



CALL AND NOTICE

CALL AND NOTICE OF A SPECIAL MEETING OF THE ADMINISTRATIVE COMMITTEE OF THE ASSOCIATION OF BAY AREA GOVERNMENTS

As Chair of the Administrative Committee of the Association of Bay Area Governments (ABAG), I am calling a special meeting of the ABAG Administrative Committee as follows:

Special Joint Meeting with the MTC Planning Committee

Friday, March 13, 2015, 9:30 AM

Location:

Joseph P. Bort MetroCenter
Lawrence D. Dahms Auditorium
101 8th Street
Oakland, California

The ABAG Administrative Committee may act on any item on this agenda.

Agenda and attachments available at abag.ca.gov

This meeting is scheduled to be audiocast live on the Metropolitan Transportation Commission website at mtc.ca.gov

For information, contact Fred Castro, Clerk of the Board, at (510) 464 7913.

- 1. CALL TO ORDER / CONFIRM QUORUM**
- 2. PLEDGE OF ALLEGIANCE**
- 3. COMPENSATION ANNOUCEMENT**
- 4. CONSENT CALENDAR**
 - A. Approval of MTC Planning Committee Summary Minutes of February 13, 2015**
MTC Planning Committee APPROVAL
 - B. Priority Development Area (PDA) Assessment Update**
MTC Planning Committee Information
 - C. Approval of ABAG Administrative Committee Summary Minutes of February 13, 2015**
ABAG Administrative Committee ACTION

ABAG Administrative Committee

March 13, 2015

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5. STATE OF THE REGION REPORT AND VITAL SIGNS INITIATIVE (PHASE 2: LAND, PEOPLE, AND ECONOMY)

[ABAG Administrative Committee Information / MTC Planning Committee Information](#)

6. PLAN BAY AREA PUBLIC OUTREACH UPDATE

[ABAG Administrative Committee Information / MTC Planning Committee Information](#)

7. PUBLIC COMMENT / OTHER BUSINESS / NEXT MEETING / ADJOURNMENT

Members of the public shall be provided an opportunity to directly address the ABAG Administrative Committee concerning any item described in this notice before consideration of that item.

Agendas and materials will be posted and distributed for this meeting by ABAG staff in the normal course of business.



Julie Pierce
Chair, Administrative Committee

Date Submitted: March 9, 2015

Date Posted: March 9, 2015

ASSOCIATION OF BAY AREA GOVERNMENTS

Representing City and County Governments of the San Francisco Bay Area



ABAG

AGENDA

ADMINISTRATIVE COMMITTEE

Special Joint Meeting with the MTC Planning Committee

Friday, March 13, 2015, 9:30 AM

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101 8th Street
Oakland, California

The ABAG Administrative Committee may act on any item on this agenda.

Agenda and attachments available at abag.ca.gov

****Attachment sent to MTC Planning Committee.*

This meeting is scheduled to be audiocast live on the Metropolitan Transportation Commission website at mtc.ca.gov

For information, contact Fred Castro, Clerk of the Board, at (510) 464 7913.

1. CALL TO ORDER / CONFIRM QUORUM

2. PLEDGE OF ALLEGIANCE

3. COMPENSATION ANNOUNCEMENT

4. CONSENT CALENDAR

A. Approval of MTC Planning Committee Summary Minutes of February 13, 2015

MTC Planning Committee APPROVAL

*Attachment: MTC Planning Committee Summary Minutes of February 13, 2015****

B. Priority Development Area (PDA) Assessment Update

MTC Planning Committee Information

Therese Trivedi, MTC, and Cynthia Kroll, ABAG, will provide an update to the 2013 PDA Readiness Assessment, an in-depth representative analysis of the ability of the PDAs to accommodate new residential development in Plan Bay Area.

Attachment: PDA Assessment Update

ABAG Administrative Committee

March 13, 2015

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C. Approval of ABAG Administrative Committee Summary Minutes of February 13, 2015

ABAG Administrative Committee ACTION

Attachment: Summary Minutes of February 13, 2015

5. STATE OF THE REGION REPORT AND VITAL SIGNS INITIATIVE (PHASE 2: LAND, PEOPLE, AND ECONOMY)

ABAG Administrative Committee Information / MTC Planning Committee Information

Cynthia Kroll, ABAG, and Kristen Carnarius, MTC, will provide an overview of ABAG's upcoming State of the Region report and preview the new webpages included in the next phase of MTC's Vital Signs performance monitoring initiative.

Attachment: State of the Region Report and Vital Signs Initiative

6. PLAN BAY AREA PUBLIC OUTREACH UPDATE

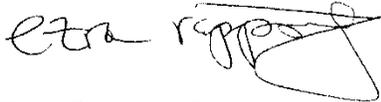
ABAG Administrative Committee Information / MTC Planning Committee Information

Ellen Griffin, MTC, and Brad Paul, ABAG, will provide an overview of the approach to the first round of Public Workshops and related outreach efforts for Plan Bay Area.

Attachment: Plan Bay Area Meetings May 2015

7. PUBLIC COMMENT / OTHER BUSINESS / NEXT MEETING / ADJOURNMENT

Submitted:



Ezra Rapport, Secretary-Treasurer

Date Submitted: March 9, 2015

Date Posted: March 9, 2015



MTC PLANNING COMMITTEE
February 13, 2015
MINUTES

Dave Cortese, Chair
Santa Clara County

Alicia C. Aguirre
Cities of San Mateo County

Tom Azumbrado
U.S. Department of Housing
and Urban Development

Jason Baker
Cities of Santa Clara County

Tom Bates
Cities of Alameda County

David Campos
City and County of San Francisco

Dorene M. Giacomini
U.S. Department of Transportation

Federal D. Glover
Contra Costa County

Scott Haggerty
Alameda County

Anne W. Halsted
San Francisco Bay Conservation
and Development Commission

Steve Kinsey
Marin County and Cities

Sam Liccardo
San Jose Mayor's Appointee

Mark Luce
Napa County and Cities

Jake Mackenzie
Sonoma County and Cities

Julie Pierce
Association of Bay Area Governments

Bijan Sartipi
California State
Transportation Agency

Libby Schaaf
Oakland Mayor's Appointee

James P. Spering
Solano County and Cities

Adrienne J. Tissier
San Mateo County

Scott Wiener
San Francisco Mayor's Appointee

Amy Rein Worth
Cities of Contra Costa County

Steve Heminger
Executive Director

Alix Bockelman
Deputy Executive Director, Policy

Andrew B. Fremier
Deputy Executive Director, Operations

ATTENDANCE

Chair Sperring called the MTC Planning Committee meeting to order at 9:30 a.m. Planning Committee members in attendance were: Commissioners Aguirre, Azumbrado, Giacomini, Haggerty, Halsted, Liccardo, Mackenzie and Pierce. Commission Chair Rein-Worth and Vice-Chair Cortese were present in their ex-officio voting member capacity. Commissioner Bates, Campos, and Wiener were present as ad hoc non-voting members of the Committee.

ABAG Administrative Committee members in attendance were: Cortese, Eklund, Gupta, Haggerty, Liccardo, Mar, Pierce, Rabbitt, and Sperring.

CONSENT CALENDAR: Minutes of January 9, 2015

Commissioner Pierce moved approval of the Consent Calendar and Commissioner Mackenzie seconded. Motion passed unanimously.

FINAL DRAFT MTC PUBLIC PARTICIPATION PLAN

Ms. Ellen Griffin summarized the comments received on the Preliminary Draft 2015 Public Participation Plan and described the revisions in response to comments. She also presented a handout to incorporate the names of the different transit operators that receive federal funding through MTC's Program of Projects. She requested the Planning Committee forward MTC Resolution No. 4174 to the Commission to adopt the final MTC 2015 Public Participation Plan.

Mr. Brad Paul, ABAG, expressed their support of the Draft 2015 Public Participation Plan and noted that ABAG has been working closely with MTC staff on the outreach activities related to the Plan update.

Commissioner Sperring called for public comment.

Public Comment:

Mr. Duane DeWitt spoke in support of a good outcome for the City of Roseland neighborhood in Santa Rosa. He noted that over the years it has become a Priority Development Area, but the City of Santa Rosa is not focused on the neighborhood and its qualities, but instead at the complementary funding. He requested that MTC and ABAG get the City of Santa Rosa's attention to have them abide by what they are supposed to do to achieve Plan Bay Area goals.

- Ken Bukowski stated that providing video for committee meetings is an important piece of public participation, and requested staff to accommodate this by providing a link to his site.

Committee discussion:

- Commissioner Spring asked how staff can customize these meetings in the local jurisdictions. Ms. Griffin stated that staff is talking with the CMA Planning Directors and there is agreement that they will be participating in the meetings that staff will have in May. There is discussion about an open house format. Staff wants to work with the CMAs on the transportation piece and partner with localities on the local land use.
- Commissioner Spring requested that staff contact the ABAG representative of each county so they are in the loop as to what the planning process is with the CMAs.
- ABAG member Mar expressed his support for the Public Participation Plan.
- ABAG member Eklund noted some internal inconsistencies between the narrative and Attachment B. Ms. Griffin stated that on Page 32 there are a few places where the text in the roles and responsibilities are inconsistent with what is in Attachment B. Staff will make sure that Attachment B is consistent with what is in the text.
- ABAG board member Eklund requested staff to agendize a discussion on the more detailed implementation strategy that will help guide them on how to engage the public.
- ABAG board member Gupta suggested a more formal approach specifying how the local comments are included, or not included, as well as the data and references that could be useful to that local jurisdiction. Performance monitoring is a very important aspect of the plan.
- Commissioner Pierce responded to ABAG board member Gupta's comments and noted that that level of specificity may not need to be part of the Public Participation Plan, but it certainly should be part of the strategy going forward to develop the final Plan for the 2017 adoption.
- Commissioner Mackenzie noted that this Public Participation Plan represents a joint agency approach. He also commented on Page 19, ABAG's Delegate Meetings, and requested that MTC staff be represented at those meetings.
- Commissioner Campos asked when the Equity Work Group will be convened, and secondly how/when will staff reach out to non-english speakers. Mr. Kirkey stated that the Equity Working Group is slated to reconvene in the spring. Ms. Griffin stated that staff recently released a proposal seeking assistance from groups who work in low-income communities and communities of color to assist staff in reaching out to them. She noted that staff has partnered with CBO's in the past.
- Commissioner Haggerty stated that it is not convenient for the public to be at the meetings on a weekday, and asked staff if there is a way to push more of these meetings towards the evening time. Ms. Griffin stated that all meetings that were held for the general public regarding the plan have been in the evening or on Saturday. In terms of MTC and ABAG committee meetings this is a larger decision beyond the scope of the Draft Public Participation Plan. Commissioner Haggerty suggested that when there are very distinct criteria that may affect people and will be discussed at a meeting, then staff should use their judgment and, when possible, schedule that particular meeting in the evening.

- Commissioner Spering commented on the response from staff regarding a comment about MTC's composition, and suggested expanding on that response to note the process at the local level to appoint Commissioners.

Commissioner Mackenzie moved approval to forward MTC Resolution No. 4174 to the full Commission for adoption. Commissioner Aguirre seconded. Motion passed unanimously.

PRIORITY DEVELOPMENT AREA CRITERIA

Mr. Ken Kirkey stated that this presentation is a follow up on a discussion at the ABAG Executive Board where the transit criteria and other criteria for Priority Development Areas (PDAs) was discussed. The Board is seeking MTC's input on that criteria, and will then adopt the PDA criteria and any changes they might consider. He introduced Mr. Mark Shorett, ABAG, who presented the criteria used to establish and refine the Bay Area's PDAs.

Committee discussion:

- Commissioner Haggerty stated that he is aware of places where people are walking one mile to a BART station in a community that is thriving, but one of the things the report missed the most is those who are biking. He asked if this is at odds with ABAG's understanding of the ½ mile, where the PDA criteria would apply.
- Commissioner Wiener asked what the experience has been in terms of where the PDAs should be in terms of who is coming forward and volunteering. Ms. Chion stated that some of that analysis is done in the PDA investment and growth strategy report. She also noted that there are very few areas that will be left for PDA consideration in terms of transit accessibility, but it is a combination of the transit component, the existing infrastructure as well as the desire to produce housing in those locations. Commissioner Wiener requested a list of any BART or Caltrain stations that are not PDAs.
- Commissioner Aguirre noted that many cities had PDAs before it was popular, and there will be many cities that will never have PDAs and will never reach their RHNA numbers because of their geography where there is no place to build near the transit station.
- ABAG Committee member Eklund asked why a community could not be given the flexibility to have a PDA that is a mile radius if in fact that particular community would like to have a PDA that large. Ms. Chion stated that the intent of the PDAs is to link access to transit, and access to alternative modes of transportation with housing. The criteria of ½ mile is supported by the research in terms of how far people walk or bike, on average, and make the effort to shift from car to transit.
- Commissioner Azumbrado stated that as staff looks at 2040 and the number of low-income individuals, there will not necessarily be a choice in terms of what the walking abilities are.
- Commissioner Mackenzie stated that a 180 acre PDA in Rohnert Park qualified due to the geography of the railroad tracks – the main east/west arterial Rohnert Park expressway.
- Commissioner Pierce stated that it's all about local control to have a PDA. If a PDA is to qualify for the incentive funding, then it has to have the PDA within ½ mile of transit. She supported this criteria.
- Commissioner Giacopini stated that it's important to keep in mind that the work force is getting older and the ability of people to walk long distances and bike will be significantly different for workers in their 20's and 30's then it is for workers in their 50's and 60's.

