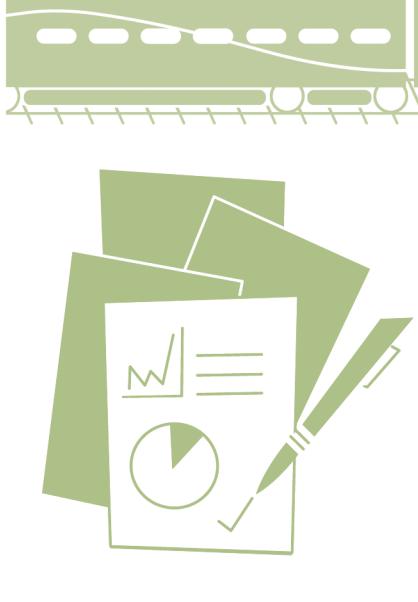
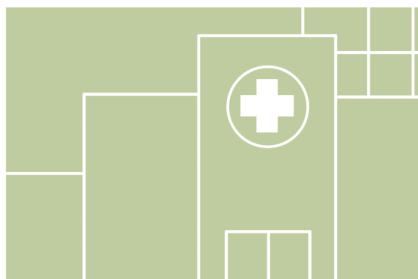
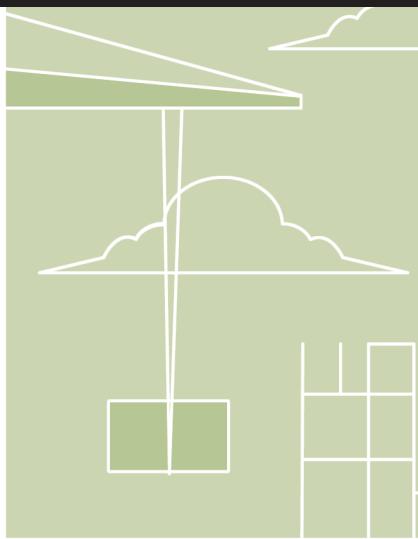




PUBLIC ENGAGEMENT REPORT



Plan BayArea **2040**

**REVISED DRAFT
SUPPLEMENTAL
REPORT**

 Metropolitan
Transportation
Commission

 Association
of Bay Area
Governments

JULY 2017

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Plan Bay Area 2040:

Public Engagement Report

July 2017



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I. Executive Summary

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

Public Engagement a Key Element of Plan Bay Area 2040

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

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

This report documents the four phases of public involvement activities:

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

Following are highlights of activities from the overall engagement effort:

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

- Partnerships with community-based organizations (CBOs) in low-income communities and communities of color that featured presentations by CBO leaders directly to MTC and ABAG decision makers, 168 completed online surveys ranking planning scenarios and five focus groups with 70 residents to discuss the Draft Plan
- An active web 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 920 participants helped illustrate policy and fiscal tradeoffs associated with three different future growth and transportation scenarios
- Produced nine videos to explain the planning process and challenge facing the region
- Release of the Draft Plan and Draft EIR in March and April of 2017
- Through July 2017, a total of 195 public meetings were conducted for the Plan Bay Area 2040 update

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

Table 1: Participation in Key Public Engagement Events

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

Table 2: Plan Bay Area 2040 Public Meetings

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

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

II. Public Participation Plan (2014)

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

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

A. Public Participation Plan Leads Plan Bay Area Update

In July 2014, MTC and ABAG introduced a general approach for the next update to the region's long-range transportation plan, known as Plan Bay Area 2040. For this planning cycle, the proposed approach was to conduct a limited and focused update of Plan Bay Area, building off the core framework established by the Plan adopted in 2013. One key difference between the 2013 Plan and Plan Bay Area 2040 is that the latter does not require adoption of a Regional Housing Needs Allocation (RHNA), which was required in 2013, and which will be included again in the 2021 update. The RHNA process necessitates a great deal of outreach and planning work that was not needed for Plan Bay Area 2040, 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=5284008&GUID=A68319B0-2210-439D-ABA5-A4CAF5CB8584>.

Comments fell into the following themes:

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

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

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

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

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

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

III. Ongoing Engagement Activities

A. Plan Bay Area 2040 Advisory Structure

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

Regional Advisory Working Group

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

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

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

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

MTC Policy Advisory Council

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

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

ABAG Regional Planning Committee

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

The Partnership Board

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

The Partnership Technical Advisory Committee

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

Local, State and Federal Government Engagement

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

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

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

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

Private Sector Involvement

During development of the plan, staff also presented information to private community organizations, freight 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

The five community organizations are listed below:

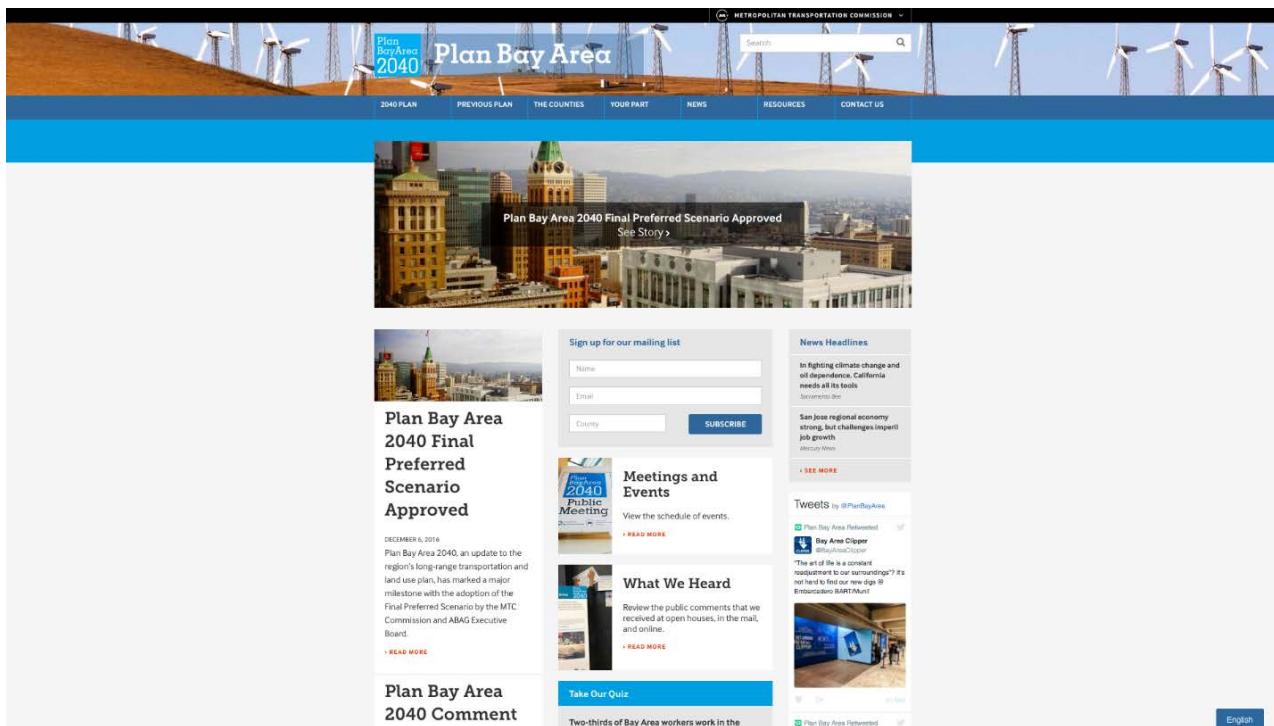
1. Richmond Main Street Initiative (Downtown Richmond and Iron Triangle)
2. Rose Foundation for Communities & Environment, New Voices Are Rising (serves Oakland Youth)
3. Sela Learning (serves Latino Community, Vallejo)
4. Sound of Hope Radio (serves Chinese Community, San Francisco Bay Area)
5. South 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. 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 and news releases sent to local media outlets. 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?

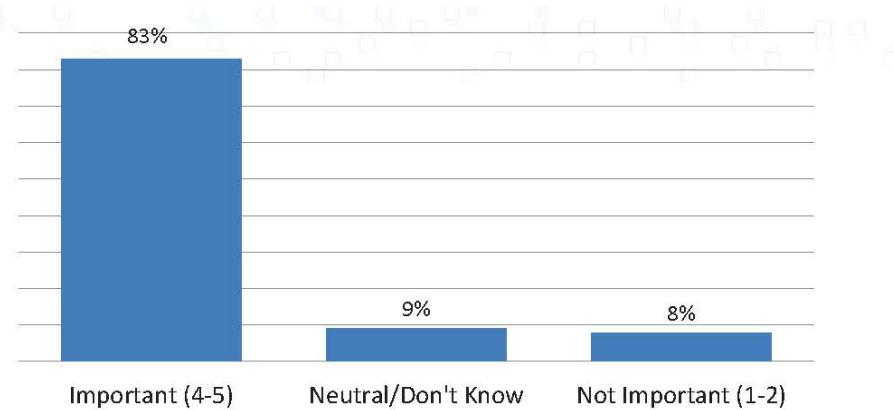


Table 4: Which Part of Plan Bay Area 2040 Is Most important to the Bay Area's Future

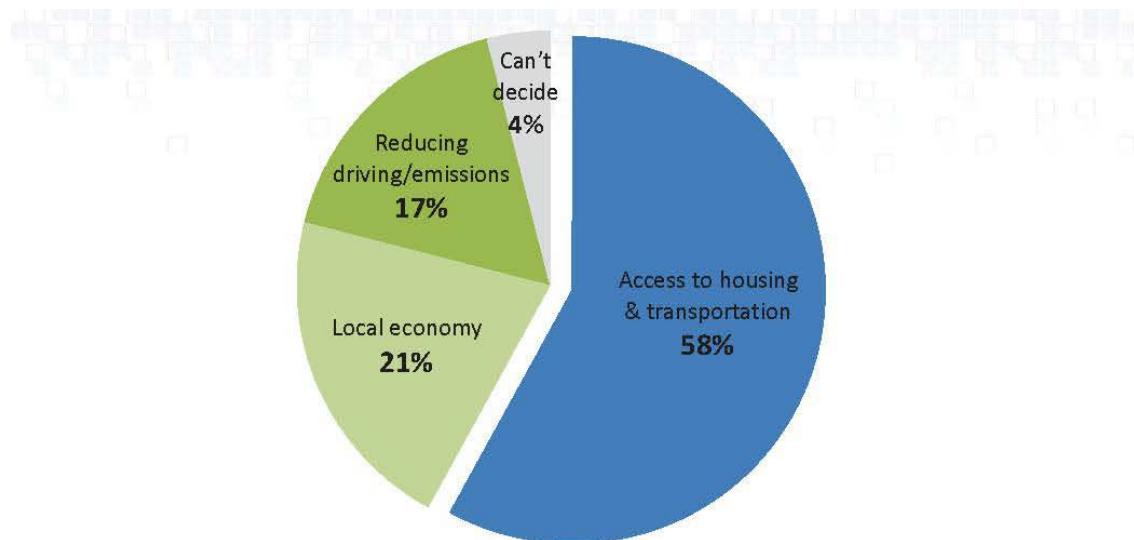
Full text read to respondents:

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)

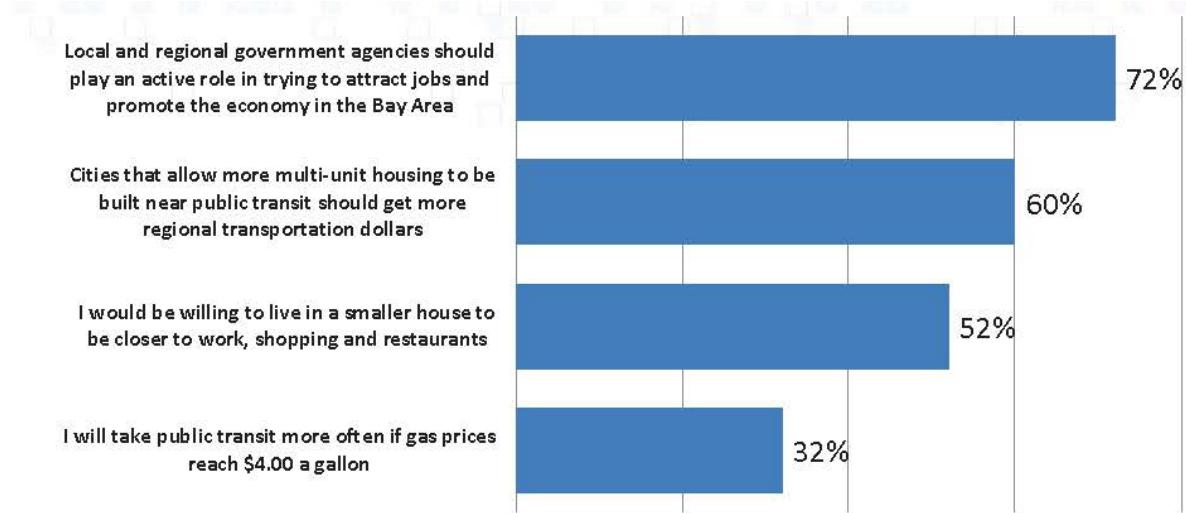


Table 6: Current Perception of Bay Area – Percentage share with rating as excellent or good

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%

F. Goods Movement, Airport, Seaport Engagement

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

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

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

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

III. Building the Plan

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

A. Goals and Targets (2015)

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

1. Open House Conversations

A round of public open houses in all nine counties of the San Francisco Bay Region was held in spring 2015 to engage the public on these topics. The open house format 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 nd Floor San Rafael	80
Napa	Thursday, May 7, 2015 6 p.m. to 8 p.m.	Elks Lodge 2840 Soscol Avenue, Napa	35
San Francisco	Wednesday, May 13, 2015 7 p.m. to 9 p.m.	Hotel Whitcomb 1231 Market Street, San Francisco	85
San Mateo	Wednesday, May 6, 2015 7 p.m. to 9 p.m.	San Mateo County Event Center Event Pavilion 1346 Saratoga Drive, San Mateo	70
Santa Clara	Wednesday, May 6, 2015 7 p.m. to 9 p.m.	Berryessa Community Center 3050 Berryessa Road, San Jose	65
Solano	Thursday, May 7, 2015 6 p.m. to 8 p.m.	Hilton Garden Inn 2200 Gateway Court, Fairfield	30
Sonoma	Thursday, May 7, 2015 6 p.m. to 8 p.m.	Friedman Center 4676 Mayette Avenue, Santa Rosa	65
		TOTALS:	600

GENERAL OPEN HOUSE FEEDBACK

Plan
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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



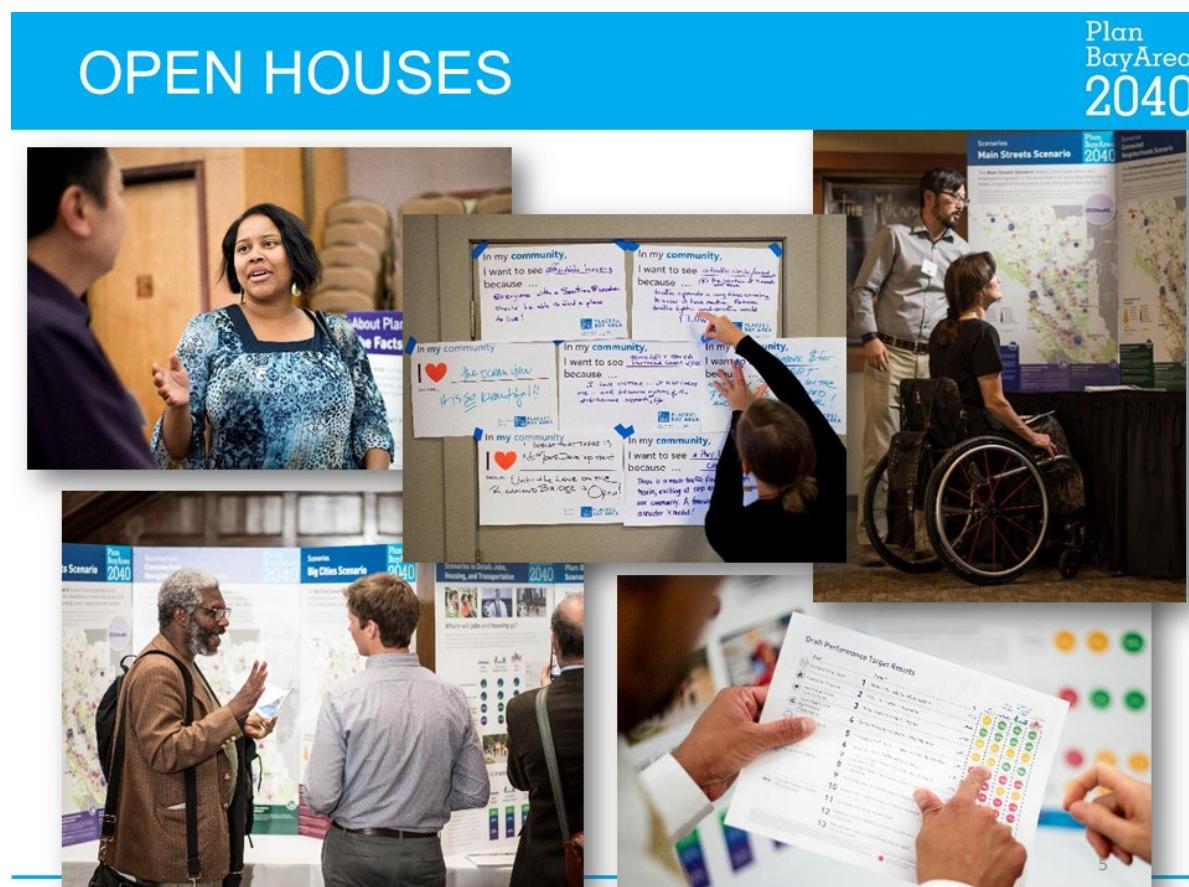
Once refined, these scenario concept narratives provided a framework for the scenario alternatives, released in early 2016, and the focus of a series of open houses that spring.

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
		TOTALS:	455

What We Heard

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

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

Overall comment themes include:

Housing

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

- Suggestions for easing displacement included stronger policies for rent control, protection against evictions, inclusionary zoning and living wages
- A number of participants called for conditioning state or regional funding to ensure cities are approving sufficient low-income housing and adopting strong anti-displacement policies
- Many called for more streamlined approval processes for new housing
- 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
TOTAL	921*

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

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

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

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

4. Community-Based Engagement Utilizes Online Survey

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

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

Listening Session Featured Community-Based Youth Engagement

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



5. Selection of Final Preferred Scenario

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

The Plan Bay Area 2040 Draft Preferred Scenario and Investment Strategy were released at the September 2016 joint meeting of the MTC Planning and ABAG Administrative Committees. Staff 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)

MTC and ABAG released Draft Plan Bay Area 2040 (Draft Plan) on March 31, 2017, followed by the Draft Environmental Impact Report (DEIR) on April 17, 2017. The formal public comment period for both documents closed on June 1, 2017. The public comment period on the Draft Plan capped off more than three years of dialogue and consultation on this planning effort.

