



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

Meeting Agenda

Joint MTC Planning Committee with the ABAG Administrative Committee

Friday, June 9, 2017

9:40 AM

Board Room - 1st Floor

This meeting is scheduled to be webcast live on the Metropolitan Transportation Commission's Web site: <http://mtc.ca.gov/whats-happening/meetings> and will take place at 9:40 a.m. or immediately following the 9:35 Operations Committee meeting.

1. Roll Call / Confirm Quorum

Quorum: A quorum of this committee shall be a majority of its regular voting members (4).

2. ABAG Compensation Announcement - Clerk of the Board

3. ABAG Administrative Committee Approval of Summary Minutes

3a. [17-2576](#) ABAG - Minutes of the May 12, 2017 Meeting

Action: ABAG Administrative Committee Approval

Attachments: [3a_AC Minutes 20170512 Draft.pdf](#)

4. Consent Calendar

4a. [17-2577](#) MTC - Minutes of the May 12, 2017 Meetings

Action: MTC Planning Committee Approval

Attachments: [4a_Joint MTG_Minutes_May 12 2017.pdf](#)

5. Approval

- 5a. [17-2536](#) MTC Resolution No. 4290 - Regional Advance Mitigation Planning (RAMP) Program
- Update on the RAMP Program efforts and proposed adoption of RAMP as the preferred mitigation strategy for the Bay Area.
- Action:** Commission Approval
- Presenter:** Kenneth Kao, MTC
- Attachments:** [5a MTC Res. No. 4290.pdf](#)
[5a Handout BIA Letter MTC Planning Committee June 5 2017 RAMP.pdf](#)
[5a highlighted tmp-4290.pdf](#)
[5a Handout-PPT_RAMP 20170609.pdf](#)
- 5b. [17-2578](#) MTC Resolution No. 4295 - Federal Performance Target-Setting Requirements
- Overview of the federal performance target-setting requirements in MAP-21 and the FAST Act and will request authority to set future federal short-range targets to comply with statutory deadlines.
- Action:** Commission Approval
- Presenter:** David Vautin and Shruti Hari, MTC
- Attachments:** [5b MTC Res. No. 4295.pdf](#)

6. Information

- 6a. [17-2579](#) Draft Plan Bay Area 2040: Summary of Public Input
- Summary of comments from open houses, public hearings, and outreach to community-based organizations
- Action:** Information
- Presenter:** Ursula Vogler, MTC and Duane Bay, ABAG
- Attachments:** [6a Draft PBA 2040 Summary of Public Input.pdf](#)

7. Public Comment / Other Business

8. Adjournment / Next Meeting

The next meeting of the Planning Committee will be July 14, 2017, 9:30 a.m. at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA.

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

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

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

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

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

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

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

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



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 17-2576 **Version:** 1 **Name:**

Type: Minutes **Status:** Informational

File created: 5/2/2017 **In control:** Joint MTC Planning Committee with the ABAG Administrative Committee

On agenda: 6/9/2017 **Final action:**

Title: ABAG - Minutes of the May 12, 2017 Meeting

Sponsors:

Indexes:

Code sections:

Attachments: [3a AC Minutes 20170512 Draft.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
ABAG - Minutes of the May 12, 2017 Meeting

Recommended Action:
ABAG Administrative Committee Approval

Attachments

SUMMARY MINUTES (DRAFT)

ABAG Administrative Committee Special Meeting
Friday, May 12, 2017
Bay Area Metro Center
Yerba Buena Conference Room
375 Beale Street
San Francisco, California

1. CALL TO ORDER / ROLL CALL / CONFIRM QUORUM

ABAG President and Committee Chair Julie Pierce, Councilmember, City of Clayton, called the meeting of the Administrative Committee of the Association of Bay Area Governments to order at about 11:02 a.m.

A quorum of the Committee was present at about 11:02 a.m.

The Committee met jointly with the Planning Committee of the Metropolitan Transportation Commission.

Members Present

Julie Pierce, Councilmember, City of Clayton—Chair
Cindy Chavez, Supervisor, County of Santa Clara [arrived at about 11:26 a.m.]
David Cortese, Supervisor, County of Santa Clara—Ex officio [arrived at about 11:26 a.m.]
Pat Eklund, Councilmember, City of Novato
Pradeep Gupta, Mayor, City of South San Francisco
Scott Haggerty, Supervisor, County of Alameda
Raul Peralez, Councilmember, City of San Jose
Greg Scharff, Mayor, City of Palo Alto [arrived at about 10:01 a.m.]

Members Absent

Karen Mltchoff, Supervisor, County of Contra Costa
David Rabbitt, Supervisor, County of Sonoma—Vice Chair

Staff Present

Brad Paul, ABAG Acting Executive Director
Kenneth Moy, ABAG Legal Counsel
Miriam Chion, ABAG Planning and Research Director

2. ABAG COMPENSATION ANNOUNCEMENT

Fred Castro, Clerk of the Board, made the compensation announcement.

The ABAG Administrative Committee next took up Item 4.A.

3. APPROVAL OF ABAG ADMINISTRATIVE COMMITTEE SUMMARY MINUTES OF MEETING ON APRIL 24, 2017

Chair Pierce recognized a motion by Greg Scharff, Mayor, City of Palo Alto, which was seconded by Pradeep Gupta, Mayor, City of South San Francisco, to approve the Administrative Committee summary minutes of the meeting on April 14, 2017.

The ayes were: Pierce, Chavez, Eklund, Gupta, Haggerty, Peralez, Scharff.

The nays were: None.

The abstentions were: None.

The absences were: Cortese, Mitchoff, Rabbitt.

The motion passed.

4. MTC CONSENT CALENDAR

A. Approval of MTC Planning Committee Summary Minutes of Meetings on April 14, 2017

The MTC Planning Committee approved its summary minutes of meetings on April 14, 2017.

5. REPORT ON PLAN BAY AREA 2040

A. Public Hearing on the Draft Plan Bay Area 2040

The MTC Planning Committee and ABAG Administrative Committee conducted a public hearing to receive oral comments on the Draft Plan Bay Area 2040.

Ken Kirkey, MTC Planning Director, reported on the Draft Plan Bay Area 2040.

Two additional public hearings are scheduled for Tuesday, May 16, 2017 from 6 p.m. to 8 p.m. in San Jose and Thursday, May 18, 2017 from 6 p.m. to 8 p.m. in Vallejo (see PlanBayArea.org for complete details, including meeting locations).

The public hearing began at about 11:14 a.m.

The following individuals gave public comment: David Zisser, Public Advocates; Stevi Dawson, 6 WINS and East Bay Housing Organization; Matt Vander Sluis, Greenbelt Alliance; Pedro Galvao, Non-Profit Housing Association of Northern California; Jack Fleck, 350 Bay Area; Mark Roest, SeaWave Battery, Inc., Green Fleets Group, and Design Earth; Theresa Hardy, Sierra Club; and Peter Cohen, San Francisco Council of Community Housing Organizations.

The public hearing ended at about 11:36 a.m.

Members discussed the public hearing schedule; data source used for income; housing action plan and Committee for Sustainable and Affordable Accommodations; regional government collaboration with local government and private sector; housing trust fund; general plan and housing element.

B. Public Hearing on the Draft Environmental Impact Report for Plan Bay Area 2040

The MTC Planning Committee and ABAG Administrative Committee conducted a public hearing to receive oral comments on the Draft Environmental Impact Report for Plan Bay Area 2040

Ken Kirkey, MTC Planning Director, and Heidi Tschudin, Tschudin Consulting Group, reported on the Draft Environmental Impact Report for Plan Bay Area 2040.

Two additional public hearings are scheduled for Tuesday, May 16, 2017 from 6 p.m. to 8 p.m. in San Jose and Thursday, May 18, 2017 from 6 p.m. to 8 p.m. in Vallejo (see PlanBayArea.org for complete details, including meeting locations).

The public hearing began at about 12:12 p.m.

The following individuals gave public comment: Bill Martin; Matt Vander Sluis, Greenbelt Alliance; and David Zisser, Public Advocates.

The public hearing ended at about 12:19 p.m.

Members discussed distribution of Priority Development Areas and Transit Priority Areas by County; buildable acreage; high density; and water authority and use.

6. PUBLIC COMMENT / OTHER BUSINESS

The following individuals gave public comment on items not on the agenda; Edward Mason; Ken Bukowski.

7. MTC PLANNING COMMITTEE ADJOURNMENT

The MTC Planning Committee meeting adjourned at about 12:22 p.m.

The ABAG Administrative Committee entered into Closed Session at about 12:30 p.m.

8. ABAG ADMINISTRATIVE COMMITTEE CLOSED SESSION

PUBLIC EMPLOYEE RELEASE

9. ABAG ADMINISTRATIVE COMMITTEE CLOSED SESSION

CONFERENCE WITH LABOR NEGOTIATORS

Agency designated representatives: Brad Paul, Acting Executive Director; Kenneth Moy, Legal Counsel; Courtney Ruby, Finance and Administrative Services Director; Marti Paschal, Interim Assistant Director of Administrative Services

Employee organization: SEIU Local 1021

The ABAG Administrative Committee returned to Open Session at about 12:47 p.m.

Chair Pierce reported that direction was given to staff and that there was no other reportable action out of Closed Session.

10. ABAG ADMINISTRATIVE COMMITTEE ADJOURNMENT / NEXT MEETING

Chair Pierce adjourned the meeting at about 12:47 p.m.

The next joint meeting of the ABAG Administrative Committee and MTC Planning Committee will be announced.

Submitted:

/s/ Brad Paul, Acting Secretary-Treasurer

Date Submitted: June 6, 2017

Date Approved:

Agenda Item 3a

Summary Minutes (Draft)

ABAG Administrative Committee Special Meeting

Friday, May 12, 2017

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*For information, contact Fred Castro, Clerk of the Board, at (415) 820 7913 or
FredC@abag.ca.gov.*



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 17-2577 **Version:** 1 **Name:**

Type: Minutes **Status:** Consent

File created: 5/2/2017 **In control:** Joint MTC Planning Committee with the ABAG Administrative Committee

On agenda: 6/9/2017 **Final action:**

Title: MTC - Minutes of the May 12, 2017 Meetings

Sponsors:

Indexes:

Code sections:

Attachments: [4a Joint MTG Minutes May 12 2017.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
MTC - Minutes of the May 12, 2017 Meetings

Recommended Action:
MTC Planning Committee Approval

Attachments



Meeting Minutes - Draft

Joint MTC Planning Committee with the ABAG Administrative Committee

Friday, May 12, 2017

9:40 AM

Board Room - 1st Floor

1. Roll Call / Confirm Quorum

Present: 8 - Chair Spring, Vice Chair Halsted, Commissioner Aguirre, Commissioner Connolly, Commissioner Haggerty, Commissioner Liccardo, Commissioner Pierce and Commissioner Cortese

Non-Voting Members Present: Commissioner Azumbrado and Commissioner Giacopini

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

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

ABAG Administrative Committee Members Present: Chavez, Cortese, Eklund, Gupta, Haggerty, Peralez, Pierce, and Scharff.

2. ABAG Compensation Announcement - Clerk of the Board

3. ABAG Administrative Committee Approval of Summary Minutes

3a. [17-2482](#) ABAG - Minutes of the April 14, 2017 Meeting

Action: ABAG Administrative Committee Approval

Attachments: [3a_AC Minutes 20170414 Draft.pdf](#)

4. Consent Calendar

Approval of the Consent Calendar

Upon the motion by Vice Chair Halsted and second by Commissioner Aguirre, the Consent Calendar was approved by the following vote:

Aye: 8 - Chair Spering, Vice Chair Halsted, Commissioner Aguirre, Commissioner Connolly, Commissioner Haggerty, Commissioner Liccardo, Commissioner Pierce and Commissioner Cortese

4a. [17-2483](#) MTC - Minutes of the April 14, 2017 Meetings

Action: MTC Planning Committee Approval

Attachments: [4ai_MTC_PLNG_Minutes_Apr_14_2017.pdf](#)
[4aii_Joint_MTG_Minutes_Apr_14_2017.pdf](#)

5. Information

5a. [17-2511](#) Public Hearing on the Draft Plan Bay Area 2040

The MTC Planning and ABAG Administrative committees will conduct a public hearing to receive oral comments on the Draft Plan Bay Area 2040. Two additional public hearings are scheduled for Tuesday, May 16, 2017 from 6 p.m. to 8 p.m. in San Jose and Thursday, May 18, 2017 from 6 p.m. to 8 p.m. in Vallejo (see PlanBayArea.org for complete details, including meeting locations).

Action: Information

Presenter: Ken Kirkey, MTC

Attachments: [5a_Public_Hearing-Draft_PBA2040.pdf](#)
[5a_HANDOUT_Letter_on_PBA_Action_Plan_6WinsNPHGA7.pdf](#)
[5a_Handout_Rec.during_MTG_Letter_on_PBA_Action_Plan_Jack_Fleck.pdf](#)

The following individuals spoke on this item:

Bill Martin;

David Zisser of Public Advocates;

Stevi Dawson of 6 WINS and East Bay Housing Organization;

Matt Vander Sluis of Greenbelt Alliance;

Pedro Galvao of Non-Profit Housing Association of Northern California;

Jack Fleck of 350 Bay Area;

Mark Roest of SeaWave Battery, Inc., Green Fleets Group, and Design Earth;

Theresa Hardy of the Sierra Club; and

Peter Cohen of the San Francisco Council of Community Housing Organizations.

- 5b. [17-2512](#) Public Hearing on the Draft Environmental Impact Report for Plan Bay Area 2040

The MTC Planning and ABAG Administrative committees will conduct a public hearing to receive oral comments on the Draft Environmental Impact Report. Two additional public hearings are scheduled for Tuesday, May 16, 2017 from 6 p.m. to 8 p.m. in San Jose and Thursday, May 18, 2017 from 6 p.m. to 8 p.m. in Vallejo (see PlanBayArea.org for complete details, including meeting locations).

Action: Information

Presenter: Heidi Tschudin, Tschudin Consulting Group

Attachments: [5b_Public_Hearing-Draft_EIR-PBA2040.pdf](#)

The following individuals spoke on this item:

Bill Martin;

Matt Vander Sluis of Greenbelt Alliance; and

David Zisser of Public Advocates.

6. Public Comment / Other Business

Edward Mason was called to speak.

Ken Bukowski was called to speak.

7. Adjournment / Next Meeting

The next meeting of the Planning Committee will be June 9, 2017, 9:30 a.m. at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 17-2536 **Version:** 1 **Name:**

Type: Resolution **Status:** Commission Approval

File created: 4/18/2017 **In control:** Joint MTC Planning Committee with the ABAG Administrative Committee

On agenda: 6/9/2017 **Final action:**

Title: MTC Resolution No. 4290 - Regional Advance Mitigation Planning (RAMP) Program

Update on the RAMP Program efforts and proposed adoption of RAMP as the preferred mitigation strategy for the Bay Area.

Sponsors:

Indexes:

Code sections:

- Attachments:** [5a MTC Res. No. 4290.pdf](#)
[5a Handout BIA Letter MTC Planning Committee June 5 2017 RAMP.pdf](#)
[5a highlighted tmp-4290.pdf](#)
[5a Handout-PPT RAMP 20170609.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 4290 - Regional Advance Mitigation Planning (RAMP) Program

Update on the RAMP Program efforts and proposed adoption of RAMP as the preferred mitigation strategy for the Bay Area.

Presenter:

Kenneth Kao, MTC

Recommended Action:

Commission Approval

Attachments



METROPOLITAN
TRANSPORTATION
COMMISSION

Agenda Item 5a
Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105
TEL 415.778.6700
WEB www.mtc.ca.gov

Memorandum

TO: Planning Committee

DATE: June 2, 2017

FR: Executive Director

W.I. 1515

RE: MTC Resolution No. 4290 - Regional Advance Mitigation Planning (RAMP) Program

Background

Most large transportation projects require environmental mitigation as prescribed in each project's environmental document. These mitigation measures may include purchasing land or retaining land rights for certain affected species or activities. In the Bay Area, mitigation activities occur on a per-project basis, with each project individually satisfying its own mitigation purchase requirements. This may lead to increased project costs and a higher level of effort, with less environmental benefit because this piecemeal approach is not coordinated with other projects that may have the same or similar mitigation requirements.

Regional Advance Mitigation Planning (RAMP) is a mechanism by which transportation agencies can plan comprehensively for projects, reduce project costs, and accelerate project delivery, while achieving significant conservation benefits. Two years ago, following approval of Plan Bay Area, MTC and the Bay Area Program of the State Coastal Conservancy (SCC) sponsored an effort to consider the feasibility of a RAMP program in the Bay Area. This memo discusses the progress on RAMP and recommended next steps.

Development and Engagement

In 2015, MTC staff worked with staff from the Nature Conservancy (TNC) and SCC (the "RAMP Team") to form a Technical Advisory Committee (TAC). The TAC included state and federal regulatory agencies, three Congestion Management Agency's (Contra Costa Transportation Authority (CCTA), Solano Transportation Authority (STA), and Santa Clara Valley Transportation Authority (VTA)) and the two approved habitat conservancies in the region. The RAMP team used the TAC to set the vision and goals, develop the tools and receive feedback on the framework. The team also formed a Stakeholder Advisors group consisting of regional organizations representing conservation, business, transportation and mitigation experts to provide advice and guidance on the direction of the program and to serve as a sounding board on ideas.

Framework and Pilots

Last Fall, the Governor signed AB 2087 into law, which enables advance mitigation through approval of a new tool called a Regional Conservation Investment Strategy (RCIS). Entities that invest in conservation actions consistent with an approved RCIS will be able to receive assurances through a Mitigation Credit Agreement with California Department of Fish and Wildlife for advance mitigation. In other words, agencies that participate in RAMP by investing in a "conservation bank" will receive mitigation credit for their project; the "bank" will then use the investment to purchase or improve environmentally valuable properties in a more coordinated and strategic fashion, for instance focusing on wildlife corridors or watersheds in their entirety, rather than piecemeal.

Thanks to funding from the Bechtel Foundation, the team is testing the RCIS concept with two pilots in Santa Clara County and the East Bay (Contra Costa and Alameda counties). Both areas expressed interest given the recently-approved sales tax measures in Alameda and Santa Clara Counties. Voters approved VTA's measure and VTA is working with partners on an advance mitigation plan specific to the county. As the Contra Costa Sales tax measure failed last November, funding for RAMP is not readily available there, but CCTA remains engaged on the East Bay pilot.

