

REVISED AGENDA

REGIONAL PLANNING COMMITTEE

Wednesday, August 5, 2015, 12:30 PM-3:00 PM (Lunch 12:00 PM)

Location:

Lawrence D. Dahms Auditorium

Joseph P. Bort MetroCenter

101 8th Street

Oakland, California

The ABAG Regional Planning Committee may act on any item on this agenda.

Agenda and attachments available at abag.ca.gov

For information, contact Wally Charles, ABAG Planning and Research, at (510) 464 7993.

1. CALL TO ORDER / CONFIRM QUORUM

2. PUBLIC COMMENT

Information

3. APPROVAL OF SUMMARY MINUTES OF JUNE 3, 2015

ACTION

Attachment: Summary Minutes June 3, 2015

4. ANNOUNCEMENTS

Information

5. SESSION OVERVIEW

Information

Miriam Chion, ABAG Planning and Research Director

Attachment: Staff memo

6. PEOPLE, PLACES, AND PROSPERITY REPORT

Information

Gillian Adams, Senior Regional Planner, will present an overview of the draft *People, Places, and Prosperity* report. To inform discussions about the *Plan Bay Area 2040* update, this report highlights efforts to implement *Plan Bay Area* and provides a comprehensive look at the ways in which economic, housing, and environmental issues relate to one another and how they are currently affecting local communities and the region as a whole.

Staff memo

Attachment 1: A PDF of the draft People, Places, and Prosperity report will be sent with the final agenda packet.

7. PRIORITY DEVELOPMENT AREAS

Action

Christy Leffall, Regional Planner, will provide an overview of the updated Priority Development Area (PDA) program and will introduce the 2015 PDA nominations recommended for Committee approval.

Staff memo

Attachment 1: List of 2015 Priority Development Areas

Attachment 2: Priority Development Area Applications

Attachment 3: Map of 2015 Priority Development Areas

8. PRIORITY CONSERVATION AREAS

Action

Laura Thompson, Bay Trail Project Manager, will provide an overview of the updated Priority Conservation Area (PCA) program and will introduce the 2015 PCA nominations recommended for Committee approval.

Staff memo

Attachment 1: Priority Conservation Area Application

Attachment 2: List of Priority Conservation Areas Approved in 2008/2013

Attachment 3: List of 2015 Priority Conservation Area Nominations

Attachment 4: Map of 2015 Priority Conservation Area Nominations

http://abag.ca.gov/priority/conservation/2015_nominations/

9. ABAG BUDGET DISCUSSION

Information

Miriam Chion, Planning and Research Director, will provide an overview of current discussions on the proposed transfer of the ABAG planning department to MTC and the ABAG budget status.

Staff memo

Attachment 1: ABAG Budget Discussion at 6/24/2015 MTC Commission Meeting

Attachment 2: MTC/ABAG Relationship

10. ADJOURNMENT

Next meeting: Wednesday, October 7, 2015

Submitted:

A handwritten signature in black ink that reads "Miriam Chion". The signature is written in a cursive style with a long horizontal line extending from the end of the name.

Miriam Chion
Planning and Research Director

Date: 7/29/2015

SUMMARY MINUTES (DRAFT)

ABAG Regional Planning Committee Meeting
Wednesday, June 3, 2015
Joseph P. Bort MetroCenter
101 8th Street, Oakland, California

1. CALL TO ORDER

Dave Cortese, Chair and Supervisor, County of Santa Clara, called the meeting of the Regional Planning Committee of the Association of Bay Area Governments to order at 12:42 PM.

A quorum of the committee was not present.

Members Present

Jurisdiction

Desley Brooks	Councilmember, City of Oakland
Diane Burgis	East Bay Regional Park District
Paul Campos	Senior Vice President, Government Affairs, Building Industry of America
Tilly Chang	Executive Director, SFCTA (County of San Francisco)
Dave Cortese	Supervisor, County of Santa Clara (RPC Chair)
Pat Eklund	Mayor ProTem, City of Novato
Martin Engelmann	Deputy Executive Director of Planning, Contra Costa Transportation Agency
Pradeep Gupta	Councilmember, City of South San Francisco (Vice Chair)
Scott Haggerty	Supervisor, County of Alameda
Erin Hannigan	Supervisor, County of Solano
John Holtzclaw	Sierra Club
Nancy Ianni	League of Women Voters--Bay Area
Michael Lane	Policy Director Non-Profit Housing Association of Northern California
Jeremy Madsen	Executive Director Greenbelt Alliance
Eric Mar	Supervisor, City and County of San Francisco
Nate Miley	Supervisor, County of Alameda
Karen Mitchoff	Supervisor, County of Contra Costa
Anu Natarajan	Director of Policy and Advocacy, MidPen Housing
Julie Pierce	Councilmember, City of Clayton (ABAG President)

Harry Price	Mayor, City of Fairfield
Matt Regan	Senior Vice President of Public, Policy Bay Area Council
Carlos Romero	Urban Ecology
Mark Ross	Councilmember, City of Martinez
Egon Terplan	Planning Director, SPUR
Dyan Whyte	Assist. Exc. Officer, San Francisco Regional Waterboard
Monica E. Wilson	Councilmember, City of Antioch

Members Absent

Jurisdiction

Susan L. Adams	Public Health
Julie Combs	Councilmember, City of Santa Rosa
Diane Dillon	Supervisor, County of Napa
Russell Hancock	President&CEO, Joint Venture Silicon Valley
Mark Luce	Supervisor, County of Napa
Carmen Montano	Vice Mayor, City of Milpitas
Laurel Prevetti	Assistant Town Manager, Town of Los Gatos (BAPDA)
David Rabbitt	Supervisor, County of Sonoma (ABAG Vice President)
Katie Rice	Supervisor, County of Marin
Pixie Hayward Schickele	California Teachers Association
Warren Slocum	Supervisor, County of San Mateo
James P. Sperring	Supervisor, County of Solano
Jill Techel	Mayor, City of Napa

2. PUBLIC COMMENT

There were no public comments.
A quorum was present.

