



## PUBLIC ENGAGEMENT REPORT



# Plan BayArea **2040**

DRAFT  
SUPPLEMENTAL  
REPORT

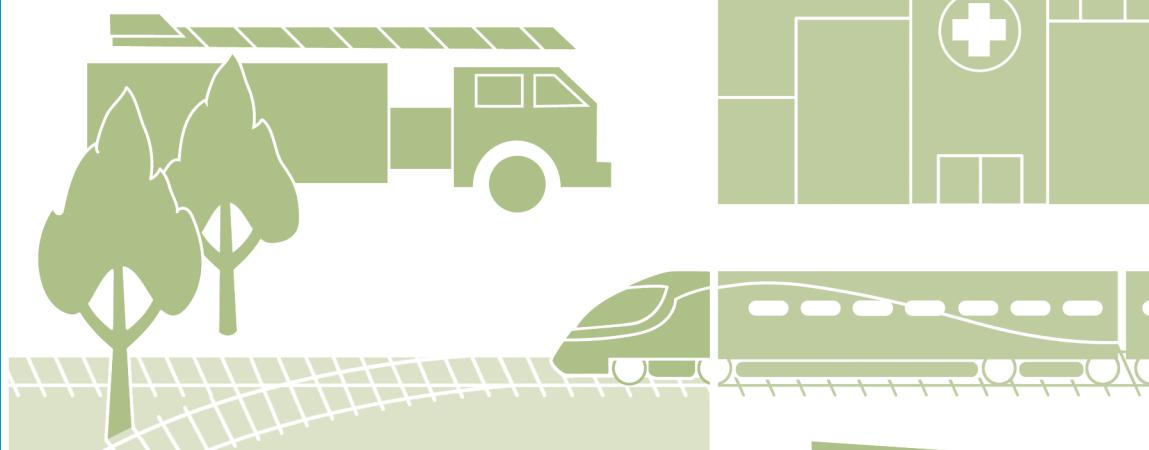


METROPOLITAN  
TRANSPORTATION  
COMMISSION



Association  
of Bay Area  
Governments

MARCH 2017



# Metropolitan Transportation Commission

Jake Mackenzie, Chair Sonoma County and Cities	Dorene M. Giacopini U.S. Department of Transportation	Julie Pierce Association of Bay Area Governments
Scott Haggerty, Vice Chair Alameda County	Federal D. Glover Contra Costa County	Bijan Sartipi California State Transportation Agency
Alicia C. Aguirre Cities of San Mateo County	Anne W. Halsted San Francisco Bay Conservation and Development Commission	Libby Schaaf Oakland Mayor's Appointee
Tom Azumbrado U.S. Department of Housing and Urban Development	Nick Josefowitz San Francisco Mayor's Appointee	Warren Slocum San Mateo County
Jeannie Bruins Cities of Santa Clara County	Jane Kim City and County of San Francisco	James P. Spering Solano County and Cities
Damon Connolly Marin County and Cities	Sam Liccardo San Jose Mayor's Appointee	Amy R. Worth Cities of Contra Costa County
Dave Cortese Santa Clara County	Alfredo Pedroza Napa County and Cities	
Carol Dutra-Vernaci Cities of Alameda County		

# Association of Bay Area Governments

Councilmember Julie Pierce ABAG President City of Clayton	Supervisor David Cortese Santa Clara	Mayor Liz Gibbons City of Campbell / Santa Clara	
Supervisor David Rabbitt ABAG Vice President County of Sonoma	Supervisor Erin Hannigan Solano	Mayor Greg Scharff City of Palo Alto / Santa Clara	
<b>Representatives From Cities in Each County</b>			
Supervisor Scott Haggerty Alameda	Mayor Trish Spencer City of Alameda / Alameda	Len Augustine, Mayor City of Vacaville / Solano	
Supervisor Nathan Miley Alameda	Mayor Barbara Halliday City of Hayward / Alameda	Mayor Jake Mackenzie City of Rohnert Park / Sonoma	
Supervisor Candace Andersen Contra Costa	Vice Mayor Dave Hudson City of San Ramon / Contra Costa	Councilmember Annie Campbell Washington City of Oakland	
Supervisor Karen Mitchoff Contra Costa	Councilmember Pat Eklund City of Novato / Marin	Councilmember Lynette Gibson McElhaney City of Oakland	
Supervisor Dennis Rodoni Marin	Mayor Leon Garcia City of American Canyon / Napa	Councilmember Abel Guillen City of Oakland	
Supervisor Belia Ramos Napa	Mayor Edwin Lee City and County of San Francisco	Councilmember Raul Peralez City of San Jose	
Supervisor Norman Yee San Francisco	John Rahaim, Planning Director City and County of San Francisco	Councilmember Sergio Jimenez City of San Jose	
Supervisor David Canepa San Mateo	Todd Rufo, Director, Economic and Workforce Development, Office of the Mayor City and County of San Francisco	Councilmember Lan Diep City of San Jose	
Supervisor Dave Pine San Mateo	Mayor Wayne Lee City of Millbrae / San Mateo	<b>Advisory Members</b>	
Supervisor Cindy Chavez Santa Clara	Mayor Pradeep Gupta City of South San Francisco / San Mateo	William Kissinger Regional Water Quality Control Board	



# Plan Bay Area 2040:

## Public Engagement Report

March 2017



METROPOLITAN  
TRANSPORTATION  
COMMISSION



Association of  
Bay Area Governments

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

(415) 778-6700  
[info@mtc.ca.gov](mailto:info@mtc.ca.gov)  
[www.mtc.ca.gov](http://www.mtc.ca.gov)

*phone*  
*e-mail*  
*web*

(415) 820-7900  
[info@abag.ca.gov](mailto:info@abag.ca.gov)  
[www.abag.ca.gov](http://www.abag.ca.gov)

## **Project Staff**

### **Randy Rentschler**

Director, Legislation and Public Affairs, MTC

### **Ellen Griffin**

Manager, Public Engagement, MTC

**Catalina Alvarado, Pam Grove,**

**Leslie Lara, Terry Lee, Julie Teglovic,**

**Khristina Wenzinger, Ursula Vogler**

MTC Outreach Team

**Karin Betts, John Goodwin,**

**Brenda Kahn, Chirag Rabari**

MTC Public Information Officers

### **Leah Zippert**

ABAG Senior Communications Officer

## **Acknowledgment**

Consultant assistance from

Barbary Coast Consulting, San Francisco, California

Amber Shipley, Vice President

# Table of Contents

<b>I. Executive Summary .....</b>	<b>1</b>
<b>II. Public Participation Plan (2014) .....</b>	<b>5</b>
A. Public Participation Plan Leads Plan Bay Area Update .....	5
B. Public Engagement on the Public Participation Plan .....	5
C. Key Messages Heard .....	5
<b>III. Ongoing Engagement Activities.....</b>	<b>7</b>
A. Plan Bay Area 2040 Advisory Structure .....	7
Regional Advisory Working Group.....	7
MTC Policy Advisory Council.....	8
ABAG Regional Planning Committee .....	8
The Partnership Board .....	8
The Partnership Technical Advisory Committee.....	8
Local, State and Federal Government Engagement .....	8
Private Sector Involvement.....	9
B. Community-Based Partnerships.....	9
C. PlanBayArea.org Website.....	11
D. Notifying the Public.....	12
E. Telephone Poll.....	12
<b>III. Building the Plan .....</b>	<b>15</b>
A. Goals and Targets (2015) .....	15
1. Open House Conversations.....	15
2. Adoption of Goals and Performance Targets.....	20
B. Housing Crisis Demands Special Housing Forum .....	22
C. Scenario Planning (2016).....	23
1. Draft Scenario Concepts .....	23
2) Open Houses Focus on Three Alternative Growth Scenarios.....	25
3. Alternative Scenarios Also Focus of Online Survey and Forum .....	27
4. Community-Based Engagement Utilizes Online Survey.....	29
5. Selection of Final Preferred Scenario.....	30
D. Release of Draft Plan Bay Area 2040 (2017).....	31

## **Appendices**

Appendix 1: Display Boards, Spring 2015 Open Houses.....	32
Station 1: Welcome	
Station 2: Plan Bay Area 101	
Station 3: Goals and Targets	
Station 4: County Focus	
<i>Includes transportation, housing, employment statistics and PDA maps by county</i>	
Station 5: Transportation	
<i>Includes Transportation Improvement Program (TIP) projects by county</i>	
Station 6: Looking Ahead	
Appendix 2: Display Boards, Spring 2016 Open Houses.....	50
Station 1: Welcome	
Station 2: About Plan Bay Area 2040	
<i>Includes maps of PDAs/PCAs by county</i>	
Station 3: Intro to Scenarios	
Station 4: Scenarios: Main Streets, Connected Neighborhoods, Big Cities	
<i>Includes a focus on scenarios by county</i>	
Station 5: Tell Us How You Would #BuildABetterBayArea	
Station 6: Activity: Places of the Bay Area	
Appendix 3: Build A Better Bay Area Online Quiz, Spring 2016 .....	59
<i>Screen shots of the online survey</i>	
Appendix 4: Program and Display Boards, Housing Forum, February 20, 2016 .....	66
<i>Calling the Bay Area Home: Tackling the Housing Affordability and Displacement Challenge</i>	
Appendix 5: Display Boards, Spring 2017 Open Houses.....	71
<i>(To be completed after adoption of the final Plan Bay Area 2040)</i>	

## List of Tables

Table 1: Participation in Key Public Engagement Events .....	2
Table 2: Plan Bay Area 2040 Public Meetings.....	3
Table 3: Importance of Plan Bay Area 2040.....	13
Table 4: Which Part of Plan Bay Area 2040 Is Most important to the Bay Area's Future .....	13
Table 5: Attitudinal Statements: Share who agree strongly or somewhat with each statement.....	14
Table 6: Current Perception of Bay Area – Percentage share with rating as excellent or good .....	14
Table 7: 2015 Open Houses by County .....	16
Table 8: 2016 Open Houses by County .....	26
Table 9: “Build A Better Bay Area” Online Survey: Total Responses by County.....	28
Table 10: “Build A Better Bay Area” Online Survey: Response Breakdown by Scenario.....	29

# I. Executive Summary

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

## ***Public Engagement a Key Element of Plan Bay Area 2040***

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

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

This report documents the four phases of public involvement activities:

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

This report will be updated in the fall of 2017 to include all the activities associated with the final phase of public comment relating to the Draft Plan Bay Area 2040 and the companion Draft Environmental Impact Report (DEIR). Following are highlights of activities from the first two phases:

- 18 open houses in the nine Bay Area counties that drew 1,700 participants over the first two phases of plan development (two open houses per county)
- One statistically valid telephone poll that reached out to more than 2,000 Bay Area residents from all nine counties conducted in spring of 2016
- Three public “scoping” meetings to gather comments on what issues to consider in the environmental impact report
- A regional housing summit attended by some 300 Bay Area public officials, community leaders and interested residents to consider ideas and best practices for alleviating the region’s housing affordability crisis

- Ongoing meetings with local elected officials, local planning directors and officials from congestion management and transit agencies as well as staff from environmental protection agencies
- Partnerships with community-based organizations (CBOs) in low-income communities and communities of color that featured presentations by CBO leaders directly to MTC and ABAG decision makers and 168 completed online surveys ranking planning scenarios
- An active web and social media presence, including nearly 167,000 page views by 45,000 unique visitors to the PlanBayArea.org website between July 2014 and December 2016 (62 percent of visitors were new visitors)
- Online “Build a Better Bay Area” survey taken by some 650 participants helped illustrate policy and fiscal tradeoffs associated with three different future growth and transportation scenarios
- Produced eight videos to explain the planning process and challenge facing the region
- Release of the Draft Plan and Draft EIR anticipated in March and April of 2017
- Through 2016, a total of 143 public meetings were conducted for the Plan Bay Area 2040 update, with many more being calendared for 2017 through adoption anticipated in summer 2017

Table 1 shows the number of participants at key public engagement events. Table 2 lists special public workshops at which the Plan was discussed, plus public meetings of ABAG’s and MTC’s policy boards and advisory committees where the Plan was on the agenda through 2016.

**Table 1: Participation in Key Public Engagement Events**

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

**Table 2: Plan Bay Area 2040 Public Meetings**

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

Meeting/Event	Special Workshop or Open House	ABAG/MTC Policy & Advisory Committees with Plan Bay Area 2040 on agenda	Totals
The Partnership Technical Advisory Committee		6	6
ABAG Administrative/MTC Planning Committee		5	5
MTC Planning Committee		6	6
Bay Area Regional Collaborative		1	1
ABAG Executive Board		7	7
MTC Commission		3	3
MTC Commission Workshop	2		2
ABAG Executive Board/MTC Commission		1	1
<i>2017 – 2017 dates will be counted after adoption of Plan Bay Area 2040</i>			
Spring 2017 Open Houses: all nine counties			
Public Hearings on Draft Plan Bay Area 2040 and on Draft Environmental Impact Report (DEIR)			
Community-Hosted Focus Group or Meeting			
Presentations to Elected Officials (9 counties, with county Congestion Management Agencies)			
MTC Policy Advisory Council			
ABAG Regional Planning Committee			
Regional Advisory Working Group			
The Bay Area Partnership			
The Partnership Technical Advisory Committee			
Native American Tribal Consultation			
ABAG Administrative/MTC Planning Committee			
ABAG Executive Board			
MTC Commission			
ABAG Executive Board/MTC Commission			
<b>Totals</b>			<b>143</b>

## II. Public Participation Plan (2014)

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

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

### A. Public Participation Plan Leads Plan Bay Area Update

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

### B. Public Engagement on the Public Participation Plan

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

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

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

### C. Key Messages Heard

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

<https://mtc.legistar.com/View.ashx?M=F&ID=4093706&GUID=873CCF04-86CE-4919-B046-1B1107A52214>.

Comments fell into the following themes:

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

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

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

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

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

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

## III. Ongoing Engagement Activities

### A. Plan Bay Area 2040 Advisory Structure

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

#### Regional Advisory Working Group

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

Beginning in September 2014 through 2016, the RAWG met a total of 16 times. The working group reviewed and commented on:

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

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

## MTC Policy Advisory Council

The mission of MTC's 27-member Policy Advisory Council is to advise MTC on transportation policies in the San Francisco Bay Area, incorporating diverse perspectives relating to the environment, the economy and social equity. One of the key topics for the Council has been the development of Plan Bay Area. Through 2016, the group discussed Plan Bay Area 2040 at 18 of their meetings. The Council provided feedback and commented on setting greenhouse gas emissions reduction targets, MTC's Draft Public Participation Plan, setting transportation and land use performance targets and indicators, housing affordability and displacement of long-time residents, and the scenario planning approach. In addition, the Council's Equity and Access Subcommittee participated as part of the Regional Equity Working Group.

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

## ABAG Regional Planning Committee

The Regional Planning Committee (RPC) is a standing committee of ABAG that hears Bay Area planning issues of regional concern and makes recommendations to the ABAG Executive Board, including development of Plan Bay Area. The Regional Planning Committee is comprised of 36 members, including: a minimum of 18 elected officials from the nine Bay Area Counties; representatives of the four regional agencies; and stakeholders representing business, minorities, economic development, recreation/open space, environment, public interest, housing, special districts, and labor. The Committee meets alternate months during the day at ABAG's offices in San Francisco. Meetings are open to the public. From June 2014 through the end of 2016, the RPC met nine times to advise ABAG on a range of Plan Bay Area matters, including the Draft Public Participation Plan, development of performance targets and indicators and an infrastructure needs assessment for priority development areas.

## The Partnership Board

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

## The Partnership Technical Advisory Committee

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

## Local, State and Federal Government Engagement

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

As noted in the advisory structure above, local government staff and representatives from environmental and resource management agencies -- as well as non-government agencies, organizations and individuals -- have all been involved in the multi-year planning effort. Planning

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

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

### Private Sector Involvement

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

## B. Community-Based Partnerships

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

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



Noah Berger



Noah Berger



Noah Berger

The five community organizations are listed below:

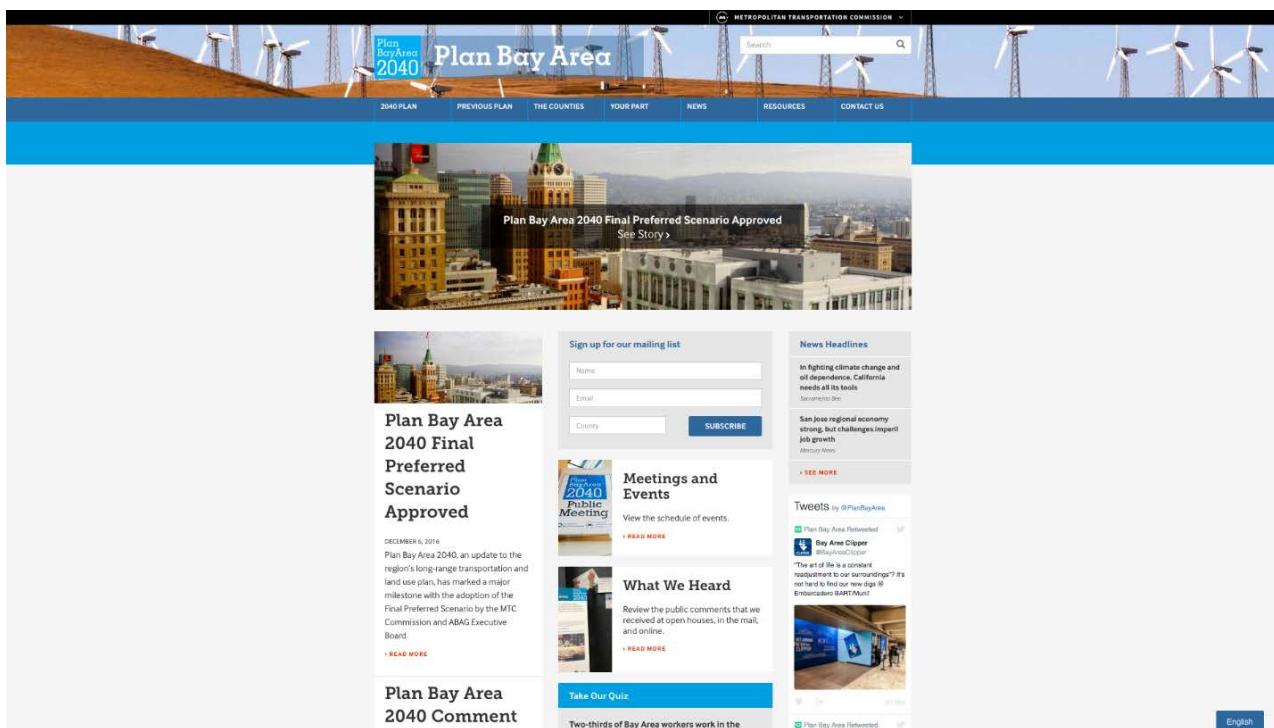
1. Richmond Main Street Initiative (Downtown Richmond and Iron Triangle)
2. Rose Foundation for Communities & Environment, New Voices Are Rising (serves Oakland Youth)
3. Sela Learning (serves Latino Community, Vallejo)
4. Sound of Hope Radio (serves Chinese Community, San Francisco Bay Area)
5. South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

## C. PlanBayArea.org Website

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

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

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



## D. Notifying the Public

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



## E. Telephone Poll

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

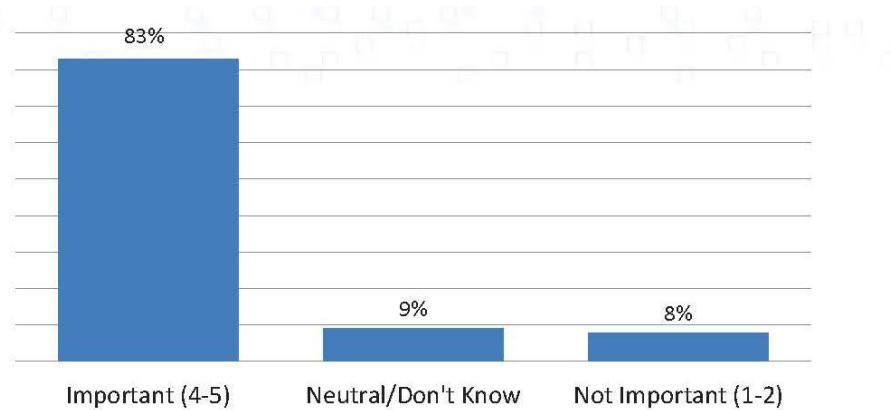
Notable is the overwhelming support among those surveyed for a regional plan for improving access to housing and transportation while reducing greenhouse gases and helping the economy. Eighty-three (83) percent of respondents said such a plan is important, 9 percent were neutral or did not know, and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