Draft Plan Outreach Overview

With release of the Draft Plan and Draft EIR, 29 outreach events were held, aimed at educating and engaging the public on both documents:

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

All correspondence and comments received during the range of public engagement activities on the Draft Plan are available online, as well as a summary of comments received from the open houses, public hearings, and community focus groups:



<http://www.planbayarea.org/get-involved/your-comments/draft-plan-bay-area-2040-spring-2017>.

1. What We Heard: Key Themes from Open Houses, Public Hearings, Focus Groups

At the June 2017 meeting of the Joint MTC Planning Committee with the ABAG Administrative Committee, staff presented a summary of public input from the open houses, public hearings and community focus groups. In all, we received some 700 public comments from this portion of the process (excluding letters, emails and online comments). Following are the main themes presented to the joint committee, divided into five main topics:



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

Transportation



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

Economic Development



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

Resiliency/Climate Change



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

Funding

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

Other Perspectives

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

2. Comprehensive Public Engagement Summary

A summary of all the public engagement activities and key themes heard is available online. Included is a memorandum and presentation to MTC and ABAG policy board members, with summaries of key messages heard by county or by community group and of input from Native American Tribal governments. The summary is available at this link:

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

3. Open Houses Provide Forum for Discussions on Draft Plan

Open House format selected to:

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



Table 11: 2017 Open Houses by County

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



Open house stations included:



4. Public Hearings on Draft Plan and Draft EIR

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

Table 12: 2017 Public Hearings

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

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

5. Community-Based Engagement Utilize Focus Groups

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

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

Focus Group Details

Community Organization/Location	<i>By the Numbers:</i>
South Hayward Parish Hayward May 2, 2017 Homeless Population in Hayward	<ul style="list-style-type: none">• 70 total attendees; nearly 100 total survey respondents• Interpretation in Spanish and Mandarin• Over three fourths of survey respondents have lived in Bay Area for more than 15 years• Near unanimous support for developing a regional plan
Sound of Hope Radio Sunnyvale May 5, 2017 South Bay Chinese American Residents	Survey Results 97% think it's important to develop a regional plan focusing on improving the local economy, reducing driving and greenhouse gases, and providing access to housing and transportation for everyone who needs it.
Richmond Main Street Richmond May 8, 2017 Workers and Residents of Richmond	Survey respondents ranked the elements of the Action Plan as follows (with 1 being most important): <ol style="list-style-type: none">1. Housing2. Economic Development3. Resilience
Sela Learning Vallejo May 11, 2017 Workers and Residents of Vallejo	
Rose Foundation Oakland May 18, 2017 Students of Oakland and San Francisco	



6. Briefings with Elected Officials

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

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

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

7. Tribal Summit

On Monday, May 8, 2017, ABAG and MTC hosted a meeting with representatives from the Bay Area's Native American tribes at the National Indian Justice Center in Santa Rosa. MTC staff sent invitation letters on April 17, 2017 to the region's Native American tribes, as well as tribes whose ancestral lands are located within the nine Bay Area counties. Representatives from two tribes attended the meeting as well as staff from our partner agencies, including Caltrans, the Transportation Authority of Marin and the Sonoma County Transportation Authority. Staff from the National Indian Justice Center also participated.

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

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

A joint meeting of the full boards of ABAG and MTC to consider recommendations for final approval of the Draft Plan and Draft EIR is slated for Wednesday, July 26, 2017 at 7 p.m. at the Bay Area Metro Center, 375 Beale Street, San Francisco. This report will be finalized to reflect actions taken after this date.

Plan Bay Area 2040:

Public Engagement Program

Appendices

Appendix 1: Display Boards, Spring 2015 Open Houses

Station 1: Welcome

Station 2: Plan Bay Area 101

Station 3: Goals and Targets

Station 4: County Focus

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

Station 5: Transportation

Includes Transportation Improvement Program (TIP) projects by county

Station 6: Looking Ahead

Appendix 2: Display Boards, Spring 2016 Open Houses

Station 1: Welcome

Station 2: About Plan Bay Area 2040

Includes maps of PDAs/PCAs by county

Station 3: Intro to Scenarios

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

Includes a focus on scenarios by county

Station 5: Tell Us How You Would #BuildABetterBayArea

Station 6: Activity: Places of the Bay Area

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

Screen shots of the online survey

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

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

Appendix 5: Display Boards, Spring 2017 Open Houses

Station 1: About Draft Plan Bay Area 2040

Station 2: Transportation

Station 3: Housing and Jobs

Includes maps of PDAs/PCAs by county

Station 4: Action Plan

Station 5: Activity Station

Appendix 1: Display Boards, Spring 2015 Open Houses



Welcome!

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

Your Guide to This Open House





What If I Have Questions?

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

What happens with my comments?

Public comments like those collected during this open house 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 open houses like this one as well as our online forum and any emailed or mailed comments for members of ABAG and MTC's associations.

What to Expect in 2015

Spring 2015	June/July 2015	September 2015
Today	Joint Meeting of MTC's Planning and ABAG's Administrative Committees. MTC and ABAG staff will present recommendations from the public comment heard at the spring public open house.	September 11, 2015: MTC and ABAG conduct joint hearings on MTC's Plan Bay Area 2040 and ABAG's Administered Committee. Co-inisters clarify additional funding sources and performance targets.
May 12, 2015	Joint Meeting of MTC's Planning and ABAG's Administered Committees. MTC and ABAG staff will offer recommendations for goals and related targets. MTC and ABAG will also provide a summary of goals, gather additional local comment and direction from policymakers.	September 17, 2015: ABAG Executive Board will consider proposed Plan Bay Area 2040 Goals.
July 10, 2015		September 23, 2015: MTC Council will consider proposed Plan Bay Area 2040 Goals and Targets.
September 23, 2015		September 30, 2015: Call for project closures.

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 to grow by providing housing demand forecasts.

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

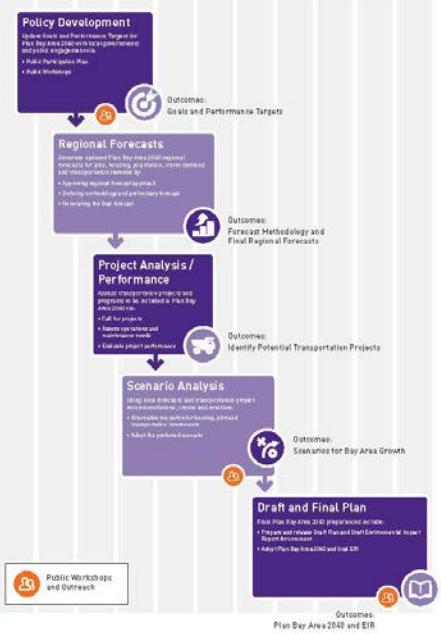
Did You Know? Plan Bay Area...

- 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



14 **15** **16** **17**

Outcomes: Goals and Performance Targets

Outcomes: Forecast Methodology and Final Regional Forecasts

Outcomes: Identify Potential Transportation Projects

Outcomes: Scenarios for Bay Area Growth

Outcomes: Plan Bay Area 2040 and EIR

Public Workshops and Outreach

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 income-earners 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.planbayarea.org

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.

June 12, 2015

Today's Open House

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

July 10, 2015

Today's Open House

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September 11, 2015

Today's Open House

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September 24, 2015

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September 25, 2015

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September 26, 2015

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September 27, 2015

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September 28, 2015

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September 29, 2015

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September 30, 2015

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October 1, 2015

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October 3, 2015

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October 8, 2015

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October 9, 2015

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October 12, 2015

Today's Open House

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October 13, 2015

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October 14, 2015

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October 15, 2015

Today's Open House

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October 16, 2015

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

October 26, 2015

Today's Open House

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

October 27, 2015

Today's Open House

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

October 28, 2015

Today's Open House

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

October 29, 2015

Today's Open House

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

October 30, 2015

Today's Open House

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

October 31, 2015

Today's Open House

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

November 1, 2015

Today's Open House

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

November 2, 2015

Today's Open House

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

November 3, 2015

Today's Open House

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

November 4, 2015

Today's Open House

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

November 5, 2015

Today's Open House

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

November 6, 2015

Today's Open House

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

November 7, 2015

Today's Open House

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

November 8, 2015

Today's Open House

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

November 9, 2015

Today's Open House

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

November 10, 2

COUNTY FOCUS

Alameda County Today

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COUNTY FOCUS

PDAs in Alameda

Plan
BayArea
2040

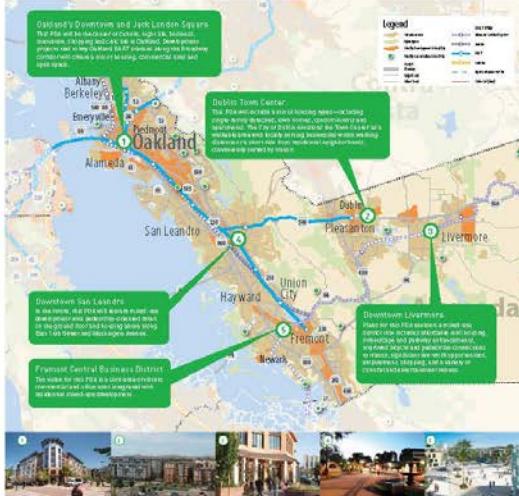
Locally Nominated Priority Development Areas and Priority Conservation Areas

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 fee waivers. They provide a range of services to help support job creation and economic development.

Priority Conservation Areas (PCAs)
Priority conservation areas (PCAs) are geographic planning areas where growth is restricted to protect open space, natural resources, and air and water quality. They may be used to prevent sprawl or protect sensitive habitats. The priority designation is a legal designation that protects land from development in the San Francisco Bay Area, as required by state law.

A Map of Alameda County PDAs



COUNTY FOCUS

Alameda Housing

Plan
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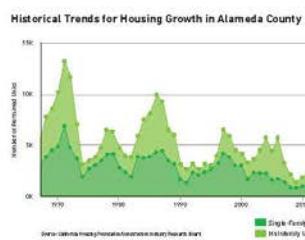
What Housing is Being Built?

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.



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, and transit-rich areas, there is a clear trend toward a prevalence of multifamily homes, which range from duplexes to apartment buildings. Most new multifamily housing is in Priority Development Areas (PDAs), and most of the units permitted today will be constructed in the next few years.



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

2,023
(60%) were multifamily

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

COUNTY FOCUS

Contra Costa County Today

Plan
BayArea
2040

Population

1.1M

Residents

16% increase since 1990

Employment

Transportation

\$79,100

Median family income

7.4% Unemployment rate

Transportation

70%

Drive alone

18% carpool

4% walk

1% bike

6% telecommute

Commute Times

Traffic

33

Minute commute to work

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

Housing

Condition

61%

Of residents live and work in Contra Costa County

Contra Costa County residents are more likely to work in their own county

Condition

5%

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

Westward 140 from Richmond to Benicia during the morning commute in the least congested segments in Contra Costa County

Public Transit

Condition

325,000

Daily BART passengers

9,000 Daily AC Transit passengers

4,000 Daily Muni passengers

149,000 Daily Muni bus passengers

Condition

\$1,280

Median monthly rent

\$435,000

Median home price

19% Multi-family permits in 2013

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.



COUNTY FOCUS

Contra Costa Housing

Plan
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2040

What Housing is Being Built?

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

Population Jobs Transportation Cost of Living

1,955

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.

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

370

(20%) were multifamily
Demand-Driven Housing Fundamentals, California Statewide Plan

Historical Trends for Housing Growth in Contra Costa County

Source: California Building Standards Commission Data Analysis and Research Unit.

70%
of permits are now for multifamily homes across the Bay Area, compared to
40%
25 years ago
Demand-Driven Housing Fundamentals, California Statewide Plan

COUNTY FOCUS

PDAs in Marin County

Plan
BayArea
2040

Locally Nominated Priority Development Areas and Priority Conservation Areas

Located north of San Francisco and south of Sonoma County, Marin County is recognized for its natural and agricultural landscape, which support local farming and ranching, tourism, recreation, and open space. Marin is one of the few counties where less than one percent of the county is protected open space and the Marin Agricultural Land Trust and the Marin County Department of Parks, Recreation and Open Space are working to expand and preserve the county's iconic landscape. Plan Bay Area will support continued protection of the many Priority Conservation Areas in Marin County.

For almost two decades, Marin County has experienced growth throughout the county, driven primarily by job and housing demand in the urbanized U.S. Route 101 Highway corridor, Golden Gate Transit bus service, and rail service's connection throughout the county and to San Francisco. In addition to the existing rail service, the proposed Larkspur station connects residents to jobs in San Francisco. In the future, the proposed General Marin Area Rail Transit (SMART) rail connection will link the Larkspur Station terminal with Sausalito Station.

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

Priority Development Areas (PDAs)
Priority development areas (PDAs) are areas designated for specific economic development and job creation. PDAs are typically located near transit, rail, and/or major arterials or in areas of high job concentrations.

Priority Conservation Areas (PCAs)
Priority conservation areas (PCAs) are areas of natural resources for which there exists a high likelihood for long-term protection and restoration. Public funds may be directed to PCA areas to protect natural resources and to assist in habitat restoration or to mitigate their impacts on the environment or to accommodate areas in Marin that may have been impacted by local natural events.

A Map of Marin County PDAs

Legend:

- PDA
- PCA
- Industrial
- Residential
- Commercial

1 San Rafael Transit Center

The San Rafael Transit Center is the largest transit hub in Marin. It is located at the intersection of Hwy 101 and Hwy 1. The center is a hub for BART, AC Transit, and Marin Transit services, as well as all local transit providers. It is also a key connection point for regional rail services, including the Golden Gate Line and the San Francisco-Oakland Bay Bridge. The area is a mix of residential, commercial, and industrial land uses, with a mix of older and newer developments.

COUNTY FOCUS

Marin Housing

Plan
BayArea
2040

What Housing is Being Built?

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

The diagram consists of four circular icons arranged horizontally, each containing a simplified icon representing a different factor: a person for Population, a wrench and hammer for Jobs, a car and bus for Transportation, and a dollar sign for Cost of Living. Each icon has an arrow pointing from it to a larger green circle on the right. Inside this final circle is a white outline of a house, with the number '302' written below it.

Slow Housing Growth in Marin County

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

Historical Trends for Housing Growth in Marin County

The graph plots the number of units per year from 1970 to 2010. The Y-axis ranges from 0K to 4K. The X-axis shows years at 10-year intervals. Two lines are shown: a blue line for Single-family units and a red line for Multifamily units. The Single-family line shows high volatility with peaks around 1970 (~3.5K), 1980 (~2.5K), and 2000 (~1.5K). The Multifamily line shows a steady, more linear increase from approximately 0.5K in 1970 to about 1.2K in 2010.

Year	Single-family units (K)	Multifamily units (K)
1970	0.5	0.2
1975	1.0	0.5
1980	2.5	0.8
1985	1.5	1.0
1990	1.0	1.2
1995	0.8	1.4
2000	1.5	1.6
2005	0.8	1.0
2010	1.2	1.2

Source: California Department of Housing and Community Development, County Housing Unit Data

housing units permitted in Marin County in 2013.
Of those...

212
(70%) were multifamily

Source: California Department of Housing and Community Development, County Housing Unit Data

A single green circle contains a white outline of a building with multiple windows and doors. To the right of the circle is the percentage '70%'.

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

40%
25 years ago

Source: California Department of Housing and Community Development, County Housing Unit Data

County Focus			Plan BayArea 2040
Napa County Today			
Population	139,000 Residents 11% increase since 1950	Employment	\$70,900 Median family income 6.3% Unemployment rate
Transportation	76% Drive alone 12% carpool 1% take transit 0% bike 4% telecommute 1% other	Commute Times	24 Minute commute to work <small>(Compared to an average of 29 minutes for the entire Bay Area)</small>
Community From?	79% Of residents live AND work in Napa County <small>Napa County exports and imports the most workers to and from Sonoma County</small>	Traffic	0.1% Of miles traveled on Napa County highways are affected by congestion
Public Transit	\$1,197 Median monthly rent \$470,100 Median home price 60% Multi-family permits in 2013	Housing	60 Overall score for all jurisdictions Best: Yountville at 48 Worst: St. Helena at 44 <small>Index on a scale of 1-100</small>
Data for Population, Median Family Income, Median Home Price, Median Monthly Rent, Unemployment Rate, and Multi-Family Permits are from the U.S. Census Bureau's American Community Survey (ACS) 2013. Data for Transportation are from the California Department of Transportation (CDOT), 2013. Data for Public Transit is from the California Public Transit Association (CPTA), 2013. Data for Traffic is from the California Department of Transportation (CDOT), 2013. Data for Housing is from the U.S. Census Bureau's American Community Survey (ACS) 2013. Data for Transportation Conditions is from the U.S. Census Bureau's American Community Survey (ACS) 2013. Data for Diversity is from the U.S. Census Bureau's American Community Survey (ACS) 2013.			
What are the current trends in Napa County?			
American Canyon Calistoga Napa St. Helena Yountville			
Understanding what's happening in Napa County now helps us recognize what issues may become most important as we plan for the future. Here's a brief snapshot of Napa County and some key issues to consider for these communities as we update Plan Bay Area.			
 TRANSPORTATION: Local pavement conditions remain a challenge in some areas.		 DIVERSITY: 20% of Napa County residents are African-American, 6% are Asian, 32.4% are Latino, 55.8% are White, and 2.7% are other or multiple races.	

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 from around the world. The valley is bisected by rolling hills, and the Napa River winds its way through the valley floor. The city of Napa is situated on the eastern side of the valley and is bordered by Petaluma to the west and the San Pablo Bay to the east. The town of Rutherford is located on the western side of the valley and is bordered by Calistoga to the north and the city of Napa to the south. The town of St. Helena is located in the center of the valley and is bordered by Calistoga to the north and the city of Napa to the south. The town of American Canyon is located on the eastern side of the valley and is bordered by the city of Napa to the west and the town of Rutherford to the east. The town of Yountville is located in the center of the valley and is bordered by the city of Napa to the west and the town of St. Helena to the east. The town of Calistoga is located on the western side of the valley and is bordered by the town of Rutherford to the north and the town of Yountville to the south. The town of St. Helena is located in the center of the valley and is bordered by the town of Rutherford to the north and the town of Yountville to the south. The town of Yountville is located on the eastern side of the valley and is bordered by the town of St. Helena to the north and the town of Calistoga to the south. The town of Calistoga is located on the western side of the valley and is bordered by the town of St. Helena to the north and the town of Yountville to the south.