**3. APPROVAL OF REGIONAL PLANNING COMMITTEE MEETING MINUTES OF
APRIL 1, 2015**

Chair Cortese recognized a motion by Julie Pierce, Councilmember, City of Clayton, and seconded by Harry Price, Mayor City of Fairfield, to approve the committee minutes of April 1, 2015.

There was no discussion

The aye votes were: Brooks, Burgis, Campos, Chang, Cortese, Eklund, Engelmann, Gupta, Haggerty, Hannigan, Holtzclaw, Ianni, Lane, Natarajan, Pierce, Price, Regan, Romero, Terplan, Whyte, Wilson.

The nay votes were: None

Abstentions were: Madsen

The motion passed unanimously.

4. ANNOUNCEMENTS

Chair Cortese introduced new Committee members, Diane Burgis Boardmember at East Bay Regional Park District, Monica Wilson Councilmember of City of Antioch,

Member Natarajan made the committee aware of a meeting in Room 171. UC Davis Urban Design is having a presentation of high quality images of its studio focusing on people, places, housing, economic, open spaces, trails and schools.

**5. SESSION OVERVIEW BY MIRIAM CHION, ABAG PLANNING AND RESEARCH
DIRECTOR**

Miriam Chion highlighted agenda items in the packet and gave an overview of the following: Plan Bay Area Open Houses which were held in all nine Counties, ABAG General Assembly which was held in Oakland, Regional Planning Committee (RPC) Subcommittee's development, and upcoming topics for future RPC meetings.

Member Eklund thanked staff for helping with a workshop in Marin County that was a great success.

Chair Cortese mentioned a housekeeping item that will be passed around to indicate how members wish to receive their Agenda Packets in the future.

Ms. Chion introduced Item 6.

6. EAST BAY CORRIDOR OVERVIEW

Information

ABAG Regional Planners Mark Shorett and Christy Leffall presented an overview of the East Bay Corridors Initiative—a Plan Bay Area implementation effort focused on the Priority Development Areas in 13 jurisdictions between Union City and Hercules.

Attachment: Staff memo: PDA Implementation: East Bay Corridor

Attachment 1: Draft East Bay Corridors Initiative Report

The following public speakers expressed their support to Item 6. Everyone was in favor to continue with the development of the East Bay Corridor: Rodrigo Orduna, Senior Planner, Alameda County; Elois Thornton, Senior Planner, City of Oakland.

Member Haggerty expressed that he would like to see the input of the Chambers of Commerce from the cities along this corridor.

Member Miley suggested that the East Bay Greenway included in measure BB could be connected to the corridor project and that the East Bay Greenway also another project of a park alongside this corridor and the Coliseum should be communicated to collaborate infrastructure and public transportation for both projects. He also asked if staff had contacted the tenants of the Coliseum

Member Natarajan said it is a great planning idea and exercise but without funds there is no goal. They need to reach out and find new ways of funding, she agreed with Member Haggerty about involvement of Businesses. The majority of the PDAs seem to be housing, there is a need for more mixed use, and they would like to get feedback about the progress of the PDAs implementation.

Member Pierce said funding is important and they at ABAG are working on funding for all PDAs. They soon will come out with a paper and receive the committee member's feedback on this topic. She is very happy to see the Education Community involved in this program, she would like to see service districts involved: water, sewer, fire etc. Their collaboration will make this more successful.

Member Regan complimented staff on the project. He indicated that lack of affordable housing needs to be a bigger priority in the program.

Member Eklund was impressed with the collaboration of so many cities on this project. On the map of PDAs clusters in the Memo, it should be distinct whether they are planned or potential PDAs. She also pointed out a missing explanation of the report on page three. She asked what could be done about escalated rent other than building more housing. Before more housing is build collaboration with schools needs to be considered.

Member Gupta said the initiative of this program is wonderful and they need to provide more corridors in the same fashion. The modeling is essential to collaborate with infrastructure, businesses and schools. It is a good way to get elective officials of different regions to talk to each other. A lot of effort is made about regional planning and corridors, but there is not enough consideration to the funding in the early planning stage. Analysis of specific issues at the corridor level is very helpful to find comprehensive solutions and serves a model to other sub-regions.

Member Ianni asked what would be the best way to distribute this report, which would be very beneficial to the League of Women Voters of the Bay Area.

Member Romero compared the Grand Boulevard Initiative (GBI) project to the East Bay Corridor (EBC). He said the GBI is moving very slowly due to disagreements on the transit piece of the project. Transportation needs to be agreed on as a very important part of the project.

Member Madsen thanked and congratulated staff and anybody working on this project. It is a step into the right direction. He agreed that the East Bay Corridor is a very similar

project as the GBI. We can look at the project to identify what worked and what could have been done better. The advisory committee of the GBI is a very good diverse mix. He asked why the EBC is from Rodeo to Union City and not to Fremont.