**Table 3: Importance of Plan Bay Area 2040**

*Full text read to respondents:*

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

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



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

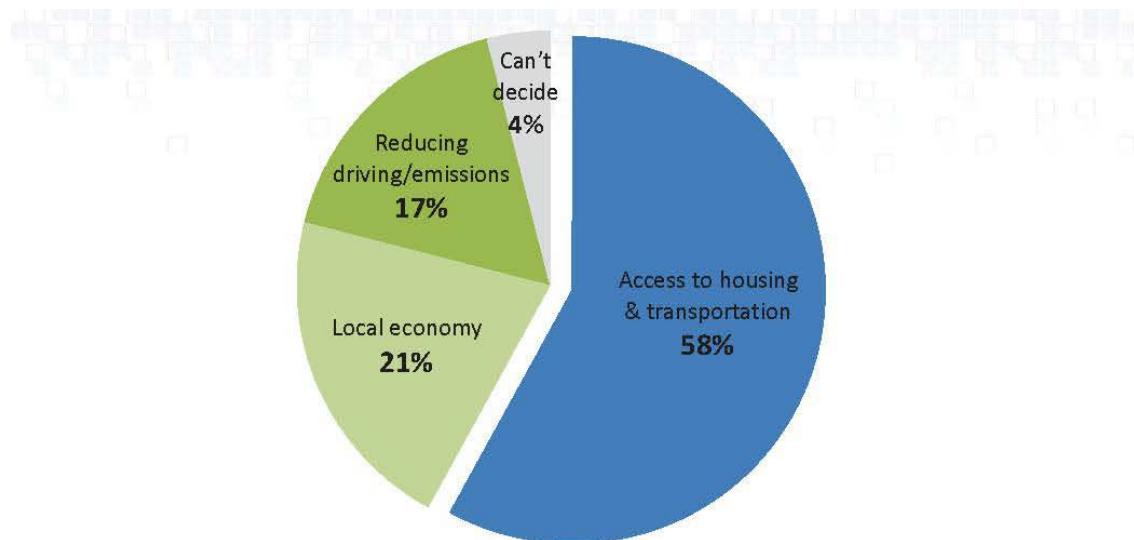
*Full text read to respondents:*

*Which part of the plan is most important to the Bay Area's future:*

*Improving the local economy,*

*Reducing driving and greenhouse gases, or*

*Providing access to housing and transportation for everyone?*

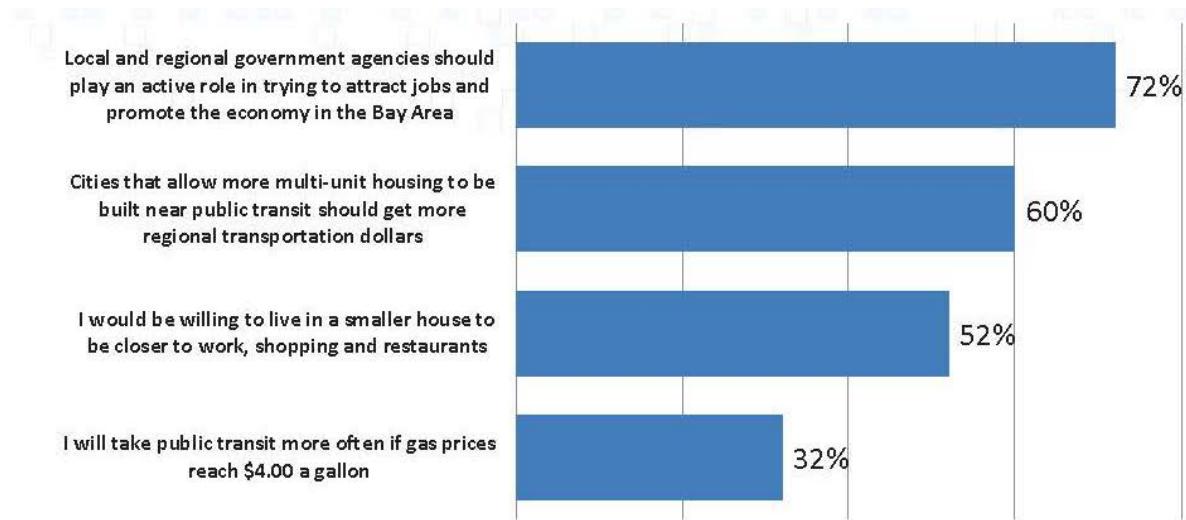


When asked to state if they agreed with particular statements, 72 percent of respondents agreed strongly or somewhat agreed with the statement that local and regional government agencies should play an active role in trying to attract jobs and promote the economy in the Bay Area. Other statements asked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

**Table 5: Attitudinal Statements:**

**Share who agrees strongly or somewhat with each statement**

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



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

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

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

### III. Building the Plan

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

#### A. Goals and Targets (2015)

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

##### 1. Open House Conversations

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

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

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



Karl Nielsen

**Table 7: 2015 Open Houses by County**

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

## GENERAL OPEN HOUSE FEEDBACK

Plan  
BayArea  
**2040**

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

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

“Hold events closer to transit.”

“Where is the presentation?”

Topics at the open houses included:

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

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



## *What We Heard: Overarching Themes*

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

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

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

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

## *Feedback: Prioritizing Goals & Targets*



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

### *Feedback: Biggest Challenges*

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

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

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

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

### *Feedback: Transportation*

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

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

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

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

### *Feedback: Looking Ahead*

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

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

- **Water supply**
  - **Concerns about growth and development** overwhelming services and infrastructure, creating congestion, being incompatible with existing neighborhoods

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

- **Walkable communities, complete streets and more housing**
  - **Improvements to public transit and increased access to carless transportation**
  - Participants also cited the following:
    - **More quality jobs**
    - **Access to open space**
    - **Increased attention to water issues**
    - **Increased bike infrastructure**

## 2. Adoption of Goals and Performance Targets

In line with the limited and focused nature of this update to Plan Bay Area, the goals and performance targets build upon the foundation of the prior Plan. Performance targets were again used to compare Plan scenarios, highlight tradeoffs between policy goals, analyze proposed investments, and flag issue areas where the Plan may fall short.

The draft staff recommendation for goals and performance targets was extensively informed by the open houses with the general public, as well as by meetings with key stakeholders. Staff worked with the Performance Working Group, whose members include representatives of local governments, transportation agencies, non-profit organizations, and MTC's Policy Advisory Council, to identify suitable measures and targets to address key issue areas. In addition, staff sought feedback directly from the public at each of the county workshops in April and May 2015, which generated valuable information about policy priorities for each Bay Area county.



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

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



## B. Housing Crisis Demands Special Housing Forum

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

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

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

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



Kingmond Young



Kingmond Young

## C. Scenario Planning (2016)

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

### 1. Draft Scenario Concepts

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

#### *Workshops on Concepts Kick-off Scenario Planning*

On October 6 and October 7, 2015, ABAG and MTC held two scenario workshops at the Regional Advisory Working Group (RAWG) and ABAG's Regional Planning Committee meetings, respectively, to present and discuss three draft scenario concepts. Some 80 participants attended the RAWG workshop on October 6, representing a mix of staff from local planning agencies, transit operators, natural resource protection agencies, and county congestion management agency staff, as well as leaders from business, building, environmental, public health and social justice organizations. A number of members of MTC's Policy Advisory Council also joined the dialogue. Another 50 people attended the October 7 meeting of ABAG's Regional Planning Committee, which included a range of public sector, nonprofit and community representatives, as well as local elected officials.



MTC Archives

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

#### *What We Heard About Scenario Concepts*

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

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

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

##### **Goals and Aspirations for Scenario Planning**

- Plan for diverse, inclusive and supportive communities

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

### **General Comments: Scenario Development Process**

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



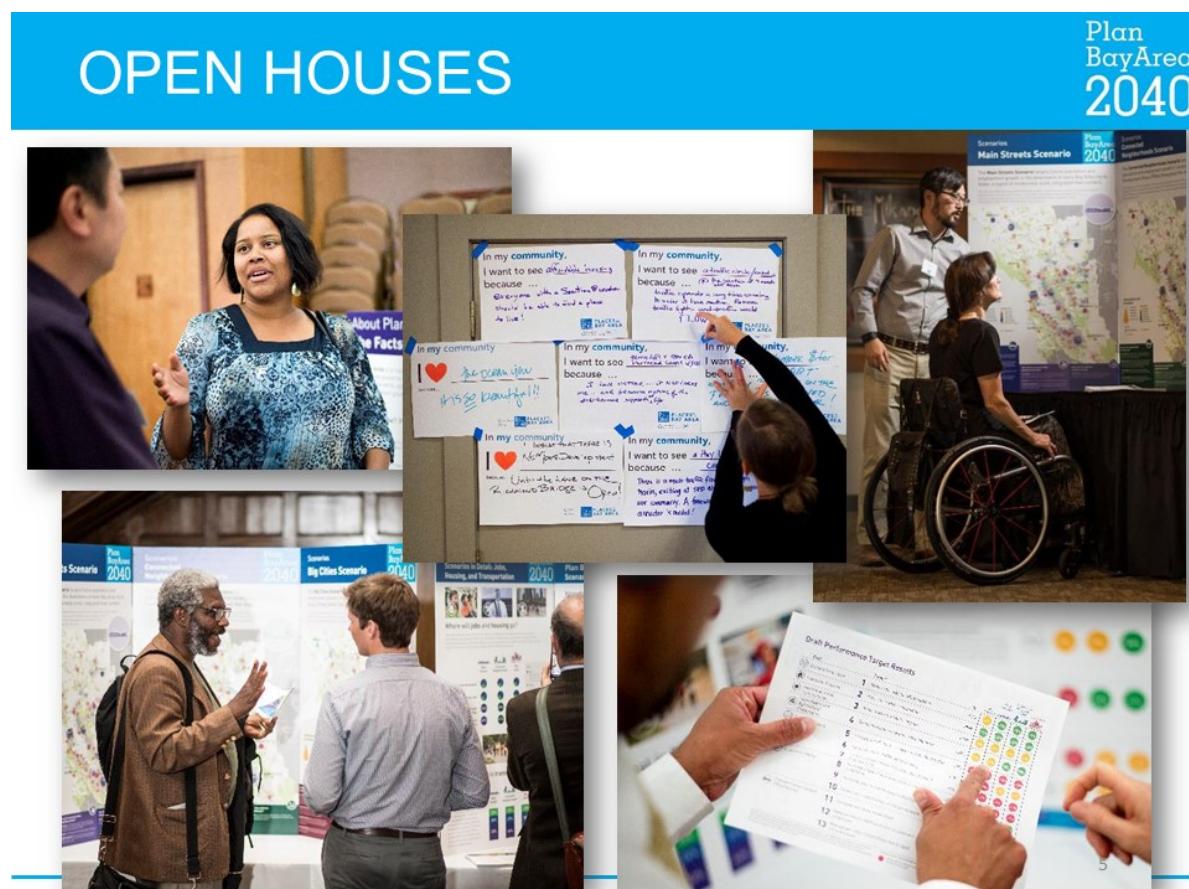
Once refined, these scenario concept narratives provided a framework for the scenario alternatives, released in early 2016, and the focus of a series of open houses that spring.

## 2) Open Houses Focus on Three Alternative Growth Scenarios

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



Karl Nielsen



The open houses were designed to:

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

**Table 8: 2016 Open Houses by County**

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

### *What We Heard*

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

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

Overall comment themes include:

#### *Housing*

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

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

#### *Transportation*

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

#### *Other Considerations for Scenarios*

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

### 3. Alternative Scenarios Also Focus of Online Survey and Forum

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

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

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

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

# #BUILDABETTERBAYAREA QUIZ

Plan  
BayArea  
2040



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

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

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

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

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

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

#### 4. Community-Based Engagement Utilizes Online Survey

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

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

##### *Listening Session Featured Community-Based Youth Engagement*

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



## 5. Selection of Final Preferred Scenario

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

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

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

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

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

### *Final Preferred Scenario Adopted at Evening Joint Meeting of Two Boards*

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

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

The Draft Plan Bay Area 2040 was released for public comment in late March 2017. This section, which will describe the public engagement conducted as part of this final phase, will be completed after adoption of the Final Plan Bay Area 2040 by MTC and ABAG.

Plans for public engagement include:

- Open houses in all nine Bay Area counties
- Presentation of the Draft Plan to local elected officials in all nine Bay Area counties
- Online survey and comment opportunities
- Briefing for members of the news media
- Three public hearings on the Draft Plan and the Draft Environmental Impact Report
- Summary of comments heard presented to MTC and ABAG policymakers

# Plan Bay Area 2040:

## Public Engagement Program

## Appendices

### Appendix 1: Display Boards, Spring 2015 Open Houses

Station 1: Welcome

Station 2: Plan Bay Area 101

Station 3: Goals and Targets

Station 4: County Focus

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

Station 5: Transportation

*Includes Transportation Improvement Program (TIP) projects by county*

Station 6: Looking Ahead

### Appendix 2: Display Boards, Spring 2016 Open Houses

Station 1: Welcome

Station 2: About Plan Bay Area 2040

*Includes maps of PDAs/PCAs by county*

Station 3: Intro to Scenarios

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

*Includes a focus on scenarios by county*

Station 5: Tell Us How You Would #BuildABetterBayArea

Station 6: Activity: Places of the Bay Area

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

*Screen shots of the online survey*

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

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

### Appendix 5: Display Boards, Spring 2017 Open Houses

## Appendix 1: Display Boards, Spring 2015 Open Houses



**Welcome!**

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

**Your Guide to This Open House**





**What If I Have Questions?**

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

**What happens with my comments?**

What you say at these public displays will help inform recommendations and, ultimately, the final decisions about Plan Bay Area 2040 made by members of MTC and ABAG. As key milestones in the development of Plan Bay Area 2040, MTC and ABAG staff will summarize the input heard at these open houses, as well as our online forum, and any emailed or mailed comments, for the use of ABAG and MTC policymakers.

Spring 2015	June/July 2015	September 2015
Today MTC and ABAG consider options to move to public comment, and request public comment from our online forum and via email and mail. September 1st, 2015 MTC issues call for transportation projects to county Congestion Management Agencies (CMAs) and transit operators.	Joint Meeting of MTC's Planning and ABAG's Administrative Committees. MTC and ABAG staff will present recommendations for growth and related targets. MTC and ABAG will receive input from county and local governments and the public at the spring open house.	September 11, 2015 MTC and ABAG will seek approval from MTC's Planning and ABAG's Adminstrative Committees. Co-investor cities add additional resources to support performance targets. September 17, 2015 ABAG Executive Board will consider proposed Plan Bay Area 2040 Goals. September 22, 2015 MTC Committee will consider proposed Plan Bay Area 2040 Goals and Targets. September 23, 2015 Call for project to close.

**PLAN BAY AREA 101**  
**The Facts**

**Plan BayArea 2040**

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



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

Empowers local cities and counties in their decision-making around how funding is used by providing housing demand forecasts.

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

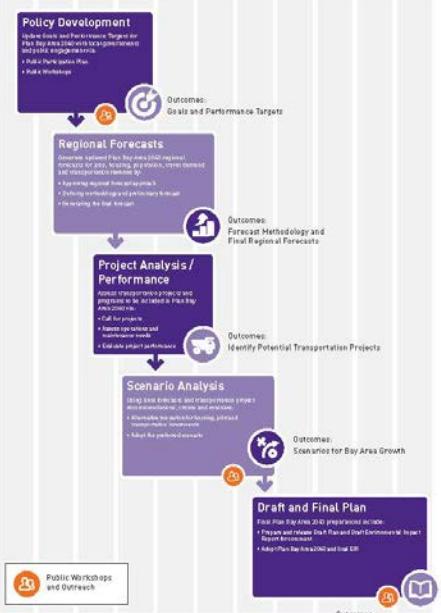
**Did You Know? Plan Bay Area...**

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

**PLAN BAY AREA 101**  
**Key Milestones**

**Plan BayArea 2040**

**Key Milestones 2014-2017**



**Policy Development**  
Update Goals and Performance Targets and develop a Regional Transportation Plan (RTP) and Statewide Transportation Improvement Program (STIP).  
Outcomes: Goals and Performance Targets

**Regional Forecasts**  
Complete updated Plan Bay Area regional forecast for 2040, including job analysis, crime demand and other factors.  
Outcomes: Forecast Methodology and Final Regional Forecasts

**Project Analysis / Performance**  
Review transportation projects and programs to be included in the RTP.  
Outcomes: Identify Potential Transportation Projects

**Scenario Analysis**  
Develop and evaluate transportation scenarios for the region.  
Outcomes: Scenarios for Bay Area Growth

**Draft and Final Plan**  
Final Plan Bay Area 2040 prepared, including:  
• Prepare and release Draft Revised Short-Range Elements of the RTP  
• Adopt Plan Bay Area 2040 and EIR  
Outcomes: Plan Bay Area 2040 and EIR

# GOALS & TARGETS for Plan Bay Area

Plan  
BayArea  
**2040**

## Our Goals and Targets

Beginning in 2010, the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) engaged a broad spectrum of participants in order to make Plan Bay Area's goals and targets as meaningful as possible in measuring the Plan's performance. After months of discussion and debate reflecting input from local jurisdictions, equity, environment and business advocates, and members of the community, together MTC and ABAG assembled a list of preferred goals and targets.

**Plan Bay Area** charts a course that accommodates future growth while fostering an innovative, prosperous and competitive economy; preserves a healthy and safe environment; and allows all Bay Area residents to share the benefits of our vibrant communities and well-maintained transportation network.

Check out the current goals and targets of Plan Bay Area below. Use three dots to indicate your top three personal priorities for these goals. List your other ideas on the accompanying board.



### Climate Protection

- Reduce greenhouse gas emissions from cars and light-duty trucks by 10% per capita by 2030



### Adequate Housing

- Plan for housing sufficient to serve 100% of the Bay Area's future workers and residents from all income levels, without displacing current low-income residents



### Healthy and Safe Communities

- Improve air quality and reduce exposure to health and safety pollutants across the Bay Area
- Reduce injuries and fatalities from all collisions (excluding醉酒和pedestrian) by 50%
- Reduce the average time Bay Area residents spend walking or biking for transportation each day to 15 minutes per person per day



### Open Space and Agricultural Preservation

- Protect the region's green space across the established urban areas boundaries, prioritizing open space and agricultural land



### Equitable Access

- Provide affordability of housing, jobs and transportation for all Bay Area residents, particularly low-income and lower-middle-income Bay Area residents



### Economic Vitality

- Drive economic productivity in the Bay Area by 2% annually



### Transportation System Effectiveness

- Maintain the Bay Area's transportation system in good repair
- Double the share of trip value without a car across the Bay Area by 10%
- Reduce vehicle miles traveled (VMT) per capita by 10%

Source: [www.mtc.ca.gov/policy/plans/bay-area-plan/](http://www.mtc.ca.gov/policy/plans/bay-area-plan/)

# GOALS & TARGETS Feedback

Plan  
BayArea  
**2040**

Is there anything missing from these goals?

What are the biggest challenges facing your community?  
The Bay Area?

What are your ideas for solving these challenges?

# GOALS & TARGETS Community Input

Plan  
BayArea  
**2040**

## Your Voice Matters

Thanks to public comments from across the Bay Area, the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) modified Plan Bay Area's goals and targets to reflect what we heard. Because of public input, Plan Bay Area currently:



Includes the strength of our economy as a measure of success.



Contains the goal that we're working to preserve open space and agricultural land.



Promotes the health and safety of communities by encouraging biking and walking.

## Tell Us What You Think

During the current strategic update of Plan Bay Area 2040, we're looking to you to help chart the path for your community in this vital planning process. Over the next six months, we're updating the goals and targets of Plan Bay Area 2040. Here are upcoming opportunities for you to weigh in specifically on the update of the goals and targets for Plan Bay Area 2040.

Spring  
2015

Today's Open House

Join us for an open house to discuss the goals and targets of Plan Bay Area's Adminstrative Committee to weigh in as MTC and ABAG staff provide a summary of comments made at today's open house.



We Are Here

June/July  
2015

June 12, 2015

Join us for a meeting of MTC's Planning and ABAG's Administrative Committees to weigh in as MTC and ABAG staff provide a summary of comments made at today's open house.

July 10, 2015

Join us for a meeting of MTC's Planning and ABAG's Adminstrative Committees to weigh in as MTC and ABAG staff provide a summary of comments made at today's open house to measure performance of goals and gather additional comment and guidance on their performance.

September  
2015

September 11, 2015

Join us for a meeting of MTC's Planning and ABAG's Adminstrative Committees to weigh in as the Committees recommend goals and related targets to measure performance of goals.

September 17, 2015

Join us for a meeting of ABAG's Executive Board as they consider proposed Plan Bay Area 2040 Goals and Targets.

September 22, 2015

Attend a meeting of the MTC Commission as they consider proposed Plan Bay Area 2040 Goals and Targets.

How to weigh in: [www.mtc.ca.gov/2040/feedback.html](http://www.mtc.ca.gov/2040/feedback.html)

# COUNTY FOCUS PDAs Across the Region

Plan  
BayArea  
**2040**

## Development That Fits Your Community

Priority Development Areas (PDAs) are locally designated areas within existing communities that provide infill development opportunities, and are easily accessible to transit, jobs, shopping and services. Cities and towns across the Bay Area all have unique characteristics we love and want to preserve. That's why no two PDAs are the same, and all reflect the specific goals, values and character of the communities that created them. PDAs help preserve the character of our diverse Bay Area communities while adapting to the challenges of future population growth.