Funding

The RAMP team examined a number of options for establishing RAMP in the Bay Area. A self-sustaining funding arrangement is the preferred funding mechanism, where the RAMP account is funded through initial start-up. The program would purchase mitigation land/credits based on expected impacts from projects in the regional transportation plan. Once those projects complete the environmental process and identify mitigation values, the project would purchase the advance mitigation. Proceeds would then be re-deposited into the account to purchase further mitigation land/credits.

While the RAMP team has not yet identified a fund source for the initial start up, potential sources include local sales taxes, future State Transportation Improvement Program (STIP) funds, new transportation revenues, and statewide Advance Mitigation Program funds authorized by Senate Bill 1 (SB 1). The SB 1 funds are currently limited to Caltrans projects, though further enabling legislation may allow participation from regional programs.

Recommendations

MTC staff believes that a RAMP Program for the Bay Area will improve how projects are delivered, produce cost savings through mitigation efficiencies and improve environmental benefits. As part of the development of *Plan Bay Area 2040* (PBA2040), staff incorporated RAMP into the Environmental Impact Report and propose it as a resilience action in the Draft PBA2040. Furthering the region's commitment, staff recommends the following actions:

- Adopt RAMP as the preferred mitigation strategy for the Bay Area, through the adoption of Plan Bay Area 2040 and MTC Resolution No. 4290;
- Direct staff to develop RAMP pilots, and engage with Caltrans, State Coastal Conservancy, and other partners on implementation strategies;
- Direct staff to examine funding options for a self-sustaining fund and to fund reasonable costs associated with implementation, conditioned on further Commission authorization and approval of future agency budgets or other processes; and
- Report back to the Planning Committee in 2018 on the status of the RAMP pilots and implementation.

Adopting RAMP as the preferred strategy does not preclude the use of other mitigation strategies where required or appropriate, particularly as RAMP is being developed.



Steve Heminger

Attachment:

- MTC Resolution No. 4290

SH:kk

J:\COMMITTEE\Planning Committee\2017\06_PLNG_June 2017\5a_RAMP_Res-4290.docx

Date: June 28, 2017
W.I.: 1515
Referred by: Planning

ABSTRACT

Resolution No. 4290

This resolution establishes the Regional Advance Mitigation Planning (RAMP) Program as the region's preferred mitigation strategy.

Discussion of this resolution is contained in the Executive Director's Memorandum to the Planning Committee dated June 2, 2017.

The resolution includes the following attachment:

Attachment A – Regional Advance Mitigation Planning (RAMP) Program List

Date: June 28, 2017
W.I.: 1515
Referred by: Planning

RE: Regional Advance Mitigation Planning (RAMP) Program as MTC's Preferred Mitigation Strategy

METROPOLITAN TRANSPORTATION COMMISSION

Resolution No. 4290

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

WHEREAS, MTC has adopted and periodically revises, pursuant to Government Code Sections 66508 and 65080, a Regional Transportation Plan (RTP); and

WHEREAS, MTC, with the State Coastal Conservancy, formed a Technical Advisory Committee comprised of regulatory agencies and other stakeholders to examine the viability and framework for a Regional Advance Mitigation Planning (RAMP) Program; and

WHEREAS, the State of California enacted Assembly Bill 2087 (Statutes of 2016) into law, enabling advance mitigation through approval of Regional Conservation Investment Strategies (RCISs) with the California Department of Fish and Wildlife; and

WHEREAS, the State of California enacted Senate Bill 1 (Statutes of 2017) into law, setting aside \$120 million over four years to establish an Advance Mitigation Program administered by the California Department of Transportation; and

WHEREAS, MTC finds that the RAMP Program enables an efficient use of funding and will promote better project delivery and mitigation of project impacts identified in each project's environmental document; now, therefore, be it

RESOLVED, that MTC adopts the Regional Advance Mitigation Planning (RAMP) Program as the preferred mitigation strategy for the Bay Area; and be it further

RESOLVED, that MTC supports the establishment of a self-sustaining fund to implement the RAMP Program, conditioned on further Commission authorization and approval; and be it further

RESOLVED, that MTC supports the advance mitigation efforts developed through Regional Conservation Investment Strategies (RCISs) with the California Department of Fish and Wildlife, as identified in Attachment A.

METROPOLITAN TRANSPORTATION COMMISSION

Jake Mackenzie, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California on June 28, 2017.

Attachment A
MTC Resolution No. 4290

MTC Res. No. 4290
Attachment A
Adopted: 06/28/17-C

Regional Advance Mitigation Planning (RAMP)
June 2017

Program List

Regional Advance Mitigation Planning (RAMP)	
Santa Clara County RAMP Pilot Program	Santa Clara County
East Bay RAMP Pilot Program	Alameda & Contra Costa Counties

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June 5, 2017

Hon. Jim Spering, Chair
MTC Planning Committee
Via email to kkirkey@mtc.ca.gov

Re: Agenda Item 5a: MTC Resolution No. 4290 (RAMP)—Request for Clarifying Amendments

Dear Chair Spering and Committee Members:

BIA|Bay Area appreciates the opportunity to comment on proposed Resolution 4290. We applaud the public policy goals underlying the proposed Resolution as identified in the June 2 staff report: “improve how projects are delivered, produce cost saving through mitigation efficiencies and improve environmental benefits.”

Because a properly structured RAMP program can advance these goals, we support MTC adopting RAMP as a preferred mitigation strategy. However, we believe that the Resolution as drafted is overbroad and respectfully suggest the language be amended to clarify that:

- RAMP is “a” preferred mitigation strategy rather than “the” preferred strategy. In light of the pilot status of RAMP, and the fact that the Regional Conservation Investment Strategies (RCISs) were only authorized in statute by AB 2087 last year, it is premature for MTC to declare RAMP “the” preferred mitigation strategy. We also note that even with respect to the CCTA pilot RAMP, there were significant differences between business/development and environmentalist stakeholders as to what “RAMP” means and how it should be structured in a transportation sales tax measure.
- The Resolution deals with transportation projects in the RTP. As drafted, the Resolution is not on its face limited with respect to type of project, planning document, or jurisdiction. Instead it broadly declares that RAMP is “the preferred mitigation strategy for the Bay Area.” We do not understand MTC’s intent to be so broad.
- Other types of mitigation are not precluded. Language in the staff report makes this point but the Resolution should also include this language.

We request that the Resolution be amended to make these clarifications as follows:

MTC Planning Committee
June 5, 2017
Page Two

RESOLVED, that MTC adopts the Regional Advance Mitigation Planning (RAMP) Program as ~~the~~ a preferred mitigation strategy for transportation projects in the Regional Transportation Plan Bay Area; and be it further

RESOLVED, that adopting RAMP as a preferred mitigation strategy does not require a transportation project to participate in a RAMP or a Regional Conservation Investment Strategy, nor does it preclude the use of other mitigation strategies; and be it further

Thank you,

A handwritten signature in black ink, appearing to read "Paul Campos". The signature is fluid and cursive, with the first name "Paul" being larger and more prominent than the last name "Campos".

Paul Campos
Sr. Vice President & General Counsel
pcampos@biabayarea.org

Date: June 28, 2017
W.I.: 1515
Referred by: Planning

ABSTRACT

Resolution No. 4290

This resolution establishes the Regional Advance Mitigation Planning (RAMP) Program as the region's preferred mitigation strategy.

Discussion of this resolution is contained in the Executive Director's Memorandum to the Planning Committee dated June 2, 2017.

The resolution includes the following attachment:

Attachment A – Regional Advance Mitigation Planning (RAMP) Program List

Date: June 28, 2017
W.I.: 1515
Referred by: Planning

RE: Regional Advance Mitigation Planning (RAMP) Program as MTC's Preferred Mitigation Strategy

METROPOLITAN TRANSPORTATION COMMISSION

Resolution No. 4290

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

WHEREAS, MTC has adopted and periodically revises, pursuant to Government Code Sections 66508 and 65080, a Regional Transportation Plan (RTP); and

WHEREAS, MTC, with the State Coastal Conservancy, formed a Technical Advisory Committee comprised of regulatory agencies and other stakeholders to examine the viability and framework for a Regional Advance Mitigation Planning (RAMP) Program; and

WHEREAS, the State of California enacted Assembly Bill 2087 (Statutes of 2016) into law, enabling advance mitigation through approval of Regional Conservation Investment Strategies (RCISs) with the California Department of Fish and Wildlife; and

WHEREAS, the State of California enacted Senate Bill 1 (Statutes of 2017) into law, setting aside \$120 million over four years to establish an Advance Mitigation Program administered by the California Department of Transportation; and

WHEREAS, MTC finds that the RAMP Program – which includes and will coordinate with other mitigation strategies such as Natural Community Conservation Plans (NCCPs), Habitat Conservation Plans (HCPs), and mitigation banking – enables an efficient use of funding and will promote better project delivery and mitigation of project impacts identified in each project's environmental document; now, therefore, be it

RESOLVED, that MTC adopts the Regional Advance Mitigation Planning (RAMP) Program as a preferred mitigation strategy for transportation projects in the Regional Transportation Plan/Sustainable Communities Strategy; and be it further

RESOLVED, that adopting RAMP as a preferred mitigation strategy does not require a transportation project to participate in a RAMP or RCIS, nor does it preclude the use of other mitigation strategies; and be it further

RESOLVED, that MTC supports the establishment of a self-sustaining fund to implement the RAMP Program, conditioned on further Commission authorization and approval; and be it further

RESOLVED, that MTC supports the advance mitigation efforts developed through Regional Conservation Investment Strategies (RCISs) with the California Department of Fish and Wildlife, as identified in Attachment A.

METROPOLITAN TRANSPORTATION COMMISSION

Jake Mackenzie, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California on June 28, 2017.

Attachment A
MTC Resolution No. 4290

MTC Res. No. 4290
Attachment A
Adopted: 06/28/17-C

Regional Advance Mitigation Planning (RAMP)
June 2017

Program List

Regional Advance Mitigation Planning (RAMP)	
Santa Clara County RAMP Pilot Program	Santa Clara County
East Bay RAMP Pilot Program	Alameda & Contra Costa Counties

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Bay Area Regional Advance Mitigation Planning



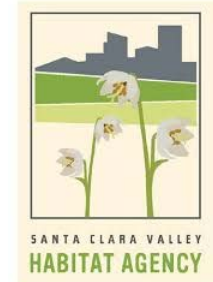
Joint MTC Planning Committee with the
ABAG Administrative Committee

June 9, 2017

Regional Advance Mitigation Planning

- **Goal:** Expedite project delivery and achieve meaningful conservation outcomes. Specifically, we aim to:
 - Save time
 - Save money
 - Improve project delivery and conservation outcomes
 - Encourage agency communication

Technical Advisory Committee



Aware and/or Advising



California Strategic Growth Council

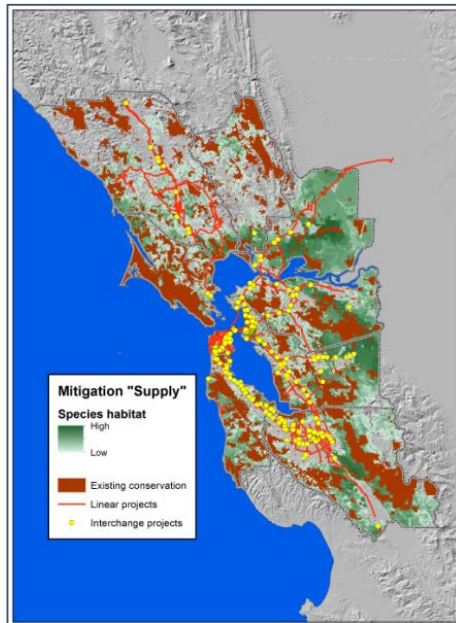


Stakeholder Advisors



RAMP Planning Methodology

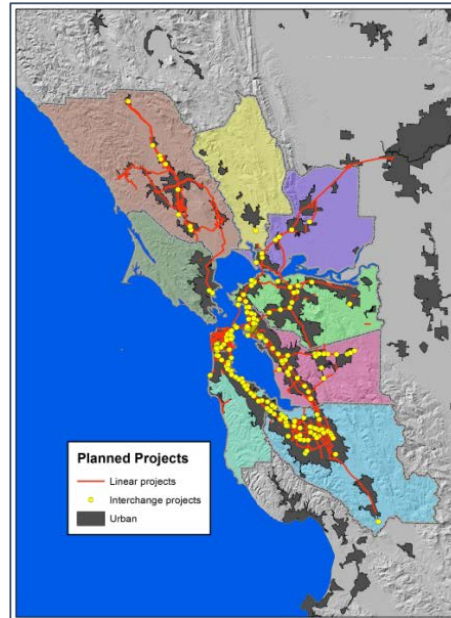
Identify Regional Conservation Values and Priorities



1



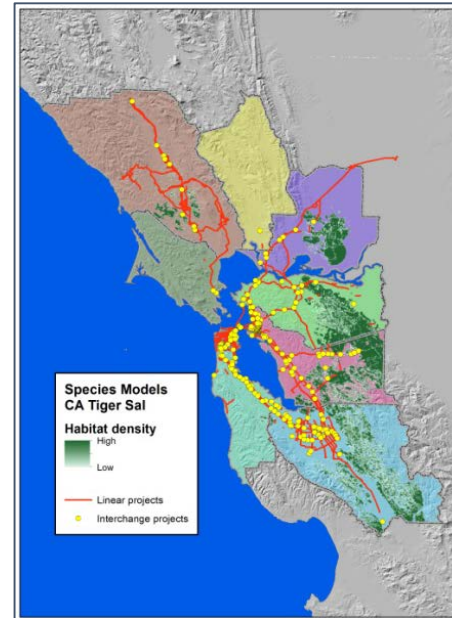
Identify Planned Transportation Projects



2



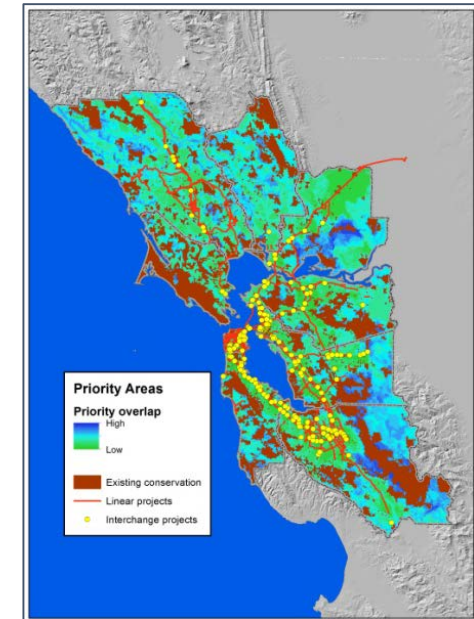
Estimate Potential Impacts and Mitigation Needs



