



PUBLIC ENGAGEMENT REPORT



Plan Bay Area 2040

FINAL SUPPLEMENTAL REPORT



Metropolitan Transportation Commission



Association of Bay Area Governments

JULY 2017



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Plan Bay Area 2040: Public Engagement Report

August 2017



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I. Executive Summary

The Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) began working in 2014 to update Plan Bay Area, the long-term Regional Transportation Plan (RTP) for the San Francisco Bay Area. The update — known as Plan Bay Area 2040 — considers how and where the region should accommodate growth projected for the next 24 years. The Plan is developed to conform to federal and state regulations, including California legislation from 2008 (Senate Bill 375, Steinberg), which requires each of the state’s 18 metropolitan areas to reduce greenhouse gas emissions from cars and light trucks. Under Senate Bill 375, the Bay Area must develop a Sustainable Communities Strategy — a new element of the regional transportation plan — that strives to reach the greenhouse gas (GHG) reduction target established by the California Air Resources Board. The law also requires the region to plan for housing 100 percent of its projected population at all income levels.

Public Engagement a Key Element of Plan Bay Area 2040

A comprehensive program of public involvement activities is a key part of our long-range planning process. Extensive outreach with local government officials is required, as well as a federal Public Participation Plan that details opportunities for the public to be involved in the Plan’s development. Engagement activities include workshops in each county and public hearings on the draft prior to adoption of a final plan.

Thousands of people have participated in public open houses and other public meetings, telephone and internet surveys, and more. The region’s 101 cities and nine counties also participated in the development of the Plan, as did fellow regional agencies, the Bay Conservation and Development Commission and the Bay Area Air Quality Management District. Community-based organizations and advocacy groups representing the diverse interests of the Bay Area were active participants throughout the process, as were some three dozen regional transportation partners. Officials representing Native American Tribes were also consulted (those activities are summarized in a separate report).

This report documents the four phases of public involvement activities:

1. Phase One: Public Participation Plan (2014-15)
2. Phase Two: Goals and Targets (2015)
3. Phase Three: Scenario Planning (2016)
4. Phase Four: Draft Plan Bay Area 2040 (2017)

Following are highlights of activities from the overall engagement effort:

- 27 open houses in the nine Bay Area counties that drew nearly 1,500 participants over the three rounds of open houses (three open houses per county)
- One statistically valid telephone poll in spring of 2016 that reached out to more than 2,000 Bay Area residents from all nine counties and conducted in English, Spanish and Chinese
- Six public hearings to gather input on the plan’s environmental impact report (EIR)
- A regional housing summit attended by some 300 Bay Area public officials, community leaders and interested residents to consider ideas and best practices for alleviating the region’s housing affordability crisis
- Ongoing meetings with local elected officials, local planning directors and officials from congestion management and transit agencies as well as staff from environmental protection agencies, including 10 presentations to elected officials on the Draft Plan

- Partnerships with community-based organizations (CBOs) in low-income communities and communities of color that featured presentations by CBO leaders directly to MTC and ABAG decision makers, 168 completed online surveys ranking planning scenarios and five focus groups with 70 residents to discuss the Draft Plan
- An active web presence, including nearly 255,000 page views by 63,000 unique visitors to the PlanBayArea.org and 2040.planbayarea.org websites between July 2014 and July 2017 (60 percent of visitors were new visitors)
- An active social media presence with a total of 28 paid campaigns on Facebook and Twitter
- Online “Build a Better Bay Area” survey taken by some 920 participants helped illustrate policy and fiscal tradeoffs associated with three different future growth and transportation scenarios
- Nine videos produced, posted online explain the planning process and challenge facing the region
- Release of the Draft Plan and Draft EIR in March and April of 2017, including a PDF version of the Draft Plan and a web site (2040.planbayarea.org/) that showcases the plan document in its entirety in a web-based format – making it easier to read on tablets and mobile phones in English, Spanish or Chinese
- The Plan was discussed at a total of 195 public meetings during its development.

Table 1 shows the number of participants at key public engagement events. Table 2 lists special public workshops at which the Plan was discussed, plus public meetings of ABAG’s and MTC’s policy boards and advisory committees where the Plan was on the agenda through adoption in 2017.

Table 1: Participation in Key Public Engagement Events

Event	Date(s)	Estimated Attendance/ Participants
Spring 2015 Open Houses: Nine open houses around the region	April 29, 2015 through May 28, 2015	600
Scenario Concepts Special Workshops: Regional Advisory Working Group and Regional Planning Committee	October 6 and October 7, 2015	130
Housing Forum: Calling the Bay Area Home: Tackling the Affordable Housing and Displacement Challenge	Saturday, February 20, 2016	300
Telephone Survey: Conducted in English, Spanish & Chinese by phoning registered voters in all nine counties	March/April 2016	2,048
Spring 2016 Open Houses: Nine open houses around the region	May 26, 2016 through June 14, 2016	455
Build a Better Bay Area Online Quiz: Online survey on three alternative scenarios; <i>Includes 204 responses from surveys conducted by community-based organizations</i>	Data collected between May 26, 2016 and September 16, 2016	921
Scoping Meetings (public hearings) on Draft Environmental Impact Report (DEIR): Oakland, San Jose, Santa Rosa	Three scoping meetings: May 26, May 31 and June 2, 2016	60
Spring 2017 Open Houses: Nine open houses around the region	May 4, 2017 through May 22, 2017	410
Public Hearings on Draft Plan Bay Area 2040 and Draft Environmental Impact Report (DEIR): San Francisco, San Jose and Vallejo	Three public hearings: May 12, May 16 and May 18, 2017	55
Community-hosted Focus Groups: Five focus groups (Alameda, Contra Costa, Santa Clara, Solano counties)	Five focus groups: May 2, 2017 thru May 18, 2017	70

Table 2: Plan Bay Area 2040 Public Meetings

Meeting/Event	Special Workshop or Open House	ABAG/MTC Policy & Advisory Committees with Plan Bay Area 2040 on agenda	Totals
2014			
Public Meeting: Approach to the 2015 Public Participation Plan Update (Oct. 8, 2014)	1		1
MTC Policy Advisory Council		4	4
ABAG Regional Planning Committee		3	3
Regional Advisory Working Group		1	1
ABAG Administrative/MTC Planning Committee		1	1
ABAG Executive Board		3	3
2015			
Spring 2015 Open Houses: all nine counties	9		9
MTC Policy Advisory Council		6	6
ABAG Regional Planning Committee		2	2
Regional Advisory Working Group		8	8
Plan Bay Area 2040 Performance Working Group		6	6
Regional Equity Working Group		6	6
The Bay Area Partnership Board		1	1
The Partnership Technical Advisory Committee		3	3
ABAG Administrative/MTC Planning Committee		8	8
ABAG Executive Board		5	5
MTC Commission		4	4
2016			
Housing Forum: Calling the Bay Area Home (Saturday, Feb. 20, 2016)	1		1
Spring 2016 Open Houses: all nine counties	9		9
Environmental Impact Report Scoping Meetings: Oakland, San Jose, Santa Rosa	3		3
MTC Policy Advisory Council		8	8
ABAG Regional Planning Committee		4	4
Regional Advisory Working Group		7	7
Regional Equity Working Group		3	3
Native American Tribal Consultation	1		1

Meeting/Event	Special Workshop or Open House	ABAG/MTC Policy & Advisory Committees with Plan Bay Area 2040 on agenda	Totals
The Bay Area Partnership		5	5
The Partnership Technical Advisory Committee		6	6
ABAG Administrative/MTC Planning Committee		5	5
MTC Planning Committee		6	6
Bay Area Regional Collaborative		1	1
ABAG Executive Board		7	7
MTC Commission		3	3
MTC Commission Workshop	2		2
ABAG Executive Board/MTC Commission		1	1
2017			
Spring 2017 Open Houses: all nine counties	9		9
Public Hearings on Draft Plan Bay Area 2040 and on Draft Environmental Impact Report (DEIR)	3		3
Community-Hosted Focus Groups	5		5
Presentations to Elected Officials (with county Congestion Management Agencies)	10		10
MTC Policy Advisory Council		5	5
ABAG Regional Planning Committee		1	1
Regional Advisory Working Group		5	5
Regional Equity Working Group		3	3
Air Quality Conformity Task Force		3	3
The Partnership Technical Advisory Committee		1	1
Native American Tribal Consultation	1		1
ABAG Administrative/MTC Planning Committee		4	4
ABAG Executive Board		1	1
ABAG Executive Board/MTC Commission		1	1
Totals			195

II. Public Participation Plan (2014)

The Metropolitan Transportation Commission's public involvement process aims to give the public ample opportunities for early and continuing participation in critical transportation projects, plans and decisions, and to provide full public access to key decisions. Engaging the public early and often in the decision-making process is critical to the success of any transportation plan or program, and is required by numerous state and federal laws, as well as by the Commission's own internal procedures.

MTC's Public Participation Plan (PPP), updated by the Commission every four years in advance of the update to the region's long-range transportation plan, spells out the process for providing the public and interested parties with reasonable opportunities to be involved in the regional transportation planning process. The Public Participation Plan, as well as its Appendix A that is specific to Plan Bay Area 2040, was updated with input from the public, as described below.

A. Public Participation Plan Leads Plan Bay Area Update

In July 2014, MTC and ABAG introduced a general approach for the next update to the region's long-range transportation plan, known as Plan Bay Area 2040. For this planning cycle, the proposed approach was to conduct a limited and focused update of Plan Bay Area, building off the core framework established by the Plan adopted in 2013. One key difference between the 2013 Plan and Plan Bay Area 2040 is that the latter does not require adoption of a Regional Housing Needs Allocation (RHNA), which was required in 2013, and which will be included again in the 2021 update. The RHNA process necessitates a great deal of outreach and planning work that was not needed for Plan Bay Area 2040. The proposed approach and tasks for the 2017 update were discussed at a number of meetings and the feedback received helped inform the content and structure of the Public Participation Plan, which was released for public comment in November 2014.

B. Public Engagement on the Public Participation Plan

MTC held an evening public meeting on October 8, 2014, to hear comments and suggestions for improving public engagement. ABAG staff held discussions at their Executive Committee and Regional Planning Committee, as well as at county delegate meetings. Likewise, staff sought ideas from MTC's Policy Advisory Council, the Regional Advisory Working Group, and congestion management agency planning directors. Staff also launched an online survey and comment forum, and surveyed the public at numerous community events around the region.

In response to comments, the Draft Public Participation Plan spotlights the process and significance of various milestones in development of Plan Bay Area 2040, the roles of various agencies, and opportunities for public comment.

MTC released its Draft Public Participation Plan for public comment on November 7, 2014. Revisions to the Draft provided requested clarification or expanded upon public participation opportunities. The final Public Participation Plan was adopted by the Commission as MTC Resolution No. 4174, on February 13, 2015.

C. Key Messages Heard

We received nearly 100 comments on the PPP, including several from MTC's Policy Advisory Council and the Regional Advisory Working Group. A memo, including a summary of comments and responses as well as the adopted Public Participation Plan, can be found at this link:

<https://mtc.legistar.com/View.ashx?M=F&ID=5284008&GUID=A68319B0-2210-439D-ABA5-A4CAF5CB8584>.

Comments fell into the following themes:

Be Specific — A number of comments asked for more detail in the PPP, including showing more explicitly how public comments are factored into the decision-making process. The 2017 PPP includes strategies directing staff to summarize comments to highlight areas of consensus and areas of disagreement so that Commissioners and the public have a clear understanding of the depth and breadth of opinion on a given issue. The 2017 PPP also calls for meeting minutes that reflect public comments and for staff documentation of how comments are considered in MTC's decisions, as well as information about how public meetings and participation are helping to shape or have contributed to MTC's key decisions and actions. The 2017 PPP also calls for explaining the rationale when outcomes don't correspond to the views expressed.

Localize the Plan Bay Area Message — One theme expressed the need to communicate the plan and related issues via a local framework to explain why Plan Bay Area matters in a given community and/or county.

Involve Under-served Communities — Many noted the importance of taking the time to work with low-income communities and communities of color over the long term to build capacity and allow for more effective participation. The Final Draft PPP calls for continued partnerships with community-based organizations to involve residents in communities that might not otherwise participate. Likewise, based on several comments, the 2017 PPP includes revised language to form a Regional Equity Working Group similar to a panel used during the last process.

More Access to Meetings — A number of commenters asked for better access to meetings, whether in-person or via live and interactive web streaming. Several suggested holding meetings at locations that are convenient and accessible, including by public transit. While the 2017 PPP does not go into great detail on meeting formats or locations, it does call for holding meetings at varied times and locations that are convenient to more residents. It also calls for use of interactive web features.

Evaluate and Improve — Another theme called for evaluation of the previous Plan Bay Area process and reviews of each phase of the upcoming Plan Bay Area public engagement process to identify what is likely to work and what needs to be improved. MTC and ABAG did review each phase of the last Plan Bay Area public process and completed a comprehensive evaluation after the Plan was approved. Those reviews helped shape the 2017 PPP, and we anticipate continuing this practice moving forward.

Specific Plan Bay Area Topics — Many of the comments touched on specific issues to be addressed during the Plan Bay Area update that did not directly relate to public participation. When possible, we explained opportunities in the upcoming Plan Bay Area update to address these concerns.

III. Ongoing Engagement Activities

A. Plan Bay Area 2040 Advisory Structure

Throughout the development of Plan Bay Area 2040, ABAG and MTC regularly consulted with a number of advisory groups to hear from a range of perspectives and get early input. These advisory bodies include a Regional Advisory Working Group, MTC's Policy Advisory Council, and ABAG's Regional Planning Committee. The agencies also conducted a workshop for city managers and top officials from a range of local government and transportation agencies.

Regional Advisory Working Group

In 2014, the Regional Advisory Working Group (RAWG) — an ad hoc regional working group formed in 2010 to advise regional agency staff on the first Plan Bay Area — was called together to meet again to offer insights and comments on Plan Bay Area 2040. The RAWG is a mix of planning staff representatives of local government, county-level congestion management agencies (CMAs), transit agencies, state and regional agencies, and a wide range of stakeholder representatives. Specifically, each county was asked to nominate at least one planning director to attend and participate for the duration of the process. In addition, representatives of various stakeholder groups — including affordable housing, businesses, developers, equity, public health and environmental groups — also participate. All RAWG meetings are open to the public, and anyone attending who wishes to directly participate and comment on the discussion is encouraged to do so.

Beginning in September 2014 through July 2017, the RAWG met a total of 21 times. The working group reviewed and commented on:

- MTC's Public Participation Plan
- Plan Bay Area 2040 process and schedule
- Forecasting methodology
- Goals and targets
- Needs assessment and call for transportation projects
- Methodology for evaluating performance of transportation projects
- Financial assumptions for transportation projects
- Goods Movement, Regional Prosperity and Transit Core Capacity plans
- Housing affordability and displacement of long-time residents
- Alternative long-range planning scenarios
- Preferred housing and transportation investment scenario
- Regional framework for ensuring equity for low-income communities and communities of color
- ABAG's regional housing action agenda
- Compelling case review for low-performing transportation projects
- Employment growth assumptions
- Setting transportation and land use performance targets and indicators
- Priority Development Area assessment
- Vision scenario planning approach
- The Draft Plan and its Action Plan and proposed revisions after public input

Meetings of the Regional Advisory Working Group are open to the public. More information can be found on MTC's website: <http://mtc.ca.gov/about-mtc/what-mtc/mtc-organization/partnership-committees/regional-advisory-working-group>.

MTC Policy Advisory Council

The mission of MTC's 27-member Policy Advisory Council is to advise MTC on transportation policies in the San Francisco Bay Area, incorporating diverse perspectives relating to the environment, the economy and social equity. One of the key topics for the Council has been the development of Plan Bay Area. Through July 2017, the group discussed Plan Bay Area 2040 at 23 of their meetings. The Council provided feedback and commented on setting greenhouse gas emissions reduction targets; MTC's Draft Public Participation Plan; setting transportation and land use performance targets and indicators; housing affordability and displacement of long-time residents; and the scenario planning approach as well as the Draft Plan and its Action Plan. In addition, the Council's Equity and Access Subcommittee participated as part of the Regional Equity Working Group.

All Policy Advisory Council meetings are webcast and archived on MTC's website. Meetings are open to the public. More information is available on MTC's website: <http://mtc.ca.gov/about-mtc/what-mtc/mtc-organization/policy-advisory-council>.

ABAG Regional Planning Committee

The Regional Planning Committee (RPC) is a standing committee of ABAG that hears Bay Area planning issues of regional concern and makes recommendations to the ABAG Executive Board, including development of Plan Bay Area. The Regional Planning Committee is comprised of 36 members, including: a minimum of 18 elected officials from the nine Bay Area Counties; representatives of the four regional agencies; and stakeholders representing business, minorities, economic development, recreation/open space, environment, public interest, housing, special districts, and labor. The Committee meets alternate months during the day at ABAG's offices in San Francisco. Meetings are open to the public. From June 2014 through July 2017, the RPC met 10 times to advise on a range of Plan Bay Area 2040 matters, including the Draft Public Participation Plan; development of performance targets and indicators; an infrastructure needs assessment for priority development areas; and the Draft Plan and its Action Plan.

The Partnership Board

This group of top executives from Bay Area transit operators, county congestion management agencies and public works departments, as well as regional, state and federal transportation, environmental, resource-protection and land use agencies, advises MTC periodically on key planning issues, including Plan Bay Area 2040. Staff level working groups meet occasionally on issues such as local roads, public transit and transportation finance. The Partnership Board met six times on Plan Bay Area 2040 leading up to the release of the Draft Plan in 2017.

The Partnership Technical Advisory Committee

The Partnership Technical Advisory Committee, or PTAC, consists of staff from partnership agencies described above, with whom MTC consults on transportation planning and policy matters. PTAC considered issues related to Plan Bay Area 2040 at three meetings in 2015, six meetings in 2016 and once in 2017. PTAC members also participated in meetings of the Regional Advisory Working Group.

Local, State and Federal Government Engagement

In developing the update to Plan Bay Area, ABAG and MTC strive to promote an open, transparent process that encourages the ongoing and active participation of local jurisdictions, state and federal agencies, and a broad range of interest groups and individuals from the general public.

As noted in the advisory structure above, local government staff and representatives from environmental and resource management agencies -- as well as non-government agencies,

organizations and individuals -- have all been involved in the multi-year planning effort. Planning staffs from both ABAG and MTC have also met directly with local planning directors, public works staff and other key local officials throughout the development of Plan Bay Area 2040. Federal resource protection agencies, land management agencies and freight interests, as well as conservation and historic preservation groups, were notified of opportunities to comment on issues relevant to the development of the Plan and its companion Environmental Impact Report.

In addition, ABAG's Executive Board members convened meetings of local ABAG delegates to share information and hear comments throughout the process. In late 2016, MTC and ABAG staff held briefings for local jurisdictions to present and hear comments on the Draft Preferred Scenario and Investment Strategy. Presentations were made to all county congestion management agencies in fall 2016, and 17 jurisdictions requested one-on-one meetings as well. Elected officials from each Bay Area county also were invited to a presentation by MTC and ABAG staff on the Draft Plan held in each county and hosted by the county congestion management agencies.

Private Sector Involvement

During development of the plan, staff also presented information to private community organizations, freight groups, local nonprofits and technology companies, including the Bay Area Council, San Francisco Planning and Urban Research (SPUR), the Bay Area League of Women Voters, and technology companies such as Google and Facebook.

B. Community-Based Partnerships

MTC contracted with five community-based organizations (CBOs) in 2015 after a competitive procurement process, to seek help from nonprofits in low-income communities and communities of color. The CBO groups participated in an initial round of public open houses and then offered MTC and ABAG advice on best practices for engaging their communities in subsequent phases of developing Plan Bay Area 2040. In 2016, they administered an online survey about future planning scenarios in one of three languages: English, Spanish and Chinese. At a special Listening Session on the draft scenarios in July 2016, the groups also made a presentation to a joint meeting of MTC's Planning and ABAG's Administrative Committee, discussing some of what they had heard from their communities about housing and transportation issues.

And one group, the Rose Foundation — with youth from the New Voices Are Rising Program — presented what they learned in terms of effective communication techniques and engagement in the Plan Bay Area 2040 process to youth from around the region. The presentation was part of a Youth for the Environment and Sustainability, or YES! Conference, sponsored by MTC and the Bay Area Air Quality Management District.



Noah Berger



Noah Berger

The five community organizations are listed below:

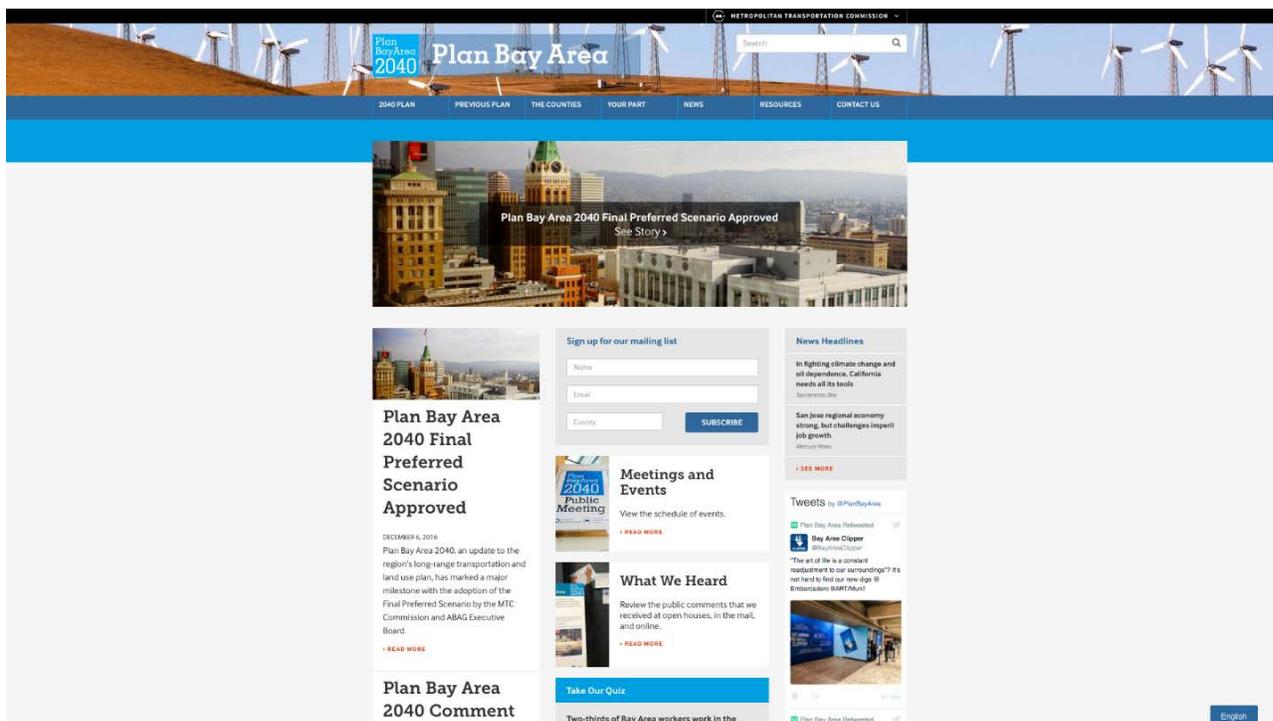
1. Richmond Main Street Initiative (Downtown Richmond and Iron Triangle/ Contra Costa County))
2. Rose Foundation for Communities & Environment, New Voices Are Rising (serves Oakland Youth/ Alameda County)
3. Sela Learning (serves Latino Community, Vallejo/ Solano County)
4. Sound of Hope Radio (serves Chinese Community, San Francisco Bay Area)
5. South Hayward Parish (food pantry, Southern Alameda County)

C. PlanBayArea.org Website

In order to assist in and encourage public involvement, a website dedicated to the activities surrounding Plan Bay Area 2040 has been in place for the duration of the update to the Plan. Information related to all phases of the development of Plan Bay Area 2040, as well as information about Senate Bill 375 and the 2013 adopted Plan Bay Area, are all housed on the website: www.planbayarea.org. The website provides one “go-to” information source for Plan Bay Area 2040, as required under SB 375.

The website includes many interactive features, including an online comment forum, maps and videos. Residents can join the Plan Bay Area 2040 mailing list from the website to receive updates about the planning process. The site also provides handy links to the two regional agencies involved in developing the Plan: ABAG and MTC.

The website was updated prior to the release of the Draft Plan in 2017 in order to be mobile friendly and more accessible to participants who use their smartphones to access information about the Plan.



D. Notifying the Public

In addition to the website, a number of other methods were used to notify the public about public meetings and other opportunities to comment on the development of the Plan. Prior to the evening meetings or Saturday open houses held in each county, the issues under discussion as part of Plan Bay Area 2040 were on the agendas of many public meetings of the two agencies' policy boards and advisory groups. (See Table 2 for a listing of such meetings.) In advance of the open houses, email blasts were sent to individuals who have asked to be kept informed about the Plan; postcards were mailed to a database list; display ads were purchased in major newspapers around the region; reporters were briefed about the Plan; and news releases announcing the Plan's milestones were translated into Spanish and Chinese and were sent in English, Spanish and Chinese to local media outlets. In addition to traditional media outreach, ads were purchased on social media sites. Additionally, other organizations and jurisdictions were encouraged to announce the meetings to their constituents and clients.



E. Telephone Poll

Public opinion polling has been a key element of MTC's public involvement efforts in past regional transportation plans. Portions of a telephone survey of 2,048 Bay Area registered voters conducted in early 2016 also touched on issues related to Plan Bay Area 2040. The survey was conducted in English, Spanish and Chinese by phoning registered voters in all nine counties in March and April 2016. The margin of error for the survey was +/- 2.2%.

Notable is the overwhelming support among those surveyed for a regional plan for improving access to housing and transportation while reducing greenhouse gases and helping the economy. Eighty-three (83) percent of respondents said such a plan is important, 9 percent were neutral or did not know, and just 8 percent felt it was not important. When asked which component of the Plan was most important to the Bay Area's future, 58% of respondents selected providing access to housing and transportation for everyone, as shown in the two tables below.

Table 3: Importance of Plan Bay Area 2040

Full text read to respondents:

A long-term strategy for the entire Bay Area is currently being developed. The idea is to successfully plan the region's housing and transportation needs for the next 30 years. This plan is focused on: improving the local economy, reducing driving and greenhouse gases, and providing access to housing and transportation for everyone who needs it.

In general, how important do you think it is to establish this type of a regional plan?

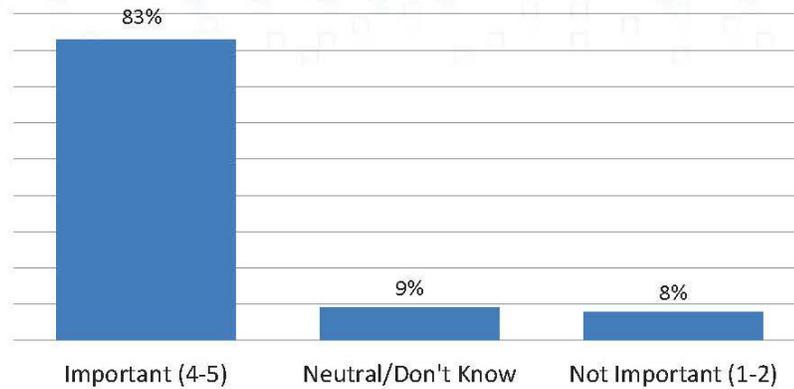
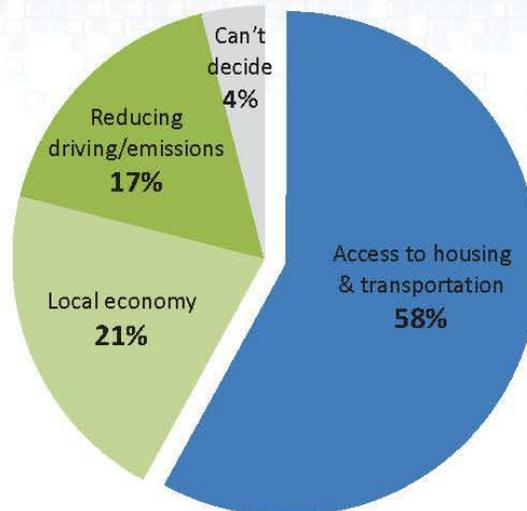


Table 4: Which Part of Plan Bay Area 2040 Is Most important to the Bay Area's Future

Full text read to respondents:

*Which part of the plan is most important to the Bay Area's future:
Improving the local economy,
Reducing driving and greenhouse gases, or
Providing access to housing and transportation for everyone?*



When asked to state if they agreed with particular statements, 72 percent of respondents agreed strongly or somewhat agreed with the statement that local and regional government agencies should play an active role in trying to attract jobs and promote the economy in the Bay Area. Other statements asked of respondents are shown below.

**Table 5: Attitudinal Statements:
Share who agrees strongly or somewhat with each statement**

(5 point scale used where 5 meant strongly agree and 1 meant strongly disagree)

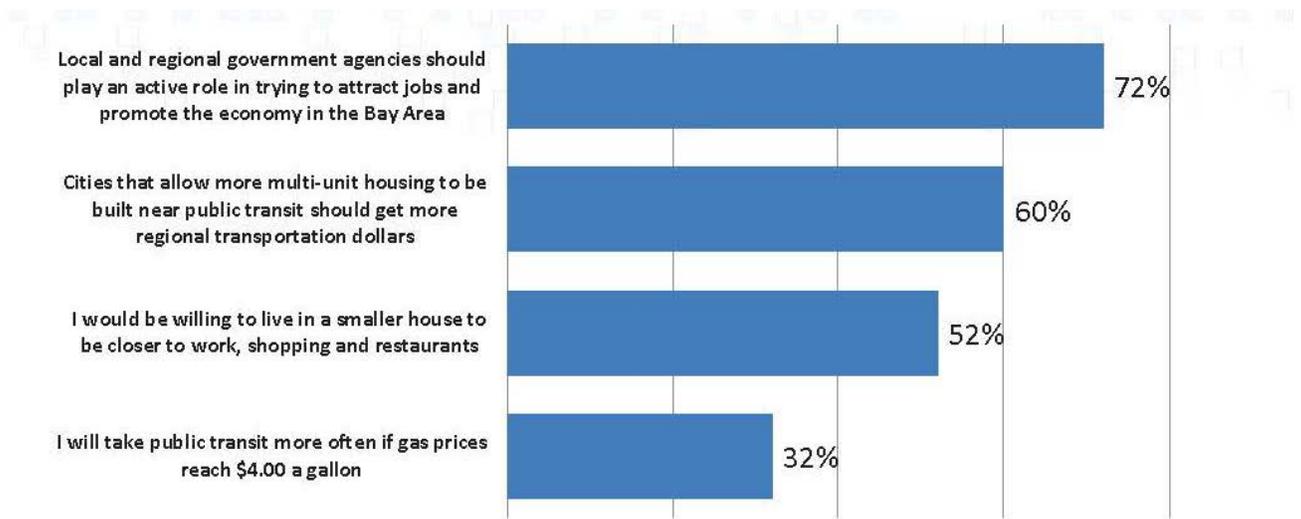


Table 6: Current Perception of Bay Area – Percentage share with rating as excellent or good

Respondents were asked to indicate how well the Bay Area is doing on a range of issues, each of which was rated on a 5-point scale where 5 is excellent and 1 is poor. Percentages below represent share who rated each issue as a 5 or 4.

ISSUE	% rating excellent/good
Preservation of open spaces and parks	58%
Economic growth and prosperity	54%
Air quality	54%
Quality of public transit services	29%
Upkeep and repair of Bay Area freeways	23%
Upkeep and repair of local roads	18%
Availability of affordable housing	6%

F. Goods Movement, Airport, Seaport Engagement

The regional goods movement infrastructure in the Bay Area includes the nation's fifth largest container port (the Port of Oakland) and several specialized seaports; two of the most active air cargo airports in the Western U.S. (San Francisco International Airport and Oakland International Airport); major rail lines and rail terminals; and highways that carry some of the highest volumes of trucks in California. This infrastructure is of critical importance to the Northern California megaregion. As part of the development of Plan Bay Area 2040, MTC worked with and engaged agencies involved in these modes of transportation. Major seaports and airports in the region (Port of Oakland, Port of San Francisco, San Francisco International Airport and the Santa Clara County Roads and Airports Department) were on the mailing lists to receive updates on the Plan's environmental impact report, as well as information about meetings of the Regional Advisory Working Group -- an ad hoc group formed to advise staff on Plan Bay Area 2040.

MTC produced two reports related to goods movement and freight emissions. Recommendations from both of these freight plans fed into the development of Plan Bay Area 2040.

In partnership with the Bay Area Air Quality Management District, MTC produced a *Freight Emissions Reduction Action Plan*. MTC and the Air District assembled a task force comprised of key partners and local and state stakeholders, and created the *Freight Emissions Reduction Action Plan* over a 16-month period, starting in mid-2015. The task force evaluated several strategies and those deemed to have the best implementation and emissions reduction potential were recommended for small scale implementation. The final *Freight Emissions Reduction Action Plan* was released in October 2016 and is included as a supplemental report to Plan Bay Area 2040.

In partnership with the Alameda County Transportation Commission, MTC developed the *San Francisco Bay Area Goods Movement Plan*. MTC's goods movement research is closely integrated with the Alameda County Transportation Commission's countywide planning effort. The Port of Oakland, located in Alameda County, is the heart of the Bay Area's freight activity. The *San Francisco Bay Area Goods Movement Plan*, released in February 2016, outlines a long-range strategy for moving goods effectively within, to, from and through the Bay Area by roads, rail, air and water. The plan provides specific strategies — projects, programs and policies — focused on goods movement that will inform the long-range Plan Bay Area 2040. The Plan's two-year planning effort included direct outreach to obtain interest group opinions and perspectives at several points through the life of the Goods Movement Plan development. Additionally, Roundtable Meetings served as forums and information-exchange platforms to bring together participants from the Executive Team, Technical Team, interest groups and other interested stakeholders to address plan development and goods movement advocacy. Five roundtables occurred throughout the project. Stakeholders included representatives from the business, environment, social justice and public sectors.