### ALAMEDA COUNTY



Developers can submit PDA plans for review and consideration for inclusion in the Alameda County PDA catalog. The catalog will be updated every two years and will include information about the PDA and its location, as well as contact information for the lead agency.

### ALAMEDA COUNTY



Developers can submit PDA plans for review and consideration for inclusion in the Alameda County PDA catalog. The catalog will be updated every two years and will include information about the PDA and its location, as well as contact information for the lead agency.

### CONTRA COSTA COUNTY



Contra Costa County's PDA program is designed to support the county's economic development and growth by identifying areas where infill development can occur. The PDA program was recently updated to reflect changes in the county's zoning laws and to encourage more infill development.

### MARIN COUNTY



Developers can submit PDA plans for review and consideration for inclusion in the Marin County PDA catalog. The catalog will be updated every two years and will include information about the PDA and its location, as well as contact information for the lead agency.

### NAPA COUNTY



Developers can submit PDA plans for review and consideration for inclusion in the Napa County PDA catalog. The catalog will be updated every two years and will include information about the PDA and its location, as well as contact information for the lead agency.

### SAN FRANCISCO COUNTY



San Francisco's PDA program is designed to support the county's economic development and growth by identifying areas where infill development can occur. The PDA program was recently updated to reflect changes in the county's zoning laws and to encourage more infill development.

### SANTA CLARA COUNTY



Developers can submit PDA plans for review and consideration for inclusion in the Santa Clara County PDA catalog. The catalog will be updated every two years and will include information about the PDA and its location, as well as contact information for the lead agency.

### SANTA CLARA COUNTY



Developers can submit PDA plans for review and consideration for inclusion in the Santa Clara County PDA catalog. The catalog will be updated every two years and will include information about the PDA and its location, as well as contact information for the lead agency.

### SAN MATEO COUNTY



San Mateo's PDA program is designed to support the county's economic development and growth by identifying areas where infill development can occur. The PDA program was recently updated to reflect changes in the county's zoning laws and to encourage more infill development.

### SOLANO COUNTY



Developers can submit PDA plans for review and consideration for inclusion in the Solano County PDA catalog. The catalog will be updated every two years and will include information about the PDA and its location, as well as contact information for the lead agency.

### SONOMA COUNTY

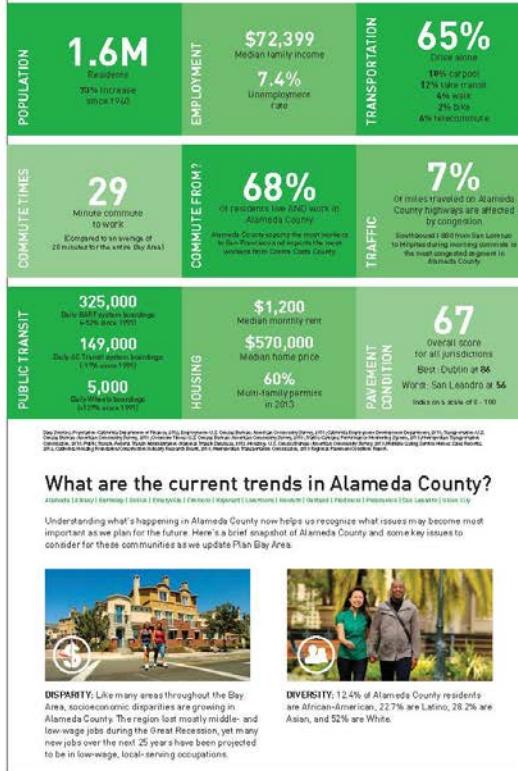


Developers can submit PDA plans for review and consideration for inclusion in the Sonoma County PDA catalog. The catalog will be updated every two years and will include information about the PDA and its location, as well as contact information for the lead agency.

## COUNTY FOCUS

### Alameda County Today

Plan  
BayArea  
**2040**



## COUNTY FOCUS

### PDAs in Alameda

Plan  
BayArea  
**2040**

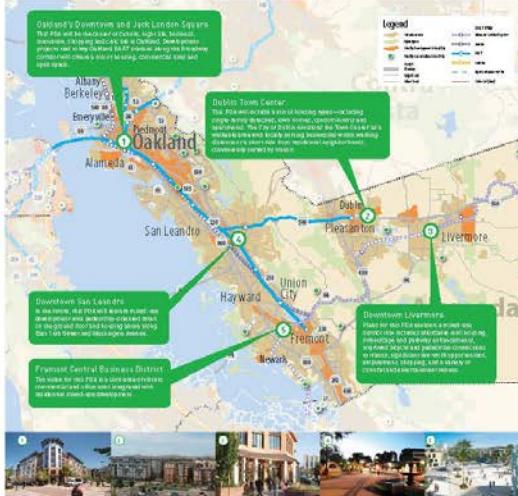
#### Locally Nominated Priority Development Areas and Priority Conservation Areas

Alameda County is home to the city of Oakland, one of the largest cities in the region. The Plan of Oakland, one of the country's busiest container ports; nineteen BART stations; historic downtowns and main streets; and an extensive park system. Alameda County has long been a major hub of economic activity in the Bay Area. Alameda County is home to 43 locally nominated PDAs and 16 PCAs.

**Priority Development Areas (PDAs)**  
Priority development areas (PDAs) are geographic planning areas where growth is encouraged through incentives and fees. Public transit, parks, and walkable urban areas are key components.

**Priority Conservation Areas (PCAs)**  
Priority conservation areas (PCAs) are geographic planning areas where growth is restricted to protect open space, natural resources, and water quality. They may be located in sensitive areas or areas where growth may threaten natural resources. The priority for conserving Priority Conservation Areas is to maintain their natural character and minimize impacts from human activities.

#### A Map of Alameda County PDAs



## COUNTY FOCUS

### Alameda Housing

Plan  
BayArea  
**2040**

#### What Housing is Being Built?

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



Population



Jobs



Transportation



Cost of Living



**3,362**

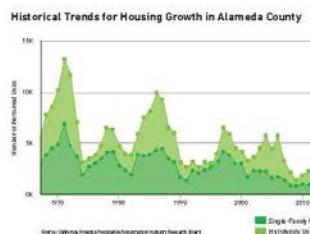
housing units permitted in Alameda County in 2013. Of these...

**2,023**  
(60%) were multifamily

Source: Alameda County Planning Department

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

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



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

**40%**  
25 years ago

Source: Alameda County Planning Department

## COUNTY FOCUS

### Contra Costa County Today

Plan  
BayArea  
**2040**

#### Population

**1.1M**

Residents

16% increase since 1990

#### Employment

**\$79,100**

Median family income

**7.4%**

Unemployment rate

#### Transportation

**70%**

Drive alone

12% carpool

9% walk

1% bike

6% telecommute

#### Commute Times

**33**

Minute commute to work

(Compared to an average of 29 minutes for the entire Bay Area)

#### Commute From?

**61%**

Of residents live and work in Contra Costa County

Contra Costa County residents and employees who work in Alameda County

#### Traffic

**5%**

Of miles traveled on Contra Costa County highways are affected by congestion

Westward 140 from Richmond to

Brentwood during the evening commute in the most congested segments in Contra Costa County

#### Public Transit

**325,000**

Daily BART passengers

**9,000**

Daily AC Transit passengers

**7,000**

Daily Muni passengers

**4,000**

Daily VTA passengers

**14,900**

Daily MTC passengers

#### Housing

**\$1,280**

Median monthly rent

**\$435,000**

Median home price

**19%**

Multi-family permits in 2013

#### Pavement Condition

**68**

Overall score for all jurisdictions

Best: Brentwood at 86

Worst: Orinda at 48

Index on a scale of 0-100

#### What are the current trends in Contra Costa County?

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

#### Transportation



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



**DIVERSITY:** 9.8% of Contra Costa County residents are African-American, 15.3% are Asian, 26.9% are Latino, and 47.9% are White.

## COUNTY FOCUS PDAs in Contra Costa

Plan  
BayArea  
**2040**

### Locally Nominated Priority Development Areas and Priority Conservation Areas

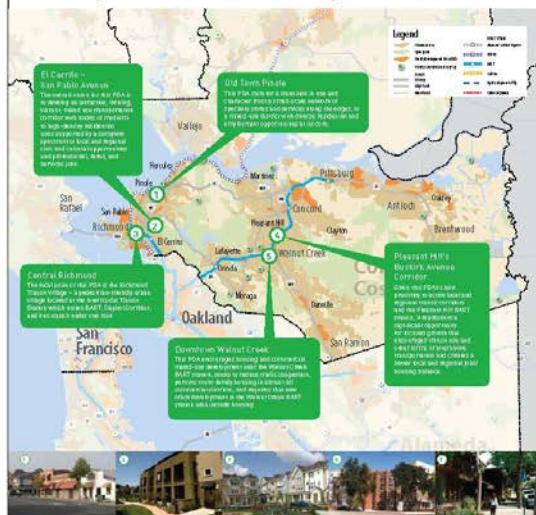
Located across from San Francisco and Marin County, Contra Costa County has grown to be the third most populous area in the Bay Area region; the county's natural beauty and its strategic location between the two major cities of the San Francisco Bay Area and California's Central Valley have long attracted residents and businesses. New jobs and housing are expected to cluster along the county's major transit thoroughfares, including San Pablo Avenue in the western part of the county, and around the ten BART stations in Contra Costa County. Contra Costa is home to 38 locally nominated PDAs and 14 PCAs.

**Priority Development Areas (PDAs)**  
Priority Development Areas (PDAs) are locally designated areas within existing communities that provide additional incentives for development to support community resilience in terms of price, density and services.

**Priority Conservation Areas (PCAs)**  
Priority Conservation Areas (PCAs) are regions where natural resources are at risk and require protection. These areas are typically located in rural, undeveloped areas and provide habitat for rare and threatened species. The priority designation for Priority Conservation Areas is to highlight areas where increased development may threaten natural resources and biodiversity.



### A Map of Contra Costa County PDAs



## COUNTY FOCUS Marin County Today

Plan  
BayArea  
**2040**

POPULATION	256,000 Residents 74% increase since 1960	EMPLOYMENT	\$97,000 Median family income 5% Unemployment Rate	TRANSPORTATION	66% Drive alone 9% carpool 9% take transit 3% walk 1% telecommute 1% other
COMMUTE TIMES	29 Minutes commute to work (Compared to an average of 29 minutes for the entire Bay Area)	COMMUTE FROM?	66% of residents now work in Marin County Marin County reports the most year-to-year loss of residents and reports the most out-migration from Sonoma County.	TRAFFIC	4% of miles travelled on Marin County highways are affected by congestion Southbound 101-10 from Novato to San Rafael during the morning commute is one of the three highest segments in Marin County.
PUBLIC TRANSIT	25,000 Daily riders on AC Transit buses (+17% since 1999!)	HOUSING	\$1,400 Median monthly rent \$838,000 Median home price 70% Multifamily permits in 2013	PAVEMENT CONDITION	63 Overall score for all jurisdictions Best: Belvedere at .81 Worst: Larkspur at .49 Index on a scale of 0 - 100

### What are the current trends in Marin County?

Bolinas | Corte Madera | Fairfax | Larkspur | Mill Valley | Novato | Ross | San Anselmo | San Rafael | Sausalito | Tiburon

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



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



**DIVERSITY:** 2.6% of Marin County residents  
are African-American, 5.6% are Asian, 15.5%  
are Latino, and 72.7% are White, and 3.5% are  
multiple or other races.

## COUNTY FOCUS Contra Costa Housing

Plan  
BayArea  
**2040**

### What Housing is Being Built?

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



**1,955**

housing units permitted  
in Contra Costa County  
in 2013. Of these...

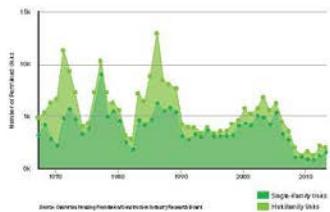
**370**

[20%] were multifamily  
Source: California Building Performance Committee  
January 2014 Report

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

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

### Historical Trends for Housing Growth in Contra Costa County



**70%**

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

**40%**

25 years ago  
Source: California Building Performance Committee  
January 2014 Report

## COUNTY FOCUS PDAs in Marin County

Plan  
BayArea  
**2040**

### Locally Nominated Priority Development Areas and Priority Conservation Areas

**Priority Development Areas (PDAs)**  
Priority Development Areas (PDAs) are regularly updated lists of areas within existing communities that provide additional incentives for development to support community resilience in terms of price, density and services.

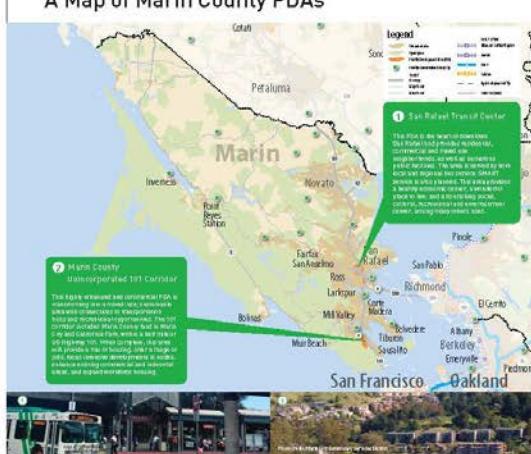


**Priority Conservation Areas (PCAs)**  
Priority Conservation Areas (PCAs) are regularly updated lists of areas within existing communities that provide additional incentives for development to support community resilience in terms of price, density and services.

For decades, Marin County has managed growth through comprehensive growth policies and focused development along the urbanized corridor. In 1971, the Marin Community Foundation established the Marin Open Space Land Trust, and the Marin County Department of Parks and Open Space has worked to add to its lands and protect open space and natural areas. Plan Bay Area will support continued protection of the many Priority Conservation Areas in Marin County.

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

### A Map of Marin County PDAs



# COUNTY FOCUS

## PDAs in Napa County

Plan  
BayArea  
**2040**

### Locally Nominated Priority Development Areas and Priority Conservation Areas

Napa County is internationally acclaimed for its wine-making and the picturesque Napa Valley wine region is a major draw for tourists. The county is also known for its beauty, is bisected by rolling hills, and has the Napa River flowing into San Pablo Bay through the narrow Marin Inlet Strait. Napa County has strong policies to protect agricultural land and to protect open space from sprawl and sprawl sprawl. Accordingly, more than 90 percent of unincorporated county land is protected from sprawl. The county also continues to contribute to protect these lands and resources now and through its nine Priority Conservation Areas. Most are agricultural lands, but some are in the eastern part of the county and one town connected by Highway 20, which parallels the Napa River in the western part of the county.

Napa County is home to 2 locally nominated PDAs and 9 PCAs.

### A Map of Napa County PDAs

**Napa Valley Corridor**

This area is a long strip of land roughly 10 miles long and 1 mile wide, running roughly north-south along the California State Route 29 corridor. It is a mix of agricultural land and urban areas, including the towns of Rutherford, St. Helena, and Calistoga.

**American Canyon**

This PDA is a large rural area located in the northern part of the county. It is primarily undeveloped land used for agriculture and recreation. It includes the town of American Canyon and surrounding rural areas.

# COUNTY FOCUS

## Napa County Housing

### What Housing is Being Built?

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

Population      Jobs      Transportation      Cost of Living

**Slow Housing Growth in Napa County**

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

**Historical Trends for Housing Growth in Napa County**

**Plan BayArea 2040**

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

**140** (59%) were multifamily

SOURCE: CALIFORNIA ASSOCIATION OF METROPOLITAN AUTHORITIES

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

**40%** 25 years ago

SOURCE: CALIFORNIA ASSOCIATION OF METROPOLITAN AUTHORITIES & BAY AREA STAFF

COUNTY FOCUS		Plan BayArea 2040	
San Francisco Today			
POPULATION	<b>837,000</b> Residents 10% increase since 1980	EMPLOYMENT	<b>\$77,500</b> Median family income <b>5.7%</b> Unemployment rate
COMMUTE TIMES	<b>31</b> Minute commute to work (Compared to an average of 24 minutes for the entire Bay Area)	COMMUTE FROM?	<b>79%</b> Of residents who work in San Francisco San Francisco exports and imports its nonresidents to and from San Mateo County
PUBLIC TRANSIT	<b>611,000</b> Daily Mass Boardings (Data from 2013)	HOUSING	<b>\$1,440</b> Median monthly rent <b>\$975,000</b> Median home price <b>99%</b> Multi-family permits in 2013
TRANSPORTATION	<b>325,000</b> On BART Boarding (Averages since 1991)	TRAFFIC	<b>5%</b> Of miles traveled on San Francisco's freeways are affected by congestion Bottlenecked in San Francisco during the evening commute to one of the most congested segments in the city
PAVEMENT CONDITION	<b>41,000</b> Daily BART Boardings (Data from 2013)	TRANSPORTATION	<b>37%</b> Drive alone 33% carpool 10% walk 4% bike 7% telecommute 2% other
<p><small>Data Sources: U.S. Census Bureau; Department of Finance; U.S. Department of Transportation, National Highway Statistics Program; 2013 California Statewide Annual Vehicle Registration Data; 2013 San Francisco Department of Transportation and Public Works; San Francisco Planning Department; San Francisco Department of Building Inspection; San Francisco Department of Building Safety; San Francisco Department of Environment; San Francisco Department of Emergency Management; San Francisco Department of Finance; San Francisco Department of Technology; San Francisco Department of Transportation and Public Works; San Francisco Office of Economic Development; San Francisco Office of Environment and Energy; San Francisco Office of Planning and Land Use.</small></p>			
<h2>What are the current trends in San Francisco?</h2> <p>Understanding what's happening in San Francisco now helps us recognize what issues may become most important as we plan for the future. Here's a brief snapshot of San Francisco and some key issues to consider as we update Plan Bay Area.</p>			
 <p><b>TRANSIT &amp; TRAILING:</b> The city has invested in transit options in San Francisco, but in many areas the city's transportation infrastructure and transit systems need upgrades to alleviate overcrowding, enhance walking and biking, and support continued economic vitality.</p>		 <p><b>DIVERSITY:</b> 54% of San Francisco residents are Asian-American, 33% are Asian, 15.2% are Latino, and 41.7% are White, and 4.4% are multiple or other races.</p>	

# COUNTY FOCUS

## PDAs in San Francisco

### Locally Nominated Priority Development Areas and Priority Conservation Areas

San Francisco is one of California's largest cities and home to many of the region's landmarks. Mostly surrounded by water, San Francisco's population and employment growth over the decade has been associated with the high cost of living and gentrification throughout the city's varied neighborhoods. As a result, the city has the highest residential and commercial densities in the region. San Francisco is one of the nation's most transit-oriented hubs, and accommodates nearly one half million commuters each day, many of whom travel using the region's most extensive public transit system.

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

### Priority Development Areas (PDAs)

Priority Development Areas (PDAs) are locally designated areas where the City of San Francisco can encourage development opportunities and is more easily accountable to local jurisdictions.

### Priority Conservation Areas (PCAs)

Priority Conservation Areas (PCAs) are officially recognized areas where the City of San Francisco can encourage preservation of natural resources and habitat, and may be used to support the protection of sensitive natural areas. The City of San Francisco is the only PCA in the region. Bay Area BART is expected to build an extension.

## A Map of San Francisco PDAs

# COUNTY FOCUS

## San Francisco Housing

Plan  
BayArea  
**2040**

### What Housing is Being Built?

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

The diagram consists of five circular icons arranged horizontally, each representing a factor: a person icon for Population, a wrench and screwdriver icon for Jobs, a car icon for Transportation, a dollar sign icon for Cost of Living, and a house icon for the outcome. An arrow points from the last three icons to the house icon, which is labeled with the number 5,277 below it.

#### Housing Production Increasing in San Francisco

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

housing units permitted in San Francisco in 2013. Of these...

**5,277**

(99%) were multifamily

Source: California Department of Real Estate, Planning and Zoning Division

#### Historical Trends for Housing Growth in San Francisco

The graph shows two data series: Single Family Units (green line) and Multifamily Units (blue line). The Y-axis represents the number of units in thousands, ranging from 0k to 40k. The X-axis represents years from 1970 to 2013. Both series show significant fluctuations over time, with a major peak in multifamily units around 1975 and another sharp increase starting around 2010.

Year	Single Family Units (k)	Multifamily Units (k)
1970	~1.5	~1.0
1975	~1.5	~35
1980	~1.5	~10
1985	~1.5	~15
1990	~1.5	~10
1995	~1.5	~10
2000	~1.5	~25
2005	~1.5	~20
2010	~1.5	~35
2013	~1.5	~40

Source: California Department of Real Estate, Planning and Zoning Division

A green circle containing a stylized building icon with multiple windows and doors, representing multifamily housing.