Napa County is home to 2 locally nominated priority development areas and 9 priority conservation areas.

A Map of Napa County PDAs

The map shows the county boundaries of Napa County, California. It highlights two Priority Development Areas (PDAs) and nine Priority Conservation Areas (PCAs). The PDAs are shown in yellow, and the PCAs are shown in green. The map also includes major roads like Highway 101, Highway 29, and Highway 37, as well as several towns including Napa, St. Helena, Yountville, Calistoga, and Rutherford. A legend in the top right corner provides a key for the symbols used for PDAs and PCAs.

Legend:

- PDA: Yellow
- PCA: Green
- Other: Various colors representing different land uses or boundaries.

Annotations:

- 1. Napa Valley and Sausal Creek Corridor:** A callout box points to a yellow PDA area in the northern part of the county, specifically along Highway 101 between Napa and St. Helena. It notes that this area has been identified as a priority for future growth and development.
- 2. American Canyon:** A callout box points to a green PCA area in the eastern part of the county, specifically around the town of American Canyon. It notes that this area is a priority for environmental protection and preservation.

Bottom Image: A photograph of a building at night with a sign that reads "American Canyon" and "American Canyon Business District".

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	837,000 Residents 10% increase since 1980	EMPLOYMENT	\$77,500 Median family income 5.7% Unemployment rate
COMMUTE TIMES	31 Minute commute to work (Compared to an average of 24 minutes for the entire Bay Area)	COMMUTE FROM?	79% Of residents who work in San Francisco San Francisco exports and imports the most workers to and from San Mateo County
PUBLIC TRANSIT	611,000 Daily Mass Boardings (Data from 2013)	HOUSING	\$1,440 Median monthly rent \$975,000 Median home price 99% Multi-family permits in 2013
TRANSPORTATION	325,000 On BART Boarding (Averages since 1991)	TRAFFIC	5% 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	41,000 Daily BART Boardings (Data from 2013)	TRANSPORTATION	37% 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. Employment Security Agency; San Francisco Department of Transportation; San Francisco Mayor's Office of Economic Development; San Francisco Planning Department; San Francisco Board of Education; San Francisco Unified School District; San Francisco Fire Department; San Francisco Police Department; San Francisco Sheriff's Department; San Francisco Department of Environment; San Francisco Department of Public Works; San Francisco Department of Technology; San Francisco Department of Emergency Management; San Francisco Department of Neighborhood Services; San Francisco Department of Homelessness and Supportive Housing; San Francisco Department of Recreation and Parks; San Francisco Department of the Environment; San Francisco Department of Neighborhood Services; San Francisco Department of Homelessness and Supportive Housing.</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>TRANSIT & TRAILING: 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>DIVERSITY: 54% of San Francisco residents are Asian-American, 33.1% 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	~1.0	~35.0
1980	~1.5	~10.0
1985	~1.0	~15.0
1990	~1.0	~10.0
1995	~1.0	~10.0
2000	~1.0	~25.0
2005	~1.0	~20.0
2010	~1.0	~35.0
2013	~1.0	~40.0

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

A circular graphic containing a stylized building icon. Below it, the text reads "70% of permits are now for multifamily homes across the Bay Area, compared to 40% 25 years ago". A small note at the bottom right says "Source: California Department of Real Estate, Planning and Zoning Division".

COUNTY FOCUS		
San Mateo County Today		
POPULATION	EMPLOYMENT	TRANSPORTATION
745,000 Residents 4.6% increase since 1980	\$91,300 Median family income 5.4% Unemployment rate	70% Drive alone 11% carpool 1% take transit 1% walk 1% bike 5% telecommute 1% other
26 Mile(s) commute to work <small>[Compared to an average of 28 miles for the entire Bay Area]</small>	59% 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>	4% 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>
41,000 Daily Caltrain boardings (+14.3% since 1991) 37,000 Daily BART boardings (+20% since 1991)	\$1,600 Median monthly rent \$836,500 Median home price 71% Multi-family permits in 2012	70 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 & 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

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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 eastside.

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

POPULATION 1.9M Residents 19% increase since 1980	EMPLOYMENT \$92,000 Median family income 6.8% Unemployment rate	TRANSPORTATION 76% Drive alone 11% carpool 1% transit 2% bike 5% telecommute 1% other
COMMUTE TIMES 25 Minute commute to work (Compared to an average of 29 minutes for the entire Bay Area)	COMMUTE FROM? 88% Of residents live and work in Santa Clara County	TRAFFIC 5% Of drivers traveled on Santa Clara County highways are affected by congestion
PUBLIC TRANSIT 119,000 Daily VTA boardings (+1.1% since 1991) 41,000 Daily Caltrain boardings (+1.3% since 1991)	HOUSING \$1,577 Median monthly rent \$725,000 Median home price 76% Multi-family permits in 2013	PAVEMENT CONDITION 69 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.



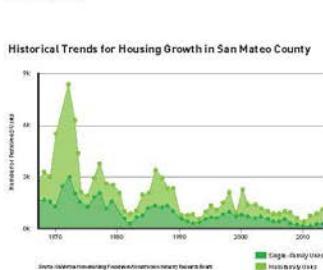
1,190

housing units permitted in San Mateo County in 2013. Of these...

840

(71%) were multifamily
(Source: California Building Standards Commission)

Multifamily Homes Grow as Primary Housing Choice in San Mateo County



70%
of permits are now for multifamily homes across the Bay Area, compared to
40%
25 years ago
(Source: California Building Standards Commission)

COUNTY FOCUS PDAs in Santa Clara

Plan
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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 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 investment and growth. The purpose of designating Priority Development Areas is to highlight sites where economic opportunities exist for local businesses.

Priority Conservation Areas (PCAs)
Priority Conservation Areas (PCAs) are locally designated areas where natural resources may provide opportunities for protection and preservation. The purpose of designating Priority Conservation Areas is to highlight sites where natural resources exist for local businesses.

A Map of Santa Clara County PDAs



COUNTY FOCUS Santa Clara Housing

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What Housing is Being Built?

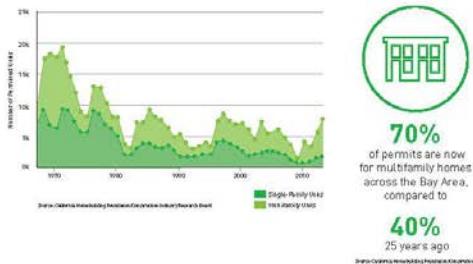
Housing reflects the unique values and lifestyles of a community. Factors that influence types of housing include General Plans, zoning, population growth, household size, job availability, access to transportation, income and the cost of living.



Multifamily Homes Grow as Primary Housing Choice in Santa Clara County

During the period of expansive growth across the Bay Area over the last half-century, most new units were single-family homes. Since 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.

Historical Trends for Housing Growth in Santa Clara County



COUNTY FOCUS PDAs in Solano

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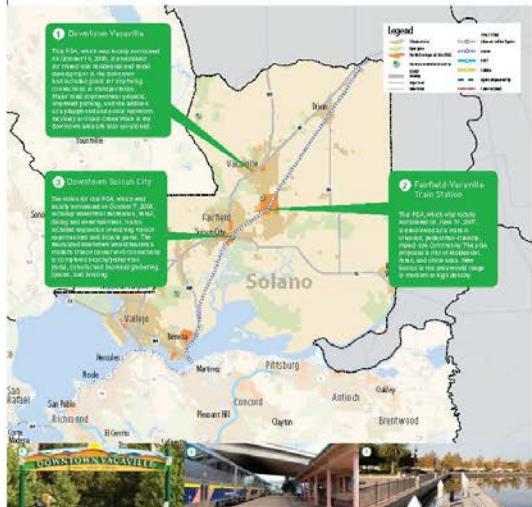
Locally Nominated Priority Development Areas and Priority Conservation Areas

Solano County has the distinction of containing nearly one-half of the San Francisco Bay Area's important farmland and natural resources. The county is bounded by the Sacramento River along the southeastern portion of Solano County, emptying into the West Branch – and continues into the Delta. The county is also home to a large number of lands available to military bases. The county's location between the metropolitan centers of San Francisco and Sacramento and its low land prices relative to other parts of the region, make it an attractive place for increased housing development in response to the demand for lower-cost housing.

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



A Map of Solano County PDAs



COUNTY FOCUS Solano County Today

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POPULATION	424,000 Residents 21% increase since 1960	EMPLOYMENT	\$63,500 Median family income 8.4% Unemployment rate	TRANSPORTATION	76% Drive alone 14% carpool 3% take transit 7% walk 4% telecommute 1% other
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COMMUTE TIMES	29 Minutes commute to work (Compared to a average of 28 minutes for the entire Bay Area)	COMMUTE FROM?	63% Of residents live AND work in Solano County <small>Note: County impacts beyond the local area is 10 miles from the center of Solano County.</small>	TRAFFIC	1% Of miles traveled on Solano County highways are affected by congestion
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PUBLIC TRANSIT	4,000 Daily BART riders 3,000 Daily EAST Boarding (+48% since 1991)	HOUSING	\$1,145 Median monthly rent \$293,000 Median home price 35% Multi-family permits in 2013	PAVEMENT CONDITION	64 Overall score for all jurisdictions Best: Dixon at 77 Worst: Vallejo at 49 <small>Index on a scale of 0-100</small>
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What are the current trends in Solano County?

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

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



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



DIVERSITY: 14.3% of Solano County residents are Asian, 13.7% are African-American, 24.9% are Latino, 40.5% are White, and 7% multiple or other races.

COUNTY FOCUS Solano Housing

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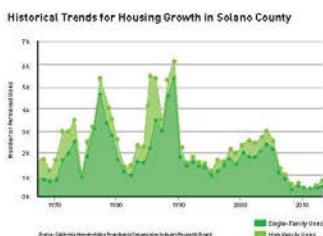
What Housing is Being Built?

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



Single-Family Homes Remain Primary Housing Choice in Solano County

During the period of expansive growth across the Bay Area over the last half-century, most new housing units were single-family homes. This trend continues in Solano County, with 85 percent of new housing permitted as detached single-family homes. Other parts of the region, by contrast, are shifting more toward multifamily homes, including apartments and duplexes in Priority Development Areas.



805 housing units permitted in Solano County in 2013. Of these...

281 (35%) were multi-family

Data: California Association of Realtors® Residential Forecast Report

COUNTY FOCUS		Plan BayArea 2040	
Sonoma County Today			
POPULATION	490,000 Residential 20% increase since 1980	EMPLOYMENT	\$61,000 Median family income 6.7% Unemployment rate
COMMUTE TIMES	25 Minute commute to work. <small>(Compared to an average of 28 minutes for the entire Bay Area)</small>	COMMUTE FROM?	84% Of residents live AND work in Sonoma County <small>Sonoma County experienced longer commutes over time due to increased transit ridership.</small>
PUBLIC TRANSIT	25,000 Daily Golden Gate Transit boardings (1.5% since 1995)	HOUSING	\$1,172 Median monthly rent \$433,250 Median home price 71% Mortgage permits in 2013
TRANSPORTATION	8,000 Daily Caltrans Caltrain boardings (+10% since 1995)	TRAFFIC	4% <small>Or miles traveled in Sonoma County households are affected by congestion.</small> Southbound 101 at Hwy 101, Santa Rosa Road to Petaluma during the evening commute is one of the most congested segments in Sonoma County.
PAVEMENT CONDITION	54 <small>Overall score for all jurisdictions</small>	TRAFFIC	54 <small>Overall score for all jurisdictions</small> Best: Windsor at 76 Worst: Petaluma at 44 <small>Index on a scale of 0 - 100</small>
<p><small>Data Sources: Population: California Department of Finance, U.S. Census Bureau, American Community Survey 2013. Commute from home: Sonoma County Regional Transportation Commission, 2013. Public transit: Golden Gate Transit, 2013. Daily Caltrain boardings: Caltrans, 2013. Daily carpool boardings: Sonoma County Regional Transportation Commission, 2013. Daily bicycle boardings: Sonoma County Regional Transportation Commission, 2013. Daily walk boardings: Sonoma County Regional Transportation Commission, 2013. Daily transit boardings: Sonoma County Regional Transportation Commission, 2013. Daily carpool permits: Sonoma County Regional Transportation Commission, 2013. Daily bicycle permits: Sonoma County Regional Transportation Commission, 2013. Daily walk permits: Sonoma County Regional Transportation Commission, 2013. Pavement condition: Pavement Condition Index, 2013. Traffic: California Department of Transportation, 2013. Photo credit: Sonoma County Regional Transportation Commission.</small></p>			
<h2>What are the current trends in Sonoma County?</h2> <p>Clverdale Costa Rica Healdsburg Petaluma Rohnert Park Santa Rosa Sebastopol Sonoma Windsor</p>			
<p>Understanding what's happening in Sonoma County now helps us recognize what issues may become most important as we plan for the future. Here's a brief snapshot of Sonoma County and some key issues to consider for these communities as we update Plan BayArea.</p>			
 <p>TRANSPORTATION: There are many transportation options in Sonoma County, but local pavement conditions remain a challenge in some areas.</p>		 <p>DIVERSITY: 1.4% of Sonoma County residents are African-American, 3.9% are Asian, 25.2% are Latino, 54.6% are White, and 3.7% are multiple or other races.</p>	

A county map of Sonoma County, California, showing various Priority Development Areas (PDAs) and Priority Conservation Areas (PCAs). The map highlights urban centers like Santa Rosa, Sebastopol, and Petaluma, as well as rural areas. Callouts provide detailed information about three specific PDAs: Downtown Windsor, Downtown Santa Rosa, and Central Petaluma. A legend on the right identifies symbols for PDAs, PCAs, and other county boundaries. The top right corner features the Plan BayArea 2040 logo.

COUNTY FOCUS

Sonoma Housing

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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: 'Population' (two people), 'Jobs' (a wrench and a screwdriver), 'Transportation' (a car), 'Cost of Living' (a dollar sign), and an arrow pointing to the right. Below each icon is its corresponding label: Population, Jobs, Transportation, Cost of Living, and an arrow pointing to the right.

Multifamily Homes Grow as Primary Housing Choice in Sonoma County

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

Historical Trends for Housing Growth in Sonoma County

The graph shows the percentage of permits issued for two types of housing units over time. The Y-axis represents the 'Number of Permits Issued (%)' from 0% to 70%. The X-axis represents years from 1975 to 2013. A green line represents Single-Family Units (SFU), and a blue line represents Multifamily Units (MFU). The MFU line shows a significant upward trend, particularly after 2000, reaching approximately 70% by 2013. The SFU line shows a general downward trend, starting around 60% in 1975 and ending around 10% in 2013.

Year	Single-Family Units (%)	Multifamily Units (%)
1975	~60	~10
1980	~45	~25
1985	~35	~35
1990	~25	~45
1995	~20	~55
2000	~15	~60
2005	~10	~65
2010	~8	~70
2013	~10	~70

Source: California Building Statistical Abstract, Sonoma County Data.

1,027
housing units permitted in Sonoma County in 2013. Of these,

732
(71%) were multifamily

Source: California Building Statistical Abstract, Sonoma County Data.

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

40%
25 years ago

Source: California Building Statistical Abstract, Sonoma County Data.

TRANSPORTATION The Bay Area

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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

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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)





Top 50 Projects by Cost

- Bicycles/Pedestrians**

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

Local Streets & Roads

 - 4. Alameda County: Bus Stop Safety Improvements
 - 5. Hayward: 1st Street Corridor Improvement
 - 6. Newark: Central Avenue Railless Overpass at UPRR
 - 7. Port of Oakland: 7th St Grade Separation and Roadway Imp.

Port/Freight Rail

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

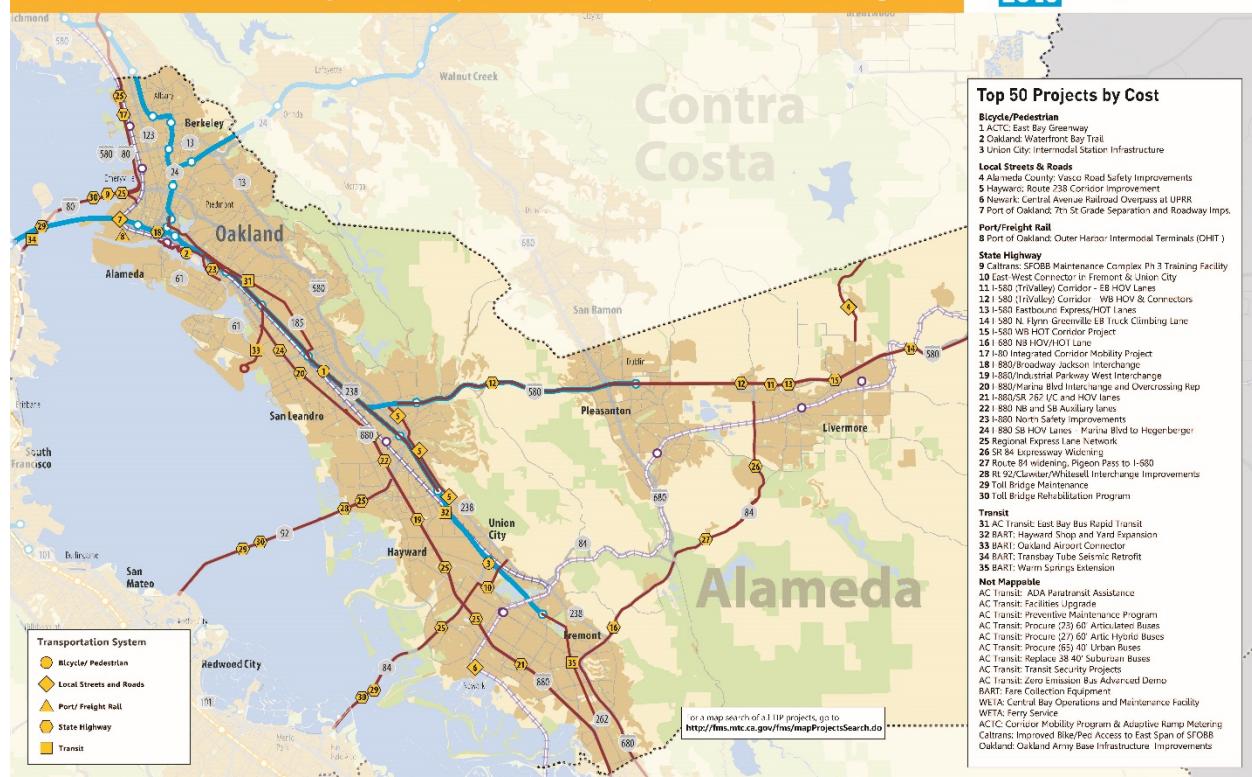
State Highway

 - 1. Caltrans SFOBB Maintenance Complex Ph 3 Training Facility
 - 10. East-West Connector I-80 & I-680 / Union City
 - 11. East-West Connector EB-Hwy 88
 - 12. I-80 / I-580 (Bayshore) Corridor: WB Hwy + Connectors
 - 13. I-580 Fastroute Express/HOT Lanes
 - 14. I-80 N Hwy Greenville: LB Truck Climbing Lane
 - 15. I-80 N Hwy 88: SB Truck Climbing Lane
 - 16. I-80 N HOV/Lane Project
 - 17. I-80 Integrated Congester Mobility Project
 - 18. I-80/Broadway Jackson Interchange
 - 19. I-80/Industrial Parkway West Interchange
 - 20. I-80/SR 88/US 101: SB Truck Climbing Lane and Overcrossing Rep.
 - 21. I-80/SR 76 / I-80 and Hwy 14
 - 22. I-80 N/S and SB Auxiliary lanes
 - 23. I-80 N/S: Smart Signage
 - 24. I-80 N/S: High Lane: From Bred to Hegerberger
 - 25. Regional Express: I-80 Network
 - 26. SR 88 Expressway: Walnut Creek
 - 27. Route 84 widening: Pleasanton Pigeon Pass to I-680
 - 28. SR 92: San Leandro Interchange Improvements
 - 29. SR 92 Bridge Maintenance
 - 30. I-80 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 Sunnys Extension