III. Building the Plan

There were many moving parts along the path of developing Plan Bay Area 2040. Early milestones included: goal setting; identification of statutory and voluntary targets; regional forecasts of demographic, transportation and economic trends; financial projections; and identification and evaluation of projects. Later phases included scenario analysis and release of the Draft Plan. The Public Participation Plan spelled out the expected timing for MTC’s and ABAG’s work in these areas, and all of these topics were discussed at many public meetings of MTC’s and ABAG’s policy and advisory committees.

A. Goals and Targets (2015)

The first phase of work in late 2014 and 2015 included decisions on policies related to goals and performance targets, as well as development of regional forecasts of demographic, transportation and economic trends in order to inform and guide Plan Bay Area investments and policy decisions. This phase also included identification and assessment of potential transportation projects as well as the analysis of operating and maintenance needs of the region’s transportation network.

1. Open House Conversations

A round of public open houses in all nine counties of the San Francisco Bay Region was held in spring 2015 to engage the public on these topics. The open house format included displays that encouraged staff and policy board members from both MTC and ABAG to seek conversation and comments from members of the public.

The open houses were designed consistent with the adopted MTC 2015 Public Participation Plan, and with the following goals in mind:

- Introduce the Plan Bay Area 2040 update process, key milestones and issues under consideration
- Review the linkages between the regional plan and local transportation and land use priorities
- Review and seek comments on the goals and performance framework for the 2040 update
- Conduct the open houses in the evenings at convenient, transit-accessible locations
- Maximize interaction with the public, provide personalized attention and gather as much feedback as possible



Karl Nielsen

Table 7: 2015 Open Houses by County

County	Date/Time	Location	Estimated Attendance
Alameda	Wednesday, April 29, 2015 7 p.m. to 9 p.m.	Alameda County Fairgrounds Palm Pavilion, 4501 Pleasanton Ave. Pleasanton	90
Contra Costa	Wednesday, April 29, 2015 7 p.m. to 9 p.m.	Marriott 2355 North Main Street, Walnut Creek	80
Marin	Thursday, May 28, 2015 5 p.m. to 7 p.m.	Marin County Civic Center Café 3501 Civic Center Drive, 2 nd Floor San Rafael	80
Napa	Thursday, May 7, 2015 6 p.m. to 8 p.m.	Elks Lodge 2840 Soscol Avenue, Napa	35
San Francisco	Wednesday, May 13, 2015 7 p.m. to 9 p.m.	Hotel Whitcomb 1231 Market Street, San Francisco	85
San Mateo	Wednesday, May 6, 2015 7 p.m. to 9 p.m.	San Mateo County Event Center Event Pavilion 1346 Saratoga Drive, San Mateo	70
Santa Clara	Wednesday, May 6, 2015 7 p.m. to 9 p.m.	Berryessa Community Center 3050 Berryessa Road, San Jose	65
Solano	Thursday, May 7, 2015 6 p.m. to 8 p.m.	Hilton Garden Inn 2200 Gateway Court, Fairfield	30
Sonoma	Thursday, May 7, 2015 6 p.m. to 8 p.m.	Friedman Center 4676 Mayette Avenue, Santa Rosa	65
		TOTALS:	600

GENERAL OPEN HOUSE FEEDBACK Plan Bay Area 2040

“Great forum. The setup of having each station accessible at any time with sticky notes to voice personal opinions is a fantastic way to educate the public.”

“This was an excellent format for the 1st public workshop. The boards that were customized to each county are great. The interactive exercises (post dots, post-it comments, etc.) were great.”

“Where is the presentation?”

“Hold events closer to transit.”

Topics at the open houses included:

- Plan Bay Area 101: Conveyed information about the process, schedule and decision milestones.
- Goals and Targets: Participants selected their top three personal priorities from the list of current goals and targets for Plan Bay Area, and they also commented on any missing goals and shared challenges facing their community, as well as potential solutions.
- County Focus: Presented customized, county-based information with socio-economic data, transportation statistics and information on locally nominated Priority Development Areas.
- Transportation: Residents viewed information about major regional transportation projects as well as currently planned local projects and programs, then commented on projects that were missing and shared their greatest mobility challenges and ideas for improving trips.
- Looking Ahead: Detailed how ABAG develops population and economic forecasts; participants shared their greatest concerns about their community and commented on aspects of the future that show promise.
- Live, Work, Play: Attendees plotted their homes, places of work and favorite leisure destinations on a large map of the region.

Some 600 Bay Area residents attended the first series of open houses to kick off the Plan Bay Area 2040 update. Some 60 individuals participated online. A complementary Plan Bay Area Open Forum allowed residents to view the same information and comment online. Open house participants posted their comments on display boards, voted for their personal priorities with respect to goals and targets adopted in the current Plan Bay Area (adopted in 2013), and filled out comment sheets to elaborate on their positions.



What We Heard: Overarching Themes

A summary of what we heard at the open houses and the online comments was presented to the MTC and ABAG policy makers at the June 2015 joint meeting of the MTC Planning Committee and the ABAG Administrative Committee. Materials from that meeting can be found here:

<https://mtc.legistar.com/View.ashx?M=F&ID=3802342&GUID=97A7E96E-84F9-4A15-8C96-1D7D13F94701>

Major themes heard at the open houses and online comments included:

- Transportation system effectiveness ranked as the top priority among current Plan Bay Area goals.
- Adequate housing was a strong second priority for goals; participants are especially concerned about the affordability and availability of housing, and many expressed concern over the potential for displacement of long-time residents.
- Many noted the lack of housing near available jobs and the resulting need to commute long distances to work, often in heavily congested traffic. Many cited the need for more jobs that pay livable wages.
- For transportation, people would like to see more transit alternatives (especially BART), as well as extended hours of transit service. They prioritized efforts to ensure reliability and connectivity of the transportation network as well as the infrastructure needed to support bicycling and walking.
- Some residents requested goals around prioritizing cars, protecting property rights, and improving education. Others expressed concern about the impact of additional housing growth on infrastructure and services as well as on the environment.
- The North Bay counties of Napa, Solano and Sonoma prioritized preservation of agricultural lands and open space as a goal (Solano residents ranked it as the top priority).
- Water supply was the top issue identified by participants as missing from the current goals.
- Some expressed the view that climate protection should be an overall goal and that all the other goals should support this. A few noted that the goals seem rather technical and uninspiring.

Feedback: Prioritizing Goals & Targets



Some felt that all the goals are important; others felt that Climate Protection should be the overall goal with others supporting it. One noted, "These goals don't pull at my heartstrings."

Feedback: Biggest Challenges

We asked: **What are the biggest challenges facing your community?**

- Overwhelmingly across all counties: the **housing shortage** and **housing affordability**
- **Access to jobs, living wage jobs** and **job training for youth**
- Other challenges identified include:
 - **Access to public transit**
 - **Bicycle/pedestrian improvements and safety**
 - **Displacement of low-income residents**
 - **Safety** -- overall and seismic

We asked: **What are your ideas for solving these challenges?**

- **Walkable communities, housing near transit & jobs, affordable housing, and complete streets**
- **Improve public transit, including:**
 - **Adding BART extensions**
 - **More robust, connected public transit systems**
 - **Rights of way and dedicated lanes for transit**
 - **Smaller buses with more service**
- **Building more and safer bike friendly routes**

Feedback: Transportation

We asked: **What projects are missing?**

- **Transit improvements** were overwhelmingly the most noted transportation need:
 - **Transit coordination:** timed transfers, integrated fares
 - **Greater transit affordability**
 - **Increased transit service** (owl service) and expansion (BART, Caltrain, Amtrak)
 - **Shuttles and other feeder bus services**
- Increased **access to safe biking routes and pedestrian amenities**
- **Highway improvements**, particularly to US-101 and I-280
- **Local road maintenance and expansion requests**
- **Parking and park and ride at major transit stations**

We asked: **What are your biggest transportation challenges?**

- Overwhelmingly and across all counties:
 - **Transit reliability and coordination**
 - **Lack of options to driving**
- Other challenges identified included:
 - **Length of commute**
 - **Quality of local roadways**
 - **Bike and pedestrian safety**

Feedback: Looking Ahead

We asked: **What concerns you about the future of your community?**

- Overwhelmingly and across all counties, the **housing shortage** and **housing affordability**
- **Access to quality jobs**
- **Displacement of low-income families**

Staff also worked closely with the Performance Working Group to hear ideas on better ways to assess performance. The project performance assessment identified high- and low-performing transportation investments and helped inform scenario development by identifying regional priorities.

MTC and ABAG approved the goals and nine of 13 performance targets. The remaining four performance targets were approved in November 2015. Please see the supplemental report, *Plan Bay Area 2040: Performance Assessment* for more detailed information.



B. Housing Crisis Demands Special Housing Forum

With the housing crisis a central issue in the Plan Bay Area 2040 update, MTC and the Association of Bay Area Governments (ABAG) teamed up to host a forum, “Calling the Bay Area Home: Tackling the Housing Affordability and Displacement Challenge,” at the Oakland Marriott City Center on Saturday, February 20, 2016. The event brought together some 300 Bay Area residents, social justice advocates, developers, local elected officials, and regional transportation and land use planning agencies, and featured compelling personal accounts from Bay Area residents at risk of losing their homes due to sky-high rents and lack of affordable housing options. The agenda also included a panel with representatives from the faith community, the building industry, academia and local government, as well as break-out discussions organized by sub-region that asked participants to identify their top ideas for alleviating the housing crisis. Lunchtime speakers from Washington, D.C. and Seattle helped to shed light on how other parts of the country are grappling with the challenge of rapidly rising housing costs.

Participants were encouraged to brainstorm their own solutions when they broke off in smaller group sessions by sub-region to tackle more local issues. Although San Francisco, the North Bay, the East Bay, the South Bay and the Peninsula are very different in terms of geography, population and types of employment, their subgroups came up with similar policy changes, including improving tenant rights, preserving existing housing stock, improving the jobs-housing link, finding new sources of funding, and expanding MTC’s [One Bay Area Grant \(OBAG\)](#) funding to incentivize local governments to build more affordable housing.

Suggestions from the forum were considered in developing the alternative planning scenarios, and they also factor into development of some of the policies and action strategies proposed in the Draft Plan.

A recap of the forum, including videos and position papers, is available on the MTC website: <http://mtc.ca.gov/whats-happening/news/february-forum-jumpstarts-conversation-housing-policy>.



Kingmond Young



Kingmond Young

C. Scenario Planning (2016)

With the goals and targets clearly identified, MTC and ABAG moved forward to formulate possible scenarios — combinations of land use patterns and transportation investments — that could be evaluated together to see if (and by how much) they achieve (or fall short of) the performance targets.

1. Draft Scenario Concepts

Scenarios show different options for how the Bay Area can grow and change over time in ways that help us meet our goals for a more prosperous, sustainable, and equitable region. Draft scenario concepts were reviewed as noted below.

Workshops on Concepts Kick-off Scenario Planning

On October 6 and October 7, 2015, ABAG and MTC held two scenario workshops at the Regional Advisory Working Group (RAWG) and ABAG's Regional Planning Committee meetings, respectively, to present and discuss three draft scenario concepts. Some 80 participants attended the RAWG workshop on October 6, representing a mix of staff from local planning agencies, transit operators, natural resource protection agencies, and county congestion management agency staff, as well as leaders from business, building, environmental,



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public health and social justice organizations. A number of members of MTC's Policy Advisory Council also joined the dialogue. Another 50 people attended the October 7 meeting of ABAG's Regional Planning Committee, which included a range of public sector, nonprofit and community representatives, as well as local elected officials.

After a short overview of the Plan Bay Area 2040 scenario development approach, participants at the workshops engaged in small-group discussions to provide feedback on the draft scenario concepts and to suggest housing, jobs and transportation policy strategies that would allow each scenario to be successful in achieving the same Plan Bay Area 2040 goals.

What We Heard About Scenario Concepts

Shown below are some of the highlights of what MTC and ABAG heard at the workshops. A memo to ABAG and MTC policy makers summarizing the scenario development process, along with a comment summary and presentation, can be found at this link:

<https://mtc.legistar.com/View.ashx?M=F&ID=4125614&GUID=6DEA539A-8798-4221-A315-A2EC61692027>

What We Heard from MTC and ABAG Advisors: Regional Advisory Working Group (RAWG) and Regional Planning Committee

Goals and Aspirations for Scenario Planning

- Plan for diverse, inclusive and supportive communities
- Preserve what is unique about each community
- Focus on vibrant downtowns and neighborhoods with clean, safe and attractive streets; more walking and activity on the streets; great parks, schools and lots of services
- Promote equitable community development that brings new life to neighborhoods without displacement
- Plan to improve public health and improve the health of the natural environment

General Comments: Scenario Development Process

- Appreciate ability to provide early input in the scenario process
- Include social equity as a guiding theme in each scenario
- Concern about achieving greenhouse gas (GHG) reduction and housing goals under any scenario
- Concern that policies to promote compact growth could lead to segregation
- Find solutions to region's challenges as they will be different in every city; need scalable solutions
- Provide examples of how the type of development discussed in each scenario concept worked in other regions
- Consider changing demographics (race, age, and lifestyle preferences, such as young people driving significantly less)
- Prioritize unincorporated communities and/or smaller communities that are not reflected in the scenarios
- Consider discussing tradeoffs -- what will the region gain and what is the region willing to give up?
- Provide the general public with an opportunity to have a discussion about scenario concepts before scenarios are solidified



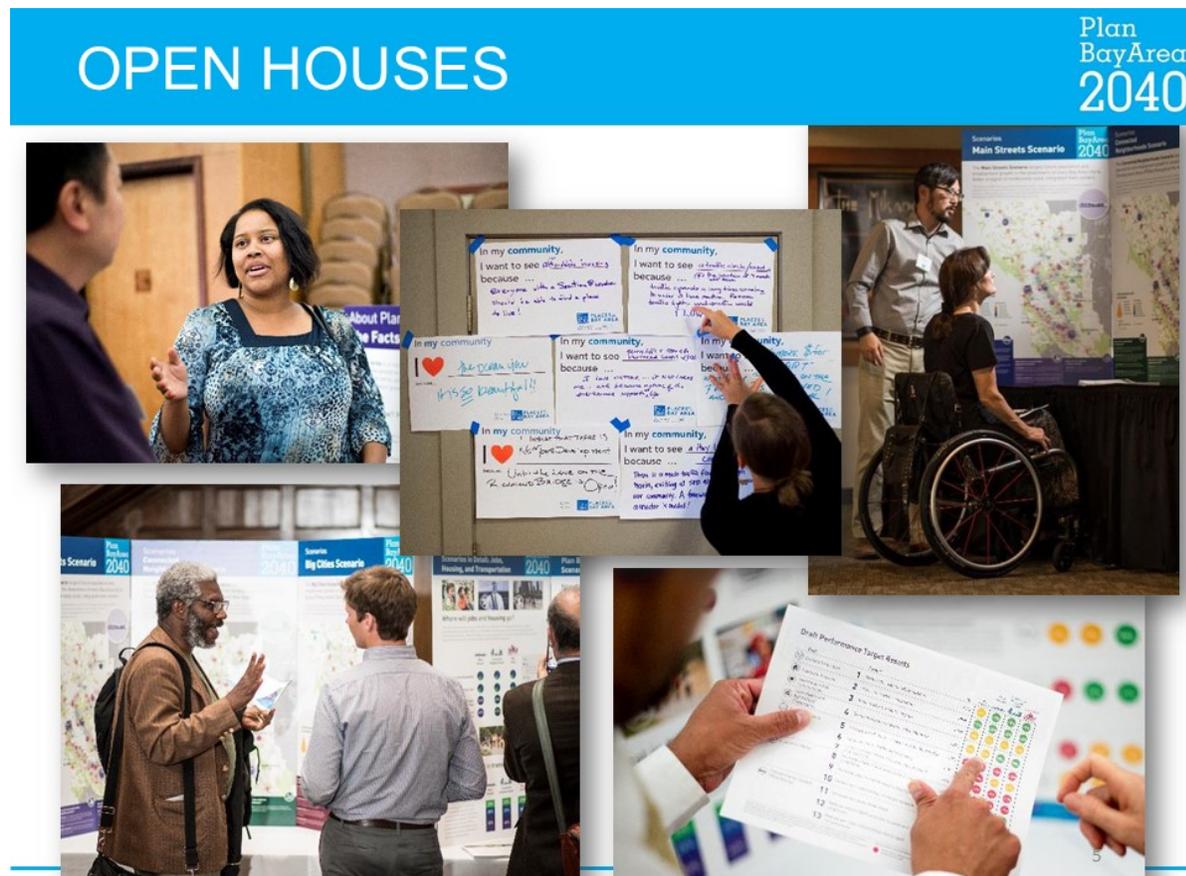
Once refined, these scenario concept narratives provided a framework for the scenario alternatives, released in early 2016, and the focus of a series of open houses that spring.

2. Open Houses Focus on Three Alternative Growth Scenarios

From late May through June, some 1,100 Bay Area residents attended nine open houses hosted by MTC and ABAG or participated in an online survey to tell us what they thought about three alternative planning scenarios. The open house format featured displays and encouraged members of the public to seek conversation and offer comment to ABAG and MTC staff and policy board members. The Marin event also included presentations. Congestion management agencies, Caltrans and other public agencies also participated at the open houses.



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The open houses were designed to:

- Update the public on Plan Bay Area 2040 key milestones and issues
- Review and seek comments on three alternative growth scenarios to inform the decision on a preferred scenario
- Review connections between the regional plan and local transportation and land use priorities
- Maximize one-on-one interaction with the public and gather as much feedback as possible

Table 8: 2016 Open Houses by County

County	Date/Time	Location	Estimated Attendance
Alameda	Thursday, June 2, 2016 6:30 p.m. to 8:30 p.m.	Joseph P. Bort MetroCenter Auditorium 101 8th Street, Oakland	75
Contra Costa	Thursday, May 26, 2016 6:30 p.m. to 8:30 p.m.	East Bay Center for the Performing Arts 339 11th Street, Richmond	25
Marin	Saturday, June 4, 2016 8:30 a.m. to 1 p.m.	Corte Madera Community Center 498 Tamalpais Drive, Corte Madera	125
Napa	Thursday, June 9, 2016 6 p.m. to 8 p.m.	Elks Lodge 2840 Soscol Avenue, Napa	30
San Francisco	Tuesday, June 14, 2016 6:30 p.m. to 8:30 p.m.	Hotel Whitcomb 1231 Market Street, San Francisco	65
San Mateo	Wednesday, June 1, 2016 6:30 p.m. to 8:30 p.m.	City of Burlingame Recreation Center, Auditorium 850 Burlingame Avenue, Burlingame	35
Santa Clara	Thursday, May 26, 2016 6:30 p.m. to 8:30 p.m.	The Tech Museum 201 South Market Street, San José	40
Solano	Monday, June 13, 2016 6 p.m. to 8 p.m.	Solano County Events Center 601 Texas Street, Fairfield	40
Sonoma	Monday, June 13, 2016 6 p.m. to 8 p.m.	Luther Burbank Center, Grand Lobby 50 Mark West Springs Road Santa Rosa	20
TOTALS:			455

What We Heard

Open house participants posted comments on display boards, took an online survey and filled out comment sheets to elaborate on their positions. A companion “virtual” open house, dubbed Plan Bay Area Open Forum, allowed those unable to attend a meeting in person to offer comments from the convenience of their computer or mobile device.

You can view a presentation to MTC and ABAG policymakers in July 2016 summarizing what we heard from this phase of public engagement (memo, power point presentation, summary of comments by county, correspondence) at this link: <http://planbayarea.org/your-part/your-comments>.

Overall comment themes include:

Housing

- Strong support for more housing of all types, especially for low- and middle-income residents
- Major concern with lack of affordable housing and displacement of long-time residents, particularly in disadvantaged communities

- Suggestions for easing displacement included stronger policies for rent control, protection against evictions, inclusionary zoning and living wages
- A number of participants called for conditioning state or regional funding to ensure cities are approving sufficient low-income housing and adopting strong anti-displacement policies
- Many called for more streamlined approval processes for new housing
- Support for more robust transit-oriented development and more vibrant, walkable downtowns in cities of all sizes

Transportation

- Widespread support for public transit service — going more places at increased frequencies
- Strong support for increased rail — most notably BART, as well as Caltrain and commuter rail, and enhanced bus service, including bus rapid transit
- Support for electric vehicle charging stations
- Some expressed concern about transit crowding, called for a second Transbay tube
- Major concern about freeway and traffic congestion; many seek relief from long commutes
- Strong support for more robust bicycle and pedestrian facilities to lay the groundwork for a more carless future (though a small number strongly oppose investments in bicycles)

Other Considerations for Scenarios

- Results from the online scenarios survey as of June 20 show strongest support overall for the Big Cities Scenario (47 percent), with Connected Neighborhoods second (30 percent) and Main Streets third (23 percent). At the open houses, many suggested blending the Big Cities and Connected Neighborhoods scenarios.
- Many supported preserving open space and wildlife habitat with urban growth boundaries
- A few noted the need to plan for a growing number of older adults, including the need for quality senior housing and associated shuttles and transit
- Some suggested MTC and ABAG consider the “Environment, Equity and Jobs (EEJ) alternative” proposed by social equity advocates
- A few expressed opposition to regional planning and support for private property rights

3. Alternative Scenarios Also Focus of Online Survey and Forum

An online survey, “Build A Better Bay Area,” focused on the three scenarios, while an online comment forum, Plan Bay Area Open Forum, allowed residents to view a virtual open house and comment online.

The Build A Better Bay Area quiz highlighted some of the trade-offs that policy makers grappled with as they considered the elements that should be included in Plan Bay Area 2040’s preferred scenario.

Responses to 10 quiz questions were tied to the three alternative scenarios: Main Streets, Connected Neighborhoods and Big Cities. Quiz questions mirrored the tough decisions facing the Bay Area as we adapt to the challenges of future population growth. The online tool, designed to be taken from any desktop or mobile device, was open to the public between May 26, 2016 and September 16, 2016.

Results from the online tool were reported to the July 2016 joint meeting of MTC’s Planning Committee and ABAG’s Administrative Committee, along with what we heard from the 455 Bay Area residents who attended nine open houses hosted by MTC and ABAG.



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Table 9: “Build A Better Bay Area” Online Survey: Total Responses by County

All Bay Area Survey Respondents	
Alameda County	318
Contra Costa County	117
Marin County	39
Napa County	6
San Francisco	134
San Mateo County	47
Santa Clara County	119
Solano County	66
Sonoma County	28
Did not identify a Bay Area county	47
TOTAL	921*

**Includes 204 responses from surveys conducted by community-based organizations. Responses from participants who answered fewer than half of the questions were removed from the final analysis.*

Table 10: “Build A Better Bay Area” Online Survey: Response Breakdown by Scenario

Respondent	Number of Responses	Main Streets	Connected Neighborhoods	Big Cities
All Bay Area	921*	22%	30%	47%
CBOs	204	28%	31%	41%
Alameda County	318	23%	28%	47%
Contra Costa County	117	18%	35%	47%
Marin County	39	20%	37%	43%
Napa County	6	22%	30%	48%
San Francisco	134	19%	28%	52%
San Mateo County	47	22%	30%	49%
Santa Clara County	119	25%	29%	45%
Solano County	66	29%	26%	43%
Sonoma County	28	15%	33%	52%

**Includes 204 responses from surveys conducted by community-based organizations. Responses from participants who answered fewer than half of the questions were removed from the final analysis.*

4. Community-Based Engagement Utilizes Online Survey

MTC also contracted with five community-based organizations (CBOs) working in low-income communities and communities of color to hear planning priorities from their residents. The CBOs, selected through a competitive process, used the Build a Better Bay Area online quiz to engage residents on the three alternative scenarios.

The final results from the online tool shown in the previous section include 204 responses from surveys conducted by community-based organizations. Representatives from the community organizations attended the July 8, 2016 joint meeting of the ABAG Administrative Committee and MTC Planning Committee to summarize what they heard from their communities.

Listening Session Featured Community-Based Youth Engagement

At the July 2016 Joint Meeting of the MTC Planning and ABAG Administrative committees, the public was encouraged to offer comments on the scenario alternatives under consideration. Youth from one of the five community-based organizations working with MTC to involve under-served communities – New Voices Are Rising – made a special presentation to policy makers. Representatives from three other community groups – Sela Learning, Sound of Hope Radio and South Hayward Parish – also spoke about some of what they had heard from their communities about housing and transportation issues.



5. Selection of Final Preferred Scenario

In September 2016, staff released for public review and comment the Draft Preferred Scenario for Plan Bay Area 2040, integrating both a future growth pattern for jobs and housing and a transportation investment strategy to complement that growth pattern. The Draft Preferred Scenario built on the work over the past year of identifying targets, analyzing projects, comparing scenarios and working with stakeholders.

The Plan Bay Area 2040 Draft Preferred Scenario and Investment Strategy were released at the September 2016 joint meeting of the MTC Planning and ABAG Administrative Committees. Staff presented the Draft Preferred Scenario and Investment Strategy to a number of different audiences, including MTC advisory committees and working groups, the ABAG Regional Planning Committee and the ABAG Executive Board. Staff also made presentations to local jurisdictions around the region via meetings with planning directors and congestion management agencies in all nine counties. Staff invited individual jurisdictions to meet one-on-one with staff about technical issues related to the household and employment forecasts. In total, ABAG and MTC staff met with 17 jurisdictions, in late September and early October 2016.

The meeting materials for the November 2016 joint meeting include a broad overview of the feedback received at that point on the Draft Preferred Scenario. Staff presented the feedback received to date from Bay Area cities and counties and other local jurisdictions. Additionally, staff prepared a “Frequently Asked Questions” flier about some of the assumptions used in the analysis process. The meeting materials from the November 2016 joint meeting can be found here:

<https://mtc.legistar.com/View.ashx?M=AO&ID=38121&GUID=3ce47189-49af-45ec-af2a-5023d8397ba0&N=MDBfMTEtNC0yMDE2X1BsYW5uaW5nX0ZpbmFsX0Z1bGxfUGFja2V0X3JldjI%3d>.

Formal correspondence received since the draft preferred scenario’s release can be viewed online here: <http://www.planbayarea.org/your-part/your-comments>.

Final Preferred Scenario Adopted at Evening Joint Meeting of Two Boards

A Revised Final Preferred Scenario, integrating feedback heard over several months, was adopted by the MTC Commission and ABAG Executive Board at a joint meeting held the evening of November 17, 2016, at the San Francisco offices of MTC and ABAG.

D. Release of Draft Plan Bay Area 2040 (2017)

MTC and ABAG released Draft Plan Bay Area 2040 on March 31, 2017, followed by the Draft Environmental Impact Report (DEIR) on April 17, 2017.

Draft Plan in Web-based Format

For the first time, the Draft Plan was released as a PDF version with a companion web site -- 2040.planbayarea.org/ -- that showcases the plan document in its entirety in a web-based format. The microsite makes the Plan easier to read on tablets and mobile phones, and can be read in English, Spanish or Chinese. Additionally, during the comment period, the microsite had a feature that allowed anyone to submit a comment directly from the microsite. Individuals were asked to indicate if they were commenting on the Draft Plan, the DEIR, or a supplemental report, and to select the topic of their comment. From release of the Draft Plan through July 31, 2017, over 6,000 users visited the microsite. The microsite has been updated to reflect the final Plan, thus making it easier for individuals to read it even after adoption.

Draft Plan Outreach Overview

The public comment period on the Draft Plan and DEIR capped off more than three years of dialogue and consultation on this planning effort. Before the formal comment period for both documents closed on June 1, 2017, a total of 29 outreach events were held, aimed at educating and engaging the public on both documents:

- Nine open houses on the Draft Plan, one in each county. Each open house included five educational or interactive stations, divided by topic area. Public input was solicited at two of the stations: one dedicated to the Action Plan, and one “activity station” that provided prompts to generate comments on housing, transportation and economic development, among other topics. Partner agencies also participated in each open house to provide information on local or statewide transportation issues or on the region’s Clean Air Plan. One public workshop/open house, in Marin County, included presentations and comment sessions.
- Three public hearings on the Draft Plan and Draft EIR. A court reporter was present to transcribe comments from the public.
- Five focus groups with community-based organizations (CBOs). Each CBO invited constituents to discuss the Draft Plan, and requested participants take a survey on transportation and housing priorities.
- Ten briefings with elected officials. At county congestion management agency board meetings, as well as before one city council, staff provided an overview of the Draft Plan and answered questions.
- One tribal summit. MTC and ABAG staff provided an overview of the Draft Plan to tribal representatives and answered questions.
- One media briefing, where staff provided an overview of the Draft Plan and answered questions.

3. Open Houses Provide Forum for Discussions on Draft Plan

Open House format selected to:

- **Update** residents on progress of Plan Bay Area 2040
- **Engage** participants on the Draft Plan, through one-on-one conversations
- **Collect** as many comments as possible, especially on the Action Plan



Noah Berger



Noah Berger

Table 11: 2017 Open Houses by County

County	Date/Time	Location	Estimated Attendance
Alameda	Thursday, May 4, 2017 6:30 p.m. to 8:30 p.m.	Fremont City Hall, Council Chambers 3300 Capitol Avenue, Fremont	45
Contra Costa	Wednesday, May 10, 2017 6:30 p.m. to 8:30 p.m.	Embassy Suite Hotel, Contra Costa Room 1345 Treat Boulevard, Walnut Creek	30
Marin	Saturday, May 20, 2017 8:30 a.m. to 1 p.m.	Mill Valley Community Center 180 Camino Alto, Mill Valley	80
Napa	Monday, May 15, 2017 6 p.m. to 8 p.m.	Elks Lodge 2840 Soscol Avenue, Napa	35
San Francisco	Wednesday, May 17, 2017 6:30 p.m. to 8:30 p.m.	Bay Area Metro Center 375 Beale Street, San Francisco	50
San Mateo	Thursday, May 4, 2017 6:30 p.m. to 8:30 p.m.	Sequoia High School Multi-Purpose Rm. 1201 Brewster Avenue, Redwood City	35
Santa Clara	Monday, May 22, 2017 6:30 p.m. to 8:30 p.m.	Marriott Hotel, San Jose Ballroom IV-VI 301 South Market Street, San José	45
Solano	Monday, May 15, 2017 6 p.m. to 8 p.m.	Solano County Events Center 601 Texas Street, Fairfield	45
Sonoma	Monday, May 22, 2017 6 p.m. to 8 p.m.	Finley Community Center 2060 W. College Avenue, Santa Rosa	45
TOTALS:			410



Noah Berger

Open house stations included:



4. Public Hearings on Draft Plan and Draft EIR

Three public hearings were held during which participants were invited to comment and share feedback on the Draft Plan Bay Area 2040 as well as its Draft Environmental Impact Report.

Table 12: 2017 Public Hearings

Held	Date/Time	Location	Estimated Attendance
San Francisco	Friday, May 12, 2017 9:40 am or immediately following the Legislation Committee	Joint MTC Planning Committee with the ABAG Administrative Committee Bay Area Metro Center, 375 Beale St., San Francisco	9 speakers
San Jose/ Santa Clara County	Tuesday, May 16, 2017 6 p.m. to 8 p.m.	Martin Luther King Jr. Library, 150 E. San Fernando St., Room 225, San Jose	15
Vallejo/ Solano County	Thursday, May 18, 2017 6 p.m. to 8 p.m.	Vallejo Naval and Historical Museum, Hall of History, 734 Marin St., Vallejo	30

The public hearing held in San Francisco was before the Joint MTC Planning Committee with the ABAG Administrative Committee. The remaining two hearings were held in other parts of the region, both in the evening. Over 55 participants attended the hearings.

5. Community-Based Engagement Utilizes Focus Groups

As part of the spring 2017 outreach for Plan Bay Area 2040, MTC and ABAG conducted five focus groups with community-based organizations in May 2017. The goal of each focus group was to get feedback on Draft Plan Bay Area 2040 from underrepresented groups around the Bay Area.

At each focus group, an MTC or ABAG staffer provided a brief presentation to familiarize attendees with Draft Plan Bay Area 2040 and introduce specific components of the Action Plan. A facilitated discussion gathered feedback from attendees on the Action Plan, including recommendations for improving the Draft Plan’s performance on housing, economic development and resilience issues. At the end of each focus group, attendees completed a survey.

Focus Group Details

<p>Community Organization/Location</p> <p>1 South Hayward Parish Hayward May 2, 2017 Homeless Population in Hayward</p> <p>2 Sound of Hope Radio Sunnyvale May 5, 2017 South Bay Chinese American Residents</p> <p>3 Richmond Main Street Richmond May 8, 2017 Workers and Residents of Richmond</p> <p>4 Sela Learning Vallejo May 11, 2017 Workers and Residents of Vallejo</p> <p>5 Rose Foundation Oakland May 18, 2017 Students of Oakland and San Francisco</p>	<p><i>By the Numbers:</i></p> <ul style="list-style-type: none"> • 70 total attendees; nearly 100 total survey respondents • Interpretation in Spanish and Mandarin • Over three fourths of survey respondents have lived in Bay Area for more than 15 years • Near unanimous support for developing a regional plan <p>Survey Results 97% think it’s important to develop a regional plan focusing on improving the local economy, reducing driving and greenhouse gases, and providing access to housing and transportation for everyone who needs it.</p> <p>Survey respondents ranked the elements of the Action Plan as follows (with 1 being most important):</p> <ol style="list-style-type: none"> 1. Housing 2. Economic Development 3. Resilience
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Karl Nielsen

6. Briefings with Elected Officials

Staff provided an overview of the Draft Plan and answered questions at 10 briefings with elected officials at county congestion management agency board meetings, as well as before one city council. The meeting dates are shown below:

Table 13: Briefings by County with Locally Elected Officials on Draft Plan Bay Area 2040

County/ Agency	Meeting Date
Alameda County: Alameda County Transportation Commission	May 25, 2017
Contra Costa County: Contra Costa Transportation Authority	April 19, 2017
Marin County: Transportation Authority of Marin	April 27, 2017
Napa County: Napa Valley Transportation Authority	April 19, 2017
San Francisco: San Francisco County Transportation Authority	April 25, 2017
San Mateo County: City/County Assoc. of Governments	April 13, 2017
Santa Clara County: Santa Clara Valley Transportation Authority	May 4, 2017
Solano County: Solano Transportation Authority	May 10, 2017
Sonoma County: Sonoma County Transportation Authority	May 8, 2017
Santa Clara County: City of Milpitas	June 20, 2017

7. Tribal Summit

On Monday, May 8, 2017, ABAG and MTC hosted a meeting with representatives from the Bay Area’s Native American tribes at the National Indian Justice Center in Santa Rosa. MTC invited the region’s Native American tribes, as well as tribes whose ancestral lands are located within the nine Bay Area counties. Representatives from two tribes attended the meeting, as well as staff from our partner agencies, including Caltrans, the Transportation Authority of Marin and the Sonoma County Transportation Authority. Staff from the National Indian Justice Center also participated.