**70%**

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

**40%**

25 years ago

Source: California Department of Real Estate, Planning and Zoning Division

COUNTY FOCUS		
San Mateo County Today		
POPULATION	EMPLOYMENT	TRANSPORTATION
<b>745,000</b> Residents 4.6% increase since 1980	<b>\$91,300</b> Median family income <b>5.4%</b> Unemployment rate	<b>70%</b> Drive alone 11% carpool 1% take transit 1% walk 1% bike 5% telecommute 1% other
<b>26</b> Mile(s) commute to work <small>[Compared to an average of 28 miles for the entire Bay Area]</small>	<b>59%</b> Of residents live outside of San Mateo County <small>San Mateo County requires and inspects the exact number of bus and train stops. San Francisco, San Bruno, Burlingame, and Redwood City require and inspect the exact number of bus stops.</small>	<b>4%</b> Of miles traveled on San Mateo County highways are affected by traffic congestion <small>Northbound I-80/101 from Redwood City to San Mateo during the evening commute is one of the most congested segments in San Mateo County.</small>
<b>41,000</b> Daily Caltrain boardings (+14.3% since 1991)  <b>37,000</b> Daily BART boardings (+20% since 1991)	<b>\$1,600</b> Median monthly rent <b>\$836,500</b> Median home price <b>71%</b> Multi-family permits in 2012	<b>70</b> Overall score for all jurisdictions <small>BEST: Foster City at 81 Worst: Belmont at 0-100 Index on a scale of 0-100</small>
<small>Data sources: Population - California Department of Finance; Job Data - Employment &amp; Training Agency; Median Income - Bureau of Labor Statistics; Employment Data - Department of Employment Development; Median Rent - U.S. Census Bureau; Median Home Price - U.S. Census Bureau; Multi-Family Permits - San Mateo County Building Department; Daily Boardings - Muni/MuniBus, BART, Caltrain, and AC Transit; Overall Score - Plan Bay Area. Index is a weighted average of the following metrics: population growth, job growth, median income, median rent, median home price, and multi-family permits issued. The overall score is based on the index score for each jurisdiction. The overall score is based on the index score for each jurisdiction. The overall score is based on the index score for each jurisdiction.</small>		

## COUNTY FOCUS PDAs in San Mateo

Plan  
BayArea  
**2040**

### Locally Nominated Priority Development Areas and Priority Conservation Areas

San Mateo County is strategically located between San Francisco and Silicon Valley. The Coast Range divides the county into coastal and inland areas and coast. Nearly percent of development in the county is located on the bayside. The communities along the coast include Burlingame, Redwood City, and Foster City, which has historic, globally significant firms and research entities as well as many charming town centers and residential neighborhoods. Jobs and housing growth is expected to continue along the coast, which will reduce growth pressures on the coast and allow the county to retain its agricultural, scenic and natural resource areas in the hills and coastlines.

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

#### A Map of San Mateo County PDAs



## COUNTY FOCUS Santa Clara County Today

Plan  
BayArea  
**2040**

<b>POPULATION</b>  <b>1.9M</b> Residents 19% increase since 1980	<b>EMPLOYMENT</b>  <b>\$92,000</b> Median family income <b>6.8%</b> Unemployment rate	<b>TRANSPORTATION</b>  <b>76%</b> Drive alone 11% carpool 10% public 2% bike 5% telecommute 1% other
<b>COMMUTE TIMES</b>  <b>25</b> Minute commute to work (Compared to an average of 29 minutes for the entire Bay Area)	<b>COMMUTE FROM?</b>  <b>88%</b> Of residents live and work in Santa Clara County	<b>TRAFFIC</b>  <b>5%</b> Of drivers traveled on Santa Clara County highways are affected by traffic congestion
<b>PUBLIC TRANSIT</b>  <b>119,000</b> Daily VTA boardings <b>41,000</b> Daily Caltrain boardings (+13% since 1991)	<b>HOUSING</b>  <b>\$1,577</b> Median monthly rent <b>\$725,000</b> Median home price <b>76%</b> Multi-family permits in 2013	<b>PAVEMENT CONDITION</b>  <b>69</b> Overall score for all jurisdictions Best: Los Altos at .79 Worst: San Jose at .62 Index on scale of 0-100

### What are the current trends in Santa Clara County?

Campbell | Cupertino | Gilroy | Los Altos | Los Altos Hills | Los Gatos | Milpitas | Monte Sereno | Morgan Hill | Mountain View  
Palo Alto | San Jose | Santa Clara | Saratoga | Sunnyvale

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



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



**DIVERSITY:** 24% of Santa Clara County residents are African-American, 26.8% are Latino, 32.3% are Asian, 34.7% are White, and 3.8% are multiple or other races.

## COUNTY FOCUS San Mateo Housing

Plan  
BayArea  
**2040**

### What Housing is Being Built?

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



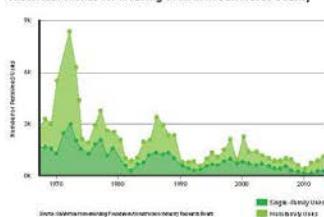
#### Multifamily Homes Grow as Primary Housing Choice in San Mateo County

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

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

**840** (71%) were multifamily

#### Historical Trends for Housing Growth in San Mateo County



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

**40%** 25 years ago

## COUNTY FOCUS PDAs in Santa Clara

Plan  
BayArea  
**2040**

### Locally Nominated Priority Development Areas and Priority Conservation Areas

Santa Clara County is the home of Silicon Valley and the birthplace and now global capital of the high-tech industry. With nearly 1.9 million residents and 800,000 jobs, Santa Clara County is the most populous and job-rich county in the San Francisco Bay Area.

Santa Clara County is home to 42 locally nominated PDAs and 17 PCAs.

**Priority Development Areas (PDAs)**  
Priority Development Areas (PDAs) are locally designated areas where economic conditions may provide opportunities for high-density, mixed-use development, including transit-oriented development and walkable, compact urban centers.

**Priority Conservation Areas (PCAs)**  
Priority Conservation Areas (PCAs) are regularly updated areas that are ecologically sensitive and have high species diversity, including natural areas, wetlands, and riparian areas.

#### A Map of Santa Clara County PDAs



# COUNTY FOCUS

## Santa Clara Housing

Plan  
BayArea  
**2040**

### What Housing is Being Built?

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

Population      Jobs      Transportation      Cost of Living

#### Multifamily Homes Grow as Primary Housing Choice in Santa Clara County

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

**7,868**  
housing units permitted in Santa Clara County in 2013. Of these...

**6,009**  
(76%) were multifamily  
Source: California Association of Realtors® Residential Research Report

#### Historical Trends for Housing Growth in Santa Clara County

Year	Single-Family Units (thousands)	Multifamily Units (thousands)
1970	~10	~5
1980	~15	~10
1990	~18	~12
2000	~15	~10
2010	~18	~15

Source: California Association of Realtors® Residential Research Report

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

**40%**  
25 years ago  
Source: California Association of Realtors® Residential Research Report

# COUNTY FOCUS

## PDAs in Solano

Plan  
BayArea  
**2040**

### Locally Nominated Priority Development Areas and Priority Conservation Areas

Solano County has the distinction of containing nearly one-half of the land in the Bay Area implemented as Priority Development Areas (PDAs) and more than half of the land in the Sacramento region. The County's PDAs are located along the Sacramento River and its tributaries, the Cache and Yolo Rivers, along the southwestern portion of Solano County, emptying into the Sacramento-Yolo River Delta – the delta of the San Joaquin River, and continuing inland toward the City of Vallejo. The County's PDAs also include part attributable to legacy issues. The County's location between the metropolitan centers of San Francisco and Sacramento and its lower cost relative to other parts of the region, made Solano County an attractive place for new development in response to the demand for lower cost housing.

Solano County is home to 11 locally nominated PDAs and 5 PCOAs.

### A Map of Solano County PDAs

**Downtown Vacaville**  
This PDA, which was fully designated in December, 2008, is a residential and mixed-use area located in the downtown core of Vacaville. It includes the area bounded by Main Street, 5th Street, and 7th Street, and the area between 5th Street and 7th Street bounded by Main Street and 1st Street. The area is primarily zoned for residential uses, with a large portion zoned for mixed-use development. The area is currently being developed with new homes, offices, and retail spaces.

**Downtown Solano City**  
The heart of the PDA, which was fully designated in December, 2008, is a residential and mixed-use area located in the downtown core of Solano City. It includes the area bounded by Main Street, 5th Street, and 7th Street, and the area between 5th Street and 7th Street bounded by Main Street and 1st Street. The area is primarily zoned for residential uses, with a large portion zoned for mixed-use development. The area is currently being developed with new homes, offices, and retail spaces.

**Fairfield-Vacaville Train Station**  
The PDA, which fully designated in December, 2008, is a residential and mixed-use area located near the train station in the City of Fairfield. It includes the area bounded by Main Street, 5th Street, and 7th Street, and the area between 5th Street and 7th Street bounded by Main Street and 1st Street. The area is primarily zoned for residential uses, with a large portion zoned for mixed-use development. The area is currently being developed with new homes, offices, and retail spaces.

# COUNTY FOCUS

## Solano Housing

Plan  
BayArea  
**2040**

### What Housing is Being Built?

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

Population      Jobs      Transportation      Cost of Living → **805**

#### Single-Family Homes Remain Primary Housing Choice in Solano County

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

#### Historical Trends for Housing Growth in Solano County

Year	Single-Family Homes (k)	Multi-Family Units (k)
1970	1.0	0.5
1975	2.5	1.5
1980	5.5	3.5
1985	2.5	2.0
1990	5.5	4.5
1995	2.5	3.0
2000	1.5	2.5
2005	1.0	2.0
2010	0.5	1.5

Sources: California Housing Production & Inventory Report, County Planning Department

70% of permits are now for multifamily homes

Source: California Housing Production & Inventory Report, County Planning Department

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

**40%**  
25 years ago

Source: California Housing Production & Inventory Report, County Planning Department

The image is a digital map of Sonoma County, California, showing its county boundaries and major cities like Santa Rosa, Petaluma, and Sebastopol. Overlaid on the map are several green callout boxes containing information about Priority Development Areas (PDAs) and Priority Conservation Areas (PCAs). Callout 1, 'Downtown Windsor', highlights a proposed PDA near the intersection of Highway 101 and Highway 29. Callout 2, 'Downtown Santa Rosa', highlights a proposed PCA in the downtown area. Callout 3, 'Central Petaluma', highlights a proposed PDA in the central business district. A legend in the top right corner defines symbols for PDAs (green outline), PCAs (orange outline), and other areas. The map also includes state and county roads, and a small inset map of Northern California in the bottom right corner.

# TRANSPORTATION The Bay Area

Plan  
BayArea  
**2040**

## Planning Delivers Big Returns: Bridges and Highways

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



# TRANSPORTATION The Bay Area

Plan  
BayArea  
**2040**

## Planning Delivers Big Returns: Public Transit Projects

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



## Other Programs

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



## TRANSPORTATION Feedback

Plan  
BayArea  
**2040**



Top 50 Projects by Cost

- Highways/Pedestrian**

  - 1 ACTC East Bay Greenway
  - 2 Oakland: Waterfront Bay Trail
  - 3 Union City Intermodal Station: Infrastructure

**Local Streets & Roads**

  - 4 Alameda County: Van Ness: Safe Improvement
  - 5 Hayward: 2nd St Corridor Improvement
  - 6 Hayward: 1st St Corridor: Railroad Overpass at UPRR
  - 7 Port of Oakland: 7th St Grade Separation and Roadway Improv.

**Port/Freight Rail**

  - 8 Port of Oakland: Outer Harbor Intermodal Terminal (OHIT)

**State Highway**

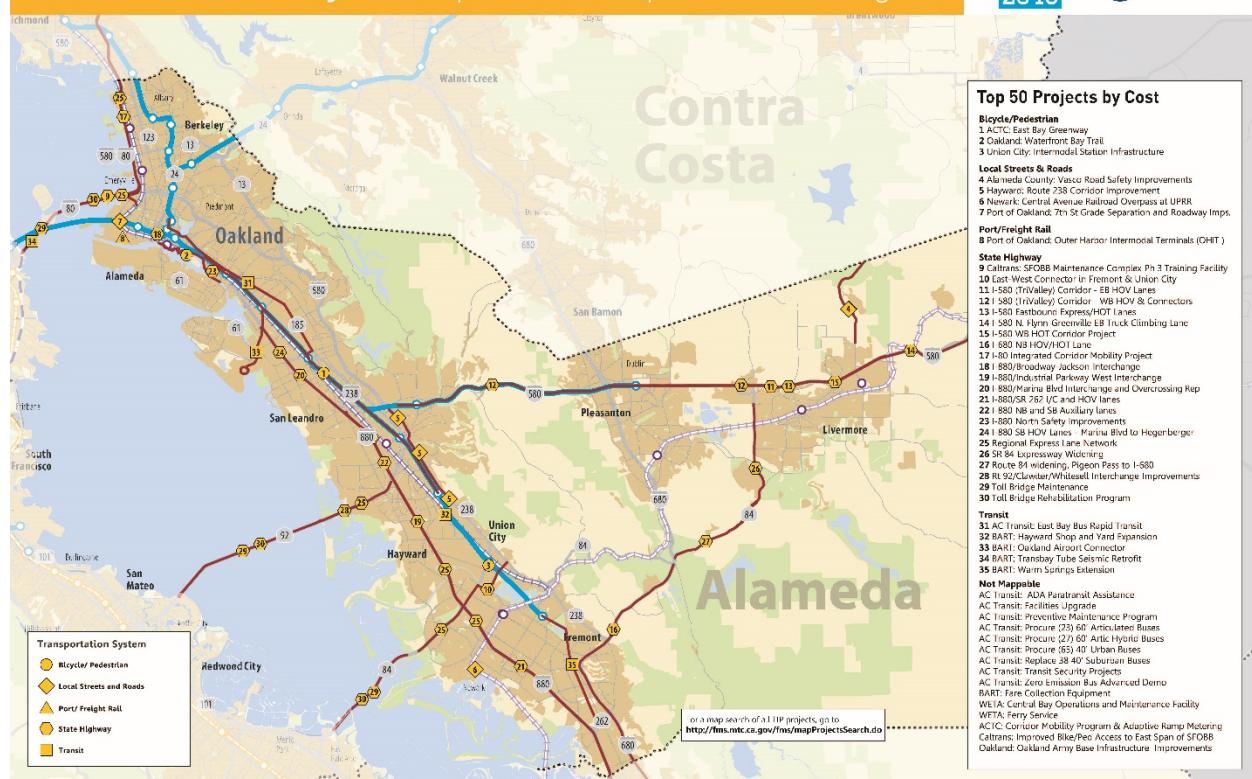
  - 9 Caltrans SFGBB Maintenance Complex Ph 3 Training Facility
  - 10 East-West Connector: In Fremont & Union City
  - 11 1280: Tully Valley Corridor: EB HOV Lanes
  - 12 1580: Tully Valley Corridor: WB HOV & Connectors
  - 13 1580 Foothills Express/HOT Lanes
  - 14 180 N Hwy Greenville LB Truck Climbing Lane
  - 15 WIS: WIS: Construction Project
  - 16 180 N: I-80 HOV Lanes
  - 17-18 Integrated Corridor Mobility Project
  - 18 180/Broadway Jackson Interchange
  - 19 180/Industrial Parkway West Interchange
  - 20 180: 180/101: HOV Lanes and Overcrossing Rep.
  - 21 180/SR 262: UC and HOV Lanes
  - 22 180 N/S and SB Auxiliary lanes
  - 23 180/N/S: Sound improvements
  - 24 180: HOV Lanes: Direct Bid to Hobergerberger
  - 25 Regional Express: I-40 Network
  - 26 91 Express: Widening
  - 27 Route 84 widening: Pleasanton Pigeon Pass to I-580
  - 28 92: 92/92: San Leandro Interchange Improvements
  - 29 101 Bridge Maintenance
  - 30 101 Bridge Rehabilitation Program

Transit

- 31 AC Transit: East Bay Bus Rapid Transit
  - 32 BART: Hayward Shop and Yard Expansion
  - 33 BART: Oakland Airport Connector
  - 34 BART: Transbay Tube Seismic Retrofit
  - 35 BART: Warm Springs Extension

Not Mappable

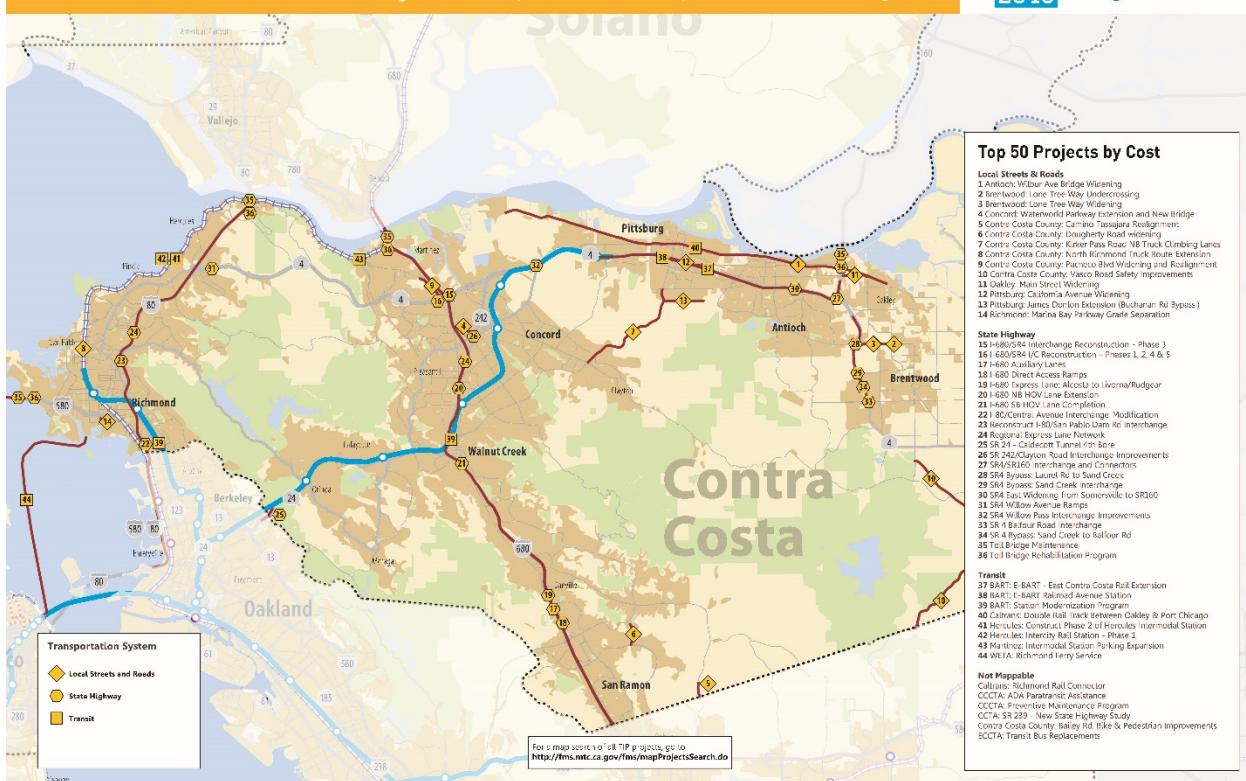
- AC Transit ADA Paratransit Assistance  
AC Transit Facilities  
AC Transit Fleet Maintenance Program  
AC Transit Procure (30) 60' Adtran Buses  
AC Transit Procure (27) 60' Artic Hybrid Buses  
AC Transit Procure (55) 40' Urban Buses  
AC Transit Procure (28) 40' Suburban Buses  
AC Transit Amend Contract  
AC Transit Zero Emission Bus Advanced Demo  
BART Fare Collection Equipment  
WLEA: Central Bay Operations and Maintenance Facility  
WFTA: Ferry Service  
AC Transit Procure By Program & Acquirement Bulk Ordering  
Caltrans: Improved Bike Path Access to Fast Span of STORB  
Deltrans: Critical Area Bike Paths Initiative  
Intransitplus