Member Terplan said he echoes the last comment and comments of the previous two speakers. At the GBI everyone was open to the project until they needed to make room for Bus Rapid Transit. He would like to see more the transit agencies involved in the EBCI project. He would like to see East Bay Career Pathways Consortium be a partner in this effort. ABAG could be a great help with data analysis which could be utilized in the Priority Industrial Areas project.

Chair Cortese explained how staff and Miriam all took notes of all committee member comments. He asked Ezra to provide a crisp response.

Mr. Rapport stressed the importance of the committee's feedback. He agreed with Members comments about the importance of businesses and schools involvement in EBCI project. The East Bay Greenway will be tied to the Bay Trail and BART. Regarding funding, ABAG worked with the Strategic Growth Council as it developed its Cap and Trade guidelines describing the East Bay Corridors concept as something that could be funded over 10-15 years and this was favorably received. Staff worked with local jurisdictions to submit applications. An infrastructure district could be created for additional funding; it could be enhanced from state infrastructure bank contributions. We need to raise this legislatively. Regarding schools, staff have contacted school districts and found a lot of interest; this sub-region is very different from the West Bay where schools are overcrowded. In the East Bay some schools are closing; schools are welcoming to a more mixed income school district. Staff had good meetings with service and utility companies who are implementing the growth of the area. Making affordable housing a priority is very important to us; however it will not solve the problem of rising rent. High rent is caused by a great number of high income jobs. We need to find ameliorating members so that communities are not excluded from the growth process. This way amenities that come to neighborhoods become a good thing. We studied rent stabilization in the HUD grant. Rent control cannot be discussed at a regional level because the politics involved. As far as PDA clusters, staff is aware of the clustering impact of employment; they are looking at the spillover from San Francisco, when rents become so high companies may move to the East Bay. We would like the East Bay to be part of that spillover. There is a cluster in Downtown San Leandro led by a local company. Regarding give and take on the corridors, we did not have much give and take because the condition where they welcome private investment, they do not have to give. Everyone lets the market dictate where the projects will go. We help facilitate this corridor and help with application for Cap and Trade, but getting the jurisdictions to sign the MOU was a big win for helping provide the context that is attractive. This area has plenty of space. Grand Boulevard has been slow, but there are a lot of sites developed. The wins here are through Cap and Trade awards. I'm hoping GBI can continue its slow and steady progress about issues such as schools. Getting a new school bond would help unlock some of these issues. About Legal Women Voters, please feel free to distribute this report. About East and West transit, I agree, I hope that Dumbarton Rail will come to the conversation again as part of a systems approach to connect east and west. About Fremont, they may be part of the corridor in the future at the moment Fremont is in a very different position economically than the rest of the corridor; when

this gets going and we can show something good going forward we can bring Fremont in.

Ms. Chion thanked everyone for their input and recognition of the work done by all the cities. There are strong pressing issues on the local level, they are making efforts to collaborate with local presenters. They learned a lot from GBI and are building on that information. Studies and analysis of housing issues and economic development issues need to be better explained. A lot of information will be posted on our web-site as well as hard copies are available. About Fremont, this is based on a lot of conversation at the local level. Fremont and Milpitas have also engaged at some level, they are exploring what will be their part in the EBCI.

Member Haggerty indicated that Fremont is in the process of a new BART station and a lot of new housing, it is important to engage Fremont in the EBCI.

Ms. Chion insured Member Haggerty that they are working with Fremont to engage them in the EBC.

7. PRIORITY INDUSTRIAL AREAS CONCEPT

Action

Based on input from local jurisdictions, ABAG Planning and Research Director Miriam Chion and Regional Planner Johnny Jaramillo described a potential Priority Industrial Areas program. This is a preliminary conversation to explore a place framework that recognizes the importance of industrial land in the regional economy, which would be studied and developed over the next year.

Staff memo and Attachment 1

The following public speakers expressed their support to Item 7. Everyone was in favor to continue with the development of Priority Industrial Areas: Rich Seithel, Alexandra Endress, Jill Rodby, Rich Auerbach, Steve Wertheim, Abbie Wertheim, Margot Lederer Prado, Gary Craft, Louise Auerhan, and Kelly Kline.

Mr. Jaramillo thanked everyone for attending the meeting. The action to Item 7 Priority Industrial Area Concept is as follows: Continue to evaluate a Priority Industrial Area Program for potential adoption next year.

Chair Cortese recognized a motion by Julie Pierce, Councilmember, City of Clayton, and seconded by Harry Price, Mayor City of Fairfield, to approve to continue to evaluate a Priority Industrial Area program for potential adoption next year according to the schedule in the memo of Item 7.

There was a discussion as follows.

Member Haggerty was very excited about PIAs program, also very concerned that funding will be available for the PIAs.

Member Natarajan said that PIAs should not be predominantly housing, and criteria for the PIAs should be compatible with PDAs but distinct.

Member Regan had words of caution to the criteria of the PIAs: there are a lot of different cities with different needs in the Bay Area, and it needs to be considered for the whole region.

Paul Campos expressed his concern for middle class housing for employees in manufacturing jobs. Will there be housing available for new jobs created?