After opening remarks delivered by ABAG’s Vice President David Rabbitt and MTC’s Chair Jake Mackenzie, Matt Maloney, MTC’s principal for major projects, presented Draft Plan Bay Area 2040, its accompanying draft Environmental Impact Report and the 2017 Transportation Improvement Program. After the presentation, participants discussed local and regional topics related to housing and transportation and provided feedback on draft Plan Bay Area 2040 documents. A one-page fact sheet listing some key takeaways from the discussion groups can be found as part of the attachments to the meeting packet for the June 2017 meeting of the Joint MTC Planning Committee with the ABAG Administrative Committee. Follow this link to the meeting packet:

<https://mtc.legistar.com/LegislationDetail.aspx?ID=3064621&GUID=4582CCCB-03C9-4B4C-935B-8AA2D3A4F34B&Options=&Search>

8. Approval of the Draft Plan and Draft Environmental Impact Report (EIR)

A redlined version of the Plan, highlighting changes between the Draft Plan and Final Plan, as well as a list of proposed changes to supplemental reports, was presented at the July 14, 2017 joint meeting of the MTC Planning Committee with the ABAG Administrative Committee. The staff memo highlighted six key themes reflected in the comments received and summarized revisions made in those areas. A longer summary list of staff responses and associated revisions were part of the meeting packet (as Attachment B). That document provided a staff response to over 100 comments, and noted if a revision had been made.

Materials for the July 2017 joint meeting can be found here:

<http://mtc.ca.gov/file/69976/download?token=fsUqFyl-> .

A direct link to the memo highlighting revisions to the Draft Plan is here:

<http://mtc.legistar.com/gateway.aspx?M=F&ID=a6447f84-0323-424f-a83a-353afaf3a74b.pdf>

Draft Plan Bay Area 2040 and its companion Environmental Impact Report (EIR) were approved on Wednesday, July 26, 2017 at a special evening meeting of the full boards of ABAG and MTC. The nearly unanimous vote — with 41 of the 43 officials from the two bodies voting in the affirmative on the Plan and 39 for the EIR — completed a three-year process of plan development.



Peter Beeler

Plan Bay Area 2040: Public Engagement Program

Appendices

Appendix 1: Display Boards, Spring 2015 Open Houses

Station 1: Welcome

Station 2: Plan Bay Area 101

Station 3: Goals and Targets

Station 4: County Focus

Includes transportation, housing, employment statistics and PDA maps by county

Station 5: Transportation

Includes Transportation Improvement Program (TIP) projects by county

Station 6: Looking Ahead

Appendix 2: Display Boards, Spring 2016 Open Houses

Station 1: Welcome

Station 2: About Plan Bay Area 2040

Includes maps of PDAs/PCAs by county

Station 3: Intro to Scenarios

Station 4: Scenarios: Main Streets, Connected Neighborhoods, Big Cities

Includes a focus on scenarios by county

Station 5: Tell Us How You Would #BuildABetterBayArea

Station 6: Activity: Places of the Bay Area

Appendix 3: Build A Better Bay Area Online Quiz, Spring 2016

Screen shots of the online survey

Appendix 4: Program and Display Boards, Housing Forum, February 20, 2016

Calling the Bay Area Home: Tackling the Housing Affordability and Displacement Challenge

Appendix 5: Display Boards, Spring 2017 Open Houses

Station 1: About Draft Plan Bay Area 2040

Station 2: Transportation

Station 3: Housing and Jobs

Includes maps of PDAs/PCAs by county

Station 4: Action Plan

Station 5: Activity Station

Appendix 1: Display Boards, Spring 2015 Open Houses



Welcome!

Thank you for attending this **Plan Bay Area 2040** Open House. The Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC), along with local agencies and your local elected officials, value your ideas and encourage questions.

Your Guide to This Open House





What If I Have Questions?

Metropolitan Transportation Commission (MTC) and Association of Bay Area Governments (ABAG) staff are stationed around the room to answer questions you may have during the open house. Any question that we cannot answer in person will be logged and posted with a response on the PlanBayArea.org website within five working days of this open house.

What happens with my comments?

Public comments that were collected during this open house will help inform capital recommendations and ultimately, the final decisions about Plan Bay Area 2040 made by members of MTC and ABAG. Any comments on the development of Plan Bay Area 2040, MTC and ABAG will be automatically forwarded to members of ABAG and MTC to consider.

What to Expect in 2015

Spring 2015	June/July 2015	September 2015
<p>Today MTC and ABAG conduct a pre-open to solicit public input, and request public comments from our online forum and via email and mail.</p> <p>Spring/Summer 2015 MTC issues call for transportation project to County Connector Management Agencies (CCMA), Caltrans and transit operators.</p> <p>We Are Here</p>	<p>June 12, 2015 Joint Meeting of MTC's Planning and ABAG's Administrative Councils. MTC and ABAG will provide a summary of comments heard at the spring public open houses.</p> <p>July 10, 2015 Joint Meeting of MTC's Planning and ABAG's Administrative Councils. MTC and ABAG will offer recommendations for goals and related targets to measure performance of goals, and gather additional comments and direction from policymakers.</p>	<p>September 11, 2015 MTC and ABAG staff will seek approval from MTC's Planning and ABAG's Admin. Committee on preliminary additional performance targets.</p> <p>September 17, 2015 ABAG's Executive Board will consider proposed Plan Bay Area 2040 Goals.</p> <p>September 22, 2015 MTC Commission will consider proposed Plan Bay Area 2040 Goals and Targets.</p> <p>September 30, 2015 Call for project closure.</p>

PLAN BAY AREA 101

The Facts



Plan Bay Area is a roadmap to help Bay Area cities and counties preserve the character of our diverse communities while adapting to the challenges of future population growth.



Prioritizes a strong regional economy by helping communities to plan for future job growth, as well as related housing and transportation needs.



Engages local cities and counties in their decision-making around new housing by providing housing demand forecasts.



Supports strategic transportation investments to decrease traffic congestion, improve transit options, and reduce emissions both locally and regionally.

Did You Know? Plan Bay Area...

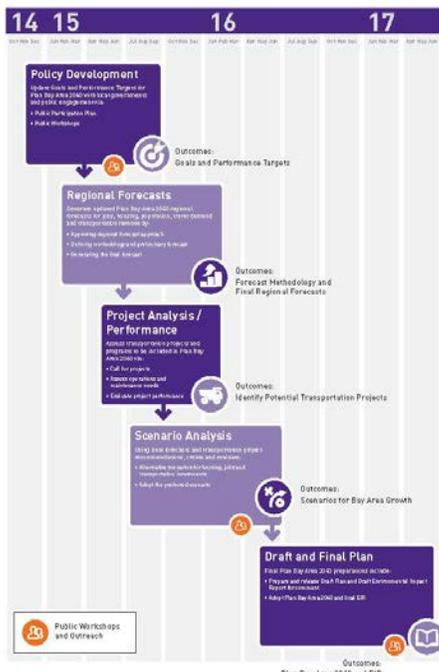
- 1 Is a roadmap for transportation and land-use planning in the nine Bay Area counties.
- 2 Is a long-range plan that looks out over 20+ years but is updated every four years.
- 3 Is based on local planning efforts that have taken place in communities around the Bay Area.
- 4 Is a transportation investment plan with a requirement to consider population and housing needs when prioritizing funding or developing transportation policies.
- 5 Sets goals that include reducing greenhouse gas emissions, providing adequate housing for all of the region's projected population, preserving open space and improving public health and safety.
- 6 Does not replace local general plans or community-specific plans.
- 7 Does not interfere with local land-use authority.
- 8 Prioritizes making our transportation network operate more efficiently by funding aging railcar and bus replacement, road rehabilitation, express lane implementation and the like.
- 9 Includes projected population and housing levels for the Bay Area's 101 cities and unincorporated areas.
- 10 Provides a strategy for meeting the region's future housing needs in Priority Development Areas (PDAs), which are locally designated areas within existing communities that have been identified and approved by local cities or counties for future growth.

PLAN BAY AREA 101

Key Milestones



Key Milestones 2014-2017



The diagram shows a vertical timeline from 2014 to 2017. Key milestones include:

- 2014:** Policy Development (Update Goals and Performance Targets for Plan Bay Area 2040 in response to population and public engagement; Adopt Plan Bay Area 2040)
- 2015:** Regional Forecasts (Develop regional forecasts for population, employment, and housing; Review regional forecast approach; Develop methodology and preliminary metrics; Refine methodology and preliminary metrics)
- 2016:** Project Analysis/Performance (Assess transportation projects and proposals in the context of Plan Bay Area 2040; Call for projects; Develop project and performance goals; Establish project performance)
- 2016:** Scenario Analysis (Develop scenarios and transportation project recommendations; Review project performance; Adjust for performance)
- 2017:** Draft and Final Plan (Final Plan Bay Area 2040 approved by MTC; Prepare and release the Plan and Draft Environmental Impact Statement; Adopt Plan Bay Area 2040 and final EIR)

COUNTY FOCUS Alameda County Today

Plan BayArea 2040

POPULATION 1.6M Residents 75% increase since 1990	EMPLOYMENT \$72,399 Median family income 7.4% Unemployment rate	TRANSPORTATION 65% Over 65% 18% car pool 12% take transit 2% walk 4% telecommute
COMMUTE TIMES 29 Minute commute to work (Compared to an average of 25 minutes for the entire Bay Area)	COMUTE FROM? 68% Of residents live AND work in Alameda County Alameda County is the most populated in the Bay Area and the most populated in the West.	TRAFFIC 7% Of miles traveled on Alameda County highways are affected by congestion Southbound I 880 from San Leandro to I-580 is the most congested in the Bay Area.
PUBLIC TRANSIT 325,000 Daily BART Ridership (2014-2015) 149,000 Daily AC Transit Ridership (2014-2015) 5,000 Daily VTA Ridership (2014-2015)	HOUSING \$1,200 Median monthly rent \$570,000 Median home price 60% Multi-family permits in 2015	PAVEMENT CONDITION 67 Overall score for all jurisdictions Best: San Leandro at 84 Worst: San Leandro at 54 Index City's score of 67

What are the current trends in Alameda County?

Understanding what's happening in Alameda County now helps us recognize what issues may become most important as we plan for the future. Here's a brief snapshot of Alameda County and some key issues to consider for these communities as we update Plan Bay Area.

DISPARITY: Like many areas throughout the Bay Area, socioeconomic disparities are growing in Alameda County. The region lost mostly middle- and low-wage jobs during the Great Recession, yet many new jobs over the next 25 years are projected to be in low-wage, local-serving occupations.

DIVERSITY: 12.4% of Alameda County residents are African-American, 22.7% are Latino, 26.2% are Asian, and 52% are White.

COUNTY FOCUS PDAs in Alameda

Plan BayArea 2040

Locally Nominated Priority Development Areas and Priority Conservation Areas

Alameda County is home to the city of Oakland, one of the largest cities in the region, the Port of Oakland, one of the country's busiest container ports, nineteen BART stations, historic downtown and major streets, and an enviable park system. Alameda County has long been a major hub of economic activity in the Bay Area. Alameda County is home to 43 locally nominated PDAs and 14 PCAs.

Priority Development Areas (PDA)
Priority Development Areas (PDAs) are regions of special opportunity where public and private investment in infrastructure and public and private investment can be used to provide high-quality jobs and housing opportunities. PDAs are subject to special zoning and other regulations to ensure that the development is consistent with the county's goals and objectives.

Priority Conservation Areas (PCA)
Priority Conservation Areas (PCAs) are regions of special interest where public and private investment in infrastructure and public and private investment can be used to provide high-quality jobs and housing opportunities. PCAs are subject to special zoning and other regulations to ensure that the development is consistent with the county's goals and objectives.

A Map of Alameda County PDAs

COUNTY FOCUS Alameda Housing

Plan BayArea 2040

What Housing is Being Built?

In Alameda County—and across the Bay Area—the type of housing being permitted and constructed is changing. Factors that influence these shifts include population growth, household size, job availability, access to transportation and the cost of living.

Population

Jobs

Transportation

Cost of Living

→

Housing

Growth of Multifamily Homes in Alameda County and Across the Bay Area

During the period of explosive growth across the Bay Area over the last half-century, most of the new units were single-family homes. As growth returns to cities, counties like Alameda have seen development shift toward a prevalence of multifamily homes, which range from duplexes to apartment buildings. Most new multifamily housing is in Priority Development Areas (PDAs), and most of the units permitted today will be constructed in the next few years.

3,362
housing units permitted in Alameda County in 2013. Of these...

2,023
(60%) were multifamily

Historical Trends for Housing Growth in Alameda County

70%
of permits are now for multifamily homes across the Bay Area, compared to

40%
25 years ago

COUNTY FOCUS Contra Costa County Today

Plan BayArea 2040

POPULATION 1.1M Residents 145% increase since 1990	EMPLOYMENT \$79,100 Median family income 7.4% Unemployment rate	TRANSPORTATION 70% Over 70% 12% car pool 9% take transit 2% walk 4% telecommute
COMMUTE TIMES 33 Minute commute to work (Compared to an average of 23 minutes for the entire Bay Area)	COMUTE FROM? 61% Of residents live AND work in Contra Costa County Contra Costa County is the most populated in the Bay Area.	TRAFFIC 5% Of miles traveled on Contra Costa County highways are affected by congestion Southbound I 880 from San Leandro to I-580 is the most congested in the Bay Area.
PUBLIC TRANSIT 325,000 Daily BART Ridership (2014-2015) 9,000 Daily AC Transit Ridership (2014-2015) 7,000 Daily VTA Ridership (2014-2015) 4,000 Daily VTA Ridership (2014-2015) 149,000 Daily VTA Ridership (2014-2015)	HOUSING \$1,280 Median monthly rent \$435,000 Median home price 19% Multi-family permits in 2013	PAVEMENT CONDITION 68 Overall score for all jurisdictions Best: Brentwood at 86 Worst: Orinda at 46 Index City's score of 68

What are the current trends in Contra Costa County?

Understanding what's happening in Contra Costa County now helps us recognize what issues may become most important as we plan for the future. Here's a brief snapshot of Contra Costa County and some key issues to consider for these communities as we update Plan Bay Area.

TRANSPORTATION: There are many transportation options in Contra Costa County, but last-mile alternatives remain a challenge in many areas.

DIVERSITY: 6.6% of Contra Costa County residents are African-American, 15.1% are Asian, 26.9% are Latino, and 47.9% are White.

COUNTY FOCUS

PDA in Contra Costa

Plan BayArea 2040

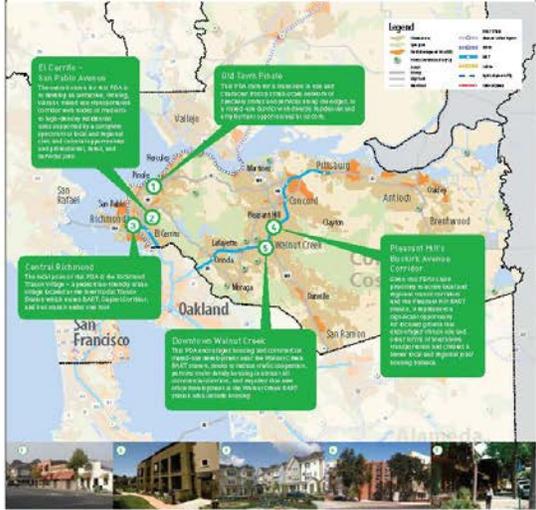
Locally Nominated Priority Development Areas and Priority Conservation Areas

Located across from San Francisco and Marin County, Contra Costa County has grown to be the third most populous area in the Bay Area region; the county's natural beauty and its strategic location between the San Francisco Bay and California's Central Valley have long attracted residents and businesses. New jobs and housing are expected to cluster along the county's major transit thoroughfares, including San Pablo Avenue in the western part of the county, and around the ten BART stations in Contra Costa County. Contra Costa is home to 36 locally nominated PDAs and 14 PCAs.

Priority Development Areas (PDAs)
Priority Development Areas (PDAs) are locally designated areas with existing commercial, office, service, and dining uses, as well as other uses that are expected to be developed in the future.

Priority Conservation Areas (PCAs)
Priority Conservation Areas (PCAs) are locally designated areas that are expected to be developed in the future. These areas are expected to be developed in the future.

A Map of Contra Costa County PDAs



COUNTY FOCUS

Contra Costa Housing

Plan BayArea 2040

What Housing is Being Built?

Housing reflects the unique values and lifestyles of a community. Factors that influence types of housing include General Plans, zoning, population growth, household size, job availability, access to transportation, income and the cost of living.



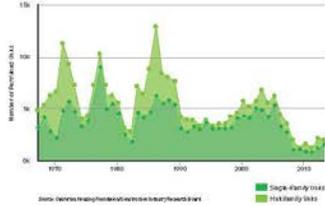
Single-Family Homes Remain Primary Housing Choice in Contra Costa County

During the period of explosive growth across the Bay Area over the last half-century, most new units were single-family homes. This trend continues in Contra Costa County, with 80 percent of new housing permitted as detached single-family homes. Other parts of the region, by contrast, are shifting more toward multi-family homes, including apartments and duplexes in Priority Development Areas.

1,955
housing units permitted in Contra Costa County in 2013. Of these...

370
(20%) were multi-family

Historical Trends for Housing Growth in Contra Costa County



COUNTY FOCUS

Marin County Today

Plan BayArea 2040

POPULATION	256,000 Residents 74% increase since 1960	EMPLOYMENT	\$97,000 Median family income 5% unemployment rate	TRANSPORTATION	66% Drive alone 1% transit 3% walk 7% bike 1% telecommute 1% other
COMMUTE TIMES	29 Minute commute to work (Compared to an average of 20 minutes for the entire Bay Area)	COMMUTE FROM?	66% of residents live AND work in Marin County Marin County is expected to be the most populous in the Bay Area by 2040.	TRAFFIC	4% of miles traveled on Marin County highways are affected by congestion Southbound I-80 often results in San Rafael Luggage the morning commute is one of the most congested segments in Marin County
PUBLIC TRANSIT	25,000 Daily board one Train boardings (1.7% since 1971)	HOUSING	\$1,400 Median monthly rent \$838,000 Median home price 70% multi-family permits in 2013	PAVEMENT CONDITION	63 Overall score for all jurisdictions Best: Bolinas at 81 Worst: Larkspur at 48 Index on a scale of 0 - 100

What are the current trends in Marin County?

Understanding what's happening in Marin County now helps us recognize what issues may become most important as we plan for the future. Here's a brief snapshot of Marin County and some key issues to consider for its communities as we update Plan Bay Area.



TRANSPORTATION: Local pavement conditions remain a challenge in some areas.



DIVERSITY: 2.4% of Marin County residents are African American, 6.4% are Asian, 15.5% are Latino, and 72.7% are White, and 3.5% are multiple or other races.

COUNTY FOCUS

PDAs in Marin County

Plan BayArea 2040

Locally Nominated Priority Development Areas and Priority Conservation Areas

Located north of San Francisco and south of Sonoma County, Marin County is recognized for its natural and agricultural landscapes, which support local farming and ranching, tourism, recreation, wildlife habitat, and water supply. More than 50 percent of the county is protected open space and the Marin Agricultural Land Trust and the Marin County Department of Parks and Open Space have worked for decades to protect and preserve the county's scenic landscape. Plan Bay Area will support continued protection of the many Priority Conservation Areas in Marin County.

Priority Development Areas (PDAs)
Priority Development Areas (PDAs) are locally designated areas with existing commercial, office, service, and dining uses, as well as other uses that are expected to be developed in the future.

Priority Conservation Areas (PCAs)
Priority Conservation Areas (PCAs) are locally designated areas that are expected to be developed in the future. These areas are expected to be developed in the future.

For decades, Marin County has managed growth through city-led growth policies and focused development along the unincorporated U.S. Route 101 Highway corridor. Golden Gate Transit bus service offers connections throughout the county and by connecting to BART to provide access to San Francisco. The Marin and Larkspur also connect residents to jobs in San Francisco. In the future, the proposed Sonoma-Marin Area Rail Transit (SMART) rail connector will link the Larkspur Ferry Terminal with Marin County.

Marin County is home to 2 locally nominated PDAs and 14 PCAs.

A Map of Marin County PDAs



COUNTY FOCUS Marin Housing

Plan Bay Area
2040

What Housing is Being Built?

In Marin County — and across the Bay Area — the type of housing being permitted and constructed is changing. Factors that influence these shifts include population growth, household size, job availability, access to transportation and the cost of living.



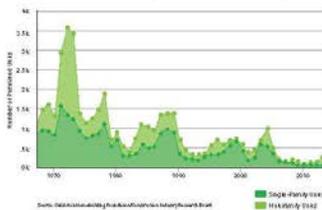
Slow Housing Growth in Marin County

Unlike much of the Bay Area, which experienced expansive growth over the last half-century, Marin County has retained its rural character. Some focused growth in Marin County, particularly in San Rafael, has shifted toward multifamily homes, which range from duplexes to apartment buildings. Novato recently passed an innovative "Junior Accessory Unit" ordinance making it easier for homeowners to create new rental units within their single family homes. The city also negotiated with the local water and sanitary districts's much lower water and sewer hook-up fees, removing a major barrier to creating more second units.

302
housing units permitted in Marin County in 2013. Of these...

212
(70%) were multifamily

Historical Trends for Housing Growth in Marin County



70%
of permits are now for multifamily homes across the Bay Area, compared to **40%** 25 years ago

COUNTY FOCUS Napa County Today

Plan Bay Area
2040

POPULATION 139,000 Residents 111% increase since 1950	EMPLOYMENT \$70,900 Median family income 6.3% Unemployment rate	TRANSPORTATION 76% Drive alone 12% carpool 1% take transit 6% walk 8% telecommute 1% other
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COMMUTE TIMES 24 Minute commute to work (Compared to an average of 28 minutes for the whole Bay Area)	COMMUTE FROM? 79% Of residents live AND work in Napa County Napa County supports and supports the need to access to work from outside County	TRAFFIC 0.1% Of miles traveled on Napa County highways are affected by congestion
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PUBLIC TRANSIT 2,000 Daily VINE boardings	HOUSING \$1,197 Median monthly rent \$470,100 Median home price 60% Multifamily permits in 2013	PAVEMENT CONDITION 60 Overall score for all jurisdictions Best: Younville @ 49 Worst: St. Helena @ 48 (Index on a scale of 0 - 100)
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What are the current trends in Napa County?

American Canyon | Calistoga | Napa | St. Helena | Yountville

Understanding what's happening in Napa County now helps us recognize what issues may become most important as we plan for the future. Here's a brief snapshot of Napa County and some key issues to consider for these communities as we update Plan Bay Area.



TRANSPORTATION: Local government conditions remain a challenge in some areas.



DIVERSITY: 20% of Napa County residents are African-American, 6% are Asian, 32.4% are Latino, 95.8% are White, and 27% are other or multiple races.

COUNTY FOCUS PDAs in Napa County

Plan Bay Area
2040

Locally Nominated Priority Development Areas and Priority Conservation Areas

Napa County is internationally acclaimed for its winemaking and the picturesque Napa Valley wine region is a major draw for visitors to the San Francisco Bay Area. The valley is bounded by rolling hills, and the Napa River empties into San Pablo Bay through the narrow Marin Island Strait. Napa County has strong policies to protect agricultural uses and to protect vineyards, orchards and open space. Accordingly, more than 90 percent of unincorporated county land falls within this designation. The county seeks to continue to protect this land and encourage innovation through the new Priority Conservation Areas. Most agricultural development is clustered in the four valleys and one town situated by Highway 29, which parallels the Napa River in the western part of the county.

Priority Development Areas (PDAs)
Priority Development Areas (PDAs) are locally designated areas with strong economic and job growth potential, and are more susceptible to seismic, fire, flooding and other hazards.

Priority Conservation Areas (PCAs)
Priority Conservation Areas (PCAs) are locally designated areas which are either a local or regional agricultural or forest land, or a riparian area. The purpose of designating Priority Conservation Areas is to protect and enhance agricultural and forest lands in the San Francisco Bay Area that are supported by local resources.

A Map of Napa County PDAs



COUNTY FOCUS Napa County Housing

Plan Bay Area
2040

What Housing is Being Built?

Housing reflects the unique values and lifestyles of a community. Factors that influence types of housing include General Plans, zoning, population growth, household size, job availability, access to transportation, income and the cost of living.



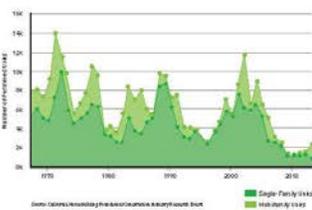
Slow Housing Growth in Napa County

Unlike much of the Bay Area, which experienced expansive growth over the last half-century, Napa County has retained its rural character. Some focused growth in Napa County has shifted toward multifamily homes, which range from duplexes to apartment buildings. Most new multifamily housing is in Priority Development Areas, and most of the units permitted today will be constructed in the next few years.

237
housing units permitted in Napa County in 2013. Of these...

140
(59%) were multifamily

Historical Trends for Housing Growth in Napa County



70%
of permits are now for multifamily homes across the Bay Area, compared to **40%** 25 years ago

COUNTY FOCUS San Francisco Today

Plan BayArea 2040

POPULATION 837,000 Residents 13% increase since 1990	EMPLOYMENT \$77,500 Med. inc. family income 5.7% Unemployment rate	TRANSPORTATION 37% Drive alone 8% carpool 33% take transit 30% walk 4% bike 7% take another
COMMUTE TIMES 31 Minute commute to work (Expanded to average of 28 minutes for the entire Bay Area)	COMUTE FROM? 79% Of residents live AND work in San Francisco San Francisco residents and reports the median income to add this San Mateo County	TRAFFIC 5% Of miles traveled on San Francisco highways are affected by congestion Barboursville 40 in San Francisco during the evening commute to one of the most congested regions in the city
PUBLIC TRANSIT 611,000 Daily transit boardings (+17% since 1991) 325,000 Daily BART boardings (+25% since 1991) 41,000 Daily light rail boardings (since 1991)	HOUSING \$1,440 Median monthly rent \$975,000 Median home price 99% Multifamily permits in 2013	PAVEMENT CONDITION 65 Overall score for county Index on a scale of 0 - 100

What are the current trends in San Francisco?
Understanding what's happening in San Francisco now helps us recognize what issues may become most important as we plan for the future. Here's a brief snapshot of San Francisco and some key issues to consider as we update Plan Bay Area.

TRANSPORTATION: There are many transportation options in San Francisco, but in many areas the city's transportation infrastructure and transit systems need upgrades to alleviate overcrowding, enhance walking and biking, and support continued economic vitality.

DIVERSITY: 54% of San Francisco residents are African-American, 33.1% are Asian, 15.2% are Latino, and 41.7% are White, and 4.4% are multiple or other races.

COUNTY FOCUS PDAs in San Francisco

Plan BayArea 2040

Locally Nominated Priority Development Areas and Priority Conservation Areas

San Francisco is one of California's largest cities and home to many of the region's landmarks. Mostly surrounded by water, San Francisco's population and employment growth over the decades was accommodated with more intense development throughout the city's varied neighborhoods. As a result, the city has the highest residential and commercial densities in the region. San Francisco is one of the region's largest employment hubs, and accommodates nearly one half million commuters each day, many of whom travel using the region's most extensive public transit system.

San Francisco is home to 13 locally nominated PDAs and 4 PCAs.

Priority Development Areas (PDAs)
Priority Development Areas (PDAs) are locally designated areas within existing corridors that are particularly well-suited for development opportunities, and are easily accessible to transit, job, shopping and recreation.

Priority Conservation Areas (PCAs)
Priority Conservation Areas (PCAs) are locally designated areas within existing corridors that are particularly well-suited for conservation opportunities, and are easily accessible to transit, job, shopping and recreation.

A Map of San Francisco PDAs

1 Downtown and Transit Hub Corridors
This area, near other major transit hubs, has the highest density and is the most central in the city. It is the most densely populated area in the city and is the most central in the city. It is the most densely populated area in the city and is the most central in the city.

2 14th Avenue Corridor
This area is home to a major transit hub and is the most densely populated area in the city. It is the most densely populated area in the city and is the most central in the city.

3 Palms Park
This area is home to a major transit hub and is the most densely populated area in the city. It is the most densely populated area in the city and is the most central in the city.

4 Eastern Neighborhoods
This area is home to a major transit hub and is the most densely populated area in the city. It is the most densely populated area in the city and is the most central in the city.

5 Western Neighborhoods
This area is home to a major transit hub and is the most densely populated area in the city. It is the most densely populated area in the city and is the most central in the city.

6 Western Neighborhoods
This area is home to a major transit hub and is the most densely populated area in the city. It is the most densely populated area in the city and is the most central in the city.

7 Western Neighborhoods
This area is home to a major transit hub and is the most densely populated area in the city. It is the most densely populated area in the city and is the most central in the city.

8 Western Neighborhoods
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10 Western Neighborhoods
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11 Western Neighborhoods
This area is home to a major transit hub and is the most densely populated area in the city. It is the most densely populated area in the city and is the most central in the city.

12 Western Neighborhoods
This area is home to a major transit hub and is the most densely populated area in the city. It is the most densely populated area in the city and is the most central in the city.

13 Western Neighborhoods
This area is home to a major transit hub and is the most densely populated area in the city. It is the most densely populated area in the city and is the most central in the city.

COUNTY FOCUS San Francisco Housing

Plan BayArea 2040

What Housing is Being Built?

Housing reflects the unique values and lifestyles of a community. Factors that influence types of housing include General Plans, zoning, population growth, household size, job availability, access to transportation, income and the cost of living.

Housing Production Increasing in San Francisco
Over the past several decades, the number of new homes built in San Francisco has fluctuated depending on economic conditions. Since 2010, San Francisco has experienced a rapid increase in the number of permits issued compared to previous years. Like most of the Bay Area, most new homes in San Francisco have been in multifamily developments. Nearly all units (99 percent) permitted in 2013 were multifamily homes.

5,277 housing units permitted in San Francisco in 2013. Of these...
5,208 (99%) were multifamily

Historical Trends for Housing Growth in San Francisco

70% of permits are now for multifamily homes across the Bay Area, compared to **40%** 25 years ago

COUNTY FOCUS San Mateo County Today

Plan BayArea 2040

POPULATION 745,000 Residents 48% increase since 1990	EMPLOYMENT \$91,300 Med. inc. family income 5.4% Unemployment rate	TRANSPORTATION 70% Drive alone 11% carpool 9% take transit 3% walk 1% bike 5% take another
COMMUTE TIMES 26 Minute commute to work (Compared to an average of 28 minutes for the entire Bay Area)	COMUTE FROM? 59% Of residents live AND work in San Mateo County San Mateo County residents and reports the median income to add this San Francisco	TRAFFIC 4% Of miles traveled on San Mateo highways are affected by congestion Northbound I-580 from Redwood City to San Mateo during the evening commute is one of the most congested in the entire Bay Area
PUBLIC TRANSIT 41,000 Daily transit boardings (+14% since 1991) 37,000 Daily BART boardings (+36% since 1991)	HOUSING \$1,600 Median monthly rent \$836,500 Median home price 71% Multifamily permits in 2013	PAVEMENT CONDITION 70 Overall score for all jurisdictions Best: Foster City at 81 Worst: Belmont at 65 Index on a scale of 0 - 100

What are the current trends in San Mateo County?
Understanding what's happening in San Mateo County now helps us recognize what issues may become most important as we plan for the future. Here's a brief snapshot of San Mateo County and some key issues to consider for these communities as we update Plan Bay Area.

TRANSPORTATION: There are many transportation options in San Mateo County, but last-mile alternatives remain a challenge in many areas.

DIVERSITY: 2.5% of San Mateo County residents are African-American, 25.1% are Asian, 25.3% are Latino, 41.1% are White, and 5.2% are other or multiple races.

COUNTY FOCUS PDAs in San Mateo

Plan Bay Area
2040

Locally Nominated Priority Development Areas and Priority Conservation Areas

San Mateo County is strategically located between San Francisco and Silicon Valley. The Coast Range divides the county into two distinct parts: the bay-side and coast. Nearly percent of development in the county is located on the bay-side. The communities along the bay-side of the Peninsula are home to Fortune 500 headquarters, globally significant firms and research centers as well as many charming town centers and residential neighborhoods. Jobs and housing growth is expected to concentrate in bay-side communities, which will reduce growth pressures on the coast and allow the county to retain its agricultural, scenic and natural resource areas in the hills and coastside.

Priority Development Areas (PDAs)

Priority Development Areas (PDAs) are specific geographic areas for which there is a high concentration of long-term growth potential for which public and private investments are needed to promote their growth. The purpose of designating Priority Development Areas is to support their development for economic growth in the San Francisco Bay Area as required by local ordinance.