## Contra Costa County: Transportation Improvement Program

Plan BayArea  
2040

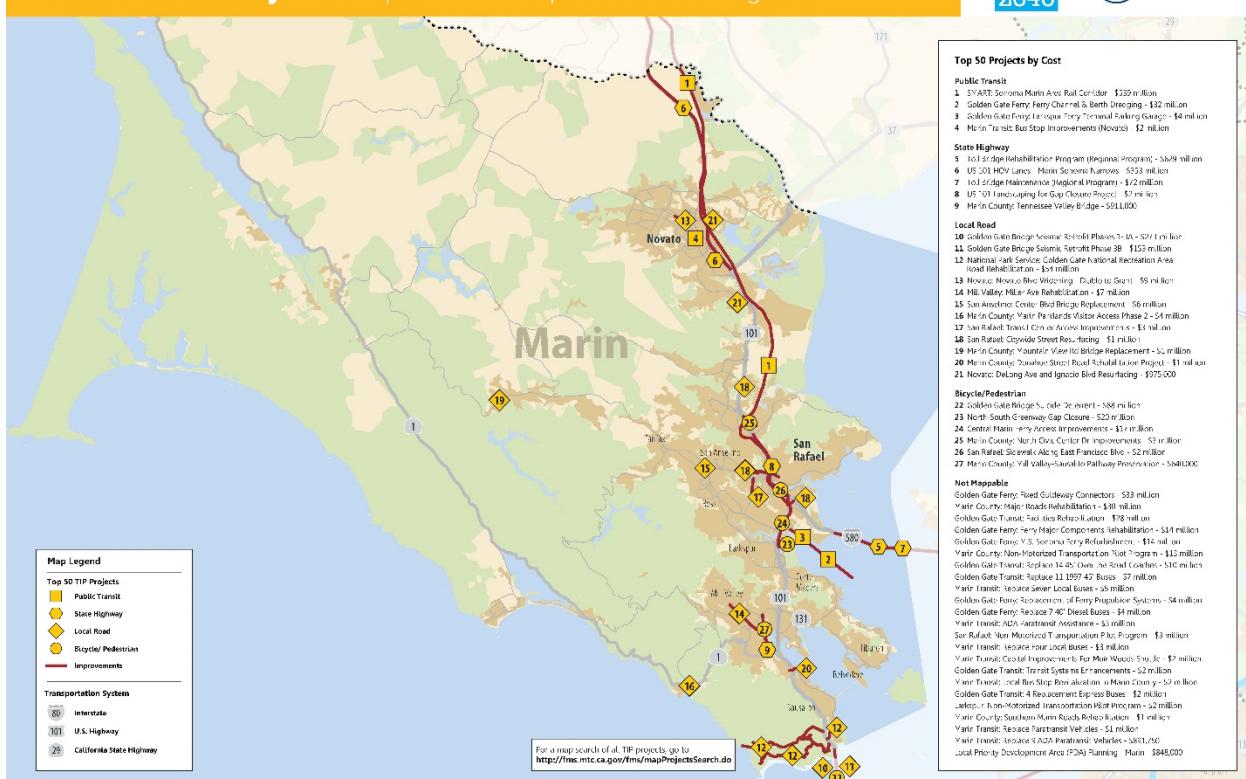
METROPOLITAN  
TRANSPORTATION  
COMMISSION



## Marin County: Transportation Improvement Program

Plan BayArea  
2040

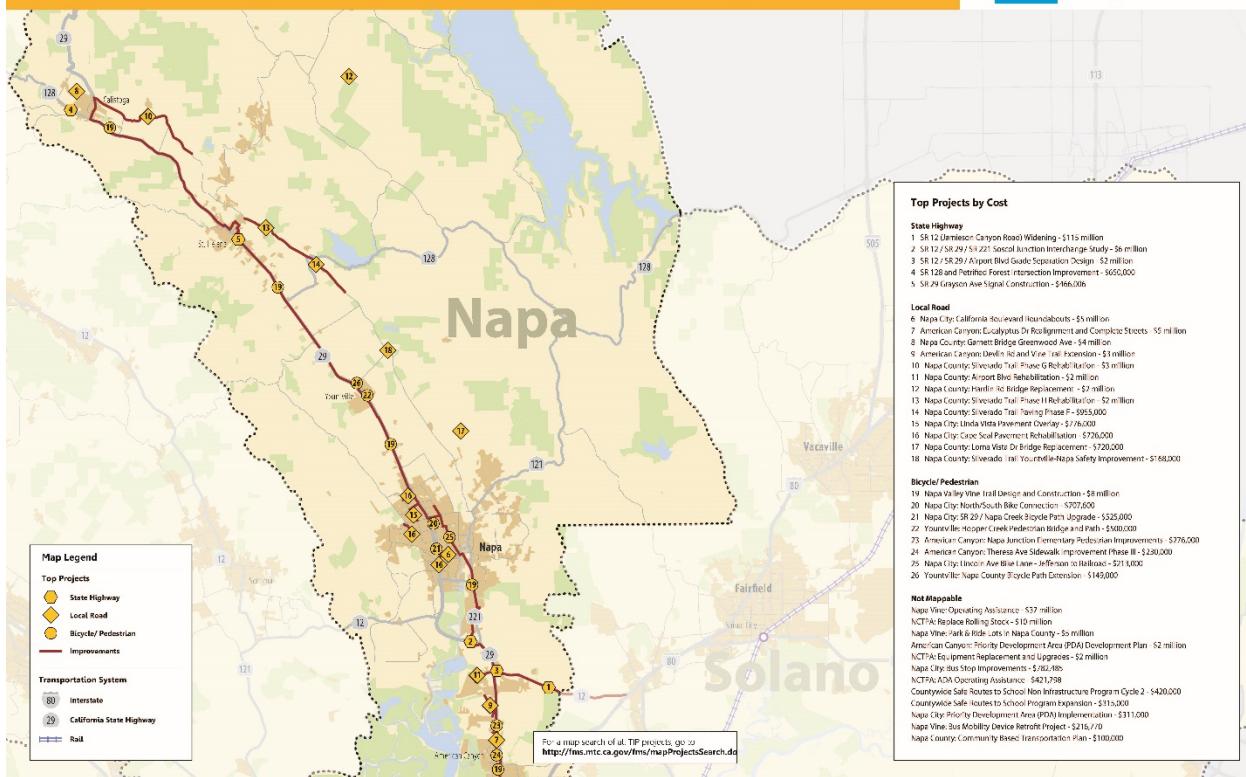
METROPOLITAN  
TRANSPORTATION  
COMMISSION



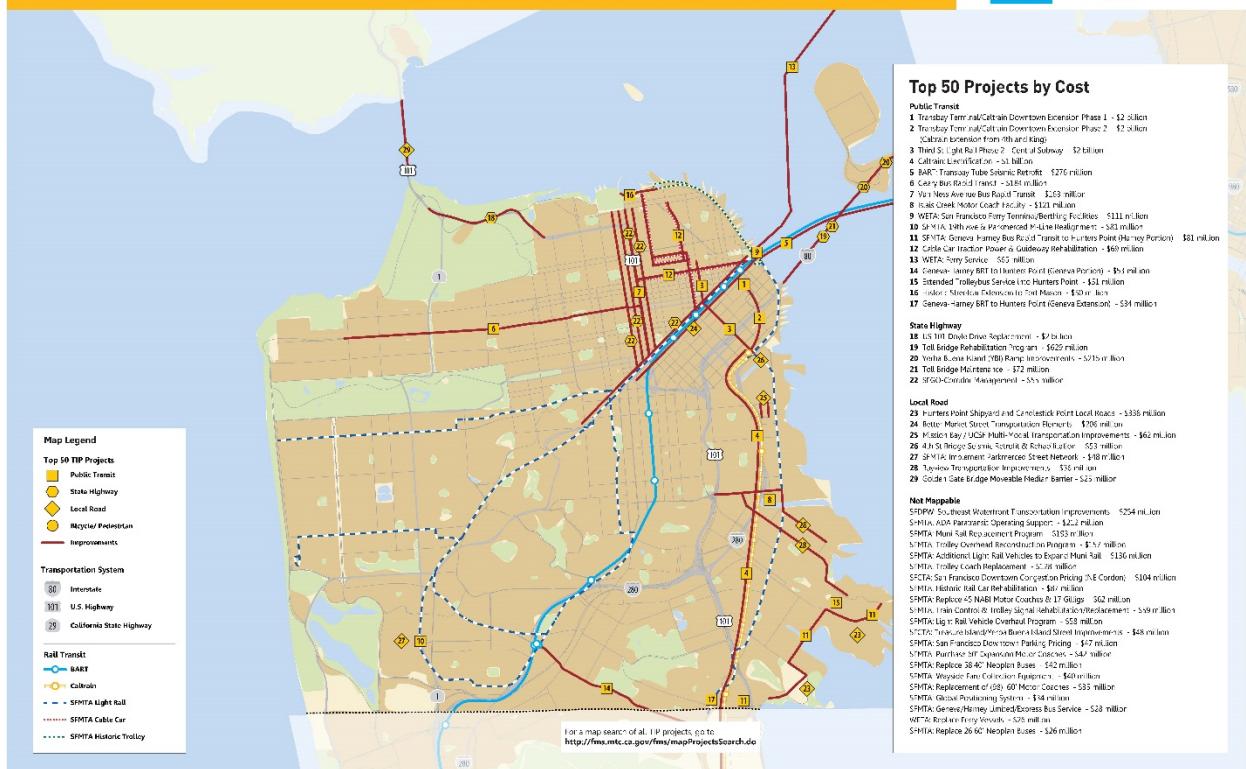
## **Napa County:** Transportation Improvement Program



METROPOLITAN  
TRANSPORTATION  
COMMISSION



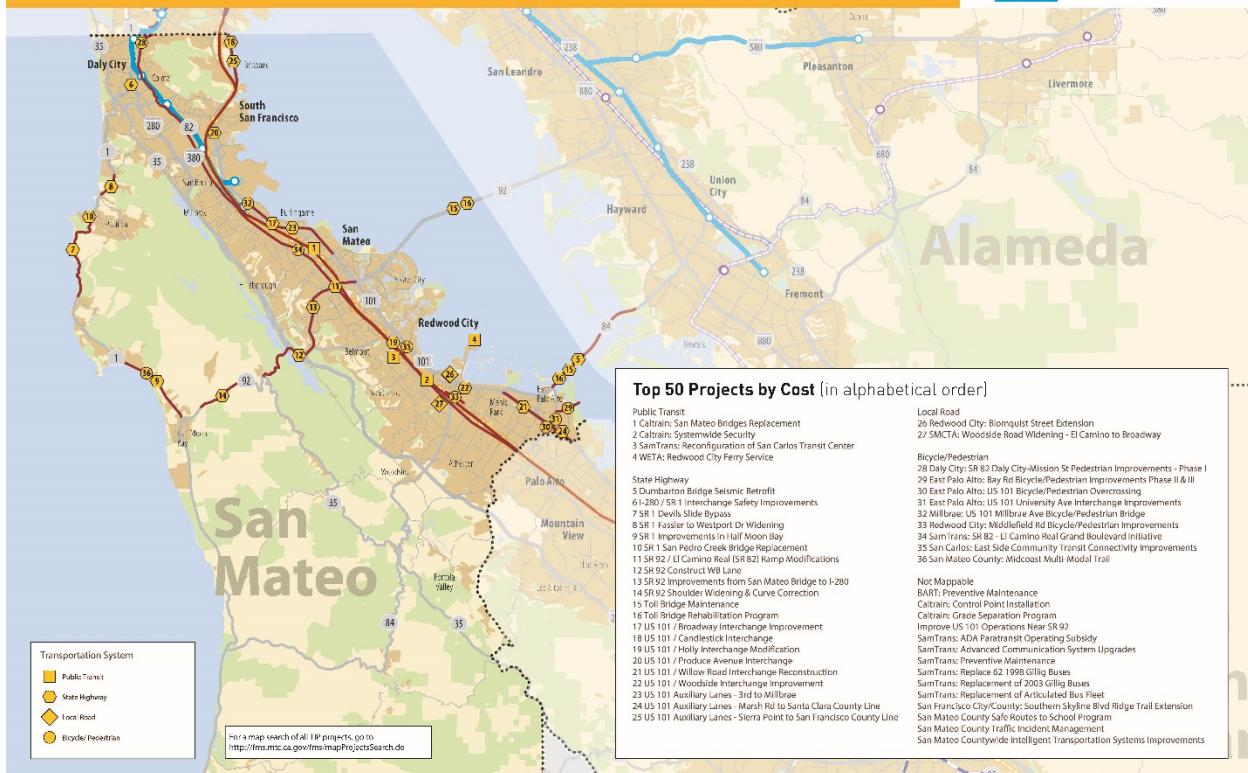
METROPOLITAN  
TRANSPORTATION  
COMMISSION



## San Mateo County: Transportation Improvement Program

Plan  
BayArea  
2040

METROPOLITAN  
TRANSPORTATION  
COMMISSION



## Santa Clara County: Transportation Improvement Program

Plan  
BayArea  
2040

METROPOLITAN  
TRANSPORTATION  
COMMISSION



## Solano County: Transportation Improvement Program

Plan  
BayArea  
2040

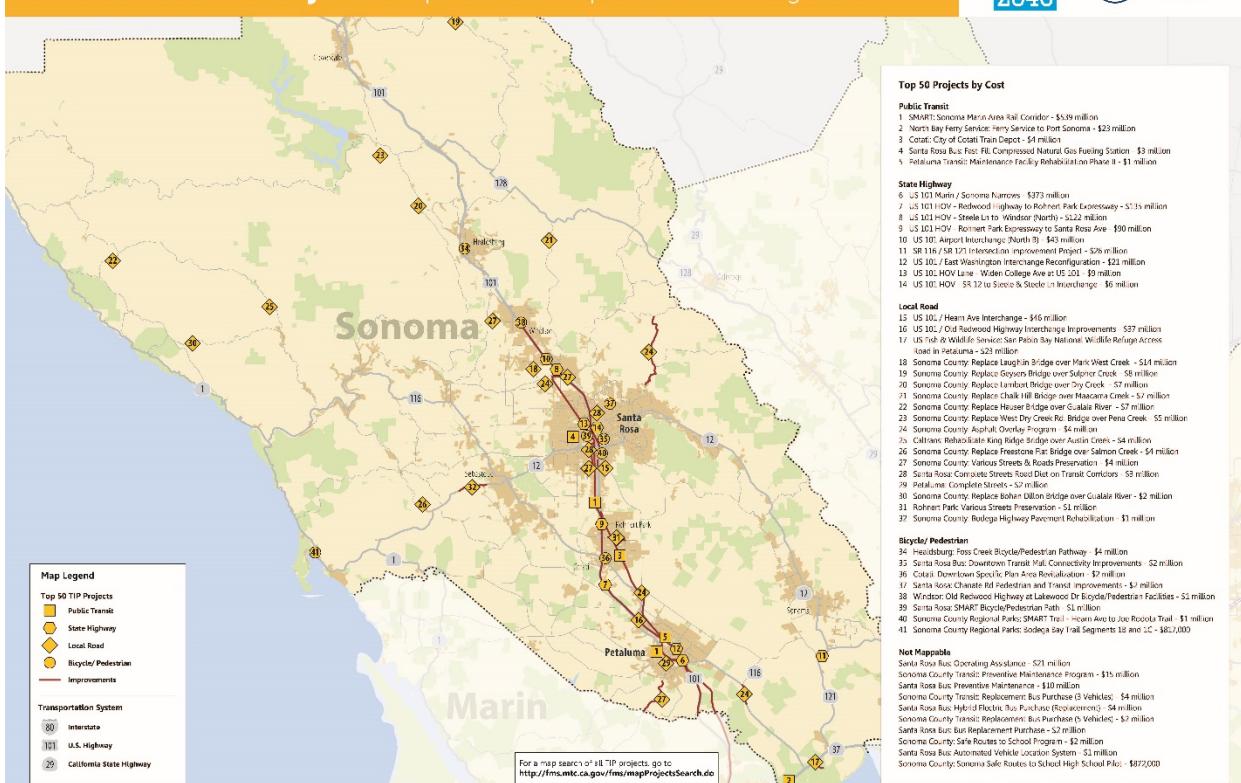
METROPOLITAN  
TRANSPORTATION  
COMMISSION



## Sonoma County: Transportation Improvement Program

Plan  
BayArea  
2040

METROPOLITAN  
TRANSPORTATION  
COMMISSION



# LOOKING AHEAD

## Understanding the Future

**Plan  
BayArea  
2040**

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



Who will live in the Bay Area and where?



Where will they work?



What kinds of jobs and incomes will be available?

### How Does ABAG Develop Forecasts and Estimates?

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



#### Plan Bay Area 2040 Key Milestones

- The forecast methodology will be developed by summer 2015.
- The preliminary regional forecast will be released by Fall 2015.
- The final regional forecast will be adopted in Winter 2016.

#### Alternative Scenarios Developed

Working with local cities and counties and other partners such as MTC, ABAG and MTC will develop three alternative scenarios that examine different economic, social, and environmental policies, land-use distributions, and transportation investments.

- Scenarios will be released in Fall 2015.
- The preferred scenario will be adopted by Spring 2016.

# LOOKING AHEAD

## How We Forecast

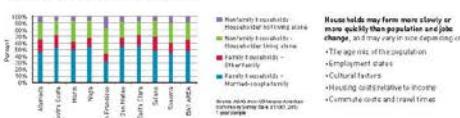
**Plan  
BayArea  
2040**

### Household Estimates

#### What Factors Influence How Households Form?



#### Types of Households in the Bay Area

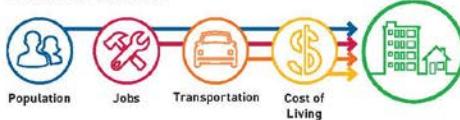


Households may form more slowly or more quickly than population and job growth. This varies by household size depending on:

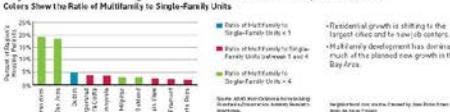
- The age mix of the population
- Employment status
- Cultural factors
- Housing costs relative to income
- Community norms and travel times

### Geographic Distribution

#### Where Will We Live and Work?



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



Residential growth is shifting to the larger and more established areas. Newer developments have dominated much of the planned new growth in the Bay Area.

Source: ABAG's Residential Permitting Analysis, ABAG's Residential Permitting Analysis.

# LOOKING AHEAD

## How We Forecast

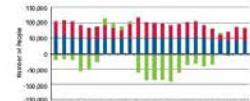
**Plan  
BayArea  
2040**

### Population Forecasts

#### How Does Our Population Change?



#### Bay Area Components of Population Change



Many factors determine how much and how quickly our population grows:

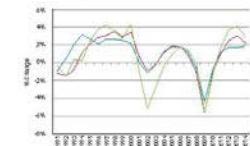
- Who is here today contributes to who is here tomorrow. Children born in the Bay Area are forming a future parade and household heads.
- Employment, business and educational opportunities and the cost of living may encourage some people to move here.
- Less expensive housing, job opportunities, or family connections contribute just as much to encourage people to move.

### Economy Forecasts

#### Why Does the Local Economy Change?



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



Bay Area job have often outpaced the nation, both in growth and in job quality. A large role in this is due to global economic and political conditions and the fact that the Bay Area is a leader in the biotech and technology sectors. The boom or bust of a single sector can influence both long-term trends and short-term labor market changes in the local employment, unemployment, and wages in the labor force.

# LOOKING AHEAD

## Projections Over Time

**Plan  
BayArea  
2040**

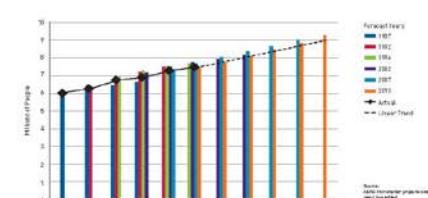
### How Well Can We Forecast the Future?

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

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

#### Past Population Projections Compared to Actual Trends

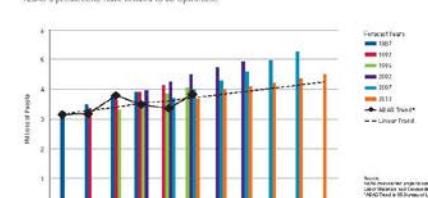
This graph shows ABAG's past population projections came closer to the region's actual population numbers.



#### Past Employment Projections Compared to Actual Trends

Because employment is more sensitive to economic cycles, it is much harder to predict a long-term trend.

ABAG's predictions have tended to be optimistic.



Cyclical and structural changes can shift a long-term trajectory.

A forecast is a planning tool that is recalibrated often.

## LOOKING AHEAD Feedback

Plan  
BayArea  
**2040**

What concerns you about the future of your community?

What possibilities most excite you?

## Appendix 2: Display Boards, Spring 2016 Open Houses

Station 1: Welcome

Station 2: About Plan Bay Area 2040

*Includes maps of PDAs/PCAs by county*

Station 3: Intro to Scenarios

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

*Includes a focus on scenarios by county*

Station 5: Tell Us How You Would #BuildABetterBayArea

Station 6: Activity: Places of the Bay Area



## Welcome!

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

### Your Guide to This Open House



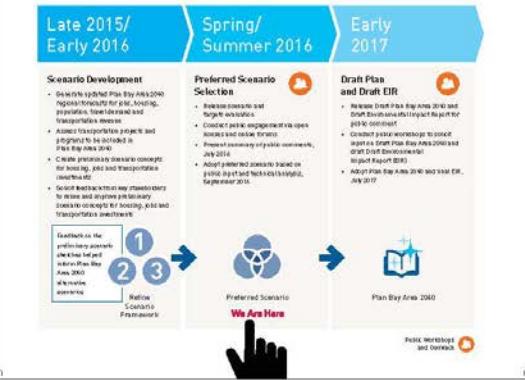
### What If I Have Questions?

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

### What happens with my comments?

Public comment like those collected during this open house will help inform staff recommendations. Additionally, the final document developed by MTC and ABAG will be available online at [PlanBayArea.org](#). MTC and ABAG staff will communicate the input heard at open houses like this one, as well as our online forum and any emailed or mailed comments, for members of ABAG and MTC to consider.