Member Eklund was very excited about this program, suggested considering various type of industrial uses: light, medium, heavy and for defining places for each of these types. The PIA framework could consider 'planned & potential' categories like PDAs. She advised to be careful about clustering because industries are so diverse. She supports Member Haggerty's concern to provide funding for PIAs, allowing people to live closer to their jobs.

Chair Cortese asked the committee members to vote on the motion and include all commands made after the motion due to time and quorum.

The aye votes were: Burgis, Campos, Chang, Cortese, Eklund, Engelmann, Gupta, Haggerty, Hannigan, Holtzclaw, Ianni, Madsen, Mar, Mitchoff, Natarajan, Pierce, Price, Regan, Romero, Ross, Terplan, Whyte, Wilson.

The nay votes were: None

Abstentions were: None

The motion passed unanimously.

Chair Cortese requested that Mr. Rapport bring this Item back to the committee before spring of 2016, with new findings. He also asked Vice Chair Gupta to please continue the meeting.

Member Gupta said that PIAs will cover a lot of different types of industries; each situation needs to be carefully studied. They should not go against the market forces; the market drives the whole economy, and all the jobs. ABAG needs to look at the local transportation problems and incorporate those findings into the PIAs.

Member Romero said that the PIA program needs to be studied until a robust program is created, and each local jurisdiction needs to decide whether they want to use of the PIA's program.

Member Madsen said this is a great opportunity with a lot of challenges. They do need to look at affordable housing while they are in the planning of PIAs program. He would like to see a regional map of PIA and compare it with a PDA regional map. PCAs need to be considered in the study of PIAs.

Member Terplan said there will be complexity in creating this program. Regional and local level needs to be considered. ABAG's role is to bring criteria that is workable, that protects the local areas and guides the market. Transit is very important but does not apply to all situations, and yet the criteria should consider transportation. He ask will this be ready for Plan Bay Area 2017.

Member Ross thanked staff for their work. He pointed out the importance of affordable housing mixed with PIAs. He agreed with previous members about the fact that there are so many different industrial areas; this needs a lot of creativity.

Ms. Chion explained that this is very preliminary stage of the program. They have compiled some of the study information—what industrial businesses and workers are doing, what type of building, space and land is needed, potential approaches to zoning

these areas. We need to keep in mind housing for the workers as much as we need the jobs. Her assessment at this point is that, as a concept we can include this program to Plan Bay Area 2017 but as a designation more discussion has to take place in collaboration with MTC.

Mr. Jaramillo thanked everyone for their comments and input.

8. ADJOURNMENT

Vice Chair Gupta adjourned the Regional Planning Committee at 2:55 PM

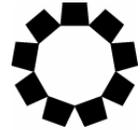
The next meeting of the Regional Planning Committee will be on August 5, 2015.

Submitted:

Wally Charles

Date: July 20, 2015

For information or to review audio recordings of ABAG Regional Planning Committee meetings, contact Wally Charles at (510) 464 7993 or info@abag.ca.gov.



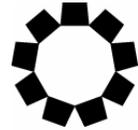
Date: July 19, 2015
To: Regional Planning Committee
From: Miriam Chion, ABAG Planning & Research Director
Subject: Overview Session August 5, 2015

At our meeting in June we received substantial input on the two implementation tasks presented: the East Bay Corridors Initiative and the Priority Industrial Areas. On the East Bay Corridors we are proceeding with implementation of key priorities. In response to feedback from the committee, the City of Fremont is exploring their potential participation. On the Priority Industrial Areas, we received strong input on the importance of industrial businesses. We have completed the preliminary inventory of industrial land in the region and will be releasing results of the analysis by the end of the year.

For the upcoming meeting we move into the update of *Plan Bay Area* by taking stock of our current and potential strategies and adding new priority areas. Building upon *Plan Bay Area 2013* and substantial input from our local jurisdictions, the **People, Places, and Prosperity** report sheds light on how we are addressing key regional challenges and developing new strategies to support sustainable and equitable development.

We are also reviewing the proposals for **new Priority Development Areas (PDAs) and Priority Conservation Areas (PCAs)**. We have three new proposed PDAs and more than 100 proposed PCAs. Our set of PDAs have become very stable and represent a distinct set of places where we can accommodate growth. Our PCAs are increasing substantially given the refinement in criteria as well as our strong desires to preserve, nurture, and have access to our natural environment.

We have started the local dialogue on the *Plan Bay Area 2040* update. We are receiving substantial input on existing conditions, new planning efforts, and recent projects. We will be discussing the conceptual scenarios at our next Regional Planning Committee meeting in October and releasing the preliminary draft scenarios in November. The second round of scenarios will be in March 2016 and the approval of the Preferred Scenario will be in June 2016.



Date: July 20, 2015

To: Regional Planning Committee

From: Miriam Chion, ABAG Planning & Research Director
Gillian Adams, ABAG Senior Regional Planner

Subject: *People, Places, and Prosperity* Report

ABAG has produced the *People, Places, and Prosperity* report to provide context for the regional dialogue that is under way as part of development of *Plan Bay Area 2040*—a scheduled update to the plan adopted in 2013. This report highlights the activities ABAG has undertaken in partnership with local governments, regional agencies, business groups, community organizations, and other stakeholders to advance implementation of the land use pattern in *Plan Bay Area*. These implementation efforts have focused on supporting economic vitality, promoting “complete communities” in PDAs, fostering a more resilient region, and encouraging preservation of PCAs.