Priority Conservation Areas (PCAs)

Priority Conservation Areas (PCAs) are specific geographic areas for which there is a high concentration of long-term growth potential for which public and private investments are needed to promote their growth. The purpose of designating Priority Conservation Areas is to support their development for economic growth in the San Francisco Bay Area as required by local ordinance.

San Mateo County is home to 28 locally nominated PDAs and 7 PCAs.

A Map of San Mateo County PDAs



COUNTY FOCUS San Mateo Housing

Plan Bay Area
2040

What Housing is Being Built?

Housing reflects the unique values and lifestyles of a community. Factors that influence types of housing include General Plans, zoning, population growth, household size, job availability, access to transportation, income and the cost of living.

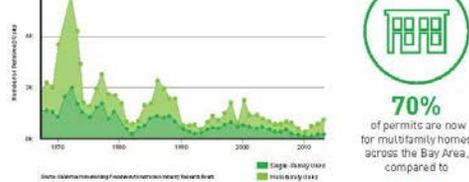


1,190 housing units permitted in San Mateo County in 2013. Of these...

840 (71%) were multifamily homes.

Multifamily Homes Grow as Primary Housing Choice in San Mateo County

During the period of expansive growth across the Bay Area over the last half-century, most new units were single-family homes. Some parts of the region, by contrast, are shifting more toward multifamily homes, including apartments and duplexes in Priority Development Areas. This is the trend in San Mateo County, with 71 percent of new housing permitted as multifamily homes.



70% of permits are now for multifamily homes across the Bay Area, compared to **40%** 25 years ago.

COUNTY FOCUS Santa Clara County Today

Plan Bay Area
2040

POPULATION	1.9M Residents 191% increase since 1950	EMPLOYMENT	\$92,000 Median family income 6.8% unemployment rate	TRANSPORTATION	76% Of cars on the road 13% carpool 31% use transit 2% walk 2% bike 5% telecommute 1% other
COMMUTE TIMES	25 Minute commute to work Compared to an average of 23 minutes for the entire Bay Area	COMUTE FROM?	88% Of residents live AND work in Santa Clara County	TRAFFIC	5% Of miles traveled on Santa Clara County highways are affected by congestion
PUBLIC TRANSIT	119,000 Daily ridership (+3.9% since 1991)	HOUSING	\$1,577 Median monthly rent \$725,000 Median home price 76% multifamily permits in 2013	PAVEMENT CONDITION	69 Overall score for all jurisdictions Best: Los Altos at 77 Worst: San Jose at 42 Index on a scale of 0-100

What are the current trends in Santa Clara County?

Understanding what's happening in Santa Clara County now helps us recognize what issues may become most important as we plan for the future. Here's a brief snapshot of Santa Clara County and some key issues to consider as we update Plan Bay Area.



TRANSPORTATION: There are many transportation options in Santa Clara County, but last-mile alternatives remain a challenge in many areas.

DIVERSITY: 24% of Santa Clara County residents are African American, 26.9% are Latino, 32.3% are Asian, 34.7% are White, and 3.8% are multiple or other races.

COUNTY FOCUS PDAs in Santa Clara

Plan Bay Area
2040

Locally Nominated Priority Development Areas and Priority Conservation Areas

Santa Clara County is the home of Silicon Valley and the birthplace and now global capital of the high-technology revolution. Today, with over 1.8 million residents and 700,000 jobs, Santa Clara County is the most populous and job-rich county in the San Francisco Bay Area.

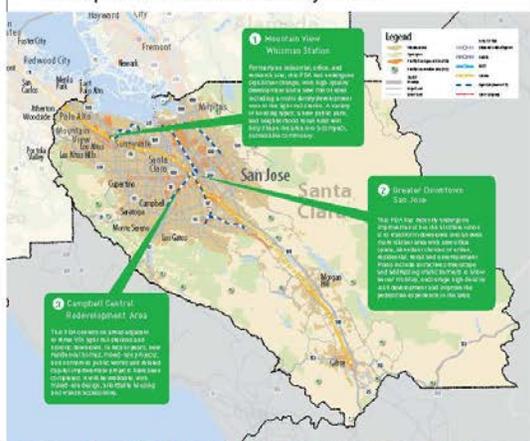
Priority Development Areas (PDAs)

Priority Development Areas (PDAs) are specific geographic areas for which there is a high concentration of long-term growth potential for which public and private investments are needed to promote their growth. The purpose of designating Priority Development Areas is to support their development for economic growth in the San Francisco Bay Area as required by local ordinance.

Priority Conservation Areas (PCAs)

Priority Conservation Areas (PCAs) are specific geographic areas for which there is a high concentration of long-term growth potential for which public and private investments are needed to promote their growth. The purpose of designating Priority Conservation Areas is to support their development for economic growth in the San Francisco Bay Area as required by local ordinance.

A Map of Santa Clara County PDAs



COUNTY FOCUS Santa Clara Housing

Plan BayArea
2040

What Housing is Being Built?

Housing reflects the unique values and lifestyles of a community. Factors that influence types of housing include General Plans, zoning, population growth, household size, job availability, access to transportation, income and the cost of living.

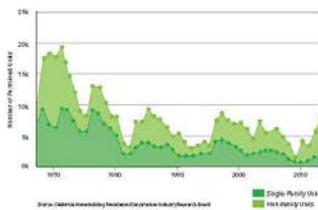


Multifamily Homes Grow as Primary Housing Choice in Santa Clara County

During the period of expansive growth across the Bay Area over the last half-century, most new units were single-family homes. Some parts of the region, by contrast, are shifting more toward multifamily homes, including apartments and duplexes in Priority Development Areas. This is the trend in Santa Clara County, with 76 percent of new housing permitted as multifamily homes.

7,868
housing units permitted in Santa Clara County in 2013. Of these...
6,009
(76%) were multifamily

Historical Trends for Housing Growth in Santa Clara County



70%
of permits are now for multifamily homes across the Bay Area, compared to
40%
25 years ago

COUNTY FOCUS Solano County Today

Plan BayArea
2040

POPULATION 424,000 Residents 215% increase since 1960	EMPLOYMENT \$63,500 Median family income 8.4% Unemployment rate	TRANSPORTATION 76% Drove alone 14% carpool 2% bike 1% other
COMMUTE TIMES 29 Minute commute to work (Compared to a range of 29 minutes for the entire Bay Area)	COMMUTE FROM? 63% Of residents live AND work in Solano County Solano County residents who work in the local area tend to be born from County Today County	TRAFFIC 1% Of miles traveled on Solano County highways, 1% are affected by congestion
PUBLIC TRANSIT 4,000 Daily BART and bus riders 3,000 Daily BART passengers (410% since 1991)	HOUSING \$1,145 Median monthly rent \$293,000 Median home price 35% High-earning permits in 2013	PAVEMENT CONDITION 64 Overall score for all jurisdictions Best: Dixon at 77 Worst: Vallejo at 49 (Index on a scale of 0 - 100)

Data Source: Population: California Department of Finance, 2012; Employment: Bureau of Economic Analysis, 2013; Median Income: U.S. Census Bureau, 2012; Unemployment: U.S. Bureau of Labor Statistics, 2013; Commute Time: U.S. Census Bureau, 2013; Commute from: U.S. Census Bureau, 2013; Traffic: California Department of Transportation, 2013; BART Ridership: BART, 2013; Median Home Price: Zillow, 2013; Median Rent: Zillow, 2013; Pavement Condition: California Department of Transportation, 2013.

What are the current trends in Solano County?

Understanding what's happening in Solano County now helps us recognize what issues may become most important as we plan for the future. Here's a brief snapshot of Solano County and some key issues to consider for these communities as we update Plan Bay Area.

TRANSPORTATION: Local pavement conditions remain a challenge in some areas.

DIVERSITY: 14.3% of Solano County residents are Asian, 13.7% are African American, 24.5% are Latino, 40.5% are White, and 7% multiple or other races.

COUNTY FOCUS PDAs in Solano

Plan BayArea
2040

Locally Nominated Priority Development Areas and Priority Conservation Areas

Solano County has the distinction of containing nearly one-half of the San Francisco Bay Area's agricultural land and more than one-half the region's wetlands. The Sacramento River flows along the southeastern portion of Solano County, emptying into the Sacramento-San Joaquin River Delta – the largest estuary on the West Coast – and continues into the Suisun Bay. Solano County's historical growth was in part attributable to military bases. The county's location between the metropolitan centers of San Francisco and Sacramento and its lower land prices relative to other parts of the region made it an attractive place for increased housing development in response to the demand for lower cost housing.

Priority Development Areas (PDAs)
Priority Development Areas (PDAs) are local designated areas which receive special treatment in the local general plan, zoning ordinance, and other local laws to encourage growth and development.

Priority Conservation Areas (PCAs)
Priority Conservation Areas (PCAs) are designated areas which receive special treatment in the local general plan, zoning ordinance, and other local laws to encourage conservation and protection of natural resources.

A Map of Solano County PDAs



COUNTY FOCUS Solano Housing

Plan BayArea
2040

What Housing is Being Built?

Housing reflects the unique values and lifestyles of a community. Factors that influence types of housing include General Plans, zoning, population growth, household size, job availability, access to transportation, income and the cost of living.

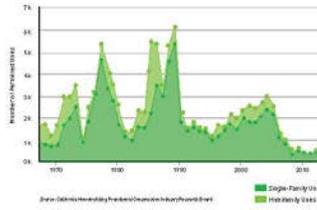


Single-Family Homes Remain Primary Housing Choice in Solano County

During the period of expansive growth across the Bay Area over the last half-century, most new housing units were single-family homes. This trend continues in Solano County, with 65 percent of new housing permitted as detached single-family homes. Other parts of the region, by contrast, are shifting more toward multifamily homes, including apartments and duplexes in Priority Development Areas.

805
housing units permitted in Solano County in 2013. Of these...
281
(35%) were multifamily

Historical Trends for Housing Growth in Solano County



70%
of permits are now for multifamily homes across the Bay Area, compared to
40%
25 years ago

COUNTY FOCUS Sonoma County Today

Plan Bay Area
2040

POPULATION 490,000 Residents <small>25% increase since 1991</small>	EMPLOYMENT \$61,000 Median family income 6.7% Unemployment rate	TRANSPORTATION 76% Drive alone <small>80% carpool 2% take transit 1% walk 7% use alternate 1% other</small>
COMMUTE TIMES 25 Minute commute to work <small>(Compared to an average of 28 minutes for the entire Bay Area)</small>	COMMUTE FROM? 84% Of residents live AND work in Sonoma County <small>Sonoma County residents report longer the more we work from their home counties</small>	TRAFFIC 4% Of miles traveled on Sonoma County highways are affected by congestion <small>Southbound I-580 from Santa Rosa to Petrolia during the AM peak consistently is one of the most congested segments in Sonoma County.</small>
PUBLIC TRANSIT 25,000 Daily boardings <small>(1.1 times 1990)</small> 8,000 Daily boardings <small>(1.1 times 1991)</small> 4,000 Daily boardings <small>(1.1 times 1991)</small>	HOUSING \$1,172 Median monthly rent \$433,250 Median home price 71% Multifamily permits in 2013	PAVEMENT CONDITION 54 Overall score for all jurisdictions Best: Windsor at 70 Worst: Petaluma at 46 <small>Index on a scale of 0-100</small>

The Sonoma Regional Council of Governments (RCOG) is a coalition of 11 local governments in Sonoma County, California. The RCOG is a public-private partnership that provides a wide range of services to its member communities, including planning, economic development, and public works. The RCOG is a 501(c)(3) non-profit organization. For more information, visit www.sonomarogc.org.

What are the current trends in Sonoma County?

Crowdsale | Conus | Healdsburg | Petaluma | Robbers Park | Santa Rosa | Sebastopol | Sonoma | Windsor

Understanding what's happening in Sonoma County now helps us recognize what issues may become most important as we plan for the future. Here's a brief snapshot of Sonoma County and some key issues to consider for these communities as we update Plan Bay Area.



TRANSPORTATION: There are many transportation options in Sonoma County, but local pavement conditions remain a challenge in some areas.



DIVERSITY: 1.4% of Sonoma County residents are African-American, 3.3% are Asian, 25.2% are Latino, 65.6% are White, and 3.7% are multiple or other races.

COUNTY FOCUS PDAs in Sonoma

Plan Bay Area
2040

Locally Nominated Priority Development Areas and Priority Conservation Areas

Sonoma County is the largest and northernmost county in the San Francisco Bay Area. The geographic makeup of the county is very diverse as it contains coastal areas, redwood forests and oak woodlands, rivers, wetlands and bayslands, vineyards, grasslands, and small farms. Urban development in Sonoma County is concentrated primarily within cities along the U.S. 101 corridor, which has been supported by urban-approved urban growth boundaries and other policies that encourage separation between cities and scenic landscapes to maintain the county's rural character and economy.

Sonoma County is home to 12 locally nominated PDAs and 14 PCAs.

Priority Development Areas (PDAs)
 Priority Development Areas (PDAs) are areas that are expected to experience the most rapid growth and development in the county. They are subject to more stringent regulations, such as higher density requirements, to ensure that growth is managed in a way that is consistent with the county's goals and objectives.

Priority Conservation Areas (PCAs)
 Priority Conservation Areas (PCAs) are areas that are expected to experience the most rapid growth and development in the county. They are subject to more stringent regulations, such as higher density requirements, to ensure that growth is managed in a way that is consistent with the county's goals and objectives.

A Map of Sonoma County PDAs



1 Downtown Windsor
 This PDA is located in the city of Windsor. It is a prime location for development due to its proximity to major transportation routes and its central location within the city.

2 Downtown Santa Rosa
 This PDA is located in the city of Santa Rosa. It is a prime location for development due to its proximity to major transportation routes and its central location within the city.

3 Central Petaluma
 This PDA is located in the city of Petaluma. It is a prime location for development due to its proximity to major transportation routes and its central location within the city.

COUNTY FOCUS Sonoma Housing

Plan Bay Area
2040

What Housing is Being Built?

Housing reflects the unique values and lifestyles of a community. Factors that influence types of housing include General Plans, zoning, population growth, household size, job availability, access to transportation, income and the cost of living.



Population



Jobs



Transportation



Cost of Living

→

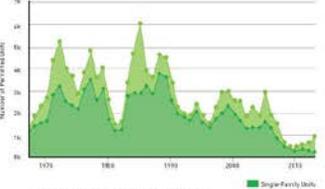


1,027 housing units permitted in Sonoma County in 2013. Of these, **732** [71%] were multifamily.

Multifamily Homes Grow as Primary Housing Choice in Sonoma County

During the period of expansive growth across the Bay Area over the last half-century, most new housing units were single-family homes. Some parts of the region, by contrast, are shifting more toward multifamily homes, including apartments and duplexes in Priority Development Areas. This is the trend in Sonoma County, with 71 percent of new housing permitted as multifamily homes.

Historical Trends for Housing Growth in Sonoma County



70% of permits are now for multifamily homes across the Bay Area, compared to **40%** 25 years ago.

TRANSPORTATION The Bay Area

Plan
BayArea
2040

Planning Delivers Big Returns: Bridges and Highways

- 1 Benicia-Martinez Bridge: New Northbound Span
- 2 Caldecott Tunnel Fourth Bore
- 3 Carquinez Bridge: New Westbound Span
- 4 Cordelia Truck Scales Replacement on I-80
- 5 Devil's Slide Tunnels on Highway 1
- 6 Doyle Drive Replacement
- 7 Golden Gate Bridge Movable Median Barrier
- 8 I-580 Truck Climbing Lane, Eastbound
- 9 I-680 Carpool/Express Lanes
- 10 San Francisco-Oakland Bay Bridge East Span
- 11 SR-12 Jameson Canyon Widening
- 12 SR-4 Widening (Contra Costa County)
- 13 SR-237 Express Lanes
- 14 US-101 HOV Lanes (Sonoma County)



TRANSPORTATION The Bay Area

Plan
BayArea
2040

Planning Delivers Big Returns: Public Transit Projects

- 1 AC Transit Bus Rapid Transit
- 2 Altamont Corridor Express (ACE) Positive Train Control
- 3 BART-OAK Connector
- 4 BART Railcar Procurement Program (BART Train Control Renovation)
- 5 BART Warm Springs Extension, the first part of the extension to San Jose
- 6 East Contra Costa BART Extension (eBART)
- 7 Caltrain Modernization/Positive Train Control
- 8 Fairfield/Vacaville Train Station
- 9 San Francisco Bay Ferry: SF Ferry Terminal/Berthing Facilities
- 10 San Francisco Central Subway
- 11 San Francisco Transbay Transit Center
- 12 Sonoma Marin Area Rail Transit (SMART)



Other Programs

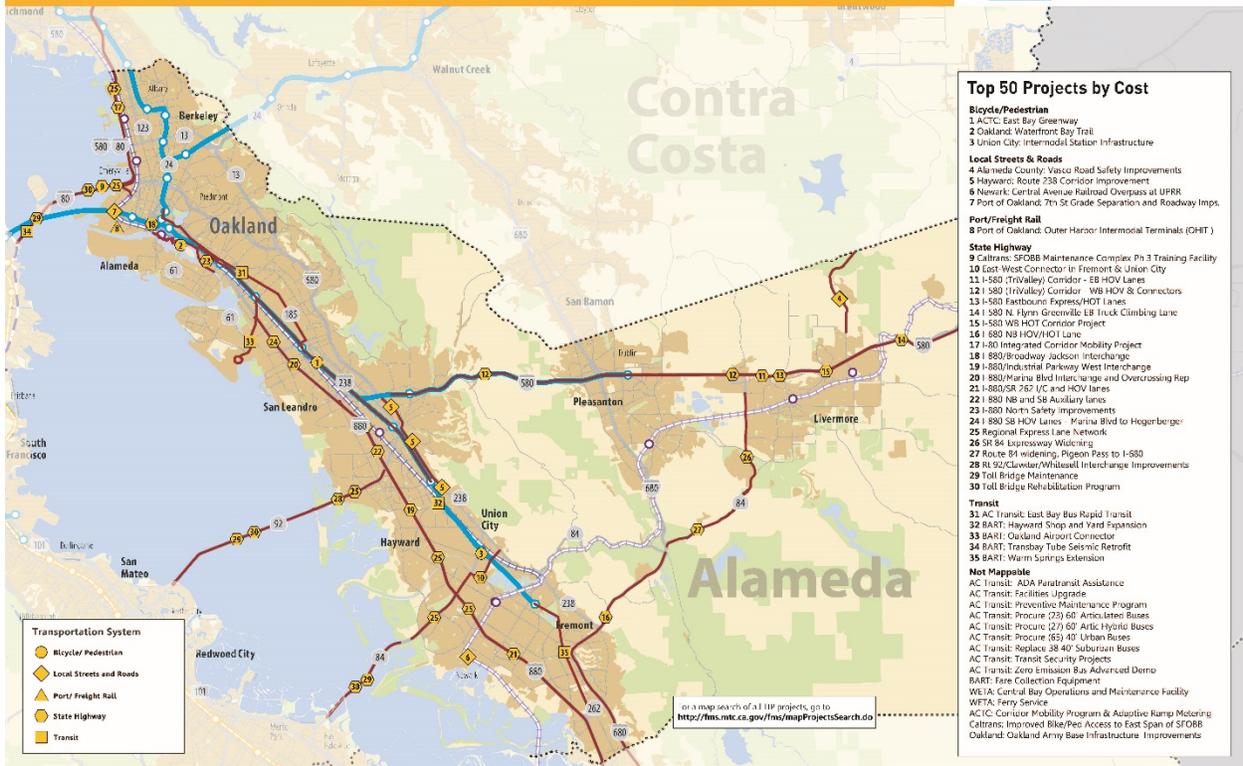
- 1 511 Traveler Information
- 2 Bay Trail
- 3 Bikeshare - Regional Bicycle Sharing Program
- 4 Climate Initiatives Program
- 5 Clipper
- 6 Freeway Performance Initiative
- 7 Regional Streets & Roads Program
- 8 Safe Routes to School
- 9 Transit-Oriented Affordable Housing Program (TOAH)



What projects are missing? What would make it easier for you to get where you need to go?

What are the biggest transportation challenges in your town? In the Bay Area? What would make it better?

Alameda County: Transportation Improvement Program

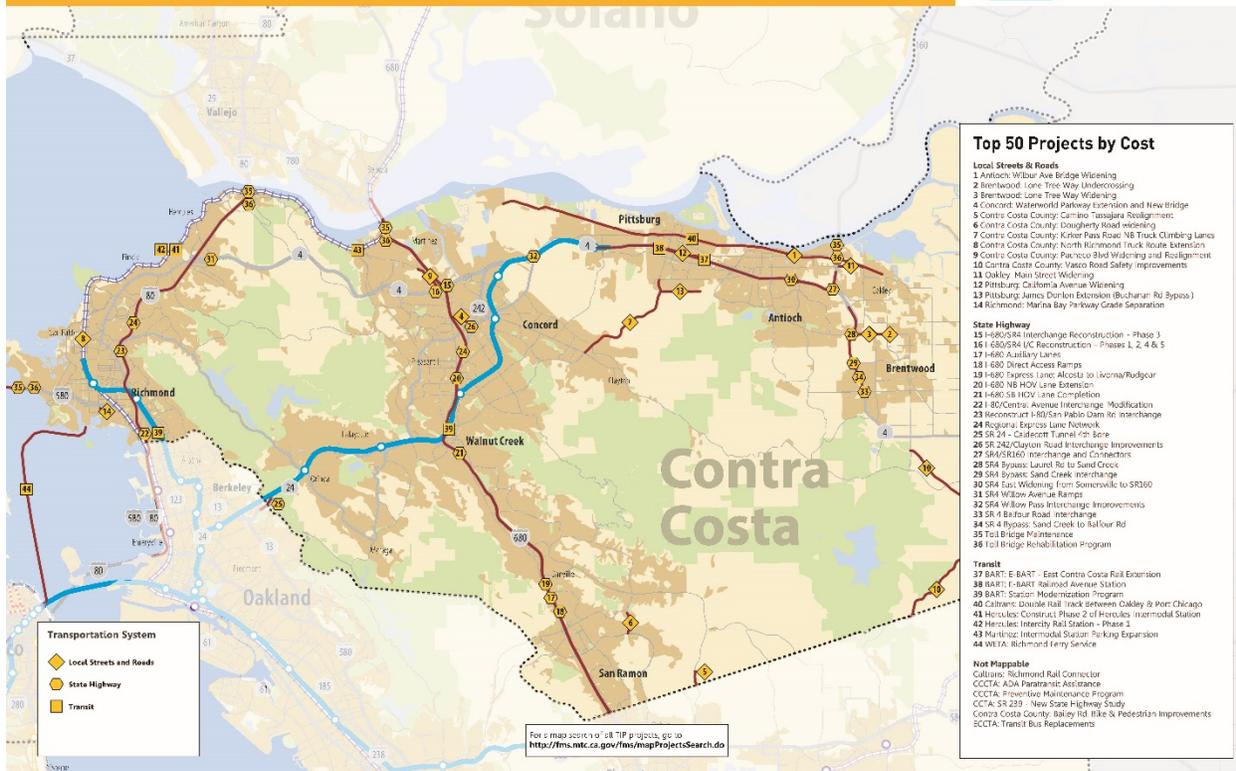


- #### Top 50 Projects by Cost
- Bicycle/Pedestrian**
 - 1 ACTC: East Bay Greenway
 - 2 Oakland: Waterfront Bay Trail
 - 3 Union City: Intermodal Station Infrastructure
 - Local Streets and Roads**
 - 4 Alameda County: Vasco Road Safety Improvements
 - 5 Hayward: Route 238 Corridor Improvement
 - 6 Newark: Central Avenue Railroad Overpass at UPRR
 - 7 Port of Oakland: 7th St. Grade Separation and Roadway Imps.
 - Port/Freight Rail**
 - 8 Port of Oakland: Outer Harbor Intermodal Terminals (OHT)
 - State Highway**
 - 9 Caltrans: SPOBB Maintenance Complex Ph 3 Training Facility
 - 10 East-West Connector in Fremont & Union City
 - 11 I-580 (Trivally) Corridor - EB HOV Lanes
 - 12 I-580 (Trivally) Corridor - WB HOV & Connectors
 - 13 I-580: Eastshore Express/HOT Lanes
 - 14 I-580 N. Hynes Greenville EB Truck Climbing Lane
 - 15 I-580 WB HOT Corridor Project
 - 16 I-580 NB HOV/HOT Lane
 - 17 I-580 Integrated Corridor Mobility Project
 - 18 I-880/Broadway Jackson Interchange
 - 19 I-880/Industrial Parkway West Interchange
 - 20 SR 88/Marina Blvd Interchange and Overcrossing Rep
 - 21 I-880/SR 267 UC and HOV lanes
 - 22 I-880 NB and SB Auxiliary lanes
 - 23 I-880 North Safety Improvements
 - 24 I-880 SB HOV Lanes - Marina Blvd to Hoberberger
 - 25 Regional Express Lane Network
 - 26 SR 94 Expressway Widening
 - 27 Route 84 widening, Pigeon Pass to I-580
 - 28 SR 92/Clawley/Whitwell Interchange Improvements
 - 29 Toll Bridge Maintenance
 - 30 Toll Bridge Rehabilitation Program
 - Transit**
 - 31 AC Transit: East Bay Bus Rapid Transit
 - 32 BART: Hayward Sving and Yard Expansion
 - 33 BART: Oakland Airport Connector
 - 34 BART: Transit Tube Seismic Retrofit
 - 35 BART: Warm Springs Extension
 - Not Mappable**
 - AC Transit: ADA Paratransit Assistance
 - AC Transit: Facilities Upgrade
 - AC Transit: Preventive Maintenance Program
 - AC Transit: Procure (23) 60' Articulated Buses
 - AC Transit: Procure (27) 60' Artic Hybrid Buses
 - AC Transit: Procure (85) 40' Urban Buses
 - AC Transit: Replace 84 40' Suburban Buses
 - AC Transit: Transit Security Projects
 - AC Transit: Zero Emission Bus Advanced Demo
 - BART: Fare Collection Equipment
 - WETA: Central Bay Operations and Maintenance Facility
 - WETA: Ferry Service
 - ACTC: Curbside Mobility Program & Adaptive Ramp Motoring
 - Caltrans: Improved Bike/Ped Access to East Span of SFOBB
 - Oakland: Oakland Army Base Infrastructure Improvements

Contra Costa County: Transportation Improvement Program



METROPOLITAN
TRANSPORTATION
COMMISSION



Top 50 Projects by Cost

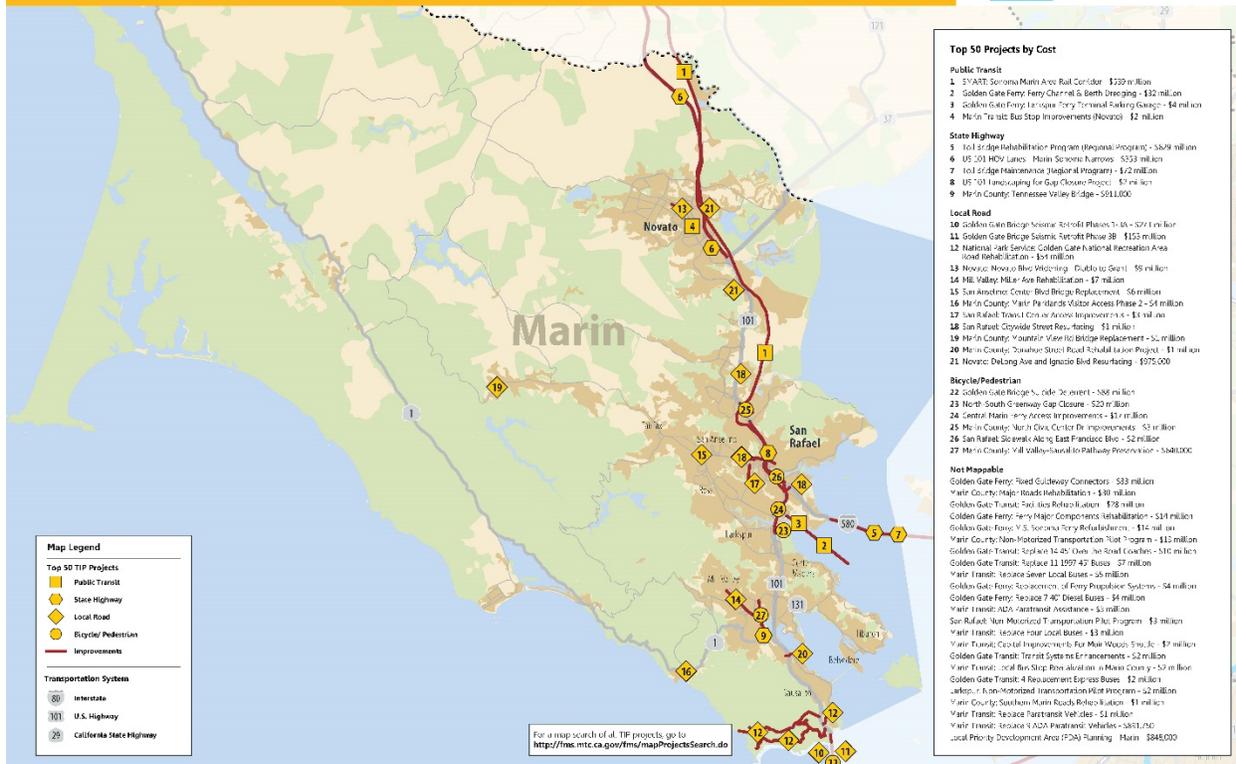
- Local Streets & Roads**
- 1 Antioch Wilbur Ave Bridge Widening
 - 2 Brentwood Lone Tree Way Undercrossing
 - 3 Brentwood Care Free Way Undercrossing
 - 4 Concord Waterworld Parkway Intersection and New Bridge
 - 5 Contra Costa County Camino Tassajara Realignment
 - 6 Contra Costa County Dougherty Road widening
 - 7 Contra Costa County Kriker Pass Road NB Truck Climbing Lanes
 - 8 Contra Costa County North Richmond Truck Route Extension
 - 9 Contra Costa County Penrose Blvd Widening and Realignment
 - 10 Contra Costa County Vasco Road Safety Improvements
 - 11 Oakley Main Street Widening
 - 12 Pittsburg Galambra Avenue Widening
 - 13 Pittsburg James Dunlon Extension (Buchanan Rd Bypass)
 - 14 Richmond Marina Bay Parkway Grade Separation
- State Highway**
- 15 I-680/584 Interchange Reconstruction - Phase 3
 - 16 I-680/584 I/C Reconstruction - Phases 1, 2, 4 & 5
 - 17 I-680 Auxiliary Lanes
 - 18 I-680 Street Access Ramps
 - 19 I-680 Tappan Lane Alcolso to Ironwood/Rudgarc
 - 20 I-680 NB HOV Lane Extension
 - 21 I-680 SB HOV Lane Completion
 - 22 I-80/Centra Avenue Interchange - Modification
 - 23 Richmond I-80/Cen Pablo Dam Interchange
 - 24 Regional Express Lane Network
 - 25 SR 24 - Caldecott Tunnel for Bicycles
 - 26 SR 242 Clayton Road Interchange Improvements
 - 27 SR4/SR160 Interchange and Connectors
 - 28 SR4 Bypass Laurel Rd to Sand Creek
 - 29 SR4 Bypass Sand Creek Interchange
 - 30 SR4 East Widening from Somerville to SR260
 - 31 SR4 Willow Avenue Interchange
 - 32 SR4 Willow Pass Interchange Improvements
 - 33 SR 4 Bypass Road Interchange
 - 34 SR 4 Bypass Sand Creek to Safford Rd
 - 35 Toll Bridge Maintenance
 - 36 Toll Bridge Rehabilitation Program
- Transit**
- 37 BART - E BART - East Contra Costa Roll Extension
 - 38 BART - I-BART Railroad Avenue Station
 - 39 BART - Station Modernization Program
 - 40 Caltrans Double-Track Project between Oakley & Port Chicago
 - 41 Hercules Contract Phase 2 of Hercules Intermodal Station
 - 42 Hercules Intermodal Station - Phase 2
 - 43 Martinez Intermodal Station Parking Expansion
 - 44 WEITA Richmond Ferry Service
- Not Mappable**
- Caltrans Richmond Rail Connector
 - CCCTA ADA Passenger Assistance
 - CCCTA Preventive Maintenance Program
 - CCCTA SR 239 - New State Highway Study
 - Contra Costa County Bailey Rd Bike & Pedestrian Improvements
 - BCCTA Transit Bus Replacements

For a map search of all TIP projects, go to <http://tms.mtc.ca.gov/tms/mapProjectsSearch.do>