### What to Expect in 2016 and Beyond



## About Plan Bay Area The Facts



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



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



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



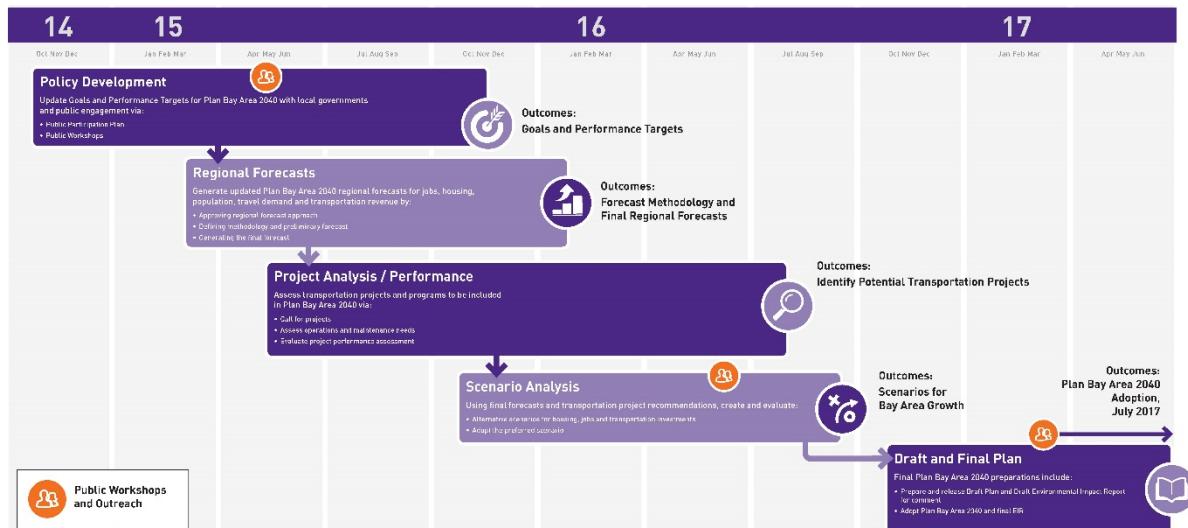
Supports strategic **transportation** investments to decrease traffic congestion, improve transit options and reduce pollution both locally and regionally.

### Did You Know? Plan Bay Area...

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

## About Plan Bay Area **Key Milestones 2014 - 2017**

# Plan BayArea **2040**



## About Plan Bay Area **PDA/PCA Map**

## Local Communities Lay Foundation for Growth

- Plan Bay Area 2040's vision for the future builds on planning work local communities have been doing over the past decade or more. The foundation for the plan is the 18 locally adopted Priority Development Areas (PDAs) and 155 Priority Conservation Areas (PCAs) in the nine-county Bay Area.
  - PDAs are areas where amenities and services can be developed to meet the day-to-day needs of residents in a pedestrian-friendly environment served by transit.
  - Growth and investments in Plan Bay Area are targeted to the PDAs to help them become "Complete Communities," based in large part on local aspirations and community context.
  - PCAs are areas of regional significance that have broad community support and are in need of protection. They provide important agricultural, natural resource, scenic, cultural, recreational, and/or ecological values.
  - Regional agencies are working with state agencies and funding entities to protect PCAs through purchase of land or conservation easements with milling landowners.



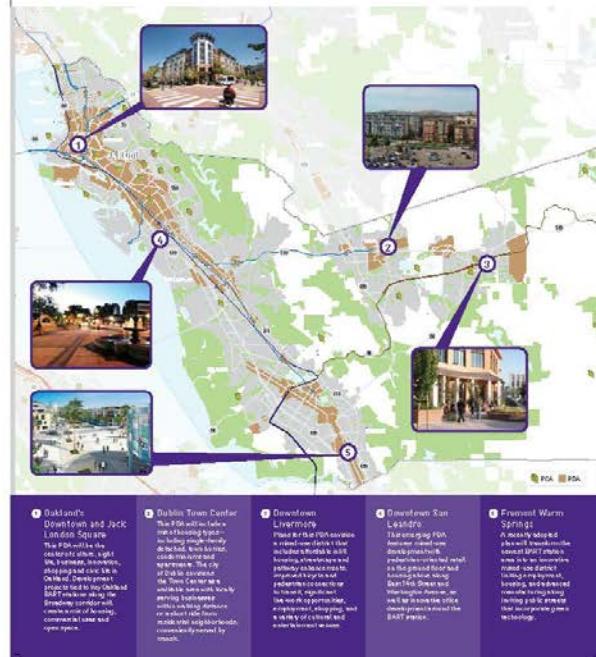
## About Plan Bay Area **PDAs and PCAs in Alameda County**

Plan  
BayArea  
**2040**

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

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

A Map of Alameda County PDAs and PCAs



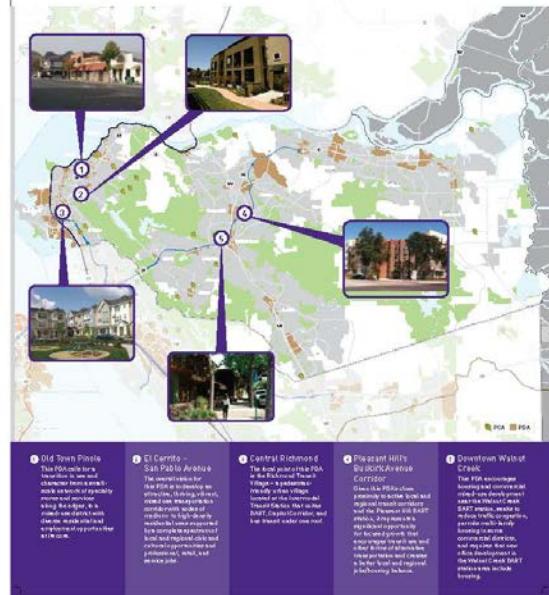
## About Plan Bay Area **PDAs and PCAs in Contra Costa County**

Plan  
BayArea  
**2040**

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

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

A Map of Contra Costa County PDAs and PCAs



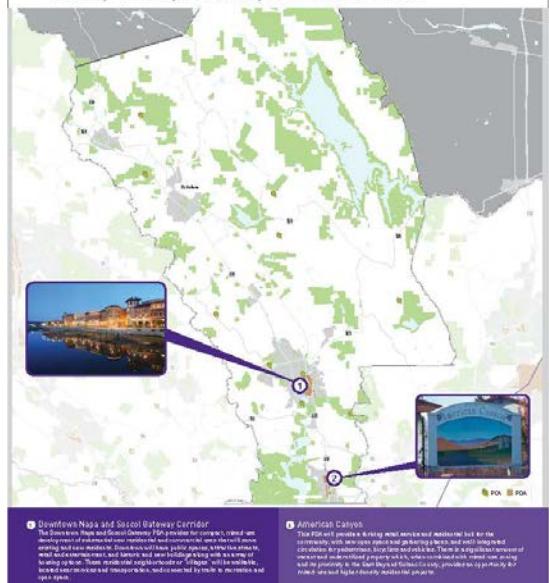
## About Plan Bay Area **PDAs and PCAs in Napa County**

Plan  
BayArea  
**2040**

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

Napa County is internationally acclaimed for its wine-making and the rolling vineyards. The Napa Valley wine region is a major draw for visitors to the San Francisco Bay Area. The valley is bounded by rolling hills, and the Napa River empties into San Pablo Bay through the narrow Marine Island Strait. Napa County has strong policies to prioritize agricultural uses and protect farmlands, which include a state open space program that protects 70 percent of our county's land area from urban sprawl development. The county also has a plan to protect these lands from future development through the Napa Valley Projected Growth Areas. Most non-agricultural development is clustered in the four cities and one town connected by Highway 29, which parallels the Napa River in the western part of the county. County seat highlights of the two locally connected PUDs in Napa County.

A Map of Napa County PDAs and PCAs



## About Plan Bay Area **PDAs and PCAs in Marin County**

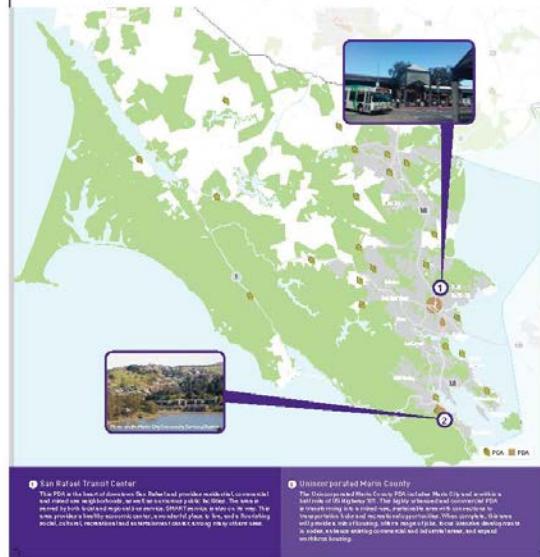
Plan  
BayArea  
**2040**

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

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

Rodeo, Marin County has managed growth through city-centered growth policies and has used development along the urbanized U.S. Route 101 highway corridor. Golden Gate Transit bus service often connects throughout the county and to surrounding areas. Ferry terminals in Sausalito, Tiburon, and Larkspur also connect residents to jobs in San Francisco. In late 2016, a service will commence for the Sonoma-Marin Area Rail Transit (SMART) rail connection by linking San Rafael to Santa Rosa. Eventually, the service will link the Larkspur ferry terminal to Corte Madera. Below are highlights of the two locally produced POCAs in Marin County.

A Map of Marin County PDAs and PCAs



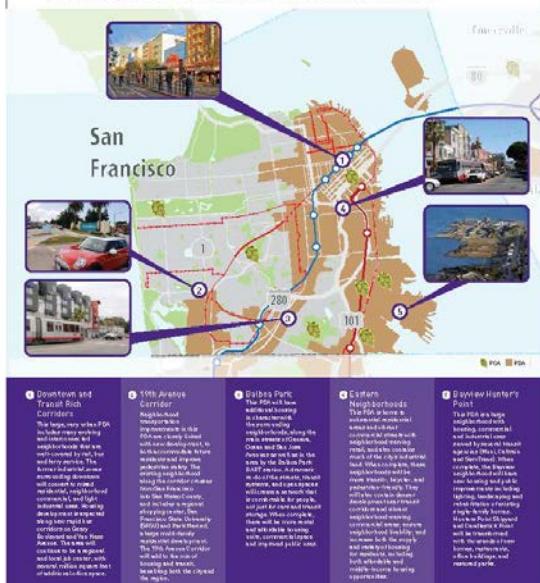
## About Plan Bay Area **PDAs and PCAs in San Francisco**

Plan  
BayArea  
**2040**

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

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

A Map of San Francisco PDAs and PCAs



## About Plan Bay Area PDAs and PCAs in San Mateo County

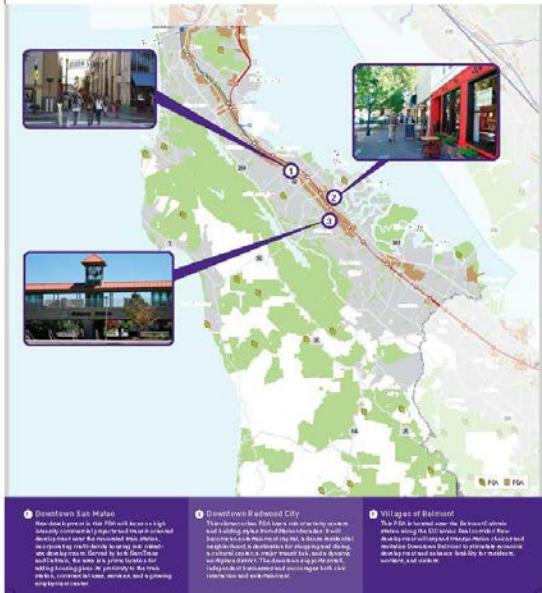
## Plan BayArea 2040

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

San Mateo County is strategically located between San Francisco and Silicon Valley. The Coast Range divides the county into two distinct zones: the inland and coastal. A large percent of development in the county is located on the border. The coastal portion of the county has a mix of rural and urban areas, including some of the most significant forests and research entities as well as many charming towns, parks and residential neighborhoods. Jobs and housing growth is expected to concentrate in bay-side communities, which will reduce growth pressures on the coast and allow the county to retain its agricultural, scenic and natural resource assets in the hills and coastline.

Below are three examples of the 22 locally adopted PDAs in San Mateo County.

#### A Map of San Mateo County PDAs and PCAs



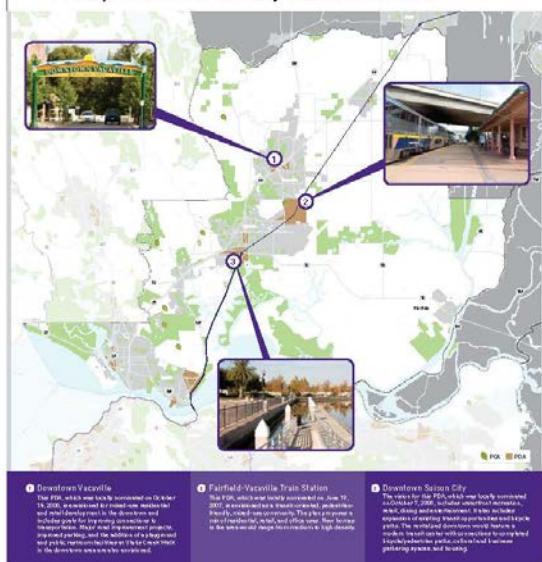
## About Plan Bay Area PDAs and PCAs in Solano County

## Plan BayArea 2040

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

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

#### A Map of Solano County PDAs and PCAs



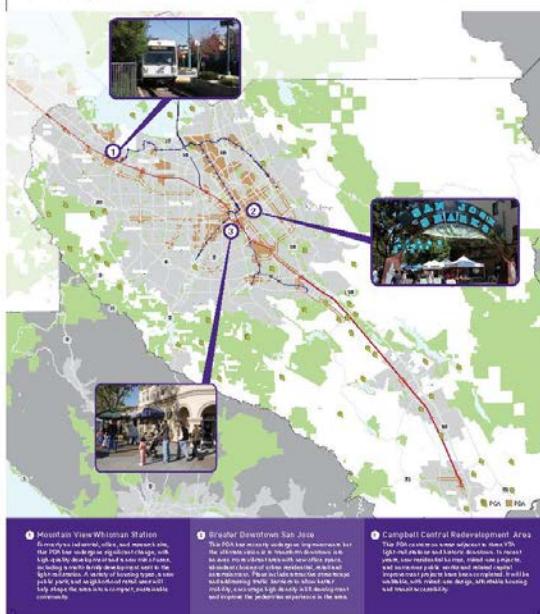
## About Plan Bay Area PDAs and PCAs in Santa Clara County

## Plan BayArea 2040

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

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

#### A Map of Santa Clara County PDAs and PCAs



## About Plan Bay Area PDAs and PCAs in Sonoma County

## Plan BayArea 2040

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

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

#### A Map of Sonoma County PDAs and PCAs



## Intro to Scenarios

# Looking Ahead

## Plan BayArea 2040

### Why Scenarios?

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



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

### What are the Scenarios?

#### Main Streets Scenario

places future population and employment growth in the downtowns of all Bay Area cities. This scenario would expand high-density job centers and increase highway linkings. It would also assume some development on land that is currently undeveloped.



#### Connected Neighborhoods Scenario

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



#### Big Cities Scenario

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



### What Happens Next?

Based on public input, a "preferred scenario" will be constructed from the three alternatives described above. This will form the foundation for Plan Bay Area 2040, to be adopted in Summer 2017. So tell us— which scenario, or elements of a scenario, will help create a Bay Area we can be proud to leave to future generations?



## Intro to Scenarios

# Creating Complete Communities

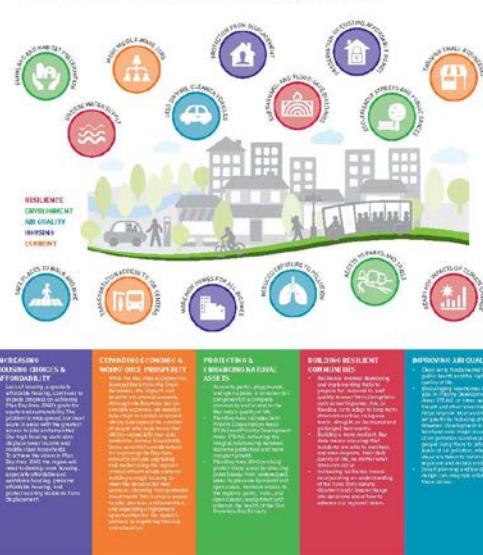
## Plan BayArea 2040

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

Complete communities are places that:

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

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



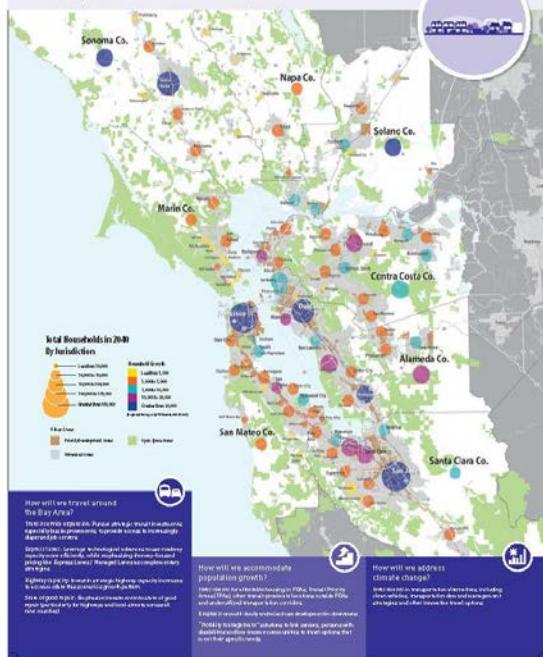
## Scenarios

# Main Streets Scenario

## Plan BayArea 2040

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

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



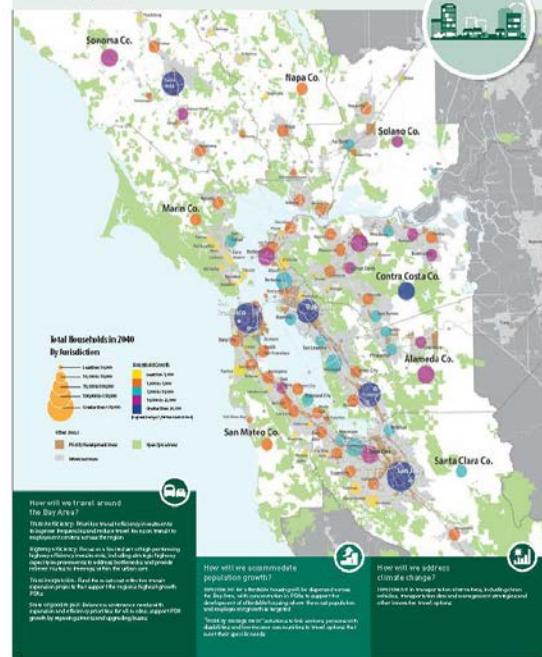
## Scenarios

# Connected Neighborhoods Scenario

## Plan BayArea 2040

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

This scenario emphasizes growth in medium-sized cities with access to the region's major rail services. Outside of PDAs, this scenario will see modest infill development and no growth outside the urban footprint on currently undeveloped land. This scenario builds on the adopted Plan Bay Area 2035.



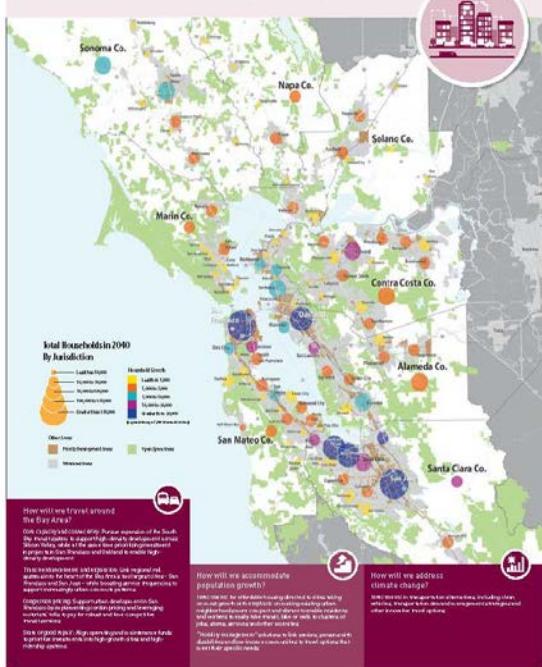
## Scenarios

### Big Cities Scenario

## Plan BayArea 2040

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

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



## Scenarios

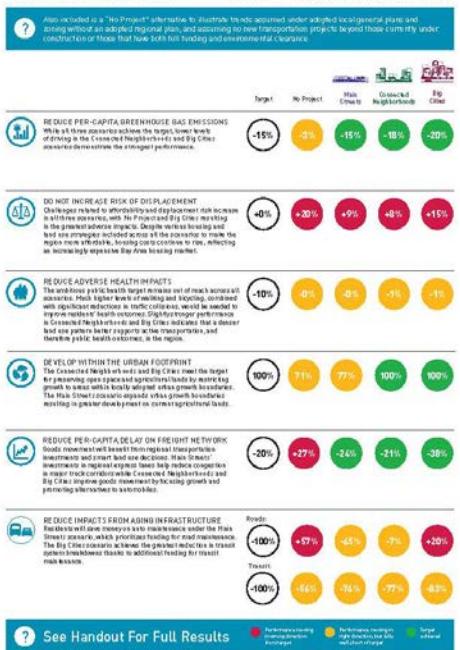
### Plan Bay Area 2040 Scenarios In Detail: Targets

## Plan BayArea 2040

### How do the scenarios measure up?

After six months of public review, MTC and ABAG last year adopted 12 performance targets for Plan Bay Area 2040 to set the region's top priorities for the Plan. These targets help us understand whether the region is expected to move in the right direction or the wrong direction under each scenario.