- ABAG Committee member Rabbitt encouraged staff to maintain the flexibility with the ½ mile radius.
- Commissioner Liccardo commented on the description of how the definition near transit changed in 2010, and asked about the number of PDAs that were grandfathered and don't meet the newer 2010 definition. Ms. Chion stated that based on the analysis most of the PDAs would qualify under the 2010 definition.
- Commissioner Bates stated that the walkability issue around transit is extremely important. More young people are not getting a driver's license because they do not need or want a car.
- Commissioner Worth stated that PDAs will have different characteristics in urban and suburban PDAs and she hopes that staff will continue to look at the requirements for the bus service because those are very flexible.

Public comment:

- Mr. Duane DeWitt stated that vehicle miles traveled and people using their private vehicle are increasing in the Roseland PDA. There will not be a change unless the planning department increases density in the area.
- Mr. Mark Green stated that BART mentioned that they had their own research showing that in terms of rental income, leasing income, and even attached sales on the resale value that with the ¼ mile radius at many of their stations they are getting double digit increases. It starts to decrease after the ½ mile radius. As BART expands, and in terms of housing and transportation, there should be some nexus that both ABAG and MTC should be looking at. If BART is producing greater income for the landlords and developers of those areas, it's worth looking how to tap into that revenue stream.

Commissioner Spring, a member of the ABAG Administrative Committee, moved approval of staff's recommendation and that it be forward to the ABAG Executive Board for approval. Commissioner Cortese, a member of the ABAG Administrative Committee, seconded. Motion passed unanimously.

OTHER BUSINESS/PUBLIC COMMENT

There being no other business, the meeting adjourned at 11:13 a.m. The Committee's next meeting is scheduled for Friday, March 13, 2015 at 9:30 a.m. in the Lawrence D. Dahms Auditorium, Joseph P. Bort MetroCenter, Oakland, CA.

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Plan Bay Area

TO: MTC Planning Committee/ABAG Administrative Committee

DATE: March 6, 2015

FR: MTC Executive Director/ABAG Executive Director

RE: Priority Development Area (PDA) Development and Feasibility Assessment Update

Background

In 2012, MTC and ABAG oversaw an assessment of the readiness of PDAs to accommodate housing projected in 2040, the horizon year of Plan Bay Area. The PDA Assessment evaluated a sample of twenty PDAs representing a variety of place types and market conditions, and focused on housing capacity, existing planning and entitlement process, the level of community support for development (as demonstrated by elected official approval of PDA-supportive land uses as well as history of neighborhood opposition), market attractiveness, infrastructure capacity, unfunded needs and financing capability. Completed in 2013 and included as a supplementary report to Plan Bay Area, the Assessment found that the baseline readiness of the PDA sample to take on residential growth was 60% of the 2040 forecast. With the implementation of a range of proposed policy and financial interventions, the Assessment estimated that an increase in the development capacity of the PDA sample to 80% or more was feasible.

The settlement agreement in the matter *Building Industry Association Bay Area v. Association of Bay Area Governments, et al.* (Alameda County Superior Court Case No. RG13692098) requires an update of the Assessment in advance of the update to Plan Bay Area. An update to the analysis offers an opportunity to assess market conditions that have significantly changed in many PDAs since the initial Assessment was completed. The Assessment update will consider these changes and their effect on PDAs to accommodate residential growth. The update will also evaluate a larger sample of PDAs offering a more complete picture of the opportunities and challenges for future residential growth within PDAs, as well as the policy, financial and legislative changes to facilitate that growth.

Following approval from MTC's Administration Committee in July 2014, MTC entered into a contract with Economic and Planning Systems (EPS) to complete the Assessment update. Because EPS completed the initial Assessment, EPS staff was familiar with the Assessment framework and data and was able to begin work immediately. This timing is helpful to ensure that MTC and ABAG complete the update so that results of the analyses will inform the update to Plan Bay Area, as well as meet the completion timeframe for the work outlined in the settlement agreement.

Scope of Work

The Assessment update is being prepared in a manner comparable to the work completed in 2013. The scope of the analysis similarly includes the local planning and entitlement process; community support for development; market investment attractiveness; infrastructure capacity; and financing. An advisory committee for the project was established with the following perspectives represented - residential developers, local jurisdictions, congestion management agencies and the

Building Industry Association. The committee met in October 2014 to review the framework for the analysis and the expanded sample of 65 PDAs, which includes the initial 20 evaluated in the 2013 analysis, as well as an additional 45 PDAs representing a range of place types and market conditions.

The EPS team is currently analyzing the PDA sample set, which includes contact with each city, as well as local developers. Preliminary results will indicate the capacity of each of the PDAs in the sample to achieve the residential development projected in Plan Bay Area. Following the release of the preliminary results, staff will reconvene the advisory committee for their review.

As with the 2013 Assessment, EPS will also identify policies and resources that would serve to advance PDA development. The EPS team will implement an application of the general set of these techniques to each of the PDAs included in the sample. This aspect of the analysis will address the constraints and limitations to development identified for each PDA.

Finally, EPS will extrapolate the findings noted above and apply them to the greater set of PDAs in the region. While not the primary focus of the analysis for this project, the EPS team will also consider development feasibility and readiness in areas outside of PDAs.

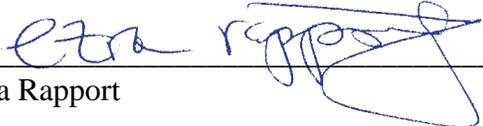
The timeline to complete the project is summer 2015.

Next Steps

Following the completion of the Assessment Update, staff will return to these Committees in the fall to present the results of the analysis.



Steve Heminger



Ezra Rapport

SUMMARY MINUTES (DRAFT)

ABAG Administrative Committee Special Meeting
Friday, February 13, 2015
Lawrence D. Dahms Auditorium
Joseph P. Bort MetroCenter
101 8th Street, Oakland, California

1. CALL TO ORDER AND CONFIRM QUORUM

Committee Chair Julie Pierce, Councilmember, City of Clayton, called the special meeting of the Administrative Committee of the Association of Bay Area Governments to order at about 9:30 a.m.

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

A quorum of the Committee was present.

Members Present

Councilmember Julie Pierce, City of Clayton
Supervisor Dave Cortese, County of Santa Clara
Councilmember Pat Eklund, City of Novato
Councilmember Pradeep Gupta, City of South San Francisco
Supervisor Scott Haggerty, County of Alameda
Mayor Bill Harrison, City of Fremont
Supervisor Eric Mar, City and County of San Francisco
Supervisor James Spering, County of Solano
Supervisor David Rabbitt, County of Sonoma

Members Absent

Supervisor Mark Luce, County of Napa
Supervisor Dave Pine, County of San Mateo (Alternate)

Staff Present

Ezra Rapport, ABAG Executive Director
Brad Paul, ABAG Deputy Executive Director
Miriam Chion, ABAG Planning and Research Director
Mark Shorett, ABAG Regional Planner

MTC Planning Committee Members Present

Commissioners Aguirre, Azumbrado, Giacomini, Haggerty, Halsted, Liccardo, Mackenzie and Pierce. Commission Chair Rein-Worth and Vice-Chair Cortese were present in their ex-officio voting member capacity. Commissioner Bates, Campos, and Wiener were present as ad hoc non-voting members of the Committee.

2. PLEDGE OF ALLEGIANCE

Chairs Pierce and Spering led the Committee members and public in the Pledge of Allegiance.

3. COMPENSATION ANNOUNCEMENT

Fred Castro, ABAG Clerk of the Board, made the Compensation Announcement.

4. CONSENT CALENDAR

A. Approval of MTC Planning Committee Summary Minutes of January 9, 2015

MTC Planning Committee ACTION

MTC Committee approved the MTC Planning Committee summary minutes of January 9, 2015.

B. ABAG Administrative Committee Consent Calendar

ABAG Administrative Committee ACTION

President Pierce recognized a motion by Pat Eklund, Mayor Pro Tem, City of Novato, which was seconded by Scott Haggerty, Supervisor, County of Alameda, to approve the ABAG Administrative Committee Consent Calendar.

There was no discussion.

The aye votes were: Cortese, Eklund, Gupta, Haggerty, Mar, Pierce, Rabbitt, Spring.

The nay votes were: None.

Abstentions were: None.

Absent were: Harrison, Luce, Pine (Alternate).

The motion passed unanimously.

- i. Approval of ABAG Administrative Committee Summary Minutes of November 14, 2014**
- ii. Approval of ABAG Administrative Committee Summary Minutes of February 2, 2015**
- iii. Adoption of Resolution No. 01-15**

5. FINAL DRAFT MTC PUBLIC PARTICIPATION PLAN

ABAG Administrative Committee Information / MTC Planning Committee ACTION

Brad Paul, ABAG Deputy Executive Director, and Ellen Griffin, MTC Public Information Officer, reviewed comments received on the Revised Draft Public Participation Plan (PPP) which was released for public review on November 7, 2014, described revisions in response to comments, reviewed the public outreach process, and requested referral of the Plan to the full Metropolitan Transportation Commission for approval.

Ms. Ellen Griffin summarized the comments received on the Preliminary Draft 2015 Public Participation Plan and described the revisions in response to comments. She also presented a handout to incorporate the names of the different transit operators that receive federal funding through MTC's Program of Projects. She requested the Planning Committee forward MTC Resolution No. 4174 to the Commission to adopt the final MTC 2015 Public Participation Plan.

Mr. Brad Paul, ABAG, expressed their support of the Draft 2015 Public Participation Plan and noted that ABAG has been working closely with MTC staff on the outreach activities related to the Plan update.

Commissioner Spring called for public comment.

Public Comment:

Mr. Duane DeWitt spoke in support of a good outcome for the City of Roseland neighborhood in Santa Rosa. He noted that over the years it has become a Priority Development Area, but the City of Santa Rosa is not focused on the neighborhood and its qualities, but instead at the complementary funding. He requested that MTC and ABAG get the City of Santa Rosa's attention to have them abide by what they are supposed to do to achieve Plan Bay Area goals.

Ken Bukowski stated that providing video for committee meetings is an important piece of public participation, and requested staff to accommodate this by providing a link to his site.

Committee discussion:

Commissioner Spering asked how staff can customize these meetings in the local jurisdictions. Ms. Griffin stated that staff is talking with the CMA Planning Directors and there is agreement that they will be participating in the meetings that staff will have in May. There is discussion about an open house format. Staff wants to work with the CMAs on the transportation piece and partner with localities on the local land use.

Commissioner Spering requested that staff contact the ABAG representative of each county so they are in the loop as to what the planning process is with the CMAs.

ABAG member Mar expressed his support for the Public Participation Plan.

ABAG member Eklund noted some internal inconsistencies between the narrative and Attachment B. Ms. Griffin stated that on Page 32 there are a few places where the text in the roles and responsibilities are inconsistent with what is in Attachment B. Staff will make sure that Attachment B is consistent with what is in the text.

ABAG board member Eklund requested staff to agendize a discussion on the more detailed implementation strategy that will help guide them on how to engage the public.

ABAG board member Gupta suggested a more formal approach specifying how the local comments are included, or not included, as well as the data and references that could be useful to that local jurisdiction. Performance monitoring is a very important aspect of the plan.

Commissioner Pierce responded to ABAG board member Gupta's comments and noted that that level of specificity may not need to be part of the Public Participation Plan, but it certainly should be part of the strategy going forward to develop the final Plan for the 2017 adoption.

Commissioner Mackenzie noted that this Public Participation Plan represents a joint agency approach. He also commented on Page 19, ABAG's Delegate Meetings, and requested that MTC staff be represented at those meetings.

Commissioner Campos asked when the Equity Work Group will be convened, and secondly how/when will staff reach out to non-english speakers. Mr. Kirkey stated that the Equity Working Group is slated to reconvene in the spring. Ms. Griffin stated that staff recently released a proposal seeking assistance from groups who work in low-income communities and communities of color to assist staff in reaching out to them. She noted that staff has partnered with CBO's in the past.

Commissioner Haggerty stated that it is not convenient for the public to be at the meetings on a weekday, and asked staff if there is a way to push more of these meetings towards the evening time. Ms. Griffin stated that all meetings that were held for the general public regarding the plan have been in the evening or on Saturday. In terms of MTC and ABAG committee meetings this is a larger decision beyond the scope of the Draft Public Participation Plan. Commissioner Haggerty suggested that when there are very distinct criteria that may affect people and will be discussed at a meeting, then staff should use their judgment and, when possible, schedule that particular meeting in the evening.

Commissioner Spring commented on the response from staff regarding a comment about MTC's composition, and suggested expanding on that response to note the process at the local level to appoint Commissioners.