3

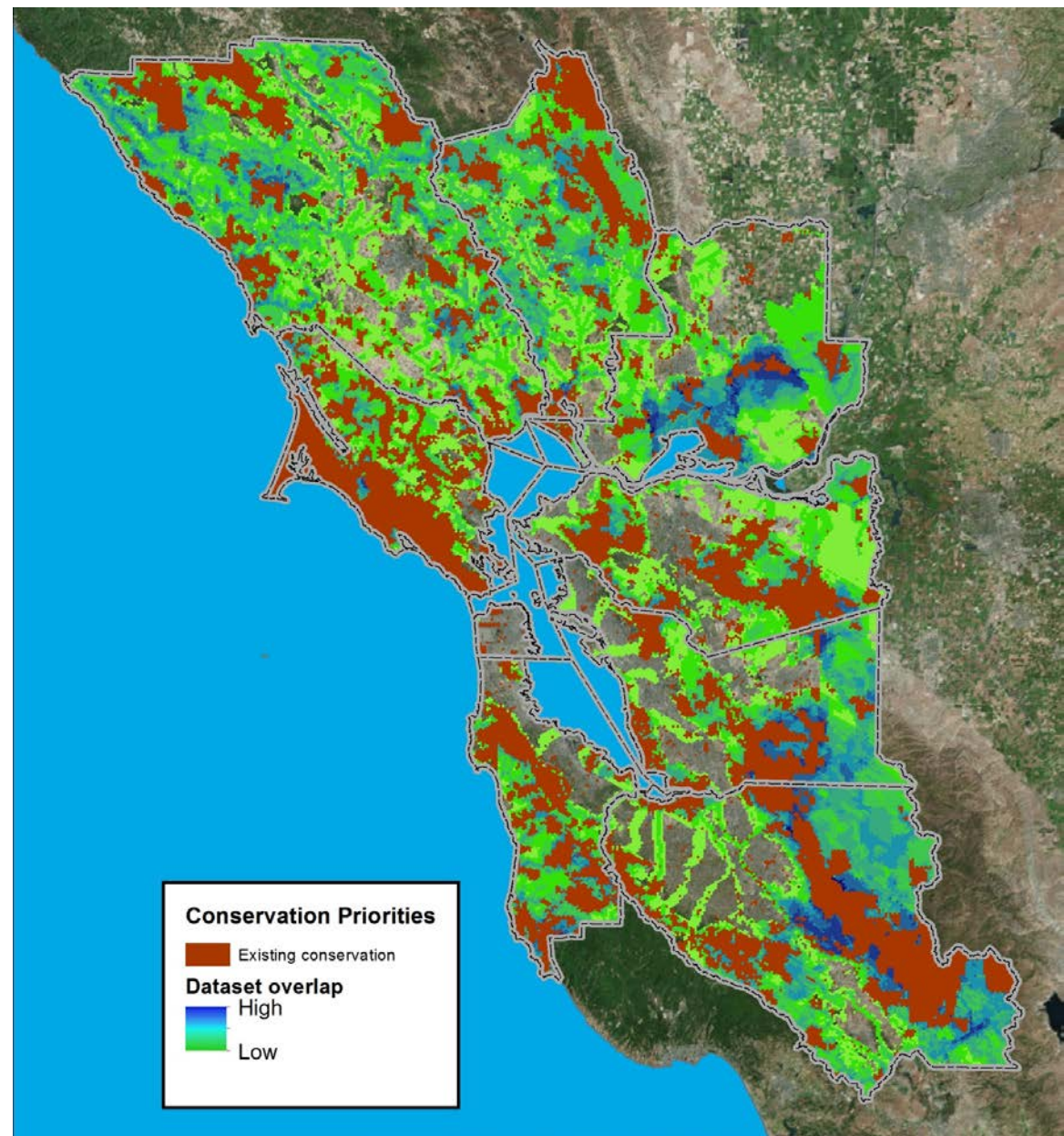


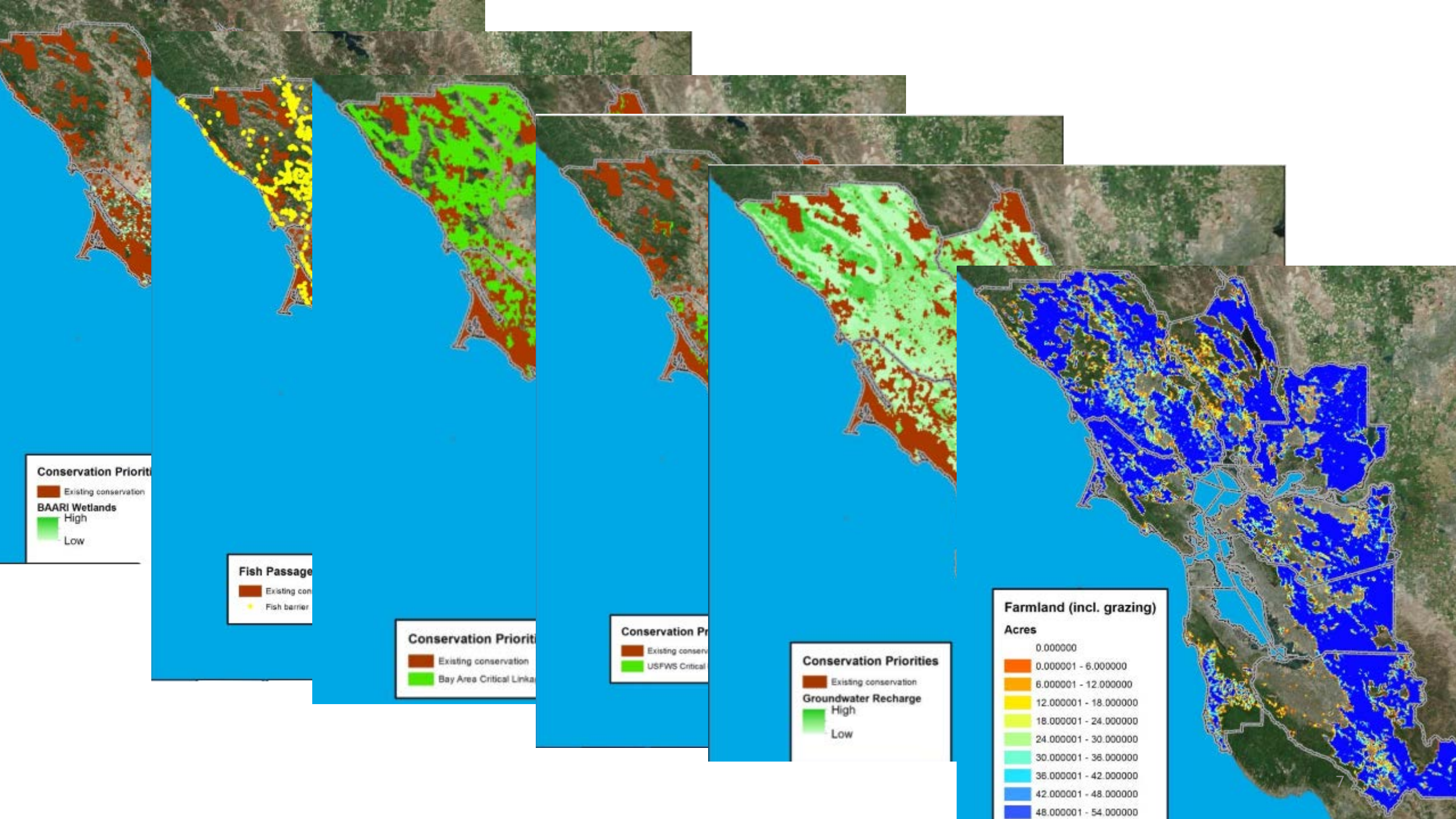
Select Appropriate Mitigation Sites



4

Conservation Assessment





Conservation Priorities

- Existing conservation
- BAARI Wetlands
- High
- Low

Fish Passage

- Existing conservation
- Fish barrier

Conservation Priorities

- Existing conservation
- Bay Area Critical Linkages

Conservation Priorities

- Existing conservation
- USFWS Critical

Conservation Priorities

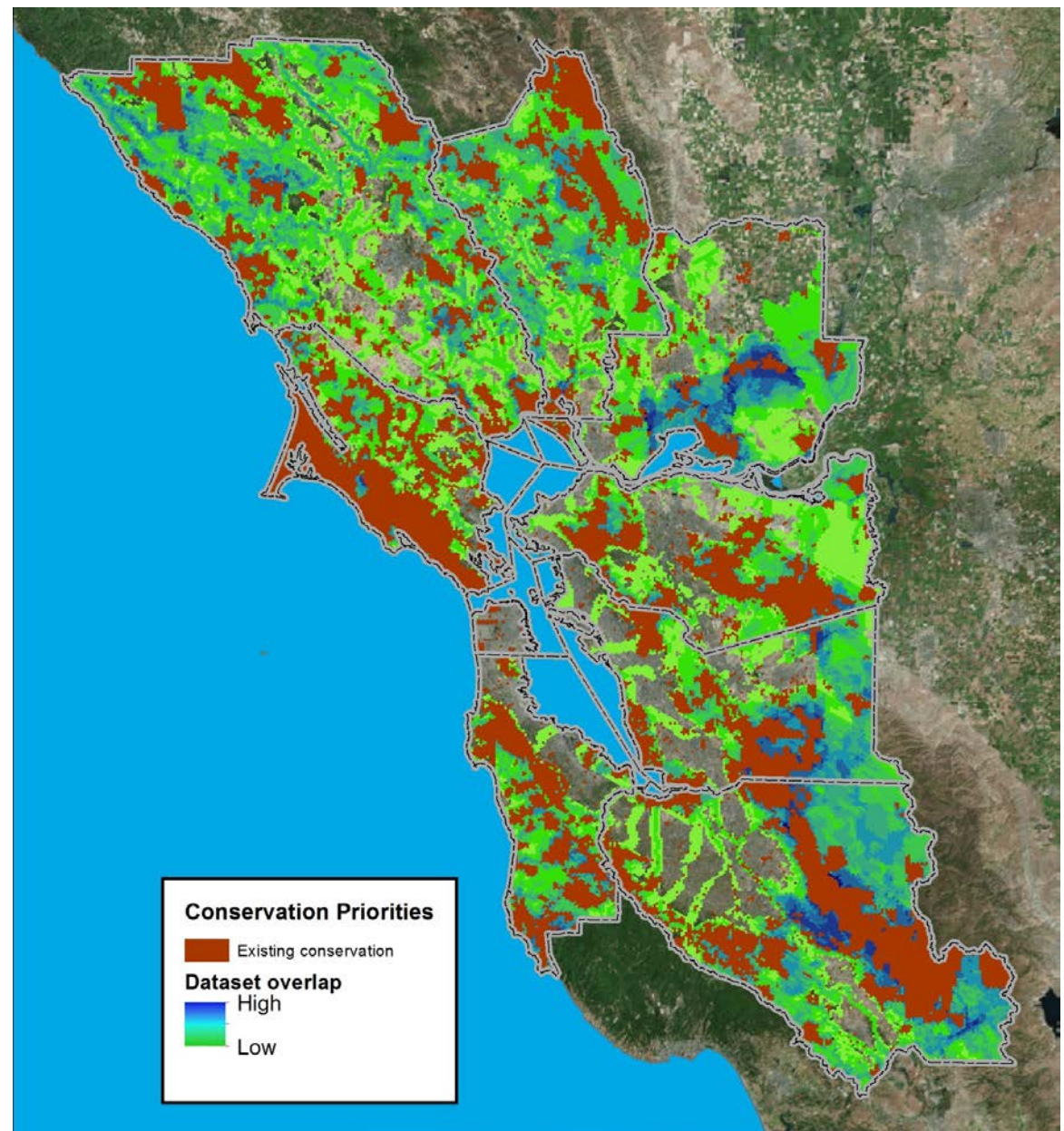
- Existing conservation
- Groundwater Recharge
- High
- Low

Farmland (incl. grazing)

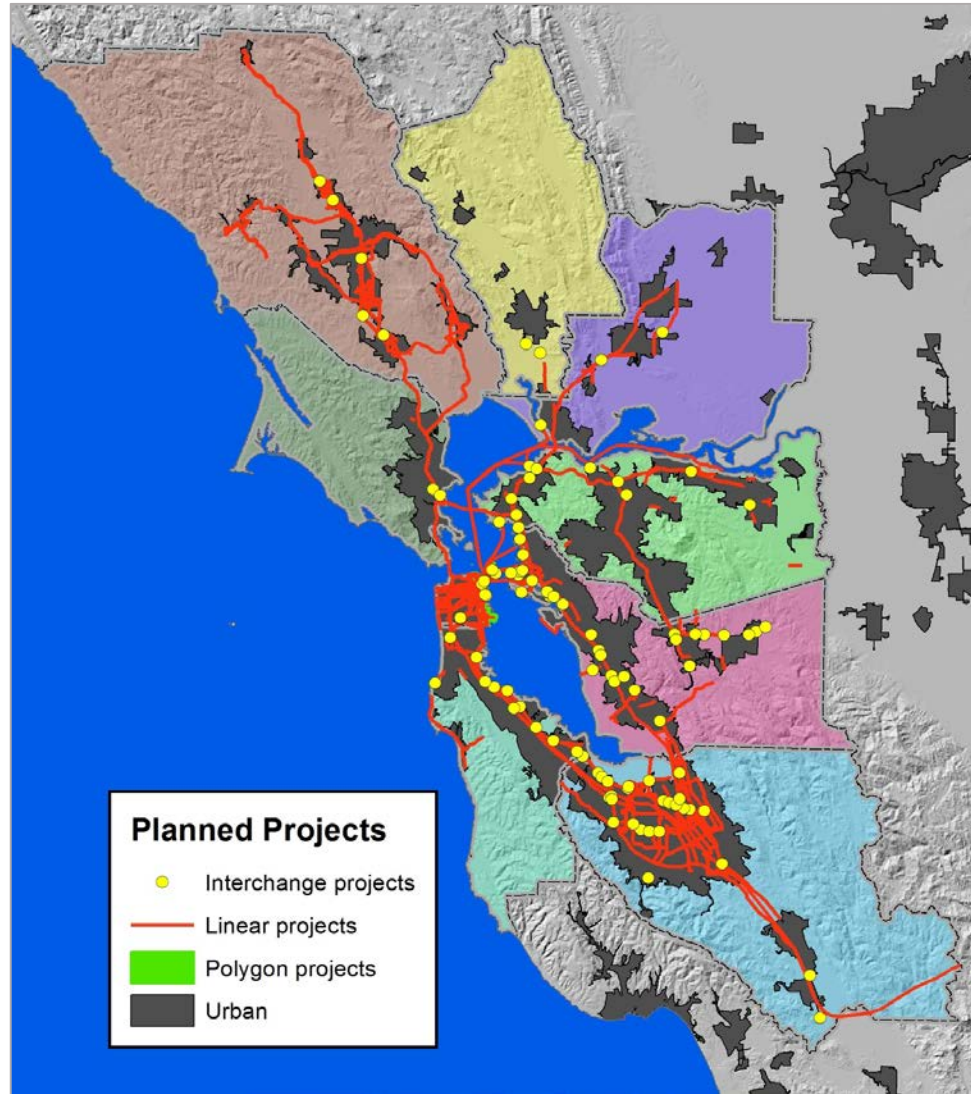
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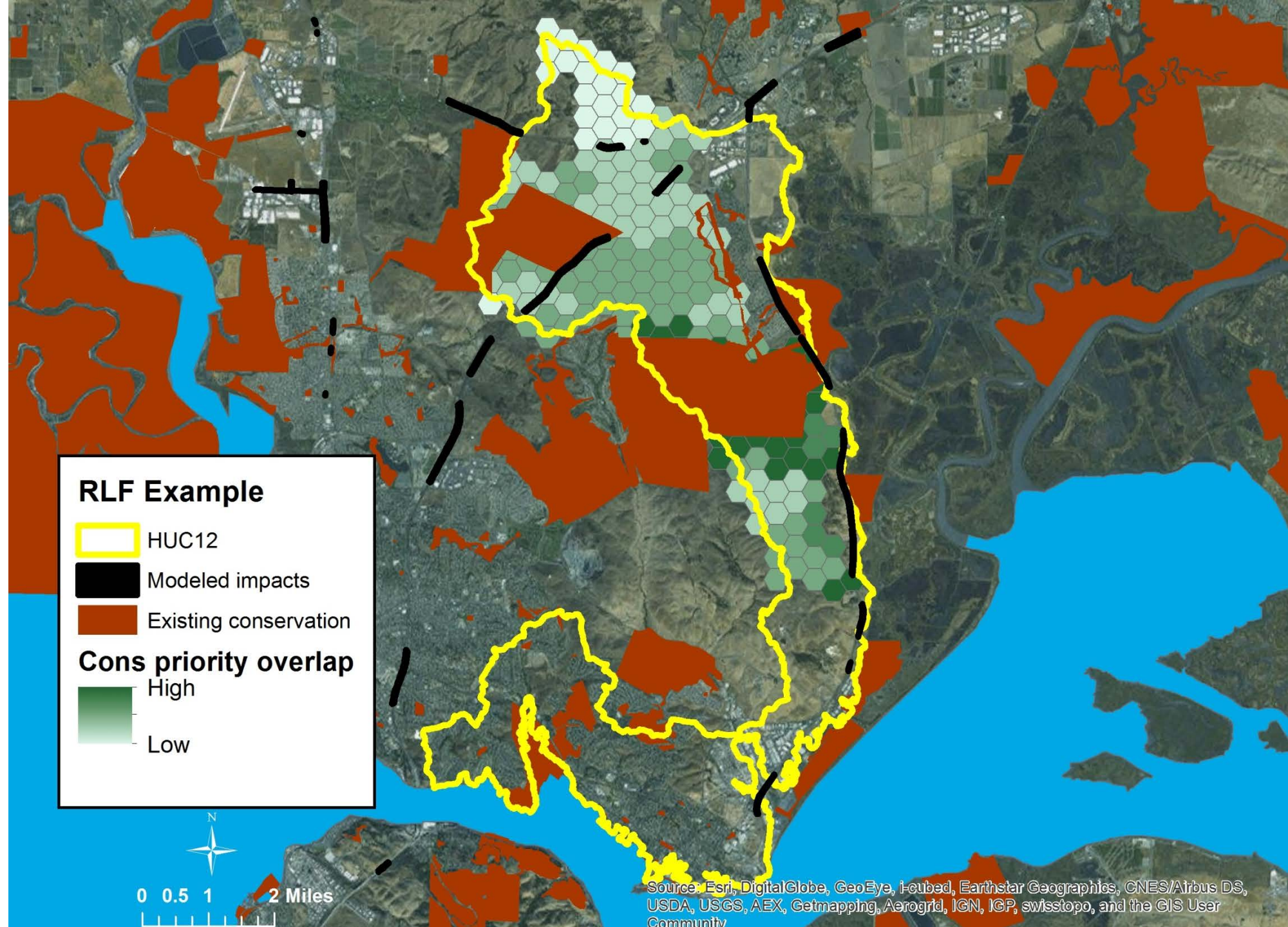
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Conservation Assessment



Transportation Assessment





Mitigation Framework



US Army Corps
of Engineers®

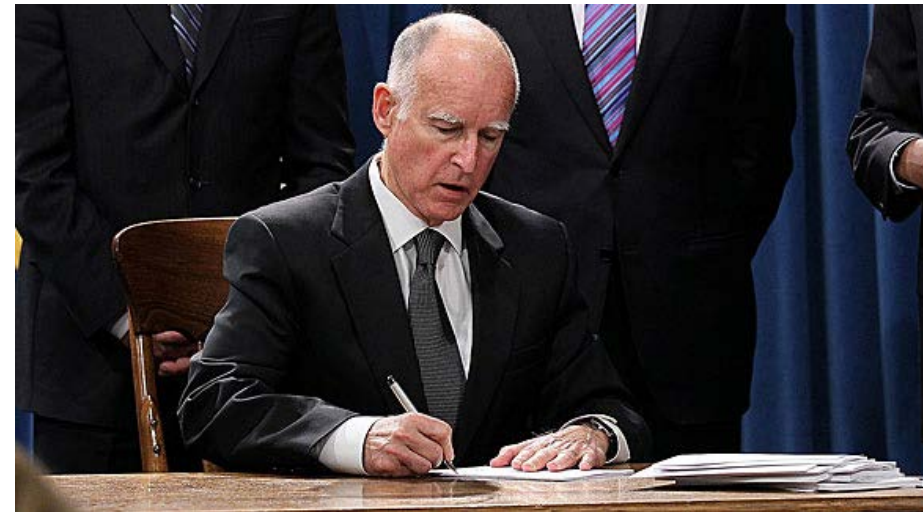


- RAMP is aligned with the agencies' policies to achieve outcomes
- Incorporated agency considerations into RAMP documents –
more to be done through implementation

Funding

SBI Signed into Law

- ✓ New Advance Mitigation Program
- ✓ Predictable funding flow



Final Report

Funding and Financing for a
Regional Advance Mitigation
Planning Program in the Bay Area

Prepared for:
The Nature Conservancy

Prepared by:
Economic & Planning Systems, Inc.