People, Places, and Prosperity provides a more comprehensive and in-depth look at the ways in which economic, housing, and environmental issues relate to one another and how they are currently affecting local communities and the region as a whole. While transportation strategies and investments will, of course, be critical to achieving the goals outlined in *Plan Bay Area*, this report primarily focuses on the challenges and opportunities related to land uses in the region.

The report consists of an introduction; four sections discussing the major issues and trends facing the Bay Area related to the economy, housing, local communities, and natural assets; and a brief conclusion. The objectives put forth in this report highlight actions to promote regional economic vitality and shared prosperity, increase housing choices and affordability, build healthy and resilient communities, protect and enhance the Bay Area’s natural assets. ABAG staff hopes the ideas and information in this report will contribute to the *Plan Bay Area 2040* discussions about how we, as a region, prioritize the actions needed to protect and enhance our quality of life and achieve our goals for a more prosperous and sustainable region.

Section 1: Promote Regional Economic Vitality and Shared Prosperity

Although the Bay Area has an enviable economy, sustaining economic vitality—and expanding the number of people who experience that vitality—should be a priority for the

region. The Bay Area economy has made a decisive recovery from the effects of the Great Recession and is poised for expansion. However, the share of employment in middle-wage jobs is shrinking, and one of the key questions for the Bay Area's future is how the region's rising economic tide can provide more opportunities for low- and moderate-income households.

A major challenge to economic prosperity in the Bay Area is the lack of affordable homes in the region, which makes it difficult for businesses to attract and retain workers. While adding homes is essential to economic vitality, land use plans should also include space for all of the activities that are a part of the regional economy—especially industrial space for production, distribution, and repair as well as the facilities necessary to move materials and supplies throughout the region.

There are also a number of steps that governments—whether state, regional, or local—can take to support a healthy business climate and promote job growth. This includes potential changes to State tax policies to better support infill development as well as efforts to streamline regulatory processes to support business attraction and retention.

Investment in the Bay Area's aging infrastructure systems are necessary to return the infrastructure to a state of good repair, support job growth, and increase the region's resilience to natural disasters. A key challenge for the region is to identify potential funding sources for these investments.

Section 2: Increase Housing Choices and Affordability

The Bay Area is facing a chronic and acute housing affordability problem. Our region consistently ranks as one of the most expensive housing markets in the United States—in part, because of its economic vitality and high quality of life and, in part, because the number of new homes added over the last several decades has not matched the number of new jobs. The high cost of housing puts stress on households and can displace some from their homes, threatens economic competitiveness, contributes to traffic congestion as people commute longer distances between available jobs and homes they can afford, and encourages conversion of open space and agricultural land to housing.

Structural changes in the economy mean the shares of high wage and low wage jobs are expected to increase, while the share of middle-wage jobs decreases—which will likely lead to an increased need for affordable and workforce housing. To address this challenge, the region needs tools and funding to produce more affordable homes and preserve the ones that already exist, while also protecting people from being displaced from their current homes.

Over the next several decades, the region's population is expected to become older and more diverse. The Bay Area should prepare for the evolving housing preferences of a changing population. A greater variety of housing types, such as apartments, condominiums, and townhouses, is needed to meet the housing needs of people at all

stages of life. We should also take steps to increase the region's resilience to natural disasters by reducing development in hazard areas, protecting homes with retrofits and increased building standards, and planning for what happens to affordable housing after a disaster.

Section 3: Build Healthy and Resilient Communities

Much of the growth forecast in *Plan Bay Area* will be in PDAs in the largest cities and along major transportation corridors. The major investments in *Plan Bay Area* and ABAG's efforts to implement the long-range regional land use strategy are directed to PDAs to support local communities' efforts to develop complete communities.

The essence of the complete communities envisioned in these areas encompasses both their physical attributes and social health, which both contribute to a community's resilience. Taking proactive steps to decrease potential disruptions caused by a natural disaster and to prepare for the process of recovering and rebuilding communities can make communities stronger today and help them stay intact in a stressful post-disaster environment.

The specific vision for how each PDA might develop differs based on the local context and the community's needs and aspirations. At the same time, neighboring communities often face the same challenges and opportunities for meeting the long-term needs of residents and businesses. Collaboration is essential to ensure that local decisions are coordinated and that actions will maximize the potential benefits for the local community and the region as a whole.

The spaces we encounter in our daily lives—the streets, buildings, parks, and stores— influence our health, happiness, and productivity. Paying attention to what a place feels like to residents, employees, and visitors when adding new homes and jobs helps promote the long-term health of the neighborhood by fostering a stronger sense of community identity and encouraging residents to develop stronger relationships with neighbors. Communities can also improve public health and increase neighborhood resilience by taking steps to reduce the impacts of air pollution and the risks of flooding and water pollution from stormwater runoff.

Ensuring the Bay Area will have sufficient water and energy to meet our existing and future demand is also critical to preserving the region's quality of life, economic vitality, and environmental sustainability. To be a more resilient region, we have to reduce water and energy consumption, diversify our sources for these critical resources, and manage them better.