Commissioner Mackenzie moved approval to forward MTC Resolution No. 4174 to the full Commission for adoption. Commissioner Aguirre seconded. Motion passed unanimously.

President Pierce recognized a motion by Dave Rabbitt, Supervisor, County of Sonoma, which was seconded by Pradeep Gupta, Councilmember, City of South San Francisco, to approve the final draft MTC Public Participation Plan.

There was no discussion.

The aye votes were: Cortese, Eklund, Gupta, Haggerty, Harrison, Mar, Pierce, Rabbitt, Spring.

The nay votes were: None.

Abstentions were: None.

Absent were: Luce, Pine (Alternate).

The motion passed unanimously.

6. PRIORITY DEVELOPMENT AREA CRITERIA

ABAG Administrative Committee ACTION / MTC Planning Committee Information

Ken Kirkey, MTC Planning Director, and Mark Shorett, ABAG Regional Planner, presented the criteria used to establish and refine the Bay Area's Priority Development Areas (PDAs).

Mr. Ken Kirkey stated that this presentation is a follow up on a discussion at the ABAG Executive Board where the transit criteria and other criteria for Priority Development Areas (PDAs) was discussed. The Board is seeking MTC's input on that criteria, and will then adopt the PDA criteria and any changes they might consider. He introduced Mr. Mark Shorett, ABAG, who presented the criteria used to establish and refine the Bay Area's PDAs.

Committee discussion:

Commissioner Haggerty stated that he is aware of places where people are walking one mile to a BART station in a community that is thriving, but one of the things the report missed the most is those who are biking. He asked if this is at odds with ABAG's understanding of the ½ mile, where the PDA criteria would apply.

Commissioner Wiener asked what the experience has been in terms of where the PDAs should be in terms of who is coming forward and volunteering. Ms. Chion stated that some of that analysis is done in the PDA investment and growth strategy report. She also noted

that there are very few areas that will be left for PDA consideration in terms of transit accessibility, but it is a combination of the transit component, the existing infrastructure as well as the desire to produce housing in those locations. Commissioner Wiener requested a list of any BART or Caltrain stations that are not PDAs.

Commissioner Aguirre noted that many cities had PDAs before it was popular, and there will be many cities that will never have PDAs and will never reach their RHNA numbers because of their geography where there is no place to build near the transit station.

ABAG Committee member Eklund asked why a community could not be given the flexibility to have a PDA that is a mile radius if in fact that particular community would like to have a PDA that large. Ms. Chion stated that the intent of the PDAs is to link access to transit, and access to alternative modes of transportation with housing. The criteria of ½ mile is supported by the research in terms of how far people walk or bike, on average, and make the effort to shift from car to transit.

Commissioner Azumbrado stated that as staff looks at 2040 and the number of low-income individuals, there will not necessarily be a choice in terms of what the walking abilities are.

Commissioner Mackenzie stated that a 180 acre PDA in Rohnert Park qualified due to the geography of the railroad tracks – the main east/west arterial Rohnert Park expressway.

Commissioner Pierce stated that it's all about local control to have a PDA. If a PDA is to qualify for the incentive funding, then it has to have the PDA within ½ mile of transit. She supported this criteria.

Commissioner Giacomini stated that it's important to keep in mind that the work force is getting older and the ability of people to walk long distances and bike will be significantly different for workers in their 20's and 30's then it is for workers in their 50's and 60's.

ABAG Committee member Rabbitt encouraged staff to maintain the flexibility with the ½ mile radius.

Commissioner Liccardo commented on the description of how the definition near transit changed in 2010, and asked about the number of PDAs that were grandfathered and don't meet the newer 2010 definition. Ms. Chion stated that based on the analysis most of the PDAs would qualify under the 2010 definition.

Commissioner Bates stated that the walkability issue around transit is extremely important. More young people are not getting a driver's license because they do not need or want a car.

Commissioner Worth stated that PDAs will have different characteristics in urban and suburban PDAs and she hopes that staff will continue to look at the requirements for the bus service because those are very flexible.

Public comment:

Mr. Duane DeWitt stated that vehicle miles traveled and people using their private vehicle are increasing in the Roseland PDA. There will not be a change unless the planning department increases density in the area.

Mr. Mark Green stated that BART mentioned that they had their own research showing that in terms of rental income, leasing income, and even attached sales on the resale value that with the ¼ mile radius at many of their stations they are getting double digit increases. It

starts to decrease after the ½ mile radius. As BART expands, and in terms of housing and transportation, there should be some nexus that both ABAG and MTC should be looking at. If BART is producing greater income for the landlords and developers of those areas, it's worth looking how to tap into that revenue stream.

President Pierce recognized a motion by James Spring, Supervisor, County of Solano, which was seconded by Dave Cortese, Supervisor, County of Santa Clara County, to recommend to the ABAG Executive Board retaining the current Priority Development Area criteria without modification.

There was no discussion.

The aye votes were: Cortese, Gupta, Haggerty, Harrison, Mar, Pierce, Rabbitt, Spring.

The nay votes were: Eklund.

Abstentions were: None.

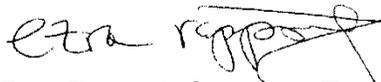
Absent were: Luce, Pine (Alternate).

The motion passed.

7. PUBLIC COMMENT / OTHER BUSINESS / NEXT MEETING / ADJOURNMENT

The meeting was adjourned at about 11:13 a.m.

Submitted:



Ezra Rapport, Secretary-Treasurer

Date Submitted: March 9, 2015

Date Approved: TBD

For information, contact Fred Castro, Clerk of the Board, at (510) 464 7913 or FredC@abag.ca.gov.



TO: MTC Planning Committee/ABAG Administrative Committee

DATE: March 6, 2015

FR: MTC Executive Director/ABAG Executive Director

RE: State of the Region Report and Vital Signs Initiative (Phase 2: Land, People, and Economy)

To support implementation of Plan Bay Area, MTC and ABAG are working together to better track current trends and progress towards regional goals. The recent initiatives include the 2015 State of the Region report and the Vital Signs performance monitoring initiative. Taken together, the State of the Region report and the latest phases of Vital Signs provide an in-depth look at how the region has changed from the past, what it is like today, and what challenges we face going forward.

The State of the Region Report – Overview and Key Findings

On March 6th, ABAG released the State of the Region Report, which provides an evaluation of trends and an understanding of current economic conditions in the nine-county San Francisco Bay Area. Some key findings of the report are highlighted below:

- Recent growth patterns confirm once again the region's resilience in recovering from challenging economic conditions. As of late 2014, employment has surpassed not only the peak of the housing boom but also the higher peak of the earlier dot-com boom.
- Despite strong region-wide growth in total personal income and declining unemployment rates, at a household level, incomes are below previous levels in inflation adjusted terms, and income disparities have grown.
- Since 2010, population growth has centered more in urban areas compared to the two previous decades.
- Looking at population growth by age groups, all of the population increase since 2000 has been of people over 50.
- Housing construction has considerably lagged population and employment growth, leading to larger household sizes and higher rents and home prices. While the bursting of the housing bubble and low interest rates has improved overall affordability for homeowners in terms of monthly costs as a percent of income, the number of cost burdened renters is rising.
- Challenges facing the region going forward include the volatility that accompanies innovation-driven growth, uneven wage and employment opportunities in different industries and occupations, and the perennial problem of providing housing affordable to households with a wide range of earnings in locations that minimize travel requirements.

An executive summary of the report is included in **Attachment A**. The report will be available as a printed document, in pdf form, and through an interactive website where readers can choose to focus on smaller sections of the study. Both the report and website provide links to MTC's Vital Signs site for readers who seek more detailed data.

Vital Signs Releases: Land, People, and Economy

MTC's new performance monitoring initiative, Vital Signs, builds upon the performance measures incorporated in Plan Bay Area. Working together with regional partners, Vital Signs is tracking performance for key goals related to transportation, land and people, the economy, and the environment. Equity issues are cross-cutting and are therefore included within each of the four performance areas. As a reminder, the transportation element of Vital Signs was released in January (www.vitalsigns.mtc.ca.gov). As a cross-cutting regional monitoring website, Vital Signs seeks to inform policymakers and the public about a broad spectrum of measures, providing both historical context and localized data.

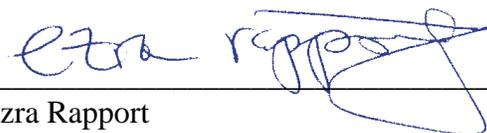
Later this month, MTC will release Vital Signs: Land and People, which will highlight population, employment, housing permits, and greenfield development trends. In April 2015, MTC will release Vital Signs: Economy, which includes measures related to job creation, income, labor force, housing costs, poverty, economic output, and freight activity. The Vital Signs: Environment data will be released later this Spring/Summer. A full list of monitoring measures is included in **Attachment B**.

Next Steps

ABAG's State of the Region report will be posted at <http://reports.abag.ca.gov/sotr/2015/>. Some of the online charts are interactive, showing additional data and relationships among factors. Other supplemental material may be linked to the web site over the course of the Plan update as ABAG's Planning and Research Department conducts further analysis for the forecast. Linked sections of the website will host ABAG reports on more topics related to the Plan update as they are completed. MTC staff will return to these Committees in June with key findings related to Phase 3 of the Vital Signs initiative (Environment). Staff will also present policy recommendations based on the broad suite of performance data gathered for the Vital Signs project as part of the Plan Bay Area Update. The interactive performance monitoring portal will be updated on a regular basis going forward to ensure that the public has access to regional performance data.



Steve Heminger



Ezra Rapport



SAN FRANCISCO BAY AREA

**STATE OF THE
REGION**

ECONOMY
POPULATION
HOUSING **2015**

Foreword

This analysis was produced with support from the Association of Bay Area Governments (ABAG) member towns, cities, and counties. The report is intended to provide an evaluation of trends and an understanding of current economic conditions in the nine-county San Francisco Bay Area. The study has been completed at a time when many new resources exist for tracking the economy, including a website designed and hosted by the Metropolitan Transportation Commission (MTC) called Vital Signs, which provides snapshots of trends for a wide range of indicators. Building from these valuable resources, the State of the Region synthesizes information from economic, demographic, and land use indicators to assess how the region is changing and to what degree current strategies toward urban infill are being put into effect and to identify challenges that could be addressed in the regional context to meet the requirements for a sustainable communities strategy for the Bay Area. More detailed information on many of these indicators is available through links on the website hosting this report <http://reports.abag.ca.gov/sotr/2015> and on the Vital Signs website at <http://www.vitalsigns.mtc.ca.gov>.

Our special thanks to Kristen Carnarius, David Vautin and Ken Kirkey of MTC, to Stephen Levy of the Center for the Continuing Study of the California Economy, and to Egon Terplan of SPUR for their careful review of all or parts of this document.

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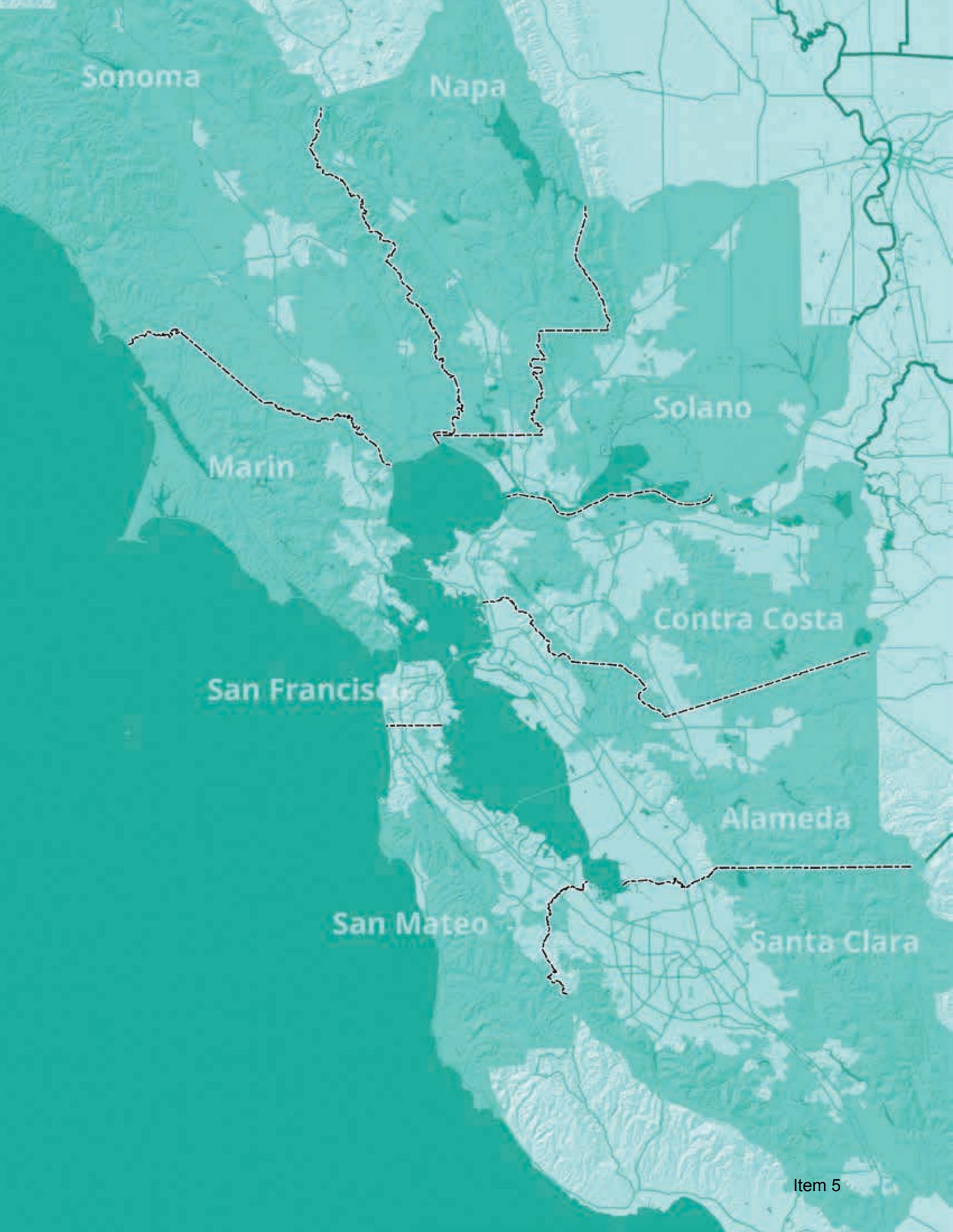
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Sonoma

