

From: [Roland Lebrun](#)
To: [Dave Vautin](#)
Cc: [Ursula Vogler](#); info@planbayarea.org
Subject: Re: Follow up question
Date: Thursday, August 20, 2020 1:08:23 AM

External Email

Hi Dave,

Thank you for your comment.

Yes, I do know about MTC's collaboration with SACOG and SJCOG, but I am not aware of any collaboration with AMBAG (<http://ambag.org/>), the combined MPO/COG (we wish!!!) for Monterey, San Benito and Santa Cruz

| Association of Monterey Bay Area Governments

September 09, 2020 | 6:00pm - 8:00pm. GoToWebinar, , MAP. AMBAG governed by a twenty-four member Board of Directors comprised of elected officials from each City and County within the region.

ambag.org

While I do appreciate that "*less than 5 percent of Bay Area workers commute in from outside the region*", **OVER 50%** of the traffic in the Monterey Highway/101 corridor between San Jose and Gilroy comes from outside Santa Clara County (I know of 12,000 daily SOVs from Hollister alone but I do not know where the rest are coming from).

With regards to "*better sync up the schedules of regional planning across the Northern California megaregion to boost opportunities for consistency between regional plans*", absolutely and I think that, having done the rounds in Napa and Livermore in the last couple of years, the next annual workshop should be held (virtually) in Gilroy or Morgan Hill so that we may invite a rep from each of the 3 AMBAG counties and start exploring synergies that may eventually lead to a better alignment of our MPO with the San Jose–San Francisco–Oakland CSA.

In the meantime, I would like to attract your attention to VTA's "Mobility Partnership" Committee whose role it is to "**provide policy oversight and direction to staff** of the Santa Clara Valley Transportation Authority and the Council of San Benito County Governments **regarding potential mobility improvements between US 101 and Interstate 5 in the northern San Benito and Southern Santa Clara Counties**" **without any consideration to PBA 2050 strategies**: <http://santaclaravta.iqm2.com/Citizens/Board/1107-Mobility-Partnership>

Accela Meeting Portal

Click here to view VTA updates related to COVID-19. About the Mobility Partnership. Mobility Partnership provides policy oversight and direction to staff of the Santa Clara Valley Transportation Authority and the Council of San Benito County Governments regarding potential mobility improvements between US 101 and Interstate 5 in the northern San Benito and Southern Santa Clara Counties.

santaclaravta.iqm2.com

Thank you in advance for your consideration

Roland.

From: Dave Vautin <DVautin@bayareametro.gov>
Sent: Wednesday, August 19, 2020 9:49 PM

To: Roland Lebrun [REDACTED]

Cc: Ursula Vogler <UVogler@bayareametro.gov>; info@planbayarea.org <info@planbayarea.org>

Subject: RE: Follow up question

Thanks for your comment, Roland. MTC does work closely with SACOG and SJCOG on megaregional planning consistency at regional gateways, but we agree that there is further progress to be made in the years ahead. For now, less than 5 percent of Bay Area workers commute in from outside the region, so while important, the vast majority of our workforce resides in the 9-county region within our jurisdiction. If Plan Bay Area's housing strategies are not implemented, we could certainly see that share rise in coming decades.

One idea would be to better sync up the schedules of regional planning across the Northern California megaregion to boost opportunities for consistency between regional plans. And in the longer term, perhaps someday there will be one MPO for the Northern California megaregion. Of course, such an idea would have to have broad support of elected officials across many cities and counties.