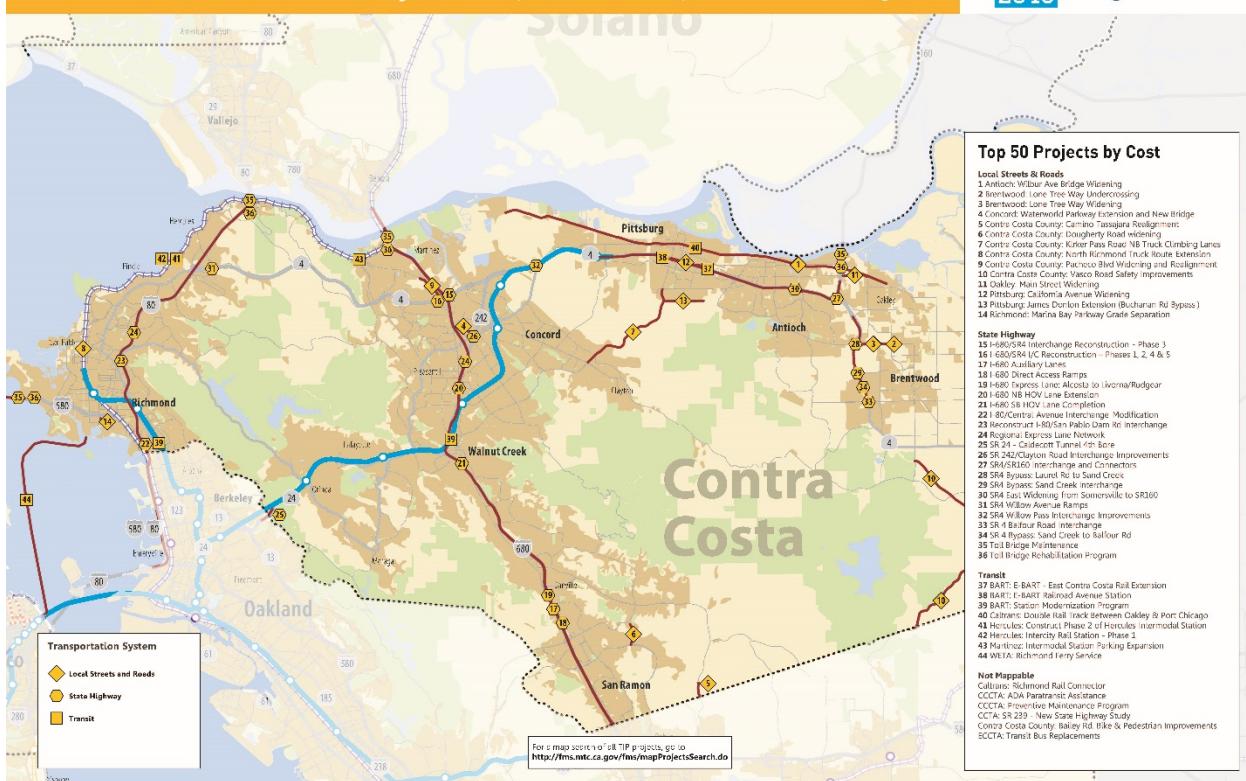
Not Mappable	Map to
AC Transit	ADA Paratransit Assistance
AC Transit: Fairness Tradeoffs	ADA Paratransit Assistance
AC Transit: Flexible Route Service	ADA Paratransit Assistance
AC Transit: Procure (23) 60' Articulated Buses	AC Transit: Procure (27) 60' Arctic Hybrid Buses
AC Transit: Procure (65) 40' Urban Buses	AC Transit: Procure (65) 40' Urban Buses
AC Transit: Procure (65) 40' Urban Buses	AC Transit: Procure (65) 40' Urban Buses
AC Transit: Transit Security Project	AC Transit: Zero Emission Bus Advanced Demo
BART	Bay Area Rapid Transit
BAFTA: Camera Equipment and Maintenance Facility	WFTA: Ferry Service
CACT: Customer Mobility and Accessibility Initiatives	CACT: Customer Mobility and Accessibility Initiatives
Caltrans: Improved Public Access to State Plan of SFORB	Caltrans: Improved Public Access to State Plan of SFORB
CDLBB: Double Decker Bus Infrastructure Improvement	CDLBB: Double Decker Bus Infrastructure Improvement



Contra Costa County: Transportation Improvement Program

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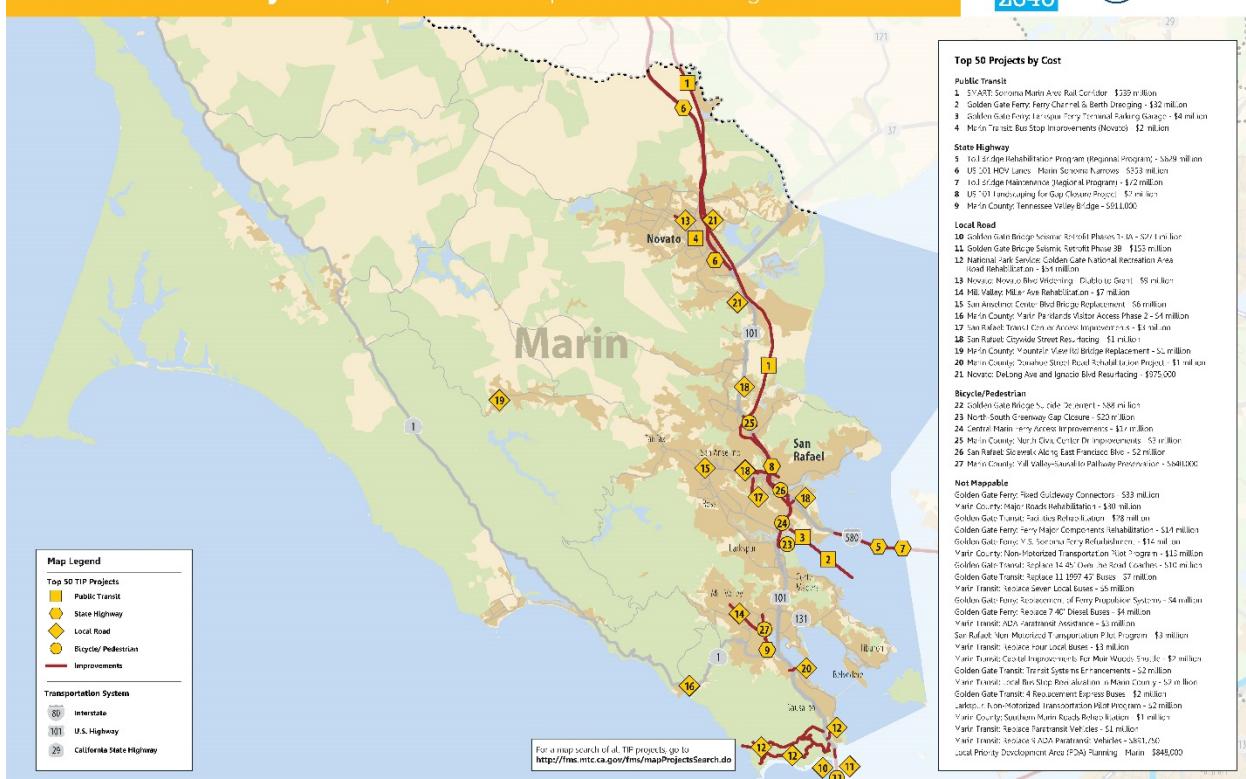
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Marin County: Transportation Improvement Program

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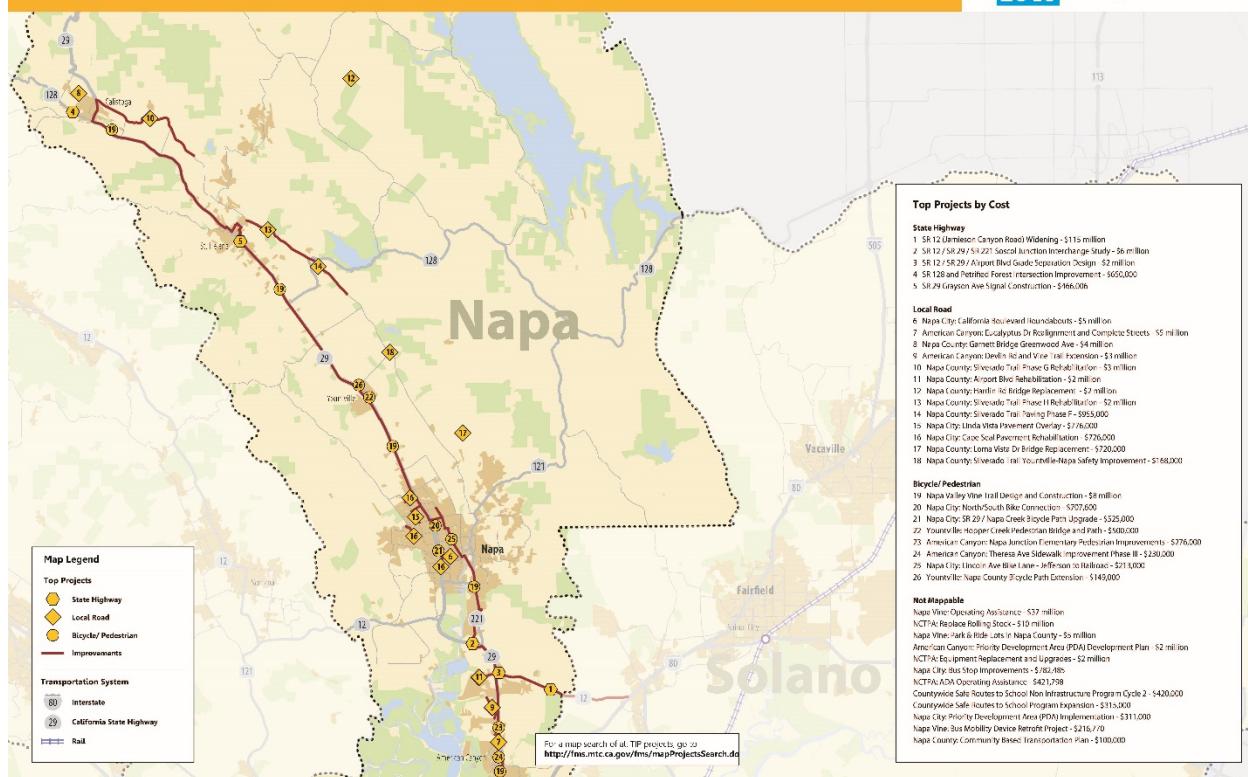
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COMMISSION



Napa County: Transportation Improvement Program

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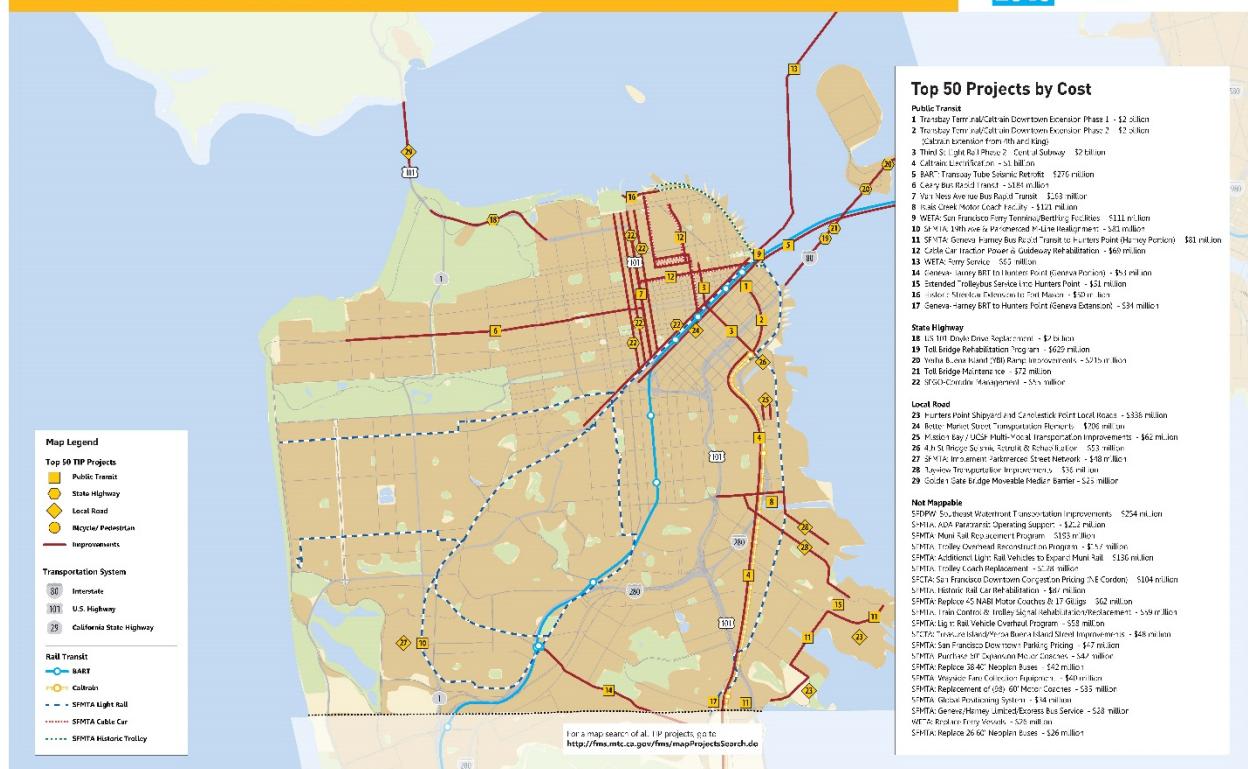
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San Francisco County: Transportation Improvement Program

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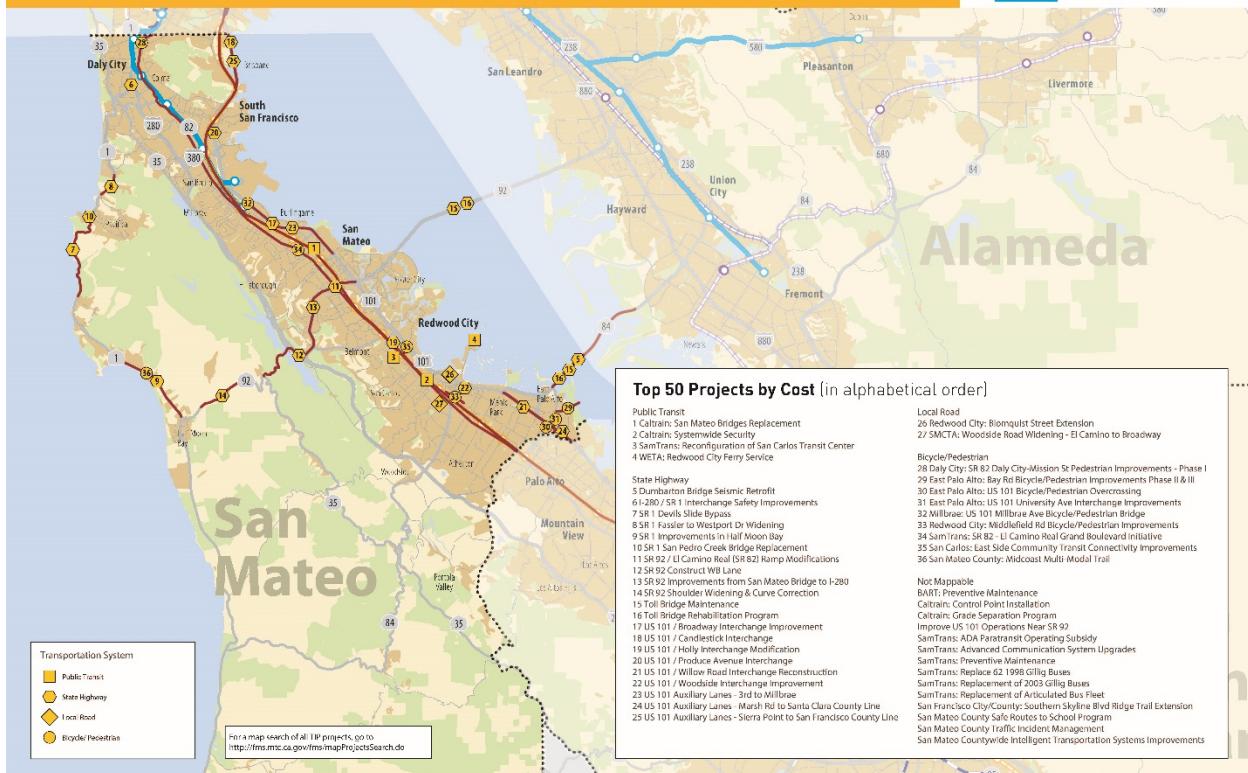
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San Mateo County: Transportation Improvement Program