Napa

Marin

Solano

Contra Costa

San Francisco

Alameda

San Mateo

Santa Clara

Executive Summary

State of the Region 2015: Economy, Population, Housing

This report examines present conditions in the nine-county San Francisco Bay Area in the context of historic trends and expectations for the future. The report describes the recovery of the economy and identifies driving factors influencing industry expansion, employment opportunities, and income consequences throughout the region. A shifting population is the theme of an analysis of changing demographics generated by continuing foreign immigration, revitalized in-migration of workers seeking opportunities in the region's expanding economy, and a baby-boom population moving into retirement years. A close look at recent housing trends and housing policy shows a shift in the balance of growth from single to multifamily dwellings and from suburban and rural to urban job centers.¹

The report consists of an introduction, four main sections addressing the regional overview, the economy, the population base, and the housing market, and a concluding section.

¹ While some of the discussion in this report takes a long term historic context, most focuses on more recent trends. For data on longer term historic trends, visit the MTC Vital Signs web site at <http://www.vitalsigns.mtc.ca.gov>.

Section 1: A Strong Recovery in the Region

The first section sets the framework of recent history and expectations. With a 9.8 percent increase in employment and 10.7 percent increase in gross regional product between 2010 and 2013, the Bay Area has outpaced both California and the US in job recovery and expanding output. Population growth has been more moderate, at 3.8 percent between April 2010 and January 2014, while the housing stock has expanded by only 1.4 percent. The sections that follow explain these short term trends in context to help shape longer term expectations.

Section 2: The Economy: Strengths and Consequences

By spring of 2013, the region had regained all of the jobs lost in the 2007 to 2009 recession, while estimates indicate that the jobs lost since the higher peak in 2000 were finally regained by the end of 2014. This rebound has spread unevenly throughout the region, with counties as diverse as San Francisco and Napa each having passed the two previous peaks in employment.

The other seven counties remain below previous peaks, although they are rapidly approaching full recovery. Long term industrial shifts continue, with steady growth occurring in health, social services

and education, and leisure and hospitality, resumption of boom growth after a period of volatility in professional and business services and information, and a leveling off of declines in manufacturing employment and financial services. San Francisco has taken the largest share of new professional and technical jobs, Santa Clara the largest share of new information jobs, while the bulk of health and social service and accommodation and food job growth is distributed evenly between San Francisco, the South Bay, and the East Bay.

In all, much of the new growth has gone to sectors and locations that already are areas of competitive advantage for the region. The three fastest growing major occupation categories—computer and mathematical, food preparation, and sales and related occupations—reflect the combination of highly technical, distributive and local serving industry expansion.

Labor force participation—close to 67 percent—is higher than the average for the state or nation, and has ceased its decline from the 2009 peak. The region has a highly educated workforce, and shows signs this high education level will continue well into the future. The majority of the adult age groupings have seen growth in the share that are college educated, and most of the younger adult age groups are better educated than the next older population group. Total personal income growth (the change in the sum of all income across the entire population) has been strong in the region, although, adjusting for inflation, household incomes remain below their 2007 peak, and in six

counties remain at or below 1990 levels. The number of jobs in higher wage occupations is growing more quickly than low wage or middle income jobs, while many occupational categories—whether high, middle or low wage—continue to have wages below their 2010 levels. With these trends, the Bay Area is moving in concert with other parts of the nation in seeing rising income inequality.

Section 3: A Diverse and Changing Population

The region's rate of population growth is rebounding from low levels in the previous decade, but remains far below the experience of the 1990s. The character of population growth has changed in several ways, including the location of growth, age composition of the population, and ethnic makeup. The location of growth has shifted from concentrating in the suburban and rural counties in the 1990s and 2000s to focusing on the more urban counties since 2010. Santa Clara, Alameda, and San Francisco counties, the three largest counties in the region, had the fastest rate of population growth between 2010 and 2014, with over one third of the region's population increase occurring in the cities of San Jose, San Francisco, and Oakland. However, Contra Costa County exceeded San Francisco in the number of households added, suggesting a very different age and family composition between the two counties.

Aging is happening unevenly throughout the region. San Francisco is the only one of the nine counties with a decrease in the share of population over 65, while the share is rising steadily in the other eight counties. The median age has dropped since 2007 in San Francisco, Santa Clara, Alameda, and San Mateo counties, but is increasing in the North Bay counties. Marin County has the oldest and most rapidly aging population. The region's population is also diversifying. The share of the population that is non-Hispanic white has dropped from being a majority in 2000 to 41 percent in 2013. The non-Hispanic Asian population has overtaken the Hispanic population as the most rapidly expanding population group. The larger counties with the more urban job centers have significantly higher shares of foreign born residents than the smaller and more suburban counties. The region's growth patterns are further changing with the stronger economy, as fewer people leave the region and more move into the region.

Section 4: Gauging Progress on Housing Goals

Although new housing production has lagged behind population and job growth, new construction and building permits are focusing more on existing job centers than in the recent past, and multifamily units are a growing proportion of new stock. The region's housing stock grew by less than 40,000 between 2010 and 2014, a far slower pace of growth

than in the previous two decades. While the pace of construction has yet to reach that of the 2000's, the overall share of housing in the biggest cities has increased: During the 1990s, San Francisco and San Jose accounted for 22 percent of all units added; the following decade, the share was up to 28 percent, while for the period since 2010, the share had risen to 37 percent. Approximately 15,000 of the units added to the region since 2010 were single family homes, while over 23,000 were multifamily homes. This is a continuation of a steady increase in the multifamily share of new units from 1990 to the present. While single family units are still built predominately in the more suburban areas, multifamily construction is concentrated not only in the large urban job centers of San Jose, San Francisco, and Oakland, but also in areas that were historically suburban but have added major employment hubs, such as Dublin, Sunnyvale, Fremont, and San Ramon. These trends can be expected to continue in the near future, as reflected by the high share of building permits that are for multifamily projects.

A survey of planning departments shows a large share of new units are being permitted in priority development areas (PDAs), especially in the more urban parts of the region where the majority of new building permits have been issued.² The counties where the majority (or all) of new units have been permitted outside of PDAs are also counties with very small shares of new units permitted (Marin, Napa, and Solano). Using the Regional Housing Need Assessment Goals as a benchmark, only about one fourth of the region's

needed production goals have been met for very low, low, and moderate income housing, compared to over 80 percent for above moderate income housing. The overall numbers are less than in the 1999 to 2006 period—not surprising when comparing two time periods divided into housing boom and bust. With the lag in housing construction and strong economic growth, housing affordability continues to be a major concern for the region. Renters have the highest levels of housing burden, higher rates of growth in housing burden, and greater levels of overcrowding, as measured with census data and using the HUD definition of more than 1.01 occupants per room. While affordability is predictably poor in San Francisco and Santa Clara counties, renter affordability is a challenge even in Alameda, Contra Costa, Marin, Napa, Solano and Sonoma counties, where more than 50 percent of households pay over 30 percent of their income on housing. Problems of homeowner affordability also show up in both urban and rural pockets throughout the region.

Conclusion: Prospects and Challenges

The San Francisco Bay Area has experienced a decisive economic recovery from the Great Recession (which officially went from fourth quarter 2007 through second quarter 2009) and is poised for expansion. Although employment growth since 2010 has far outpaced recent history or long term expectations, in fact by the end of 2014, the region had just

² A priority development area (PDA) is a locally designated infill area with frequent transit service, where a jurisdiction has decided to concentrate most of its housing and jobs growth for development in the foreseeable future.

returned to the employment peak of 2000 (the peak of the dot-com bubble). Population and labor force are growing more slowly, not needing to match the pace of employment change because many of the “new” jobs have been filled by existing residents. Nevertheless, household growth continues, increasing the demand for new housing units, while financing for new residential construction from either the private or public sectors is less readily available than in the previous decade.

The region’s challenges continue to be related to the interplay of employment change, population shifts, and housing supply.

Key uncertainties include:

- A history of job change driven by innovative but volatile industries.
 - Housing and location choices of a changing population: to what degree will an increasingly urban lifestyle be the choice for aging retirees as well as for today’s young adults as they begin to form families?
 - Meeting the housing needs for a wide spread of income groups: the concentration of occupation growth at both the low and high ends of the wage spectrum means the region will need housing affordable to households at multiple income levels.
- Whether new business centers and residential development will concentrate where transit services exist or can be provided.
 - The effects of changing public resources and public policy on the ability of the region to meet the housing demands of growing population and labor force.



Association of Bay Area Governments Executive Board Leadership and Key Staff

Julie Pierce—ABAG President, Councilmember, City of Clayton

David Rabbitt—ABAG Vice President, Supervisor, County of Sonoma

Ezra Rapport—ABAG Executive Director

Brad Paul—ABAG Deputy Executive Director and Communications Director

Miriam Chion—ABAG Planning and Research Director

Duane Bay—ABAG Assistant Planning and Research Director

ABAG Project Staff

Cynthia Kroll—Chief Economist and Project Director

Gillian Adams—Senior Regional Planner

Wally Charles—Administrative Secretary

Pedro Galvao—Regional Planner

Vinita Goyal—Regional Planner

Björn Gripenburg—Planning Intern

Shijia Bobby Lu—Regional Planner

Jason Munkres—Senior Regional Planner (Retired)

Aksel Olsen—Regional Planner

Hing Wong—Senior Regional Planner

Leah Zippert—Communications Officer

Attachment B: Vital Signs Monitoring Measures

- **Phase 1A: Transportation** (*released in January 2015*)
 - Commute mode share by residential location
 - Commute mode share by employment location
 - Commute time by residential location
 - Commute time by employment location
 - Intraregional and interregional commute flows
 - Interregional traffic patterns at key points of entry
 - Minutes of freeway delay due to significant congestion
 - Share of freeway VMT in significantly congested conditions
 - Freeway buffer time index
 - Transit ridership by system and mode
 - Per-capita transit ridership by system and mode
 - Net cost per transit boarding by system and mode
 - Vehicle miles traveled
 - Per-capita vehicle miles traveled
 - Pavement condition index by jurisdiction and segment
 - Share of distressed highway lane-miles by jurisdiction and segment
 - Share of bridge deck area that is structurally deficient
 - Share of transit assets past their useful life by system and mode

- **Phase 1B: Land & People** (*slated for release in March 2015*)
 - Residential location by jurisdiction, geographic area, and PDA
 - Employment location by jurisdiction and geographic area
 - Housing permits by jurisdiction and by type of unit
 - Greenfield development by jurisdiction and by parcel

- **Phase 2A: Economy** (*slated for release in April 2015*)
 - Jobs and job creation by industry
 - Unemployment rate by industry
 - Household income distribution by residential location
 - Individual income distribution by employment location
 - Workforce participation by age
 - Median housing unit price by jurisdiction and by neighborhood
 - Mean rent by jurisdiction and by neighborhood
 - Share of income expended on housing by income level
 - Poverty rate by jurisdiction and by neighborhood
 - Gross regional product
 - Per-capita gross regional product
 - Freight activity in TEUs
 - Freight activity in tons
 - Freight activity in dollars

- **Phase 2B: Environment** (*slated for release in June 2015; preliminary measures*)
 - Fine particulate concentrations by sensor location
 - Coarse particulate concentrations by sensor location
 - Gasoline sales (*proxy for greenhouse gas emissions*)
 - Total traffic fatalities by mode and location

- Per-capita traffic fatalities by mode and location
- Per-VMT traffic fatalities by mode and location
- Total serious traffic injuries by mode and location
- Per-capita serious traffic injuries by mode and location
- Per-VMT serious traffic injuries by mode and location
- Regional growth in areas vulnerable to sea level rise
- Bay fill/restoration by jurisdiction