Marin County: Transportation Improvement Program



METROPOLITAN
TRANSPORTATION
COMMISSION

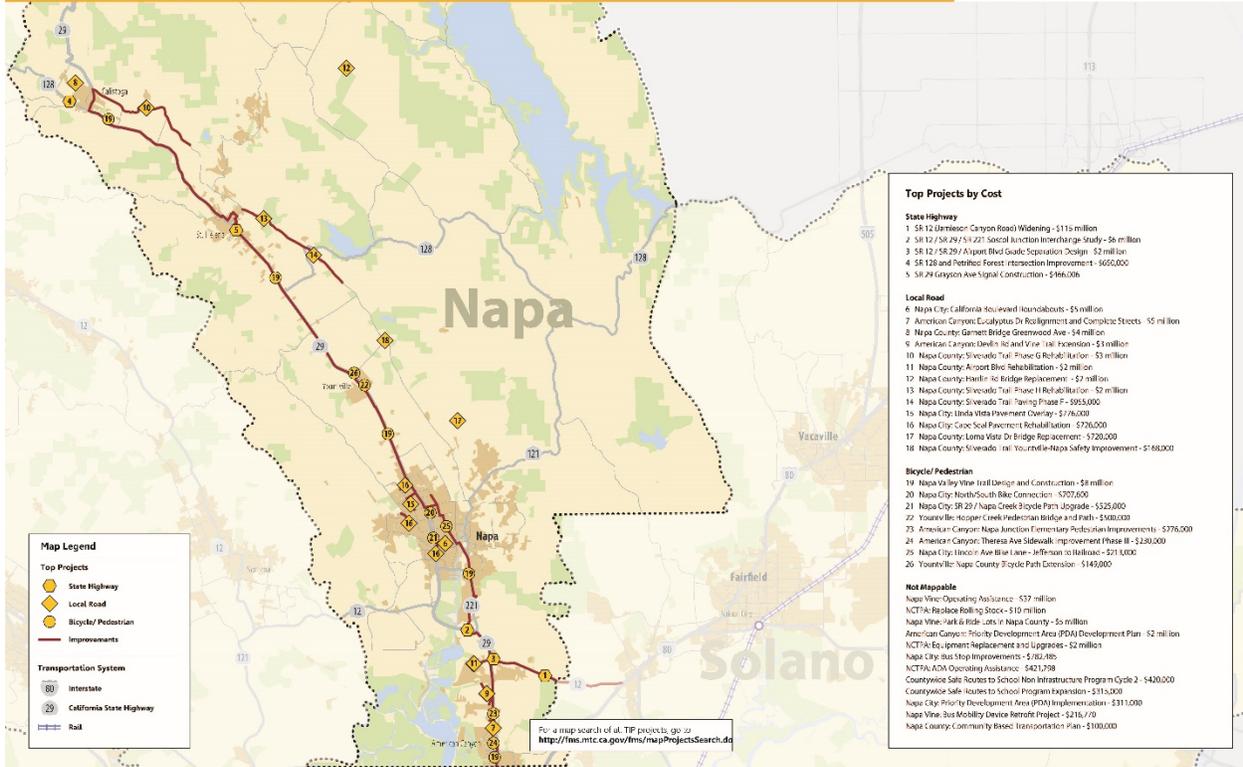


Top 50 Projects by Cost

- Public Transit**
- 1 BART: Sonoma Marin Area Rail Corridor - \$120 million
 - 2 Golden Gate Ferry Ferry Channel & Bath Dredging - \$32 million
 - 3 Golden Gate Ferry Langara Ferry Terminal Raking Quay - \$4 million
 - 4 Marin Transit Bus Stop Improvements (Novato) - \$2 million
- State Highway**
- 5 Toll Bridge Rehabilitation Program (Regional Program) - \$478 million
 - 6 US 201 HOV Lanes - Marin Sonoma Harbors - \$553 million
 - 7 Toll Bridge Maintenance (Regional Program) - \$12 million
 - 8 US 101 Landscaping for Gap Closure Project - \$7 million
 - 9 Marin County Tennessee Valley Bridge - \$251,000
- Local Road**
- 10 Golden Gate Bridge National Scenic Byway Phases 7, 8 & 9 - \$27.1 million
 - 11 Golden Gate Bridge Salanic Retrofit Phase 3B - \$153 million
 - 12 National Park Service Golden Gate National Recreation Area Road Rehabilitation - \$41 million
 - 13 Novato Novato Blvd Widening - Dublin to Geary - \$9 million
 - 14 Mill Valley Mill Ave Rehabilitation - \$7 million
 - 15 San Anselmo County Blvd Bridge Replacement - \$6 million
 - 16 Marin County Water Park Road State Access Phase 2 - \$4 million
 - 17 San Rafael Transit Center Access Improvements - \$1 million
 - 18 San Rafael Citywide Street Resurfacing - \$1 million
 - 19 Marin County Sausalito View Rd Bridge Replacement - \$1 million
 - 20 Marin County Sausalito Street Road Shoulder Lanes Project - \$1 million
 - 21 Novato DeLong Ave and Ignacio Blvd Resurfacing - \$775,000
- Bicycle/Pedestrian**
- 22 Golden Gate Bridge Sausalito to Sausalito - \$88 million
 - 23 Marin South Gateway Gap Closure - \$20 million
 - 24 Central Marin Ferry Access Improvements - \$1 million
 - 25 Marin County North Civic Center Improvements - \$2 million
 - 26 San Rafael Sausalito Ave to East Francisco Blvd - \$2 million
 - 27 Marin County Mill Valley Sausalito Pathway Preservation - \$1 million
- Not Mappable**
- Golden Gate Ferry Road Guideway Connectors - \$33 million
 - Marin County Major Road Rehabilitation - \$91 million
 - Golden Gate Transit Sausalito Rehabilitation - \$78 million
 - Golden Gate Ferry Ferry Major Components Rehabilitation - \$49 million
 - Golden Gate Ferry Ferry Major Ferry Rehabilitation - \$14 million
 - Marin County Non-Motorized Transportation Trail Program - \$12 million
 - Golden Gate Transit Sausalito 14.45 Drive the Road Corridor - \$10 million
 - Golden Gate Transit Sausalito 11, 1997-99 Buses - \$7 million
 - Marin Transit Sausalito Local Buses - \$6 million
 - Golden Gate Ferry Sausalito Ferry Proprietary System - \$4 million
 - Golden Gate Transit Sausalito 11, 1997-99 Buses - \$4 million
 - Marin Transit ADA (non-motorized) - \$3 million
 - San Rafael Non-Motorized Transportation Plan Program - \$3 million
 - Marin Transit Sausalito Local Buses - \$3 million
 - Marin Transit Coastal Improvements for Marin County Ferry - \$2 million
 - Golden Gate Transit Transit System Improvements - \$2 million
 - Marin Transit Local Bus Stop Bicycles on a Marin County - \$1 million
 - Golden Gate Transit 4 Replacement Express Buses - \$2 million
 - Marin County Sausalito Marin County Bicycles - \$1 million
 - Marin Transit Sausalito Paratransit VEH - \$1 million
 - Marin Transit Sausalito ADA Paratransit Vehicles - \$851,000
 - Local Priority Development Area (PD) Planning Plans - \$848,000

For a map search of all TIP projects, go to <http://tms.mtc.ca.gov/tms/mapProjectsSearch.do>

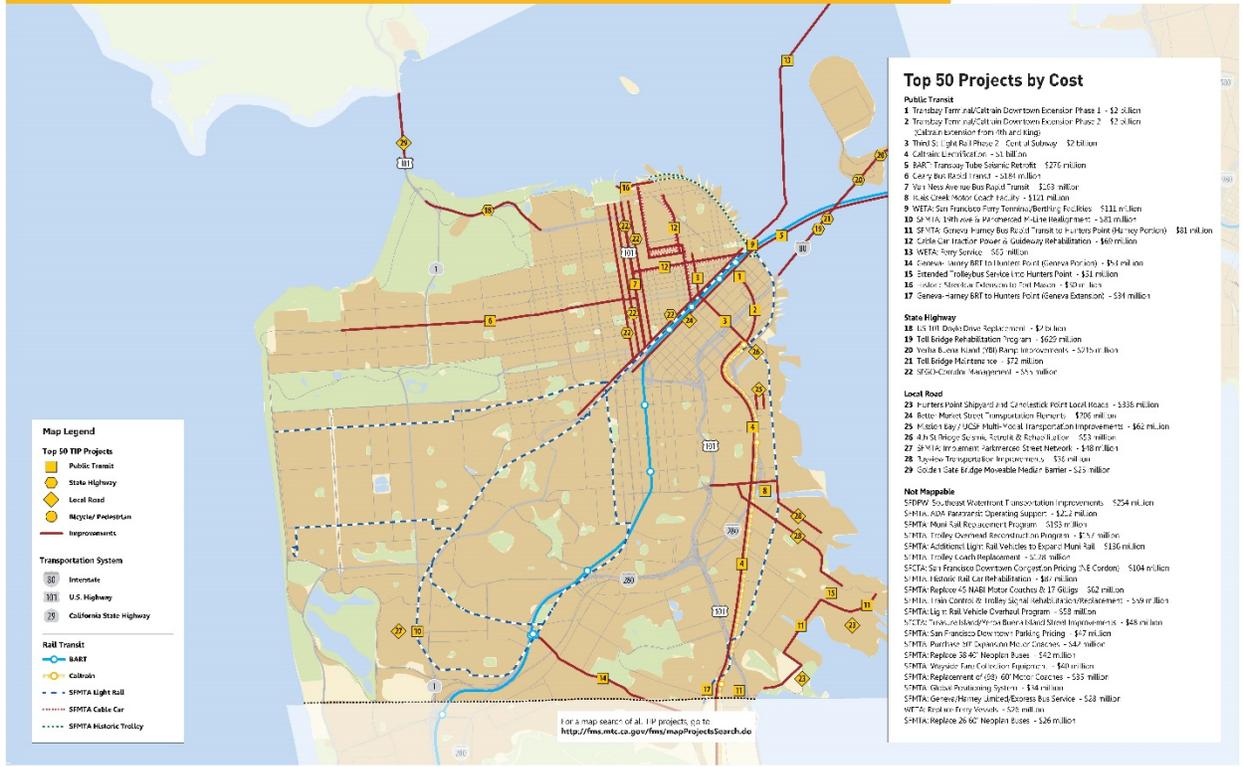
Napa County: Transportation Improvement Program



Top Projects by Cost

Project Number	Project Name	Estimated Cost
State Highway		
1	SR 12 Umlerston Canyon Road Widening	\$113 million
2	SR 12 / SR 29 / SR 221 Sausal Junction Interchange Study	\$6 million
3	SR 12 / SR 29 / Argente Blvd Grade Separation Project	\$2 million
4	SR 128 and Petaluma Forest Intersection Improvement	\$650,000
5	SR 29 Gayson Ave Signal Construction	\$460,000
Local Road		
6	Napa City: California Boulevard Roundabouts	\$5 million
7	American Canyon: Eucalypto Dr Realignment and Complex Streets	\$5 million
8	Napa County: Garnett Bridge Greenwood Ave	\$4 million
9	American Canyon: Devils Rd and Vine Trail Intersection	\$3 million
10	Napa County: Siveledo Trail Phase 6 Rehabilitation	\$3 million
11	Napa County: Airport Blvd Rehabilitation	\$2 million
12	Napa County: Healds Bridge Replacement	\$2 million
13	Napa County: Siveledo Trail Phase 1 Rehabilitation	\$2 million
14	Napa County: Siveledo Trail Phase 2 Rehabilitation	\$2 million
15	Napa County: Linda Vista Pavement Overlay	\$1,955,000
16	Napa County: Case Soil Erosion Rehabilitation	\$720,000
17	Napa County: Loma Vista Dr Bridge Replacement	\$720,000
18	Napa County: Siveledo Trail Yountville-Napa Safety Improvement	\$160,000
Bicyclist/Pedestrian		
19	Napa Valley Vine Trail Design and Construction	\$8 million
20	Napa City: North/South Bike Connection	\$207,000
21	Napa City: SR 29 / Napa Creek Bicycle Path Upgrade	\$225,000
22	Yountville: Hooper Creek Pedestrian Bridge and Path	\$200,000
23	American Canyon: Napa Junction Forestry Pedestrian Improvement	\$776,000
24	American Canyon: Theresa Ave Sidewalk Improvement Phase II	\$280,000
25	Napa City: Lincoln Avenue Lane Reduction Sidewalk	\$211,000
26	Yountville: Napa County Bicycle Path Extension	\$145,000
Not Mappable		
Napa Vine Operating Assistance - \$37 million		
NCTFA: Redwood Rolling Stock - \$10 million		
Napa Vine: Park & Ride Lots in Napa County - \$6 million		
American Canyon: Priority Development Area (PDA) Development Plan - \$2 million		
NCTFA: Equipment Replacement and Upgrades - \$2 million		
Napa City: Bus Stop Improvements - \$762,800		
NCTFA: ADA Operating Assistance - \$421,798		
Countywide Safe Routes to School Bus Infrastructure Program Cycle 2 - \$430,000		
Countywide Safe Routes to School Program Expansion - \$115,000		
Napa City: Priority Development Area (PDA) Implementation - \$111,000		
Napa Vine: San Nicolas Avenue Transit Project - \$116,110		
Napa County: Community Based Transportation Plan - \$100,000		

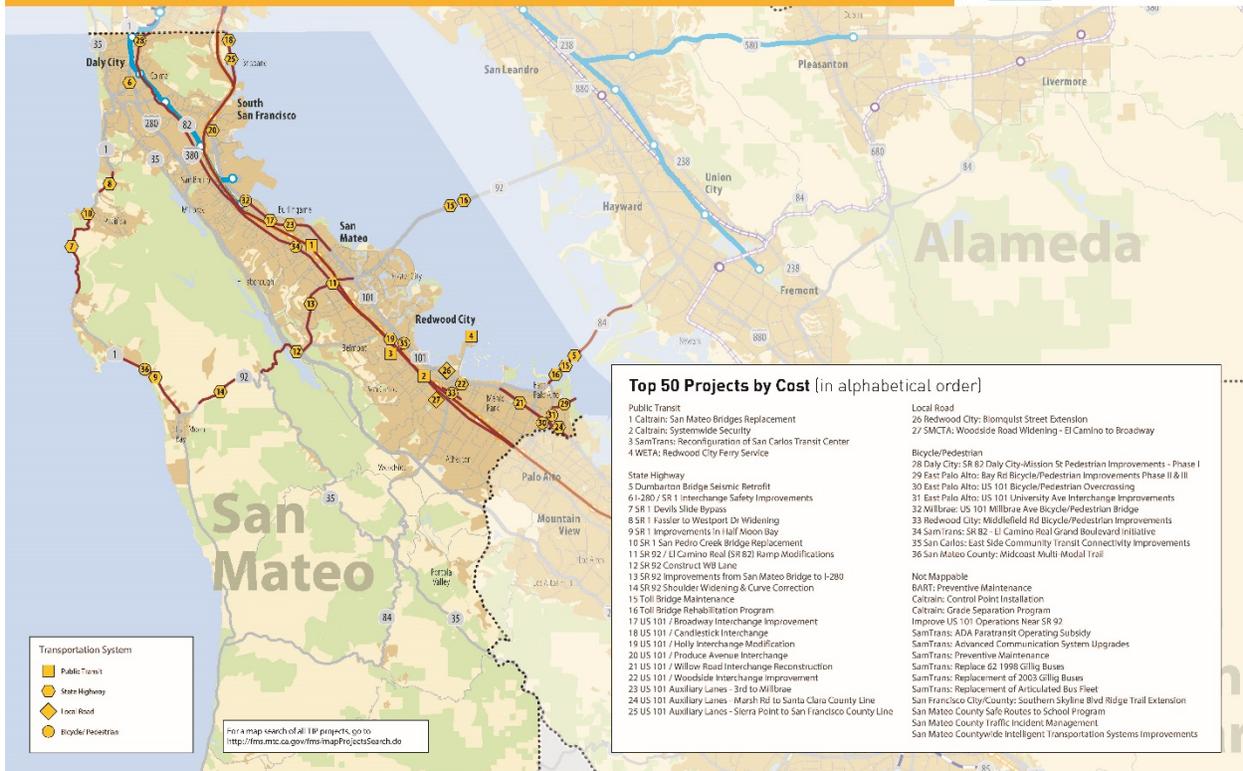
San Francisco County: Transportation Improvement Program



Top 50 Projects by Cost

Project Number	Project Name	Estimated Cost
Public Transit		
1	Trolley Barn and Calfornia Downtown Extension Phase 1	\$2.5 billion
2	Trolley Barn and Calfornia Downtown Extension Phase 2	\$2.5 billion
3	Third St. Light Rail Phase 2 - Court of San Francisco	\$2 billion
4	Cablecar Conversion - \$1.1 billion	
5	BART: Transbay Tube Station Retrofit	\$276 million
6	City Bus Rapid Transit	\$181 million
7	New Area Rapid Transit	\$123 million
8	San Francisco Motor Coach Facility	\$121 million
9	META: San Francisco Ferry Terminal/Berthing Facilities	\$111 million
10	META: Ferry Service	\$55 million
11	META: Ferry Service	\$55 million
12	META: Ferry Service	\$55 million
13	META: Ferry Service	\$55 million
14	META: Ferry Service	\$55 million
15	META: Ferry Service	\$55 million
16	META: Ferry Service	\$55 million
17	META: Ferry Service	\$55 million
State Highway		
18	SR 101: Dulac Drive Repaving	\$2 billion
19	Toll Bridge Rehabilitation Program	\$625 million
20	Yerba Buena Island TBM Ramp Improvements	\$375 million
21	Toll Bridge Maintenance	\$12 million
22	SR 60: Central Freeway	\$55 million
Local Road		
23	Hunters Point Shipyard and Carriestock Point Local Roads	\$336 million
24	Bellefontaine Street Transportation Hub	\$706 million
25	Market Bay / UCSF Public Health Transportation Improvements	\$62 million
26	Alameda Street, Stockton & Richards	\$53 million
27	SPMTA: Improvement - International Street Network	\$48 million
28	Bayview Transportation Improvements	\$55 million
29	Golden Gate Bridge Movable Bridge Barrier	\$45 million
Not Mappable		
SFMTA: South Van Ness Transportation Improvements		
SFMTA: ADA Paratransit Operating Support		
SFMTA: Muni Rail Replacement Program		
SFMTA: Trolley Conversion Program		
SFMTA: Additional Light Rail Vehicles to Expand Muni Rail		
SFMTA: Trolley Coach Replacement		
SFMTA: San Francisco Downtown Carpooling Program		
SFMTA: Historic Rail Car Rehabilitation		
SFMTA: Replace 45 NABE Motor Coaches		
SFMTA: San Francisco Downtown Parking Project		
SFMTA: Purification System for Cables		
SFMTA: Replace 38 40' Neoplan Buses		
SFMTA: San Francisco Downtown Parking Project		
SFMTA: Replace 60 60' Neoplan Coaches		
SFMTA: Global Production System		
SFMTA: Generate 40 New Limited Express Buses		
SFMTA: Replace 26 60' Neoplan Buses		

San Mateo County: Transportation Improvement Program



Top 50 Projects by Cost (in alphabetical order)

- | | |
|---|--|
| <p>Public Transit</p> <ol style="list-style-type: none"> 1 Caltrans: San Mateo Bridges Replacement 2 Caltrans: Systemwide Security 3 SanTrans: Reconfiguration of San Carlos Transit Center 4 WETA: Redwood City Ferry Service <p>State Highway</p> <ol style="list-style-type: none"> 5 Dumbarton Bridge Seismic Retrofit 6 SR 92 / SR 1 Interchange Safety Improvements 7 SR 1 Devils Slide Bypass 8 SR 1 Frazier to Westport Dr Widening 9 SR 1 Improvements in Hill Moon Bay 10 SR 1 San Pedro Creek Bridge Replacement 11 SR 92 / El Camino Real (SR 82) Ramp Modifications 12 SR 92 Construct WB Lane 13 SR 92 Improvements from San Mateo Bridge to I-280 14 SR 92 Shoulder Widening & Curve Correction 15 Toll Bridge Maintenance 16 Toll Bridge Rehabilitation Program 17 US 101 / Broadway Interchange Improvement 18 US 101 / Candlestick Interchange 19 US 101 / Helly Interchange Modification 20 US 101 / Produce Avenue Interchange 21 US 101 / Willow Road Interchange Reconstruction 22 US 101 / Woodside Interchange Improvement 23 US 101 Auxiliary Lanes - 3rd to Willow 24 US 101 Auxiliary Lanes - Marsh Rd to Santa Clara County Line 25 US 101 Auxiliary Lanes - Sierra Point to San Francisco County Line | <p>Local Road</p> <ol style="list-style-type: none"> 26 Redwood City: Biomall St Street Extension 27 SMCFTA: Woodside Road Widening - El Camino to Broadway <p>Bicycle/Pedestrian</p> <ol style="list-style-type: none"> 28 Daly City: SR 82 Daly City-Mission St Pedestrian Improvements - Phase I 29 East Palo Alto: Bay Rd Bicycle/Pedestrian Improvements Phase II & III 30 East Palo Alto: US 101 Bicycle/Pedestrian Overcrossing 31 East Palo Alto: US 101 University Ave Interchange Improvements 32 Millbrae: US 101 Millbrae Ave Bicycle/Pedestrian Bridge 33 Redwood City: Middlefield Rd Bicycle/Pedestrian Improvements 34 SanTrans: SR 82 - El Camino Real Grand Boulevard Initiative 35 San Carlos: East Side Community Transit Connectivity Improvements 36 San Mateo County: Midcoast Multi Modal Trail <p>Not Mappable</p> <p>BART: Preventive Maintenance
 Caltrans: Control Point Installation
 Caltrans: Grade Separation Program
 Improve US 101 Operations Near SR 92
 SanTrans: ADA Paratransit Operating Subsidy
 SanTrans: Advanced Communication System Upgrades
 SanTrans: Preventive Maintenance
 SanTrans: Replace 62 1998 Gillig Buses
 SanTrans: Replacement of 2003 Gillig Buses
 SanTrans: Replacement of Articulated Bus Fleet
 San Francisco City/County: Southern Skyline Blvd Ridge Trail Extension
 San Mateo County: Safe Routes to School Program
 San Mateo County: Traffic Incident Management
 San Mateo Countywide Intelligent Transportation Systems Improvements</p> |
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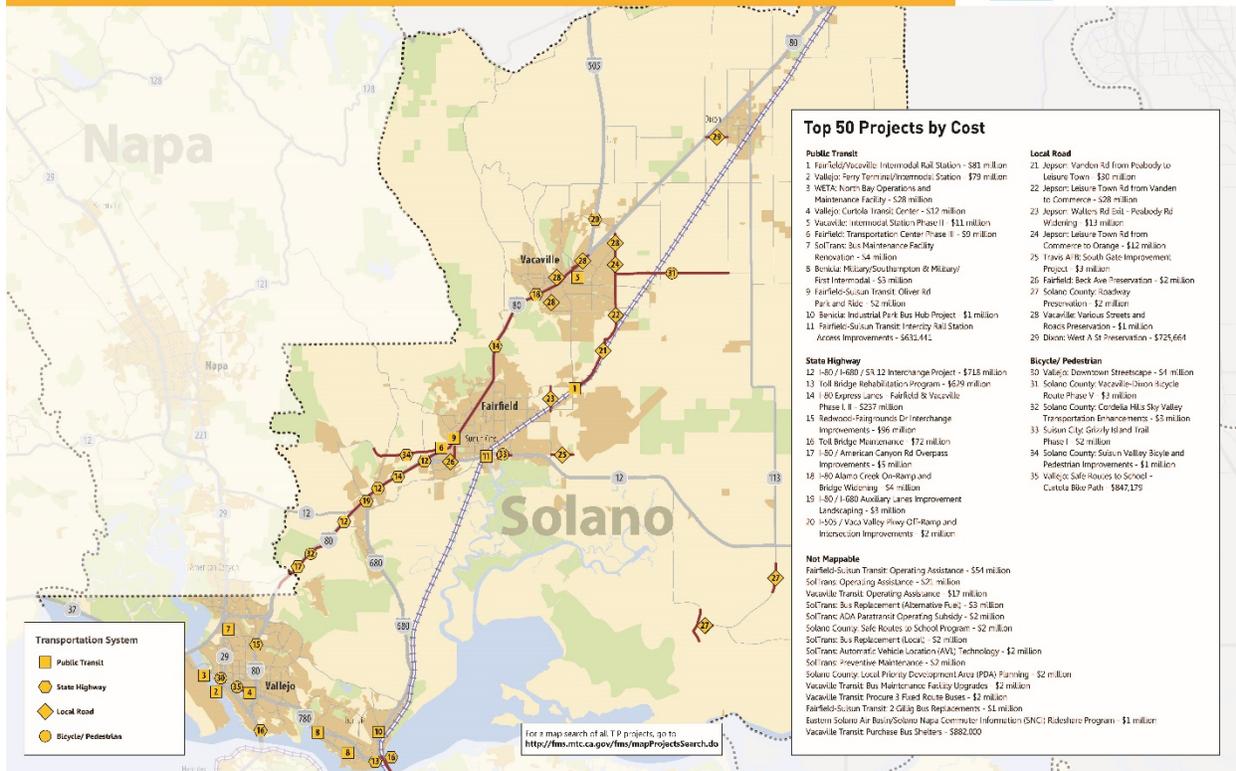
Santa Clara County: Transportation Improvement Program



Top 50 Projects by Cost (in alphabetical order)

- | | |
|---|---|
| <p>Public Transit</p> <ol style="list-style-type: none"> 1 San Jose: San Jose International Airport People Mover 2 VTA: BART - Berryessa to San Jose extension 3 VTA: BART - Fremont to Berryessa extension 4 VTA: Capitol Expressway Light Rail Extension - Phase II 5 VTA: El Camino Real Bus Rapid Transit 6 VTA: Light Rail extension to Yavapai Junction 7 VTA: Mountain View Double Track Improvements - Phase I and II 8 VTA: Santa Clara / Avun Rock Transit Improvement / Bus Rapid Transit 9 VTA: Stevens Creek Bus Rapid Transit <p>State Highway</p> <ol style="list-style-type: none"> 10 SR 880: Montague Expressway Interchange improvements 11 SR 880: Coleman Avenue / 22 Interchange 12 Regional Express Lane Network 13 SR 152 / SR 101 Interchange Improvements 14 SR 152 New Alignment Study 15 SR 237 Express Lanes: Multi-lane Avenue to SR 85 16 SR 237 Express Lanes: Zanier Rd to Mathilda Ave 17 SR 85 Express Lanes 18 SR 87 Guadalupe Freeway Corridor Landscaping 19 US 101 / Blossum Hill Interchange Reconstruction & Road Widening 20 US 101 / Mabury New Interchange 21 US 101 / Montague Expressway Interchange 22 US 101 Express Lanes - Santa Clara County 23 US 101 Southbound Trimble Rd/De La Cruz Blvd / Central Expressway | <p>Local Road</p> <ol style="list-style-type: none"> 24 Milpitas: SR 237 - Calaveras Blvd Widening 25 San Jose: Coleman Ave Widening from SR 880 to Taylor St 26 San Jose: Downtown San Jose 3rd Lane and De Chavez 27 San Jose: Montague Excessway Widening - Lick Mill Trade Zone 28 San Jose: Autumn St Extension 29 San Jose: Charcot Ave Extension Over SR 880 30 San Jose: Bayville Swampland Management Program 31 San Jose: US 101 Zanier Rd / North 4th St / Skyport Dr 32 Santa Clara County: Capitol Expressway / Red Light 33 Santa Clara County: Central Expressway Interchange Improvements 34 Santa Clara County: Montague Expressway Widening - Trade Zone 1-680 35 Santa Clara County: San Tomas Expressway Box Culvert Rehabilitation 36 Santa Clara County: San Tomas Expressway Widening 37 Sunnyvale: SR 237 / US 101 / Mathilda Interchange Modifications <p>Bicycle/Pedestrian</p> <ol style="list-style-type: none"> 38 Palo Alto: Adobe Creek / US 101 Bicycle/Pedestrian Bridge 39 San Jose: Bay Trail Road 8/8/98 40 San Jose: Coyote Creek Trail 41 VTA: Santa Clara Caltrans Station Bicycle/Pedestrian Tunnel <p>Not Mappable</p> <p>San Jose: North 1st Street Core Area Streets Imps.
 San Jose: Various Intersection Improvements
 VTA: ADA Operating 3rd Axle
 VTA: Games Debt Service / SR 880 / Coleman Ave Interchange Reconstruction & SR 87 HOV Lanes
 VTA: Overhead Catenary System Rehabilitation & Replacement
 VTA: Preventive Maintenance
 VTA: Rail Replacement Program
 VTA: Rail Substation Rehabilitation / Replacement
 VTA: Standard & Small Bus Replacement</p> |
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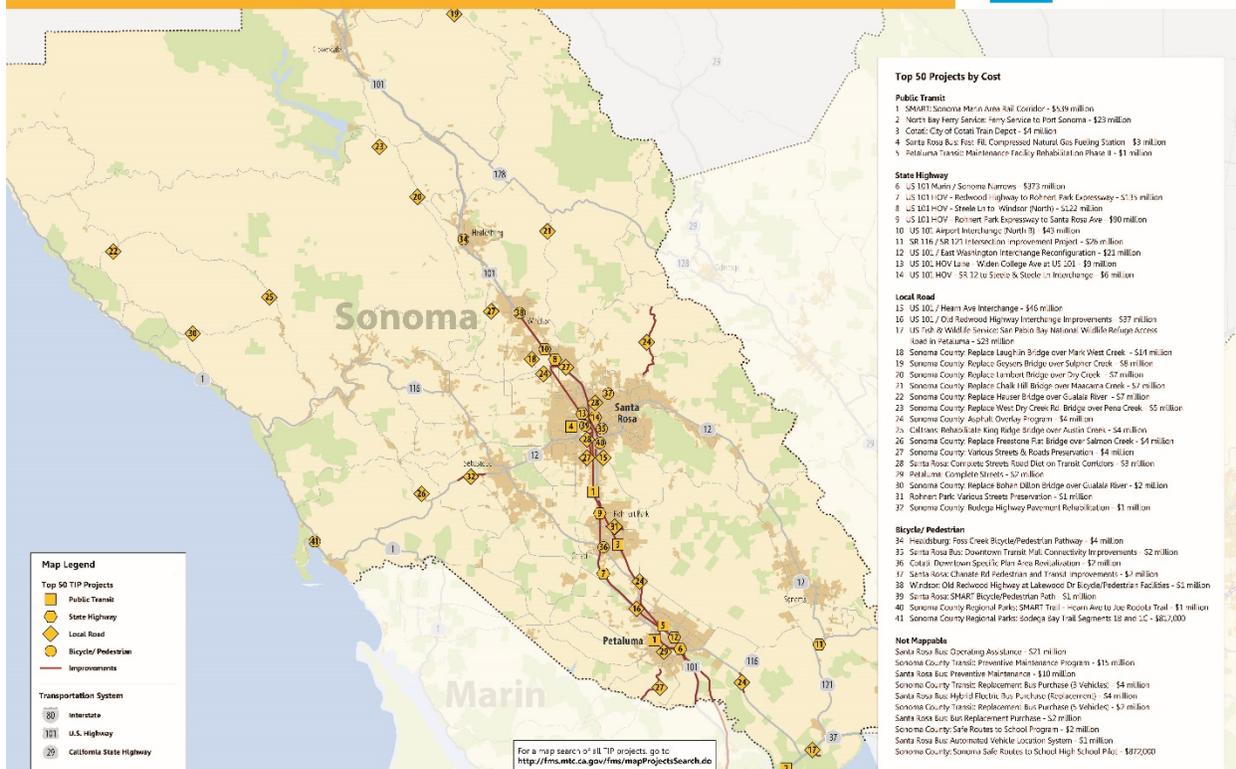
Solano County: Transportation Improvement Program



Top 50 Projects by Cost

Rank	Project Name	Cost
Public Transit		
1	Fairfield/Vacaville Intermodal Rail Station	\$81 million
2	Vallejo Ferry Terminal/Intermodal Station	\$79 million
3	WETA North Bay Operations and Maintenance Facility	\$28 million
4	Vallejo Curbside Transit Center	\$12 million
5	Vacaville Intermodal Station Phase II	\$11 million
6	Fairfield Transportation Center Phase II	\$9 million
7	SoTrans Bus Maintenance Facility Renovation	\$4 million
8	Berkeley Military/Southern & Military First Intermodal	\$3 million
9	Fairfield-Suisun Transit Older Rd Park and Ride	\$2 million
10	Berkeley Industrial Park Bus Hub Project	\$1 million
11	Fairfield-Suisun Transit Intermodal Rail Station Access Improvements	\$632,441
State Highway		
12	I-80/I-680 SR 12 Interchange Project	\$715 million
13	I-680 Bridge Rehabilitation Program	\$678 million
14	I-80 Express Lanes - Fairfield & Vacaville Phase I, II	\$237 million
15	Redwood-Fairy Trails Dr Interchange Improvements	\$96 million
16	Toll Bridge Maintenance	\$72 million
17	SR 160 American Canyon Rd Overpass Improvements	\$3 million
18	I-80 Alamo Creek On-Ramp and Bridge Widening	\$4 million
19	SR 160 Auxiliary Lane Improvement Landscaping	\$3 million
20	I-505/Vaca Valley Pkwy On-Ramp and Intersection Improvements	\$2 million
Local Road		
21	Appian - Vanden Rd from Roadbody to Leisure Town	\$30 million
22	Jepson - Leisure Town Rd from Vanden to Commerce	\$28 million
23	Jepson - Walker Rd - Roadbody Rd Widening	\$13 million
24	Jepson - Leisure Town Rd from Commerce to Orange	\$11 million
25	Travis - Al B South Gate Improvement Project	\$3 million
26	Fairfield - Back Ave Preservation	\$2 million
27	Solano County - Roadway Preservation	\$2 million
28	Vacaville - Various Streets and Roads Preservation	\$1 million
29	Dixon - West A St Preservation	\$725,664
Bicycle/Pedestrian		
30	Vacaville Downtown Streetscape	\$4 million
31	Solano County - Vacaville-Dixon Bicycle Route Phase V	\$3 million
32	Solano County - Cordelia Hill Sky Valley Transportation Enhancement	\$3 million
33	Suisun City - Givens Island Trail Phase 1	\$2 million
34	Solano County - Suisun Valley Bicycle and Pedestrian Improvements	\$1 million
35	Vallejo - Safe Routes to School - Cordelia Bike Path	\$847,175
Not Mappable		
	Fairfield-Suisun Transit Operating Assistance	\$54 million
	SoTrans Operating Assistance	\$2 million
	Vacaville Transit Operating Assistance	\$17 million
	SoTrans Bus Replacement (Alternative Fleet)	\$3 million
	SoTrans ADA Paratransit Operating Subsidy	\$2 million
	Solano County Safe Routes to School Program	\$2 million
	SoTrans Bus Replacement (Local)	\$2 million
	SoTrans Automatic Vehicle Location (AVL) Technology	\$2 million
	SoTrans Preventive Maintenance	\$2 million
	Solano County Local Priority Development Area (PDA) Farming	\$2 million
	Vacaville Transit Bus Maintenance Facility Upgrades	\$2 million
	Vacaville Transit Procure 3 Fixed Route Buses	\$2 million
	Fairfield-Suisun Transit 2 City Bus Replacements	\$1 million
	Bottom Solano Air Busing/Solano-Napa Corridor Information (SNCI) Redesign Program	\$1 million
	Vacaville Transit Purchase Bus Shelters	\$882,000

Sonoma County: Transportation Improvement Program



Top 50 Projects by Cost

Rank	Project Name	Cost
Public Transit		
1	SMART Sonoma Marin Area Rail Corridor	\$439 million
2	North Bay Ferry Service - Ferry Services to Fort Sonoma	\$23 million
3	Corat - City of Corat Train Depot	\$4 million
4	Santa Rosa Bus - Flex-Fit Compressed Natural Gas Fueling Station	\$3 million
5	Petaluma Transit Maintenance Facility Rehabilitation Phase II	\$1 million
State Highway		
6	US 101 Marin / Sonoma Turnovers	\$273 million
7	US 101 I-580 - Redwood Highway to Robert Park Expressway	\$174 million
8	US 101 HOV - Steele Ln to Windsor (North)	\$122 million
9	US 101 HOV - Robert Park Expressway to Santa Rosa Ave	\$90 million
10	US 101 Airport Interchange (North 3)	\$45 million
11	SR 116 / SR 121 Intersection Improvement Project	\$26 million
12	US 101 / East Washington Interchange Reconfiguration	\$21 million
13	US 101 HOV Lane - Weldon College Ave at US 101	\$9 million
14	US 101 HOV - SR 12 to Stone & Steele Interchange	\$6 million
Local Road		
15	US 101 / Hearn Ave Interchange	\$16 million
16	US 101 / Old Redwood Highway Interchange Improvements	\$7 million
17	US 101 & Weldon - Sonoma - San Pablo Bay National Wildlife Refuge Access Lane at Vinton	\$23 million
18	Sonoma County - Replace Laughlin Bridge over Mark West Creek	\$14 million
19	Sonoma County - Replace Geyers Bridge over Sulphur Creek	\$8 million
20	Sonoma County - Replace Landon Bridge over Dry Creek	\$7 million
21	Sonoma County - Replace Chalk Hill Bridge over Maacama Creek	\$7 million
22	Sonoma County - Replace Heuser Bridge over Guadalupe River	\$7 million
23	Sonoma County - Replace West Dry Creek Rd Bridge over Pena Creek	\$5 million
24	Sonoma County - Asphalt Overlay Program	\$4 million
25	Caltrans - Rehabilitate King Ridge Bridge over Austin Creek	\$4 million
26	Sonoma County - Replace Freemont Park Bridge over Salmon Creek	\$4 million
27	Sonoma County - Various Streets & Roads Preservation	\$4 million
28	Santa Rosa - Complete Streets Road Diet on Transit Corridors	\$3 million
29	Petaluma - Complete Streets	\$2 million
30	Sonoma County - Replace Bolton Station Bridge over Guadalupe	\$2 million
31	Robbin Park - Various Streets Preservation	\$1 million
32	Sonoma County - Budge Highway Pavement Rehabilitation	\$1 million
Bicycle/Pedestrian		
33	Healdsburg - Foss Creek Bicycle/Pedestrian Pathway	\$4 million
34	Santa Rosa Bus - Downtown Transit Mall Connectivity Improvements	\$2 million
35	Caltrans - Downtown Specific Plan Area Rehabilitation	\$1 million
36	Santa Rosa - Chanate Rd Pedestrian and Transit Improvements	\$1 million
37	Windsor - Old Redwood Highway at Lakewood Dr Bicycle/Pedestrian Facilities	\$1 million
38	Santa Rosa - SMART Bicycle/Pedestrian Path	\$1 million
39	Sonoma County Regional Parks - SMART Trail - Ocean Ave to Joe Rodda Trail	\$1 million
40	Sonoma County Regional Parks - SMART Trail - Ocean Ave to Joe Rodda Trail	\$1 million
41	Sonoma County Regional Parks - Sodeca Bay Trail Segments 16 and 17	\$827,000
Not Mappable		
	Santa Rosa Bus Operating Assistance	\$21 million
	Sonoma County Transit Preventive Maintenance Program	\$15 million
	Santa Rosa Bus Preventive Maintenance	\$10 million
	Sonoma County Transit Replacement Bus Purchase (Buses)	\$4 million
	Santa Rosa Bus Hybrid Fleet Bus Purchase (Replacement)	\$4 million
	Sonoma County Transit Replacement Bus Purchase (Bicycles)	\$2 million
	Santa Rosa Bus Replacement Purchase	\$2 million
	Sonoma County Safe Routes to School Program	\$2 million
	Santa Rosa Bus Automated Vehicle Location System	\$1 million
	Sonoma County - Sonoma Safe Routes to School High School Pilot	\$872,000

LOOKING AHEAD Understanding the Future

Plan BayArea
2040

To plan for how best to invest in transportation and housing in the future, local agencies, regional agencies, private businesses and community organizations need information on what to expect—



Who will live in the Bay Area and where?