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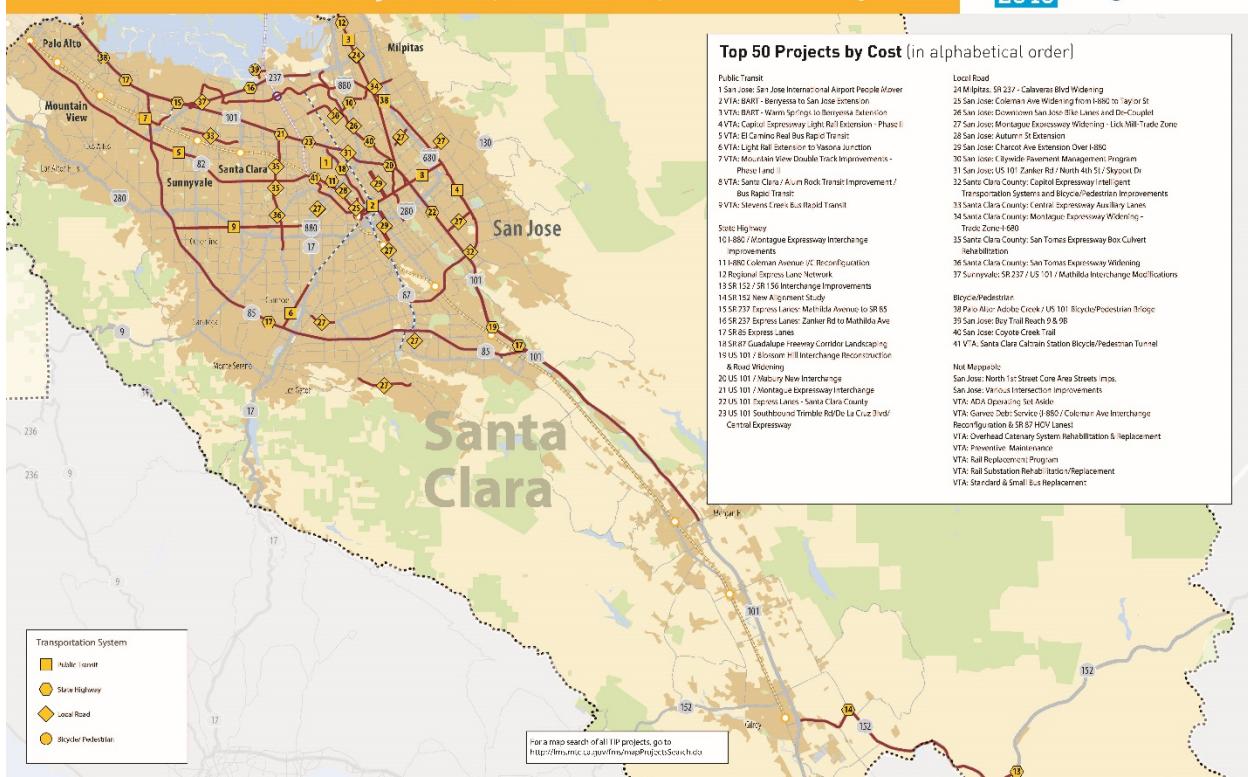
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Santa Clara County: Transportation Improvement Program

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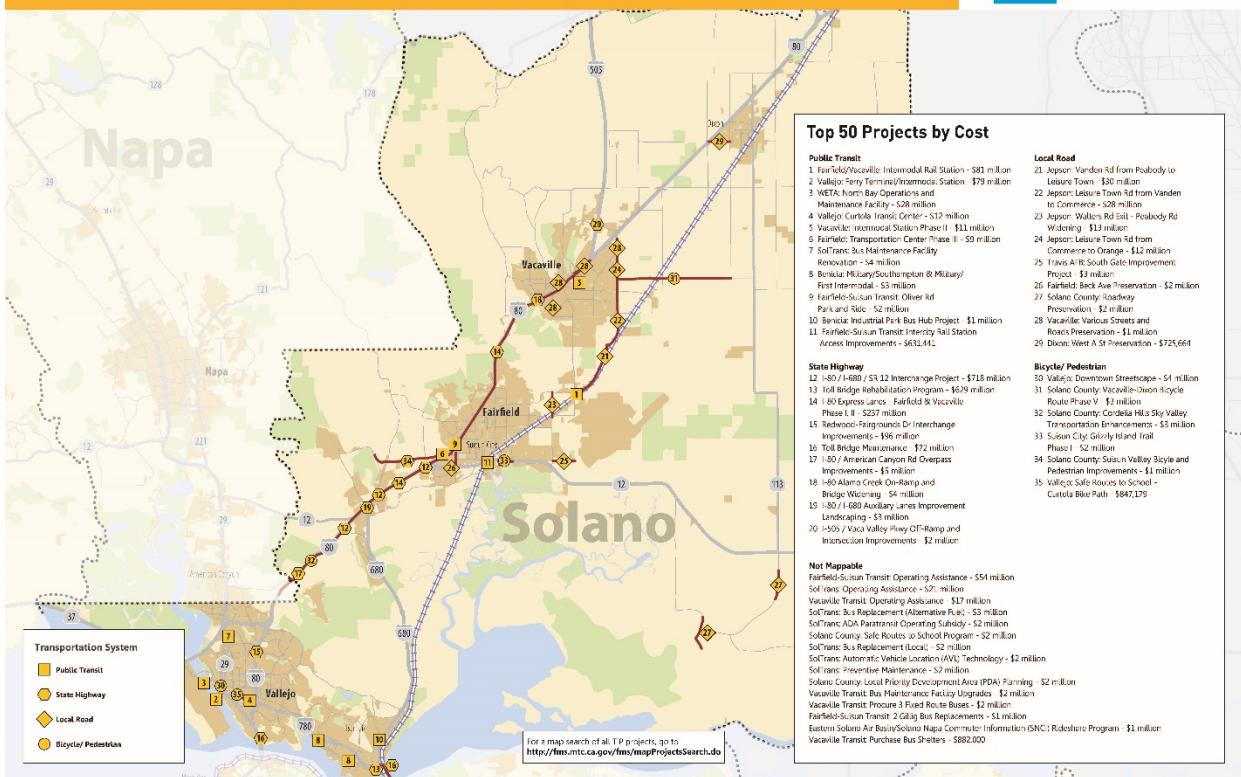
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Solano County: Transportation Improvement Program

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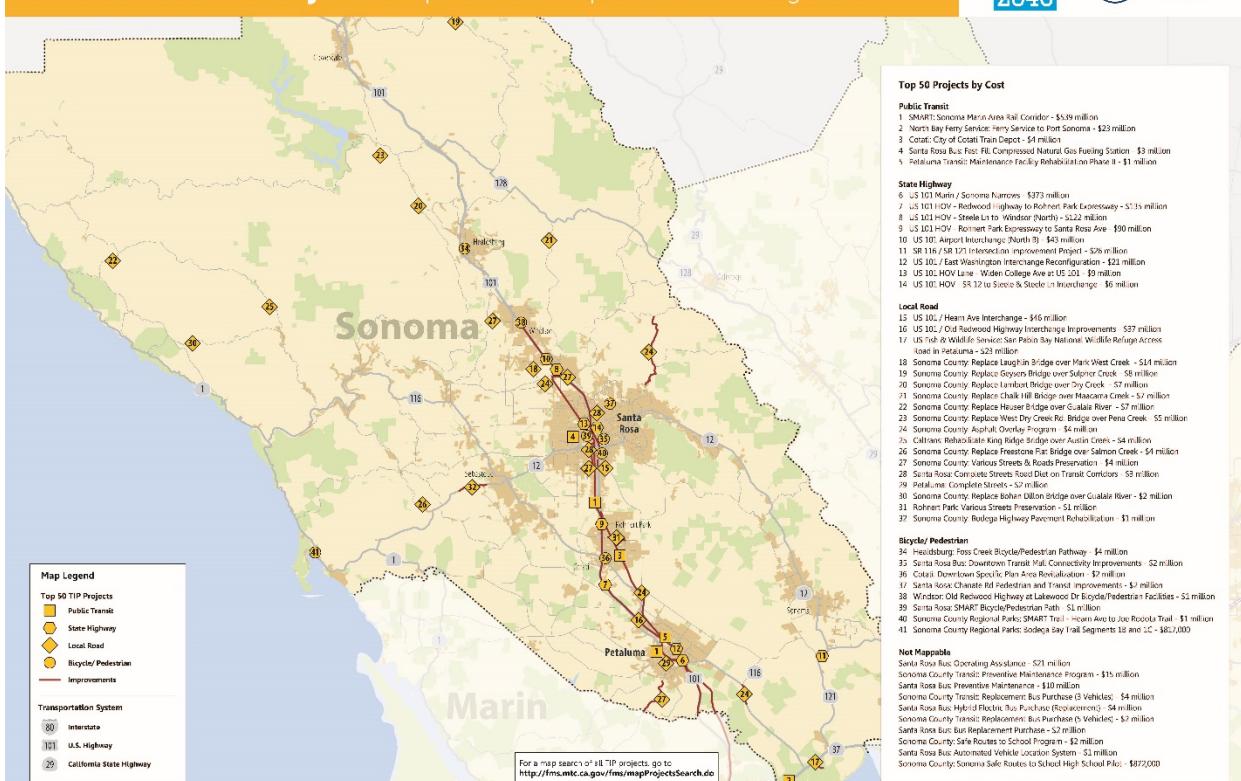
METROPOLITAN
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Sonoma County: Transportation Improvement Program

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LOOKING AHEAD

Understanding the Future

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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.

Regional Totals

All data sources:

- Population by age, race
- Employment Activity by Employment Type
- Households by income category

Geographic Analysis

Identify growth centers where future growth will be in the region. Define and measure parameters to predict future population and employment needs and determine required transportation infrastructure and resources.

Travel Demand

Regional and geographic analysis and data from MTC's transportation planning and growth projections are used.

Plan Bay Area 2040 Key Milestones

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

Alternative Scenarios Developed

Working with local and county and other interested stakeholders, ABAG and MTC will develop three alternative scenarios that assess the impacts of different economic, land use, investment policies, land use distribution, and transportation investments.

Scenarios will be released in Fall 2015.

The preferred scenario will be adopted by Spring 2016.

LOOKING AHEAD

How We Forecast

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Population Forecasts

How Does Our Population Change?

Bay Area Components of Population Change

Source: U.S. Census Bureau, Decennial Censuses, 1980-2010.

Many factors affect how much and where people move:
• Who it is today contributes to who it will be tomorrow. Children born in the Bay Area are more likely to have parents and households nearby.

- Employment, business and education opportunities draw people to the area.
- Less expensive housing, job opportunities, or services may encourage people to leave.

Economy Forecasts

Why Does the Local Economy Change?

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

Bay Area job losses were steeper than the nation — both in job gains and in job losses. A broad range of factors, including the state of the national and regional economies and the price of oil, can contribute to bubbles or the boom/bust of a single sector, such as construction, technology, and retail. In the short term, sudden changes in one sector, such as employment, unemployment, and housing, can

trigger a chain reaction throughout the economy.

LOOKING AHEAD

How We Forecast

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Household Estimates

What Factors Influence How Households Form?

The diagram illustrates four key factors that influence household formation:

- Housing Costs:** Represented by a house icon.
- Jobs & Market:** Represented by a person icon.
- Government Policy/Costs:** Represented by a building icon.
- Income & Employment:** Represented by a bar chart icon.

These factors are shown influencing a central box labeled **Total Households**, which is represented by a cluster of house icons.

Types of Households in the Bay Area

Household Type	Percentage
Multifamily households	~55%
Single-family households	~45%
Student households	~10%
Other households	~10%
Transient households	~10%
Business households	~10%
Other households	~10%

Households may form more clearly or more quickly than population and job change, and it may vary in size depending on:

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

Source: U.S. Census Bureau, American Community Survey, 2010-2012 5-year estimates

Geographic Distribution

Where Will We Live and Work?

The diagram shows the interconnected nature of these factors:

- Population:** Represented by a person icon.
- Jobs:** Represented by a wrench and screwdriver icon.
- Transportation:** Represented by a car icon.
- Cost of Living:** Represented by a dollar sign icon.

Arrows indicate the flow of relationships between these factors, leading to a final outcome represented by a building icon.

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

Colors Show the Ratio of Multifamily to Single-Family Units

Place	Ratio of Multifamily to Single-Family Units
San Jose	~1.0
Redwood City	~1.0
Mountain View	~1.0
Palo Alto	~1.0
Los Altos	~1.0
Belmont	~1.0
Menlo Park	~1.0
San Francisco	~1.0
Concord	~1.0
Oakland	~1.0
Fremont	~1.0
Hayward	~1.0
Walnut Creek	~1.0
Castro Valley	~1.0
Alameda	~1.0
Berkeley	~1.0
Emeryville	~1.0
San Leandro	~1.0
San Mateo	~1.0
Redwood City	~1.0
Mountain View	~1.0
Palo Alto	~1.0
Los Altos	~1.0
Belmont	~1.0
Menlo Park	~1.0
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LOOKING AHEAD Projections Over Time

Plan
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2040

How Well Can We Forecast the Future?

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

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

Past Population Projections Compared to Actual Trends

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

A bar chart comparing projected and actual population in millions for the years 1970 through 2040. The Y-axis ranges from 0 to 10 million. The legend indicates forward years (1971-2011) as colored bars and actual data as a black line with square markers. The projected population generally stays close to the actual population, with both showing a steady increase over time.

Year	Actual Population (Millions)	Projected Population (Millions)
1970	6.0	6.0
1975	6.2	6.2
1980	6.5	6.5
1985	6.8	6.8
1990	7.0	7.0
1995	7.2	7.2
2000	7.4	7.4
2005	7.6	7.6
2010	7.8	7.8
2015	8.0	8.0
2020	8.2	8.2
2025	8.4	8.4
2030	8.6	8.6
2035	8.8	8.8
2040	9.0	9.0

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.

A bar chart comparing projected and actual employment in millions for the years 1970 through 2040. The Y-axis ranges from 0 to 6 million. The legend indicates forward years (1971-2011) as colored bars and actual data as a black line with square markers. The projected employment shows significant fluctuations, often exceeding the actual employment levels, particularly in the later years of the projection period.

Year	Actual Employment (Millions)	Projected Employment (Millions)
1970	3.2	3.2
1975	3.5	3.5
1980	3.8	3.8
1985	4.0	4.0
1990	4.2	4.2
1995	4.4	4.4
2000	4.6	4.6
2005	4.8	4.8
2010	5.0	5.0
2015	5.2	5.2
2020	5.4	5.4
2025	5.6	5.6
2030	5.8	5.8
2035	6.0	6.0
2040	6.0	6.0

Cyclical and structural changes can shift a long-term trajectory.
A forecast is a planning tool that is recalculated often.

LOOKING AHEAD Feedback

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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 of the Bay Area 2040 implementation plan (Plan Bay Area 2040), 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 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 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.

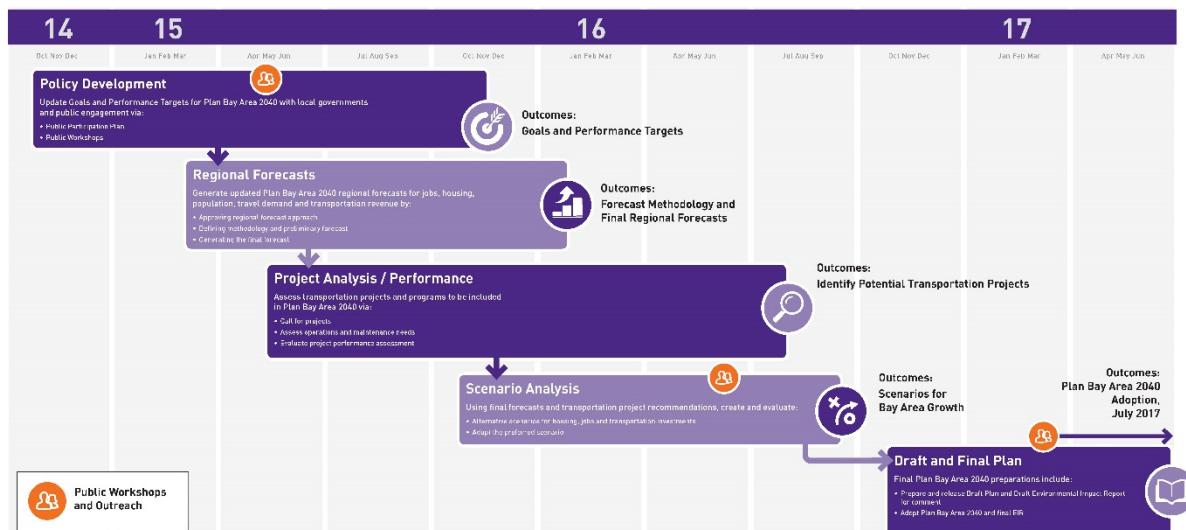
Supports strategic **transportation** investments to decrease traffic congestion, improve transit options and reduce pollution both locally and regionally.

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**

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

Local Communities Lay Foundation for Growth

- Plan Bay Area 2050's vision for the future build on planning work local communities have been doing over the past decade or more. The foundation for the plan is the 188 locally adopted Priority Development Areas (PDAs) and 145 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 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 willing landowners.



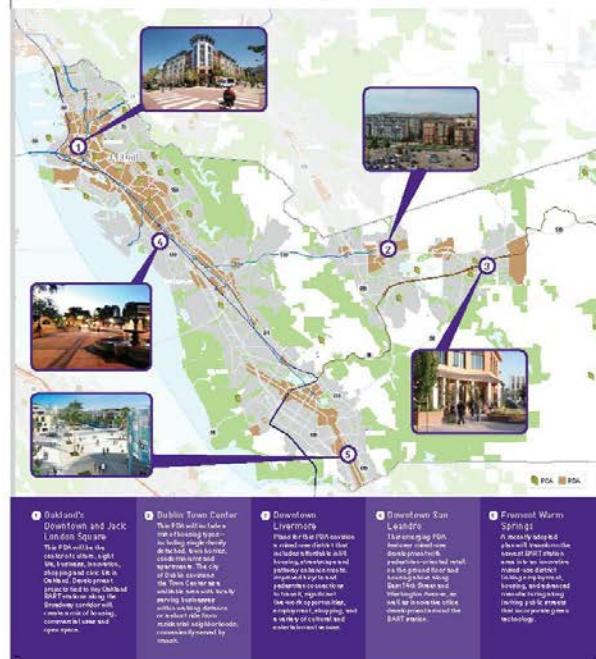
About Plan Bay Area **PDAs and PCAs in Alameda County**

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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



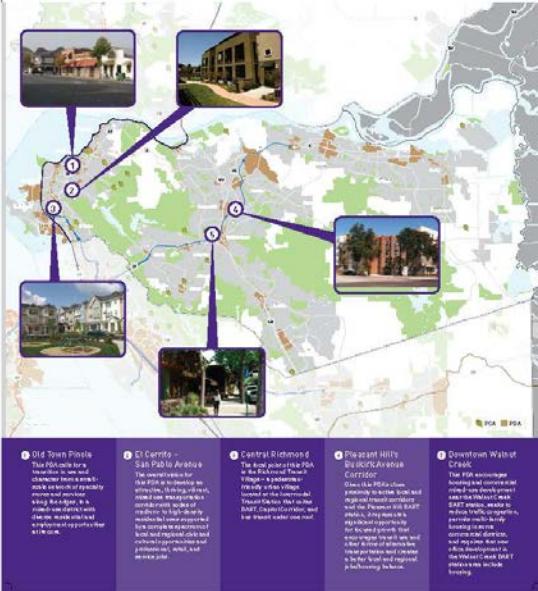
About Plan Bay Area PDAs and PCAs in Contra Costa County

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 the Central Valley have long attracted residents and businesses. New job accessibility is expected to increase along the County's major transit thoroughfares, including San Pablo Avenue in the western part of the county, and around the ten BART stations in Contra Costa County. Below are five examples of the 35 Locally adopted PDAs in Contra Costa County.