Tracking the Region's Progress: State of the Region and Vital Signs

Presentation to MTC Planning Committee
and ABAG Administrative Committee

Cynthia Kroll, ABAG Chief Economist

David Vautin, MTC Senior Planner

Kristen Carnarius, MTC Planner

Purpose of the Coordinated Efforts

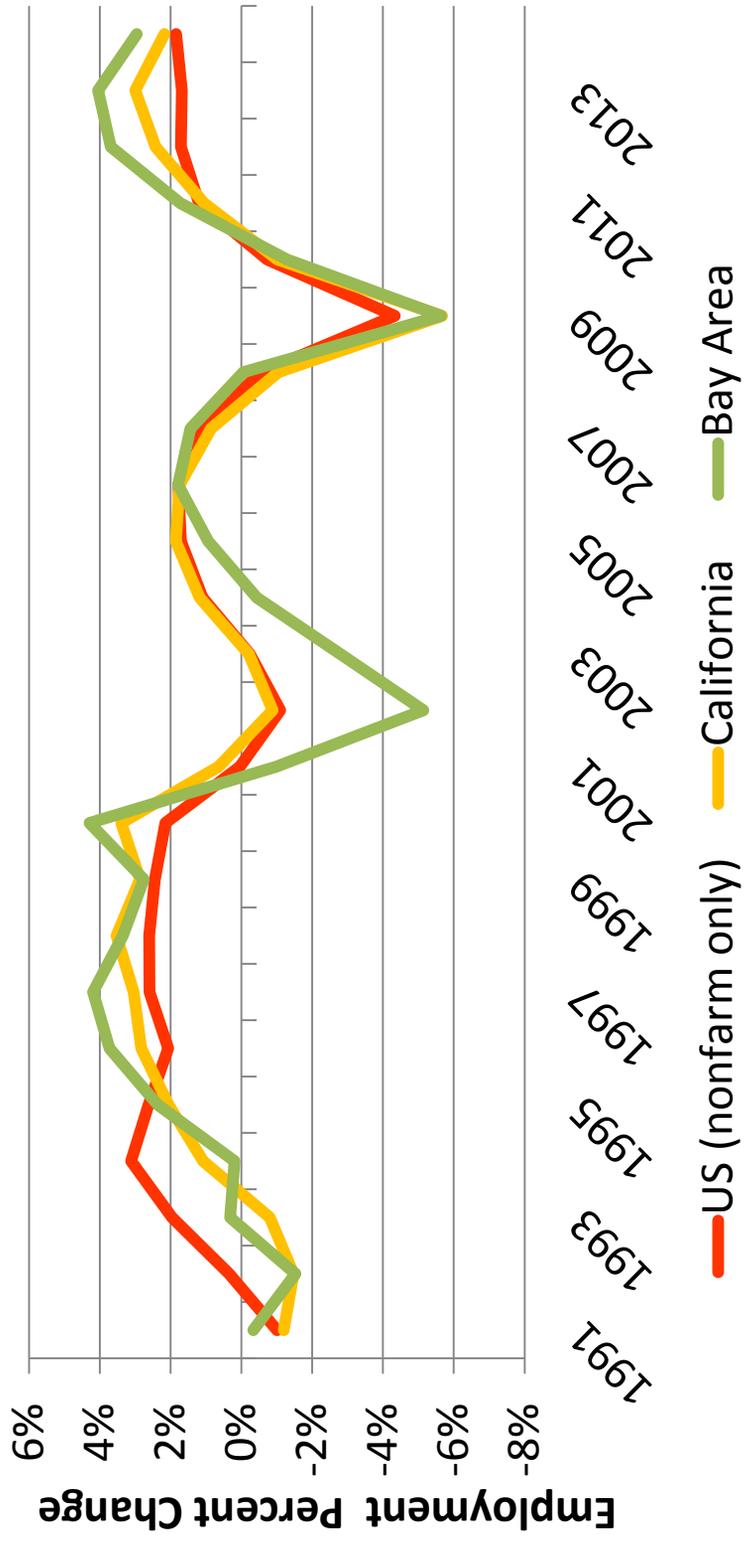
- State of the Region (ABAG)
 - Update on conditions as baseline for 2017 forecast
 - Interpretive overview of multiple indicators
- Vital Signs (MTC)
 - Indicators for tracking change in the Bay Area
 - Long-term historic trends and annual updates
 - Details available down to neighborhood level
 - Comparison with other Metro Areas

State of the Region 2015

- A strong recovery in the region
- The economy: strengths and consequences
- A diverse and changing population
- Gauging progress on housing goals

A Strong Recovery:

- Region outpaces US and California
- Reaching full recovery from 2001 recession



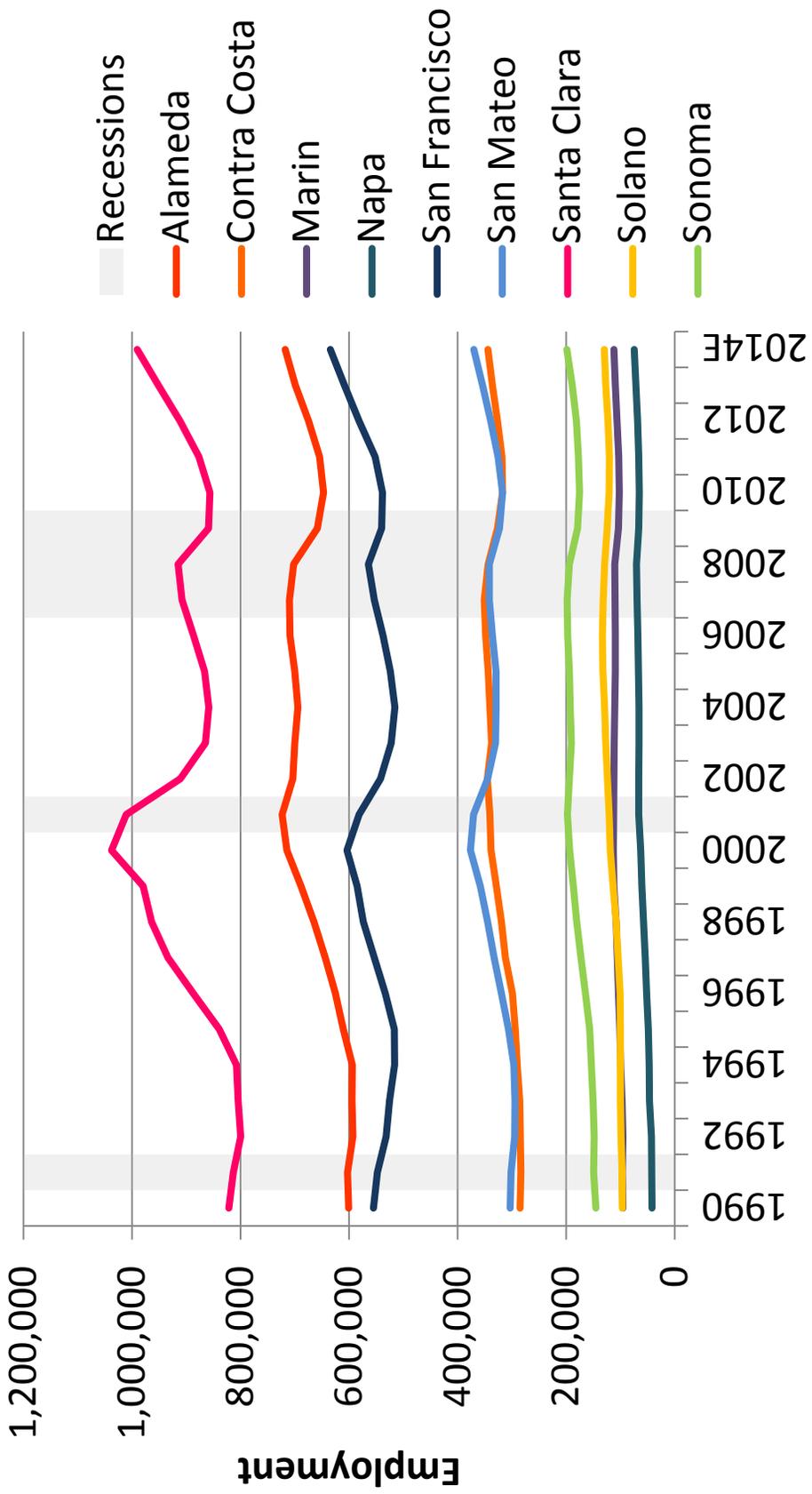
Item 5

The Economy

- Counties recover at different paces
- Diverse mix of industries lead growth
 - Health and social services
 - Professional and business services
 - Information
 - Accommodations and food
- Labor force participation is rising
- But household incomes are dropping, wage declines greatest for middle and low income

