to the project already, including San Francisco tax increment funding, regional bridge toll revenues, and San Francisco sales tax dollars. As one of the region's two New Starts priorities in the regional transit expansion plan, the project is well positioned to make significant progress in the next few years and can serve as a tool for the Bay Area's economic recovery by putting people back to work in several job sectors as well as investing in small businesses in the region.

Thank you for your consideration. I look forward to collaborating to improve connectivity for current and future transit riders across the Bay Area, the Northern California mega-region, and the state.

Sincerely,

DocuSigned by:

 4B924DCCB39648D...

Nadia Sesay

Chair

Transbay Joint Powers Authority

cc: N. Josefowitz, H. Ronen, E. Ahn - MTC Commission
 A. Bockelman, M. Maloney, D. Vautin – MTC
 M. Zabaneh – TJPA
 S. Elsbernd – San Francisco Mayor's Office
 T. Chang, M. Lombardo, M. Beaulieu - SFCTA

BOARD OF DIRECTORS 2020

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EXECUTIVE DIRECTOR



June 30, 2020

Scott Haggerty

Chair, Metropolitan Transportation Commission, and

Therese McMillan

Executive Director, Metropolitan Transportation Commission and Association of Bay Area Governments

Bay Area Metro Center

375 Beale Street, Suite 800

San Francisco, CA 94105-2066

Subject: Inclusion of the Caltrain Enhanced Growth Project and the Caltrain Downtown Rail Extension (DTX) Period 1 of Plan Bay Area 2050

Dear Chair Haggerty and Executive Director McMillan:

Caltrain is pleased that the Plan Bay Area 2050 (PBA 2050) process continues to advance toward final completion and adoption by the Metropolitan Transportation Commission (MTC). PBA 2050 will help ensure that the entire Bay Area has a future land use and transportation network that is equitably, environmentally, and economically sustainable. As a region, we can achieve this goal by continually encouraging travel to shift away from motor vehicles to transit. Passenger rail will continue to be the most effective mode of transit, moving the most people efficiently in the smallest amount of space.

I am writing to request that the Caltrain Enhanced Growth Project be included in Period 1 of PBA 2050, and to also express our support for including the Caltrain Downtown Rail Extension (DTX) in Period 1 of PBA 2050. Development of both projects as early as possible is consistent with Caltrain's 2040 Long Range Service Vision, the Transbay Joint Powers Authority's project schedule, and the California High Speed Rail Authority's (CHSRA) 2020 Draft Business Plan. These projects are essential to the development of a robust regional rail network in the Bay Area.

Request for Inclusion of the Caltrain Enhanced Growth Project in Period 1

As the seventh-largest commuter rail service in the United States, Caltrain is in the midst of the most significant change to transit that the Peninsula has ever experienced. The Peninsula Corridor Electrification Project (PCEP), currently underway, will drastically re-make transit service on the Peninsula and will facilitate a change from a peak-hour focused traditional

Scott Haggerty
Therese McMillan
June 30, 2020
Page 2 of 4

commuter rail service to an urban regional rail system with shorter headways, greater frequency, and more capacity. This new service will continue to attract riders, generating significant demand as forecasted through the Caltrain Business Plan development process.

Accommodating this forecasted demand will require additional capital investments that build on and leverage the foundational infrastructure created by PCEP, including the full electrification and expansion of the fleet as well as key upgrades to rail and systems infrastructure. These investments will facilitate tighter running of trains and more responsive service patterns to meet more markets, enabling Caltrain to serve a growing and broader cross-section of riders than have used the system in the past.

Therefore, **it is imperative that the Caltrain Enhanced Growth Project be included in Period 1 (2021-2035) of PBA 2050** for two primary reasons—both of which are directly related to growth in our services over the next decade.

Growing Ridership and Diversifying our Customer Base

Caltrain's ridership projections (developed as part of the Caltrain Business Plan process) show that the demand for rail service on the Peninsula will begin to push against the limits of our system by the end of the decade. The infrastructure improvements identified as part of the Caltrain Enhanced Growth Project will allow us to add capacity to the system, meet expanded service expectations, and expand frequent, transit-level service to more communities (including Communities of Concern) along the corridor.

This projection is further supported by Caltrain's upcoming Equity, Connectivity, Recovery and Growth Framework (to be presented to the JPB in draft on July 9). This policy document has been developed through the Business Plan process and will formally establish Caltrain's commitment to attract and accommodate new riders from underserved markets across the Peninsula. With improvements such as a revised timetable that promotes more seamless transfers between modes such as BART and bus, 50% discounts for low income riders through the Clipper START program, and improved access to Communities of Concern throughout the corridor, Caltrain is confident that our ridership will diversify and grow throughout the decade. The PCEP project will begin Caltrain's transformation to a true, regional rail service but the frequencies and capacity made possible through the Enhanced Growth Project will truly bring this level of transformative rail access and service to all communities on the Peninsula.

Value for Money Opportunity to Acquire More Electric Multiple Unit Vehicles (EMUs)

In addition to the imperative to grow ridership and expand our customer base, Caltrain has a time-sensitive option to purchase additional EMUs that will allow us to fulfill the service requirements described above. These new EMUs will be critical to reduce potential for crowding, facilitate more frequent and flexible service, and provide a clean, uniform 100% electrified fleet.

Scott Haggerty
Therese McMillan
June 30, 2020
Page 3 of 4

Notably, we understand that a key consideration for placement in Period 1 is funding availability. As recently noted, June 2020 polling across San Francisco, San Mateo, and Santa Clara Counties demonstrates that Caltrain's proposed 1/8 cent sales tax (Senate Bill 797) has a strong chance of voter approval in November 2020. This will provide Caltrain with its first-ever source of on-going revenue, independent of fares and annual contributions from our member counties. To maximize the effectiveness of the passage of SB797 as a more reliable source of funding (including potentially local match funds) for time-sensitive investments in the Peninsula's rail network, we reiterate that **it is critical that the Caltrain Enhanced Growth Project be included in Period 1 of Plan Bay Area 2050**, from 2021-2035.

Support for Inclusion of the Downtown Extension Project in Period 1

As noted in the Caltrain Business Plan and the 2018 California State Rail Plan, the DTX project is a critical missing link within the Bay Area's rail network. As a major Bay Area connector, DTX will fully realize Caltrain's investments in PCEP and the Enhanced Growth Project and will reinforce the region's prior commitments to the Salesforce Transit Center and BART/Muni corridor by delivering commuter and future high-speed rail service to downtown San Francisco from the Peninsula and Los Angeles, respectively. The DTX is also positioned to serve as the potential first leg of a new Transbay Rail Crossing to the East Bay.

Once DTX is completed, the Salesforce Transit Center will realize its fullest potential by bringing an impressive number of regional and state transit systems under one roof, linking Caltrain and high-speed rail with nine other transit operators: AC Transit, BART, Golden Gate Transit, SFMTA Muni, SamTrans, WestCAT Lynx, Amtrak, Greyhound, as well as local paratransit service. The project will close a major gap in the Bay Area's transportation system with accessibility benefits for up to 90,000 new and existing Caltrain and high-speed rail passengers in addition to new and existing bus riders by 2040. It will relieve gridlock on US101/I-80, one of the most congested corridors in the Bay Area, and anchor growth in one of the region's most robust and diverse Priority Development Areas, the Downtown SF/South of Market/Mission Bay area. Bringing rail to the Transit Center also leverages the region's prior investment in the Transit Center, maximizes its current investment in Caltrain's electrification, and is key to the long-term financial stability of the Transit Center, providing much needed relief to MTC and local transit operators who heavily subsidize transit center operations presently.

The Caltrain system stands to benefit tremendously from the completion of DTX, particularly when this investment is paired with the full electrification and expansion of fleet as proposed in the Caltrain Enhanced Growth Project. We thus believe it **is also critical that DTX be included in Period 1 of Plan Bay Area 2050**, from 2021-2035.

Scott Haggerty
Therese McMillan
June 30, 2020
Page 4 of 4

Thank you for your consideration of these requests. We look forward to collaborating to improve connectivity for current and future transit riders across the Bay Area region, Northern California mega-region, and throughout the state.

Sincerely,



Jim Hartnett
Executive Director

From: [REDACTED]
To: info@planbayarea.org
Subject: Plan Bay Area 2050 Blueprint
Date: Tuesday, July 7, 2020 2:27:04 PM

External Email

I am saddened to see my rural neighborhood, the Springs Specific Plan, included as one of your 2050 PDAs. We have contacted Therese McMillan, members of the Board, and Mark Shorett on multiple occasions outlining how our neighborhood sits outside of the City of Sonoma's Urban Growth Boundary and is located in a high-fire zone with limited roads for evacuation, two conditions which make it ineligible to become a PDA. High-density housing built here will put us all at risk of becoming fatalities from a wildfire or fires associated with a future earthquake. The residents here were never included in the development of the Specific Plan which is against MTC policies of public disclosure and participation. Read the 2020 Sonoma County's Civil Grand Jury report and findings which confirms Permit Sonoma's failure to include the homeowners in the development of the Springs Specific Plan. Please right this wrong and take us out of the Plan Bay Area 2050 Blueprint!