March 11, 2016

EPS #151102

The Economics of Land Use



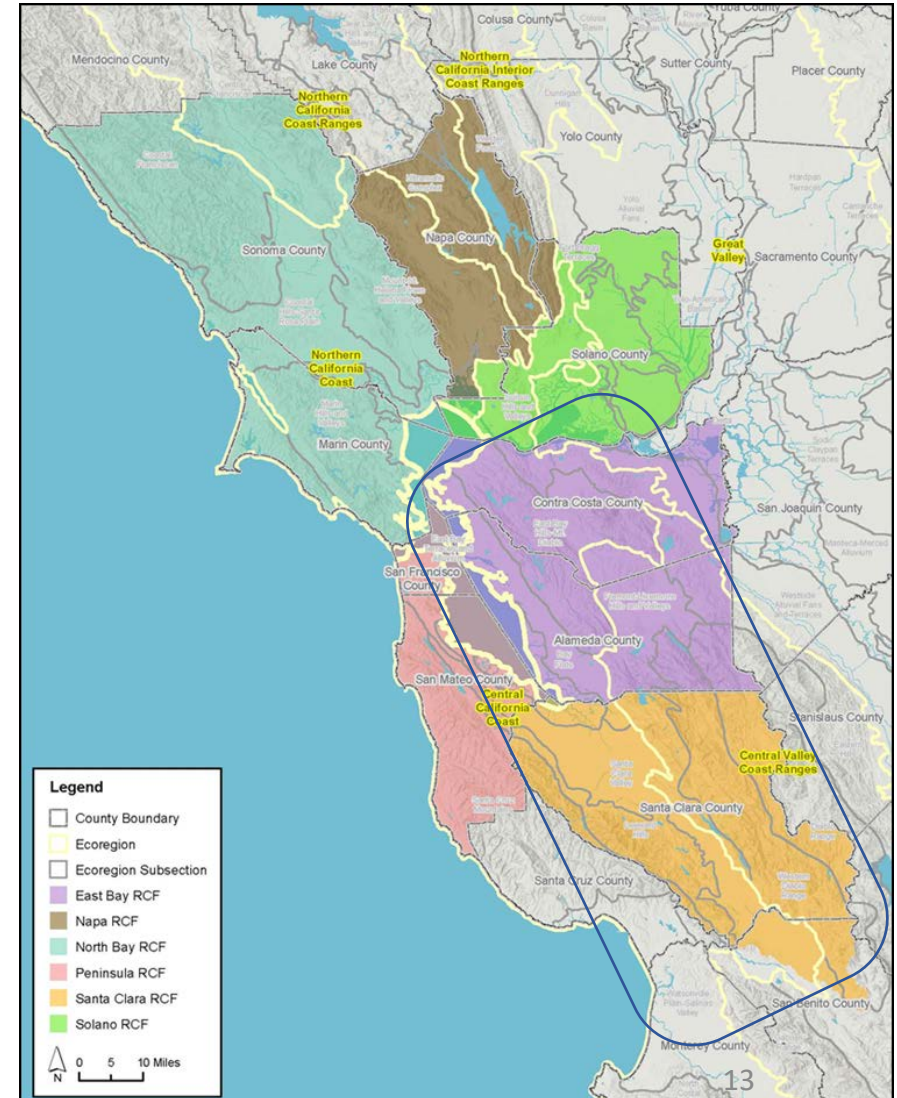
Economic & Planning Systems, Inc.
One Kaiser Plaza, Suite 1410
Oakland, CA 94612-3604
510.841.9190 tel
510.740.2080 fax

Oakland
Sacramento
Denver
Los Angeles

www.epsys.com

New law: AB 2087

- Encourages *Regional Conservation Investment Strategies*
- Enables Mitigation Credit Agreements
- Bay Area Pilots: Santa Clara and East Bay

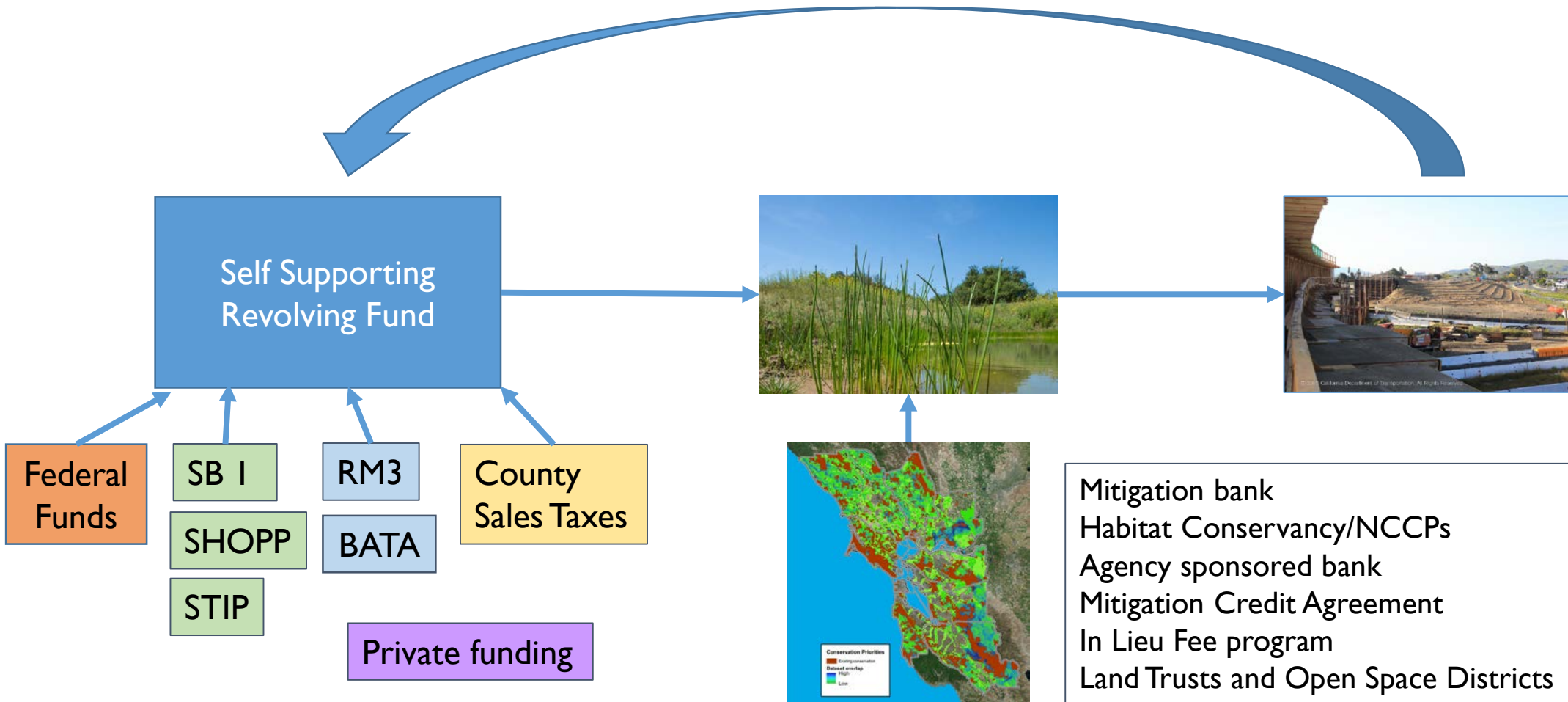


How RAMP would work

Organization and Administration



Funding opportunities and process



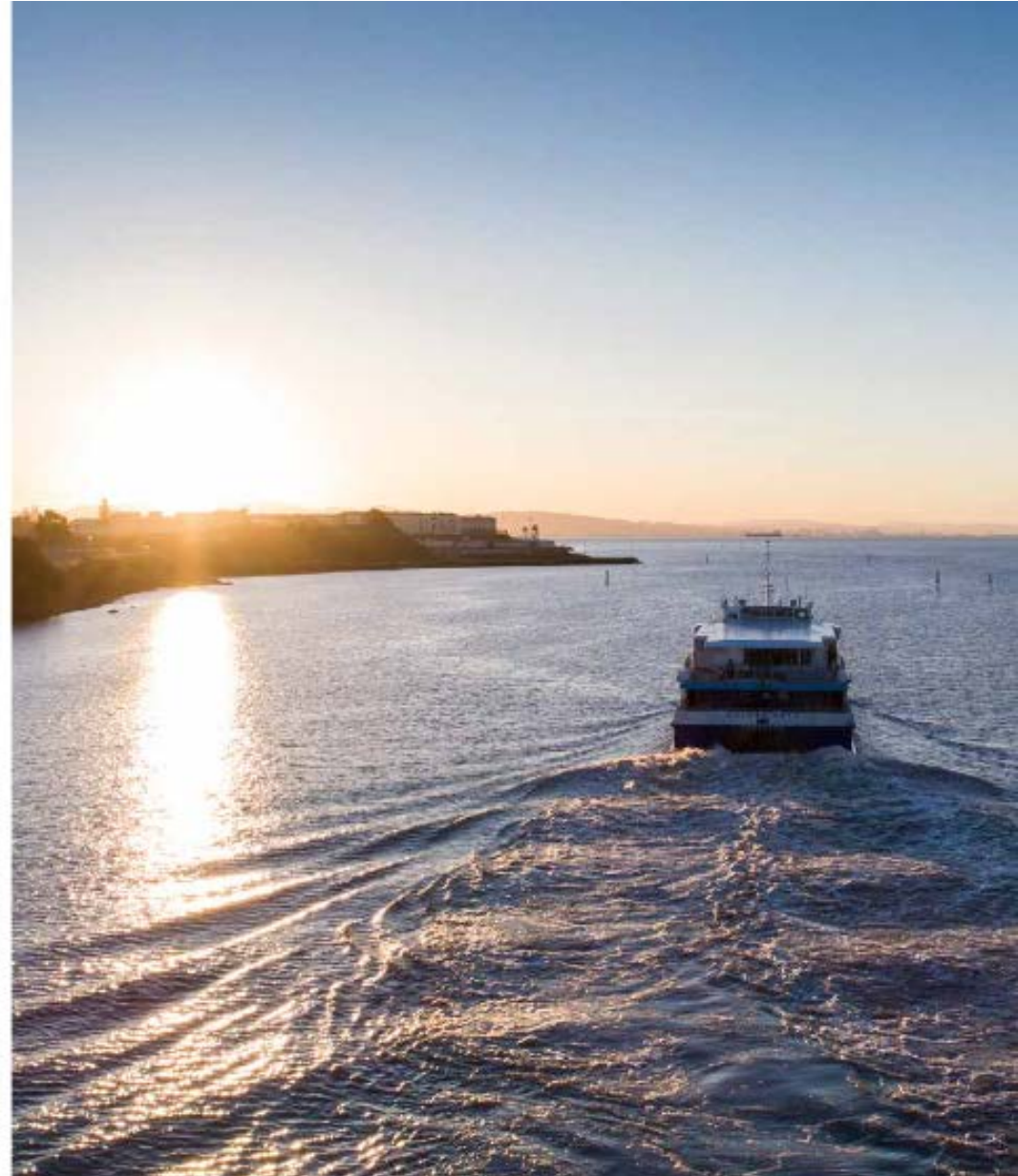
Plan Bay Area 2040 Action Plan - Resilience

This Action Plan makes the following recommendations for Resilience:

Resilience Actions	Partners and Timeframe
<p>Develop a regional governance strategy for climate adaptation projects: Develop an institutional strategy for managing, coordinating, and implementing regional and local projects related to sea level rise.</p>	<p>BARC, MTC/ABAG, BCDC, Caltrans, local jurisdictions</p> <p>2 - 4 YEARS</p>
<p>Provide stronger policy leadership on resilient housing and infrastructure: Expand guidance on resilient housing policies for earthquake, flooding, and fire, working in coordination with state and federal agencies and focusing on communities with high social vulnerability and exposure to natural hazards. Strengthen infrastructure lifelines to ensure that utilities can provide services under a variety of conditions and future scenarios.</p>	<p>MTC/ABAG, local jurisdictions</p> <p>1 - 4 YEARS</p>
<p>Create new funding sources for adaptation and resilience: Pursue new funding opportunities, including innovative financing, for retrofits of buildings, retrofits of existing infrastructure, and infrastructure solutions to protect against flooding, earthquakes, and exposure to environmental health risks.</p>	<p>MTC/ABAG, BARC, BCDC</p> <p>1 - 4 YEARS</p>
<p>Establish and provide a resilience technical services team: Broadly share best practices and grant opportunities for climate adaptation and natural hazard mitigation. Continue to assess vulnerabilities and identify workable solutions through public and private avenues. Integrate resilience into Priority Development Area (PDA) planning.</p>	<p>BARC, MTC/ABAG, BCDC</p> <p>1-2 YEARS</p>
<p>Expand the region's network of natural infrastructure: Coordinate regional programs to preserve and expand natural features that reduce flood risk, strengthen biodiversity, enhance air quality, and improve access to urban and rural public space. Leverage existing initiatives—including Priority Conservation Areas (PCAs), the Resilient by Design Challenge, San Francisco Estuary Partnership, and Bay Restoration Authority—and partner with special districts and cities.</p>	<p>MTC/ABAG, BCDC, jurisdictions, utilities</p> <p>1 - 4 YEARS</p>
<p>Establish the Regional Advance Mitigation Program (RAMP): Advance mitigation for infrastructure projects to strengthen regional biological conservation priorities. Work to secure off-site compensatory mitigation lands for multiple infrastructure projects in-advance of environmental reviews to improve both project delivery and conservation outcomes.</p>	<p>MTC/ABAG, Caltrans, RAMP coalition</p> <p>1 - 4 YEARS</p>

TABLE 5.3 Plan Bay Area 2040 "Action Plan" recommendations for resilience.

Source: Metropolitan Transportation Commission, 2014



More work to be done

- Move from plans to action
 - Focus on pilots
 - Regulatory agency alignment
 - Refine transportation assessment
- Fully develop the funding mechanism
 - Sources
 - Financial modeling
 - Accounting and process
- Refine program guidelines

Committee Recommendation/Approval

- **PBA 2040:** Adopt RAMP as a preferred mitigation strategy
- **Pilots and Partners:** Develop RAMP pilots, and engage with State Coastal Conservancy and partners
- **Funding:** Pursue a self-sustaining fund; fund reasonable costs associated with implementation
- **Report:** back to the Planning Committee in 2018

Thank You!



Coastal
Conservancy



S. D. BECHTEL, JR.
FOUNDATION

STEPHEN BECHTEL FUND



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 17-2578 **Version:** 1 **Name:**

Type: Report **Status:** Commission Approval

File created: 5/2/2017 **In control:** Joint MTC Planning Committee with the ABAG Administrative Committee

On agenda: 6/9/2017 **Final action:**

Title: MTC Resolution No. 4295 - Federal Performance Target-Setting Requirements

Overview of the federal performance target-setting requirements in MAP-21 and the FAST Act and will request authority to set future federal short-range targets to comply with statutory deadlines.

Sponsors:

Indexes:

Code sections:

Attachments: [5b_MTC Res. No. 4295.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 4295 - Federal Performance Target-Setting Requirements

Overview of the federal performance target-setting requirements in MAP-21 and the FAST Act and will request authority to set future federal short-range targets to comply with statutory deadlines.

Presenter:

David Vautin and Shruti Hari, MTC

Recommended Action:

Commission Approval

Attachments



Memorandum

TO: Planning Committee

DATE: June 2, 2017

FR: Executive Director

W.I. 1212 and 1517

RE: MTC Resolution No. 4295 - Federal Performance Target-Setting Requirements

Background

The Moving Ahead for Progress in the 21st Century Act, also known as MAP-21, was signed into law in 2012 and established a suite of new performance requirements for state Department of Transportation (DOTs), metropolitan planning organization (MPOs), and transit agencies. Over the past five years, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) have been working through the rulemaking process to identify a set of performance measures that meet the requirements of the law. With these rules now coming into effect, agencies such as MTC will need to set short-range performance targets on a recurring basis and incorporate these short-range targets into their planning process – most notably, the Transportation Improvement Program (TIP) and the Regional Transportation Plan (RTP).

Under the final performance rules, MTC will be responsible for setting targets for each performance measure on an ongoing rolling basis. Each measure has its own schedule and cycle for target updates, meaning that ongoing collaboration with state, regional, and local partners will be essential. These performance targets will be fundamentally different from those in Plan Bay Area 2040 – focused solely on short-term transportation objectives defined by federal law. The complete list of measures, deadlines, and cycles for target-setting is shown in **Attachment B**.

Near-Term Deadlines for Target-Setting

Staff is currently focused on setting the first set of targets for over two dozen different federally-identified measures, a process that will repeat on an annual basis going forward. This year, transit asset management and roadway safety are the priorities given July 1, 2017 and February 27, 2018 deadlines for federal compliance. The remaining 20 targets – on topics ranging from transit safety to air quality – will need to be set for the first time in spring or fall 2018.

While there are no direct funding impacts from an MPO's failure to achieve a given performance target, MPO target-setting and performance-based planning processes will be evaluated as part of the agency's triennial review. Given that targets are focused on one to four-year timeframes as specified by regulations, FHWA and FTA have advised transportation agencies to be realistic when setting targets, recognizing that financial constraints and other challenges may make it difficult to achieve aspirational targets. In this vein, staff recommends setting achievable targets focused on discrete short-term goals, in contrast to the ambitious, wide-ranging and long-term goals identified in Plan Bay Area 2040.

Federal requirements also mandate that MPOs report their targets to their respective state DOT and that MPOs quantify progress made towards targets in the context of their TIPs and RTPs. Rather than creating a new suite of performance monitoring reports, staff will be expanding the Vital Signs performance monitoring website to incorporate new short-range targets, as well as additional performance indicators. This will provide a greater level of transparency and build off our existing performance monitoring framework.

Delegated Authority for Target-Setting

Unlike MTC's past target-setting work for long-range plans – during which all targets are set concurrently once every four years – this new set of short-range performance targets will need to be updated multiple times each year to align with federally-mandated frequencies and deadlines. For this reason, staff is requesting that the Commission delegate its federal target-setting authority to staff as outlined in **MTC Resolution 4295 (Attachment A)**. This action will allow for the flexibility necessary to regularly set and update targets.

Staff proposes to update the Planning Committee on short-range targets twice a year around June and December, highlighting regulatory changes to performance requirements, targets set during that time period, and targets to be set in the coming six months. Assuming the Planning Committee delegates authority for target-setting, staff has provided a June 2017 target-setting summary in **Attachments C and D**.

Before adopting any short-range targets, staff will seek input from our partners at the state and local levels. For many of the highway-related targets, MTC will be able to set its targets six months after the state, and the regulations do allow MTC to consider adopting the state target rather than setting a target specific to the Bay Area. MTC has already been engaged in discussions with Caltrans on this topic. Staff will also work through the Bay Area Partnership working groups to get feedback on proposed targets from transit agencies, congestion management agencies, and local jurisdictions before adoption of a given target. We also intend to consult with our counterparts among the “Big 4” MPOs in San Diego, Sacramento and Los Angeles.