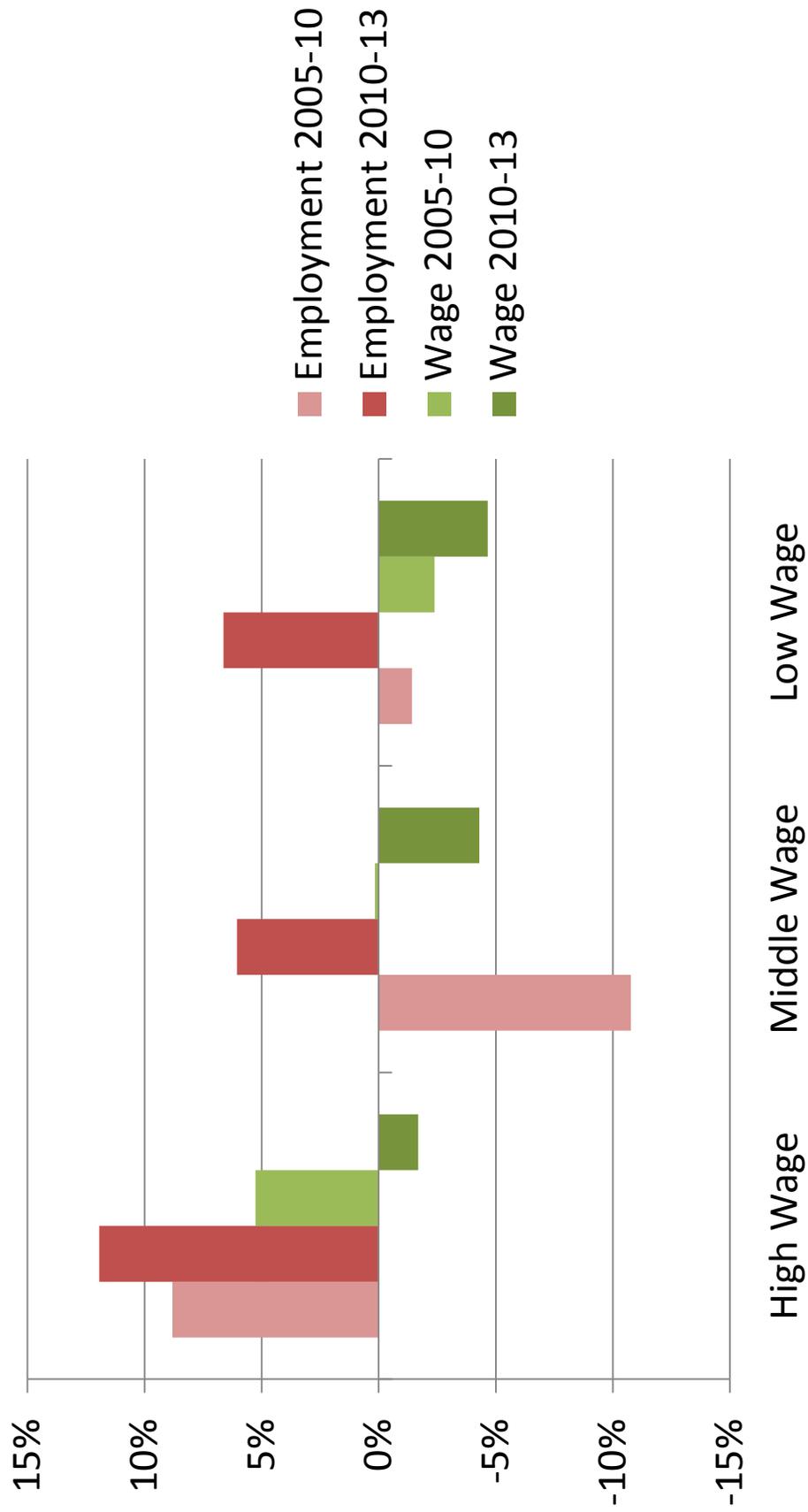
The Economy

Counties Recovering from 2001 or 2007-09



Economy

Employment and Wage Change by Occupation Categories



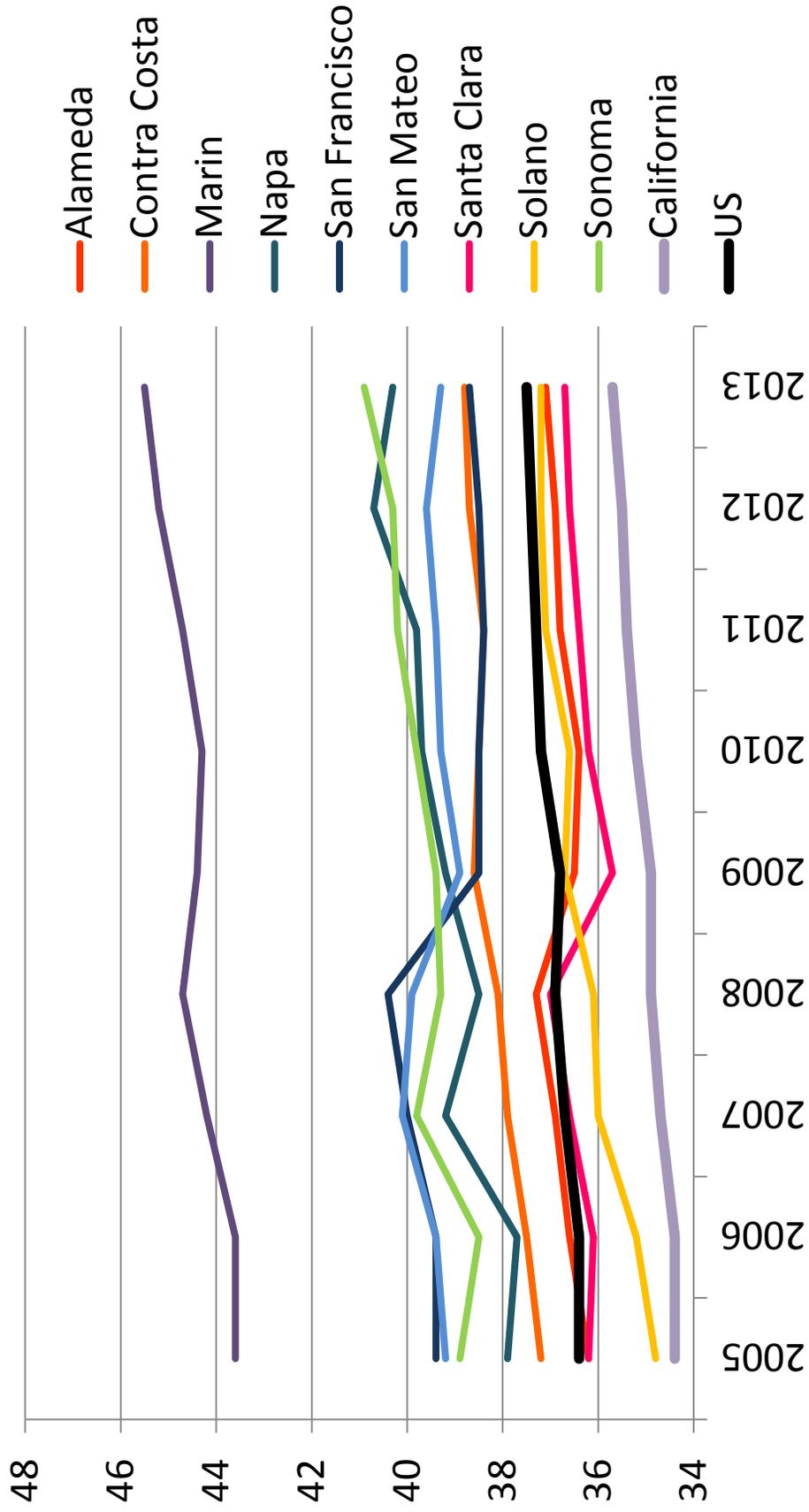
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Population

- Growing more slowly than jobs but faster than housing
- Increases concentrated in larger, more urban counties
- Aging and continuing to diversify
- Migration, net, becoming positive, with influx of young adults

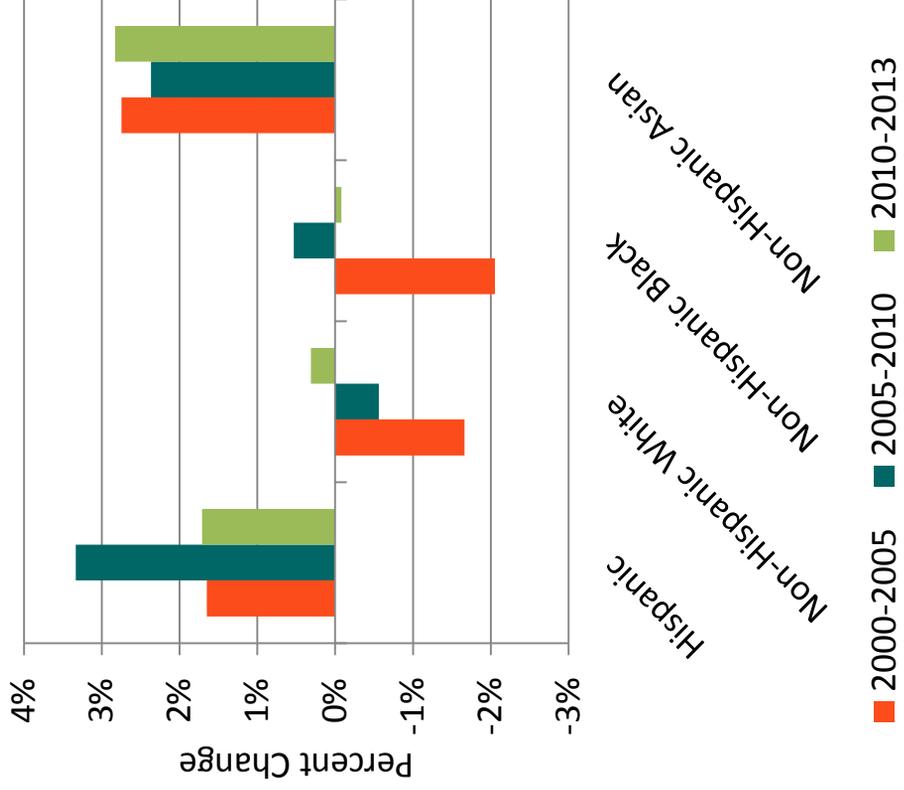
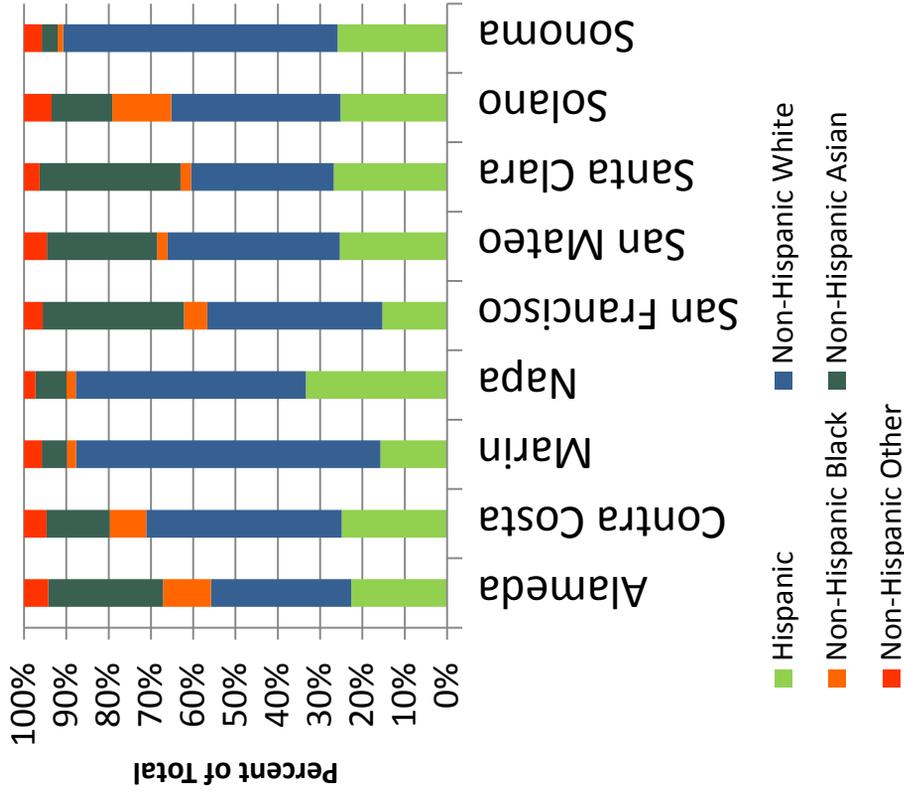
Population— Median Age is Rising



Item 5



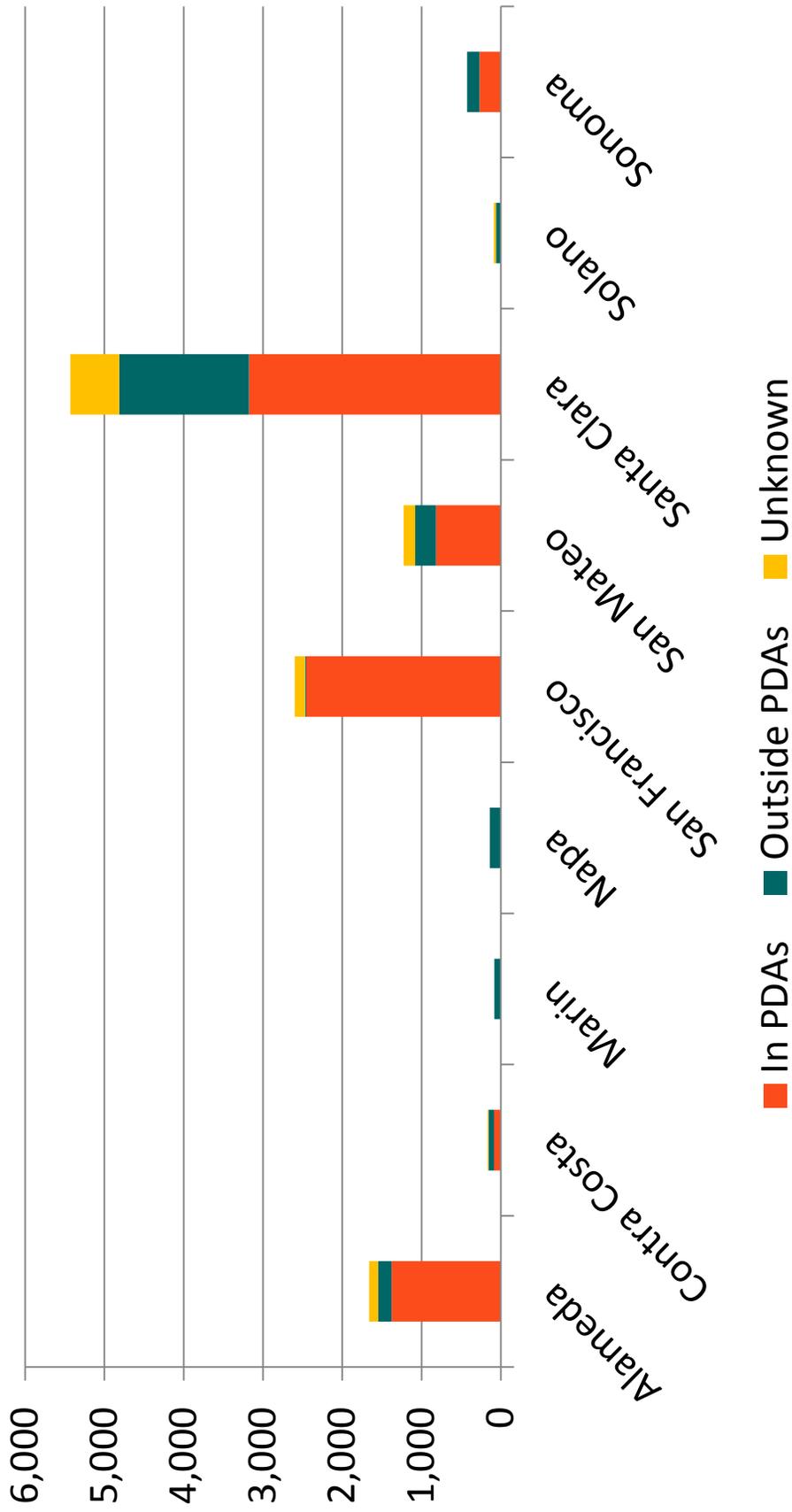
Population— The Ethnic Mix is Diverse and Changing