Victoria DeSmet
Resident of Donald Street
Sonoma, CA

Correspondence Received
Agenda Item 5a

From: [Colleen Yudin](#)
To: info@planbayarea.org
Subject: PDA
Date: Wednesday, July 8, 2020 4:13:00 PM

External Email

I am against my rural neighborhood, the Springs Specific Plan, included as one of your 2050 PDAs. We have contacted Therese McMillan, members of the Board, and Mark Shorett on multiple occasions outlining how our neighborhood sits outside of the City of Sonoma's Urban Growth Boundary and is located in a high-fire zone with limited roads for evacuation, two conditions which make it ineligible to become a PDA. High-density housing built here will put us all at risk of becoming fatalities from a wildfire or fires associated with a future earthquake. The residents here were never included in the development of the Specific Plan which is against MTC policies of public disclosure and participation. Read the 2020 Sonoma County's Civil Grand Jury report and findings which confirms Permit Sonoma's failure to include the homeowners in the development of the Springs Specific Plan. Please right this wrong and take us out of the Plan Bay Area 2050 Blueprint!

Colleen Yudin Cowan
Resident of Ernest Drive
Sonoma, CA



June 22, 2020

Metropolitan Transportation Commission
Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105-2066

Re: State Route 262 (SR 262) Cross-Connector Project

To Whom It May Concern:

I am writing on behalf of Tesla, Inc., in strong support of the SR 262 project in the City of Fremont. By separating the grade at Warm Springs Blvd., eliminating traffic signals, and undertaking other improvements, this project would significantly alleviate traffic congestion along the most congested state route in the Bay Area, improve multi-modal access, and, importantly, reduce vehicle fatality risk.

Tesla's mission is to accelerate the world's transition to sustainable energy. Our only North American factory is located in Fremont and we are the largest manufacturing employer in California, employing over 10,000 workers in Fremont and over 20,000 in the state. By electrifying the transportation sector and decarbonizing electricity production, substantial progress can be made in addressing climate change and the serious threat it poses.

Tesla is proud to have manufacturing operations in Fremont. As the only auto manufacturer at scale remaining in the state, we offer skilled manufacturing jobs and long-term career paths unlike any other employer in the state. Because of this, many of our workers commute from the Central Valley communities like Tracy, Stockton, and Modesto and rely on SR 262 to reach our factory from I-680. The SR 262 project would significantly alleviate commute times for these workers and as a result enhance their overall work experience and quality of life.

Our supply chain would also benefit. Auto manufacturing relies on parts and components from a complex network of local, regional, and out-of-state suppliers. For example, we ship heavy-duty parts from our die casting facility in Lathrop, CA, and SR 262, again, is a key link to our factory. Any alleviation of congestion via the SR 262 project would enhance our "just-in-time" manufacturing operations while reducing air pollution and greenhouse gas emissions from heavy-duty vehicles, benefiting the environment and residents that live along the SR 262 corridor.

For these reasons, we ask that you approve and fund the SR 262 project. Thank you for your consideration. Please contact me at dchia@tesla.com or 510-299-0210 for any questions.

Sincerely,

Dan Chia
Senior Manager
Public Policy & Business Development

July 1, 2020

Scott Haggerty

Chair, Metropolitan Transportation Commission, and

Therese McMillan

Executive Director, Metropolitan Transportation Commission and Association of Bay Area Governments

Bay Area Metro Center

375 Beale Street, Suite 800

San Francisco, CA 94105-2066

Subject: Support for the Regional Caltrain Downtown Rail Extension in the first plan period of Plan Bay Area 2050

Dear Chair Haggerty and Executive Director McMillan:

On behalf of Friends of the Downtown Rail Extension, a group with a laser focus on “getting the train tracks to the (Salesforce Transbay) train station”, we are writing to express our overwhelming support for including the Caltrain Downtown Rail Extension (DTX) in the **first plan period of Plan Bay Area 2050 covering 2021-2035**, consistent with the Transbay Joint Powers Authority’s project schedule, Caltrain’s Business Plan Service Vision, and California High Speed Rail Authority’s (CHSRA) 2020 Draft Business Plan. As described in the 2018 California State Rail Plan, the DTX project is a critical lynchpin for the entire Bay Area’s regional rail network - extending Caltrain commuter rail from its current terminus at Fourth and King Streets to the Salesforce Transit Center and BART/Muni corridor in downtown San Francisco. The project will deliver future high-speed rail service from Los Angeles to San Francisco as well as serve as the potential first leg of a new Transbay Rail Crossing to the East Bay.

Project Benefits the Region

Once DTX is completed, the Transit Center will bring an impressive number of regional and state transit systems under one roof, linking Caltrain and high-speed rail with nine other transit operators: AC Transit, BART, Golden Gate Transit, SFMTA Muni, SamTrans, WestCAT Lynx, Amtrak, Greyhound, as well as local paratransit service. The project will **close a major gap in the Bay Area’s transportation system** with accessibility benefits for up to 90,000 new and existing Caltrain and high-speed rail passengers in addition to new and existing bus riders by 2040. It **will relieve gridlock on US101/I-80**, one of the most congested corridors in the Bay Area, and anchor growth in one of the region’s most robust and diverse Priority Development Areas, the Downtown SF/South of Market/Mission Bay area. Bringing rail to the Transit Center also leverages the region’s prior investment in the Transit Center and is key to its long-term financial stability, providing much needed relief to MTC and local transit operators who heavily subsidize transit center operations presently. Finally, taking 4th and King off as the terminus will help a terribly undersized station fit into the total picture instead of being stretched way beyond capacity.

Partners Signed MOU—Ready to Go

The DTX is a complex project which requires partnerships among multiple agencies to realize. In May 2020, the Transbay Joint Powers Authority, the Metropolitan Transportation Commission, Caltrain, CHSRA, the San Francisco’s Mayor’s Office, and SFCTA entered into the San Francisco Peninsula Rail

Program Memorandum of Understanding (MOU) creating an integrated program management team to boost project delivery. This team of agencies has committed to examining the project's cost-effectiveness including considering cost reduction, phasing and project delivery strategies and strengthening funding plans to identify an initial operating segment that can be constructed in the next 10-12 years.

With this MOU in place and work commencing, **it is critical that DTX be included in the first period of Plan Bay Area 2050**, from 2021-2035. The DTX received its Federal Record of Decision in July 2019, a major milestone that environmentally clears the project and facilitates its entry into the Federal Transit Administration's New Starts funding program. In addition to providing significant transportation benefits (particularly travel time savings for commuters), the project will reduce greenhouse gas emissions by more than 8.5 million metric tons of CO² per year, helping to meet the region's greenhouse gas emissions reduction target for 2035. Significant local, regional, and state dollars have been committed to the project already, including San Francisco tax increment funding, regional bridge toll revenues, and San Francisco sales tax dollars. As one of the region's two New Starts priorities in the regional transit expansion plan, the project is well positioned to make significant progress in the next few years.

Thank you for your consideration of this request. We look forward to collaborating to improve connectivity for current and future transit riders across the Bay Area region, Northern California mega-region, and throughout the state.

Sincerely,

Friends of the Downtown Rail Extension

Michael Gimbel, Co-Founder of Friends of the Downtown Rail Extension
Thea Selby, former CA High Speed Rail Authority Board Member
Ron Miguel, former President of the SF Planning Commission
Jim Haas, Creator of the SFCTA and a member of the TransBay Area CAC
Bruce Agid, former Chair of the TJPA CAC
Peter Straus, SF Transit Riders Board member and former SFMTA Service Planning Manager
Eric Schattmeier, retired Caltrain employee
Adina Levin, President, Friends of Caltrain
Brian Stokle, Cartographer and Planner

CC:

N. Josefowitz, H. Ronen, E. Ahn - MTC Commission
A. Bockelman, M. Maloney, D. Vautin - MTC
Chair N. Sesay, M. Zabaneh - TJPA
P. Supawanich - SF Mayor's office
T. Chang, M. Lombardo, M. Beaulieu - SFCTA

Martha Silver

From: info@planbayarea.org on behalf of Bay Area Metro <info@planbayarea.org>
Sent: Wednesday, July 8, 2020 4:24 PM
To: info@planbayarea.org
Subject: Form submission from:

External Email

Submitted on Wednesday, July 8, 2020 - 4:24 pm Submitted by anonymous user: 73.162.231.109 Submitted values are:

Name: Colleen Yudin Cowan

Email address: cmyudin@gmail.com

County of residence: Sonoma

Comment: How can you possibly consider the Springs Specific Plan for PDA.

The Springs area is located in a high-fire zone with limited roads for evacuation, two conditions which makes it ineligible to become a PDA.