Where will they work?



What kinds of jobs and incomes will be available?

How Does ABAG Develop Forecasts and Estimates?

The regional forecast is a cooperative effort between the research team at the Association of Bay Area Governments (ABAG), the modeling team at the Metropolitan Transportation Commission (MTC), and local jurisdictions. The chart below details the key stages of the forecast process.



Plan Bay Area 2040 Key Milestones

- The forecast methodology will be developed by Summer 2015.
- The preliminary regional forecast will be released by Fall 2015.
- The final regional forecast will be adopted in Winter 2015.

Alternative Scenarios Developed

- Working with local cities and counties and other interested stakeholders, ABAG and MTC will develop three alternative scenarios that examine the benefits and impacts of different policies, land use distributions, and transportation alternatives.
- Scenarios will be released in Fall 2015.
- The preferred scenario will be adopted by Spring 2016.

LOOKING AHEAD How We Forecast

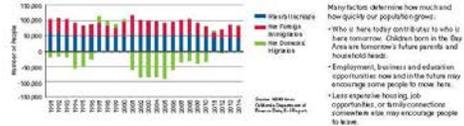
Plan BayArea
2040

Population Forecasts

How Does Our Population Change?



Bay Area Components of Population Change

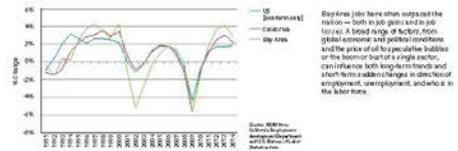


Economy Forecasts

Why Does the Local Economy Change?



Rate of Employment Change in the U.S., California, and the Bay Area



LOOKING AHEAD How We Forecast

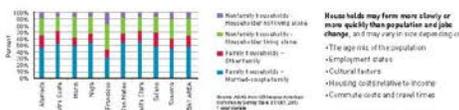
Plan BayArea
2040

Household Estimates

What Factors Influence How Households Form?

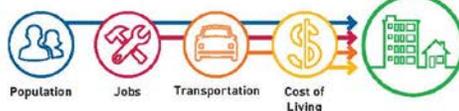


Types of Households in the Bay Area



Geographic Distribution

Where Will We Live and Work?



Bay Area Places with Large Shares of Residential Permits, 2010 to 2013



LOOKING AHEAD Projections Over Time

Plan BayArea
2040

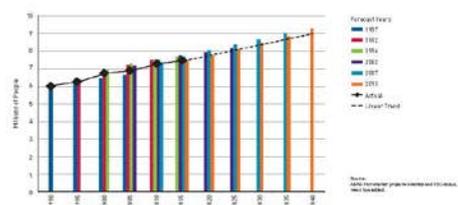
How Well Can We Forecast the Future?

The Association of Bay Area Governments (ABAG) has been conducting forecasts of the region's population and employment for decades.

The graphs below show past projections compared to actual trends for population and employment in the Bay Area. As you can see, our forecasts for future population were closer to the mark; there were the employment forecasts.

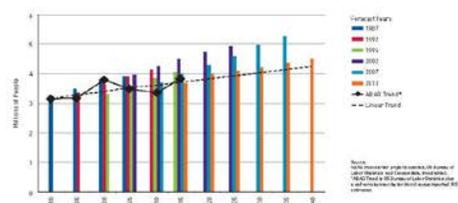
Past Population Projections Compared to Actual Trends

This graph shows ABAG's past population projections came close to the region's actual population numbers.



Past Employment Projections Compared to Actual Trends

Because employment is more sensitive to economic cycles, it is much harder to predict a long-term trend. ABAG's predictions have tended to be optimistic.



LOOKING AHEAD Feedback

Plan
BayArea
2040

What concerns you about the future of your community?

A large, empty rectangular text box with a light beige background, intended for users to write their concerns about the future of their community.

What possibilities most excite you?

A large, empty rectangular text box with a light beige background, intended for users to write the possibilities that most excite them.

Appendix 2: Display Boards, Spring 2016 Open Houses

Station 1: Welcome

Station 2: About Plan Bay Area 2040

Includes maps of PDAs/PCAs by county

Station 3: Intro to Scenarios

Station 4: Scenarios: Main Streets, Connected Neighborhoods, Big Cities

Includes a focus on scenarios by county

Station 5: Tell Us How You Would #BuildABetterBayArea

Station 6: Activity: Places of the Bay Area

Welcome!

Thank you for attending this **Plan Bay Area 2040** Open House. The Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC), along with local agencies and your local elected officials, value your ideas and encourage questions.

Your Guide to This Open House

Places of the Bay Area

Participate in the Places of the Bay Area activities.

Welcome!

Get the lay of the land for Bay Area and understand how your comments will be shared.

Build A Better Bay Area

Check out our online tool and give us feedback!

About Plan Bay Area

Learn about all things Plan Bay Area including and why forms.

Stations

Scenarios

Review the scenarios in detail, with a focus on your county.

Intro to Scenarios

Learn how regional forecasts are used to show future patterns for housing, job and transportation.

What If I Have Questions?

Metropolitan Transportation Commission (MTC) and Association of Bay Area Governments (ABAG) staff are stationed around the room to answer questions you may have during the open house. Any question that we cannot answer in person will be logged and posted with a response on the PlanBayArea.org website within five working days of this open house.

What happens with my comments?

Public comments like those collected during this open house will help inform staff recommendations and, ultimately, the final decisions about Plan Bay Area 2040 made by members of MTC and ABAG. As key stakeholders in the development of Plan Bay Area 2040, MTC and ABAG staff will summarize the input heard at open houses like this one, as well as our online forum and any emailed or mailed comments, for members of ABAG and MTC to consider.

What to Expect in 2016 and Beyond

Late 2015/ Early 2016	Spring/ Summer 2016	Early 2017
Scenario Development <ul style="list-style-type: none"> Develop updated Plan Bay Area 2040 regional forecasts for job, housing, population, transportation and transportation modes Update transportation plans and programs to be included in Plan Bay Area 2040 Create preliminary scenario concepts for housing, job and transportation forecasts Local jurisdictions may be asked to review and approve preliminary scenario concepts for housing and transportation forecasts 	Preferred Scenario Selection <ul style="list-style-type: none"> Review scenarios and regional forecasts Conduct public engagement via open houses and online forums Present emerging public comments, July 2016 Adopt preferred scenario based on public input and technical analysis, September 2016 	Draft Plan and Draft EIR <ul style="list-style-type: none"> Review Draft Plan Bay Area 2040 and Draft Environmental Impact Report for public comment Conduct public workshops to solicit input on Draft Plan Bay Area 2040 and Draft Environmental Impact Report (EIR) Adopt Plan Bay Area 2040 and Draft EIR, July 2017

About Plan Bay Area The Facts

Plan Bay Area is a roadmap to help Bay Area cities and counties preserve the character of our diverse communities while adapting to the challenges of future population growth.



Promotes a strong regional **economy** by helping communities to plan for future job growth, as well as related housing and transportation needs. Empowers local cities and counties in their decision-making around new **housing** by providing housing demand forecasts. Supports strategic **transportation** investments to decrease traffic congestion, improve transit options and reduce pollution both locally and regionally.

Did You Know? Plan Bay Area...

- 1** Is a roadmap for transportation and land-use planning in the nine Bay Area counties.
- 2** Is a long-range plan that looks out over 20-plus years but is updated every four years.
- 3** Is based on local planning efforts that have taken place in communities around the Bay Area.
- 4** Is a transportation investment plan with a requirement to consider population and housing needs when prioritizing funding or developing transportation policies.
- 5** Sets goals that include reducing greenhouse gas emissions, providing adequate housing for all of the region's projected population, preserving open space and improving public health and safety.
- 6** Does not replace local general plans or community-specific plans.
- 7** Does not interfere with local land-use authority.
- 8** Prioritizes making our transportation network operate more efficiently by funding aging railcar and bus replacement, road rehabilitation, express lane implementation and the like.
- 9** Includes projected population and housing levels for the Bay Area's 101 cities and unincorporated areas.
- 10** Provides a strategy for meeting much of the region's future housing needs in Priority Development Areas (PDAs), which are locally designated areas within existing communities that have been identified and approved by local cities or counties for future growth.

About Plan Bay Area Key Milestones 2014 - 2017

Plan Bay Area 2040



About Plan Bay Area PDA/PCA Map Plan Bay Area 2040

Local Communities Lay Foundation for Growth

- Plan Bay Area 2040's vision for the future builds on planning work local communities have been doing over the past decade or more. The foundation for the plan is the 188 locally adopted Priority Development Areas (PDAs) and 165 Priority Conservation Areas (PCAs) in the nine-county Bay Area.
- PDAs are areas where amenities and services can be developed to meet the day-to-day needs of residents in a pedestrian-friendly environment served by transit.
- Growth and investments in Plan Bay Area are targeted to the PDAs to help them become "Complete Communities," based in large part on local aspirations and community context.
- PCAs are areas of regional significance that have broad community support and are in need of protection. They provide important agricultural, natural resources, scenic, cultural, recreational, and/or ecological values.
- Regional agencies are working with state agencies and funding entities to protect PCAs through purchase of land or conservation easements with willing landowners.

About Plan Bay Area PDAs and PCAs in Alameda County Plan Bay Area 2040

Locally Adopted Priority Development Areas (PDAs) and Priority Conservation Areas (PCAs)

Alameda County is home to the city of Oakland, one of the largest cities in the region, the Port of Oakland, one of the country's busiest container ports; nineteen BART stations; historic downtowns and main streets; and an enviable park system. Below are five examples of the 43 locally adopted PDAs in Alameda County.

A Map of Alameda County PDAs and PCAs

- 1 Oakland Downtown and Jack London Square**
This PDA includes the city center's main downtown, including the city's main street, downtown, and the city's main street. Oakland City Center is located in the city center, and the city center is the main street.
- 2 Dublin Town Center**
This PDA includes the city center's main downtown, including the city's main street, downtown, and the city's main street. The city center is the main street.
- 3 Downtown Livermore**
This PDA includes the city center's main downtown, including the city's main street, downtown, and the city's main street. The city center is the main street.
- 4 Downtown East Leavenworth**
This PDA includes the city center's main downtown, including the city's main street, downtown, and the city's main street. The city center is the main street.
- 5 Fremont Warm Springs**
This PDA includes the city center's main downtown, including the city's main street, downtown, and the city's main street. The city center is the main street.

About Plan Bay Area PDAs and PCAs in Contra Costa County

Plan BayArea 2040

Locally Adopted Priority Development Areas (PDAs) and Priority Conservation Areas (PCAs)

Located across the Bay from San Francisco and Marin County, Contra Costa County has grown to be the third most populous county in the Bay Area region, the county's natural beauty and its strategic location between the San Francisco Bay and California's Central Valley have long attracted residents and businesses. New jobs and housing are expected to cluster along the county's major transit thoroughfares, including San Pablo Avenue in the western part of the county, and around the ten BART stations in Contra Costa County. Below are five examples of the 39 locally adopted PDAs in Contra Costa County.

A Map of Contra Costa County PDAs and PCAs

- 1 Old Town Pinole**
This PDA is a historic downtown area that has been revitalized and is now a vibrant community. It is located in the western part of the county, near the BART station.
- 2 El Cerrito**
This PDA is a historic downtown area that has been revitalized and is now a vibrant community. It is located in the western part of the county, near the BART station.
- 3 Central Richmond**
This PDA is a historic downtown area that has been revitalized and is now a vibrant community. It is located in the western part of the county, near the BART station.
- 4 Pleasant Hill**
This PDA is a historic downtown area that has been revitalized and is now a vibrant community. It is located in the western part of the county, near the BART station.
- 5 Downtown Walnut Creek**
This PDA is a historic downtown area that has been revitalized and is now a vibrant community. It is located in the western part of the county, near the BART station.

About Plan Bay Area PDAs and PCAs in Marin County

Plan BayArea 2040

Locally Adopted Priority Development Areas (PDAs) and Priority Conservation Areas (PCAs)

Located north of San Francisco and south of Sonoma County, Marin County is recognized for its natural landscape, which supports local farming and ranching, forests, mountains, wildlife habitat, and water supply. More than 50 percent of the county is protected open space and the Marin Agricultural Land Trust and the Marin County Department of Parks and Open Space have worked for decades to protect these. The county's iconic landscapes. Plan BayArea will support continued protection of the many Priority Conservation Areas in Marin County.

For decades, Marin County has managed growth through city-centered growth policies and focused development along the waterfront U.S. Route 101 Highway corridor. Golden Gate Transit bus service offers connections throughout the county and to surrounding areas. The Marin County Department of Parks and Open Space has worked for decades to protect these. The county's iconic landscapes. Plan BayArea will support continued protection of the many Priority Conservation Areas in Marin County.

A Map of Marin County PDAs and PCAs

- 1 San Rafael Transit Center**
This PDA is a historic downtown area that has been revitalized and is now a vibrant community. It is located in the western part of the county, near the BART station.
- 2 Unincorporated Marin County**
This PDA is a historic downtown area that has been revitalized and is now a vibrant community. It is located in the western part of the county, near the BART station.

About Plan Bay Area PDAs and PCAs in Napa County

Plan BayArea 2040

Locally Adopted Priority Development Areas (PDAs) and Priority Conservation Areas (PCAs)

Napa County is internationally acclaimed for its wine-making and the picturesque Napa Valley wine region is a major draw for visitors to the San Francisco Bay Area. The valley is bounded by rolling hills, and the Napa River explores into San Pablo Bay through the narrow Mare Island Strait. Napa County has strong policies to promote agricultural uses and to protect farmlands, water sheds and open space. Accordingly, more than 70 percent of unincorporated county land falls within these designations. The county seeks to continue to protect these lands and encourage recreation through its own Priority Conservation Areas. Most non-agricultural development is clustered in the four cities and one town connected by Highway 29, which parallels the Napa River in the western part of the county. Below are highlights of the two locally adopted PDAs in Napa County.

A Map of Napa County PDAs and PCAs

- 1 Downtown Napa and Sycamore Gateway Corridor**
This PDA is a historic downtown area that has been revitalized and is now a vibrant community. It is located in the western part of the county, near the BART station.
- 2 American Canyon**
This PDA is a historic downtown area that has been revitalized and is now a vibrant community. It is located in the western part of the county, near the BART station.

About Plan Bay Area PDAs and PCAs in San Francisco

Plan BayArea 2040

Locally Adopted Priority Development Areas (PDAs) and Priority Conservation Areas (PCAs)

San Francisco is one of California's largest cities and home to many of the region's landmarks. Mostly surrounded by water, San Francisco's population and employment growth over the decades was accommodated with more intense densification throughout the city's varied neighborhoods. As a result, the city has the highest residential and commercial densities in the region. San Francisco is one of the region's largest employment hubs, and accommodates nearly one-half million commuters each day, many of whom travel using the region's most extensive public transit system. Below are five examples of the 12 locally adopted PDAs in San Francisco.

A Map of San Francisco PDAs and PCAs

- 1 Downtown and Transit Rich Corridors**
This PDA is a historic downtown area that has been revitalized and is now a vibrant community. It is located in the western part of the county, near the BART station.
- 2 Twin Arches**
This PDA is a historic downtown area that has been revitalized and is now a vibrant community. It is located in the western part of the county, near the BART station.
- 3 Balboa Park**
This PDA is a historic downtown area that has been revitalized and is now a vibrant community. It is located in the western part of the county, near the BART station.
- 4 Crocker**
This PDA is a historic downtown area that has been revitalized and is now a vibrant community. It is located in the western part of the county, near the BART station.
- 5 Bayview Hunters Point**
This PDA is a historic downtown area that has been revitalized and is now a vibrant community. It is located in the western part of the county, near the BART station.

About Plan Bay Area
PDA and PCAs in San Mateo County

Plan BayArea 2040

Locally Adopted Priority Development Areas (PDAs) and Priority Conservation Areas (PCAs)

San Mateo County is strategically located between San Francisco and Silicon Valley. The Coast Range divides the county into two distinct parts: the baylands and coast. Ninety percent of development in the county is located on the baylands. The communities along the baylands of the Peninsula are home to Fortune 500 headquarters, globally significant firms and research centers as well as many charming town centers and residential neighborhoods. Jobs and housing growth is expected to concentrate in baylands communities, which will reduce growth pressures on the coast and allow the county to retain its agricultural, scenic and natural resources in the hills and coastside. Below are three examples of the 22 locally adopted PDAs in San Mateo County.

A Map of San Mateo County PDAs and PCAs

1 Downtown San Mateo
 New development in this PDA will occur in a high density corridor along the main street corridor. The PDA will be developed in a way that maintains the historic character of the downtown area while providing for modern amenities and services. The PDA will be developed in a way that maintains the historic character of the downtown area while providing for modern amenities and services.

2 Downtown Redwood City
 This downtown PDA has a rich history and is a key economic and cultural center for the county. The PDA will be developed in a way that maintains the historic character of the downtown area while providing for modern amenities and services. The PDA will be developed in a way that maintains the historic character of the downtown area while providing for modern amenities and services.

3 Village of Belmont
 This PDA is located near the Belmont station and is a key economic and cultural center for the county. The PDA will be developed in a way that maintains the historic character of the downtown area while providing for modern amenities and services. The PDA will be developed in a way that maintains the historic character of the downtown area while providing for modern amenities and services.

About Plan Bay Area
PDA and PCAs in Santa Clara County

Plan BayArea 2040

Locally Adopted Priority Development Areas (PDAs) and Priority Conservation Areas (PCAs)

Santa Clara County is the home of Silicon Valley and the birthplace and now global capital of the high-technology revolution. Today, with over 1.8 million residents and 700,000 jobs, Santa Clara County is the most populous and job-rich county in the San Francisco Bay Area. Below are three examples of the 42 locally adopted PDAs in Santa Clara County.

A Map of Santa Clara County PDAs and PCAs

1 Mountain View/Whisman Station
 This PDA is located near the Mountain View/Whisman station and is a key economic and cultural center for the county. The PDA will be developed in a way that maintains the historic character of the downtown area while providing for modern amenities and services. The PDA will be developed in a way that maintains the historic character of the downtown area while providing for modern amenities and services.

2 Downtown San Jose
 This PDA is located near the downtown San Jose area and is a key economic and cultural center for the county. The PDA will be developed in a way that maintains the historic character of the downtown area while providing for modern amenities and services. The PDA will be developed in a way that maintains the historic character of the downtown area while providing for modern amenities and services.

3 Campbell Central Redevelopment Area
 This PDA is located near the Campbell Central area and is a key economic and cultural center for the county. The PDA will be developed in a way that maintains the historic character of the downtown area while providing for modern amenities and services. The PDA will be developed in a way that maintains the historic character of the downtown area while providing for modern amenities and services.

About Plan Bay Area
PDA and PCAs in Solano County

Plan BayArea 2040

Locally Adopted Priority Development Areas (PDAs) and Priority Conservation Areas (PCAs)

Solano County has the distinction of containing nearly one-half of the San Francisco Bay Area's important farmland and more than one-half the region's wetlands. The Sacramento River flows along the southeastern portion of Solano County, emptying into the Sacramento-San Joaquin River Delta – the largest estuary on the West Coast – and continues into the Suisun Bay. Solano County's historical growth was in part attributable to military bases. With its location between the metropolitan centers of San Francisco and Sacramento and its lower land prices relative to other parts of the region, the county has been an attractive place for lower-cost housing development in recent decades. Below are three examples of the 11 locally adopted PDAs in Solano County.

A Map of Solano County PDAs and PCAs

1 Downtown Vacaville
 This PDA is located near the downtown Vacaville area and is a key economic and cultural center for the county. The PDA will be developed in a way that maintains the historic character of the downtown area while providing for modern amenities and services. The PDA will be developed in a way that maintains the historic character of the downtown area while providing for modern amenities and services.

2 Fairfield-Vacaville Train Station
 This PDA is located near the Fairfield-Vacaville Train Station and is a key economic and cultural center for the county. The PDA will be developed in a way that maintains the historic character of the downtown area while providing for modern amenities and services. The PDA will be developed in a way that maintains the historic character of the downtown area while providing for modern amenities and services.

3 Downtown Suisun City
 This PDA is located near the downtown Suisun City area and is a key economic and cultural center for the county. The PDA will be developed in a way that maintains the historic character of the downtown area while providing for modern amenities and services. The PDA will be developed in a way that maintains the historic character of the downtown area while providing for modern amenities and services.

About Plan Bay Area
PDA and PCAs in Sonoma County

Plan BayArea 2040

Locally Adopted Priority Development Areas (PDAs) and Priority Conservation Areas (PCAs)

Sonoma County is the largest and northernmost county in the San Francisco Bay Area. The geographic makeup of the county is very diverse as it contains coastal areas, redwood forests and oak woodlands, rangelands and baylands, vineyards, grasslands, and small farms. Urban development in Sonoma County is concentrated primarily within cities along the U.S. 101 corridor, which has been supported by voter-approved urban growth boundaries and other policies that encourage separation between cities and coastal land uses to maintain the county's rural character and economy. Below are three examples of the 12 locally adopted PDAs in Sonoma County.

A Map of Sonoma County PDAs and PCAs

1 Downtown Windsor
 This PDA is located near the downtown Windsor area and is a key economic and cultural center for the county. The PDA will be developed in a way that maintains the historic character of the downtown area while providing for modern amenities and services. The PDA will be developed in a way that maintains the historic character of the downtown area while providing for modern amenities and services.

2 Downtown Santa Rosa
 This PDA is located near the downtown Santa Rosa area and is a key economic and cultural center for the county. The PDA will be developed in a way that maintains the historic character of the downtown area while providing for modern amenities and services. The PDA will be developed in a way that maintains the historic character of the downtown area while providing for modern amenities and services.

3 Central Palatka
 This PDA is located near the Central Palatka area and is a key economic and cultural center for the county. The PDA will be developed in a way that maintains the historic character of the downtown area while providing for modern amenities and services. The PDA will be developed in a way that maintains the historic character of the downtown area while providing for modern amenities and services.

Why Scenarios?

In order to understand where we and future residents will live, where we will work, and how we will get around, planners at MTC and AGAQ have generated regional forecasts for:

- Jobs** - What will the economy look like and where will workers live?
- Housing** - Where will people live? Do we need to build more?
- Population** - How will our population grow?
- Travel Needs** - Where will people need to go and how will they get there?
- Funding for Transportation Improvements** - How do we pay for it?

To help us understand how these forecasts might play out over time—and to ensure we're meeting the goals and targets you helped us identify for Plan Bay Area 2040—we are looking at three scenarios for future growth. Each scenario shows us a different combination of **Housing Development, Commercial Growth and Transportation Investments**.

What are the Scenarios?

Main Streets Scenario

places future population and employment growth in the downtowns in all Bay Area cities. This scenario would expand high-occupancy toll lanes and increase highway widening. It would also encourage some development on land that is currently undeveloped.

Connected Neighborhoods Scenario

places future population and employment growth in incorporated cities and provides increased access to the region's major rail services, such as BART and Caltrain. It would place most of the growth in areas that often determine having room for growth, with some additional growth in the biggest cities. There would be no development on open spaces outside the urban footprint.

Big Cities Scenario

concentrates future population and employment growth within the Bay Area's three largest cities: San Jose, San Francisco and Oakland. Transportation investments would go to the transit and freeways serving these cities. There would be no development on open spaces outside the urban footprint.

What Happens Next?

Based on public input, a "preferred scenario" will be constructed from the three alternatives described above. This will form the foundation for Plan Bay Area 2040, to be adopted in Summer 2017. **So far, we don't know which scenario, or elements of a scenario, will help create a Bay Area we can be proud to leave to future generations?**



One of the key goals of Plan Bay Area 2040 is to encourage and support local governments in building "complete communities." The planning principles behind complete communities are not new—in fact, they represent a return to development patterns common to older cities and towns throughout the world. The flexibility offered by complete, compact communities will prepare the Bay Area to adapt to a growing and changing population, fluctuating economic trends, and the uncertain effects of climate change.

Complete communities are places that:

- **Provide choices:** a range of housing options provides for residents with different needs
- **Encourage accessibility:** residents can walk, bike, or take transit for short trips and for commuting
- **Offer connections:** residents are easily linked to jobs, health care, parks, services, and amenities
- **Promote health:** residents see a high quality of life
- **Improve social and economic equity:** residents of all incomes and backgrounds have access to opportunity

The diagram below explores some of the features that need to be incorporated into the land use pattern as local governments implement Plan Bay Area 2040. The specific policies and strategies selected for each topic will depend on the underlying land use pattern and investment strategy selected.



INCREASING HOUSING CHOICES & AFFORDABILITY

Local governments should encourage a variety of housing types, including multi-family units, townhomes, and accessory dwelling units (ADUs). They should also encourage the use of vacant and underutilized buildings for housing.

EXPANDING ECONOMIC & WORK-OCCUPY PROXIMITY

Local governments should encourage the development of mixed-use areas that combine residential, commercial, and office uses. They should also encourage the use of transit-oriented development (TOD) around transit stations.

PROTECTING & IMPROVING LOCAL AIR QUALITY

Local governments should encourage the use of green buildings and sustainable transportation modes like walking, biking, and transit. They should also encourage the use of low-carbon energy sources.

BUILDING RESILIENT COMMUNITIES

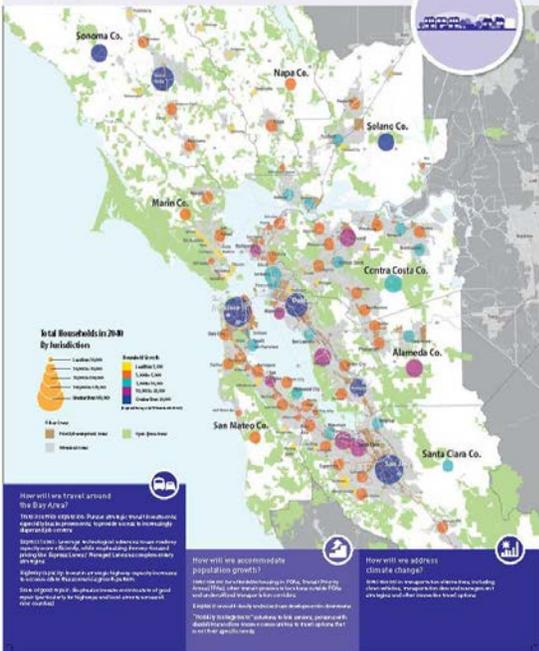
Local governments should encourage the development of resilient infrastructure that can withstand climate change impacts. They should also encourage the use of green infrastructure like parks and trees.

IMPROVING AIR QUALITY

Local governments should encourage the use of green buildings and sustainable transportation modes like walking, biking, and transit. They should also encourage the use of low-carbon energy sources.

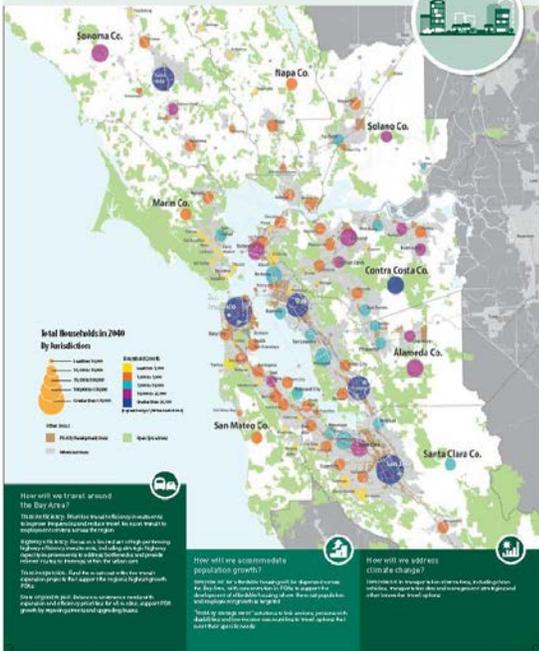
The **Main Streets Scenario** targets future population and employment growth in the downtowns of every Bay Area city to foster a region of moderately sized, integrated town centers.

This scenario offers the most dispersed growth pattern, meaning cities outside of the region's largest—Oakland, San Jose and San Francisco—are likely to see higher levels of growth. In this scenario, more growth will occur in currently undeveloped areas outside of Priority Development Areas (PDAs) than the other two scenarios.



The **Connected Neighborhoods Scenario** targets future population and employment growth in locally adopted Priority Development Areas (PDAs) throughout the region.

This scenario emphasizes growth in medium-sized cities with access to the region's major rail services. Outside of PDAs, this scenario will see modest infill development and no growth outside the urban footprint on currently undeveloped land. This scenario builds on the adopted Plan Bay Area 2017.



Scenarios Big Cities Scenario

Plan BayArea 2040

The **Big Cities Scenario** targets future population and employment growth in locally adopted Priority Development Areas (PDAs) within San Jose, San Francisco and Oakland.

Neighboring cities already well-connected to the region's three largest cities would also see growth, particularly in their locally adopted PDAs. Growth outside of these three cities would be small, with limited infill development in PDAs and no development on currently undeveloped land.