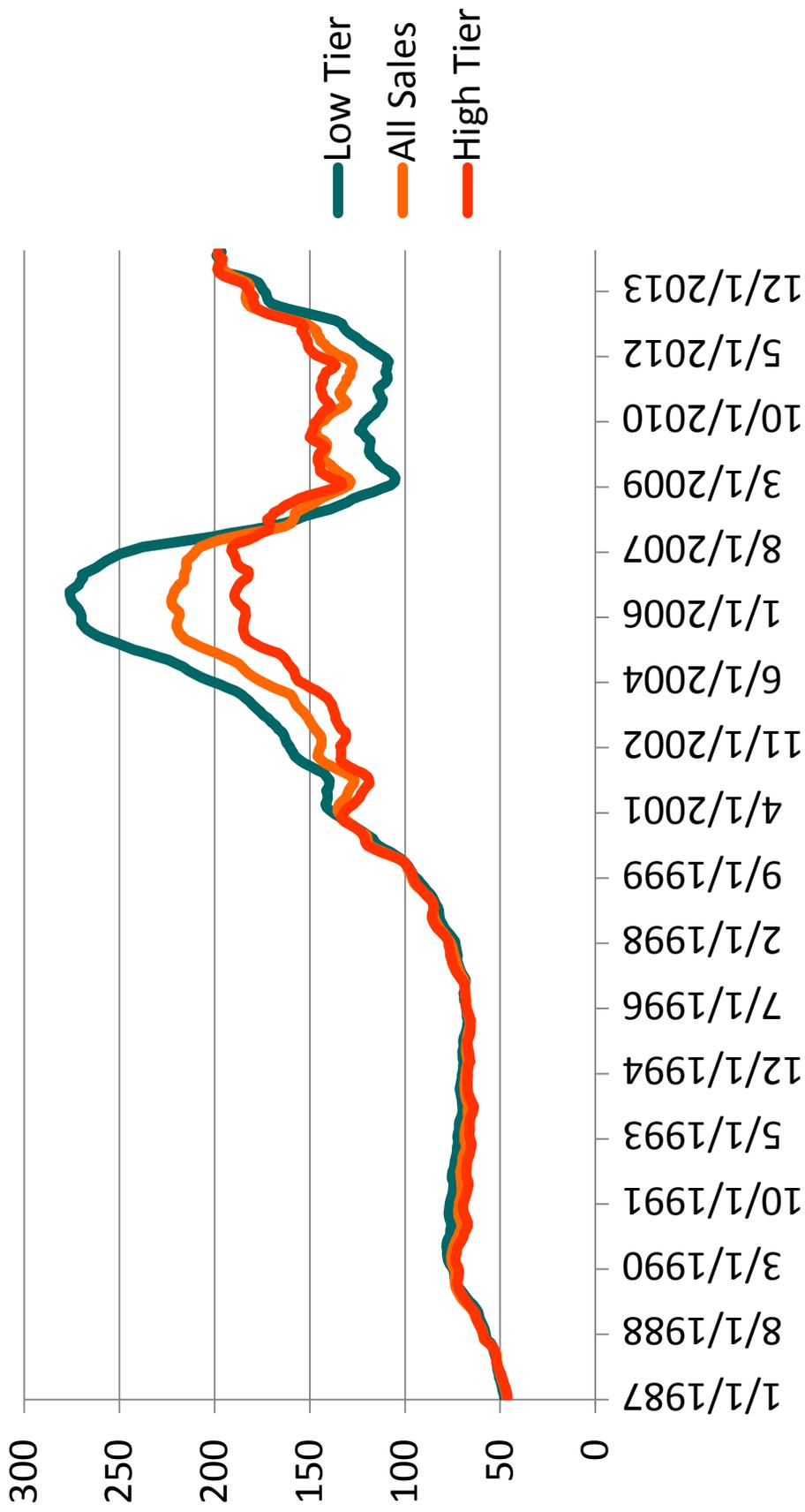
Housing

- Housing stock lags population and job growth
- New construction shifting toward urban areas and newer job centers
- Increasing share of permits since 2010 are for multifamily units; multifamily permits are primarily in PDAs
- Prices and rents are rising, but homeowner cost/income has dropped while renter cost/income is up.
- Divergence in jobs/housing ratios despite urban building.

New Multifamily Residential Permits Concentrate in PDAs

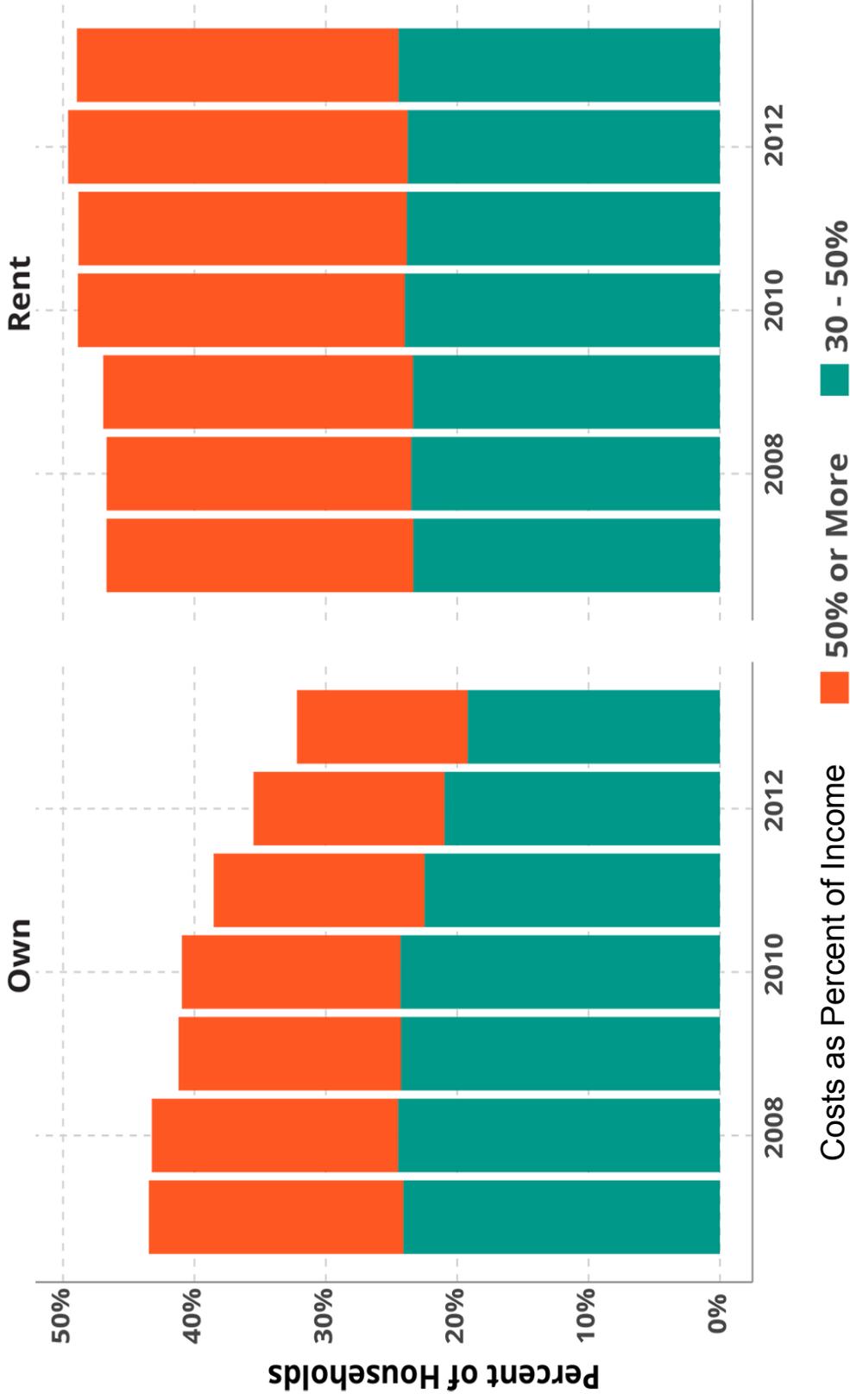


Prices and Rents are Rising—Again Case-Shiller Home Price Index, Bay Area



Item 5

Cost Burden Better for Owners, Worse for Renters

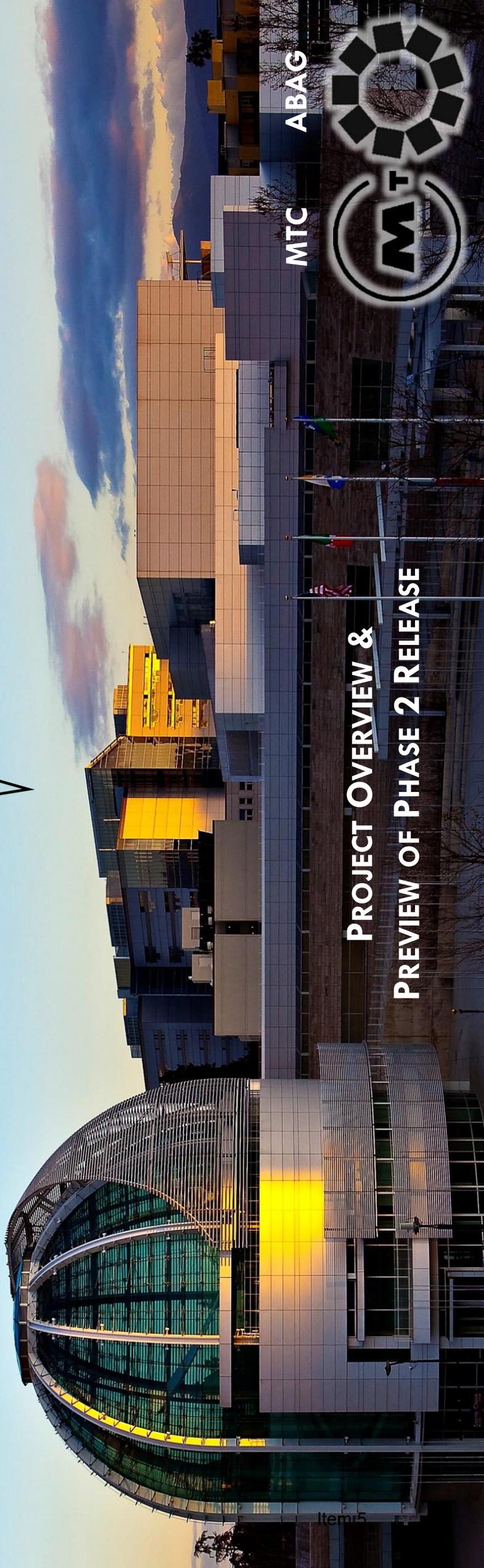


Conclusions and Further Directions

- The region's economy is strong but with short term volatility
- Growth and prosperity spread unevenly throughout the region
- The population has shown signs of aging and urbanizing—how long will it continue?
- Housing growth has lagged population and jobs, with consequences for costs, affordability, and commute patterns.
- The one certainty about the economy is its changeability—forecasts and planning should account for uncertainty.
- Resource availability must be part of the conversation.

MARCH 2015

VITAL SIGNS



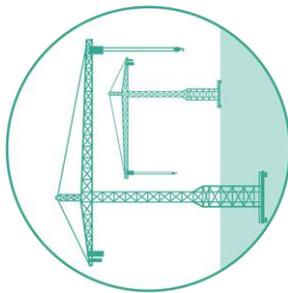
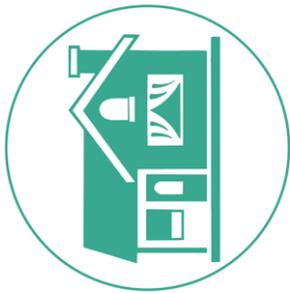
**PROJECT OVERVIEW &
PREVIEW OF PHASE 2 RELEASE**

MTC

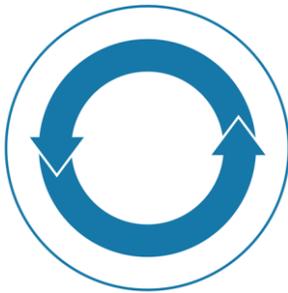
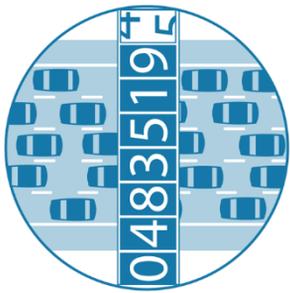
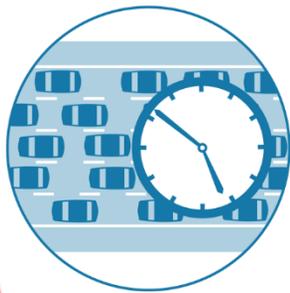
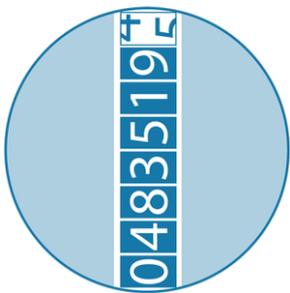
ABAG

PHASE 1B:

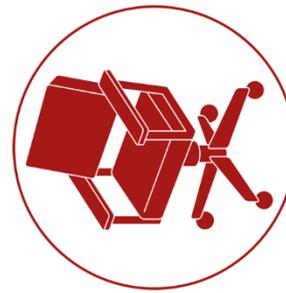
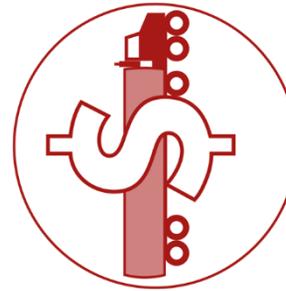
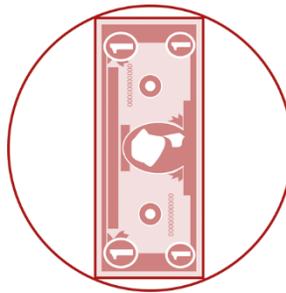
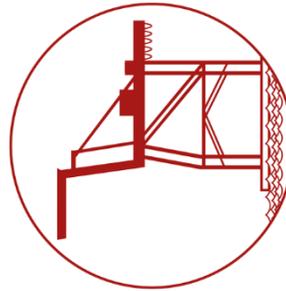
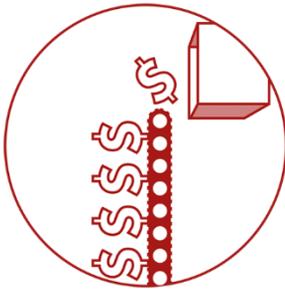
LAND & PEOPLE