High-density housing built here will put us all at risk of becoming fatalities from a wildfire or fires associated with a future earthquake. The residents here were never included in the development of the Specific Plan which is against MTC policies of public disclosure and participation. Read the 2020 Sonoma County's Civil Grand Jury report and findings which confirms Permit Sonoma's failure to include the homeowners in the development of the Springs Specific Plan Please take us out of the PDA

The results of this submission may be viewed at:

https://gcc01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fu6127055.ct.sendgrid.net%2F%2Fclick%3Fupn%3Dw9GiSt7cCySpfy9szKiTet9pvSk95olwMc6CFH9CRDm7n1yddWVgdBI162zuOOg6ZcgelW77WcjvsNT5jXCxXjyjlnRSOSiCtqDDSayO60-3DphGS_r95Xg7-2BqhKQOvO-2B4rh9LgnU7ff0uLbwbTdnno-2BpKbQZp6gusnHpOvrVC9q6-2B9vfu-2FUGl7fmHb8yjo27x6q42zfujcQjYbC21jF-2FTNG4NvI2THNvXF-2BI5nvhiT47d35f4HG8fW2Mo2j-2Fs2eBtQ2AvJ2-2FUcwlDj4nYohoKBzuY-2F5V7bVaTdwIbezZQj8wggapVep-2Bom0TMVTOEuRRBWHukTvfJGrwBHEu1xdYjkYdXEPQ-3D&data=02%7C01%7Cplanbayareainfo%40bayareametro.gov%7Cfd49ebf27e0b4d17923108d82396030e%7C0d1e7a5560f044919f2e363ea94f5c87%7C0%7C0%7C637298474562315335&sdata=0khhS%2B%2BmSQiXZGr3pIoFc8gFCjCix6uRFAMx6JpfaF8%3D&reserved=0

CITY COUNCIL 2020



RICHARD GARBARINO, MAYOR
MARK ADDIEGO, VICE MAYOR
KARYL MATSUMOTO, COUNCILMEMBER
MARK NAGALES, COUNCILMEMBER
BUENAFLOR NICOLAS, COUNCILMEMBER

MIKE FUTRELL, CITY MANAGER

July 2, 2020

OFFICE OF THE MAYOR

Commissioner Scott Haggerty, Chair
Metropolitan Transportation Commission
Bay Area Metro Center
375 Beale St., Suite 800
San Francisco, CA 94105-2066

Dear Chair Haggerty:

We urge you to support the Blue Ribbon Task Force's recommended tranche 2 CARES Act allocations, with the understanding that the amount allocated to Caltrain will not be sufficient to maintain service through the end of the year.

Caltrain is an essential transit service for thousands of riders that continue to rely on the system to meet their mobility needs. As more and more sectors of the Bay Area's economy open up, a growing amount of survey data suggests that former riders will eventually return to the system. Without sufficient funding from tranche 2 of the CARES Act, there is a strong likelihood that Caltrain will need to shut down before they do so. This would create an unacceptable gap in the Bay Area's transit network, stranding riders that depend on the system, and leaving hundreds of the system's workers without a job.

To prevent this, the Metropolitan Transportation Commission should be using CARES funds as they were intended: to protect jobs and preserve service as long as possible. The best way to do this is to base CARES allocations on the actual losses that agencies experience. Caltrain is set to receive \$15 million, but that will not cover the system's fare revenue losses unless ridership returns to an average of 30% of normal levels by the end of the year, which is incredibly unlikely.

The other allocation options evaluated by MTC were worse. They would have provided Caltrain with even less revenue and would have dramatically increased the likelihood that Caltrain will shut down and lay off workers in the fall.

According to the most recent economic data, sales tax revenues are recovering faster than MTC's assumptions and ridership is recovering more slowly. If the MTC assumptions prove to be inaccurate, swift steps will be needed to provide additional support to the fare dependent agencies like Caltrain to preserve them as critical services that are essential to the region's recovery efforts.

Sincerely,

Cc: Members, Metropolitan Transportation Commission
Members, Peninsula Corridor Joint Powers Board of Directors



Town of Windsor
9291 Old Redwood Highway
P.O. Box 100
Windsor, CA 95492-0100
Phone: (707) 838-1000
Fax: (707) 838-7349
www.townofwindsor.com

Mayor
Dominic Foppoli

Vice Mayor
Esther Lemus

Councilmembers
Debora Fudge
Bruce Okrepkie
Sam Salmon

Town Manager
Ken MacNab

Correspondence Received
Agenda Item 5a

July 9, 2020

Ms. Therese McMillan
Executive Director
Metropolitan Transportation Commission
375 Beale Street, Suite 800
San Francisco, CA 94105-2066
Dear Ms. McMillan:

RE: Sonoma-Marín Area Rail Transit Agency Extensions

Dear Ms. McMillan:

This coming Friday, a joint MTC/ABAG Administrative Committee will hear presentation on 2050 Plan Bay Area. As proposed, the plan would prevent the Sonoma-Marín Area Rail Transit agency ("SMART") from getting outside funds to comply with the existing SMART Board policy and voter mandate to complete the extension of SMART north to Cloverdale. Further, the proposed plan would prevent SMART from getting outside funding to extend service to the east and connect with National Railroad, AMTRAK & Capital Corridor as reflected in adopted California's Rail Master Plan. We believe this policy decision gives the North Bay less than it deserves.

The presentation for Friday's committee meeting shows that the Sonoma-Marín-SF Highway 101 corridor is the only one in the Bay Area showing an increased freeway delay by almost double from 2015 through the 2050 plan. MTC has supported transit alternatives to all the other corridors but is precluding further success for the one alternative in the North Bay.

We understand that MTC has to prepare a plan that is financially constrained. This said, it is important to recognize that SMART is a new agency and its ridership is still at its earliest developmental stage. Consider what the consequences would have been to BART, CALTRAIN & VTA if they were not supported in their early development stage and prevented from extension even when they got funds from outside the region. They would not be as successful as they are today.

We appreciate your attention to this matter and urge you to consider advocating for SMART's extensions.

Sincerely,

Dominic Foppoli,
Mayor

cc: Windsor Town Council
Supervisor David Rabbitt



**San Francisco
County Transportation
Authority**



**Correspondence Received
Agenda Item 5a
LONDON N. BREED
MAYOR**

July 8, 2020

Mr. Scott Haggerty, Chair
Metropolitan Transportation Commission, and
Ms. Therese McMillan, Executive Director - Metropolitan Transportation Commission
Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105

RE: Support for the Caltrain Downtown Rail Extension in Plan Bay Area 2050

Dear Chair Haggerty and Executive Director McMillan:

On behalf of the City and County of San Francisco and the San Francisco County Transportation Authority, we are writing to thank you for MTC's partnership in the Caltrain Downtown Rail Extension (DTX) Memorandum of Understanding (MOU) and to request that the region re-affirm its long-standing commitment to the project in Plan Bay Area 2050. We respectfully seek the region's support to maintain DTX as a Federal "New Starts" Priority and for placing the project within Period 1 (2021-2035) of the Plan, consistent with the Transbay Joint Powers Authority's project schedule, Caltrain's Business Plan Service Vision, and California High Speed Rail Authority's (CHSRA) 2020 Draft Business Plan.

As described in the 2018 California State Rail Plan, the DTX project is a critical lynchpin for the Bay Area's and statewide rail network - extending Caltrain commuter rail from its current terminus at Fourth and King Streets to the regional Transit Center and BART/Muni corridor in downtown. Once DTX is completed, the Transit Center will realize its full potential to connect a dozen regional and state transit systems under one roof, thereby enhancing equitable access for nearly 100,000 San Francisco and East Bay commuters to employment centers on the Peninsula/South Bay and vice versa. Bringing rail to the Transit Center will also help reduce congestion and harmful emissions in the crowded US101 and I-80 corridors while laying the groundwork for a transformative rail connection across the Bay, doubling the Transit Center's capacity, with associated economic, equity and climate benefits.

We appreciate the region's support for DTX as a regional priority for nearly two decades. The Transbay Joint Powers Authority (TJPA) recently obtained Federal environmental clearance for the project, facilitating its entry into the Federal Transit Administration's New Starts funding program. Phasing work is also underway to reduce project costs. Significant local, regional, and state dollars have been committed to the project, including San Francisco tax increment funds, regional bridge toll revenues, and San Francisco sales tax dollars, and we believe the project will be very competitive for existing and new fund programs, including those proposed in the House of Representatives' INVEST Act.

1 DR. CARLTON B. GOODLETT PLACE, ROOM 200
SAN FRANCISCO, CALIFORNIA 94102-4681
TELEPHONE: (415) 554-6141



**San Francisco
County Transportation
Authority**



Correspondence Received

Agenda Item 5a

LONDON N. BREED

MAYOR

Thank you for your consideration of this request. We look forward to collaborating to deliver DTX for the benefit of current and future transit riders across the Bay Area region and throughout the state.

Sincerely,

A handwritten signature in blue ink, reading 'London N. Breed'.

London N. Breed
Mayor

A handwritten signature in black ink, reading 'Aaron Peskin'.