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



## Scenarios

### Scenarios in Detail: Jobs, Housing, and Transportation

## Plan BayArea 2040

### Where will jobs and housing go?

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



### How will we invest in transportation?



## Scenarios

### Focus on Alameda County

## Plan BayArea 2040

Alameda | Alviso | Fremont | Castro | Encinal | El Dorado | Hayward | Livermore | Pleasanton | Dublin | Pleasanton | San Leandro | Union City

To help us understand where we are — and where Bay Area residents will live, work and get around in Alameda County and beyond, planners at MTC and ABAG have generated forecasts for jobs, housing, population, travel-demand and transportation needs. To see how these scenarios might play out over time—and to ensure we're prepared for what you helped identify as important in developing these scenarios, understanding how these planning scenarios will impact life in Alameda County helps us recognize what issues may become most important as we develop a preferred scenario and update Plan Bay Area.

	NO PROJECT	MAIN STREETS	CONNECTED NEIGHBORHOODS	BIG CITIES
<b>POPULATION</b>	<b>18%</b> Share of Total Regional Growth	<b>21%</b> Share of Total Regional Growth	<b>22%</b> Share of Total Regional Growth	<b>15%</b> Share of Total Regional Growth
<b>EMPLOYMENT</b>	<b>29%</b> Growth from 2010	<b>35%</b> Growth from 2010	<b>36%</b> Growth from 2010	<b>24%</b> Growth from 2010
<b>HOUSING</b>	<b>-21%</b> Share of Total Regional Growth	<b>22%</b> Share of Total Regional Growth	<b>21%</b> Share of Total Regional Growth	<b>22%</b> Share of Total Regional Growth
<b>BASELINE - 2010</b>	<b>39%</b> Growth from 2010	<b>40%</b> Growth from 2010	<b>39%</b> Growth from 2010	<b>39%</b> Growth from 2010
<b>DRIVE ALONE</b>	<b>-130,000</b> Growth from 2010	<b>-155,000</b> Growth from 2010	<b>-162,000</b> Growth from 2010	<b>-94,000</b> Growth from 2010
<b>CARPOOL, TRANSIT, WALK, CYCLE</b>	<b>17%</b> Share of Total Regional Growth	<b>21%</b> Share of Total Regional Growth	<b>22%</b> Share of Total Regional Growth	<b>13%</b> Share of Total Regional Growth
<b>TRANSIT</b>	<b>41%</b> Growth from 2010	<b>81%</b> Growth from 2010	<b>89%</b> Growth from 2010	<b>71%</b> Growth from 2010
<b>DRIVE ALONE</b>	<b>53%</b> Drive Alone	<b>52%</b> Drive Alone	<b>51%</b> Drive Alone	<b>51%</b> Drive Alone
<b>CARPOOL, TRANSIT, WALK, CYCLE</b>	<b>47%</b> Carpool, Transit, Walk, Cycle	<b>48%</b> Carpool, Transit, Walk, Cycle	<b>49%</b> Carpool, Transit, Walk, Cycle	<b>49%</b> Carpool, Transit, Walk, Cycle
<b>TRANSIT</b>	<b>58%</b> Urban Core, Alameda County	<b>59%</b> Urban Core, Alameda County	<b>59%</b> Urban Core, Alameda County	<b>63%</b> Urban Core, Alameda County
<b>AVG. COMMUTE TIME (one-way)</b>	<b>29 min.</b> Avg. Commute Time (one-way)	<b>33 min.</b> Avg. Commute Time (one-way)	<b>30 min.</b> Avg. Commute Time (one-way)	<b>28 min.</b> Avg. Commute Time (one-way)
<b>ENVIRONMENT CONDITION</b>	<b>66</b> Overall Score for All Jurisdictions (Urban Core + East Bay + South Bay)	<b>49</b> Overall Score for All Jurisdictions (Urban Core + East Bay + South Bay)	<b>77</b> Overall Score for All Jurisdictions (Urban Core + East Bay + South Bay)	<b>71</b> Overall Score for All Jurisdictions (Urban Core + East Bay + South Bay)
<b>NOTES</b>	Land use and transportation data reflect year 2035 conditions. Final scenario and adopted plan will be for the year 2040.			
	The "No Project" alternative is included to show trends assumed under adopted local general plans and zoning without an adopted regional plan, and assuming no new transportation projects beyond those currently under construction or those few that have full funding and environmental clearance.			

## Scenarios Focus on Contra Costa County

# Plan BayArea 2040

Altach | Martinez | Clayton | Concord | El Cerrito | Hercules | Walnut Creek | Lafayette | Pleasant Hill | Orinda | Pinole | Pittsburg  
Pleasant Hill | El Cerrito | Pinole | Lafayette | Walnut Creek

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

	NO PROJECT	MAINSTREETS	CONNECTED NEIGHBORHOODS	BIG CITIES
POPULATION	19% Share of Total Regional Growth  45% Growth from 2010	11% Share of Total Regional Growth  25% Growth from 2010	15% Share of Total Regional Growth  36% Growth from 2010	6% Share of Total Regional Growth  15% Growth from 2010
EMPLOYMENT	13% Share of Total Regional Growth  48% Growth from 2010	12% Share of Total Regional Growth  44% Growth from 2010	13% Share of Total Regional Growth  46% Growth from 2010	12% Share of Total Regional Growth  42% Growth from 2010
HOUSING	-14,000 Units/Year  15% Share of Total Regional Growth  9% Growth from 2010	-70,000 Units/Year  9% Share of Total Regional Growth  75% Growth from 2010	-109,000 Units/Year  15% Share of Total Regional Growth  45% Growth from 2010	-32,000 Units/Year  6% Share of Total Regional Growth  64% Growth from 2010
BASELINE - 2010				
CONNECTED HOUSING	58% Drive Alone  42% Carpool, Transit, Walk, and Bike	57% Drive Alone  43% Carpool, Transit, Walk, and Bike	59% Drive Alone  41% Carpool, Transit, Walk, and Bike	57% Drive Alone  43% Carpool, Transit, Walk, and Bike
AVAILABILITY	48% Lives/work in Contra Costa County  36 min. Avg. Commute Time (one-way)	47% Lives/work in Contra Costa County  44 min. Avg. Commute Time (one-way)	51% Lives/work in Contra Costa County  35 min. Avg. Commute Time (one-way)	51% Lives/work in Contra Costa County  36 min. Avg. Commute Time (one-way)
PARKING CONDITION	69 Overall Score for All Jurisdictions (Score range 0-100)  60 Overall Score for All Jurisdictions (Score range 0-100)	47 Overall Score for All Jurisdictions (Score range 0-100)  40 Overall Score for All Jurisdictions (Score range 0-100)	75 Overall Score for All Jurisdictions (Score range 0-100)  70 Overall Score for All Jurisdictions (Score range 0-100)	57 Overall Score for All Jurisdictions (Score range 0-100)  52 Overall Score for All Jurisdictions (Score range 0-100)

**Notes:**

Land use and transportation data reflect year 2025 conditions. Final scenario and adopted plan will be for the year 2040.

The “No Project” alternative is included to show trends assumed under adopted local general plans and zoning without an adopted regional plan, and assuming no new transportation projects beyond those currently under construction or those that have both full funding and environmental clearance.

## Scenarios Focus on Marin County

# Plan BayArea 2040

Belvedere | Corte Madera | Fairfax | Larkspur | Marin Valley | Novato | Ross | San Anselmo | Sausalito | Tiburon

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

	NO PROJECT	MAIN STREETS	CONNECTED NEIGHBORHOODS	BIG CITIES
POPULATION	2% Share of Total Regional Growth  17% Growth from 2010	1% Share of Total Regional Growth  15% Growth from 2010	2% Share of Total Regional Growth  16% Growth from 2010	1% Share of Total Regional Growth  10% Growth from 2010
EMPLOYMENT	2% Share of Total Regional Growth  25% Growth from 2010	2% Share of Total Regional Growth  26% Growth from 2010	2% Share of Total Regional Growth  26% Growth from 2010	2% Share of Total Regional Growth  25% Growth from 2010
HOUSING	-9,000 Units/Year  1% Share of Total Regional Growth  6% Growth from 2010	-6,000 Units/Year  1% Share of Total Regional Growth  7% Growth from 2010	-10,000 Units/Year  1% Share of Total Regional Growth  8% Growth from 2010	-7,000 Units/Year  0% Share of Total Regional Growth  5% Growth from 2010
BASELINE - 2010				
CONNECTED HOUSING	57% Drive Alone  43% Carpool, Transit, Walk, and Bike	56% Drive Alone  42% Carpool, Transit, Walk, and Bike	58% Drive Alone  43% Carpool, Transit, Walk, and Bike	57% Drive Alone  41% Carpool, Transit, Walk, and Bike
AVAILABILITY	48% Lives/work in Marin County  31 min. Avg. Commute Time (one-way)	49% Lives/work in Marin County  33 min. Avg. Commute Time (one-way)	52% Lives/work in Marin County  32 min. Avg. Commute Time (one-way)	56% Lives/work in Marin County  28 min. Avg. Commute Time (one-way)
PARKING CONDITION	62 Overall Score for All Jurisdictions (Score range 0-100)  43 Overall Score for All Jurisdictions (Score range 0-100)	43 Overall Score for All Jurisdictions (Score range 0-100)  61 Overall Score for All Jurisdictions (Score range 0-100)	57 Overall Score for All Jurisdictions (Score range 0-100)  50 Overall Score for All Jurisdictions (Score range 0-100)	57 Overall Score for All Jurisdictions (Score range 0-100)  50 Overall Score for All Jurisdictions (Score range 0-100)

**Notes:**

Land use and transportation data reflect year 2025 conditions. Final scenario and adopted plan will be for the year 2040.

The “No Project” alternative is included to show trends assumed under adopted local general plans and zoning without an adopted regional plan, and assuming no new transportation projects beyond those currently under construction or those that have both full funding and environmental clearance.

## Scenarios Focus on Napa County

# Plan BayArea 2040

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

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

	NO PROJECT	MAIN STREETS	CONNECTED NEIGHBORHOODS	BIG CITIES
POPULATION	2% Share of Total Regional Growth  41% Growth from 2010	1% Share of Total Regional Growth  20% Growth from 2010	1% Share of Total Regional Growth  20% Growth from 2010	1% Share of Total Regional Growth  11% Growth from 2010
EMPLOYMENT	1% Share of Total Regional Growth  18% Growth from 2010	1% Share of Total Regional Growth  15% Growth from 2010	1% Share of Total Regional Growth  16% Growth from 2010	1% Share of Total Regional Growth  13% Growth from 2010
HOUSING	-14,000 Units/Year  2% Share of Total Regional Growth  9% Growth from 2010	-5,000 Units/Year  1% Share of Total Regional Growth  43% Growth from 2010	-6,000 Units/Year  1% Share of Total Regional Growth  39% Growth from 2010	-1,000 Units/Year  0% Share of Total Regional Growth  12% Growth from 2010
BASELINE - 2010				
CONNECTED HOUSING	63% Drive Alone  37% Carpool, Transit, Walk, and Bike	61% Drive Alone  39% Carpool, Transit, Walk, and Bike	63% Drive Alone  37% Carpool, Transit, Walk, and Bike	65% Drive Alone  36% Carpool, Transit, Walk, and Bike
AVAILABILITY	49% Lives/work in Napa County  35 min. Avg. Commute Time (one-way)	41% Lives/work in Napa County  47 min. Avg. Commute Time (one-way)	44% Lives/work in Napa County  40 min. Avg. Commute Time (one-way)	45% Lives/work in Napa County  39 min. Avg. Commute Time (one-way)
PARKING CONDITION	57 Overall Score for All Jurisdictions (Score range 0-100)  45 Overall Score for All Jurisdictions (Score range 0-100)	56 Overall Score for All Jurisdictions (Score range 0-100)  54 Overall Score for All Jurisdictions (Score range 0-100)	55 Overall Score for All Jurisdictions (Score range 0-100)  49 Overall Score for All Jurisdictions (Score range 0-100)	57 Overall Score for All Jurisdictions (Score range 0-100)  50 Overall Score for All Jurisdictions (Score range 0-100)

**Notes:**

Land use and transportation data reflect year 2025 conditions. Final scenario and adopted plan will be for the year 2040.

The “No Project” alternative is included to show trends assumed under adopted local general plans and zoning without an adopted regional plan, and assuming no new transportation projects beyond those currently under construction or those that have both full funding and environmental clearance.

## Scenarios Focus on San Francisco

# Plan BayArea 2040

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

	NO PROJECT	MAIN STREETS	CONNECTED NEIGHBORHOODS	BIG CITIES
POPULATION	11% Share of Total Regional Growth  34% Growth from 2010	13% Share of Total Regional Growth  40% Growth from 2010	12% Share of Total Regional Growth  36% Growth from 2010	15% Share of Total Regional Growth  46% Growth from 2010
EMPLOYMENT	19% Share of Total Regional Growth  42% Growth from 2010	20% Share of Total Regional Growth  44% Growth from 2010	21% Share of Total Regional Growth  46% Growth from 2010	19% Share of Total Regional Growth  42% Growth from 2010
HOUSING	-80,000 Units/Year  11% Share of Total Regional Growth  83% Growth from 2010	-100,000 Units/Year  13% Share of Total Regional Growth  68% Growth from 2010	-89,000 Units/Year  12% Share of Total Regional Growth  91% Growth from 2010	-123,000 Units/Year  16% Share of Total Regional Growth  55% Growth from 2010
BASELINE - 2010				
CONNECTED HOUSING	31% Drive Alone  69% Carpool, Transit, Walk, and Bike	30% Drive Alone  70% Carpool, Transit, Walk, and Bike	29% Drive Alone  71% Carpool, Transit, Walk, and Bike	28% Drive Alone  72% Carpool, Transit, Walk, and Bike
AVAILABILITY	82% Lives/work in San Francisco  24 min. Avg. Commute Time (one-way)	78% Lives/work in San Francisco  40 min. Avg. Commute Time (one-way)	78% Lives/work in San Francisco  39 min. Avg. Commute Time (one-way)	77% Lives/work in San Francisco  26 min. Avg. Commute Time (one-way)
PARKING CONDITION	66 Overall Score for All Jurisdictions (Score range 0-100)  56 Overall Score for All Jurisdictions (Score range 0-100)	67 Overall Score for All Jurisdictions (Score range 0-100)  77 Overall Score for All Jurisdictions (Score range 0-100)	68 Overall Score for All Jurisdictions (Score range 0-100)  75 Overall Score for All Jurisdictions (Score range 0-100)	65 Overall Score for All Jurisdictions (Score range 0-100)  70 Overall Score for All Jurisdictions (Score range 0-100)

**Notes:**

Land use and transportation data reflect year 2025 conditions. Final scenario and adopted plan will be for the year 2040.

The “No Project” alternative is included to show trends assumed under adopted local general plans and zoning without an adopted regional plan, and assuming no new transportation projects beyond those currently under construction or those that have both full funding and environmental clearance.

## Scenarios Focus on San Mateo County

## Plan BayArea 2040

Atherton | Belmont | Burlingame | Colma | Daly City | East Palo Alto | Foster City | Half Moon Bay | Hillsborough  
Menlo Park | Millbrae | Pacifica | Portola Valley | Redwood City | San Bruno | San Carlos | San Mateo | South San Francisco | Woodside  
To help us understand where we — and future Bay Area residents — will live, work and get around in San Mateo County and beyond, planners at MTC and ABAG have generated forecasts for jobs, housing, population, travel-demand and transportation revenue. To help us see how these forecasts might play out over time—and to ensure we’re meeting the goals we helped us identify—we’ve developed three scenarios. Understanding how these three planning scenarios will impact life in San Mateo County helps us recognize what issues may become most important as we develop a preferred scenario and update Plan Bay Area.

	NO PROJECT	MAINSTREETS	CONNECTED NEIGHBORHOODS	BIG CITIES
POPULATION	<b>7%</b> Share of Total Regional Growth  25% Growth from 2010	<b>8%</b> Share of Total Regional Growth  29% Growth from 2010	<b>7%</b> Share of Total Regional Growth  25% Growth from 2010	<b>7%</b> Share of Total Regional Growth  23% Growth from 2010
EMPLOYMENT	<b>5%</b> Share of Total Regional Growth  17% Growth from 2010	<b>5%</b> Share of Total Regional Growth  20% Growth from 2010	<b>5%</b> Share of Total Regional Growth  18% Growth from 2010	<b>5%</b> Share of Total Regional Growth  18% Growth from 2010
HOUSING	<b>-48,000</b> Housing Units Growth from 2010  8% Share of Total Regional Growth	<b>-58,000</b> Housing Units Growth from 2010  8% Share of Total Regional Growth	<b>-49,000</b> Housing Units Growth from 2010  7% Share of Total Regional Growth	<b>-45,000</b> Housing Units Growth from 2010  6% Share of Total Regional Growth
BASELINE - 2010	<b>23%</b> Share of Total Regional Growth  54% Overall Share for All Jurisdictions Based on a score of 100	<b>54%</b> Share of Total Regional Growth  69% Overall Share for All Jurisdictions Based on a score of 100	<b>69%</b> Share of Total Regional Growth  46% Overall Share for All Jurisdictions Based on a score of 100	<b>46%</b> Share of Total Regional Growth  46% Overall Share for All Jurisdictions Based on a score of 100
CONNECTED MODE	<b>59%</b> Drive Alone  41% Carpool, Transit, Walk, and Bike	<b>58%</b> Drive Alone  42% Carpool, Transit, Walk, and Bike	<b>57%</b> Drive Alone  43% Carpool, Transit, Walk, and Bike	<b>56%</b> Drive Alone  44% Carpool, Transit, Walk, and Bike
AVG. COMMUTE	<b>48%</b> Live/Work in San Mateo County  <b>27 min.</b> Avg. Commute Time (one-way)	<b>47%</b> Live/Work in San Mateo County  <b>28 min.</b> Avg. Commute Time (one-way)	<b>47%</b> Live/Work in San Mateo County  <b>28 min.</b> Avg. Commute Time (one-way)	<b>47%</b> Live/Work in San Mateo County  <b>29 min.</b> Avg. Commute Time (one-way)
PARKING CONDITION	<b>70</b> Over all Scores for All Jurisdictions Based on a score of 100	<b>53</b> Over all Scores for All Jurisdictions Based on a score of 100	<b>76</b> Over all Scores for All Jurisdictions Based on a score of 100	<b>73</b> Over all Scores for All Jurisdictions Based on a score of 100
	<b>63</b> Over all Scores for All Jurisdictions Based on a score of 100		<b>63</b> Over all Scores for All Jurisdictions Based on a score of 100	

Notes:

Land-use and transportation data reflect year 2025 conditions. Final scenario and adopted plan will be for the year 2040.

The “No Project” alternative is included to show trends assumed under adopted local general plans and zoning without an adopted regional plan, and assuming no new transportation projects beyond those currently under construction or those that have both full funding and environmental clearance.

## Scenarios Focus on Santa Clara County

## Plan BayArea 2040

Saratoga | Cupertino | Gilroy | Los Altos | Los Altos Hills | Los Gatos | Milpitas | Menlo Park | Mountain View | Palo Alto | San Jose  
Sunnyvale | Saratoga | Sunnyvale  
To help us understand where we — and future Bay Area residents — will live, work and get around in Santa Clara County and beyond, planners at MTC and ABAG have generated forecasts for jobs, housing, population, travel-demand and transportation revenue. To help us see how these forecasts might play out over time—and to ensure we’re meeting the goals we helped us identify—we’ve developed three scenarios. Understanding how these three planning scenarios will impact life in Santa Clara County helps us recognize what issues may become most important as we develop a preferred scenario and update Plan Bay Area.