Recommendation

MTC staff recommends the Planning Committee approve the staff recommendation of delegation for recurring federal performance target-setting authority, including the provision for staff to provide regular updates to the committee going forward and refer MTC Resolution No. 4295 to the Commission for approval.



Steve Heminger

Attachments:

- **Attachment A:** MTC Resolution No. 4295
- **Attachment B:** List of Federally-Required Performance Measures
- **Attachment C:** June 2017 Target-Setting Summary
- **Attachment D:** Proposed 2017 Targets for Transit Asset Management

SH:dv/sh

Date: June 28, 2017
W.I.: 1212
Referred by: Planning

ABSTRACT

Resolution No. 4295

This resolution delegates authority to staff to set and update short-range performance targets for compliance with new federal requirements.

Further discussion of this action is contained in the MTC Executive Director's Memorandum dated June 2, 2017.

Date: June 28, 2017
W.I.: 1212
Referred by: Planning

RE: Federal Performance Target-Setting

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4295

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

WHEREAS the Moving Ahead for Progress in the 21st Century (MAP-21) Act and the Fixing America's Surface Transportation (FAST) Act require metropolitan planning organizations to frequently set short-range performance targets related to national planning goals; and

WHEREAS, final federal rules require metropolitan planning organizations to set these targets on different cycles that are not consistent with existing or future regional transportation plan (RTP) or transportation improvement program (TIP) schedules for the San Francisco Bay Area; and

WHEREAS, short-range federally-required targets will be incorporated into planning and programming processes in the coming years in compliance with the final Metropolitan Planning rule as adopted by the Federal Highway Administration and Federal Transit Administration on May 27, 2016; now, therefore, be it

RESOLVED, that the Metropolitan Transportation Commission delegates authority to staff to identify short-range performance targets and submit them to state and federal transportation agencies as needed; and, be it further

RESOLVED, that Metropolitan Transportation Commission will seek input on proposed short-range targets from partners and other stakeholders through Partnership working group meetings; and be it further

RESOLVED, that staff shall provide regular updates to the Planning Committee or other Committee as appropriate twice each year to inform the Commission of short-range, federally required targets that were recently approved.

METROPOLITAN TRANSPORTATION COMMISSION

Jake Mackenzie, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California, on June 28, 2017.

List of Federally-Required Performance Measures

FEDERAL GOALS & PROGRAMS	GENERAL MEASURES IN LAW	FINAL PERFORMANCE MEASURES	TARGET-SETTING FREQUENCY	1ST CYCLE TARGET-SETTING DUE DATES
Safety HSIP TSOP	Number of Fatalities on Roads	1. Total number of road fatalities	Annual	State: August 31, 2017 MPO: February 27, 2018
	Rate of Fatalities on Roads	2. Road fatalities per VMT	Annual	State: August 31, 2017 MPO: February 27, 2018
	Number of Serious Injuries on Roads	3. Total number of serious injuries on roads	Annual	State: August 31, 2017 MPO: February 27, 2018
	Rate of Serious Injuries on Roads	4. Serious injuries on roads per VMT	Annual	State: August 31, 2017 MPO: February 27, 2018
	Non-Motorized Safety on Roads	5. Combined total number of non-motorized fatalities and serious injuries	Annual	State: August 31, 2017 MPO: February 27, 2018
	Safety of Public Transit Systems	6. Total number of reportable transit fatalities 7. Reportable transit fatalities per RVM by mode (example below) <i>a. Motor bus</i> <i>b. Light rail</i> <i>c. Heavy rail</i> <i>d. etc.</i> 8. Total number of reportable transit injuries 9. Reportable transit injuries per RVM by mode (example below) <i>a. Motor bus</i> <i>b. Light rail</i> <i>c. Heavy rail</i> <i>d. etc.</i> 10. Total number of reportable transit safety events 11. Reportable transit safety events per RVM by mode (example below) <i>a. Motor bus</i> <i>b. Light rail</i> <i>c. Heavy rail</i> <i>d. etc.</i> 12. Mean distance between major mechanical failures by mode (example below) <i>a. Motor bus</i> <i>b. Light rail</i> <i>c. Heavy rail</i> <i>d. etc.</i>	Annual	Operators: TBD* MPO: TBD* * = measures approved in January 2017 regulatory action but transit & MPO safety target-setting requirements are slated for additional regulation later this year

FEDERAL GOALS & PROGRAMS	GENERAL MEASURES IN LAW	FINAL PERFORMANCE MEASURES	TARGET-SETTING FREQUENCY	1 ST CYCLE TARGET-SETTING DUE DATES
Infrastructure Condition NHPP NTAMS	Pavement Condition on the IHS	13. Percentage of pavements on the IHS in good condition 14. Percentage of pavements on the IHS in poor condition	Every 2-4 years	State: May 21, 2018 MPO: November 21, 2018
	Pavement Condition on the NHS	15. Percentage of pavements on the non-IHS NHS in good condition 16. Percentage of pavements on the non-IHS NHS in poor condition	Every 2-4 years	State: May 21, 2018 MPO: November 21, 2018
	Bridge Condition on the NHS	17. Percentage of NHS bridges classified in good condition 18. Percentage of NHS bridges classified in poor condition	Every 2-4 years	State: May 21, 2018 MPO: November 21, 2018
	State of Good Repair for Public Transit Assets	19. Percentage of revenue vehicles that have met or exceeded their useful life benchmark (ULB) by asset class (example below) <i>a. 40-foot bus</i> <i>b. 30-foot bus</i> <i>c. Light rail vehicle</i> <i>d. etc.</i> 20. Percentage of facilities within a condition rating below fair by asset class (example below) <i>a. Maintenance yards</i> <i>b. Stations</i> <i>c. Electrical substations</i> <i>d. etc.</i> 21. Percentage of guideway directional route-miles with performance restrictions 22. Percentage of non-revenue vehicles that have met or exceeded their ULB	Every 2-4 years	Operators: January 1, 2017 MPO: July 1, 2017
System Reliability NHPP	Performance of the Interstate System	23. Percentage of person-miles traveled on the IHS that are reliable	Every 2-4 years	State: May 21, 2018 MPO: November 21, 2018
	Performance of the NHS	24. Percentage of person-miles traveled on the non-IHS NHS that are reliable	Every 2-4 years	State: May 21, 2018 MPO: November 21, 2018
		25. Percent change in NHS tailpipe CO₂ emissions (compared to 2017 baseline)	Every 2-4 years	State: TBD** MPO: TBD** ** = performance measure on hold indefinitely due to change in federal climate policies under new Administration

FEDERAL GOALS & PROGRAMS	GENERAL MEASURES IN LAW	FINAL PERFORMANCE MEASURES	TARGET-SETTING FREQUENCY	1 ST CYCLE TARGET-SETTING DUE DATES
Freight Movement and Economic Vitality NHFP	Freight Movement on the Interstate System	26. Percentage of IHS mileage providing reliable truck travel times	Every 2-4 years	State: May 21, 2018 MPO: November 21, 2018
Congestion Reduction CMAQ	Traffic Congestion	27. Annual hours of peak-hour excessive delay per capita by urbanized area a. San Francisco-Oakland UA b. San Jose UA c. Concord UA *** d. Santa Rosa UA *** e. Antioch UA *** <i>*** = not required during 1st target-setting cycle</i>	Every 2 years	State: May 21, 2018 MPO: May 21, 2018
Congestion Reduction (continued) CMAQ	Traffic Congestion (continued)	28. Percent of non-SOV travel by urbanized area a. San Francisco-Oakland UA b. San Jose UA c. Concord UA *** d. Santa Rosa UA *** e. Antioch UA *** <i>*** = not required during 1st target-setting cycle</i>	Every 2 years	State: May 21, 2018 MPO: May 21, 2018
Environmental Sustainability CMAQ	On-Road Mobile Source Emissions	29. Total emissions reductions from CMAQ-funded projects by pollutant a. PM _{2.5} b. PM ₁₀ c. CO d. VOC e. NO _x	Every 2 years	State: May 21, 2018 MPO: May 21, 2018
Reduced Project Delivery Delays	<i>none</i>	<i>none</i> (neither MAP-21 nor FAST included performance measures for this goal)	<i>n/a</i>	<i>n/a</i>

June 2017 Target-Setting Summary: Transit Asset Management Targets

Overview

The transit asset management (TAM) final rule published by FTA in July 2016 established a National TAM System in accordance with MAP-21. The rule contained new requirements for public transit providers, and designated recipients such as MTC. The major requirements of the rule include:

- 1) **State of Good Repair (SGR) Performance Targets** – Targets must be set for each applicable asset including Rolling Stock, Equipment, Infrastructure, and Facilities. The final rule establishes SGR standards and SGR performance measures as shown below:

Asset Category	Performance Measure
Rolling Stock: All revenue vehicles	Percentage of revenue vehicles within a particular asset class that have either met or exceeded their Useful Life Benchmark (ULB)
Facilities: All buildings or structures and parking facilities	Percentage of facilities within an asset class, rated below condition 3 (fair) on the TERM scale
Infrastructure: Only rail fixed guideway, tracks, signals and systems	Percentage of guideway directional route-miles with performance restrictions
Equipment: Only non-revenue (service) vehicles	Percentage of non-revenue vehicles that have either met or exceeded their ULB

In the case of rolling stock and facilities, the major asset categories are further broken down into distinct asset classes, with targets required for each asset class. For the 2017 target-setting effort, targets for rolling stock were set by asset class (trains, buses, trolleys, etc.) but a single target was set for all the facilities combined, as MTC does not have all the information required to classify facilities components into the classes defined by FTA.

Note that over time some targets improve relative to existing performance measures if there is funding available to replace or repair assets that are in poor condition. On the other hand, if there is no funding available to replace or repair assets, targets can worsen due to these assets aging another year and exceeding their useful lives.

- 2) **Development of TAM Plans** – Tier I operators (rail operators and any operators with 101 or more vehicles) must do their own TAM plan consisting of nine required elements. Tier II operators (operators with 100 vehicles or less) may do their own plan or participate in a group plan. There are only four required elements to the TAM plan for Tier II operators.
- 3) **Reporting** – Operators must report annually to FTA on SGR targets, asset conditions, and progress made towards meeting set targets.

The TAM Rule required transit providers to set SGR performance targets by January 1, 2017. The Planning Rule requires that each MPO establish targets no later than 180 days after the date on which the transit providers establish their performance targets. Therefore, staff has developed proposed targets to meet the year 2017 target-setting deadline of July 1st for transit asset management.

Target-Setting Approach and Rationale

To set the initial targets, MTC staff assessed the current condition of operators’ assets using data from the Regional Transit Capital Inventory (RTCI). The RTCI is a comprehensive regional database of the transit assets that are owned by transit agencies across the region. MTC developed the RTCI in order to collect consistent and comparable data on the region’s transit capital assets and associated replacement and rehabilitation costs from each operator.

To set the target for each asset category, MTC staff provided each operator with existing performance measures (by asset class) for their asset inventory included in the RTCI and requested that each operator conduct an analysis of expected funding from all sources for the coming fiscal year that will be used to repair or replace transit assets. Operators used this assessment to predict which vehicle assets would be replaced or repaired, and presented MTC with a target percentage of assets expected not to be in a state of good repair by the end of the fiscal year.

Staff worked with the operators to keep the targets realistic and base them on reasonable financial projections. For revenue vehicles, facilities, and non-revenue vehicles, MTC staff consolidated the targets for all operators to identify a regional target for each asset class. For infrastructure (i.e., rail guideway), MTC staff selected a slightly more ambitious target than the consolidated target of regional operators, which forecast a slight decline in conditions in 2017. By setting a target of preserving current conditions, this target may be more difficult to achieve given available funding.

Summary of Proposed Targets

As presented in detail in **Attachment D**, staff recommends setting the following targets for transit asset management for year 2017. As shown below, the regional targets seek to reduce the share of revenue vehicles, facilities, and non-revenue vehicles considered not to be in a state of good repair, while allowing for a slight increase in the infrastructure target.

Percent of Assets Not in a State of Good Repair

Asset Category	Current Performance	2017 Target
Revenue Vehicles	31%	28%
Facilities	32%	25%
Infrastructure	2.4%	2.4%
Non-Revenue Vehicles	55%	48%

Targets to be Set in the Next Six Months

Staff will continue working on 2018 **road safety** targets in coordination with Caltrans and other stakeholders. These targets must be adopted by MTC by February 27, 2018.

Proposed 2017 Targets for Transit Asset Management

General Information

Goal	Infrastructure Condition
Performance Measure(s)	<ul style="list-style-type: none">• Percentage of revenue vehicles that have met or exceeded their useful life benchmark (ULB) by asset class• Percentage of facilities within a condition rating below fair by asset class• Percentage of guideway directional route-miles with performance restrictions• Percentage of non-revenue vehicles that have met or exceeded their ULB
Target(s) for Year	2017
Target(s) Deadline for MTC Approval	July 1, 2017

Current Conditions and Proposed Targets

Measure	Subcategory	Current (2016)	Target (2017)	Total #	Measure ID
Percentage of revenue vehicles that have met or exceeded their useful life benchmark (ULB)	Articulated bus	24%	13%	400	US-19a
	Automated guideway vehicle	0%	0%	12	US-19b
	Bus	22%	18%	2,120	US-19c
	Bus rapid transit	0%	0%	29	US-19d
	Cable car	0%	0%	42	US-19e
	Commuter rail – locomotive	57%	58%	35	US-19f
	Commuter rail – passenger coach	40%	42%	129	US-19g
	Commuter rail – self-propelled passenger car	42%	44%	50	US-19h
	Ferryboat	28%	29%	18	US-19i
	Heavy rail	88%	85%	669	US-19j
	Light rail	0%	0%	250	US-19k
	Over-the-road bus	3%	12%	176	US-19l
	Trolley bus	0%	0%	333	US-19m
	Van	39%	37%	622	US-19n
	Vintage trolley	46%	25%	43	US-19o
Percentage of facilities with a condition rating below fair	n/a*	32%	25%	N/A	US-20
Percentage of guideway directional route-miles with performance restrictions	n/a	2.4%	2.4%	N/A	US-21
Percentage of non-revenue vehicles that have met or exceeded their ULB	n/a	55%	48%	1,941	US-22

* = For the 2017 target-setting effort, a single target was set for all facilities combined. This is due to the fact that MTC does not currently have sufficient information from operators required to classify facilities and components of facilities into the specific classes defined by FTA.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 17-2579 **Version:** 1 **Name:**

Type: Report **Status:** Informational

File created: 5/2/2017 **In control:** Joint MTC Planning Committee with the ABAG Administrative Committee

On agenda: 6/9/2017 **Final action:**

Title: Draft Plan Bay Area 2040: Summary of Public Input

Summary of comments from open houses, public hearings, and outreach to community-based organizations

Sponsors:

Indexes:

Code sections:

Attachments: [6a Draft PBA 2040 Summary of Public Input.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Draft Plan Bay Area 2040: Summary of Public Input

Summary of comments from open houses, public hearings, and outreach to community-based organizations

Presenter:

Ursula Vogler, MTC and Duane Bay, ABAG

Recommended Action:

Information

Attachments



TO: Joint MTC Planning Committee with the
ABAG Administrative Committee

DATE: June 2, 2017

FR: Brad Paul, ABAG Acting Executive Director
Steve Heminger, MTC Executive Director

RE: Draft Plan Bay Area 2040: Summary of Public Input

Background

MTC and ABAG released Draft Plan Bay Area 2040 (Draft Plan) on March 31, 2017, followed by the Draft Environmental Impact Report (DEIR) on April 17, 2017. The formal public comment period for both documents closed on June 1, 2017.

The public comment period caps off more than three years of dialogue and consultation on this planning effort. Attachment 1 summarizes the various ways that ABAG and MTC reached out to Bay Area residents during the Plan Bay Area 2040 process. The remaining attachments summarize the comments received from all open houses and other public engagement activities on Plan Bay Area 2040 during our last round of outreach this spring. All of the comments are available for review online: <http://www.planbayarea.org/get-involved/your-comments/draft-plan-bay-area-2040-spring-2017>. Please note we are currently logging the mail, email and online comments on the Draft Plan; we received approximately 235 pieces of correspondence and online comments.

Outreach Overview

Since April 2017, we have held 28 outreach events aimed at educating and engaging the public on the Draft Plan and DEIR:

- Nine open houses on the Draft Plan, one in each county. Each open house included five educational or interactive stations, divided by topic area. We solicited input at two of the stations: one dedicated to the Action Plan, and one “activity station” that provided prompts on housing, transportation and economic development, among other topics. Partner agencies also participated in each open house to provide information on local issues.
- 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.
- Nine briefings with elected officials. At recent congestion management agency board meetings, 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.

What We Heard: Key Themes from Comments

In all, we received some 700 public comments (excluding letters, emails and online comments). Following are the main themes from our spring 2017 public outreach, divided into five main topics:

Housing

- Housing affordability is the overwhelming concern.
- Many would like to preserve current affordable housing stock and also support stronger tenant protections to reduce displacement.
- Others would like to see businesses/employers contribute to affordable housing funds, and not allow developers to be able to buy their way out of building required affordable housing.
- Many called for building new housing on public or city-owned lands, encouraging land trusts for affordable housing, initiating inclusionary zoning and increasing the facilitation of home sharing.
- Transit-Oriented housing near job centers was the most popular type of housing, as most favor more density (a minority oppose any new housing).

Transportation

- Support alternative transportation modes, and make it easier to bicycle, walk and take transit.
- Many mentioned transportation innovations (e.g., autonomous vehicles, electric vehicles, car sharing, etc.) when planning for our future transportation system.
- Many want more transit, especially light rail, express bus service and local bus service, and also improved transit connections and transit access to open space.
- Some were interested in extending free transit to youth.

Economic Development

- Overall, outreach participants would like to see wages increase in the Bay Area.
- They want more middle-wage jobs, and workforce development programs for existing residents.
- They support policies to require local hiring and encourage support of local small businesses.
- They also want investments in transportation infrastructure and programs to relieve congestion (including charging businesses a mitigation fee).

Resiliency/Climate Change

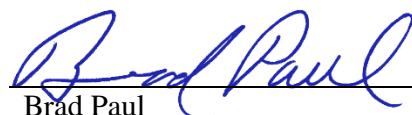
- Participants support alternative energy sources to address climate change and improve air quality, and want bold action to meet our greenhouse gas reduction targets.
- Some participants stated land use planning should be tied to water resources.
- Participants also want to see education and involvement of local communities on climate change and sea level rise, and more focus on emergency preparation.
- Finally, many want to protect Bay Area open space to serve as a buffer for sea-level rise.