A Map of Contra Costa County PDAs and PCAs



About Plan Bay Area PDAs and PCAs in Marin County

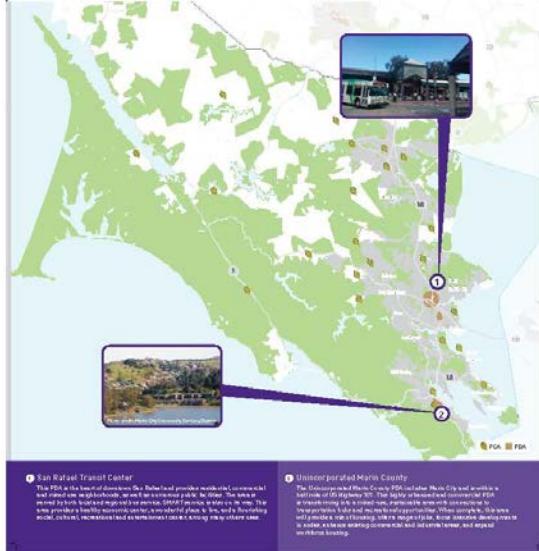
Plan BayArea 2040

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, fishing, recreation, wildlife habitat, and water supply. Marin also is one of the county of protected land in California. Marin's 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 BayArea will support continued protection for these Priority Conservation Areas in Marin County.

Ridehenge, Marin County has emerged growth through city-centered growth policies and the used de-leveraging along the urbanized West Marin corridor. Marin's transit system is currently under construction, with the first phase of the SMART rail line set to open in 2018. The line will connect Novato, Larkspur, and Larkspur to San Francisco. In July 2016, service will commence for the Sonoma-Marin Area Rail Transit (SMART) rail line by linking San Rafael to Santa Rosa. Eventually, the service will link the Larkspur Ferry terminal to Oberlin. Below are highlights of the two locally adopted PDAs in Marin County.

A Map of Marin County PDAs and PCAs



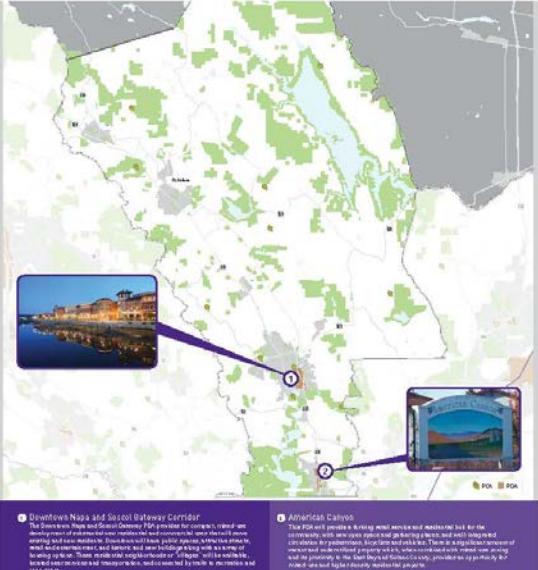
About Plan Bay Area PDAs and PCAs in Napa County

Plan BayArea 2040

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

Napa County is internationally acclaimed for its winemaking and the picturesque Napa Valley wine region is a major draw for tourists to the San Francisco Bay Area. The valley is bounded by rolling hills, and the Napa River empties into San Pablo Bay through the city of Napa. The county is known for its natural beauty, agricultural lands, and open space. Accordingly, more than 90 percent of unincorporated county land falls within these designations. The county seeks to continue to protect these lands and encourage recreation through our nine Priority Conservation Areas. Most non-agricultural areas of clustered in the four cities and two towns connected by Highway 29, which parallels the Napa River in the northern part of the county. Below are highlights of the two locally adopted PDAs in Napa County.

A Map of Napa 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 is a major employment center and its design was shaped by water, with more than 100 miles of coastline throughout the city. San Francisco is one of the highest residential and commercial densities in the region. San Francisco is one of the region's largest employment hubs, and accommodates nearly one-half million commuters each day, many of whom travel using the region's most extensive public transit system. Below are five examples of the 12 locally adopted PDAs in San Francisco.

A Map of San Francisco PDAs and PCAs



About Plan Bay Area PDAs and PCAs in San Mateo County

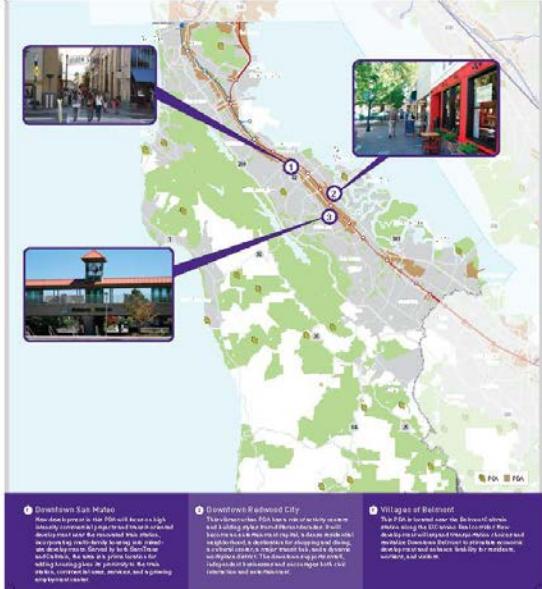
Plan BayArea 2040

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 healthy percent of development in the county is located on the landward side. The coastal portion of the bay is the home of many of the county's most significant economic, jobs and housing growth is expected to concentrate in bay-side communities, as well as many charming town centers and residential neighborhoods. Jobs and housing growth is expected to concentrate in bay-side communities, as well as many charming town centers and residential neighborhoods. Jobs and housing growth is expected to concentrate in bay-side communities, as well as many charming town centers and residential neighborhoods.

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

A Map of San Mateo County PDAs and PCAs



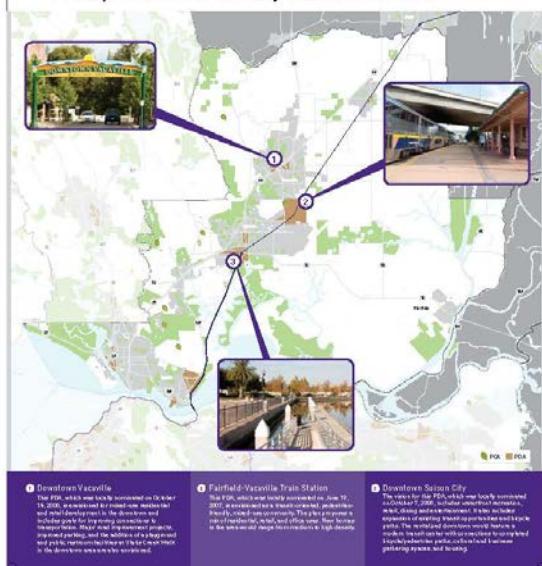
About Plan Bay Area PDAs and PCAs in Solano County

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 mining 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



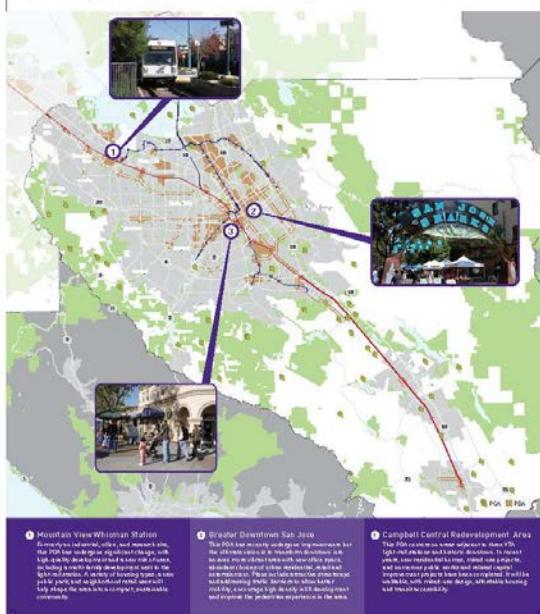
About Plan Bay Area PDAs and PCAs in Santa Clara County

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



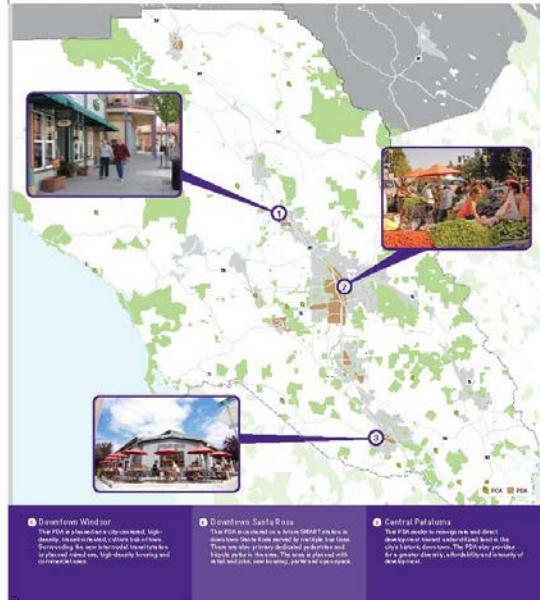
About Plan Bay Area PDAs and PCAs in Sonoma County

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 bayside vineyards, grassland, and small farms. Urban development in Sonoma County is concentrated primarily within the U.S. 101 corridor, supported by major transit and 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.



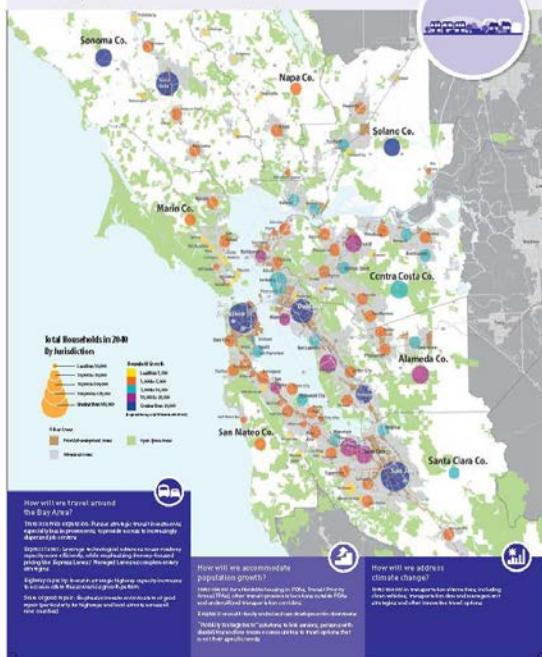
Scenarios

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.



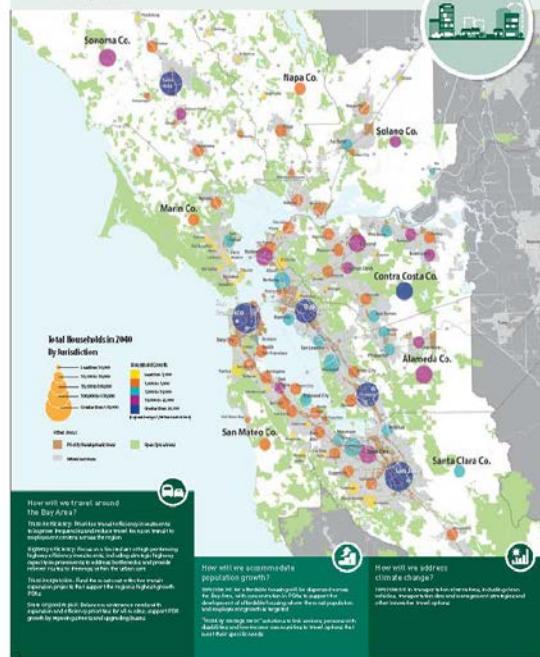
Scenarios

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.



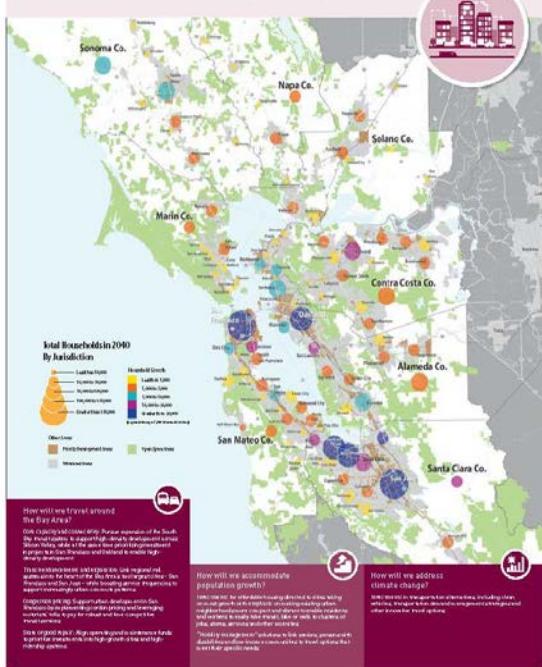
Scenarios

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

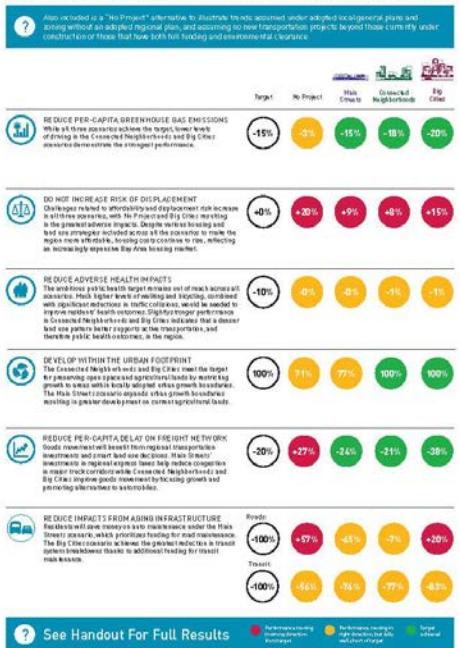
Plan Bay Area 2040 Scenarios In Detail: Targets

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.



See Handout For Full Results

Scenarios

Scenarios in Detail: Jobs, Housing, and Transportation

Plan BayArea 2040

Where will jobs and housing go?

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



How will we invest in transportation?

PBA 2040 forecast a \$29 billion of federal, state, regional and local transportation investments over the 24-year period. Of this amount, approximately \$4.6 billion (15% of total PBA revenue) is assumed to be available for new uses.

The remaining 85% of revenues are dedicated to operating and maintaining the existing and extensive transportation network. The three scenarios vary in terms of how the \$4.6 billion is distributed across maintenance, system enhancement and major capital projects.



Scenarios

Focus on Alameda County

Plan BayArea 2040

Alameda | Alviso | Fremont | Castro | Encinal | El Cerrito | 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 key issues 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
POPULATION				
18% Share of Total Regional Growth	21%	21% Share of Total Regional Growth	22% Share of Total Regional Growth	15% Share of Total Regional Growth
29% Growth from 2010	35%	36% Growth from 2010	36% Growth from 2010	24% Growth from 2010
EMPLOYMENT				
21% Share of Total Regional Growth	22%	21% Share of Total Regional Growth	21% Share of Total Regional Growth	22% Share of Total Regional Growth
39% Growth from 2010	40%	39% Growth from 2010	39% Growth from 2010	39% Growth from 2010
HOUSING				
+130,000 New Housing Units	+155,000	+152,000 New Housing Units	+94,000	+100,000 New Housing Units
17% Share of Total Regional Growth	21%	21% Share of Total Regional Growth	22% Share of Total Regional Growth	13% Share of Total Regional Growth
41% Median Income	81%	89% Median Income	71% Median Income	71% Median Income
CAR USE				
53% Drive Alone	52%	52% Drive Alone	51% Drive Alone	51% Drive Alone
47% Carpool, Transit, Walk, and Bike	48%	48% Carpool, Transit, Walk, and Bike	49% Carpool, Transit, Walk, and Bike	49% Carpool, Transit, Walk, and Bike
TRANSIT				
58% Livable Streets Alameda County	59%	59% Livable Streets Alameda County	59% Livable Streets Alameda County	63% Livable Streets Alameda County
29 min. Avg. Commute Time (one-way)	33 min.	Avg. Commute Time (one-way)	30 min.	Avg. Commute Time (one-way)
ENVIRONMENT				
66 Days Score for All Jurisdictions (excluding San Francisco, SF-Oakland Bay Bridge, and Marin)	49	Overall Score for All Jurisdictions (excluding San Francisco, SF-Oakland Bay Bridge, and Marin)	77	Overall Score for All Jurisdictions (excluding San Francisco, SF-Oakland Bay Bridge, and Marin)
49 Overall Score for All Jurisdictions (excluding San Francisco, SF-Oakland Bay Bridge, and Marin)	71	Overall Score for All Jurisdictions (excluding San Francisco, SF-Oakland Bay Bridge, and Marin)	71	Overall Score for All Jurisdictions (excluding San Francisco, SF-Oakland Bay Bridge, and Marin)
59 Overall Score for All Jurisdictions (excluding San Francisco, SF-Oakland Bay Bridge, and Marin)	59	Overall Score for All Jurisdictions (excluding San Francisco, SF-Oakland Bay Bridge, and Marin)	59	Overall Score for All Jurisdictions (excluding San Francisco, SF-Oakland Bay Bridge, and Marin)

Note:
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 plan and zoning without an adopted regional plan, and assuming no new transportation projects beyond those currently under construction or those few both 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 | Pinole | El Cerrito | 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 (Range score 0-100) 60 min. Avg. Commute Time (one-way)	47 Overall Score for All Jurisdictions (Range score 0-100) 44 min. Avg. Commute Time (one-way)	75 Overall Score for All Jurisdictions (Range score 0-100) 70 Avg. Commute Time (one-way)	57 Overall Score for All Jurisdictions (Range score 0-100) 57 Avg. Commute Time (one-way)