	NO PROJECT	MAIN STREETS	CONNECTED NEIGHBORHOODS	BIG CITIES
POPULATION	<b>20%</b> Share of Total Regional Growth  28% Growth from 2010	<b>25%</b> Share of Total Regional Growth  34% Growth from 2010	<b>27%</b> Share of Total Regional Growth  37% Growth from 2010	<b>52%</b> Share of Total Regional Growth  73% Growth from 2010
EMPLOYMENT	<b>29%</b> Share of Total Regional Growth  41% Growth from 2010	<b>28%</b> Share of Total Regional Growth  39% Growth from 2010	<b>28%</b> Share of Total Regional Growth  39% Growth from 2010	<b>30%</b> Share of Total Regional Growth  42% Growth from 2010
HOUSING	<b>-137,000</b> Housing Units Growth from 2010  26% Share of Total Regional Growth	<b>-194,000</b> Housing Units Growth from 2010  28% Share of Total Regional Growth	<b>-211,000</b> Housing Units Growth from 2010  28% Share of Total Regional Growth	<b>-442,000</b> Housing Units Growth from 2010  59% Share of Total Regional Growth
BASELINE - 2010	<b>34%</b> Share of Total Regional Growth  91% Overall Share for All Jurisdictions Based on a score of 100	<b>91%</b> Share of Total Regional Growth  92% Overall Share for All Jurisdictions Based on a score of 100	<b>92%</b> Share of Total Regional Growth  73% Overall Share for All Jurisdictions Based on a score of 100	<b>73%</b> Share of Total Regional Growth  73% Overall Share for All Jurisdictions Based on a score of 100
CONNECTED MODE	<b>64%</b> Drive Alone  36% Carpool, Transit, Walk, and Bike	<b>61%</b> Drive Alone  39% Carpool, Transit, Walk, and Bike	<b>62%</b> Drive Alone  38% Carpool, Transit, Walk, and Bike	<b>59%</b> Drive Alone  41% Carpool, Transit, Walk, and Bike
AVG. COMMUTE	<b>86%</b> Live/Work in Santa Clara County  <b>22 min.</b> Avg. Commute Time (one-way)	<b>89%</b> Live/Work in Santa Clara County  <b>28 min.</b> Avg. Commute Time (one-way)	<b>88%</b> Live/Work in Santa Clara County  <b>24 min.</b> Avg. Commute Time (one-way)	<b>88%</b> Live/Work in Santa Clara County  <b>28 min.</b> Avg. Commute Time (one-way)
PARKING CONDITION	<b>67</b> Over all Scores for All Jurisdictions Based on a score of 100	<b>45</b> Over all Scores for All Jurisdictions Based on a score of 100	<b>75</b> Over all Scores for All Jurisdictions Based on a score of 100	<b>69</b> Over all Scores for All Jurisdictions Based on a score of 100
	<b>56</b> Over all Scores for All Jurisdictions Based on a score of 100		<b>56</b> Over all Scores for All Jurisdictions Based on a score of 100	

NAME:

Land-use and transportation data reflect year 2025 conditions. Final scenario and adopted plan will be for the year 2040.

The “No Project” alternative is included to show trends assumed under adopted local general plans and zoning without an adopted regional plan, and assuming no new transportation projects beyond those currently under construction or those that have both full funding and environmental clearance.

## Scenarios Focus on Solano County

## Plan BayArea 2040

Benicia | Dixon | Fairfield | Rio Vista | Suisun City | Vacaville | Vallejo

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

	NO PROJECT	MAINSTREETS	CONNECTED NEIGHBORHOODS	BIG CITIES
POPULATION	<b>10%</b> Share of Total Regional Growth  58% Growth from 2010	<b>10%</b> Share of Total Regional Growth  59% Growth from 2010	<b>5%</b> Share of Total Regional Growth  28% Growth from 2010	<b>1%</b> Share of Total Regional Growth  7% Growth from 2010
EMPLOYMENT	<b>3%</b> Share of Total Regional Growth  32% Growth from 2010	<b>3%</b> Share of Total Regional Growth  34% Growth from 2010	<b>3%</b> Share of Total Regional Growth  33% Growth from 2010	<b>3%</b> Share of Total Regional Growth  32% Growth from 2010
HOUSING	<b>-85,000</b> Housing Units Growth from 2010  11% Share of Total Regional Growth	<b>-84,000</b> Housing Units Growth from 2010  11% Share of Total Regional Growth	<b>-35,000</b> Housing Units Growth from 2010  5% Share of Total Regional Growth	<b>-1,000</b> Housing Units Growth from 2010  0% Share of Total Regional Growth
BASELINE - 2010	<b>8%</b> Share of Total Regional Growth  32% Overall Share for All Jurisdictions Based on a score of 100	<b>32%</b> Share of Total Regional Growth  40% Overall Share for All Jurisdictions Based on a score of 100	<b>40%</b> Share of Total Regional Growth  11% Overall Share for All Jurisdictions Based on a score of 100	<b>11%</b> Share of Total Regional Growth  11% Overall Share for All Jurisdictions Based on a score of 100
CONNECTED MODE	<b>58%</b> Drive Alone  42% Carpool, Transit, Walk, and Bike	<b>57%</b> Drive Alone  43% Carpool, Transit, Walk, and Bike	<b>59%</b> Drive Alone  41% Carpool, Transit, Walk, and Bike	<b>60%</b> Drive Alone  41% Carpool, Transit, Walk, and Bike
AVG. COMMUTE	<b>46%</b> Live/Work in Solano County  <b>35 min.</b> Avg. Commute Time (one-way)	<b>43%</b> Live/Work in Solano County  <b>40 min.</b> Avg. Commute Time (one-way)	<b>44%</b> Live/Work in Solano County  <b>35 min.</b> Avg. Commute Time (one-way)	<b>50%</b> Live/Work in Solano County  <b>30 min.</b> Avg. Commute Time (one-way)
PARKING CONDITION	<b>65</b> Over all Scores for All Jurisdictions Based on a score of 100	<b>38</b> Over all Scores for All Jurisdictions Based on a score of 100	<b>59</b> Over all Scores for All Jurisdictions Based on a score of 100	<b>55</b> Over all Scores for All Jurisdictions Based on a score of 100
	<b>44</b> Over all Scores for All Jurisdictions Based on a score of 100	<b>46</b> Over all Scores for All Jurisdictions Based on a score of 100	<b>44</b> Over all Scores for All Jurisdictions Based on a score of 100	<b>40</b> Over all Scores for All Jurisdictions Based on a score of 100

Notes:

Land-use and transportation data reflect year 2025 conditions. Final scenario and adopted plan will be for the year 2040.

The “No Project” alternative is included to show trends assumed under adopted local general plans and zoning without an adopted regional plan, and assuming no new transportation projects beyond those currently under construction or those that have both full funding and environmental clearance.

	NO PROJECT	MAIN STREETS	CONNECTED NEIGHBORHOODS	BIG CITIES
POPULATION	<b>12%</b> Share of Total Regional Growth  59% Growth from 2010	<b>9%</b> Share of Total Regional Growth  48% Growth from 2010	<b>10%</b> Share of Total Regional Growth  51% Growth from 2010	<b>2%</b> Share of Total Regional Growth  11% Growth from 2010
EMPLOYMENT	<b>6%</b> Share of Total Regional Growth  38% Growth from 2010	<b>6%</b> Share of Total Regional Growth  36% Growth from 2010	<b>5%</b> Share of Total Regional Growth  34% Growth from 2010	<b>6%</b> Share of Total Regional Growth  38% Growth from 2010
HOUSING	<b>-100,000</b> Housing Units Growth from 2010  13% Share of Total Regional Growth	<b>-75,000</b> Housing Units Growth from 2010  10% Share of Total Regional Growth	<b>-80,000</b> Housing Units Growth from 2010  11% Share of Total Regional Growth	<b>-7,000</b> Housing Units Growth from 2010  1% Share of Total Regional Growth
BASELINE - 2010	<b>79%</b> Share of Total Regional Growth  51	<b>79%</b> Share of Total Regional Growth  35	<b>85%</b> Share of Total Regional Growth  47	<b>85%</b> Share of Total Regional Growth  45
CONNECTED MODE	<b>66%</b> Drive Alone  34% Carpool, Transit, Walk, and Bike	<b>64%</b> Drive Alone  36% Carpool, Transit, Walk, and Bike	<b>63%</b> Drive Alone  37% Carpool, Transit, Walk, and Bike	<b>67%</b> Drive Alone  33% Carpool, Transit, Walk, and Bike
AVG. COMMUTE	<b>73%</b> Live/Work in Sonoma County  <b>31 min.</b> Avg. Commute Time (one-way)	<b>71%</b> Live/Work in Sonoma County  <b>37 min.</b> Avg. Commute Time (one-way)	<b>74%</b> Live/Work in Sonoma County  <b>32 min.</b> Avg. Commute Time (one-way)	<b>72%</b> Live/Work in Sonoma County  <b>34 min.</b> Avg. Commute Time (one-way)
PARKING CONDITION	<b>51</b> Over all Scores for All Jurisdictions Based on a score of 100	<b>35</b> Over all Scores for All Jurisdictions Based on a score of 100	<b>47</b> Over all Scores for All Jurisdictions Based on a score of 100	<b>45</b> Over all Scores for All Jurisdictions Based on a score of 100
	<b>40</b> Over all Scores for All Jurisdictions Based on a score of 100		<b>40</b> Over all Scores for All Jurisdictions Based on a score of 100	

Notes:

Land-use and transportation data reflect year 2025 conditions. Final scenario and adopted plan will be for the year 2040.

The “No Project” alternative is included to show trends assumed under adopted local general plans and zoning without an adopted regional plan, and assuming no new transportation projects beyond those currently under construction or those that have both full funding and environmental clearance.

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

*Screen shots of the online survey*



Plan  
BayArea  
**2040**

## Build a Better Bay Area Quiz

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

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

[START](#)

[Read More Below](#)

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

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

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

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

[Click here to get started.](#)

[START](#)

© 2016 Metropolitan Transportation Commission. All Rights Reserved.





# Plan BayArea 2040

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

Email or phone number (required)

ZIP code (required)

Name (optional)

Age (optional)

**NEXT**

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

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

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



Main Streets



Connected Neighborhoods



Big Cities

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

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

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

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

**START THE QUIZ**

# Transportation Investments



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

[CONTINUE](#)

[Read More Below](#)

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

[CONTINUE](#)

1

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

i

1

2

3

1 = Disagree

3 = Agree

[NEXT QUESTION](#)

Questions Remaining

-

1

2

3

4

5

-

6

7

8

9

10

2

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

i

1

2

3

1 = Disagree

3 = Agree

[NEXT QUESTION](#)

Questions Remaining

-

1

2

3

4

5

-

6

7

8

9

10

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

**1**

**2**

**3**

1 = Disagree

3 = Agree

**NEXT QUESTION**

Questions Remaining

-

1

2

3

4

5

-

6

7

8

9

10

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

**1**

**2**

**3**

1 = Disagree

3 = Agree

**NEXT QUESTION**

Questions Remaining

-

1

2

3

4

5

-

6

7

8

9

10

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

**1**

**2**

**3**

1 = Disagree

3 = Agree

**NEXT QUESTION**

Questions Remaining

-

1

2

3

4

5

-

6

7

8

9

10

# Housing Policy Priorities



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

**CONTINUE**

Read More Below

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

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

**CONTINUE**

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

**1**

1 = Disagree

**2**

2 = Neutral

**3**

3 = Agree

**NEXT QUESTION**

Questions Remaining

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

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

**1**

**2**

**3**

1 = Disagree

3 = Agree

**NEXT QUESTION**

Questions Remaining

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

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

**1**

**2**

**3**

1 = Disagree

3 = Agree

**NEXT QUESTION**

Questions Remaining

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

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

**1**

**2**

**3**

1 = Disagree

3 = Agree

**NEXT QUESTION**

Questions Remaining

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

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

**1**

**2**

**3**

1 = Disagree

3 = Agree

**SEE RESULTS**

Questions Remaining

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

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

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

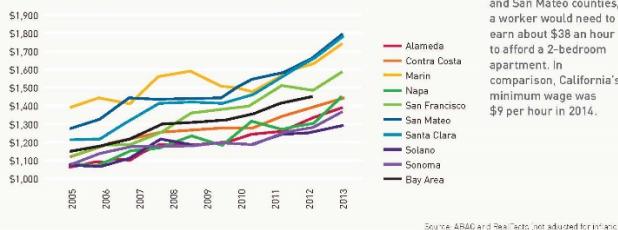
## Program:



**Plan BayArea  
2040**

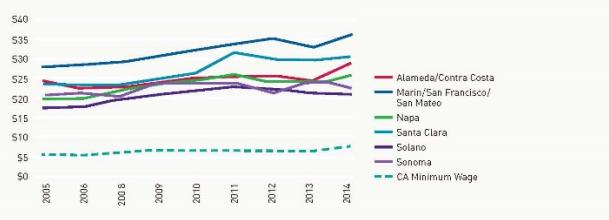
Rents in the Bay Area continue to increase due to a booming economy and chronic under-production of housing affordable to low- and moderate-income households.

Figure 5: Median Monthly Rent 2005-2014



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

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



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

February 20, 2016

Thank you for joining us to talk about the challenges of housing affordability and displacement risk occurring throughout the Bay Area.

Today, we come together as a region, not only to identify the challenges before us, but also to seek solutions.

### Today's Program

8:30 am Registration

9:00 am Opening Remarks

Fred Blackwell, CEO, The San Francisco Foundation

Libby Schaaf, Oakland Mayor and MTC Commissioner

Julie Pierce, ABAG President, MTC Commissioner and Clayton Councilmember

David Campos, Supervisor, City and County of San Francisco and MTC Commissioner

Setting the Stage With Personal Experiences

Melissa Jones, North Bay Organizing Project, Forestville

Reyna Gonzalez, Faith in Action, San Mateo

Theola Polk, East Bay Housing Organizations, Oakland

9:30 am Opening Panel

Moderator: Dave Cortese, Santa Clara County Supervisor, MIC Chair, and ABAG Executive Board

Carol Galante, Faculty Director, Terner Center for Housing Innovation, U.C. Berkeley

Claudia Cappio, Oakland Assistant City Administrator

Bob Glover, Executive Officer, Building Industry Association

Jennifer Martinez, Executive Director, Faith in Action Bay Area

Questions from the audience

10:30 am Break – Move into Group Discussions

10:45 am Group Discussions

11:45 am Lunch/

Perspectives from Outside the Region

Nela Richardson, Chief Economist, Redfin

Robert Feldstein, City of Seattle, Director of the Office of Policy & Innovation

12:45 pm Reports Back from Group Discussions

1:15 pm Wrap-up: Fred Blackwell, CEO, The San Francisco Foundation

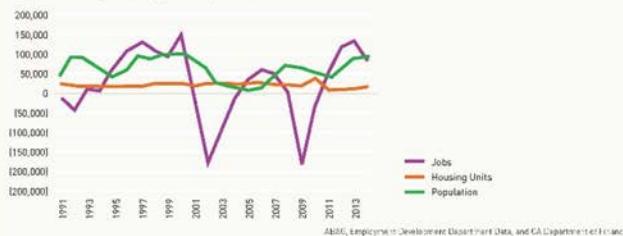
1:30 pm Close



## The Bay Area's Housing Affordability and Displacement Challenge

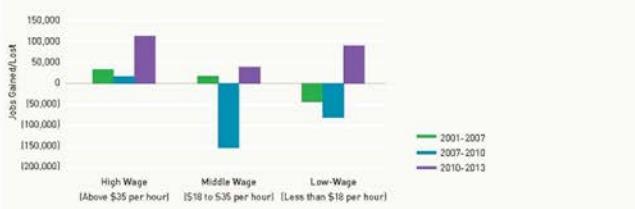
The Bay Area continues to add jobs and residents even as housing construction consistently lags demand. Dramatic swings in job creation during boom and bust cycles continue to expose the region's workers and economy to financial uncertainty.

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



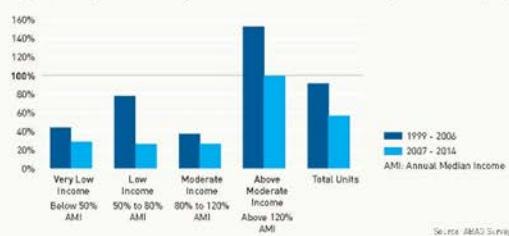
The Bay Area is failing to retain and grow middle-wage jobs that can provide economic opportunities to low-wage workers. Stagnant wages in a growing number of low-wage jobs further reduces affordability and economic self-sufficiency for more than 1 million low-income households.

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



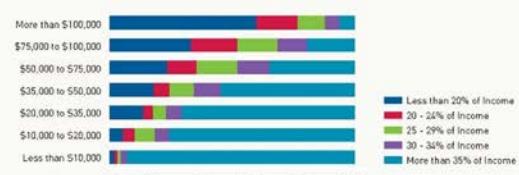
The Bay Area continues to under-produce housing affordable to very low, low and moderate income households. Dwindling public resources for housing limits local, regional and state response to growing displacement risk and demand for affordable housing.

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



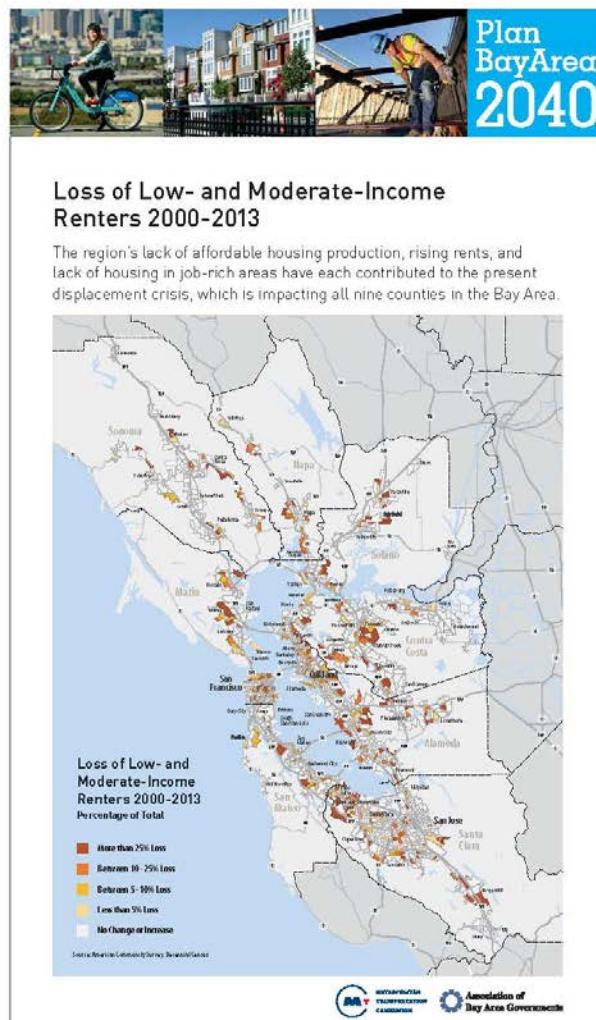
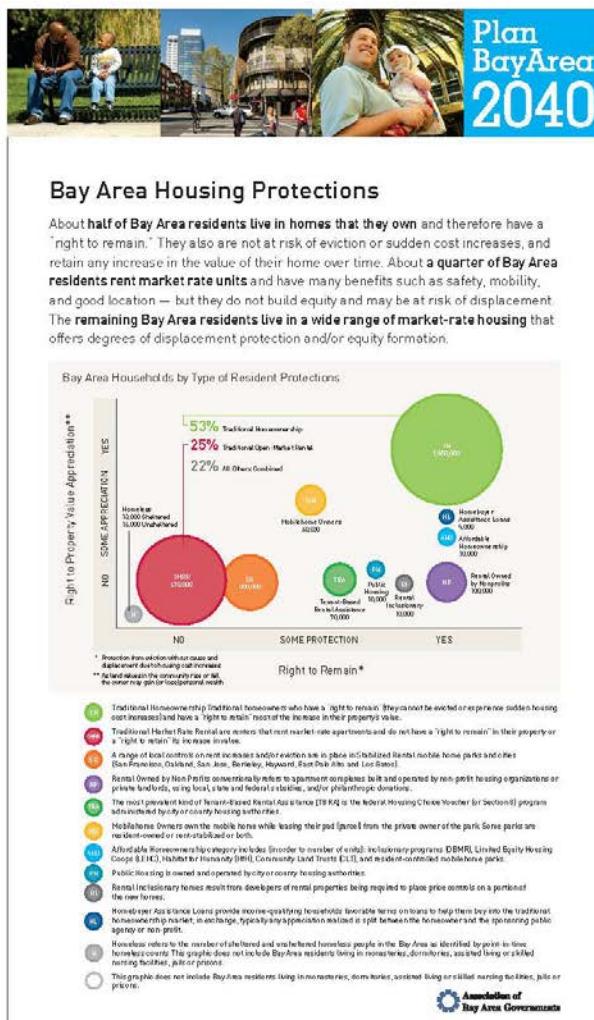
Low-income households spend a large share of their income on housing. More than half the households earning less than \$50,000 are rent-burdened; i.e., they spend more than a third of their income on housing.

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



Source: MTC, U.S. Census American Community Survey 2013 3-year data

## Display Boards:





**Plan BayArea 2040**

### We Want to Hear From You!

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

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

## Handout:

### Plan BayArea 2040

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

Displacement is a serious concern across the Bay Area. The movement of low- and middle-income households out of their neighborhoods in recent years has heightened the need to address displacement as a policy issue. As households relocate to more affordable areas within or outside the region, they may lose their social networks and support systems. Those who are able to remain are also affected.

**Loss of Low- and Moderate-Income Renters 2000-2013**  
Percentages of Total

- More than 25% Loss
- Extreme 10-25% Loss
- Extreme 5-10% Loss
- Less than 5% Loss
- No Change in Income

Source: East Bay Community Foundation, 2014

Continued on reverse →

1

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

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

2

BA 2040 | Association of Bay Area Governments