Section 4: Protect and Enhance the Region's Natural Assets

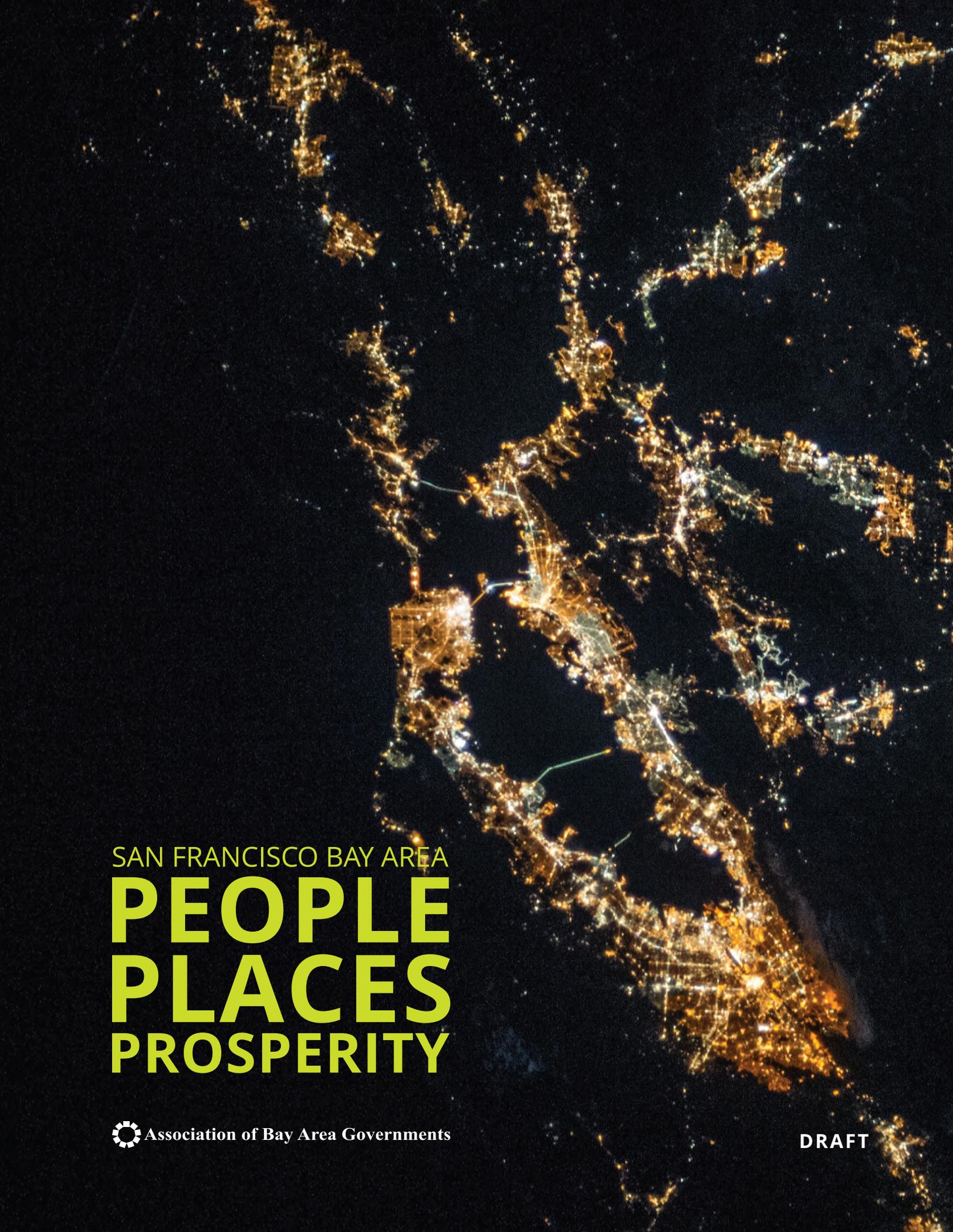
The Bay Area's identity is largely defined by its stunning parks, open spaces, and natural landscapes—particularly the San Francisco Bay and Estuary. The region's estuary, open spaces, farmland, parks, and trails are vital to the Bay Area's quality of life, robust economy,

and sustainability. The Bay Area has been remarkably successful in preserving its iconic landscapes, but there are still important natural assets in the region that are under threat of development, and we should continue to look for opportunities to preserve them.

There is also a growing understanding that restricting areas from development is not enough to truly protect our environment. Embracing new growth that is more focused and efficient helps protect open spaces and agricultural lands from being converted to urban uses and is essential to our ability to protect the natural assets we love. There is also growing recognition that preserving and restoring natural resources, particularly tidal marshes, supports the health of the Estuary while also protecting communities from flooding from sea level rise.

The inclusion of both Priority Conservation Areas (PCAs) and Priority Development Areas (PDAs) in *Plan Bay Area* reflects the integral relationship between resource protection and more compact growth. In 2015, the PCA program was updated to recognize the role of different kinds of PCAs in supporting the vitality of the region's natural systems, rural economy, and human health. These designations highlight the ways in which PCAs and natural areas relate to developed areas for the region as a whole and for local communities.

Communities are also considering how to better integrate open spaces, trails, and parks into developed areas. The Bay Area's trail systems connect communities, function as alternative commute corridors, and promote health by enabling residents to get outside and play. Access to parks and playgrounds, as well as open spaces, are essential components of a complete community and contribute greatly to residents' quality of life. A primary challenge is identifying funding sources to pay the capital and maintenance costs for both new and existing parks. It is also important to consider strategies to increase access to parks and natural areas by public transit.