Funding

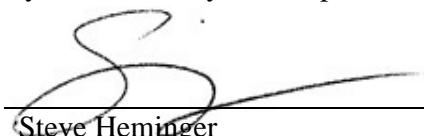
- Participants would like to use transportation funds to incentivize more housing.
- They support raising the gas tax to motivate transit use and using Express Lane revenues to bolster transit service.

Summary

Plan Bay Area 2040 outreach yielded a productive conversation about the state of the Bay Area's housing market and transportation system. We hope that the comments will inform the discussion and debate leading up to adoption of the Plan, currently slated for July 26 at 7 p.m.



Brad Paul



Steve Heminger

Attachments

SH/BP:uv

J:\COMMITTE\Planning Committee\2017\06_PLNG_June 2017\6a_PublicCommentsSummary_eg.docx

Plan Bay Area 2040 Public Meetings: Three-Plus Years of Dialogue and Consultation

Event	Date(s)	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
Spring 2016 Open Houses: Nine open houses around the region	May 26, 2016 through June 14, 2016	455
Housing Forum: <i>Calling the Bay Area Home: Tackling the Affordable Housing and Displacement Challenge</i>	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
Build a Better Bay Area Online Quiz: Online survey on three alternative scenarios; includes 204 responses from surveys conducted by community-based organizations	Data collected between May 26, 2016 and September 16, 2016	921
Scoping Meetings 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 in Alameda, Contra Costa, Santa Clara and Solano Counties	Five focus groups: May 2, 2017 through May 18, 2017	70
	TOTAL ATTENDANCE/ PARTICIPANTS	5,049

Spring 2017 Public Outreach Report



Joint MTC Planning Committee with the
ABAG Administrative Committee
June 9, 2017



METROPOLITAN
TRANSPORTATION
COMMISSION



Association of
Bay Area Governments

3+ Years of Dialogue: 2015-2017

#	Type of Engagement	Participants
27	Open Houses: Three in each county, focused on goals and targets, scenarios, and the Draft Plan	1,465
5	Special Workshops: Housing Forum, Scenario Concept Workshops and Tribal Consultations	446
1	Telephone Poll: Conducted in English, Spanish and Chinese by phoning registered voters in all nine counties	2,048
1	Online Quiz: Online survey -- <i>Build a Better Bay Area</i> -- on three alternative scenarios	921
6	Public Hearings: On the Draft Plan and its environmental impact report	115
5	Focus Groups: Hosted by community organizations to discuss the Draft Plan	70
9	Briefings: With elected officials on the Draft Plan, one in each county	123

- 9 Open Houses,
One in Each County
- 3 Public Hearings on the Draft
Plan and Draft EIR
- 5 Focus Groups with Community
Based Organizations
- 9 Briefings with Elected Officials
- 1 Media Briefing
- 1 Tribal Summit



Additionally, we collected comments through June 1. We received approximately 235 pieces of correspondence and online comments on the Draft Plan.



Online: 2040.PlanBayArea.org



Email: info@PlanBayArea.org



Mail: MTC-ABAG
Plan Bay Area 2040 Public Comment
Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105

OUTREACH & ADVERTISING

- Direct mail
- Robust social media campaign
- Multiple press releases
- Newspaper ads (in multiple languages)
- Email blasts to general public by MTC and partner agencies
- Legal notice



OPEN HOUSE APPROACH

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



OPEN HOUSES: STATIONS



ACTION PLAN STATION

We shared information about the Action Plan and asked attendees to tell us: **“What ideas are missing?”**



Housing



Economic Development



Resiliency



ACTIVITY STATION

To keep the region's **economy** growing, we should...

We need a **transportation system** that...

We can create a more **resilient** Bay Area by...



Participants were invited to comment and share feedback on:

- ✓ Draft Plan Bay Area
- ✓ Draft Environmental Impact Report

1. **San Francisco**, May 12
2. **San Jose**, May 16
3. **Vallejo**, May 18



CBO FOCUS GROUPS

South Hayward Parish

Hayward, May 2

Sound of Hope Radio

Sunnyvale, May 5

Richmond Main Street

Richmond, May 8

Sela Learning

Vallejo, May 11

Rose Foundation

Oakland, May 18

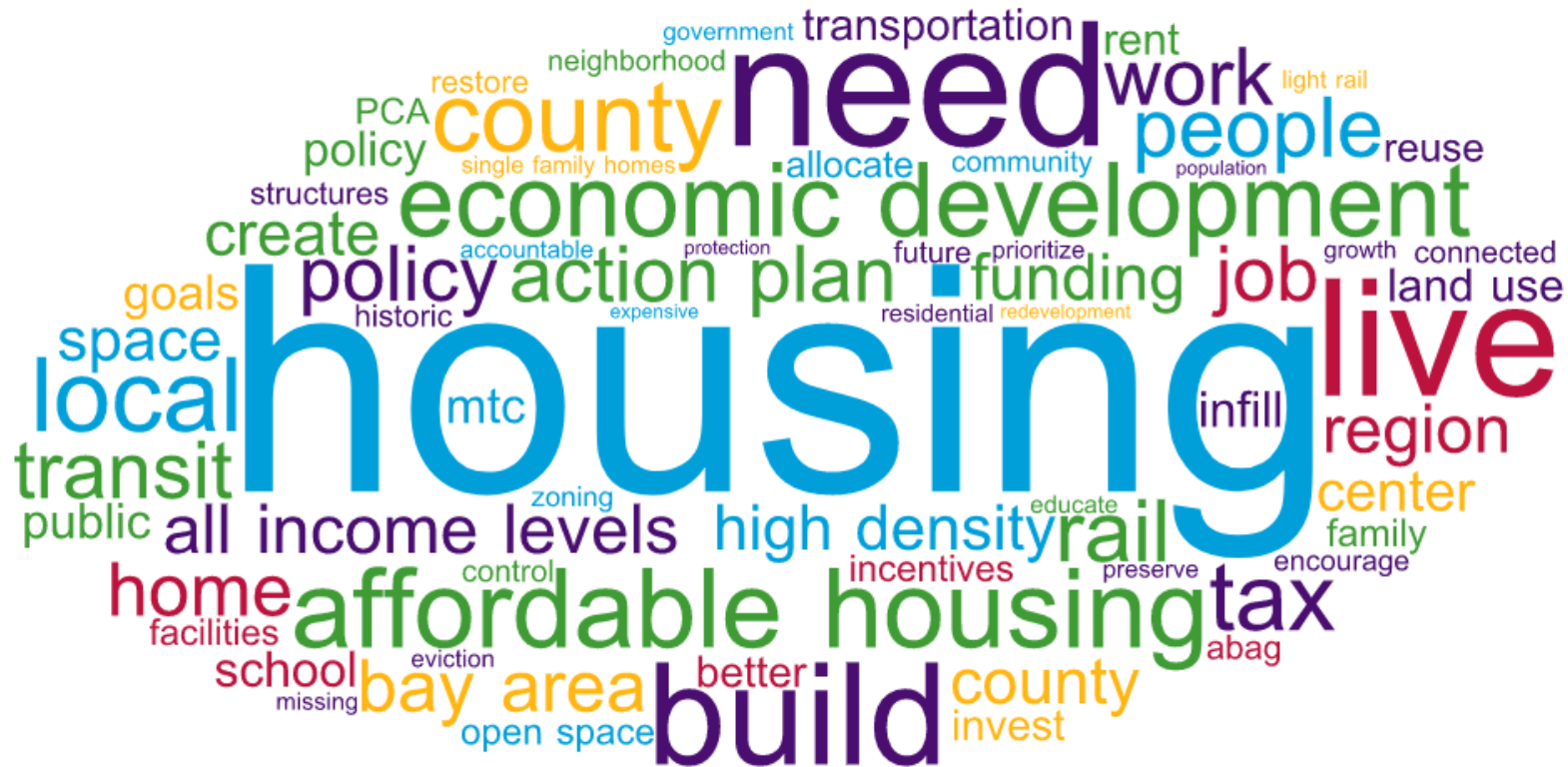


By the Numbers:

- 70 total attendees; nearly 100 total survey respondents
- Interpretation in **Spanish** and **Mandarin**
- **Over three fourths** of survey respondents have lived in the Bay Area for more than 15 years
- **Near unanimous** support for developing a regional plan



We asked: “What ideas do you have to improve the Bay Area’s housing crisis?”



- The Bay Area needs affordable housing now. “If you don’t have a place to live, nothing else matters.”
- Preserve current affordable housing stock and also support stronger tenant protections to reduce displacement
- Require businesses/employers to contribute to affordable housing funds
- Don’t allow developers to buy their way out of required affordable housing
- Support new or innovative ideas to improve the housing situation:
 - build new housing on public or city-owned lands
 - encourage housing land trusts for affordable housing
 - initiate inclusionary zoning
 - facilitate home sharing
- Transit Oriented Development housing near job centers
- Most favor more density, a minority oppose any new housing

- Support higher wages, more middle-wage jobs
- Increase and improve workforce development programs, especially for existing residents
- Support policies to require local hiring
- Encourage support of local small businesses
- Invest in transportation infrastructure and programs to relieve congestion to mitigate increased traffic (including charging businesses a mitigation fee)

WHAT WE HEARD—RESILIENCY

We asked: “What ideas do you have to promote resiliency in the Bay Area?”



- Encourage alternative energy to address climate change and improve air quality
- Need bold action to meet greenhouse gas reduction targets
- Tie land use planning to water resources
- Educate communities on climate change and sea-level rise
- Provide better preparation for disasters
- Protect Bay Area open space

WHAT WE HEARD—TRANSPORTATION

Plan
Bay Area
2040

“We need a transportation system that....”



- Overwhelming support for alternative transportation modes:
 - make it more difficult and costly to drive
 - make it easier to bicycle, walk and take transit.
- Want transportation innovations when planning for our future transportation system:
 - autonomous vehicles
 - electric vehicles
 - car sharing
- Participants want:
 - more transit, especially light rail, express bus service and local bus service
 - improved transit connections
 - transit access to open space.
 - free transit to youth.

WHAT WE HEARD—FUNDING

- Tie transportation funding to housing construction
- Raise the gas tax to motivate transit use
- Use revenues from Express Lanes to bolster transit service



A small number of participants ...

- Question the plan's assumptions and goals
- Oppose infill development
- Prefer a hands-off approach to housing and the economy
- Prefer more emphasis on the needs of drivers

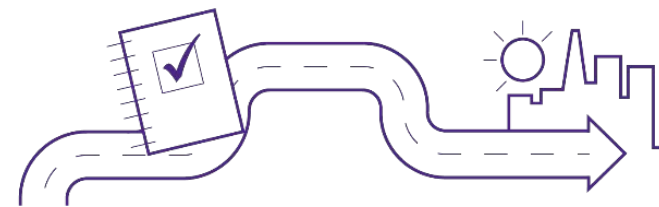




**Stay up to date at
PlanBayArea.org**



Thank You!





Plan
Bay Area
2040

Spring 2017 Public Engagement Report

Summary of What We Heard by County

**Joint Meeting of ABAG Administrative &
MTC Planning Committees**

June 9, 2017



Alameda County

Spring 2017
Open House Summary

Plan
BayArea
2040

Focus on Alameda County






**Thursday,
May 4, 2017**
6:30 p.m. to 8:30 p.m.

Fremont City Hall – Council Chambers
3300 Capitol Avenue
Fremont

**Approximate
Attendance**
45

Action Plan Station – What We Heard

The **Action Plan Station** focused on describing proposed and recent actions outlined in Draft Plan Bay Area 2040 to specifically address housing, economic development and resiliency. On three accompanying boards, participants were asked their ideas and encouraged to post their feedback. Below is a sampling of the comments that were submitted at the Alameda County open house. Visit PlanBayArea.org to view the complete list.

 HOUSING	 ECONOMIC DEVELOPMENT	 RESILIENCY
<p>What ideas do you have to improve the Bay Area housing crisis?</p>	<p>What ideas do you have to improve economic development for the Bay Area?</p>	<p>What ideas do you have to promote resiliency within the Bay Area?</p>
<ul style="list-style-type: none"> • Make inclusionary housing data available for unincorporated areas. • School development in conjunction with growth. • Incentivize density/ inclusionary housing bonuses for developers. • Run express trains from Stockton to San Jose. There is plenty of room around Stockton station for TOD cheap housing. • Light rail from Pleasanton, San Ramon, Dublin to Santa Clara, Sunnyvale. 	<ul style="list-style-type: none"> • BART should run 24 hours to service people that work in the evenings. • Connect ACE and BART transfer only station at Shinn Road in Fremont. • Extend ACE across Dumbarton then south to Santa Clara and from Santa Clara to Redwood City out to Livermore. • Increase pressure for CRA (Community Reinvestment Act) officers to maximize banking investment in region. 	<ul style="list-style-type: none"> • Address water consumption and availability with possible drought years ahead. • Unify everyone toward one achievable goal instead of several expensive, hard-to-achieve achievable goals.





Activity Station – What We Heard

Alameda County – Page 2

The **Activity Station** offered participants seven prompts to share additional ideas for how to address housing, economic development and resiliency. Below is a sampling of feedback and comments received at the Alameda County open house.

The best way to create more housing in the Bay Area is...



- Build more housing!
- Rezone for higher density (and more) housing around transportation; less parking in new developments.

We can create a more resilient Bay Area by...



- Engaging and teaching the community.
- Strengthening community connections.
- Coordinating school development/infrastructure to expected population growth.

To solve the Bay Area housing crisis, I recommend that we...



- Prioritize and increase peoples' rights as renters.
- Have inclusionary housing data available for unincorporated areas.
- Require all big developments to include affordable housing.

We need a transportation system that...



- Is accessible to all!
- Is affordable and reliable.
- Is equitable!
- Has a light rail from Pleasanton to Palo Alto/Santa Clara area.
- Is a comprehensive system so that I can leave my car at home.
- Makes the trip on a bus shorter (in time) than the trip by car.
- Considers the drivers' ability to get around as well as other modes of transportation.
- Won't come to a screeching halt upon the appearance of a sinkhole.

Visit PlanBayArea.org to view the complete list, including general comment cards.

Contra Costa County

Spring 2017
Open House Summary

Plan
BayArea
2040

Focus on Contra Costa County






**Wednesday,
May 10, 2017**
6:30 p.m. to 8:30 p.m.

Embassy Suites – Contra Costa Ballroom
1345 Treat Boulevard
Walnut Creek

**Approximate
Attendance**
30

Action Plan Station – What We Heard

The **Action Plan Station** focused on describing proposed and recent actions outlined in Draft Plan Bay Area 2040 to specifically address housing, economic development and resiliency. On three accompanying boards, participants were asked their ideas and encouraged to post their feedback. Below is a sampling of the comments that were submitted at the Alameda County open house. Visit PlanBayArea.org to view the complete list.

 HOUSING	 ECONOMIC DEVELOPMENT	 RESILIENCY
<p>What ideas do you have to improve the Bay Area housing crisis?</p>	<p>What ideas do you have to improve economic development for the Bay Area?</p>	<p>What ideas do you have to promote resiliency within the Bay Area?</p>
<ul style="list-style-type: none"> • Strong incentives for sustainable, equitable development near transit. • Make sure to have diverse representation on CASA. • Ensure a housing gap funding analysis is incorporated into the Action Plan. This will help prioritize the most impactful strategies and tools and give benchmarks for success. 	<ul style="list-style-type: none"> • Congestion pricing. Index gas tax to go along with increases in costs. • More "blue collar" jobs. We need grocery stores and places for entertainment. • Support/assistance for unique and individual businesses that make the Bay Area interesting. • Commercial rent control to preserve small businesses. 	<ul style="list-style-type: none"> • Agricultural mitigation must remain as a central strategy to protect the region's greenbelt. Agricultural lands are at risk, particularly in Contra Costa and they need targeted conservation to ensure we have fresh, local foods. • Contra Costa's Measure X had agricultural protection policies, and it would be unfortunate to have a regional plan without a framework to guide protections of land.





Activity Station – What We Heard

Contra Costa County – Page 2

The **Activity Station** offered participants seven prompts to share additional ideas for how to address housing, economic development and resiliency. Below is a sampling of feedback and comments received at the Contra Costa County open house.

We can create a more resilient Bay Area by...



- Listening to people of color and addressing institutional racism.

To prevent displacement, I recommend that we....



- Provide stronger tenant protections and protect and preserve affordable housing.

We need a transportation system that...



- Runs frequently and has comfortable, sheltered places to wait out of the rain and sun.
- Includes safe, clean and desirable infrastructure for active transportation.

To solve the Bay Area's housing crisis, I recommend that we...



- Build up where possible, not out.
- Close the affordable housing funding gap and incentivize sustainable, equitable development near transit.



**Saturday,
May 20, 2017**
8:30 a.m. - 1 p.m.




Mill Valley Community Center
180 Camino Alto
Mill Valley

**Approximate
Attendance**
80



Action Plan Station – What We Heard

The **Action Plan Station** focused on describing proposed and recent actions outlined in Draft Plan Bay Area 2040 to specifically address housing, economic development and resiliency. On three accompanying boards, participants were asked their ideas and encouraged to post their feedback. Below is a sampling of the comments that were submitted at the Alameda County open house. Visit PlanBayArea.org to view the complete list.

 HOUSING	 ECONOMIC DEVELOPMENT	 RESILIENCY
<p>What ideas do you have to improve the Bay Area housing crisis?</p>	<p>What ideas do you have to improve economic development for the Bay Area?</p>	<p>What ideas do you have to promote resiliency within the Bay Area?</p>
<ul style="list-style-type: none"> • Use inclusionary housing rewards. Do not isolate affordable communities or high rises with no amenities (elderly and young people) and nearby care-afterschool programs. • Help municipalities and the county to do what it takes (zoning, regulations, incentives) to put housing at our six shopping centers (Strawberry, Village, Town Center, Northgate, Rowland, Bon Air). 	<ul style="list-style-type: none"> • Provide guidance, manpower and funding. Assist counties in attracting "clusters" of employers - healthcare, biotech, software, renewable energy, etc. • Organize core community/neighborhood "tech centers" for advocated work at home businesses, independent and branch corporate part-time home plus "office complex" structures to relieve worker's commutes and foster independent creativity. 	<ul style="list-style-type: none"> • Disallow any further building in projected flood zones. • Do not encourage or permit affordable housing on already identified flood plains. • Gather data on homes/buildings destined to be flooded. Municipalities and counties purchase these in priority order and lease back to tenants until it becomes untenable, then moves or tears down the buildings.