Aaron Peskin
Chair, San Francisco County Transportation Authority

cc: Chair Nadia Sesay, Mark Zabaneh - TJPA

1 DR. CARLTON B. GOODLETT PLACE, ROOM 200
SAN FRANCISCO, CALIFORNIA 94102-4681
TELEPHONE: (415) 554-6141

From: [Martha Silver](#)
To: [Martha Silver](#)
Subject: FW: PUBLIC COMMENT - Joint MTC Planning/ABAG Administrative Committee - Item 5a
Date: Thursday, July 9, 2020 5:08:45 PM

From: Tim Sbranti <tsbranti@innovationtrivalley.org>
Sent: Thursday, July 9, 2020 4:45 PM
To: MTC-ABAG Info <info@bayareametro.gov>
Cc: Therese W. McMillan <tmcmillan@bayareametro.gov>; Alix Bockelman <ABockelman@bayareametro.gov>; Michael Tree <mtree@valleylinkrail.com>; info@planbayarea.org; Dave Vautin <DVautin@bayareametro.gov>; Matt Maloney <mmaloney@bayareametro.gov>; Elizabeth Bugarin <ebugarin@bayareametro.gov>; Kimberly Ward <KWard@bayareametro.gov>; Brandon Crain <bcrain@bayareametro.gov>; Tess Lengyel <tlengyel@alamedactc.org>; Scott Haggerty <shaggert@acgov.org>; Reed, Michael <michael.reed@mail.house.gov>; kyle.alagood@mail.house.gov; De Lauro, Mallory <mallory.delauro@mail.house.gov>; Kristin Connelly <kconnelly@ebclmail.org>; Lynn Naylor <lnaylor@innovationtrivalley.org>
Subject: PUBLIC COMMENT - Joint MTC Planning/ABAG Administrative Committee - Item 5a

External Email

Dear Chair Sperring,

On behalf of the businesses and civic organizations which comprise the Innovation Tri-Valley Leadership Group, I am writing to express our shock and dismay that Valley Link has been identified as a Period 2 project within Plan Bay Area 2050.

It is our hope that your committee will correct this error and ensure that the Valley Link Project be included in PBA as a Period 1 project. The Period 2 designation will significantly prohibit the advancement of the Valley Link Project, limiting funding opportunity for funding by putting it out of conformity with the RTP. Period 2 identifies projects for implementation after the year 2035, which is simply unacceptable.

As a matter of fact, Valley Link is much further along than all of the projects it is co-listed with in Period 2, and is actually further along than some of the rail projects identified in Period 1. In addition, based upon MTC's own cost-benefit metrics, Valley Link scored 2nd on all rail projects in the Bay Area, so the fact that it is even being contemplated for Period 2 would seem to defy a logical explanation.

As of today, over one-third of Valley Link funding has been identified and we believe it is a strong candidate for potential federal stimulus funding. Congressman Eric Swalwell (CA-15) has identified Valley Link as one of his highest transportation priorities, and he is eager to help pursue federal funding once the environmental work is completed next year. However, if MTC takes this extraordinary action of slating the project as something that cannot be completed until after 2035, it will have effectively eliminated his ability to assist our efforts.

It is also worth noting that Valley Link is a Northern California Mega-Regional project, so there will be opportunities for unique funding sources that support mega-regional connection, not to mention that the COG/RTP in San Joaquin County could also be a source of funding. The reason this is important is that Valley Link is not solely reliant and/or competing with other Bay Area rail projects for funding. With that said, if MTC identifies Valley Link as a project not slated for completion until 2035, those outside funding sources vanish.

In terms of economic impact during these challenging times, we want to point out that recent Economic Impact Study shows that Valley Link will create an estimated 22,000 jobs and \$3.5 billion in economic impact in Alameda County and San Joaquin County with the construction and operation of the project. It is anticipated that project construction can be advanced by late 2022 or early 2023 and be operational by 2027/2028 - well within the Period 1 timeframe.

Thank you in advance for your attention to this important matter and for your support in helping us to complete this vital piece of infrastructure to relieve congestion in the Altamont Corridor and sustain our region's economic future.

Sincerely,

--



Tim Sbranti

Director of Strategic Initiatives

Innovation Tri-Valley Leadership Group

925.858.5303

tsbranti@innovationtrivalley.orgwww.innovationtrivalley.org



[CLICK HERE](#) to sign up for our Newsletter.

Martha Silver

From: Lindy Lavender <lindy@eblcmail.org>
Sent: Thursday, July 9, 2020 5:01 PM
To: MTC-ABAG Info
Subject: Administrative Committee - Valley Link

External Email

Dear Chair Spering,

I write on behalf of the East Bay Leadership Council to request that the Valley Link Project be included in PBA as a Period 1 project. The Period 2 designation will significantly prohibit the advancement of the Valley Link Project, limiting funding opportunity for funding by putting it out of conformity with the RTP. Period 2 identifies projects for implementation after the year 2035. To-date, over one-third of Valley Link funding has been identified and we believe it is a strong candidate for potential federal stimulus funding. A recent Economic Impact Study shows that Valley Link will create an estimated 22,000 jobs and \$3.5 billion in economic impact in Alameda County and San Joaquin County with the construction and operation of the project. It is anticipated that project construction can be advanced by late 2022 or early 2023 and be operational by 2027/2028 - well within the Period 1 timeframe.

I urge you to move Valley Link to Period 1 so that this critically needed project can expeditiously move forward.

Sincerely,

Lindy Lavender
East Bay Leadership Council
eastbayleadershipcouncil.com

Martha Silver

From: Alan Cerro <alan@cerrovista.com>
Sent: Thursday, July 9, 2020 4:33 PM
To: MTC-ABAG Info
Subject: Valley Link

External Email

Dear Chair Spering,

I am writing to request that the Valley Link Project be included in PBA as a Period 1 project. The Period 2 designation will significantly prohibit the advancement of the Valley Link Project, limiting funding opportunity for funding by putting it out of conformity with the RTP. Period 2 identifies projects for implementation after the year 2035.

To-date, over one-third of Valley Link funding has been identified and we believe it is a strong candidate for potential federal stimulus funding. A recent Economic Impact Study shows that Valley Link will create an estimated 22,000 jobs and \$3.5 billion in economic impact in Alameda County and San Joaquin County with the construction and operation of the project. It is anticipated that project construction can be advanced by late 2022 or early 2023 and be operational by 2027/2028 - well within the Period 1 timeframe.

I urge you to move Valley Link to Period 1 so that this critically needed project can expeditiously move forward.

Sincerely,

Alan Cerro
Cerro Vista Land & Development
4758 Cross Road
Livermore, CA 94550
[925-250-4289](tel:925-250-4289) (Mobile)
CA BRE Broker Lic. #[01713729](#)

Martha Silver

From: Nelson Fialho <NFialho@cityofpleasantonca.gov>
Sent: Thursday, July 9, 2020 5:01 PM
To: MTC-ABAG Info
Subject: Joint MTC Planning Committee with the ABAG Administrative Committee - Item 5a

External Email

Dear Chair Spering,

I am writing on behalf of the City of Pleasanton, the Mayor and City Council, and our local transportation agencies that serve the broader tri-valley region.

I write to request that the Valley Link Project be included in PBA 2050 as a Period 1 project. The Period 2 designation has significant questions that have not been answered by MTC that could significantly disadvantage the advancement of the Valley Link Project, limiting funding opportunity for funding by putting it out of conformity with the RTP. Period 2 identifies projects for implementation after the year 2035. To-date, over one-third of Valley Link funding has been identified and we believe it is a strong candidate for potential federal stimulus funding. A recent Economic Impact Study shows that Valley Link will create an estimated 22,000 jobs and \$3.5 billion in economic impact in Alameda County and San Joaquin County with the construction and operation of the project. It is anticipated that project construction can be advanced by late 2022 or early 2023 and be operational by 2027/2028 - well within the Period 1 timeframe.

I urge you to move Valley Link to Period 1 so that this critically needed project can expeditiously move forward.

Sincerely,

Nelson Fialho
City Manager, Pleasanton
925-931-5004

Click [here](#) to report this email as spam.

Martha Silver

From: Linda Smith <linda.smith@dublin.ca.gov>
Sent: Thursday, July 9, 2020 4:44 PM
To: MTC-ABAG Info
Subject: Funding for ValleyLink

Importance: High

External Email

Dear Chair Spering,

I write to request that the Valley Link Project be included in PBA 2050 as a Period 1 project. The Period 2 designation has significant questions that have not been answered by MTC that could significantly disadvantage the advancement of the Valley Link Project, limiting funding opportunity for funding by putting it out of conformity with the RTP. Period 2 identifies projects for implementation after the year 2035. To-date, over one-third of Valley Link funding has been identified and we believe it is a strong candidate for potential federal stimulus funding. A recent Economic Impact Study shows that Valley Link will create an estimated 22,000 jobs and \$3.5 billion in economic impact in Alameda County and San Joaquin County with the construction and operation of the project. It is anticipated that project construction can be advanced by late 2022 or early 2023 and be operational by 2027/2028 - well within the Period 1 timeframe.