Key Features:

- Local Housing in 2040:**
 - Local Housing: Orange
 - Local Jobs: Green
 - Local Employment: Blue
 - Local Population: Yellow
 - Local Density: Purple
 - Local Employment Density: Red
- Other:**
 - Priority Development Areas: Light Green
 - Metropolitan: Dark Green

How will we travel around the Bay Area?

How will we accommodate population growth?

How will we address climate change?

Scenarios Plan Bay Area 2040 Scenarios In Detail: Targets

Plan BayArea 2040

How do the scenarios measure up?

After six months of public review, MTC and ABAG last year adopted 13 performance targets for Plan Bay Area 2040 to set the region's top priorities for the Plan. These targets help us understand whether the region is expected to move in the right direction or the wrong direction under each scenario.

Many targets are aspirational and are quite difficult to achieve. While most of the targets are voluntary, two — reducing greenhouse gas emissions and housing the projected population — are specified in state law. Below is a comparison of how the three scenarios perform in reaching key adopted performance targets.

Also included is a "No Project" alternative to illustrate the no-action under adopted local general plan and zoning without an additional regional plan, and assuming no new transportation projects beyond those currently under construction or those that have both full funding and environmental clearance.

Target	No Project	Main Streets	Connected Neighborhoods	Big Cities
REDUCE PER-CAPITA GREENHOUSE GAS EMISSIONS While all three scenarios reduce the target, some levels of change in the Connected Neighborhoods and Big Cities scenarios determine the strongest performance.	-15%	-8%	-15%	-20%
DO NOT INCREASE RISK OF DISPLACEMENT Challenges related to affordability and displacement risk increase in different scenarios, with the Connected Neighborhoods meeting in the greatest adverse impacts. Despite various housing and land use strategies included in all scenarios to make the region more affordable, housing cost continues to rise, reflecting an increasingly expensive Bay Area housing market.	+0%	+20%	+9%	+15%
REDUCE ADVERSE HEALTH IMPACTS The air quality public health target makes use of much across all scenarios. Much higher levels of fine particulate matter, combined with significant increases in traffic fatalities, would be needed to improve regional health outcomes. Strongest regional performance is Connected Neighborhoods and Big Cities, indicating that a denser land use pattern better supports air quality improvements and therefore public health outcomes in the region.	-10%	-8%	-8%	-1%
DEVELOP WITHIN THE URBAN FOOTPRINT The Connected Neighborhoods and Big Cities meet the target for generating open space and agricultural lands by allowing growth to occur within locally adopted urban growth boundaries. The Big Cities scenario also meets the target for maintaining working lands in greater development on former agricultural lands.	100%	71%	77%	100%
REDUCE PER-CAPITA DELAY ON FREIGHT NETWORK Road investments will benefit from regional transportation investments and smart land use decisions. While freight investment in regional airports does help reduce congestion in major freight corridors, the Connected Neighborhoods and Big Cities improve goods movement by focusing growth and permitting alternatives to truckloads.	-20%	-27%	-24%	-38%
REDUCE IMPACTS FROM ADDED INFRASTRUCTURE Resilience will save money as it maintains water the Plan's lowest scenario, which prioritizes funding for water resilience. The Big Cities scenario achieves the greatest reduction in transit system greenhouse gas emissions, reflecting the transit mode's low emissions.	+100%	+57%	+83%	+20%

See Handout For Full Results

Scenarios Scenarios in Detail: Jobs, Housing, and Transportation

Plan BayArea 2040

Where will jobs and housing go?

The three scenarios vary in terms of the different combinations of strategies that can be used to accommodate future growth. Each scenario builds on the Bay Area's existing land use pattern and transportation network, while also taking into account local plans for growth, historical trends, and the results of the most recent Priority Development Area (PDA) assessment.

	Main Streets	Connected Neighborhoods	Big Cities
2040 Share of Total Households	23%	23%	23%
% Share of Total Jobs	23%	23%	23%
Household % of Growth in PDAs	64%	69%	66%
Employment % of Growth in PDAs	60%	61%	63%

Key:

- Big:** Big regional cities (San Jose, San Francisco, Oakland)
- Bay Area:** Bay Area (San Jose, San Francisco, Oakland)
- Other:** Other regional cities (e.g., Hayward, San Bruno, Richmond)
- Other:** Other regional cities (e.g., Hayward, San Bruno, Richmond)

How will we invest in transportation?

PBA 2040 forecasts a \$299 billion of federal, state, regional and local transportation revenues over the 24-year period. Of this amount, approximately \$44 billion (15% of total PBA revenues) is assumed to be available for new uses. The remaining 85% of revenues are dedicated to operating and maintaining the region's extensive transportation network. The three scenarios vary in terms of how the \$44 billion is distributed across maintenance, system enhancement and major capital projects.

	Main Streets	Connected Neighborhoods	Big Cities
System Enhancements	23%	23%	23%
Major Projects	24%	31%	38%
Maintenance	53%	46%	39%

Scenarios Focus on Alameda County

Plan BayArea 2040

Alameda | Berkeley | Emeryville | Dublin | Emeryville | Fremont | Hayward | Livermore | Oakland | San Leandro | San Lorenzo | Union City

To help us understand where we — and future Bay Area residents — will live, work and get around in Alameda County and beyond, planners at MTC and ABAG have generated forecasts for jobs, housing, population, travel demand and transportation revenues. To show how these forecasts might play out over time — and to assure we're meeting the goals you helped us identify — we've developed three scenarios. Understanding how these three planning scenarios will impact life in Alameda County helps us recognize what issues may become most important as we develop a preferred scenario and update Plan Bay Area.

	NO PROJECT	MAIN STREETS	CONNECTED NEIGHBORHOODS	BIG CITIES
POPULATION	18% Share of Total Regional Growth 29% Growth from 2010	21% Share of Total Regional Growth 35% Growth from 2010	22% Share of Total Regional Growth 36% Growth from 2010	15% Share of Total Regional Growth 24% Growth from 2010
EMPLOYMENT	21% Share of Total Regional Growth 38% Growth from 2010	22% Share of Total Regional Growth 40% Growth from 2010	21% Share of Total Regional Growth 39% Growth from 2010	22% Share of Total Regional Growth 39% Growth from 2010
HOUSING	~130,000 21% Share of Total Regional Growth	~155,000 21% Share of Total Regional Growth	~162,000 22% Share of Total Regional Growth	~94,000 13% Share of Total Regional Growth
BASELINE - 2010	41% HOUSING	91% HOUSING	89% HOUSING	71% HOUSING
COMMITTEE MODE	53% Drive Alone 47% Carpool, Transit, Walk, and Bike	52% Drive Alone 48% Carpool, Transit, Walk, and Bike	52% Drive Alone 48% Carpool, Transit, Walk, and Bike	51% Drive Alone 49% Carpool, Transit, Walk, and Bike
REGIONAL COMMITTEE	58% Live/Work in Alameda County 29 min. Avg. Commute Time (one-way)	58% Live/Work in Alameda County 33 min. Avg. Commute Time (one-way)	59% Live/Work in Alameda County 30 min. Avg. Commute Time (one-way)	63% Live/Work in Alameda County 28 min. Avg. Commute Time (one-way)
STATEMENT COMMITTEE	66 Overall Score for All Jurisdictions (Score range: 1-100)	49 Overall Score for All Jurisdictions (Score range: 1-100)	77 Overall Score for All Jurisdictions (Score range: 1-100)	71 Overall Score for All Jurisdictions (Score range: 1-100)

Notes:

- Land use and transportation data reflect year 2035 conditions. Final scenario and adopted plan will be for the year 2040.
- The "No Project" alternative is included to show trends that would occur under adopted local general plan and zoning without an adopted regional plan, and assuming no new transportation projects beyond those currently under construction or those that have both full funding and environmental clearance.

Plan BayArea 2040

Scenarios Focus on Contra Costa County

Alameda | Berkeley | Castro Valley | Concord | Danville | El Cerrito | Fremont | Lafayette | Martinez | Moraga | Oakland | Orinda | Piedmont | Pittsburg | Roseville | Richmond | San Bruno | San Ramon | Union City

To help us understand where we — and future Bay Area residents — will live, work and get around in Contra Costa County and beyond, planners at MTC and ABAG have generated forecasts for jobs, housing, population, travel demand and transportation revenue. To help us show how these forecasts might play out over time—and to ensure we're meeting the goals you helped us identify—we've developed three scenarios. Understanding how these three planning scenarios will impact life in Contra Costa County helps us recognize what issues may become most important as we develop a preferred scenario and update Plan Bay Area.

	NO PROJECT	MAIN STREETS	CONNECTED NEIGHBORHOODS	BIG CITIES
POPULATION	19% Share of Total Regional Growth Growth from 2010	11% Share of Total Regional Growth Growth from 2010	15% Share of Total Regional Growth Growth from 2010	6% Share of Total Regional Growth Growth from 2010
	45% Growth from 2010	25% Growth from 2010	36% Growth from 2010	15% Growth from 2010
EMPLOYMENT	13% Share of Total Regional Growth Growth from 2010	12% Share of Total Regional Growth Growth from 2010	13% Share of Total Regional Growth Growth from 2010	12% Share of Total Regional Growth Growth from 2010
	48% Growth from 2010	44% Growth from 2010	46% Growth from 2010	42% Growth from 2010
HOUSING	-144,000 New Housing Units Share of Total Regional Growth	-70,000 New Housing Units Share of Total Regional Growth	-109,000 New Housing Units Share of Total Regional Growth	-32,000 New Housing Units Share of Total Regional Growth
	19% Share of Total Regional Growth	9% Share of Total Regional Growth	15% Share of Total Regional Growth	4% Share of Total Regional Growth
BASELINE - 2010	9% Growth from 2010	75% Growth from 2010	45% Growth from 2010	64% Growth from 2010
COMMITTEE MODE	58% Drive Alone Carpool, Transit, Walk, and Bike	57% Drive Alone Carpool, Transit, Walk, and Bike	59% Drive Alone Carpool, Transit, Walk, and Bike	58% Drive Alone Carpool, Transit, Walk, and Bike
	42% Carpool, Transit, Walk, and Bike	43% Carpool, Transit, Walk, and Bike	41% Carpool, Transit, Walk, and Bike	42% Carpool, Transit, Walk, and Bike
AVERAGE COMMITTEE	48% Link/Work in Contra Costa County 36 min. Avg. Commute Time (one-way)	47% Link/Work in Contra Costa County 44 min. Avg. Commute Time (one-way)	51% Link/Work in Contra Costa County 35 min. Avg. Commute Time (one-way)	54% Link/Work in Contra Costa County 36 min. Avg. Commute Time (one-way)
	69 Overall Score for All Jurisdictions Between 2010-100	47 Overall Score for All Jurisdictions Between 2010-100	75 Overall Score for All Jurisdictions Between 2010-100	57 Overall Score for All Jurisdictions Between 2010-100

Notes:
Land use and transportation data reflect year 2025 conditions. Final scenario and adopted plan will be for the year 2040.
The "No Project" alternative is included to show trends assumed under adopted local general plans and zoning without an adopted regional plan, and assuming no new transportation projects beyond those currently under construction or those that have both full funding and environmental clearance.

Plan BayArea 2040

Scenarios Focus on Marin County

Bellevue | Corte Madera | Fairfax | Larkspur | Mill Valley | Redwood City | Sausalito | San Anselmo | San Rafael | Sausalito | Tiburon

To help us understand where we — and future Bay Area residents — will live, work and get around in Marin County and beyond, planners at MTC and ABAG have generated forecasts for jobs, housing, population, travel demand and transportation revenue. To help us show how these forecasts might play out over time—and to ensure we're meeting the goals you helped us identify—we've developed three scenarios. Understanding how these three planning scenarios will impact life in Marin County helps us recognize what issues may become most important as we develop a preferred scenario and update Plan Bay Area.

	NO PROJECT	MAIN STREETS	CONNECTED NEIGHBORHOODS	BIG CITIES
POPULATION	2% Share of Total Regional Growth Growth from 2010	1% Share of Total Regional Growth Growth from 2010	2% Share of Total Regional Growth Growth from 2010	1% Share of Total Regional Growth Growth from 2010
	17% Growth from 2010	15% Growth from 2010	16% Growth from 2010	10% Growth from 2010
EMPLOYMENT	2% Share of Total Regional Growth Growth from 2010			
	25% Growth from 2010	26% Growth from 2010	26% Growth from 2010	25% Growth from 2010
HOUSING	-9,000 New Housing Units Share of Total Regional Growth	-6,000 New Housing Units Share of Total Regional Growth	-7,000 New Housing Units Share of Total Regional Growth	-700 New Housing Units Share of Total Regional Growth
	1% Share of Total Regional Growth	1% Share of Total Regional Growth	1% Share of Total Regional Growth	0% Share of Total Regional Growth
BASELINE - 2010	4% Growth from 2010	26% Growth from 2010	45% Growth from 2010	44% Growth from 2010
COMMITTEE MODE	57% Drive Alone Carpool, Transit, Walk, and Bike	56% Drive Alone Carpool, Transit, Walk, and Bike	58% Drive Alone Carpool, Transit, Walk, and Bike	59% Drive Alone Carpool, Transit, Walk, and Bike
	43% Carpool, Transit, Walk, and Bike	44% Carpool, Transit, Walk, and Bike	42% Carpool, Transit, Walk, and Bike	41% Carpool, Transit, Walk, and Bike
AVERAGE COMMITTEE	48% Link/Work in Marin County 31 min. Avg. Commute Time (one-way)	49% Link/Work in Marin County 33 min. Avg. Commute Time (one-way)	52% Link/Work in Marin County 30 min. Avg. Commute Time (one-way)	56% Link/Work in Marin County 28 min. Avg. Commute Time (one-way)
	62 Overall Score for All Jurisdictions Between 2010-100	43 Overall Score for All Jurisdictions Between 2010-100	61 Overall Score for All Jurisdictions Between 2010-100	57 Overall Score for All Jurisdictions Between 2010-100

Notes:
Land use and transportation data reflect year 2025 conditions. Final scenario and adopted plan will be for the year 2040.
The "No Project" alternative is included to show trends assumed under adopted local general plans and zoning without an adopted regional plan, and assuming no new transportation projects beyond those currently under construction or those that have both full funding and environmental clearance.

Plan BayArea 2040

Scenarios Focus on Napa County

American Canyon | Calistoga | Napa | St. Helena | Yountville

To help us understand where we — and future Bay Area residents — will live, work and get around in Napa County and beyond, planners at MTC and ABAG have generated forecasts for jobs, housing, population, travel demand and transportation revenue. To help us show how these forecasts might play out over time—and to ensure we're meeting the goals you helped us identify—we've developed three scenarios. Understanding how these three planning scenarios will impact life in Napa County helps us recognize what issues may become most important as we develop a preferred scenario and update Plan Bay Area.

	NO PROJECT	MAIN STREETS	CONNECTED NEIGHBORHOODS	BIG CITIES
POPULATION	2% Share of Total Regional Growth Growth from 2010	1% Share of Total Regional Growth Growth from 2010	1% Share of Total Regional Growth Growth from 2010	1% Share of Total Regional Growth Growth from 2010
	41% Growth from 2010	20% Growth from 2010	20% Growth from 2010	11% Growth from 2010
EMPLOYMENT	1% Share of Total Regional Growth Growth from 2010			
	18% Growth from 2010	15% Growth from 2010	16% Growth from 2010	13% Growth from 2010
HOUSING	-16,000 New Housing Units Share of Total Regional Growth	-8,000 New Housing Units Share of Total Regional Growth	-4,000 New Housing Units Share of Total Regional Growth	-1,000 New Housing Units Share of Total Regional Growth
	2% Share of Total Regional Growth	1% Share of Total Regional Growth	1% Share of Total Regional Growth	0% Share of Total Regional Growth
BASELINE - 2010	9% Growth from 2010	43% Growth from 2010	19% Growth from 2010	12% Growth from 2010
COMMITTEE MODE	63% Drive Alone Carpool, Transit, Walk, and Bike	61% Drive Alone Carpool, Transit, Walk, and Bike	63% Drive Alone Carpool, Transit, Walk, and Bike	64% Drive Alone Carpool, Transit, Walk, and Bike
	37% Carpool, Transit, Walk, and Bike	39% Carpool, Transit, Walk, and Bike	37% Carpool, Transit, Walk, and Bike	36% Carpool, Transit, Walk, and Bike
AVERAGE COMMITTEE	49% Link/Work in Napa County 35 min. Avg. Commute Time (one-way)	41% Link/Work in Napa County 47 min. Avg. Commute Time (one-way)	44% Link/Work in Napa County 39 min. Avg. Commute Time (one-way)	45% Link/Work in Napa County 36 min. Avg. Commute Time (one-way)
	57 Overall Score for All Jurisdictions Between 2010-100	45 Overall Score for All Jurisdictions Between 2010-100	56 Overall Score for All Jurisdictions Between 2010-100	49 Overall Score for All Jurisdictions Between 2010-100

Notes:
Land use and transportation data reflect year 2025 conditions. Final scenario and adopted plan will be for the year 2040.
The "No Project" alternative is included to show trends assumed under adopted local general plans and zoning without an adopted regional plan, and assuming no new transportation projects beyond those currently under construction or those that have both full funding and environmental clearance.

Plan BayArea 2040

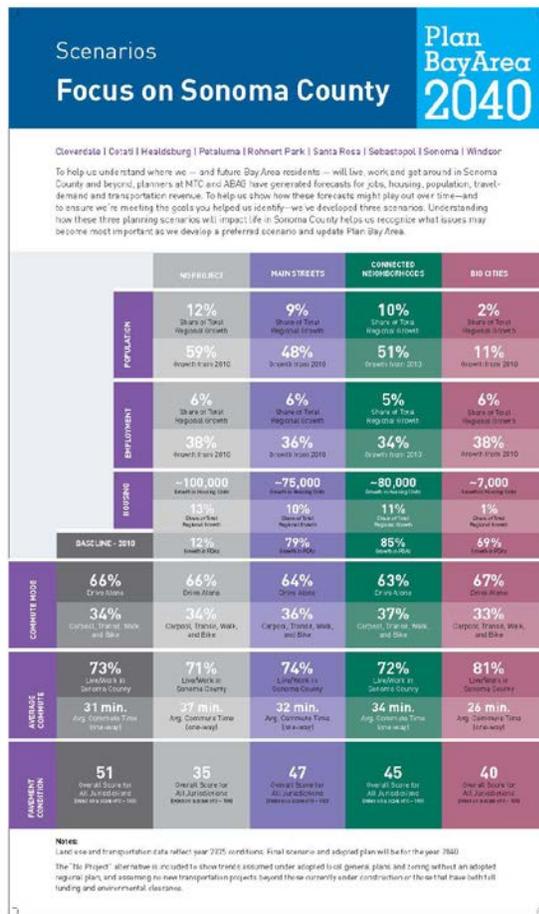
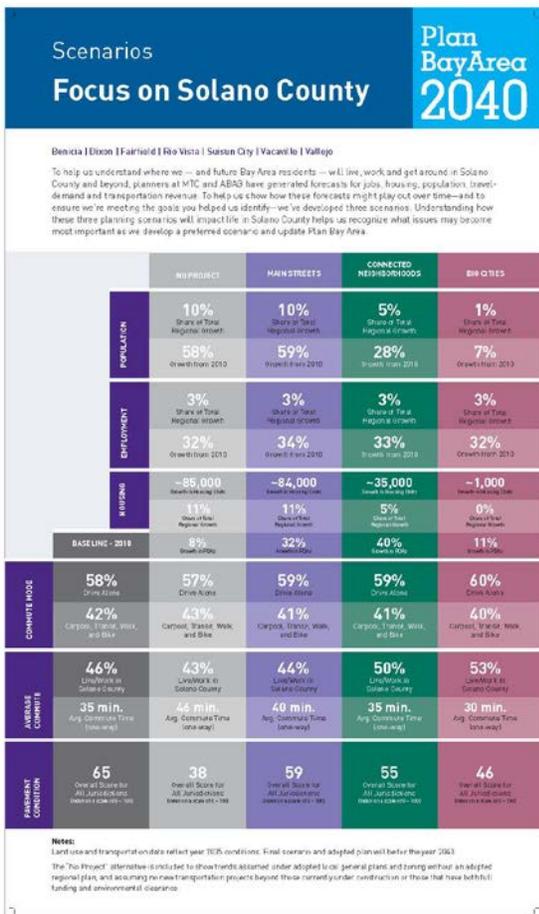
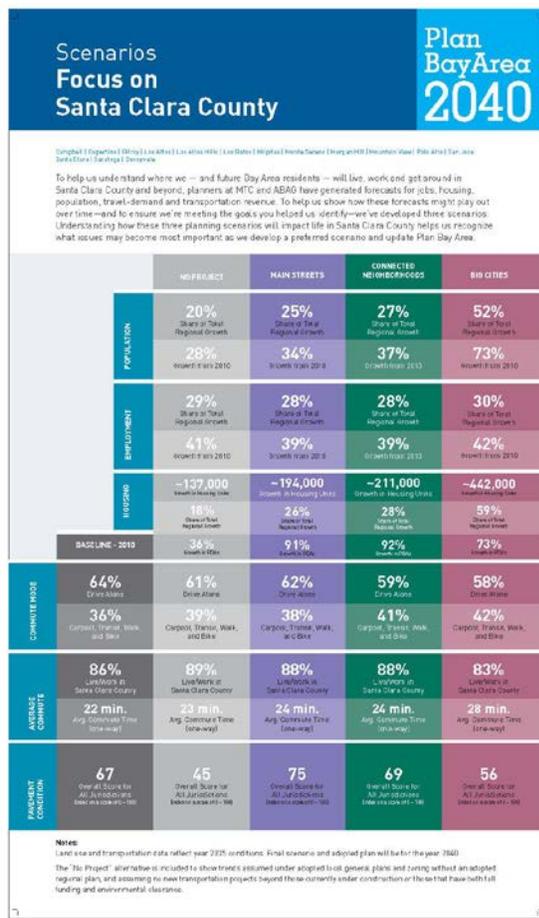
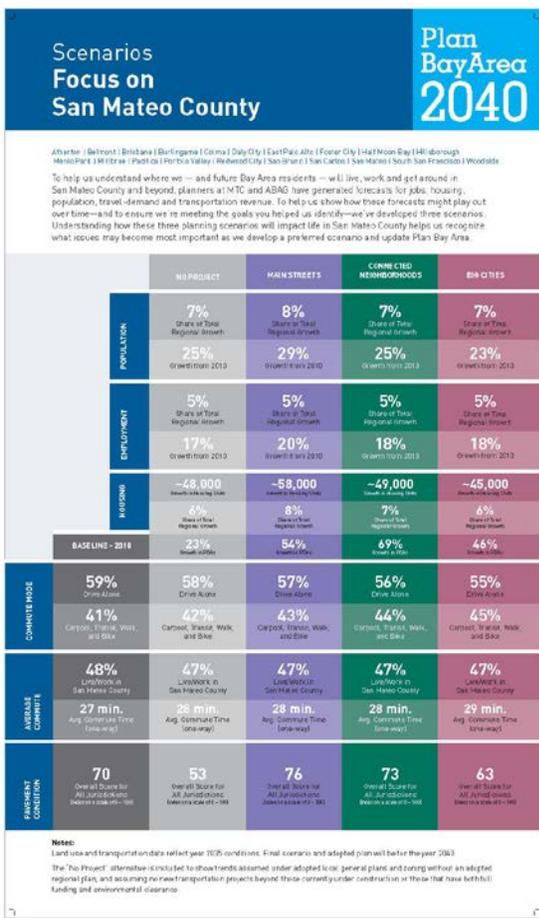
Scenarios Focus on San Francisco

San Francisco

To help us understand where we — and future Bay Area residents — will live, work and get around in San Francisco and beyond, planners at MTC and ABAG have generated forecasts for jobs, housing, population, travel demand and transportation revenue. To help us show how these forecasts might play out over time—and to ensure we're meeting the goals you helped us identify—we've developed three scenarios. Understanding how these three planning scenarios will impact life in San Francisco helps us recognize what issues may become most important as we develop a preferred scenario and update Plan Bay Area.

	NO PROJECT	MAIN STREETS	CONNECTED NEIGHBORHOODS	BIG CITIES
POPULATION	11% Share of Total Regional Growth Growth from 2010	13% Share of Total Regional Growth Growth from 2010	12% Share of Total Regional Growth Growth from 2010	15% Share of Total Regional Growth Growth from 2010
	34% Growth from 2010	40% Growth from 2010	36% Growth from 2010	46% Growth from 2010
EMPLOYMENT	19% Share of Total Regional Growth Growth from 2010	20% Share of Total Regional Growth Growth from 2010	21% Share of Total Regional Growth Growth from 2010	19% Share of Total Regional Growth Growth from 2010
	42% Growth from 2010	44% Growth from 2010	46% Growth from 2010	42% Growth from 2010
HOUSING	-80,000 New Housing Units Share of Total Regional Growth	-100,000 New Housing Units Share of Total Regional Growth	-89,000 New Housing Units Share of Total Regional Growth	-123,000 New Housing Units Share of Total Regional Growth
	11% Share of Total Regional Growth	13% Share of Total Regional Growth	12% Share of Total Regional Growth	16% Share of Total Regional Growth
BASELINE - 2010	83% Growth from 2010	65% Growth from 2010	91% Growth from 2010	55% Growth from 2010
COMMITTEE MODE	31% Drive Alone Carpool, Transit, Walk, and Bike	30% Drive Alone Carpool, Transit, Walk, and Bike	29% Drive Alone Carpool, Transit, Walk, and Bike	27% Drive Alone Carpool, Transit, Walk, and Bike
	69% Carpool, Transit, Walk, and Bike	70% Carpool, Transit, Walk, and Bike	71% Carpool, Transit, Walk, and Bike	73% Carpool, Transit, Walk, and Bike
AVERAGE COMMITTEE	82% Link/Work in San Francisco 26 min. Avg. Commute Time (one-way)	78% Link/Work in San Francisco 26 min. Avg. Commute Time (one-way)	78% Link/Work in San Francisco 26 min. Avg. Commute Time (one-way)	77% Link/Work in San Francisco 27 min. Avg. Commute Time (one-way)
	66 Overall Score for All Jurisdictions Between 2010-100	56 Overall Score for All Jurisdictions Between 2010-100	77 Overall Score for All Jurisdictions Between 2010-100	65 Overall Score for All Jurisdictions Between 2010-100

Notes:
Land use and transportation data reflect year 2025 conditions. Final scenario and adopted plan will be for the year 2040.
The "No Project" alternative is included to show trends assumed under adopted local general plans and zoning without an adopted regional plan, and assuming no new transportation projects beyond those currently under construction or those that have both full funding and environmental clearance.



Appendix 3: Build A Better Bay Area Online Quiz, Spring 2016

Screen shots of the online survey



Plan Bay Area 2040

Build a Better Bay Area Quiz

Take this quick quiz to tell us how you would #BuildABetterBayArea!

Your voice is needed to shape how your community looks in 2040!

START

[Read More Below](#)

Step out of your daily routine and think about how you want to get around the Bay Area over the next 25 years. Where should new housing go? What transportation investments and housing policies should we prioritize now to build a better Bay Area for future generations?

The #BuildABetterBayArea quiz is a fun and interactive tool that can help you guide Plan Bay Area 2040, an integrated, long-range transportation, land use and housing plan.

Quiz questions mirror the tough decisions facing the Bay Area as we adapt to the challenges of future population growth.

After completing the quiz, submit your responses and invite your friends to participate, too.

[Click here to get started.](#)

START

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Plan Bay Area 2040

To make sure we get the most out of your feedback, please answer a few demographic questions before getting started with the #BuildABetterBayArea quiz:

Email or phone number (required)

ZIP code (required)

Name (optional)

Age (optional)

NEXT

Answer 10 quick questions to tell us how you would #BuildABetterBayArea!

Your input to these questions will help guide our current planning process for Plan Bay Area 2040, an integrated, long-range transportation, land use and housing plan.

MTC and ABAG have developed three scenarios to analyze and communicate the effects of different combinations of housing, land use and transportation strategies:



Main Streets



Connected Neighborhoods



Big Cities

Quiz questions mirror the tough decisions facing the Bay Area about how we should best #BuildABetterBayArea over the next 25 years.

MTC and ABAG developed this quiz as an educational tool to help residents learn more about the three planning scenarios. These scenarios have been created to analyze and communicate the effects of different combinations of housing, land use and transportation strategies under Plan Bay Area.

In addition to resident feedback via public workshops on Plan Bay Area scenario planning and all other comments received by MTC and ABAG's public outreach efforts, quiz answers will help guide our current planning process for Plan Bay Area 2040.

Your answers to the following 10 questions will help us refine these scenarios.

START THE QUIZ

Transportation Investments



How we invest our transportation dollars now will make a difference in what our communities will look like and how we will get around the Bay Area in 2040. Likewise, transportation policies we put in place now to protect the environment by reducing per person greenhouse gas emissions from cars and light-duty trucks will make for a cleaner, healthier Bay Area for future generations.

CONTINUE

Read More Below

To help us understand your priorities for our transportation future, please respond to the following 5 policy statements. Your answers will help inform how we meet our goal of a prosperous, sustainable and equitable Bay Area in the future.

CONTINUE

1 Transportation investments should focus on expanding freeways rather than improving transit lines and transit services. i

1

1 = Disagree

2

3

3 = Agree

NEXT QUESTION

Questions Remaining



2 Any new tolls (bridge tolls, express lane tolls, etc.) should prioritize funding for new freeway capacity rather than expanded public transit. i

1

1 = Disagree

2

3

3 = Agree

NEXT QUESTION

Questions Remaining



3 We should expand transit services and biking/walking options to serve new housing built across the Bay Area rather than improving these services in areas where people already live and work. i

1

1 = Disagree

2

3

3 = Agree

NEXT QUESTION

Questions Remaining

-	1	2	3	4	5	-	6	7	8	9	10
---	---	---	---	---	---	---	---	---	---	---	----

4 Maintaining the region's current public transit infrastructure should be a top priority for the Bay Area, rather than dedicating funding to extend transit services to new areas. i

1

1 = Disagree

2

3

3 = Agree

NEXT QUESTION

Questions Remaining

-	1	2	3	4	5	-	6	7	8	9	10
---	---	---	---	---	---	---	---	---	---	---	----

5 Maintaining the region's current local streets and highways should be a top priority for the Bay Area, rather than dedicating funding to building new ones. i

1

1 = Disagree

2

3

3 = Agree

NEXT QUESTION

Questions Remaining

-	1	2	3	4	5	-	6	7	8	9	10
---	---	---	---	---	---	---	---	---	---	---	----

Housing Policy Priorities



How we address the Bay Area's housing shortage now will have an impact on what our communities will look like in 2040, particularly as we plan for regional population and job growth over the next 25 years.

[CONTINUE](#)

[Read More Below](#)

Thoughtful housing policies will help to meet the current and anticipated demand of a growing region and will take into account issues like affordability, access to public transit, and ensuring a cleaner, healthier Bay Area for future generations.

To help us understand your housing policy priorities, please respond to a series of 5 policy statements. Your answers will help inform how we meet our goals for a prosperous, sustainable and equitable Bay Area in the future.

[CONTINUE](#)

6 San Jose, San Francisco and Oakland should take on more of the region's anticipated population growth and receive a larger share of the region's total transportation funding. 

1

1 = Disagree

2

3

3 = Agree

[NEXT QUESTION](#)

Questions Remaining



7 Some new housing should be built on land that is currently undeveloped rather than only in existing communities. i

1

1 = Disagree

2

3

3 = Agree

NEXT QUESTION

Questions Remaining

-	1	2	3	4	5	-	6	7	8	9	10
---	---	---	---	---	---	---	---	---	---	---	----

8 We should encourage nearly all new housing to be built near jobs and amenities (such as transit or entertainment). i

1

1 = Disagree

2

3

3 = Agree

NEXT QUESTION

Questions Remaining

-	1	2	3	4	5	-	6	7	8	9	10
---	---	---	---	---	---	---	---	---	---	---	----

9 Nearly all new housing should be built solely in residential neighborhoods rather than near transit, jobs or entertainment. i

1

1 = Disagree

2

3

3 = Agree

NEXT QUESTION

Questions Remaining

-	1	2	3	4	5	-	6	7	8	9	10
---	---	---	---	---	---	---	---	---	---	---	----

10 Nearly all new employment centers should be built within the downtowns of larger cities rather than across the Bay Area. i

1

1 = Disagree

2

3

3 = Agree

SEE RESULTS

Questions Remaining

-	1	2	3	4	5	-	6	7	8	9	10
---	---	---	---	---	---	---	---	---	---	---	----

Appendix 4: Program and Display Boards, Housing Forum, February 20, 2016

Calling the Bay Area Home: Tackling the Housing Affordability and Displacement Challenge

Program:



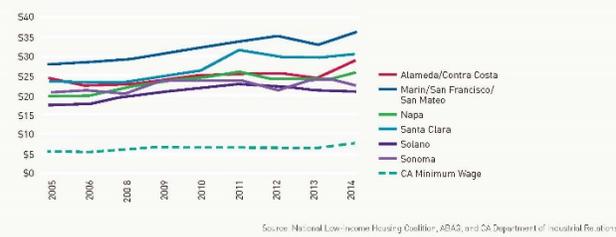
Rents in the Bay Area continue to increase due to a booming economy and chronic under-production of housing affordable to low- and moderate-income households.

Figure 5: Median Monthly Rent 2005-2014



Low wages, high rents and lack of funding for affordable housing leaves few choices for many lower-wage households. Either they spend a higher share of their limited income on rent, double up with other families, live in sub-standard housing, or move out of their neighborhoods.

Figure 6: What You Need to Earn To Afford a 2-Bedroom Unit At Market-Rate



Calling the Bay Area Home: Tackling the Housing Affordability and Displacement Challenge
February 20, 2016

Thank you for joining us to talk about the challenges of housing affordability and displacement risk occurring throughout the Bay Area. Today, we come together as a region, not only to identify the challenges before us, but also to seek solutions.