Dave Vautin, AICP
Assistant Director, Major Plans
dvautin@bayareametro.gov - (415) 778-6709

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Metropolitan Transportation Commission
Association of Bay Area Governments

From: Roland Lebrun [REDACTED]

Sent: Saturday, August 15, 2020 1:01 PM

To: Dave Vautin <DVautin@bayareametro.gov>

Cc: Ursula Vogler <UVogler@bayareametro.gov>; William Bacon <wbacon@bayareametro.gov>

Subject: Re: Follow up question


External Email

Hi Dave,

I believe I finally got to the bottom of a what may well be a fatal flaw in PBA2050:

MTC's planning area is restricted to the 9 Bay area Counties with a connection to the San Francisco Bay shoreline instead of the "**San Jose–San Francisco–Oakland, CA Combined Statistical Area (CSA)** *designated by the United States Office of Management and Budget in Northern California which ranks as the fifth most populous combined statistical area of the United States, and second in California.*"

https://en.wikipedia.org/wiki/San_Jose%E2%80%93San_Francisco%E2%80%93Oakland,_CA_Combined_Statistical_Area



[San Jose–San Francisco–Oakland, CA Combined Statistical Area - Wikipedia](#)

The San Jose–San Francisco–Oakland, CA Combined Statistical Area is a 14-county Combined Statistical Area (CSA) designated by the United States Office of Management and Budget in Northern California that includes the San Francisco Bay Area. The CSA is more extensive than the popular local definition of the Bay Area, which consists of only the nine counties bordering San Francisco and San ...

en.wikipedia.org

Any idea how to address this issue?

Thank you and have a nice week-end.

Roland.

From: Dave Vautin <DVautin@bayareametro.gov>
Sent: Sunday, August 2, 2020 8:46 PM
To: Roland Lebrun [REDACTED]
Cc: Ursula Vogler <UVogler@bayareametro.gov>; William Bacon <wbacon@bayareametro.gov>
Subject: Re: Follow up question

Thanks, we'll take that under consideration for the Final Blueprint Outcomes!

Just to clarify, the 1% share of regional growth in the southern Santa Clara County zone is concentrated in the cities of Morgan Hill and Gilroy.

https://www.planbayarea.org/sites/default/files/pdfs_referenced/PBA2050_BP_HousingJobsGrowth_072120.pdf

- Dave Vautin
dvautin@bayareametro.gov

From: Roland Lebrun [REDACTED]
Sent: Sunday, August 2, 2020 7:56:43 PM
To: Dave Vautin <DVautin@bayareametro.gov>
Cc: Ursula Vogler <UVogler@bayareametro.gov>; William Bacon <wbacon@bayareametro.gov>
Subject: Re: Follow up question

External Email

Hello Dave,

Yes, that would be great, starting with Caltrans northbound 101 loop counts in south and north Gilroy as well as south and north Morgan Hill because that should prove one way or the other whether the traffic is coming from Gilroy and Morgan Hill or somewhere else.

On a related note please consider that the massive area in south Santa Clara County between 101 and I5 with "1% growth" is highly mountainous with close to zero jobs/housing growth potential.

Let me know if you need anything else.

Roland.

From: Dave Vautin <DVautin@bayareametro.gov>
Sent: Sunday, August 2, 2020 7:30 PM
To: Roland Lebrun [REDACTED]
Cc: Ursula Vogler <UVogler@bayareametro.gov>; William Bacon <wbacon@bayareametro.gov>
Subject: RE: Follow up question

Hello Roland,

Can you clarify your question below? While we've showcased ten common origin-destination pairs on page 4 of the attachment, we haven't specifically explored Gilroy to San Jose; perhaps that is something we can add for the Final Blueprint!

Dave Vautin, AICP
Assistant Director, Major Plans
dvautin@bayareametro.gov - (415) 778-6709

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Association of Bay Area Governments

From: Roland Lebrun [REDACTED]
Sent: Sunday, August 2, 2020 4:12 PM

To: bbacon@bayareametro.gov

Cc: Dave Vautin <DVautin@bayareametro.gov>; Ursula Vogler <UVogler@bayareametro.gov>

Subject: Follow up question

External Email

Bill,

Thank you for the link: https://www.planbayarea.org/sites/default/files/PBA2050_Draft_BPOutcomes_071720.pdf

Can you please elaborate on how this information correlates to the amount of traffic on Highway 101 south of San Jose?

Thank you.

Roland