Activity Station – What We Heard

Marin County – Page 2

The **Activity Station** offered participants seven prompts to share additional ideas for how to address housing, economic development and resiliency. Below is a sampling of feedback and comments received at the Marin County open house.

To prevent displacement, I recommend that we...



- Provide housing options at all income levels.
- Allow communities to do planning, not central planning that rewards political insiders.

To keep the region's economy growing, I recommend that we...



- Stop trying to manage it - central planning does not work. Learn from Venezuela and other centrally planned economies.
- Leave it alone.

The best way to create more housing in the Bay Area is...



- Build more transit-oriented development!
- Eliminate building code restrictions, i.e. "x" number of parking places for junior, second units. Allow the people to build housing of their own choice and free will.

We need a transportation system that...



- Is reliable, frequent and cheap.
- Gives people a viable alternative to driving.
- Takes BART from Richmond to San Rafael.
- Prioritizes bus rapid transit on highways with bike lanes connecting neighborhoods.
- Acknowledges the needs of workers that serve local clients - not just commuters.
- Doesn't penalize mobility costs for small business and labor.
- Does not kill wildlife.

Visit PlanBayArea.org to view the complete list, including general comment cards.

Napa County

Spring 2017
Open House Summary

Plan
BayArea
2040

Focus on Napa County






Monday,
May 15, 2017
6 p.m. to 8 p.m.

Elks Lodge
2840 Soscol Avenue
Napa

Approximate
Attendance
35

Action Plan Station – What We Heard

The **Action Plan Station** focused on describing proposed and recent actions outlined in Draft Plan Bay Area 2040 to specifically address housing, economic development and resiliency. On three accompanying boards, participants were asked their ideas and encouraged to post their feedback. Below is a sampling of the comments that were submitted at the Alameda County open house. Visit PlanBayArea.org to view the complete list.

 HOUSING	 ECONOMIC DEVELOPMENT	 RESILIENCY
<p>What ideas do you have to improve the Bay Area housing crisis?</p>	<p>What ideas do you have to improve economic development for the Bay Area?</p>	<p>What ideas do you have to promote resiliency within the Bay Area?</p>
<ul style="list-style-type: none"> • Pro-active city and county planners that let developers know what is wanted instead of the other way around. • Build up in the downtowns of compact cities. • Develop the Mare Island shipyard! Live-work housing! • Provide funding to encourage more proximity housing - people can buy homes if they live/work nearby. • Adaptive reuse of historic structures that preserve neighborhood character while adding density/infill housing. 	<ul style="list-style-type: none"> • Emphasize productivity through public transportation with ferries or trains. • Focus major employers at transportation hubs. • Reuse train tracks in Napa for commuter traffic! • Encourage home-based businesses and business incubator programs that lead to a better jobs/housing balance. 	<ul style="list-style-type: none"> • Raise awareness of the ecological services provided by open space. • Provide more regional funding for river restoration as part of PCA program. • Preserve and expand wildlife corridors for all proposed developments to maintain/increase habitat and biodiversity. • Add more electric vehicle recharging stations throughout the city/county.



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Activity Station – What We Heard

Napa County – Page 2

The **Activity Station** offered participants seven prompts to share additional ideas for how to address housing, economic development and resiliency. Below is a sampling of feedback and comments received at the Napa County open house.

We can create a more resilient Bay Area by...



- Recognizing ecological services provided by open space - the Bay Area has lots of critical open space!

To solve the Bay Area housing crisis, I recommend that we...



- Create more incentives at a local level for developers to create more affordable housing.
- Tax hotels, restaurants and resorts a low-income housing fee.

The best way to create more housing in the Bay Area is...



- In Napa, convert downtown houses (from turn of last century) back into dwellings. Put offices in office buildings. Put families in houses. Restore historic properties.
- All departments come together to meet with developers in planning stage to solve problems together and more efficiently.

We need a transportation system that...



- Facilitates non-motorized transportation - bikes and pedestrians!
- Is seamless.
- Connects Napa to the rest of the world.
- Includes trains - Napa to San Francisco.
- Has more frequent ferry service from Vallejo to San Francisco.
- Is easy to use, reliable and efficient. We had such a system in the 1930s - the light rail from Calistoga to Vallejo ferry. Let's bring it back instead of expanding lanes on highway and adding cars!

Visit [PlanBayArea.org](https://www.planbayarea.org) to view the complete list, including general comment cards.

San Francisco County

Spring 2017
Open House Summary

Plan
BayArea
2040

Focus on San Francisco






**Wednesday,
May 17, 2017**
6:30 p.m. to 8:30 p.m.

Bay Area Metro Center
375 Beale Street
San Francisco

**Approximate
Attendance**
50

Action Plan Station – What We Heard

The **Action Plan Station** focused on describing proposed and recent actions outlined in Draft Plan Bay Area 2040 to specifically address housing, economic development and resiliency. On three accompanying boards, participants were asked their ideas and encouraged to post their feedback. Below is a sampling of the comments that were submitted at the Alameda County open house. Visit PlanBayArea.org to view the complete list.

HOUSING 	ECONOMIC DEVELOPMENT 	RESILIENCY 
<p>What ideas do you have to improve the Bay Area housing crisis?</p>	<p>What ideas do you have to improve economic development for the Bay Area?</p>	<p>What ideas do you have to promote resiliency within the Bay Area?</p>
<ul style="list-style-type: none"> • More "affordable housing" centers near rail transit hubs or all transit. • Create "areas of protection" from development as a proactive measure to curb or prevent gentrification. • Make the forum on affordable housing an annual or bi-annual event. • Just Cause eviction protection. • Invest more in affordable, low-income housing instead of luxury apartment complexes. 	<ul style="list-style-type: none"> • Incentivize employment growth in locations that have high transit accessibility and existing/planned capacity like Oakland, Fremont, Walnut Creek. • Transportation access. There is no public transit access (buses) to new Warm Springs BART night and weekends. • Real job hiring programs for older/mature workers, as a lot of companies seem to hire only younger workers. 	<ul style="list-style-type: none"> • Address water sustainability, quality and availability with future growth, e.g., climate change, drought, flooding, repair of existing antiquated infrastructure. • Connect to youth programs around the region that are talking about climate change and resiliency and elevate their ideas. • Work with water districts to create cohesiveness and cooperation.





Activity Station – What We Heard

The **Activity Station** offered participants seven prompts to share additional ideas for how to address housing, economic development and resiliency. Below is a sampling of feedback and comments received at the San Francisco County open house.

To keep the region's economy growing, we should...



- Invest in infrastructure, because if you can't effectively move around, everything stops.

To solve the Bay Area housing crisis, I recommend that we...



- Think of housing as a right, not a privilege.

The best way to create more housing in the Bay Area is...



- Affordable homes near jobs and transit!
- To incentivize innovation and efficiency in the construction industry to find more affordable ways to build.

We need a transportation system that...



- Is the solution, not the problem.
- Is safe with zero deaths and criminal activities.
- Can actually reduce vehicle miles travelled by providing a faster, more convenient alternative to driving.
- Provides European-style transit and train mobility and high speed rail soon.
- Funds the transit system more than the highway system.
- Build the original 600-mile, 9-county BART system (be it BART or other rail system).

San Mateo County

Spring 2017
Open House Summary

Plan
BayArea
2040

Focus on San Mateo County






**Thursday,
May 4, 2017**
6:30 p.m. to 8:30 p.m.

Sequoia High School Multi-Purpose Room
1201 Brewster Avenue
Redwood City

**Approximate
Attendance**
35

Action Plan Station – What We Heard

The **Action Plan Station** focused on describing proposed and recent actions outlined in Draft Plan Bay Area 2040 to specifically address housing, economic development and resiliency. On three accompanying boards, participants were asked their ideas and encouraged to post their feedback. Below is a sampling of the comments that were submitted at the Alameda County open house. Visit PlanBayArea.org to view the complete list.

 HOUSING	 ECONOMIC DEVELOPMENT	 RESILIENCY
<p>What ideas do you have to improve the Bay Area housing crisis?</p>	<p>What ideas do you have to improve economic development for the Bay Area?</p>	<p>What ideas do you have to promote resiliency within the Bay Area?</p>
<ul style="list-style-type: none"> • Need all housing types: micro units, high density. • Need to make entry level housing profitable for developers. • Help fund affordable housing near work for teachers, school staff. • Create tax incentives for people to sell and buy/rent houses closer to work. • Need more direct investment in housing. • Save Docktown! Yes! 	<ul style="list-style-type: none"> • Need to promote transportation access from growing Urban Centers to open space (PCAs). • Better bus transportation to high schools (e.g., Woodside). • Ferry transportation around the Bay and link to public transportation. • Focus now on bold/big improvements like second BART tube. • Add housing near job centers. 	<ul style="list-style-type: none"> • Take into account climate change when planning, especially building near the Bay. • Incorporate green infrastructure in road projects and funding. • Determine if water resources are sufficient for the proposed growth. • In strengthening open space protections – include recreational trails to public space – continue to promote SF Bay Trail.





Activity Station – What We Heard

San Mateo County – Page 2

The **Activity Station** offered participants seven prompts to share additional ideas for how to address housing, economic development and resiliency. Below is a sampling of feedback and comments received at the San Mateo County open house.

To keep the region's economy growing, we should...



- Invest in public higher education (grow our own local job base).
- Think long-term – 2085? Think hard about real restrictions and caps in place.
- Create more middle-wage jobs; and develop a regional economic development strategy.

We can create a more resilient Bay Area by....



- Helping teachers, school staff, healthcare professionals (nurses, doctors), police and fire, and others live near where they work.
- Not over-building work/office space before we... [provide] adequate housing!
- Focus on the Bay and sea-level rise.

We need a transportation system that...



- Is regional in its approach and implementation.
- Provides seamless access around the Bay – coordinated fares and schedules.
- Allows me to not need a car.
- Provides affordable access to parks, trails and open space areas.

The best way to create more housing in the Bay Area is...



- Add housing near job centers and create neighborhoods.
- Build higher density, transit oriented housing – higher density near public transportation, downtowns, jobs. Redwood City is a great example!
- In San Mateo County, need to build more to create more density. Start with affordable available sites, share info, partner. Big shortage of homes means build more. Need money.
- Allow more single family homes.
- Condition local funding on housing production, not just zoning.
- To speed up the approval process for smart infill development.
- Redistribute water allocation in a fair manner across Bay Area cities that really need/want it, e.g., East Palo Alto.

Visit PlanBayArea.org to view the complete list, including general comment cards.

Santa Clara County

Spring 2017
Open House Summary

Plan
BayArea
2040

Focus on Santa Clara County






Monday,
May 22, 2017
6:30 p.m. to 8:30 p.m.

Marriott Hotel – San Jose Ballroom
301 South Market
San Jose

**Approximate
Attendance**
45

Action Plan Station – What We Heard

The **Action Plan Station** focused on describing proposed and recent actions outlined in Draft Plan Bay Area 2040 to specifically address housing, economic development and resiliency. On three accompanying boards, participants were asked their ideas and encouraged to post their feedback. Below is a sampling of the comments that were submitted at the Alameda County open house. Visit PlanBayArea.org to view the complete list.

 HOUSING	 ECONOMIC DEVELOPMENT	 RESILIENCY
<p>What ideas do you have to improve the Bay Area housing crisis?</p>	<p>What ideas do you have to improve economic development for the Bay Area?</p>	<p>What ideas do you have to promote resiliency within the Bay Area?</p>
<ul style="list-style-type: none"> • Tax vacant lands to generate revenue for affordable housing and transit, while encouraging investment. • Prefer affordable housing in regular developments so nobody has to live in or next door to a "housing project." • We need more dense development! • Do more public outreach. Come and talk at the local level. We need to educate citizens. 	<ul style="list-style-type: none"> • Affordable housing co-ops. • Tax credit for people who work within five miles from home or bike to work or walk to work. Reward them for helping to relieve traffic congestion. 	<ul style="list-style-type: none"> • Each development has more sustainability features! • Important to emphasize "ecological services" to mitigate problems of climate change, especially for disadvantaged communities. • Continue to connect with local government, water providers, water districts, and ABAG for data assistance. • Regarding expanding natural infrastructure, preserve Coyote Valley as open space agriculture.





Activity Station – What We Heard

The **Activity Station** offered participants seven prompts to share additional ideas for how to address housing, economic development and resiliency. Below is a sampling of feedback and comments received at the Santa Clara County open house.

We can create a more resilient Bay Area by...



- Creating public transit that I'm comfortable putting my 12-year-old on by himself.
- Getting minority groups more involved with community issues.
- Informing residents of the changes occurring.

To keep the region's economy growing, we should...



- Create a central infrastructure bank for transit improvements/infill and bike-pedestrian projects.
- Question the assumption that the economy must grow.
- Institute a universal income.

To resolve the Bay Area housing crisis, I recommend that we...



- Enforce housing growth commitments at the regional or state level.
- Enforce existing development rules/laws to make developers include a certain percentage of affordable housing units and not allow them to "buy out" that requirement.

We need a transportation system that...



- Treats car owners and non-car owners safely and equitably.
- Serves first and last mile needs - perhaps by cities partnering and taking more responsibility by bringing partnerships with businesses, especially high-tech, to make it happen.
- Uses successful, efficient systems used in other countries (Europe, as an example) as a model - with more frequency of travel and connected systems.
- Has 10-minute headways from Diridon to DeAnza College. All day long.
- Has connected (and safe!) bicycle routes.
- Is designed for people, not cars; safe passage by foot and bicycle; efficient travel by transit.

Solano County

Spring 2017
Open House Summary

Plan
BayArea
2040

Focus on Solano County






Monday,
May 15, 2017
6 p.m. to 8 p.m.

Solano County Events Center
601 Texas Street
Fairfield

Approximate
Attendance
45

Action Plan Station – What We Heard

The **Action Plan Station** focused on describing proposed and recent actions outlined in Draft Plan Bay Area 2040 to specifically address housing, economic development and resiliency. On three accompanying boards, participants were asked their ideas and encouraged to post their feedback. Below is a sampling of the comments that were submitted at the Alameda County open house. Visit PlanBayArea.org to view the complete list.

HOUSING 	ECONOMIC DEVELOPMENT 	RESILIENCY 
<p>What ideas do you have to improve the Bay Area housing crisis?</p>	<p>What ideas do you have to improve economic development for the Bay Area?</p>	<p>What ideas do you have to promote resiliency within the Bay Area?</p>
<ul style="list-style-type: none"> • Build up, not out. • Need more middle housing for healthier neighborhoods. • Mixed-use developments should adhere to strict guidelines: near transportation, creates walkable communities, considers height of buildings appropriate for neighborhood, downtown area. • Get developers for new housing to be accountable for building affordable housing; do not let them pay a fee to release them of accountability. 	<ul style="list-style-type: none"> • Reward mixed-used, higher density locations to promote higher economic impact. • Tax benefits for employers who hire local residents. And/or the reciprocal - tax benefits for employees who work where they live. • Focus economic development on poorer areas (e.g., Vallejo, Antioch, Richmond, Oakland). • Support early childhood development so that future employers have a pool of potential employees. 	<ul style="list-style-type: none"> • Solano County needs jobs and more sales tax revenues (no bedroom communities). • Mobilize individual communities through comprehensive community organizing to educate and prepare. • Going to need lots more levees if sea level rise happens. Prevention is usually cheaper than cleaning up afterward. • Unified transit system. Make it worth it to ride transit for cyclists.





Activity Station – What We Heard

The **Activity Station** offered participants seven prompts to share additional ideas for how to address housing, economic development and resiliency. Below is a sampling of feedback and comments received at the Solano County open house.

To solve the Bay Area’s housing crisis, I recommend that we...



- Close the affordable housing funding gap and incentivize sustainable, equitable development near transit.

To keep the region’s economy growing, we should...



- Great, not just good, education will draw jobs.
- Keep the families who use childcare in mind. Those childcare providers are supporting the local economy.

The best way to create more housing in the Bay Area is...



- Provide development that follows strict rules to integrate mixed-use housing into existing neighborhoods, preserving the personality of the area as much as possible.
- Increase density. More infill prioritized over new projects on the periphery.
- Acknowledge we may not be able to build our way out of a housing crisis.

We need a transportation system that...



- Is easier to navigate between cities and counties.
- Is accessible for all.
- Puts maintenance at a higher priority level.
- Makes better use of rail infrastructure.
- Provides integrated linkage from Solano County to SF/Oakland, San Jose and ultimately Sacramento Metropolitan Area.
- Is in line with the needs of the area. For instance, if there is a plan in place to build high-density or mixed-use housing, there needs to be a sufficient transportation "hub" in place to take the traffic off I-80 and into mass transit.

Sonoma County

Spring 2017
Open House Summary

Plan
BayArea
2040

Focus on Sonoma County






Monday,
May 22, 2017
6 p.m. to 8 p.m.

Finley Community Center
2060 West College Avenue
Santa Rosa

Approximate
Attendance
45

Action Plan Station – What We Heard

The **Action Plan Station** focused on describing proposed and recent actions outlined in Draft Plan Bay Area 2040 to specifically address housing, economic development and resiliency. On three accompanying boards, participants were asked their ideas and encouraged to post their feedback. Below is a sampling of the comments that were submitted at the Alameda County open house. Visit PlanBayArea.org to view the complete list.

HOUSING 	ECONOMIC DEVELOPMENT 	RESILIENCY 
<p>What ideas do you have to improve the Bay Area housing crisis?</p>	<p>What ideas do you have to improve economic development for the Bay Area?</p>	<p>What ideas do you have to promote resiliency within the Bay Area?</p>
<ul style="list-style-type: none"> • Spend money on housing instead of wider roads. • Support farmworkers' housing in job centers, not agricultural lands. • Mix of market rate and affordable housing. • More mixed-income housing. • Need multi-family homes with sound-proof walls. • Just Cause eviction policies. • Single room occupancy friendly policies. 	<ul style="list-style-type: none"> • More affordable housing near transit hubs! • Fareless transit for students. • Create middle-wage jobs and reduce costs for returning college and community college students. • Retail and services near SMART stations. • One-planet communities. Example: Sonoma Village - less car-dependent, smart planning/development, better transit, more walkable communities. 	<ul style="list-style-type: none"> • Raise gas prices to European levels so that the population is motivated to use transit. • Market or advertise transit as a health opportunity due to the walking involved. • Frequent, convenient, affordable public transit. • Make all parking spaces cost money. Funnel the funds into transportation and land use. • Make our transit systems efficient. Sonoma County transit is far too inefficient.