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 | Larkspur | Larkspur | Mill 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 9% 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 30 min. Avg. Commute Time (one-way)
PARKING CONDITION	62 Overall Score for All Jurisdictions (Range score 0-100) 35 min. Avg. Commute Time (one-way)	43 Overall Score for All Jurisdictions (Range score 0-100) 40 min. Avg. Commute Time (one-way)	61 Overall Score for All Jurisdictions (Range score 0-100) 39 min. Avg. Commute Time (one-way)	57 Overall Score for All Jurisdictions (Range score 0-100) 50 Avg. Commute Time (one-way)

Notes:

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

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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 19% 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 Marin County 35 min. Avg. Commute Time (one-way)	41% Lives/work in Marin County 47 min. Avg. Commute Time (one-way)	44% Lives/work in Marin County 40 min. Avg. Commute Time (one-way)	45% Lives/work in Marin County 39 min. Avg. Commute Time (one-way)
PARKING CONDITION	57 Overall Score for All Jurisdictions (Range score 0-100) 57 min. Avg. Commute Time (one-way)	45 Overall Score for All Jurisdictions (Range score 0-100) 40 min. Avg. Commute Time (one-way)	56 Overall Score for All Jurisdictions (Range score 0-100) 39 min. Avg. Commute Time (one-way)	49 Overall Score for All Jurisdictions (Range score 0-100) 36 min. Avg. Commute Time (one-way)

Notes:

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

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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 (Range score 0-100) 56 min. Avg. Commute Time (one-way)	56 Overall Score for All Jurisdictions (Range score 0-100) 39 min. Avg. Commute Time (one-way)	77 Overall Score for All Jurisdictions (Range score 0-100) 26 min. Avg. Commute Time (one-way)	75 Overall Score for All Jurisdictions (Range score 0-100) 65 min. Avg. Commute Time (one-way)

Notes:

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

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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 show 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	7% Share of Total Regional Growth 25% Growth from 2010	8% Share of Total Regional Growth 29% Growth from 2010	7% Share of Total Regional Growth 25% Growth from 2010	7% Share of Total Regional Growth 23% Growth from 2010
EMPLOYMENT	5% Share of Total Regional Growth 17% Growth from 2010	5% Share of Total Regional Growth 20% Growth from 2010	5% Share of Total Regional Growth 18% Growth from 2010	5% Share of Total Regional Growth 18% Growth from 2010
HOUSING	-48,000 Housing Units Growth from 2010 8% Share of Total Regional Growth	-68,000 Housing Units Growth from 2010 8% Share of Total Regional Growth	-49,000 Housing Units Growth from 2010 7% Share of Total Regional Growth	-45,000 Housing Units Growth from 2010 6% Share of Total Regional Growth
BASELINE - 2010	23% Share of Total Regional Growth 54% Overall Share for All Jurisdictions Based on a score of 100	54% Share of Total Regional Growth 69% Overall Share for All Jurisdictions Based on a score of 100	69% Share of Total Regional Growth 46% Overall Share for All Jurisdictions Based on a score of 100	46% Share of Total Regional Growth 46% Overall Share for All Jurisdictions Based on a score of 100
COMMITTEE NOTE	59% Drive Alone 41% Carpool, Transit, Walk, and Bike	58% Drive Alone 42% Carpool, Transit, Walk, and Bike	57% Drive Alone 43% Carpool, Transit, Walk, and Bike	56% Drive Alone 44% Carpool, Transit, Walk, and Bike
AVG. COMMUTE	48% Live/Work in San Mateo County 27 min. Avg. Commute Time (one-way)	47% Live/Work in San Mateo County 28 min. Avg. Commute Time (one-way)	47% Live/Work in San Mateo County 28 min. Avg. Commute Time (one-way)	47% Live/Work in San Mateo County 29 min. Avg. Commute Time (one-way)
PARKING CONDITION	70 Over all Scores for All Jurisdictions Based on a score of 100	53 Over all Scores for All Jurisdictions Based on a score of 100	76 Over all Scores for All Jurisdictions Based on a score of 100	73 Over all Scores for All Jurisdictions Based on a score of 100
	63 Over all Scores for All Jurisdictions Based on a score of 100		63 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.

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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 show 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	MAINSTREETS	CONNECTED NEIGHBORHOODS	BIG CITIES
POPULATION	20% Share of Total Regional Growth 28% Growth from 2010	25% Share of Total Regional Growth 34% Growth from 2010	27% Share of Total Regional Growth 37% Growth from 2010	52% Share of Total Regional Growth 73% Growth from 2010
EMPLOYMENT	29% Share of Total Regional Growth 41% Growth from 2010	28% Share of Total Regional Growth 39% Growth from 2010	28% Share of Total Regional Growth 39% Growth from 2010	30% Share of Total Regional Growth 42% Growth from 2010
HOUSING	-137,000 Housing Units Growth from 2010 26% Share of Total Regional Growth	-194,000 Housing Units Growth from 2010 28% Share of Total Regional Growth	-211,000 Housing Units Growth from 2010 28% Share of Total Regional Growth	-442,000 Housing Units Growth from 2010 59% Share of Total Regional Growth
BASELINE - 2010	34% Share of Total Regional Growth 91% Overall Share for All Jurisdictions Based on a score of 100	91% Share of Total Regional Growth 92% Overall Share for All Jurisdictions Based on a score of 100	92% Share of Total Regional Growth 73% Overall Share for All Jurisdictions Based on a score of 100	73% Share of Total Regional Growth 73% Overall Share for All Jurisdictions Based on a score of 100
COMMITTEE NOTE	64% Drive Alone 36% Carpool, Transit, Walk, and Bike	61% Drive Alone 39% Carpool, Transit, Walk, and Bike	62% Drive Alone 38% Carpool, Transit, Walk, and Bike	59% Drive Alone 41% Carpool, Transit, Walk, and Bike
AVG. COMMUTE	86% Live/Work in Santa Clara County 22 min. Avg. Commute Time (one-way)	89% Live/Work in Santa Clara County 28 min. Avg. Commute Time (one-way)	88% Live/Work in Santa Clara County 24 min. Avg. Commute Time (one-way)	88% Live/Work in Santa Clara County 28 min. Avg. Commute Time (one-way)
PARKING CONDITION	67 Over all Scores for All Jurisdictions Based on a score of 100	45 Over all Scores for All Jurisdictions Based on a score of 100	75 Over all Scores for All Jurisdictions Based on a score of 100	69 Over all Scores for All Jurisdictions Based on a score of 100
	56 Over all Scores for All Jurisdictions Based on a score of 100		56 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.

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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 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 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	10% Share of Total Regional Growth 58% Growth from 2010	10% Share of Total Regional Growth 59% Growth from 2010	5% Share of Total Regional Growth 28% Growth from 2010	1% Share of Total Regional Growth 7% Growth from 2010
EMPLOYMENT	3% Share of Total Regional Growth 32% Growth from 2010	3% Share of Total Regional Growth 34% Growth from 2010	3% Share of Total Regional Growth 33% Growth from 2010	3% Share of Total Regional Growth 32% Growth from 2010
HOUSING	-85,000 Housing Units Growth from 2010 11% Share of Total Regional Growth	-84,000 Housing Units Growth from 2010 11% Share of Total Regional Growth	-35,000 Housing Units Growth from 2010 5% Share of Total Regional Growth	-1,000 Housing Units Growth from 2010 0% Share of Total Regional Growth
BASELINE - 2010	8% Share of Total Regional Growth 32% Overall Share for All Jurisdictions Based on a score of 100	32% Share of Total Regional Growth 40% Overall Share for All Jurisdictions Based on a score of 100	40% Share of Total Regional Growth 11% Overall Share for All Jurisdictions Based on a score of 100	11% Share of Total Regional Growth 11% Overall Share for All Jurisdictions Based on a score of 100
COMMITTEE NOTE	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	60% Drive Alone 41% Carpool, Transit, Walk, and Bike
AVG. COMMUTE	46% Live/Work in Solano County 35 min. Avg. Commute Time (one-way)	43% Live/Work in Solano County 40 min. Avg. Commute Time (one-way)	44% Live/Work in Solano County 35 min. Avg. Commute Time (one-way)	50% Live/Work in Solano County 30 min. Avg. Commute Time (one-way)
PARKING CONDITION	65 Over all Scores for All Jurisdictions Based on a score of 100	38 Over all Scores for All Jurisdictions Based on a score of 100	59 Over all Scores for All Jurisdictions Based on a score of 100	55 Over all Scores for All Jurisdictions Based on a score of 100
	44 Over all Scores for All Jurisdictions Based on a score of 100	44 Over all Scores for All Jurisdictions Based on a score of 100	46 Over all Scores for All Jurisdictions Based on a score of 100	40 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	MAINSTREETS	CONNECTED NEIGHBORHOODS	BIG CITIES
POPULATION	12% Share of Total Regional Growth 59% Growth from 2010	9% Share of Total Regional Growth 48% Growth from 2010	10% Share of Total Regional Growth 51% Growth from 2010	2% Share of Total Regional Growth 11% Growth from 2010
EMPLOYMENT	6% Share of Total Regional Growth 38% Growth from 2010	6% Share of Total Regional Growth 36% Growth from 2010	5% Share of Total Regional Growth 34% Growth from 2010	6% Share of Total Regional Growth 38% Growth from 2010
HOUSING	-100,000 Housing Units Growth from 2010 13% Share of Total Regional Growth	-75,000 Housing Units Growth from 2010 10% Share of Total Regional Growth	-80,000 Housing Units Growth from 2010 11% Share of Total Regional Growth	-7,000 Housing Units Growth from 2010 1% Share of Total Regional Growth
BASELINE - 2010	79% Share of Total Regional Growth 51	79% Share of Total Regional Growth 35	85% Share of Total Regional Growth 47	85% Share of Total Regional Growth 45
COMMITTEE NOTE	66% Drive Alone 34% Carpool, Transit, Walk, and Bike	64% Drive Alone 36% Carpool, Transit, Walk, and Bike	63% Drive Alone 37% Carpool, Transit, Walk, and Bike	67% Drive Alone 33% Carpool, Transit, Walk, and Bike
AVG. COMMUTE	73% Live/Work in Sonoma County 31 min. Avg. Commute Time (one-way)	71% Live/Work in Sonoma County 37 min. Avg. Commute Time (one-way)	74% Live/Work in Sonoma County 32 min. Avg. Commute Time (one-way)	72% Live/Work in Sonoma County 34 min. Avg. Commute Time (one-way)
PARKING CONDITION	51 Over all Scores for All Jurisdictions Based on a score of 100	35 Over all Scores for All Jurisdictions Based on a score of 100	47 Over all Scores for All Jurisdictions Based on a score of 100	45 Over all Scores for All Jurisdictions Based on a score of 100
	40 Over all Scores for All Jurisdictions Based on a score of 100		40 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](#)

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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

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

1 = Disagree

2

.

3

3 = Agree

NEXT QUESTION

Questions Remaining

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

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

1

1 = Disagree

2

.

3

3 = Agree

NEXT QUESTION

Questions Remaining

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

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

1

1 = Disagree

2

.

3

3 = Agree

NEXT QUESTION

Questions Remaining

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

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

1

1 = Disagree

2

.

3

3 = Agree

SEE RESULTS

Questions Remaining

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

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

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

Program:



**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

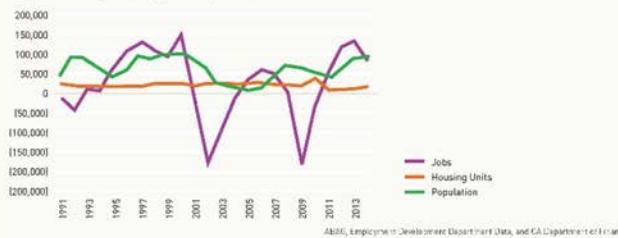
1:30 pm Close



The Bay Area's Housing Affordability and Displacement Challenge

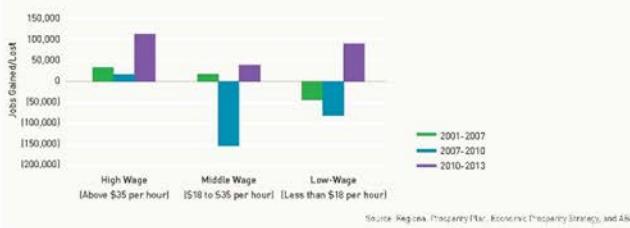
The Bay Area continues to add jobs and residents even as housing construction consistently lags demand. Dramatic swings in job creation during boom and bust cycles continue to expose the region's workers and economy to financial uncertainty.

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



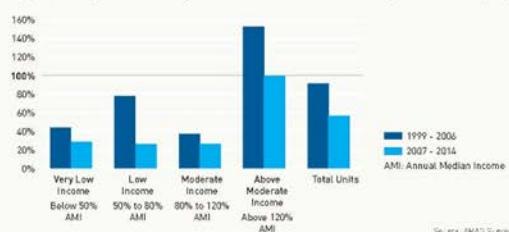
The Bay Area is failing to retain and grow middle-wage jobs that can provide economic opportunities to low-wage workers. Stagnant wages in a growing number of low-wage jobs further reduces affordability and economic self-sufficiency for more than 1 million low-income households.

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



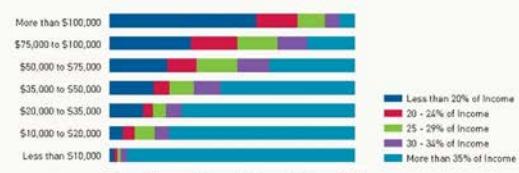
The Bay Area continues to under-produce housing affordable to very low, low and moderate income households. Dwindling public resources for housing limits local, regional and state response to growing displacement risk and demand for affordable housing.

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



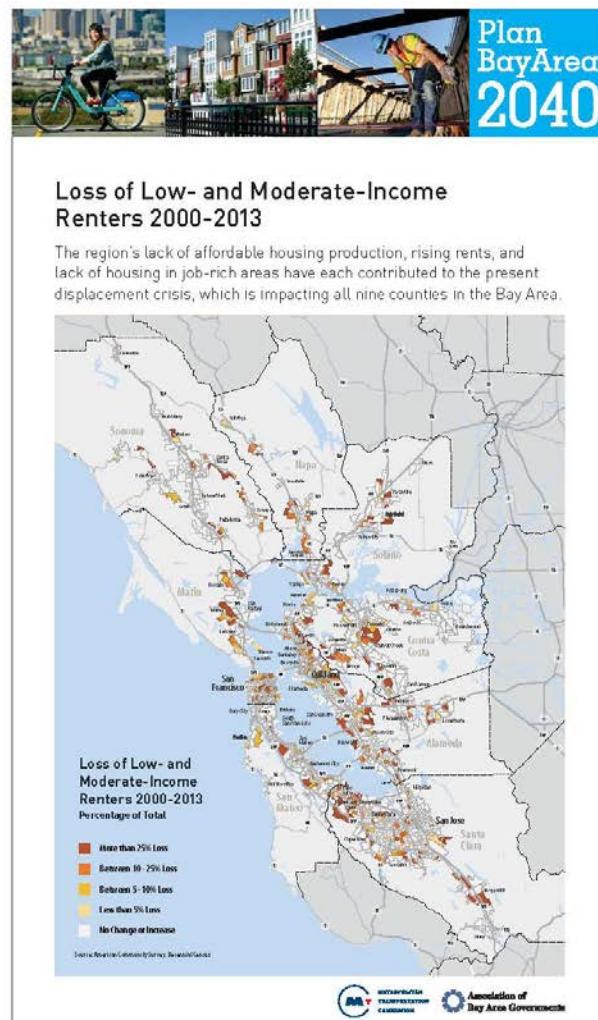
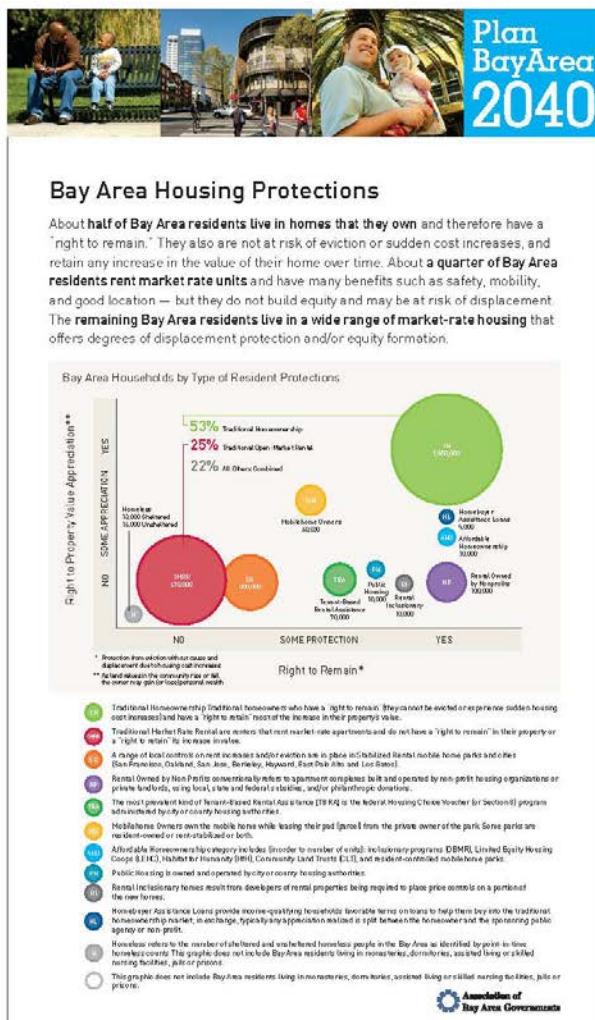
Low-income households spend a large share of their income on housing. More than half the households earning less than \$50,000 are rent-burdened; i.e., they spend more than a third of their income on housing.