Today's Program

- 8:30 am** Registration
- 9:00 am** Opening Remarks
 - Fred Blackwell**, CEO, The San Francisco Foundation
 - Libby Schaff**, Oakland Mayor and MTC Commissioner
 - Julie Pierce**, ABAG President, MTC Commissioner and Clayton Councilmember
 - David Campos**, Supervisor, City and County of San Francisco and MTC Commissioner
- 9:30 am** Opening Panel
 - Moderator: Dave Cortese**, Santa Clara County Supervisor, MTC Chair, and ABAG Executive Board
 - Carol Galante**, Faculty Director, Turner Center for Housing Innovation, U.C. Berkeley
- 10:30 am** Break – Move into Group Discussions
- 10:45 am** Group Discussions
- 11:45 am** Lunch/ Perspectives from Outside the Region
 - Nela Richardson**, Chief Economist, Redfin
 - Robert Feldstein**, City of Seattle, Director of the Office of Policy & Innovation
- 12:45 pm** Reports Back from Group Discussions
- 1:15 pm** Wrap-up: **Fred Blackwell**, CEO, The San Francisco Foundation
- 1:30 pm** Close

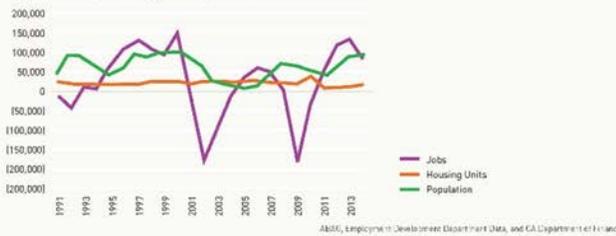
- Claudia Cappio**, Oakland Assistant City Administrator
- Bob Glover**, Executive Officer, Building Industry Association
- Jennifer Martinez**, Executive Director, Faith in Action Bay Area
- Questions from the audience**



The Bay Area's Housing Affordability and Displacement Challenge

The Bay Area continues to add jobs and residents even as housing construction consistently lags demand. Dramatic swings in job creation during boom and bust cycles continue to expose the region's workers and economy to financial uncertainty.

Figure 1: Jobs, Housing and Population Trends 1991-2013



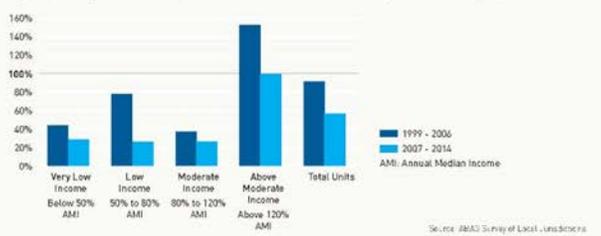
The Bay Area is failing to retain and grow middle-wage jobs that can provide economic opportunities to low-wage workers. Stagnant wages in a growing number of low-wage jobs further reduces affordability and economic self-sufficiency for more than 1 million low-income households.

Figure 2: Job Growth and Loss by Income Category 2001-2013



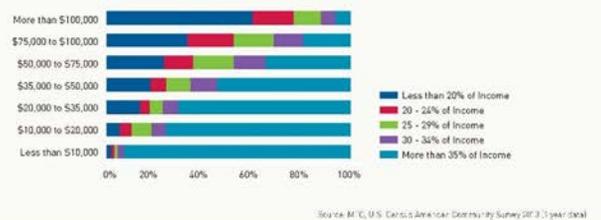
The Bay Area continues to under-produce housing affordable to very low, low and moderate income households. Dwindling public resources for housing limits local, regional and state response to growing displacement risk and demand for affordable housing.

Figure 3: Regional Housing Needs Allocation Permitted by Income Category 1999-2014



Low-income households spend a large share of their income on housing. More than half the households earning less than \$50,000 are rent-burdened; i.e., they spend more than a third of their income on housing.

Figure 4: Share of Household Income Spent on Housing, by Income Level 2013



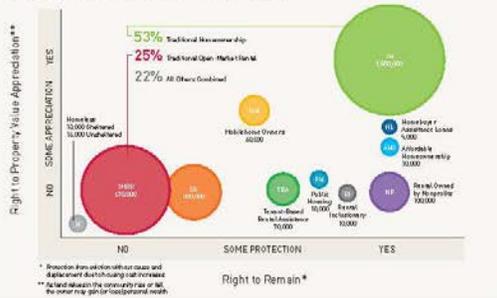
Display Boards:



Bay Area Housing Protections

About **half of Bay Area residents live in homes that they own** and therefore have a "right to remain." They also are not at risk of eviction or sudden cost increases, and retain any increase in the value of their home over time. About a **quarter of Bay Area residents rent market rate units** and have many benefits such as safety, mobility, and good location — but they do not build equity and may be at risk of displacement. The **remaining Bay Area residents live in a wide range of market-rate housing** that offers degrees of displacement protection and/or equity formation.

Bay Area Households by Type of Resident Protections

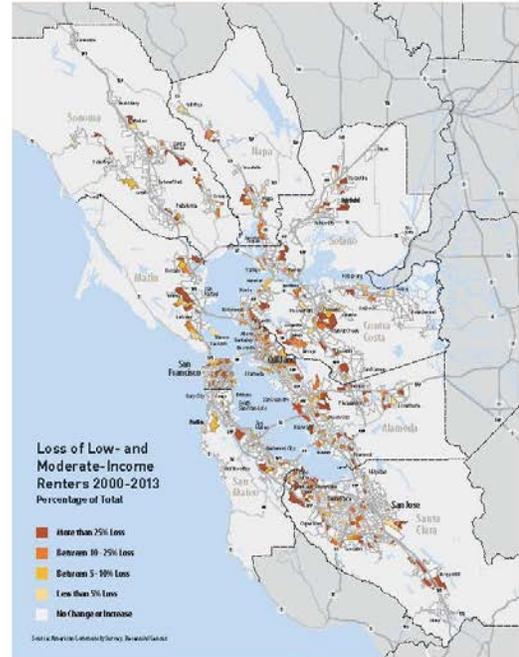


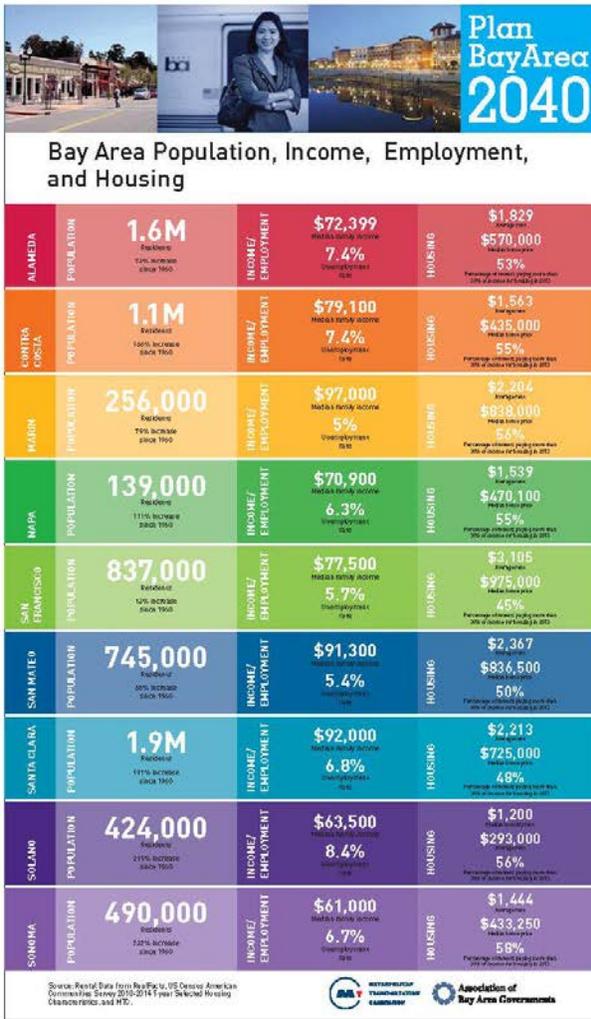
- 1. Traditional Homeownership: Traditional homeowners who have a "right to remain" (they cannot be evicted or experience sudden housing cost increases) and have a "right to retain" (resist the increase in their property's value).
- 2. Traditional Market Rate Rental: Renters who rent their most market-rate apartments and do not have a "right to remain" in their property or a "right to retain" by increase in value.
- 3. A range of local controls on rent increases and/or evictions are in place in localized for-profit mobile home parks and cities (San Francisco, Oakland, San Jose, Berkeley, Hayward, San Bruno, Alhambra).
- 4. Rental Owned by Non-Profit organizations by either to apartment complexes built and operated by non-profit housing organizations or private landlords, using local, state and federal's election, and/or philanthropic donations.
- 5. The most prevalent kind of Tenant-Based Rental Assistance (TBRA) is the Federal Housing Choice Voucher (or Section 8) program administered by city or county housing authorities.
- 6. Mobilehome Owners own the mobile home while leasing their pad (space) from the private owner of the park. Some parks are resident-owned or resident/landlord or both.
- 7. Affordable Homeownership category includes (in order to number of units): inclusionary programs (IDMR), Limited Equity Housing Group (LEHG), Habitat for Humanity (Habitat), Community Land Trusts (CLT), and resident-controlled mobilehome parks.
- 8. Public housing is owned and operated by city or county housing authorities.
- 9. Rental Inclusionary homes result from developers of rental properties being required to place price controls on a portion of the new homes.
- 10. Homeowner Assistance Loans provide income-equating homeownership favorable terms on loans to help them buy into the traditional homeownership market, in exchange, typically any appreciation realized is split between the homeowner and the sponsoring public agency or non-profit.
- 11. Homeless refers to the number of sheltered and unsheltered homeless people in the Bay Area as identified by point-in-time homeless counts. This graphic does not include Bay Area residents living in roommates, dormitories, assisted living or skilled nursing facilities, jails or prisons.
- 12. This graphic does not include Bay Area residents living in roommates, dormitories, assisted living or skilled nursing facilities, jails or prisons.



Loss of Low- and Moderate-Income Renters 2000-2013

The region's lack of affordable housing production, rising rents, and lack of housing in job-rich areas have each contributed to the present displacement crisis, which is impacting all nine counties in the Bay Area.





We Want to Hear From You!

What strategies do you think can increase housing affordability and decrease displacement risk in your neighborhood?

What measures can do the same across multiple jurisdictions in the Bay Area, which range from rural and suburban to dense urban?

Handout:

Plan Bay Area 2040

Loss of Low- and Moderate-Income Renters 2000-2013

Loss of Low- and Moderate-Income Renters 2000-2013
Percentage of Total

- More than 27% Loss
- Between 10 - 27% Loss
- Between 5 - 10% Loss
- Less than 5% Loss
- No Change or Increase

Source: Fireweed CommunityGroup, National Center

Continued on reverse →

1

The displacement pressure facing many Bay Area communities, and the interest of elected officials in this issue, provides an impetus for a more extensive regional discussion and action. To better inform that discussion, below are some of the factors triggering displacement in the Bay Area.

	<p>Declining wages: Between 2010 and 2013, inflation-adjusted wages declined across all income categories in the Bay Area, with middle- and low-wage workers experiencing the sharpest declines, at close to 5%.</p>
	<p>Global investment in housing: The concentration of major knowledge-based companies and a high quality of life have made the region's housing a valuable commodity at a global level.</p>
	<p>Lagging housing production: Housing production usually lags employment recovery, but the gap has increased substantially in the current economic cycle. Between 2010 and 2014, the region added 270,000 more people but only 38,300 more units.</p>
	<p>Barriers to development: Complex regulatory requirements, local opposition to development, and lack of adequate infrastructure investments prevent housing development from catching up with demand.</p>
	<p>Declining public resources: Dissolution of redevelopment agencies, declining state and federal support for housing, and lack of regional tools has undermined the ability of local jurisdictions to address housing affordability on their own.</p>

2

Appendix 5: Display Boards, Spring 2017 Open Houses

Station 1: About Draft Plan Bay Area 2040

Station 2: Transportation

Station 3: Housing and Jobs

Includes maps of PDAs/PCAs by county

Station 4: Action Plan

Station 5: Activity Station

About Draft Plan Bay Area 2040

Welcome!

Plan Bay Area 2040

Thank you for attending this Open House to learn more about **Draft Plan Bay Area 2040**. The Metropolitan Transportation Commission (MTC) and Association of Bay Area Governments (ABAG), along with local agencies and your local elected officials, value your ideas and encourage your questions.

What to Expect in 2017

Work on Plan Bay Area 2040 began with the adoption of MTC's Public Participation Plan in February 2015. Open houses later that spring focused on goals and targets for the plan. In 2016, we developed alternative planning scenarios and selected a preferred set of land use and transportation scenarios. Here is a look at our progress in 2017.

Spring 2017	Summer 2017
<p>March 31</p> <ul style="list-style-type: none"> Released Draft Plan Bay Area 2040 for public comment. <p>April 17</p> <ul style="list-style-type: none"> Released Draft Environmental Impact Report (EIR) for public comment. <p>May</p> <ul style="list-style-type: none"> Released Draft Air Quality Conformity Analysis for the Draft Plan and Amended TIP on May 1. Holding open houses on Draft Plan Bay Area 2040 in all nine Bay Area counties and three public meetings on the Draft Plan and Draft EIR throughout the month. 	<p>June 1</p> <ul style="list-style-type: none"> Closes public comment for Draft Plan Bay Area 2040, Draft EIR and Draft Transportation-Air Quality Conformity Analysis. <p>June</p> <ul style="list-style-type: none"> A summary presentation of all public comments collected from open houses, online surveys, email and mailed letters to members of ABAG and MTC. <p>July</p> <ul style="list-style-type: none"> Adoption of Plan Bay Area 2040 and Final EIR.

We Are Here

What If I Have Questions?

MTC and ABAG staff are stationed around the room to help answer your questions. Any questions we cannot answer in person will be logged and provided with a response on PlanBayArea.org within 10 working days of this open house.

About Draft Plan Bay Area 2040

The Facts

Plan Bay Area 2040

Draft Plan Bay Area 2040 is a roadmap to help Bay Area cities and counties preserve the character of our diverse communities while adapting to the challenges of future population growth.

- Promotes strong regional economy by helping communities plan for future job growth, as well as related housing and transportation needs.
- Empowers local cities and counties in their decision-making around new housing by providing housing demand forecasts.
- Supports strategic transportation investment to manage traffic congestion, improve transit options and reduce pollution both locally and regionally.

Did You Know? Draft Plan Bay Area...

1. Is a transportation and land use roadmap for future growth in the nine Bay Area counties.	2. Is a long-range plan that looks out over 20-plus years but is updated every four years.	3. Is based on local planning efforts that have taken place in communities around the Bay Area.
4. Is a transportation investment plan that considers population and housing needs when prioritizing funding or developing transportation policies.	5. Sets goals that include reducing greenhouse gas emissions, providing housing for individuals at all income levels, preserving open space, mitigating displacement risk and enhancing economic competitiveness.	
6. Includes household, employment and transportation revenue forecasts.	7. Does not interfere with local land use authority nor replace local general plans.	8. Provides a strategy for meeting much of the region's future housing needs in Priority Development Areas (PDAs), which are locally designated areas within existing communities that have been identified and approved by local cities or counties for future growth.
9. Prioritizes making our transportation network more efficient by funding aging railcar and bus replacement, road rehabilitation, etc.	10. Helps protect open space through locally identified Priority Conservation Areas (PCAs).	

About Draft Plan Bay Area 2040

Taking the Pulse of the Bay Area

Plan Bay Area 2040

A Snapshot of the Bay Area's "Vital Signs"

For 25 years, the Bay Area has seen steady population growth coupled with "boom-and-bust" jobs cycles. Population and employment are now at their highest levels ever. Over the past two-plus decades, home prices and list rents have fluctuated significantly and are now at or near record levels. Freeway congestion delay per commuter and weekday rail ridership are also currently at record levels.

Plan Bay Area 2040 addresses these challenges with a focus on urgent regional needs. The plan projects household and employment growth in the Bay Area over the next 24 years, provides a roadmap for accommodating expected growth and connects it all to a transportation investment strategy that strives to move the Bay Area toward regional goals for the environment, economy and social equity.

For more information and the latest data, go to vitalsigns.mtc.ca.gov.

Transportation

Investing in Our Future

Plan Bay Area 2040

Moving the Bay Area Forward

Strategic investments in the Bay Area's transportation system increase operating efficiencies, improve maintenance and modernize the existing system while supporting smart land use decisions throughout the region.

Plan Bay Area 2040 details a regional transportation investment strategy based on a projected \$303 billion in expected revenues from combined federal, state, regional and local sources over the next 24 years. What differentiates the Bay Area from other regions is the significant share of local and regional funding for transportation purposes. Approximately two-thirds of forecasted revenues are from dedicated local sales tax programs, bridge tolls and transit fares.

Combining Our Resources

\$303 billion
Year of Expenditure \$

Source: Metropolitan Transportation Commission, 2016.

Directing Our Revenues

Of the \$303 billion in expected revenues, 90% of available funds are directed to operate, maintain and modernize the existing transportation network. This leaves only 10% of funding for system expansion such as rail extensions or new highway lanes.

Transportation Major Projects of the Draft Plan

Plan Bay Area 2040

This map highlights major projects in the fiscally constrained Draft Plan Bay Area 2040, which only includes projects reasonably expected to be funded within the plan's timeframe.

Transportation Major Project Descriptions

Plan Bay Area 2040

The following major projects are included in the fiscally constrained Draft Plan, which only lists projects expected to be funded within the plan's timeframe.

1 SMART Extension to Windsor Extends Golden Gate Area Rapid Transit (GGRT) from the County Airport Station to Windsor.	2 SMART Extension to Lakeview Extends Golden Gate Area Rapid Transit (GGRT) from the County Airport Station to Lakeview.	3 Caltrain Downtown Extension Extends Caltrain from downtown San Francisco to the new Transbay Transit Center in downtown San Francisco.
4 vBART (Phase 1) Constructs a new commuter rail line (vBART) from the Redwood Bay Point Station to Millbrae. It will also include northbound service to both Pittsburg and Antioch.	5 Caltrain Electrification Upgrades the existing Caltrain line between San Francisco and San Jose from diesel to electric. It will also include additional service to San Francisco via the Airport and Jackson and other service frequencies.	6 High Speed Rail Implements the Bay Area segment of California High-Speed Rail, which will ultimately connect San Francisco to Los Angeles and Anaheim.
8 Embarcadero Streets Extension Extends San Francisco's Muni Rapid Transit service from Fisherman's Wharf to the Mission and Potrero Square.	9 Yerba Buena Light Rail Extension Extends Santa Clara Valley Light Rail from the City of Oakland to the City of Fremont (San Jose).	10 Capitol Expressway Light Rail Extension Extends Santa Clara Valley Light Rail from the City of Fremont to a new Transit Center in Fremont.
11 Van Ness Bus Rapid Transit (BRT) Implements a new bus rapid transit line along Van Ness Avenue in San Francisco.	12 Bay Area Rapid Transit (BART) Implements a new bus rapid transit line along the Bay Area Rapid Transit (BART) corridor in San Francisco.	13 Bay Area Rapid Transit (BART) Implements a new bus rapid transit line along the Bay Area Rapid Transit (BART) corridor in San Francisco.
14 San Pablo Avenue Bus Rapid Transit (BRT) Implements a new bus rapid transit line along San Pablo Avenue in San Francisco.	15 East Bay Bus Rapid Transit (BRT) Implements a new bus rapid transit line along the East Bay Rapid Transit (BART) corridor in Oakland.	16 El Cerrito East Bus Rapid Transit (BRT) Implements a new bus rapid transit line along El Cerrito East in Contra Costa County.
17 Sevens Creek Bus Rapid Transit (BRT) Implements a new bus rapid transit line along the Sevens Creek corridor in Contra Costa County.	18 BART Extension to Alameda Valley Extends BART to Alameda Valley, including stations in Hayward, Fremont, Alameda, and San Jose.	19 I-80/I-680/I-580 Interchange Improvements and Widening Improves interchange conditions on I-80 and I-680/I-580 by adding new lanes and widening existing lanes.
20 U.S. 101 Marin-Sonoma Narrows (Phase 2) Adds one new lane in each direction of U.S. 101 from Petaluma to Napa.	21 U.S. 101 and I-205 HOV lanes in San Francisco Convert existing limited traffic lanes on I-205 and I-205 within the city of San Francisco.	22 New Express Lanes Converts existing HOV lanes into express lanes, or carpools with two people, on the Bay Area, providing an alternative to driving in traffic.
23 Department San Francisco Congestion Pricing Implements a fee to enter downtown San Francisco peak hours to reduce congestion, improve transit service, and improve pedestrian and bicycle facilities.	24 Freight Inland Competition Pricing Implements a fee structure to encourage freight trucks to use inland competition pricing to reduce costs and improve service.	

Transportation Measuring Our Progress

Plan Bay Area 2040

Our booming economy and housing shortage has resulted in a disconnect between where people live and work, producing record levels of freeway congestion and crowding on transit systems like BART, Caltrain and San Francisco Muni.

These congestion and capacity challenges are already imposing costs on the Bay Area in terms of environmental impacts and lost time. These costs are likely to increase in the future without meaningful action to improve the balance between jobs and housing in the region.

For adopted goals and performance targets related to transportation, **Draft Plan Bay Area 2040** meets or makes progress on most adopted goals and performance targets.

Visit our staff at the Action Plan Station to learn more about how the next stage for Plan Bay Area 2040 will address aspects where the Draft Plan is **off trajectory**.

TARGET ACHIEVED	RIGHT DIRECTION	WRONG DIRECTION
Goods Movement and Congestion Reduction The Draft Plan reduces per-capita delay on the Regional Freight Network by 29 percent, exceeding the 20 percent target.	Transit Maintenance The Draft Plan reduces per-ride delay due to aged transit infrastructure by 75 percent but falls short of goal to eliminate delays.	Road Maintenance The Draft Plan moves in the wrong direction in eliminating extra operating and maintenance costs to motorists due to poor pavement conditions, projecting a six percent increase.
Climate Protection The Draft Plan exceeds target, reducing per-capita CO ₂ emissions by 16 percent by 2035.	Non-Auto Mode Shift The Draft Plan boosts non-auto mode share by three percent but falls short of 10 percentage point growth target.	

Why Adopt Draft Plan Bay Area 2040?

The expected performance of Draft Plan Bay Area 2040 initiatives along key measures remains significantly better than a potential "No Project" future without implementation of the plan's recommended land use and transportation strategies. In terms of transportation, a "No Project" alternative for the Bay Area would result in:

- Higher levels of per-capita CO₂ emissions
- More delays in the freight network
- Much higher levels of transportation operating and maintenance costs due to deteriorating transportation asset conditions

Transportation Your Impact on the Plan

Plan Bay Area 2040

We Heard You!

Residents had several opportunities to participate in the multi-year planning process.

Since 2015, MTC and ABAG have:

- Hosted 18 public open houses, two in each county, drawing over 1,050 residents.
- Conducted telephone surveys in English, Spanish and Cantonese of more than 2,000 registered voters in all nine Bay Area counties.
- Received 800 online surveys on transportation and housing preferences.
- Partnered with five community organizations working in low-income communities and communities of color.
- Hold three public hearings on development of the Draft Environmental Impact Report.

Based on your feedback, we made the following updates to the plan's transportation investments.

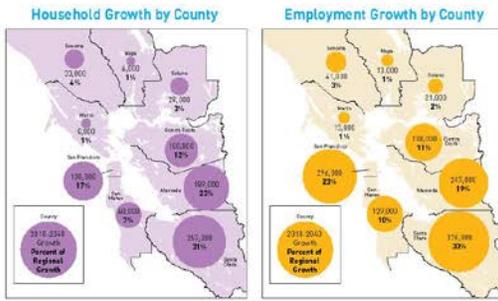
Improving Transit Capacity in Key Areas	We directed investments to relieve crowding and improve service by increasing transit capacity in core areas and identifying additional funding for transit maintenance.
Addressing Traffic by Improving the Flow of Freight	In heavily traveled freight corridors, we introduced new projects designed to ease traffic. Project sites include the Port of Oakland, the I-80/I-680/Route 12 interchange in Solano County and highway interchanges along I-880 and I-580.
Connecting Transportation to Smarter Land Use	We amended transportation grants to encourage local jurisdictions' adoption of land use policies that support Plan Bay Area 2040.

Concentrated Growth

The rapidly growing and changing economy, in addition to bringing new vitality and wealth, has created significant challenges: adequate and affordable housing for people of all income levels, displacement of long-time residents and a transportation system stretched past its limits.

- Draft Plan Bay Area 2040 includes policies that call for **concentrating population and employment growth** in the "Big 3" cities of San Jose, San Francisco and Oakland.
- By 2040, these "Big 3" cities and BaySide subregions will contain **72 percent of the Bay Area's total households and 77 percent of the region's total jobs**—a slightly higher concentration compared to 2010.
- The four largest counties—Santa Clara, San Francisco, Alameda and Contra Costa—will account for **83 percent of the Bay Area's total population**.
- The remaining five counties are projected to experience **modest growth** over the next 24 years.

Where Will Bay Area Residents Live and Work?



A key step in the Plan Bay Area 2040 planning process is taking stock of adopted housing and job targets and determining which ones are being achieved, which ones are moving in the right direction and which ones remain out of reach.

Draft Plan Bay Area 2040 meets adopted targets for open space and agricultural preservation but falls short on housing and affordability goals.

Visit our staff at the Action Plan Station to learn more about how the next stage for Plan Bay Area 2040 will address aspects where the Draft Plan is off trajectory.

TARGET ACHIEVED	RIGHT DIRECTION	WRONG DIRECTION
<p>Open Space and Agricultural Preservation</p> <p>The Draft Plan fully achieved its ambitious open space and agricultural preservation target in protecting thousands of acres of land from development.</p>	<p>Equitable Access: Affordable Housing</p> <p>The Draft Plan's land use policies increase the share of affordable housing in Priority Development Areas (PDAs), Transit Priority Areas (TPAs) and high opportunity areas by three percent but falls short of its 10 percent target.</p>	<p>Equitable Access: Displacement Risk</p> <p>Although the Draft Plan performs better than any other transportation and land use scenario previously evaluated for displacement risk, it still would result in elevated displacement risk levels compared to the year 2010.</p> <p>Equitable Access: Housing and Transportation Affordability</p> <p>The percentage of total income that low-income households spend on housing and transportation costs is projected to increase from 54 percent of household income in 2010 to 67 percent of household income in 2040. This 13 percent jump is off trajectory from the plan's goal of cutting this share by 10 percent.</p>

Why Adopt Draft Plan Bay Area 2040?

The expected performance of Draft Plan Bay Area 2040 initial key measures remains significantly better than a potential "No Project" future without implementation of the plan's recommended land use and transportation strategies. In terms of housing and employment, a "No Project" alternative for the Bay Area would result in:

- More loss of open space and agricultural lands
- Even greater levels of displacement risk
- Even higher housing and transportation costs

We Heard You!

Residents had several opportunities to participate in the multi-year planning process.

Since 2015, MTC and ABAG have:

- Hosted 18 public open houses, two in each county, drawing over 1,050 residents.
- Conducted telephone surveys in English, Spanish and Cantonese of more than 2,000 registered voters in all nine Bay Area counties.
- Received 800 online surveys on transportation and housing preferences.
- Partnered with five community organizations working in low-income communities and communities of color.
- Held three public hearings on development of the Draft Environmental Impact Report.



Based on your feedback, we took the following steps:

Introduced Displacement Risk Target	We incorporated a specific target to prevent an increase in displacement risk over the lifespan of the plan. While the Draft Plan ultimately did not meet this ambitious target, it results in the least significant growth in displacement risk of any scenario evaluated.
Hosted the "Calling the Bay Area Home: Tackling the Housing Affordability and Displacement Challenge" Forum	We brought together more than 300 Bay Area residents, social justice advocates, developers, local elected officials, and regional transportation and land use planning agencies to facilitate key conversations in addressing the affordable housing crisis.
Adjusted Land Use Policy Assumptions	Between the draft and final Preferred Scenario in late 2016, we updated land use policy assumptions based on feedback from local cities. The policy assumptions are critical as they help form the basis of the proposed land use pattern.

The Bay Area's housing and transportation crisis reflects years of robust job growth and an acute failure to keep pace with the region's housing needs, especially in areas with rapid job growth. Draft Plan Bay Area 2040 includes an "Action Plan," which focuses on the performance targets where Draft Plan Bay Area 2040 is moving in the wrong direction and addresses issues that require proactive regional solutions.

MTC and ABAG, in collaboration with city and county agencies, will implement policies in the Action Plan that address the following:

<p>Housing</p> <ul style="list-style-type: none"> ✓ Lower the share of income spent on housing and transportation costs ✓ Decrease displacement risk ✓ Increase available affordable housing
<p>Economic Development</p> <ul style="list-style-type: none"> ✓ Improve access to jobs ✓ Increase middle-wage job creation ✓ Maintain infrastructure ✓ Support the region's culture of innovation
<p>Resiliency</p> <ul style="list-style-type: none"> ✓ Enhance climate protection efforts ✓ Strengthen open space protections ✓ Create healthy and safe communities ✓ Protect communities against natural hazards

The Action Plan recommends strengthening and expanding existing regional initiatives and pursuing more ambitious policy solutions on the state, regional and local levels. MTC, ABAG and our partners are committed to partnering with local governments, business leaders and non-governmental organizations to identify and implement game-changing ideas that resolve these important issues.

We also want to hear from you!

Action Plan
Taking Action on Housing

Plan Bay Area 2040

Regional agencies lack the tools, resources and authority to directly address issues of housing production, affordability and displacement. The Action Plan outlines strategies that rely on continued partnerships with cities and counties to pursue more ambitious policy solutions at the state, regional, and local levels.

Proposed Housing Actions	Timeframe
Advance funding and legislative solutions for housing generated by CASA, a newly created multi-sector blue-ribbon committee, in coordination with ABAG's Regional Planning Committee.	2 years
Continue recent housing successes based on the One Bay Area Grant (OBAG) model to align funding priorities with housing performance and expand direct investment in affordable housing.	4 years
Spur housing production at all income levels and invest directly in affordable housing potentially through transportation funding sources, including planning grants, and new regional revenues for housing; continue to evaluate Priority Development Area performance.	2-4 years
Prioritize long-range transportation projects that support more housing by measuring how proposed projects perform in supporting housing goals.	4 years
Strengthen housing policy leadership by expanding technical assistance for local jurisdictions, including guidance on implementing state housing law and best practices for housing preservation and community stabilization.	2 years
Close data gaps for housing by continuing to collect, analyze and disseminate information about housing opportunity sites, zoning, development trends and policy actions taken by local governments.	1-4 years

Action Plan
Add Your Ideas For Housing

Plan Bay Area 2040

We Want to Hear From You!

What ideas are we missing?
What ideas do you have to improve the Bay Area's housing crisis?

Add your ideas on Post-it notes here.

Action Plan
Taking Action on Economic Development

Plan Bay Area 2040

Creating a more affordable region also requires a Bay Area economy with greater economic opportunity and mobility for all the region's residents and jurisdictions. The Action Plan recommends expanding regional economic development while also increasing middle-wage jobs, preserving infrastructure and increasing affordable transportation access to job centers.

Proposed Economic Development Actions	Timeframe
Coordinate regional economic solutions and increase funding for economic development by creating a new Bay Area Economic Development District and implementing the Comprehensive Economic Development Strategy.	1-2 years
Strengthen middle-wage job career paths for goods movement by implementing recommendations in the Megaregional Goods Movement Cluster Study.	1-4 years
Increase transportation access to growing job centers via capital improvements recommended in the Core Capacity Transit Study, advancement of planning for a second Transit Tube for BART and continued evaluation of options for reducing transportation costs for lower-wage workers.	2-4 years
Preserve existing infrastructure by advocating for and securing new revenue for transportation, continue focusing on "fix it first" investments.	1 year
Preserve and enhance industrial lands through designating new Priority Production Areas to encourage local jurisdictions to plan for space needed for manufacturing, distribution and repair.	2-4 years

Action Plan
Add Your Ideas For Economic Development

Plan Bay Area 2040

We Want to Hear From You!

What ideas are we missing?
What ideas do you have to improve economic development for the Bay Area?

Add your ideas on Post-it notes here.

Action Plan
Taking Action on Climate Resiliency

Plan BayArea 2040

In response to emerging and increasingly pressing threats—from sea level rise and flooding to major earthquakes—facing Bay Area communities, ecosystems and economies, the Action Plan recommends expanding existing efforts and developing creative funding solutions to implement resiliency projects.

What is Resiliency?
Resilient communities are adaptable, with the ability to bounce back stronger after a disaster. Being resilient means combining aspects of environmental sustainability, hazard mitigation, economic strength, risk management, emergency preparedness and strong social connections to build a better community, with or without a disaster.

Proposed Climate Resiliency Actions

	Timeframe
Develop a regional governance strategy so we have a framework for managing and coordinating projects that address sea level rise.	2-4 years
Provide stronger policy leadership and guidance on resilient housing policies for earthquake, flooding and fire. Strengthen infrastructure lifelines to ensure services can be provided under a variety of conditions.	1-4 years
Create new funding sources for climate change adaptation and resilience to retrofit existing infrastructure and protect against flooding, earthquakes and environmental hazards.	1-4 years
Establish a resilience technical team to share best practices and grant opportunities for climate adaptation and natural hazard mitigation. Integrate resilience planning into Priority Development Areas.	1-2 years
Expand the Bay Area's natural infrastructure by preserving and expanding natural features that reduce flood risk, strengthen biodiversity, enhance air quality and improve access to public space.	1-4 years
Establish an advanced mitigation program to strengthen conservation efforts by coordinating multiple infrastructure projects in advance of project approval.	1-4 years

Action Plan
Add Your Ideas For Resiliency

Plan BayArea 2040

We Want to Hear From You!

**What ideas are we missing?
What ideas do you have to promote resiliency within the Bay Area?**

Add your ideas on Post-it notes here.