I urge you to move Valley Link to Period 1 so that this critically needed project can expeditiously move forward.

Sincerely,
Linda Smith



Linda Smith
City Manager
City of Dublin
100 Civic Plaza, Dublin, CA 94568
(925) 452-2151 | (925) 833-6651 FAX
linda.smith@dublin.ca.gov | www.dublin.ca.gov

Mission Statement: *The City of Dublin promotes and supports a high quality of life, ensures a safe and secure environment, and fosters new opportunities.*

Martha Silver

From: Brian Dolan <bdolan@cityofpleasantonca.gov>
Sent: Thursday, July 9, 2020 4:43 PM
To: MTC-ABAG Info
Cc: Scott Haggerty; Michael Tree
Subject: FW: Joint MTC Planning Committee with the AGAG Administration Committee - 5A

External Email

Dear Chair Spering,

I write to request that the Valley Link Project be included in PBA 2050 as a Period 1 project. The Period 2 designation has significant questions that have not been answered by MTC that could significantly disadvantage the advancement of the Valley Link Project, limiting funding opportunity for funding by putting it out of conformity with the RTP. Period 2 identifies projects for implementation after the year 2035. To-date, over one-third of Valley Link funding has been identified and we believe it is a strong candidate for potential federal stimulus funding. A recent Economic Impact Study shows that Valley Link will create an estimated 22,000 jobs and \$3.5 billion in economic impact in Alameda County and San Joaquin County with the construction and operation of the project. It is anticipated that project construction can be advanced by late 2022 or early 2023 and be operational by 2027/2028 - well within the Period 1 timeframe.

I urge you to move Valley Link to Period 1 so that this critically needed project can expeditiously move forward.

Sincerely,

Brian Dolan
City of Pleasanton
Assistant City Manager

Martha Silver

From: Candice Kendall-VL <ckendall@valleylinkrail.com>
Sent: Thursday, July 9, 2020 4:24 PM
To: MTC-ABAG Info
Cc: Michael Tree
Subject: Joint MTC Planning Committee with the ABAG Administrative Committee - Item 5a
Attachments: TVSJVRRRA Resolution R06-2020.pdf

External Email

Dear Chair Sperring,

On behalf of the Board of Directors of the Tri-Valley San-Joaquin Valley regional Rail Authority (the Authority), I write to request that the Valley Link Project be included in PBA 2050 as a Period 1 project. The Period 2 designation has significant questions that have not been answered by MTC that could significantly disadvantage the advancement of the Valley Link Project, limiting funding opportunity for funding by putting it out of conformity with the RTP. Period 2 identifies projects for implementation after the year 2035. To-date, over one-third of Valley Link funding has been identified and we believe it is a strong candidate for potential federal stimulus funding. A recent Economic Impact Study shows that Valley Link will create an estimated 22,000 jobs and \$3.5 billion in economic impact in Alameda County and San Joaquin County with the construction and operation of the project. It is anticipated that project construction can be advanced by late 2022 or early 2023 and be operational by 2027/2028 - well within the Period 1 timeframe.

We urge you to move Valley Link to Period 1 so that this critically needed project can expeditiously move forward.

Please find attached Resolution R06-2020 of the Authority's Board of Directors supporting Valley Link and the ACE Rail Service increase program being included in the fiscally constrained (before 2035) MTC regional Transportation Plan.

Sincerely,



Candice Kendall
Executive Assistant
Tri-Valley San Joaquin Valley Regional Rail Authority
1362 Rutan Court, Suite 100 | Livermore, CA 94551
✉ ckendall@valleylinkrail.com
☎ (925) 455-7591
🌐 valleylinkrail.com

RESOLUTION NO. R06-2020

* * *

**RESOLUTION OF THE BOARD OF DIRECTORS OF THE TRI-VALLEY-SAN
JOAQUIN VALLEY REGIONAL RAIL AUTHORITY SUPPORTING VALLEY LINK
AND THE ACE RAIL SERVICE INCREASE PROGRAM TO BE INCLUDED IN THE
FISCALLY CONSTRAINED (BEFORE 2035) MTC REGIONAL TRANSPORTATION
PLAN – PLAN BAY AREA 2050**

WHEREAS, more than 90,000 commuters and 14,000 trucks carrying goods currently travel over the Altamont Pass on the I-580 on a daily basis creating one of the most congested roadways in the Northern California Megaregion – and this number is expected to increase up to 75 percent from 2016 to 2040; and

WHEREAS, AB 758 created the Tri-Valley – San Joaquin Valley Regional Rail Authority for purposes of planning, developing and delivering cost-effective and responsive transit service between the San Joaquin Valley and the Dublin/Pleasanton BART station with connectivity to ACE; and

WHEREAS, the Tri-Valley – San Joaquin Valley Regional Rail Authority Board of Directors approved a Feasibility Report as mandated by AB 758 that analyzed alternatives and selected the Valley Link passenger rail project as the preferred alternative to advance into environmental; and

WHEREAS, Valley Link will carry between 26,000 and 28,000 passengers per day and reduce 33,000 metric tons of greenhouse gas emissions in 2040; and

WHEREAS, the Valley Link CEQA document is anticipated to be certified and the Valley Link project adopted by the end of calendar year 2020, with construction planned to begin as early as 2023; and

WHEREAS, ACE provides critical commuter rail service between the San Joaquin Valley and the South Bay and plans to increase service from 4 to 10 trains a day;

NOW, THEREFORE, BE IT RESOLVED that the Tri-Valley – San Joaquin Valley Regional Rail Authority Board of Directors endorses Valley Link and the ACE Rail Service

Increase Program to be included in the fiscally constrained Regional Transportation Plan and that the projects be included for construction prior to 2035.

APPROVED AND PASSED, this 8th day of July 2020.



Scott Haggerty, Chair

ATTEST:



Michael Tree, Executive Director

July 9, 2020

Jim Spering, Chair, Planning Committee
Metropolitan Transportation Commission
375 Beale Street
San Francisco, CA 94105

Re: Planning Committee Agenda Item 5.a 20-0959
Plan Bay Area 2050 Final Blueprint: Key Decisions for the Transportation Element
Valley Link – Period 1 Project

Dear Chair Spering & Committee Members:

On behalf of the Tri-Valley Chamber of Commerce Alliance (TVCCA), we deeply appreciate the inclusion of Valley Link in Plan Bay Area 2050 update. Today we send this letter to express our strong support for the Valley Link rail project and its **recognition as a Period 1 project in the MTC Plan Bay Area 2050 update.**

Due to its advanced stage of development, it is practical and realistic that Valley Link be included in Period 1. This East Bay rail project is critical to effectively connect workers, visitors and residents to the regional transportation network system. This project is very nearly “shovel-ready”, previously recognized as a major factor when qualifying for precious public investment. A Period 2 designation would be detrimental to a generation of opportunities for economic resiliency and diversity in the region, leaving us to continue to pour precious public dollars into existing models – BART, bus – that will never successfully address the transportation gaps in the region’s major I-580 gateway corridor.

The TVCCA supports transportation investments throughout the San Francisco Bay Area, infrastructure necessary to support a strong economy in the region. We understand the collective responsibility and benefits to us all. It is time to recognize the East Bay, Tri-Valley I-580 corridor as a part of the whole. We urge your support of Valley Link in Period 1 projects in Plan Bay Area 2050.

Respectfully,



Dawn P. Argula, CEO



Zae Perrin, CEO



Inge Houston, CEO



Steve Van Dorn, CEO



Stewart Bambino, CEO

Martha Silver

From: Layne Marceau <layne.marceau@sheahomes.com>
Sent: Thursday, July 9, 2020 4:38 PM
To: MTC-ABAG Info
Subject: Valley Link

External Email

Dear Chair Spering,

I write to request that the Valley Link Project be included in PBA as a Period 1 project. The Period 2 designation will significantly prohibit the advancement of the Valley Link Project, limiting funding opportunities by putting it out of conformity with the RTP. Period 2 identifies projects for implementation after the year 2035. To-date, over one-third of Valley Link funding has been identified and we believe it is a strong candidate for potential federal stimulus funding. A recent Economic Impact Study shows that Valley Link will create an estimated 22,000 jobs and \$3.5 billion in economic impact in Alameda County and San Joaquin County with the construction and operation of the project. It is anticipated that project construction can be advanced by late 2022 or early 2023 and be operational by 2027/2028, well within the Period 1 timeframe.

I urge you to move Valley Link to Period 1 so that this critically needed project can expeditiously move forward.