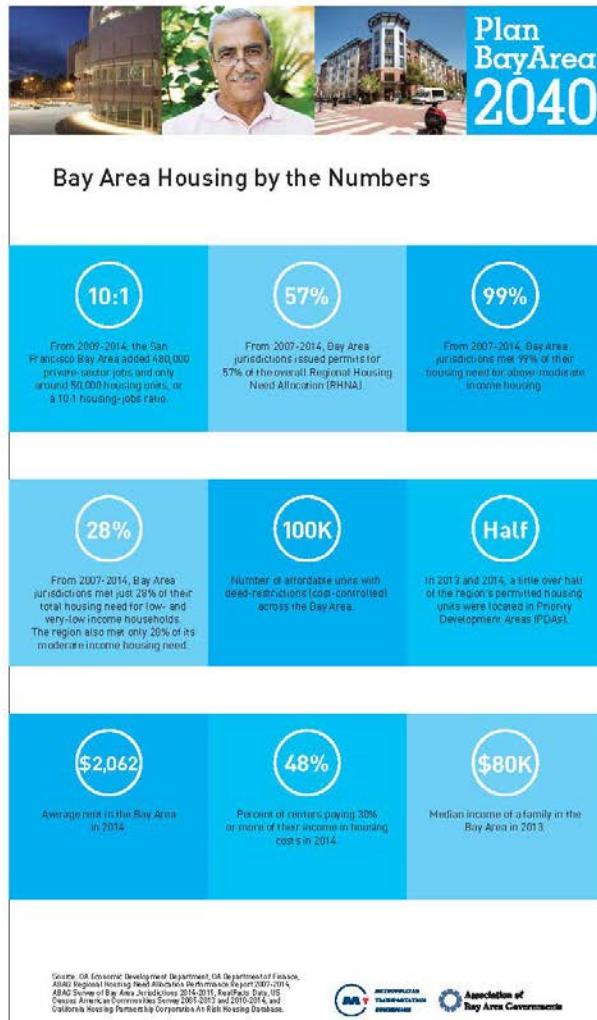
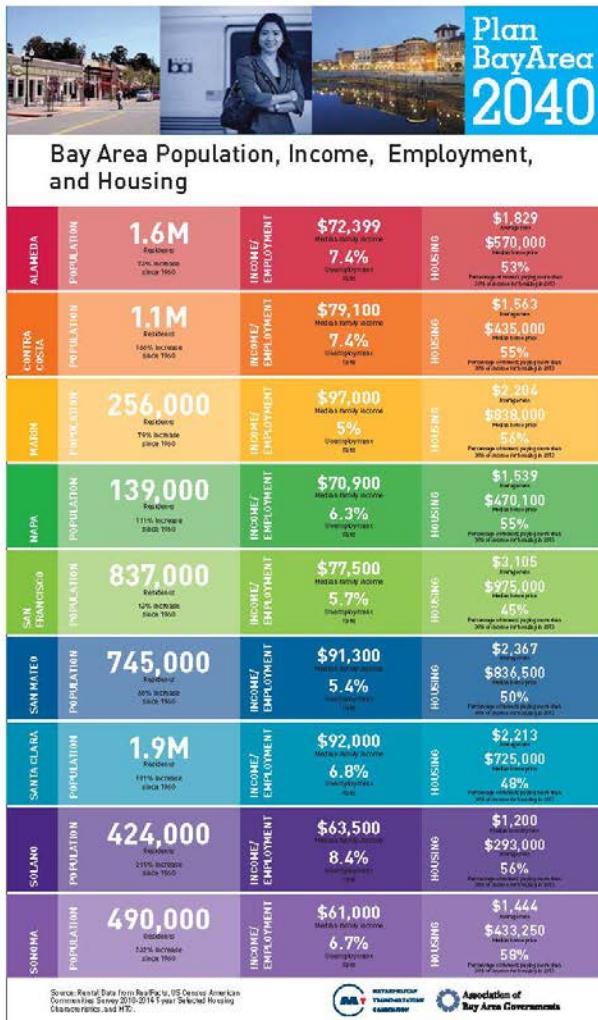
Figure 4: Share of Household Income Spent on Housing, by Income Level 2013



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

Display Boards:





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



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

- More than 25% Loss
- Between 16-25% Loss
- Between 5-16% Loss
- Less than 5% Loss
- No Change or Increase

Source: East Bay Community Foundation, 2014. Data as of December 2013.

Continued on reverse →

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.

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

Appendix 5: Display Boards, Spring 2017 Open Houses

Station 1: About Draft Plan Bay Area 2040

Station 2: Transportation

Station 3: Housing and Jobs

Includes maps of PDAs/PCAs by county

Station 4: Action Plan

Station 5: Activity Station

About Draft Plan Bay Area 2040

Welcome!

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

What to Expect in 2017

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

	Spring 2017	Summer 2017
March 31		
• Released Draft Plan Bay Area 2040 for public comment.		
April 17		
• Released Draft Environmental Impact Report (EIR) for public comment.		
May		
• Released Draft Air Quality Conformity Analysis for the Draft Plan and Amended TIP on May 1.		
• Hosting open houses on Draft Plan Bay Area 2040, Draft Bay Area environmental impact report and three public meetings on the Draft Plan and Draft EIR throughout the month.		
• We Are Here		
What If I Have Questions?		
MTC and ABAG staff are stationed around the room to help answer your questions. Any question we cannot answer in person will be logged and posted with a response on PlanBayArea.org within 10 working days of this open house.		

About Draft Plan Bay Area 2040

The Facts

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



Promotes a more efficient economy by helping communities plan for future job growth, as well as natural housing and transportation needs.



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



Supports major transportation investments to manage traffic congestion, improve transit options and reduce pollution both locally and regionally.

Did You Know? Draft Plan Bay Area 2040...

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

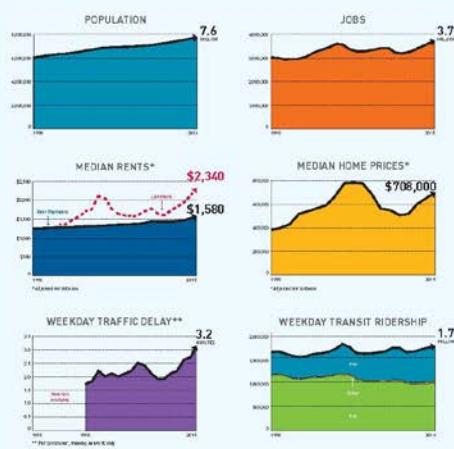
About Draft Plan Bay Area 2040

Taking the Pulse of the Bay Area

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

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

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



Sources: Vital Signs, U.S. Census Bureau, 1990-2014; California Employment Development Department, 1990-2015; Zillow, 1997-2015; U.S. Census Bureau/American Community Survey, 1990-2015; Real Answers, 1994-2015; Metropolitan Transportation Commission, 1990-2015; Federal Transit Administration, 1991-2014.

For more information and the latest data, go to [vitalsigns.mtc.ca.gov](#).

Transportation

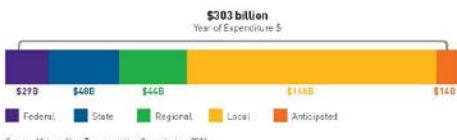
Investing in Our Future

Moving the Bay Area Forward

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

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

Combining Our Resources



Directing Our Revenues

Of the \$303 billion in expected revenues, 93% of available funds are directed to operate, maintain and modernize the existing transportation network. This leaves only 10% of funding for system expansion such as rail extensions or new highway lanes.

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

Transportation

Major Project Descriptions

Plan BayArea 2040

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

SMART Extension to Windsor Extends Sonoma-Marin Area Rail Transit (SMART) from San Francisco to Santa Rosa via the Sonoma County Airport Station to Windsor.	SMART Extension to Larkspur Extends SMART from San Francisco to Marin via a new SMART station at Larkspur Station to Larkspur Ferry Terminal.		Caltrain Downtown Extension Extends Caltrain from 4th Street Station in San Francisco to the Transbay Transfer Center in downtown San Francisco.
1 #BART (Phase 1) Constructs a new connector rail line (#BART) from the existing Bay Area Rapid Transit (BART) system in Alameda, with stations in both Berkeley and Emeryville.	2 Caltrain Electrification Upgrades the existing Caltrain line between San Francisco and Los Altos to 110 miles per hour to reduce travel times and two of service frequencies.		3 High-Speed Rail Implementation of the Bay Area segment of California's high-speed rail system, connecting the Bay Area to Sacramento and linking new railway stations in San Mateo, Union City, and Fremont.
4 Emeryville Streetcar Extension Extends San Francisco Muni historic streetcar system from Emeryville to the Emeryville BART station.	5 Caltrain Electrification Upgrades the existing Caltrain line between San Francisco and Los Altos to 110 miles per hour to reduce travel times and two of service frequencies.		6 Central Subway Extends San Francisco Metro rail system from Chinatown and south-new railway stations in South San Francisco and Daly City.
8 VTA Bus Rapid Transit (BRT) Implementation of a new bus rapid transit line along Bayshore Avenue in San Francisco.		9 Vasconia Light Rail Extension Extends Santa Clara VTA light rail from West Clark's Station in the city of Campbell to State Route 18 in Novato Station.	7 Central Expressway Light Rail Extension Extends Santa Clara VTA light rail to San Jose's Alum Rock Station in East San Jose.
11 VTA Bus Rapid Transit (BRT) Implementation of a new bus rapid transit line along Bayshore Avenue in San Francisco.	12 BART Bus Rapid Transit (BRT) Implementation of a new bus rapid transit line along Bayshore Boulevard in San Francisco.		10 Central Expressway Light Rail Extension Extends Santa Clara VTA light rail to San Jose's Alum Rock Station in East San Jose.
* Bus rapid transit in a bus route with improved passenger amenities and dedicated bus lanes.	13 Bay Area Bus Rapid Transit (BRT) Implementation of a new bus rapid transit line along El Camino Real/The Alameda between Palo Alto and San Jose's Mountain View, Sunnyvale, Santa Clara, and San Jose.		14 Bay Park Avenue Bus Rapid Transit (BRT) Implementation of a new bus rapid transit line along Park Avenue between Berkeley, Albany, El Cerrito, and Richmond.
18 SART Extension to Silicon Valley Extends SART to Silicon Valley, including stations in Milpitas, Cupertino, Alum Rock, downtown San Jose, San Jose Diridon, and San Jose.	15 East Bay Bus Rapid Transit (BRT) Implementation of a new bus rapid transit line along El Camino Real/Alameda and East 14th Street.		17 Stevens Creek Bus Rapid Transit (BRT) Implementation of a new bus rapid transit line along Stevens Creek & Boulevards in Santa Clara County, connecting San Jose, Cupertino, and Milpitas down to San Jose.
U.S. 101 and I-280 Interchange in San Francisco Concurrent funding related traffic lanes and/or shoulders to 10 lanes on U.S. 101 and 10 lanes on I-280, plus a 10-foot shoulder on each side of the highway.	19 I-80/I-480/SR-12 Interchange Improvements and Whaling Loop Improves a interchange between I-80/I-480 and SR-12, including a new interchange, grade-separated ramps, and auxiliary lanes on I-80/I-480, bypasses on SR-12, and grade-separated ramps on SR-12.		20 U.S. 101 Marin-Sonoma Narrows [Phase 2] Add one new lane in each direction on U.S. 101 from Petaluma to Novato.
21 North Cypress Link Completes existing 10-lane northbound express lanes, or constructs new express lanes, on highway segments of I-580 and I-80, and adds one to three additional lanes of traffic on I-580 for a total of nine to ten lanes.	22 Downtown San Francisco Congestion Pricing Implements a fee for drivers to drive through downtown San Francisco during peak hours to fund new transportation services.		24 Transbay Island Congestion Pricing Implements a fee for drivers to drive through Transbay Island during peak hours to fund new transportation services.
23 Westside BART Extends BART to the Westside.	25 Westside BART Extends BART to the Westside.		26 Westside BART Extends BART to the Westside.

Transportation

Measuring Our Progress

Plan BayArea 2040

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

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

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

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

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

Why Adopt Draft Plan Bay Area 2040?

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

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

Transportation Your Impact on the Plan

Plan
BayArea
2040

We Heard You!

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

Since 2015, MTC and ABAG have:

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

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

Improving Transit Capacity in Key Areas

We directed investments to relieve crowding and improve service by increasing transit capacity in core areas and identifying additional funding for transit maintenance.

Addressing Traffic by Improving the Flow of Freight

In heavily traveled freight corridors, we introduced new projects designed to ease traffic. Project sites include the Port of Oakland, the I-80/I-680/Route 12 interchange in Solano County and highway interchanges along I-80 and I-580.

Connecting Transportation to Smarter Land Use

We amended transportation grants to encourage local jurisdictions' adoption of land use policies that support Plan Bay Area 2040.

Housing and Jobs
Population and Job Growth Patterns

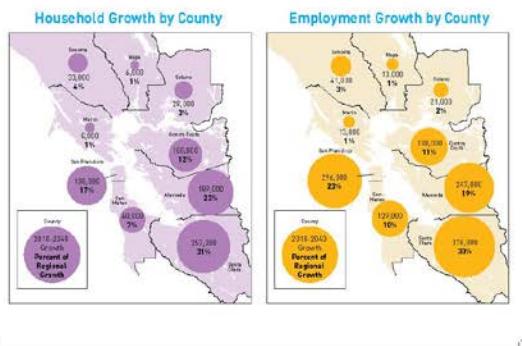
Plan BayArea 2040

Concentrated Growth

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

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

Where Will Bay Area Residents Live and Work?



Housing and Jobs
Measuring Our Progress

Plan BayArea 2040

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

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

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

TARGET ACHIEVED	RIGHT DIRECTION	WRONG DIRECTION
Open Space and Agricultural Preservation The Draft Plan July 2015 achieved its ambitious open space and agricultural preservation target in protecting thousands of acres of land from development.	Equitable Access: Affordable Housing The Draft Plan preserves the availability ofordable housing in Priority Development Areas (PDAs) and Transition Areas (TAs) or high opportunity areas by three percent but falls short of its 15 percent target.	Equitable Access: Displacement Risk Although the Draft Plan performs better than MTC and ABAG's transportation and land use scenarios previously evaluated for displacement risk, it still results in elevated displacement risk levels compared to the year 2010.
		Equitable Access: Housing and Transportation Affordability The percentage of total income that low-income households spend on housing and transportation costs is predicted to increase from 34 percent in 2010 to 37 percent of household income in 2040. This 13 percent jump is off target from the plan's goal of cutting this share by 10 percent.

Why Adopt Draft Plan Bay Area 2040?

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

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

Housing and Jobs
Your Impact on the Plan

Plan BayArea 2040

We Heard You!

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

Since 2015, MTC and ABAG have:

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



Based on your feedback, we took the following steps:

Introduced Displacement Risk Target

We incorporated a specific target to prevent an increase in displacement risk over the lifespan of the plan. While the Draft Plan ultimately did not meet this ambitious target, it results in the least significant growth in displacement risk of any scenario evaluated.

Hosted the “Calling the Bay Area Home: Tackling the Housing Affordability and Displacement Challenge” Forum

We brought together more than 300 Bay Area residents, social justice advocates, developers, local elected officials, and regional transportation and land use planning agencies to facilitate key conversations in addressing the affordable housing crisis.

Adjusted Land Use Policy Assumptions

Between the draft and final Preferred Scenario in late 2016, we updated land use policy assumptions based on feedback from local cities. The policy assumptions are critical as they help form the basis of the proposed land use pattern.

Action Plan
Improving Plan Bay Area 2040

Plan BayArea 2040

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

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



Housing

- Lower the share of income spent on housing and transportation costs
- Decrease displacement risk
- Increase available affordable housing



Economic Development

- Improve access to jobs
- Increase middle-wage job creation
- Maintain infrastructure
- Support the region’s culture of innovation



Resiliency

- Enhance climate protection efforts
- Strengthen open space protections
- Create healthy and safe communities
- Protect communities against natural hazards

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

We also want to hear from you!

Action Plan Taking Action on Housing



Plan BayArea 2040

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

Proposed Housing Actions

Timeframe

Advance funding and legislative solutions for housing generated by CASA, a newly created multi-sector blue-ribbon committee, in coordination with ABAG's Regional Planning Committee.

2 years

Continue recent housing successes based on the One Bay Area Green (OBAG) model to align funding priorities with housing performance and expand direct investment in affordable housing.

4 years

Spur housing production at all income levels and invest directly in affordable housing potentially through transportation funding sources, including planning grants, and new regional revenues for housing; continue to evaluate Priority Development Area performance.

2-4 years

Prioritize long-range transportation projects that support more housing by measuring how proposed projects perform in supporting housing goals.

4 years

Strengthen housing policy leadership by expanding technical assistance for local jurisdictions, including guidance on implementing state housing law and best practices for housing preservation and community stabilization.

2 years

Close data gaps for housing by continuing to collect, analyze and disseminate information about housing opportunity sites, zoning, development trends and policy actions taken by local governments.

1-4 years

Action Plan

Add Your Ideas For Housing



Plan BayArea 2040

We Want to Hear From You!

What ideas are we missing?

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

Add your ideas on Post-it notes here.

Action Plan Taking Action on Economic Development



Plan BayArea 2040

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

Proposed Economic Development Actions

Timeframe

Coordinate regional economic solutions and increase funding for economic development by creating a new Bay Area Economic Development District and implementing the Comprehensive Economic Development Strategy.

1-2 years

Strengthen middle-wage job career paths for goods movement by implementing recommendations in the Megaregional Goods Movement Cluster Study.

1-4 years

Increase transportation access to growing job centers via capital improvements recommended in the Core Capacity Transit Study, advancement of planning for a second Transbay Tube for BART and continued evaluation of options for reducing transportation costs for lower-wage workers.

2-4 years

Preserve existing infrastructure by advocating for and securing new revenue for transportation, continue focusing on "fix it first" investments.

1 year

Preserve and enhance industrial lands through designating new Priority Production Areas to encourage local jurisdictions to plan for space needed for manufacturing, distribution and repair.

2-4 years

Action Plan Add Your Ideas For Economic Development



Plan BayArea 2040

We Want to Hear From You!

What ideas are we missing?

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

Add your ideas on Post-it notes here.

Action Plan

Taking Action on Climate Resiliency



Plan BayArea 2040

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

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

Proposed Climate Resiliency Actions

Develop a regional governance strategy so we have a framework for managing and coordinating projects that address sea level rise.

2-4 years

Provide stronger policy leadership and guidance on resilient housing policies for earthquake, flooding and fire. Strengthen infrastructure lifelines to ensure services can be provided under a variety of conditions.

1-4 years

Create new funding sources for climate change adaptation and resilience to retrofit existing infrastructure and protect against flooding, earthquakes and environmental hazards.

1-4 years

Establish a resilience technical team to share best practices and grant opportunities for climate adaptation and natural hazard mitigation. Integrate resilience planning into Priority Development Areas.

1-2 years

Expand the Bay Area's natural infrastructure by preserving and expanding natural features that reduce flood risk, strengthen biodiversity, enhance air quality and improve access to public space.

1-4 years

Establish an advanced mitigation program to strengthen conservation efforts by coordinating multiple infrastructure projects in advance of project approval.

1-4 years

Timeframe

Action Plan

Add Your Ideas For Resiliency



Plan BayArea 2040

We Want to Hear From You!

What ideas are we missing?

What ideas do you have to promote resiliency within the Bay Area?

Add your ideas on Put-it notes here.