SAN FRANCISCO BAY AREA

**PEOPLE
PLACES
PROSPERITY**

Acknowledgements

This report was produced with support from ABAG member towns, cities, and counties. Our special thanks to the members of the Bay Area Planning Directors Association (BAPDA) Steering Committee, the Economic Strategy Working Group, Doug Johnson (Metropolitan Transportation Commission), and David Burch (Bay Area Air Quality Management District) for their careful review of all or parts of the document. Any remaining errors and interpretations are our own.

Association of Bay Area Governments

Executive Board Leadership and Key Staff

Julie Pierce	President, Councilmember, City of Clayton
David Rabbitt	Vice President, Supervisor, County of Sonoma
Ezra Rapport	Executive Director
Brad Paul	Deputy Executive Director and Communications Director
Miriam Chion	Planning and Research Director
Duane Bay	Deputy Planning and Research Director

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Planning and Research Director

Gillian R. Adams

Project Manager and Lead Author

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Project Staff



SAN FRANCISCO BAY AREA

**PEOPLE
PLACES
PROSPERITY**



DRAFT

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Sunnyvale

EXECUTIVE SUMMARY





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Santa Clara

EXECUTIVE SUMMARY

People, Places, and Prosperity

In 2013, the Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC) jointly adopted *Plan Bay Area*—the region’s long-range regional land use and transportation strategy. By emphasizing growth in Priority Development Areas (PDAs) and promoting preservation of Priority Conservation Areas (PCAs), *Plan Bay Area* identifies a strategy for future housing and job growth and transportation investments that will allow the region to develop an efficient transportation network, provide more housing choices, and grow in a financially and environmentally responsible way.

ABAG has produced this report to provide context for the regional dialogue that is under way as part of development of *Plan Bay Area 2040*—a scheduled update to the plan adopted in 2013. This report highlights the activities ABAG has undertaken in partnership with local governments, regional agencies, business groups, community organizations, and other stakeholders to advance implementation of the land use pattern in *Plan Bay Area*. These implementation efforts have focused on supporting economic vitality, promoting “complete communities” in PDAs, fostering a more resilient region, and encouraging preservation of PCAs.

People, Places, and Prosperity provides a more comprehensive and in-depth look at the ways in which economic, housing, and environmental issues relate to one another and how they are currently affecting local communities and the region as a whole. While transportation strategies and investments will, of course, be critical to achieving the goals outlined in *Plan Bay Area*, this report primarily focuses on the challenges and opportunities related to land uses in the region. The report consists of an introduction; four sections discussing the major issues and trends facing the Bay Area related to the economy, housing, local communities, and natural assets; and a brief conclusion. ABAG staff hopes the ideas and information in this report will contribute to the *Plan Bay Area 2040* discussions about how we, as a region, prioritize the actions needed to protect and enhance our quality of life and achieve our goals for a more prosperous and sustainable region.

SECTION 1:

Promote Regional Economic Vitality and Shared Prosperity

Although the Bay Area has an enviable economy, sustaining economic vitality—and expanding the number of people who experience that vitality—should be a priority for the region. To support job growth and create a more resilient economy we, as a region, need to increase housing affordability, ensure adequate space for all of the activities that are part of the regional economy, and invest in critical infrastructure systems and public transit. As the share of employment in middle-wage jobs is shrinking, one of the key questions for the Bay Area's future is how the region's rising economic tide can provide more opportunities for low- and moderate-income households.

SECTION 2:

Increase Housing Choices and Affordability

The Bay Area is facing a chronic and acute housing affordability problem that puts stress on households, threatens economic competitiveness, contributes to traffic congestion, and encourages conversion of open space and agricultural land to housing. To address this challenge, the region needs tools and funding to produce more affordable homes and preserve the ones that already exist, while also protecting people from being displaced from their current homes. The region should also consider expanding the range of housing types to prepare for evolving housing preferences as the population becomes older and more diverse and taking steps to increase the region's resilience to natural disasters.

SECTION 3:

Build Healthy and Resilient Communities

The major investments in Plan Bay Area and ABAG's efforts to implement the long-range regional land use strategy are directed to PDAs to support local communities' efforts to develop complete communities. Although the specific vision for how each PDA might develop differs based on the local context and the community's needs and aspirations, the essence of the complete communities envisioned in these areas encompasses their physical and social health, which both contribute to a community's resilience. To encourage more complete and resilient communities, we should take steps to create places that foster a stronger sense of community identity, reduce the impacts of air pollution

and the risks of flooding and water pollution from stormwater runoff, decrease potential disruptions caused by a natural disaster and prepare for the process of recovering and rebuilding communities afterward, and ensure sufficient water and energy to meet our existing and future demand. Neighboring communities often face the same challenges and opportunities for meeting the long-term needs of residents and businesses so collaboration is essential to ensure local decisions will maximize the potential benefits for the local community and the region as a whole.

SECTION 4: Protect and Enhance the Region’s Natural Assets

The Bay Area’s identity is largely defined by its stunning parks, open spaces, farmland, trails, and natural landscapes—particularly the San Francisco Bay and Estuary. These assets are vital to the region’s quality of life, robust economy, and sustainability. While the Bay Area has been remarkably successful in

preserving its iconic landscapes, we should continue to look for opportunities to preserve natural assets that are under threat of development. There is a growing understanding that embracing more focused and efficient growth helps protect open spaces and agricultural lands from being converted to urban uses. The inclusion of both PCAs and PDAs in Plan Bay Area reflects the integral relationship between resource protection and more compact growth. Communities are also considering how to better integrate open spaces, trails, and parks into developed areas and how to increase access to parks and natural areas.