Sincerely,

Layne Marceau
President
Shea Homes Northern California

Martha Silver

From: ceo@dublinchamberofcommerce.org
Sent: Thursday, July 9, 2020 4:56 PM
To: MTC-ABAG Info
Subject: Move ValleyLink from Phase 2 to Phase 1

External Email

Dear Chair Sperring,

I write to request that the Valley Link Project be included in PBA as a Period 1 project. The Period 2 designation will significantly prohibit the advancement of the Valley Link Project, limiting funding opportunity for funding by putting it out of conformity with the RTP. Period 2 identifies projects for implementation after the year 2035. To-date, over one-third of Valley Link funding has been identified and we believe it is a strong candidate for potential federal stimulus funding. A recent Economic Impact Study shows that Valley Link will create an estimated 22,000 jobs and \$3.5 billion in economic impact in Alameda County and San Joaquin County with the construction and operation of the project. It is anticipated that project construction can be advanced by late 2022 or early 2023 and be operational by 2027/2028 - well within the Period 1 timeframe.

I urge you to move Valley Link to Period 1 so that this critically needed project can expeditiously move forward.

Sincerely,

Inge Houston
President/CEO

Dublin Chamber of Commerce
6300 Village Parkway, Suite 200
Dublin, CA 94568
925.828.6200 office
925.895.6899 cell
925.828.4247 fax
www.dublinchamberofcommerce.org

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Martha Silver

From: Mike Tassano <MTassano@cityofpleasantonca.gov>
Sent: Thursday, July 9, 2020 4:22 PM
To: MTC-ABAG Info; jpspering@solanocounty.com
Cc: Scott Haggerty; Tess Lengyel; Michael Tree-VL; Cedric Novenario; Nelson Fialho; Brian Dolan; Ellen Clark
Subject: MTC Planning Committee - Agenda Item 5a - Plan Bay Area 2050 Final Blueprint: Key Decisions for the Transportation Element

External Email

James P. Spring, Chair MTC Planning Committee,

Thank you for the opportunity to review the Plan Bay Area 2050 Blueprint. This document will be important in guiding future transportation investments in the Bay Area for the next 30 years.

The City of Pleasanton understands that MTC is developing a fiscally-constrained project list that prioritizes transportation investments by county. Item 5a of the July 10, 2020 Planning Committee Agenda has identified The Valley Link Project as a Period 2 project in the 2050 Plan Bay Area.

The Valley Link project is a critical project for the City of Pleasanton, the Tri-Valley, and Alameda County and should be recognized as a high priority project within the Blueprint and placed in Period 1. The Valley Link Project addresses the four key issues that are identified in the Plan Bay Area 2050 vision that focuses on Economy, Environment, Housing and Transportation, with a fifth element of Equity, also key to the Plan, and cited in the Blueprint.

The Valley Link project is the equivalent to the former Bart to Livermore project extension and serves the same needs as the Bart to Silicon Valley project that has been identified as a Period 1 project. The Valley Link project will connect our region to the Central Valley where 93,500 Bay Area workers reside. Northern San Joaquin Valley has some of our state's highest poverty rates and the Valley Link Project provides a critical link to providing mobility to those residents and an efficient link to the Bay Area's BART system.

Environmentally this project reduces greenhouse gas emissions, and produces 0 emissions due to the battery-electric and hydrogen vehicle technologies. The project will also eliminate Nearly 100 million vehicle miles traveled per year by the year 2040 by establishing 12 minute headway service to 28,000 riders each day. Additionally the project brings a commitment to Transit Oriented Development that will address the need for additional work force housing. Policies in place ensure transit oriented development around the 7 stations to create thousands of new affordable units in the region.

The Valley Link project has already received over 600 million dollars in funding through a variety of regional funding sources including Measure BB, Bridge Toll Funds and Local Impact Fees. These investments are a result of the recognition of the benefits the Valley Link project provides.

The City recognizes that MTC plans on developing a mega-project advancement policy in 2021, however, the initial placement of Valley Link in Period 2 hampers the ability to secure new funding as projects in period 2 will be unable to advance into project implementation for the next 15 years; this placement will make new funding difficult to secure. New funding is a key element in the Mega-project advancement from period 2 to period 1.

The City requests that the Valley Link be re-evaluated given the equity, environmental and housing benefits it provides and that it be moved into the period 1 timeframe.

Sincerely,

Mike Tassano
Deputy Director of Community Development, Transportation

Correspondence Received
Agenda Item 5a

C: City of Pleasanton - Mayor and City Council
Nelson Fialho, City of Pleasanton City Manager
Scott Haggerty, Chair Metropolitan Transportation Commission
Tess Lengyel, Executive Director Alameda County Transportation Commission
Michael Tree, Executive Director Valley Link

Sent from [Mail](#) for Windows 10

Martha Silver

From: Sblend Sblendorio <sblend.sblendorio@hogequenton.com>
Sent: Thursday, July 9, 2020 4:28 PM
To: MTC-ABAG Info
Subject: MTC PBA ValleyLink

External Email

Dear Chair Spering,

I write to request that the Valley Link Project be included in PBA as a Period 1 project. The Period 2 designation will significantly prohibit the advancement of the Valley Link Project, limiting funding opportunity for funding by putting it out of conformity with the RTP. Period 2 identifies projects for implementation after the year 2035. To-date, over one-third of Valley Link funding has been identified and we believe it is a strong candidate for potential federal stimulus funding. A recent Economic Impact Study shows that Valley Link will create an estimated 22,000 jobs and \$3.5 billion in economic impact in Alameda County and San Joaquin County with the construction and operation of the project. It is anticipated that project construction can be advanced by late 2022 or early 2023 and be operational by 2027/2028 - well within the Period 1 timeframe.

I urge you to move Valley Link to Period 1 so that this critically needed project can expeditiously move forward.

I run a business in Pleasanton and we rely upon employees who reside to the east of the Altamont. They clamor for rail service over the Altamont. The reality of a fast, reliable rail system over the Altamont connecting to BART would be godsend to employees who have been priced out of the Bay Area.

Sblend Sblendorio
Attorney

6801 Koll Center Parkway, Suite 210
Pleasanton, CA 94566 United States

D: +1.925.460.3365
O: +1.925.224.7780
M: +1.408.799.2933

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July 10, 2020

The Honorable James P. Spering, Chair
Planning Committee
Metropolitan Transportation Commission
375 Beale Street
San Francisco, CA 94105

Subject: Planning Committee Item 4a – Support to Advance Valley Link Project into Period 1.

Dear Chair Spering:

On behalf of the City of Livermore I write to strongly support the Tri-Valley-San Joaquin Valley Regional Rail Authority's Valley Link Project as being critical to the region and urge the Committee to support advancing Valley Link as a Period 1 project.

Valley Link will provide passenger rail service between the Dublin-Pleasanton Bart station, the City of Livermore, and destinations in San Joaquin County, and includes connections with the Altamont Corridor Express (ACE) system. An estimated 28,000 passengers per day are projected to ride the 42-mile, 7-station system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year.

Valley Link will link our Northern California Megaregion's workforce to affordable housing, provide opportunities for compact transit-oriented development and will have a significant impact on the reduction of greenhouse gas emissions. It will also provide an estimated 22,000 jobs during construction and when operational support 400 jobs per year with labor income of over \$19 million per year and \$69 million in business sales annually. In short, it is vital to our environment and the quality of life in our communities – and now even more vital to our economy given the recovery needs we are now facing.

Through a Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. An example of Valley Link supported TOD is the proposed Isabel Neighborhood Plan in Livermore, which includes 4,095 new

housing units with a 20% minimum affordable inclusionary requirement per project with overall 25% affordability goal for the plan area.

We urge approval of the Authority's Request for a 2014 Measure BB Transportation Expenditure Plan Amendment. This action will help ensure that this vital project moves forward and that commitments to the Tri-Valley are met.

Sincerely,

A handwritten signature in black ink, appearing to read "Marc Roberts", with a long horizontal stroke extending to the right.

Marc Roberts
City Manager

CC: Michael Tree, Authority Executive Director



July 9, 2020

Commissioner James Spering, Chair
Metropolitan Transportation Commission
Bay Area Metro Center
375 Beale St., Suite 800
San Francisco, CA 94105-2066
Via email: info@bayareametro.gov

Dear Chair Spering,

We urge you to support the inclusion of transit investments on the Dumbarton Corridor as proposed in the Final Blueprint for Plan Bay Area 2050. The Dumbarton Corridor is incredibly important for transportation purposes in the mid-peninsula. Typical traffic congestion levels and limited mobility options for residents and commuters along routes approaching the Dumbarton Bridge impacts quality of life for all users of these roadways. In particular, the area bounded by Willow Road, Bay Road, and Marsh Road including the Belle Haven (identified by MTC as a community of concern), Willows, Lorelei Manor, Flood Triangle, and Suburban Park neighborhoods of Menlo Park, are most directly impacted by congestion on Willow Road and Bayfront Expressway.

Significant progress has been made towards defining the project, conducting community engagement on the project, and evaluating transit options, and the City is in strong support of expeditiously advancing the project development process. The City's general plan circulation element as well as adopted rail policy are supportive of the project. The inclusion of the Dumbarton Corridor in Plan Bay Area 2050 is critical so that it can be competitive for federal, state, and local funds, as well as to continue to generate interest from private sector partners. We urge you to continue to build on this progress by including the Dumbarton Corridor in the Final Blueprint for Plan Bay Area 2050.