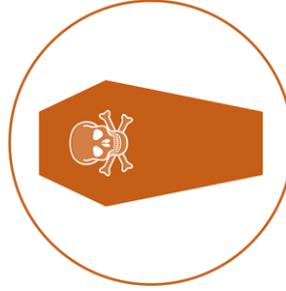
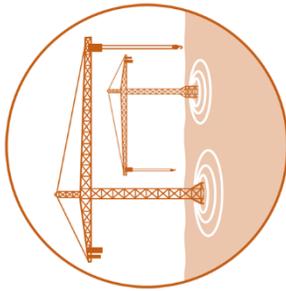
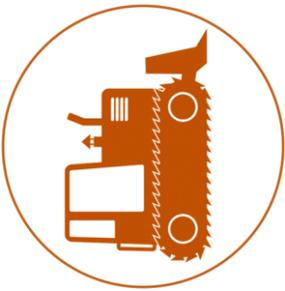
PHASE 1A: TRANSPORTATION



PHASE 2A: ECONOMY



PHASE 2B: ENVIRONMENT



PROJECT SCHEDULE

Spring 2014

- Project Kickoff
- Measure Selection & Scoping

Summer 2014

- Transportation Analysis
- Land & People Analysis

Autumn 2014

- Economic Analysis
- Website and Narrative Development - Kickoff

Winter 2015

- **Transportation Launch**
- Environmental Analysis

Spring 2015

- **Land & People Launch**
- **Economy Launch**

Summer 2015

- Website and Narrative Development - Complete
- **Environment Launch**

Since the late January launch, thousands of Bay Area residents have visited the Vital Signs website to learn more about their communities.

VITAL SIGNS

Data Center
 Measures
 Environment
 Economy
 Land Use
 Transportation

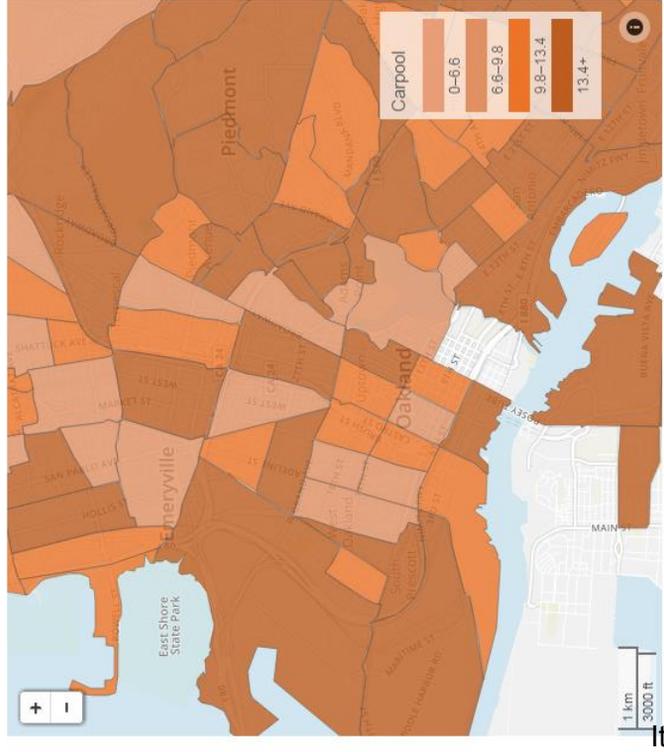
Data Center
 Measures
 Environment
 Economy
 Land Use
 Transportation

COMMUTE MODE CHOICE | Regional Performance | Local Focus | National Context

Auto | Carpool | Transit | Walking | Biking | Other | Home | Work

2013 Commute Mode Choice for Counties and Cities

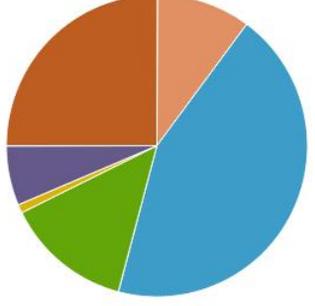
Auto | Carpool | Transit | Walking | Biking | Other | Home | Work



Top Cities for Carpool

1. San Pablo: 22.8%
2. Calistoga: 19.6%
3. Pittsburg: 18.9%
4. Hercules: 17.7%
5. Richmond: 17.6%
6. Colmar: 17.3%
7. Vallejo: 16.6%
8. Gilroy: 16.4%
9. Antioch: 15.5%
10. Pinole: 15.4%

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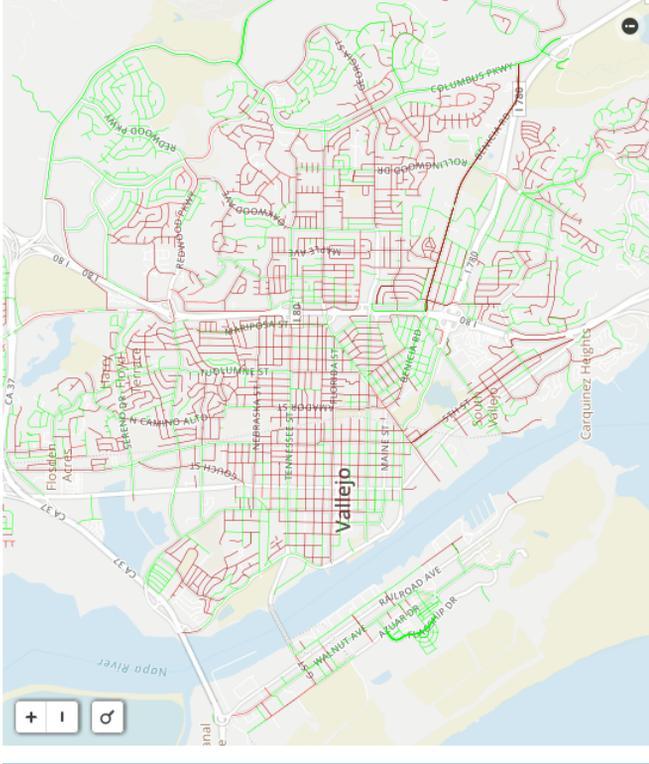
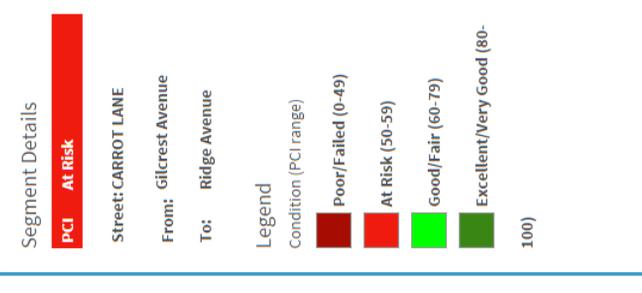
Local Focus

Pavement conditions vary widely—not only from street to street, but also from city to city.

Pavement in the region's three largest cities – San Jose, San Francisco, and Oakland – falls squarely into the “fair” range of the PCI scale. This performance level is not unique to the largest jurisdictions; most Bay Area cities have PCIs ranging between 60 and 79 (reflecting fair-to-good conditions). Some suburban communities have seen major improvements in their pavement condition over the last year – in San Mateo County alone, Menlo Park, Woodside and Colma all experienced three-point improvements in PCI in 2013.

[Read More](#)

2013 Pavement Condition Index (PCI)



**LAND & PEOPLE
WEBSITE PREVIEW**

VITAL SIGNS



Plan BayArea

TO: MTC Planning Committee/ABAG Administrative Committee

DATE: March 6, 2015

FR: MTC Executive Director/ABAG Executive Director

RE: May 2015 Plan Bay Area Open Houses — Proposed Approach

With adoption of the 2015 Public Participation Plan in February, our focus shifts to the anticipated launch of the update to Plan Bay Area via a series of Open Houses for members of the public slated for May 2015. Some overall context is important before honing in on specifics for this first round, however. We anticipate three rounds of public workshops, meeting at least the minimum requirements for three in each of the more populous southern counties and one in each of the four northern counties with under 500,000 population. Recognizing that meetings capture only a small segment of the public, we propose to enhance our engagement activities to include telephone surveys, online surveys and comment opportunities, “pop up” meetings at public gathering places (parks, farmer’s markets, street festivals, etc.), and partnerships with community-based organizations and local agencies.

This memo outlines a recommended format for the May Open Houses, and lists some other planned public engagement opportunities for this initial phase of the Plan Bay Area update.

May 2015 Open Houses

Goals:

- Build awareness for the pending focused update to Plan Bay Area
- Introduce the public to the planning 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 update, which will build off the 2013 Plan

Format and Logistics:

- A series of nine open houses (one per county) with display stations, each staffed with MTC/ABAG staff who can answer questions on the subject matter, as well as staff from congestion management agencies and local jurisdictions.
- Open Houses will be held in the evenings (Mondays through Thursdays from 7 p.m. to 9 p.m.) or Saturdays (from 10 a.m. to noon) in early May 2015. We will seek large venues that are centrally located in the community and are accessible to persons with disabilities and near public transportation. Multiple meetings will be held on the same night. See Attachment 1 for a list of suggested communities for this initial round of meetings.
- Participants will visit each station and ask questions, offer comments.
- All requests for accommodations on accessibility of materials (due to language barrier or disability) will be accommodated with advance notice.

Proposed Open House Stations:

1. Welcome Table – Offer an orientation to the meeting and facility.
2. Key Milestones for Updating Plan Bay Area – Staff would be available to explain process and key tasks related to the update.
3. Goals and Targets – Display proposed goals and targets; staff available to take comments, suggestions, answer questions.
4. Forecasting Future Growth – Information available about the approach to forecasting population growth and housing needs. Staff available to answer questions.
5. Transportation Projects – MTC, CMA and transit agency staff at this table, which will feature regional and county transportation programs projects in the adopted Plan Bay Area (project lists would be customized to reflect each county). Staff also would take suggestions for additional projects.
6. Local Planning Priorities in (NAME OF COUNTY) – Displays would be customized for each county, with background on local PDAs and other city and county land use priorities, planning efforts and best practices. Staff available to answer questions, including from local jurisdictions when possible.
7. Partner Agencies – invite Caltrans and other interested agencies to participate to discuss the California Transportation Plan and inter-regional travel issues.

Role for Board Members

MTC Commissioners and ABAG Executive Board members would circulate throughout the room, talking to participants and listening to the conversations at the display stations.

Complementary Public Participation Strategies

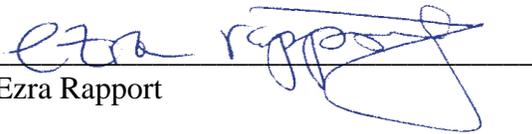
The Public Participation Plan calls for a wide range of strategies to engage the public beyond evening or weekend meetings. MTC and ABAG will utilize the following strategies in this initial phase:

- Interactive website with online polling and online discussion forums
- Virtual meeting for those unable to attend one of the open houses
- Begin engagement with community-based organizations
- Native American Tribal Outreach
- Ongoing technical advisory committees (Regional Advisory Working Group, MTC’s Policy Advisory Council, ABAG’s Regional Planning Committee, Regional Equity Working Group)
- Meetings with local government
- Presentations to civic groups

We welcome your comments and suggestions on the proposed approach.



Steve Heminger



Ezra Rapport

Attachment 1:

Suggested Meeting Locations for May 2015 Open Houses

Meeting Location/Venues: SB375 requires at least three meetings with the public in counties with a population over 500,000: Alameda, Contra Costa, San Francisco, San Mateo and Santa Clara Counties) and one meeting in other counties (Marin, Napa, Solano, Sonoma).

Scheduling: Meetings will be held in the evenings or on Saturdays. Dates will be coordinated with MTC Commissioners and ABAG Executive Board to maximize attendance of elected officials.

	<u>COUNTY</u>	<u>Recommended City</u>	<u>CITIES WHERE WE MET FOR 2013 PLAN OUTREACH</u>
Required:	Alameda	Oakland/MetroCenter	Oakland, Berkeley, Dublin, Fremont
	Contra Costa	Concord or Walnut Creek	Concord, Richmond, Walnut Creek
	San Francisco	San Francisco	San Francisco
	San Mateo	San Mateo or Foster City	San Mateo, San Carlos, Foster City
	Santa Clara	San Jose	Mountain View and San Jose
Optional:	Marin	San Rafael	San Rafael each time
	Napa	Napa	City of Napa each time
	Solano	Fairfield	Fairfield and Vallejo
	Sonoma	Santa Rosa	Santa Rosa each time