Activity Station – What We Heard

Sonoma County – Page 2

The **Activity Station** offered participants seven prompts to share additional ideas for how to address housing, economic development and resiliency. Below is a sampling of feedback and comments received at the Sonoma County open house.

The best way to create more housing in the Bay Area is...



- Provide home sharing.
- Create a PDA on the north side of Hoen Avenue (in Santa Rosa) between Farmers and Summerfield.
- Eliminate CEQA - actually abide by requirements and plan and build well.

To prevent displacement, I recommend that we...



- Build a lot more housing - for all income levels.
- Introduce stronger rent control.
- Pursue vigorous infill development.

To solve the Bay Area housing crisis, I recommend that we...



- Put housing at company campuses, shopping malls, transit centers, city/county/state land.
- Add housing where carports are.
- Implement housing, impact fees, and restore Redevelopment Agency fees.

We need a transportation system that...



- Makes it easier and cheaper to use transit than drive a single-occupancy vehicle.
- Prepares us for a future free of fossil fuels.
- Connects the nine Bay Area counties.
- Is affordable or free, convenient, and runs frequently.
- Is fast, connected, and customer focused.
- Is fully-funded.
- Integrates with best practices in land use.
- Is so "cool" that all people want to ride!

Visit PlanBayArea.org to view the complete list, including general comment cards.



Plan Bay Area 2040

A Summary of Five Community Focus Groups, Spring 2017

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 filled out a paper survey.

Focus Group Details

South Hayward Parish | Hayward
May 2, 2017
Homeless Population in Hayward

Sound of Hope Radio | Sunnyvale
May 5, 2017
South Bay Chinese American Residents

Richmond Main Street | Richmond
May 8, 2017
Workers and Residents of Richmond

Sela Learning | Vallejo
May 11, 2017
Workers and Residents of Vallejo

Rose Foundation | Oakland
May 18, 2017
Students of Oakland and San Francisco

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.

82% have lived in the Bay Area for more than 15 years.

Survey respondents ranked the elements of the Action Plan as follows (with 1 being most important):

1. Housing
2. Economic Development
3. Resilience

Feedback from participants of the South Hayward Parish focus group includes...



- More services for the homeless, including a way to create potential roommate matches, and more meetings to connect planners with homeless issues.
- Fund or build transitional housing for people who need a stable place to live to encourage employment.
- Need to locate jobs within the community to be more transit accessible.
- Expand the region's natural infrastructure.

Feedback from participants of the Sound of Hope Radio focus group includes...



- Expanding transit services is important to addressing housing problems. Cities and counties should collaborate to benefit the whole region.
- Housing needs to be near jobs.
- Regulations for companies that provide jobs to also provide housing.
- Preserve infrastructure and increase transportation access.

Feedback from participants of the Richmond Main Street focus group includes...



- Policies should require local hires, but also require training to make sure local residents are qualified for the jobs.
- Need for affordable housing across all income levels. Reduce barriers for cities trying to build housing.
- Protect existing residents from displacement.
- Need for education to raise awareness about the importance of climate change.

Feedback from participants of the Sela Learning focus group includes...



- Create a regional pool of funds for housing and transportation, so poorer cities can access funds to build affordable housing.
- Support small businesses in smaller cities; incentivize job creation in smaller cities.
- Tie transportation funding to workforce development.
- Form a regional working group on inner city revitalization including information sharing between local communities.

Feedback from participants of the Rose Foundation focus group includes...



- Foster economic development through the development of green infrastructure.
- Make transportation more efficient and affordable, including free transit for students through college.
- Job training is key to obtaining incomes that allow people to stay in the Bay Area.
- Transit should be more reliable so people will be more likely to use public transportation and drive less often.



Plan Bay Area 2040

South Hayward Parish

Plan Bay Area 2040 Spring 2017 Community Based Outreach



**Tuesday,
May 2, 2017**

11:30 a.m. – 2:00 p.m.

**South Hayward
Parish**

Hayward, CA

Languages

Spanish
Interpretation

**Approximate
Attendance**

14

Focus Group Overview

As part of the spring 2017 outreach for Draft Plan Bay Area 2040, MTC and ABAG conducted five focus groups with community based organizations like South Hayward Parish. At the focus group, an MTC staffer provided a brief presentation to familiarize attendees with Draft Plan Bay Area 2040 and introduce specific components of the Action Plan. Discussion was geared toward gathering feedback from attendees on the Action Plan, including recommendations for improving the Draft Plan’s performance on housing, economic development and resilience issues.

About This Focus Group

South Hayward Parish is an interfaith organization that provides a range of services to the area’s homeless population.

Biggest Takeaways From Our Conversation

Focus group attendees were facing homelessness or were previously homeless, and expressed concern for affordable, stable housing and tenant protections.



Housing that is affordable to very low-income residents and the ability to stay in the affordable housing (e.g. protect residents against evictions) was identified as the most pressing issue.



Organize additional meetings that connect planners with homeless issues to develop services for the homeless and change the image of homeless people.









There could be a regional approach to relieving homelessness in programs that help connect the homeless populations from different cities for potential roommate matches and in establishing clean, stable transitional housing as people pursue employment.



**Association of
Bay Area Governments**

More About What We Heard

 HOUSING	 ECONOMIC DEVELOPMENT	 RESILIENCY
<ul style="list-style-type: none">• Protect housing for disabled renters.• Protect renters who are subleasing and develop policies around leasing and subleasing.• Support transitional housing and shared housing.• Building more won't necessarily lower costs.• Eliminate the option available to developers to pay fees in place of building affordable housing.• Stronger renters' rights against evictions.• Protecting against displacement, producing housing, and preserving existing affordable housing were identified as top priorities.	<ul style="list-style-type: none">• Need to locate jobs within the community and have them be transit accessible.• Create more jobs at the lower and minimum-wage levels.• Develop policies to address the growing senior population within society and the economy.	<ul style="list-style-type: none">• Need a regional strategy because it affects everyone.• Expand the region's natural infrastructure.• Provide technical assistance that will allow communities to better respond jointly.
		



Plan Bay Area 2040

Sound of Hope Radio

Plan Bay Area 2040 Spring 2017 Community Based Outreach



**Friday,
May 5, 2017**

11:30 a.m. - 1:30 p.m. Sunnyvale, CA

**Sound of Hope
Radio**

Languages
Mandarin
Interpretation

**Approximate
Attendance**
20

Focus Group Overview

As part of the spring 2017 outreach for Draft Plan Bay Area 2040, MTC and ABAG conducted five focus groups with community based organizations like Sound of Hope Radio. At the focus group, an MTC staffer provided a brief presentation to familiarize attendees with Draft Plan Bay Area 2040 and introduce specific components of the Action Plan. Discussion was geared toward gathering feedback from attendees on the Action Plan, including recommendations for improving the Draft Plan’s performance on housing, economic development and resilience issues.

About This Focus Group

Sound of Hope Radio is a Chinese-American radio station that serves the San Francisco Bay Area. Focus group attendees represented the Chinese-American community of the South Bay.

Biggest Takeaways From Our Conversation

Throughout our conversation, focus group attendees expressed concern with traffic, lack of viable public transit options within cities and significant jobs/housing mismatch in Silicon Valley. They suggested increasing public transportation access to job centers and reducing barriers to housing development in jobs-rich areas.



Traffic and lack of housing near jobs are the biggest concern for Sound of Hope Radio Focus Group attendees.









Attendees discussed how important expanding transit service is to address housing problems, and shared their hope that cities collaborate to benefit the whole region.



Attendees also emphasized that housing needs to be near jobs, and the need to develop local mass transportation systems within each city.



More About What We Heard

 HOUSING	 ECONOMIC DEVELOPMENT	 RESILIENCY
<ul style="list-style-type: none">• Add regulations for companies that provide jobs to also fund housing - Stanford Campus is a good example.• Provide economic incentives to local jurisdictions to provide more housing – potentially use state and federal funding to change behavior.• Need to be more efficient and agile in the city permitting process so we can quickly respond to changes in the economy.• Tie transportation funding to housing development.• Housing production was the top priority, followed by preserving existing affordable housing.	<ul style="list-style-type: none">• It's difficult to forcibly grow middle wage jobs.• Preserving infrastructure and increasing transportation access are the most important.• Fund transit discounts to low-income individuals.• Better define what is affordability — define a percentage of how much people have to spend on housing and transportation• Increasing affordable transportation access to job centers was the top priority.	<ul style="list-style-type: none">• Concern for earthquakes is higher than concern for sea level rise or flooding.• That earthquakes can happen at any moment is understood; sea level rise seems more abstract and long-term.• Education on the importance of resiliency to sea level rise and climate change is important.• Protecting communities against natural hazards was the top priority followed by preparing the region for effects of climate change.
		



Richmond Main Street Initiative

Plan Bay Area 2040 Spring 2017 Community Based Outreach



**Monday,
May 8, 2017**

5:00 p.m. - 7:00 p.m.

**East Bay Center for
Performing Arts**

Richmond, CA

Languages
English

**Approximate
Attendance**

5

Focus Group Overview

As part of the spring 2017 outreach for Draft Plan Bay Area 2040, MTC and ABAG conducted five focus groups with community based organizations like Richmond Main Street Initiative. At the focus group, an MTC and an ABAG staffer provided a brief presentation to familiarize attendees with Draft Plan Bay Area 2040 and introduce specific components of the Action Plan. Discussion was geared toward gathering feedback from attendees on the Action Plan, including recommendations for improving the Draft Plan's performance on housing, economic development and resilience issues.

About This Focus Group

Richmond Main Street Initiative sponsors community events and programs designed to develop a safe, vibrant, thriving downtown.

Biggest Takeaways From Our Conversation

Throughout our conversation, focus group attendees expressed concern with economic development, affordable housing and displacement. They suggested increasing a variety of affordable housing solutions, protecting public housing and improving access to healthy food.



Affordable housing and displacement were the biggest issues for focus group attendees.



Attendees discussed increasing funding for affordable housing, developing workforce housing, and local hiring for people of all skill levels.









Attendees suggested prioritizing public investment to correct some of the overtly racist and inequitable policies of the past.



Improving transit access to job centers was also a priority for focus group attendees.

More About What We Heard

 HOUSING	 ECONOMIC DEVELOPMENT	 RESILIENCY
<ul style="list-style-type: none">• Strategies need to include both affordable housing and workforce housing.• Access to healthy, local food is an important piece of an affordable neighborhood.• If you can't implement a regional policy, work with sub-regions within the entire region or work within a corridor to establish sub-regional policies.• One-size-fits-all policies aren't enough to maintain affordable neighborhoods and prevent displacement.• Policies to encourage property owners to upgrade housing to bring down costs.• Producing housing and protecting existing residents from displacement were the top priorities.	<ul style="list-style-type: none">• Work with other regions to establish connections to job-rich areas.• Connect with high speed rail for access to other regions.• Express lanes are not economically equitable.• Public outreach could help change perceptions.• Increasing affordable transportation access to job centers was the top priority.	<ul style="list-style-type: none">• There is opportunity for education on sea level rise and earthquakes.• We can prepare for climate change and protect existing infrastructure.• Smaller-scale issues, like drain flooding, should be included.• We can raise awareness of the importance of climate change to set the stage for planning.• Protecting communities from natural hazards was the higher priority.
		



Sela Learning

Plan Bay Area 2040 Spring 2017 Community Based Outreach

**Thursday,
May 11, 2017**
11 a.m. - 1 p.m.

Sela Learning
Vallejo, CA

Languages
Spanish
Interpretation

**Approximate
Attendance**
16



Focus Group Overview

As part of the spring 2017 outreach for Draft Plan Bay Area 2040, MTC and ABAG conducted five focus groups with community based organizations like Sela Learning. At the focus group, an MTC staffer provided a brief presentation to familiarize attendees with Draft Plan Bay Area 2040 and introduce specific components of the Action Plan. Discussion was geared toward gathering feedback from attendees on the Action Plan, including recommendations for improving the Draft Plan's performance on housing, economic development and resilience issues.

About This Focus Group

Sela Learning is dedicated to help build, connect and empower communities. Its mission is to improve the economic outlook of children, youth and families.

Biggest Takeaways From Our Conversation

Attendees were Vallejo residents, most of whom are active in downtown Vallejo. They discussed the job growth occurring in other parts of the region and the difficulty for many Vallejo residents in accessing these jobs. They would like to see more jobs created in Vallejo and a greater development of the city's downtown neighborhood as an economic center.



Vallejo as a bedroom community with jobs located outside the city was identified as the biggest issue for the community.









Expansion of the transportation network means that investment also extends further out to develop new areas, leaving less funding available to encourage growth in cities like Vallejo.



Attendees also expressed interest in partnerships with regional agencies able to assist cities like Vallejo looking to build to their downtown areas but having trouble attracting private investment.

More About What We Heard

 HOUSING	 ECONOMIC DEVELOPMENT	 RESILIENCY
<ul style="list-style-type: none"> • Create regional funding to support the building of affordable housing for cities like Vallejo that have traditionally provided the workforce for larger cities nearby. • Provide definitions within the plan for “affordable housing” and “middle-wage jobs.” • Preserve existing affordable housing and housing that protects residents against displacement are top priorities. • Identify a clear funding source or sources before further developing a plan. • Invest in development to make Vallejo a city where people want to live. 	<ul style="list-style-type: none"> • It is important to support small business in small cities. • Consider the connection between transit and economic development and how transportation funding can support job creation. • Promote information sharing between other communities in the region that have succeeded in revitalizing their downtowns. • Include educational institutions in the discussion of economic development and work with them on ways to provide a better prepared workforce. • Increasing access to middle-wage jobs and increasing affordable transportation to jobs center was ranked as a top priority. 	<ul style="list-style-type: none"> • Need to address potential changes in food and water supplies as a result of climate change. • Increase efforts to educate communities around the impacts of sea level rise. • Preparing the region for the effects of climate change and protecting communities against natural hazards were ranked as top priorities. • Provide funding for scientific-based responses that help describe and explain climate change. • Promote actions that will help slow the effects of climate change.
		



Plan Bay Area 2040

Rose Foundation for Communities and the Environment

Plan Bay Area 2040 Spring 2017 Community Based Outreach

**Monday,
May 18, 2017**

3:30 p.m. - 5:30 p.m.

**Rose
Foundation**
Oakland, CA

Languages
English

**Approximate
Attendance**
15



Focus Group Overview

As part of the spring 2017 outreach for Draft Plan Bay Area 2040, MTC and ABAG conducted five focus groups with community based organizations like the Rose Foundation. At the focus group, an MTC staffer provided a brief presentation to familiarize attendees with Draft Plan Bay Area 2040 and introduce specific components of the Action Plan. Discussion was geared toward gathering feedback from attendees on the Action Plan, including recommendations for improving the Draft Plan's performance on housing, economic development and resilience issues.

About This Focus Group

The Rose Foundation supports grassroots initiatives regarding the environment, consumers and public health. Attendees were a diverse group of youth from the East Bay.

Biggest Takeaways From Our Conversation

Throughout our conversation, focus group attendees expressed concern with the displacement of residents and local businesses, the need for economic development for the benefit of current residents, and preserving a diverse city they can stay in.



Attendees spoke of a vision for a diverse, affordable Oakland they can continue to live in.



Gentrification, small business displacement, and economic development for current residents were top concerns for participants.









Attendees expressed concern that the pace of displacement and gentrification is too great to overcome.



Providing free transit to students was also a priority for attendees.

More About What We Heard

 HOUSING	 ECONOMIC DEVELOPMENT	 RESILIENCY
<ul style="list-style-type: none"> • Subsidized housing could help resolve the housing crisis faster than building new affordable housing. • Displacement isn't new and the region should have acted much sooner to prevent displacement. • Realistic paths to home ownership should be included when considering affordable housing policies. • Eased paths to development should not come at the cost of lower safety standards. 	<ul style="list-style-type: none"> • Job training is a key to obtaining incomes that allow people to stay. • Policies should encourage small businesses to stay. • Transportation infrastructure shouldn't come at the expense of the environment. • Foster economic development through the development of green infrastructure. • Make transportation more efficient and affordable, including free transit for college students. • Increases to the minimum wage, better access to education, and criminal justice reform all matter. 	<ul style="list-style-type: none"> • Create high-paying, green jobs. • Don't develop where flooding is likely to happen or is inevitable. • Keep private institutions, like schools, to the same standards of public institutions. • Make transit more reliable so less people drive. • Build self-sustaining buildings that use little or no carbon energy.
		



SPRING 2017 PUBLIC OUTREACH Native American Tribal Government Outreach

*Monday, May 8, 2017
10:00 a.m. – 12:00 p.m.*

Location

National Indian Justice Center
5250 Aero Drive
Santa Rosa, CA 95403

Participants

- Cloverdale Rancheria
- Graton Rancheria
- National Indian Justice Center

Background

On Monday, May 8, 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 staff sent invitation letters on April 17, 2017 to 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 on Draft Plan Bay Area 2040, its accompanying Environmental Impact Report, the Action Plan 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. Below are some key takeaways from the discussion groups.

Key Takeaways

- In the future, this forum would be a good opportunity for tribes to share their transportation plans and present them to staff so that the plans can feed into the regional planning process.
- There is a complicated maze the tribes have to go through to access federal funding — need more opportunities to access local funding.
- Need communications to be clear and specific about when the tribes' input is needed and when it is appropriate to provide feedback.
- The tribes need more collaboration with all levels of government to access data in order to access state and local funding.
- There are many people commuting from Mendocino County into Sonoma County due to the affordability crisis.
- Affordable housing is getting lost for middle-income folks.
- SMART must reach Cloverdale.
- The tribes need toolboxes and technical assistance to help address the issues of housing, economic development and resiliency, as well as technical assistance to help identify local transportation projects.
- Focus job-training efforts on training youth for trades.
- Tribes have access to federal training funds for emergency management, which may help address resiliency efforts.