Sincerely,

DocuSigned by:

4A373F6C54BE48A...
Cecilia Taylor, Mayor

Martha Silver

From: bill naylor [REDACTED]
Sent: Thursday, July 9, 2020 4:51 PM
To: MTC-ABAG Info
Subject: ValleyLink Request - Period 1 project

External Email

Dear Chair Spering,

As a business owner and resident of Danville, I write to request that the Valley Link Project be included in PBA as a Period 1 project. The Period 2 designation will significantly prohibit the advancement of the Valley Link Project, limiting funding opportunity for funding by putting it out of conformity with the RTP. Period 2 identifies projects for implementation after the year 2035. To-date, over one-third of Valley Link funding has been identified and we believe it is a strong candidate for potential federal stimulus funding. A recent Economic Impact Study shows that Valley Link will create an estimated 22,000 jobs and \$3.5 billion in economic impact in Alameda County and San Joaquin County with the construction and operation of the project. It is anticipated that project construction can be advanced by late 2022 or early 2023 and be operational by 2027/2028 - well within the Period 1 time frame.

I urge you to move Valley Link to Period 1 so that this critically needed project can expeditiously move forward.

Sincerely,
Bill Naylor

Martha Silver

From: Lynn Naylor
Sent: Thursday, July 9, 2020 4:39 PM
To: MTC-ABAG Info
Subject: Official ValleyLink Period 1 Request

External Email

Dear Chair Spering,

As a resident of Danville, and Tri-Valley business owner, I am writing to request that the Valley Link Project be included in PBA as a Period 1 project.

The Period 2 designation will significantly prohibit the advancement of the Valley Link Project, limiting funding opportunity for funding by putting it out of conformity with the RTP. Period 2 identifies projects for implementation after the year 2035. To-date, over one-third of Valley Link funding has been identified and we believe it is a strong candidate for potential federal stimulus funding. A recent Economic Impact Study shows that Valley Link will create an estimated 22,000 jobs and \$3.5 billion in economic impact in Alameda County and San Joaquin County with the construction and operation of the project. It is anticipated that project construction can be advanced by late 2022 or early 2023 and be operational by 2027/2028 - well within the Period 1 time frame.

I urge you to move Valley Link to Period 1 so that this critically needed project can expeditiously move forward.

Sincerely,
Lynn Wallace Naylor
Danville, CA

Martha Silver

From: James Paxson <james@hacienda.org>
Sent: Thursday, July 9, 2020 4:25 PM
To: MTC-ABAG Info
Subject: Period 1 Placement for Valley Link Project

External Email

Dear Chair Spering:

I write to request that the Valley Link Project be included in PBA as a Period 1 project. The Period 2 designation will significantly prohibit the advancement of the Valley Link Project, limiting funding opportunity for funding by putting it out of conformity with the RTP. Period 2 identifies projects for implementation after the year 2035. To-date, over one-third of Valley Link funding has been identified and we believe it is a strong candidate for potential federal stimulus funding. A recent Economic Impact Study shows that Valley Link will create an estimated 22,000 jobs and \$3.5 billion in economic impact in Alameda County and San Joaquin County with the construction and operation of the project. It is anticipated that project construction can be advanced by late 2022 or early 2023 and be operational by 2027/2028 - well within the Period 1 timeframe.

I urge you to move Valley Link to Period 1 so that this critically needed project can expeditiously move forward. Thank you for your attention to this request.

Regards,

James Paxson
General Manager, Hacienda

4305 Hacienda Drive, Suite 330 Pleasanton, California 94588-2738
[925.734.6500](tel:925.734.6500) [main] | [925.734.6510](tel:925.734.6510) [direct] | [925.734.6501](tel:925.734.6501) [fax]
www.Hacienda.org | [Hacienda Online!](#) | [LinkedIn](#)

Martha Silver

From: Adam Van de Water <avandewater@cityoflivermore.net>
Sent: Thursday, July 9, 2020 4:18 PM
To: MTC-ABAG Info
Subject: Please Include Valley Link as a Period 1 Project

External Email

Dear Chair Spering:

I write to request that the Valley Link Project be included in PBA as a Period 1 project. The Period 2 designation will significantly prohibit the advancement of the Valley Link Project, limiting funding opportunity for funding by putting it out of conformity with the RTP. Period 2 identifies projects for implementation after the year 2035. To-date, over one-third of Valley Link funding has been identified and we believe it is a strong candidate for potential federal stimulus funding. A recent Economic Impact Study shows that Valley Link will create an estimated 22,000 jobs and \$3.5 billion in economic impact in Alameda County and San Joaquin County with the construction and operation of the project. It is anticipated that project construction can be advanced by late 2022 or early 2023 and be operational by 2027/2028 - well within the Period 1 timeframe.

I urge you to move Valley Link to Period 1 so that this critically needed project can expeditiously move forward.

Sincerely,

Adam Van de Water
Director
Innovation and Economic Development
City of Livermore

July 9, 2020

Metropolitan Transportation Commission
375 Beale Street, Suite 700
San Francisco, CA 94105

RE: Plan Bay Area 2050 Final Blueprint: Key Decisions for the Transportation Element –Agenda Item #5a, July 10, 2020

Dear Joint MTC Planning Committee with the ABAG Administrative Committee Members:

SPUR appreciates the many months of work to analyze and prioritize capital projects for Plan Bay Area 2050. This letter makes several general comments and lists the projects and policies that SPUR supports.

General Comments

- 1) SPUR strongly supports staff's funding priority for system maintenance and state of good repair. Our backlog for maintenance and state of good repair compounds year after year and we cannot afford to ignore it.
- 2) SPUR is deeply concerned that at the proposed package of projects for Plan Bay Area 2050 achieves less than two-thirds of the minimum GHG emissions reductions required by law. We hope that our region can be a leader in California by achieving GHG emissions reductions beyond the bare minimum legal requirement. We have a long way to go.
- 3) This package of projects highlights the need for a regional transit coordinator to set service goals and standards for network performance that drive capital investment decisions. This current recommended package of projects highlights the reality that our project list is built from the bottom up, leading to disjointed collection of improvements. In a region with dispersed growth like ours, new transit projects can reduce efficiency and increase competition for riders and revenue. We need to make sure that new investments add up to better service. The regional transportation plan should be a vehicle for planning an integrated transit network, not an inventory of commitments and financial costs for budgeting. The real benefits are seen when the region prioritizes a connected network.
- 4) It is vital that PBA 2050 consider how our investment priorities influence project costs and timelines. SPUR will be publishing a paper this summer on how to improve transportation project delivery. One of the clearest findings is the great extent to which project delay drives project cost escalation. The more that a project costs, the longer it takes to fund. The longer it takes to fund, the more expensive the project gets—with each year adding approximately 4% to the project costs.

Support for specific projects and programs

SPUR supports staff's recommendation to prioritize lower cost, high performing transit projects that increase local transit frequency, capacity, and reliability for Phase 1. Specifically, SPUR supports the following:

- AC Transit Rapid Network
- Muni Forward
- San Pablo BRT
- Geary BRT Phase 2
- El Camino BRT
- Geneva-Harney BRT
- SFMTA Core Capacity

SPUR also supports fare integration, Active Transportation and Vision Zero investments, and Complete Streets Network investments.

Support for staff phasing recommendations

SPUR supports staff's recommendation to include following projects in Phase 1 of PBA2050

- BART Core Capacity
- BART to San Jose Phase 2 in the first phase
- REX Lines
- Initial AC Transit Transbay Frequency Boost
- Better Market St

Recommendations to change to staff phase recommendations

SPUR supports moving the following projects from Phase 2 to Phase I:

- Caltrain service upgrades
- Caltrain downtown extension
- Treasure Island & SF Congestion Pricing

Recommendations for stronger commitments

There are several projects SPUR supports with certain qualifications as discussed below.

- SPUR supports inclusion of BART phase 2, but recommends an independent review of train storage options. It would be inappropriate and inequitable for East San Jose wait another a decade or more for BART because isn't enough funding to get all the way to Santa Clara.
- SPUR supports per-mile tolling on congested freeways with transit alternatives but recommends that MTC to develop an action plan that can be approved by the time of PBA adoption to ensure that this proposal is concrete and implementable.

- SPUR supports completion of the express lanes network, with full mitigation requirement, and calls for MTC to develop a policy by the time PBA2050 is adopted that ensures projects will implement mitigations listed in the plan.
- SPUR supports full mitigation requirements for highway widening and requests that MTC develop a policy by the time PBA2050 is adopted that ensures projects will implement mitigations listed in the plan.

We also request that staff develop a process to ensure that all interchange and freeway investments incorporate express bus infrastructure such as stations and direct access ramps, or design proposed upgrades in manner that considers and easily accommodates future installation of such facilities.

Issues requiring further information

Several important proposals require more explanation. SPUR requests that greater detail could be provided on the following:

- “Seamless Mobility with Unified Trip Planning and Fare Payment” costs.
- “Carpool/Vanpool Program,”
- “Climate Initiatives Program,”
- “Other MTC Regional Programs,”
- “Advance regional Vision Zero Policy through Street Design and Reduced Speeds,” and
- “Build a Complete Streets Network.”

Thank you for consideration of these recommendations. We look forward to ongoing engagement on the Blueprint this summer.

Sincerely,



Laura Tolkoff
SPUR Regional Planning Policy Director

Martha Silver

From: Michael Tree <mtree@lavta.org>
Sent: Thursday, July 9, 2020 4:14 PM
To: MTC-ABAG Info
Cc: Candice Kendall-VL
Subject: Joint MTC Planning Committee with the ABAG Administrative Committee - Item 5a

External Email

Dear Chair Spering,

I write to request that the Valley Link Project be included in PBA 2050 as a Period 1 project. The Period 2 designation has significant questions that have not been answered by MTC that could significantly disadvantage the advancement of the Valley Link Project, limiting funding opportunity for funding by putting it out of conformity with the RTP. Period 2 identifies projects for implementation after the year 2035. To-date, over one-third of Valley Link funding has been identified and we believe it is a strong candidate for potential federal stimulus funding. A recent Economic Impact Study shows that Valley Link will create an estimated 22,000 jobs and \$3.5 billion in economic impact in Alameda County and San Joaquin County with the construction and operation of the project. It is anticipated that project construction can be advanced by late 2022 or early 2023 and be operational by 2027/2028 - well within the Period 1 timeframe.

I urge you to move Valley Link to Period 1 so that this critically needed project can expeditiously move forward.

Sincerely,

-Michael

Michael Tree
Executive Director
Livermore Amador Valley Transit Authority
925-605-8442

From: [Michael Tree](#)
To: [MTC-ABAG Info](#)
Subject: Joint MTC Planning Committee with the ABAG Administrative Committee - Item 5a
Date: Thursday, July 9, 2020 4:48:34 PM

External Email

Dear Chair Spering,

I write to request that the Valley Link Project be included in PBA 2050 as a Period 1 project. The Period 2 designation has significant questions that have not been answered by MTC that could significantly disadvantage the advancement of the Valley Link Project, limiting funding opportunity for funding by putting it out of conformity with the RTP. Period 2 identifies projects for implementation after the year 2035. To-date, over one-third of Valley Link funding has been identified and we believe it is a strong candidate for potential federal stimulus funding. A recent Economic Impact Study shows that Valley Link will create an estimated 22,000 jobs and \$3.5 billion in economic impact in Alameda County and San Joaquin County with the construction and operation of the project. It is anticipated that project construction can be advanced by late 2022 or early 2023 and be operational by 2027/2028 - well within the Period 1 time frame.

I urge you to move Valley Link to Period 1 so that this critically needed project can expeditiously move forward.

Sincerely,

Rafael Gonzales
Labors 304

Martha Silver

From: Catharine Baker [REDACTED]
Sent: Thursday, July 9, 2020 5:07 PM
To: MTC-ABAG Info
Subject: Valley Link in Plan Bay Area

External Email

Dear Chair Spering,

I write to you as the original author, with Assemblymember Susan Eggman, of the legislation creating Valley link. I respectfully request the Valley Link Project be included in PBA as a Period 1 project.

The proposed Period 2 designation will significantly prohibit the advancement of Valley Link, limiting funding opportunities by putting it out of conformity with the RTP. Period 2 identifies projects for implementation after the year 2035.

To date, over one-third of Valley Link funding has been identified. This project has a level of rare bipartisan support among local, regional, state, and federal representatives from both the Bay Area and Central Valley, leaders who recognize the benefit Valley Link will have for both regions' long-term quality of life.

A recent Economic Impact Study shows that Valley Link will create an estimated 22,000 jobs and \$3.5 billion in economic impact in Alameda County and San Joaquin County with the construction and operation of the project. This strong bipartisan support and economic benefit of the project make Valley Link an excellent candidate for potential federal stimulus funding.

Authors of the legislation creating Valley Link, including myself, intentionally structured the project to move forward efficiently and expeditiously to not miss opportunities for making the greatest impact possible on our region. The project construction can be advanced by late 2022 or early 2023 and be operational by 2027/2028 — well within the Period 1 timeframe.

I urge you to move Valley Link to Period 1 so this critically needed project can continue to move forward expeditiously.

Sincerely,
Hon. Catharine B. Baker
CA State Assemblymember (ret.)
16th Assembly District

Martha Silver

From: Tracy Farhad <tracy@visittrivalley.com>
Sent: Thursday, July 9, 2020 4:38 PM
To: MTC-ABAG Info
Cc: Melissa Simpson; Jim McDonnell; Debbie Loge; Ron Gapol
Subject: Valley Link Phase 1 - URGENT

External Email

Dear Chair Spering,

I write to request that the Valley Link Project be included in PBA as a Period 1 project. The Period 2 designation will significantly prohibit the advancement of the Valley Link Project, limiting funding opportunity for funding by putting it out of conformity with the RTP. Period 2 identifies projects for implementation after the year 2035. To-date, over one-third of Valley Link funding has been identified and we believe it is a strong candidate for potential federal stimulus funding. A recent Economic Impact Study shows that Valley Link will create an estimated 22,000 jobs and \$3.5 billion in economic impact in Alameda County and San Joaquin County with the construction and operation of the project. It is anticipated that project construction can be advanced by late 2022 or early 2023 and be operational by 2027/2028 - well within the Period 1 timeframe.

I urge you to move Valley Link to Period 1 so that this critically needed project can expeditiously move forward.

Sincerely,

Tracy Farhad

Cc: Board of Directors executive Committee



TRACY FARHAD

PRESIDENT & CEO

5075 Hopyard Road | Suite 240 | Pleasanton, CA 94588

Direct & Fax: 925.417.6688

Email: Tracy@VisitTriValley.com



Martha Silver

From: John Marchand <jpmarchand@cityoflivermore.net>
Sent: Thursday, July 9, 2020 4:57 PM
To: MTC-ABAG Info
Subject: ValleyLink Consideration

External Email

Dear Chair Spering,

Please include the ValleyLink Project in the Plan Bay Area 2050 as a Period 1 Project. It is currently being considered as a Period 2 which would put it out of consideration until 2035.

Valley Link currently has almost 30% of the funding for the project identified and is a strong candidate for federal funding. Delaying the start to 2035 will effectively kill this project due to the increased costs over time.

Currently, over 90,000 cars drive over the Altamont Pass every day making the I-580 corridor one of the worst in the region. ValleyLink could be operational as early as 2027/2028. Analysis demonstrates that ValleyLink will result in a reduction of greenhouse gas emissions by 33,000 metric tons and of vehicle miles travelled (VMT) by almost 100 million miles per year. It will create over 22,000 construction jobs and allow the construction of thousands of TOD housing units, including over 1000 affordable units in Livermore alone.

I urge you to move Valley Link to Period 1 so that this important project can move forward as soon as possible.

Thank you,

Mayor John Marchand
City of Livermore



July 9, 2020

Ms. Therese McMillan
Metropolitan Transportation Commission
375 Beale Street, Suite 800
San Francisco, CA. 94105-2066

RE: Sonoma-Martin Area Rail Transit Agency Extensions

Dear Ms. McMillan:

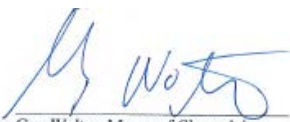
At this Friday's joint MTC/ABAG Administrative Committee meeting, a presentation is scheduled on the 2050 Plan Bay Area. As proposed, the plan would prevent the Sonoma-Marin Area Rail Transit Agency "SMART" from seeking and receiving outside funds to comply with the existing SMART Board policy and voter mandate to complete the extension of SMART to Cloverdale. Further, the proposed plan would prevent SMART from getting outside funding to extend service to the east and connect with National Railroad, AMTRAK & Capital Corridor as reflected in the adopted California Rail Master Plan. We contend this policy gives the North Bay less than it deserves and does not take into consideration our population nor the chronic congestion of the 101 corridor that can only be addressed by SMART's expansion.

The presentation itself shows that the Sonoma-Marin SF Highway 101 corridor is the only one in the Bay Area with an increased freeway delay—almost doubling—from 2015 through the 2050 plan. MTC is supporting solutions for similar corridors in other Bay Area counties but not for the one rail alternative in the North Bay.

We understand MTC must prepare a plan that is financially constrained. It is important to recognize that as a new agency in operation for only two years, SMART and its ridership is still in its earliest developmental stages as potential riders change their habits, new home construction is attracted to rail hubs, and employment centers are drawn to transportation hubs. Consider what the consequences would have been to BART, CALTRAIN and VTA if they were not supported in their early development stages and prevented from extension. They would not be as successful as then are today.

We appreciate your attention to this matter and urge you to consider advocating for SMART's extensions as supported by the voters, the California Rail Plan, and CalTrans.

Sincerely,



Gus Wolter, Mayor of Cloverdale

Cc: Cloverdale City Council
Farhad Mansourian, SMART General Manager