Stinson Beach, Marin County



San Jose

INTRODUCTION







Introduction

The San Francisco Bay Area has many desirable attributes: distinctive communities of all sizes, with varied populations and cultures; beautiful natural environments and recreation areas; and a robust and innovative economy. This vast region stretches from Cloverdale at the northern edge of Sonoma County to Gilroy at the southern edge of Santa Clara County and includes a total of 101 cities and nine counties with San Francisco Bay as a focal point. Although it can be difficult to imagine what these different areas have in common, we—by which we mean the individuals who live and work in the Bay Area—are connected by complicated webs of housing markets, job locations and commute patterns, and critical environmental linkages. A goal of this report is to help all of us to see how and where we fit into the region and to distill its complexity to three principles that matter most for the region’s future: **people, places, and prosperity.**

In 2013, the Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC) jointly adopted *Plan Bay Area*—the region’s long-range regional land-use and transportation and land use strategy. As mandated by the Climate Protection and Sustainable Communities Act of 2008, or SB 375, *Plan Bay Area* was the first time a Sustainable Communities Strategy (SCS) was included in the Regional Transportation Plan (RTP). By emphasizing growth in Priority Development Areas (PDAs) and promoting preservation of Priority Conservation Areas (PCAs), *Plan Bay Area* identifies a strategy for future housing and job growth and transportation investments that will allow the region to develop an efficient transportation network, provide more housing choices, and grow in a financially and environmentally responsible way.

Purpose of this report

ABAG has produced this report to provide context for the regional dialogue that is underway as part of development of *Plan Bay Area 2040*—the update to the plan adopted in 2013. Although *Plan Bay Area* established a vision for how the Bay Area will evolve over the next several decades, ABAG and MTC are required to update it every four years. These frequent updates allow us to refresh the vision to reflect current circumstances and incorporate new information and perspectives based on what we, as a region, have learned from efforts to implement *Plan Bay Area*.

To inform conversations about renewing *Plan Bay Area*, this report documents the region’s efforts to

address some of the key challenges highlighted in *Plan Bay Area* as critical to achieve the region’s long-term vision. Many of these issues are complicated, and may require many years to resolve. However, important progress has been made and this report highlights the activities that ABAG has undertaken in partnership with local governments, regional agencies, business groups, community organizations, and other stakeholders to advance implementation of the land use pattern articulated in *Plan Bay Area*.

The purpose of *People, Places, and Prosperity* is to provide a more comprehensive and in-depth look at the ways in which economic, housing, and environmental issues relate to one another and how they are affecting local communities and the region as a whole. While transportation strategies and



Downtown Oakland

investments will, of course, be critical to achieving the goals outlined in *Plan Bay Area*, this report focuses on the challenges and opportunities related to land uses in the region. The objectives put forth in this report highlight actions to promote regional economic vitality and shared prosperity, increase housing choices and affordability, build healthy and resilient communities, protect and enhance the Bay Area's natural assets. ABAG staff hopes the ideas and information in this report will contribute to the *Plan Bay Area 2040* discussions about how we, as a region, prioritize the actions needed to protect and enhance our quality of life and achieve our goals for a more prosperous and sustainable region.

Local communities laying the groundwork for future growth

Since local governments are responsible for land use decisions for their communities, the Bay Area's success in moving toward a more sustainable future depends on cities and counties choosing actions that support the pattern of development outlined in *Plan Bay Area*. For this reason, *Plan Bay Area's* vision for a more sustainable future builds on the planning work that local communities have been doing for the past decade or more. The region's Priority Development Areas (PDAs) are the foundation for the *Plan*. PDAs are locally nominated 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. The compact growth envisioned through these PDAs is based in large part on local aspirations and community context. The Bay Area has a range of existing communities and the 191¹ adopted PDAs reflect this diversity.

PDAs are projected to accommodate most of the Bay Area's new homes and jobs, and the Plan's major investments in transportation and planning assistance are focused in the PDAs to support future growth. The regional vision is based on the concept that local governments know best how to build "complete communities" that capitalize on the region's extensive transportation and transit infrastructure. The planning principles behind complete communities are not new—indeed they represent a return to development patterns common to older cities and towns throughout the world. The flexibility offered by complete, compact communities

Complete Communities

Complete communities are places that:

- **Provide choices:** a range of housing options provides for people with different needs
- **Encourage accessibility:** people can walk, bike, or take transit for short trips and for commuting
- **Offer connections:** people are linked to jobs, health care, parks, services, and stores
- **Promote health:** aids quality of life for individuals, families, communities, and the environment
- **Improve social and economic equity:** offer access to opportunity for people of all incomes.

prepares these areas for future changes in population; job locations; or housing, lifestyle, and job choices.

The PDAs are complemented by Priority Conservation Areas (PCAs), which are areas of regional significance that have broad community support and an urgent need for protection. The PCA program helped spur collaboration between local governments, public agencies, and non-profit organizations to nominate 101² PCAs that provide important agricultural, natural resource, scenic, cultural, recreational, and/or ecological values and ecosystem functions. The PCAs represent opportunities for land conservation within the next five years, and regional agencies are working with state agencies and funding entities to protect PCAs through purchase of land or conservation easements with willing landowners.

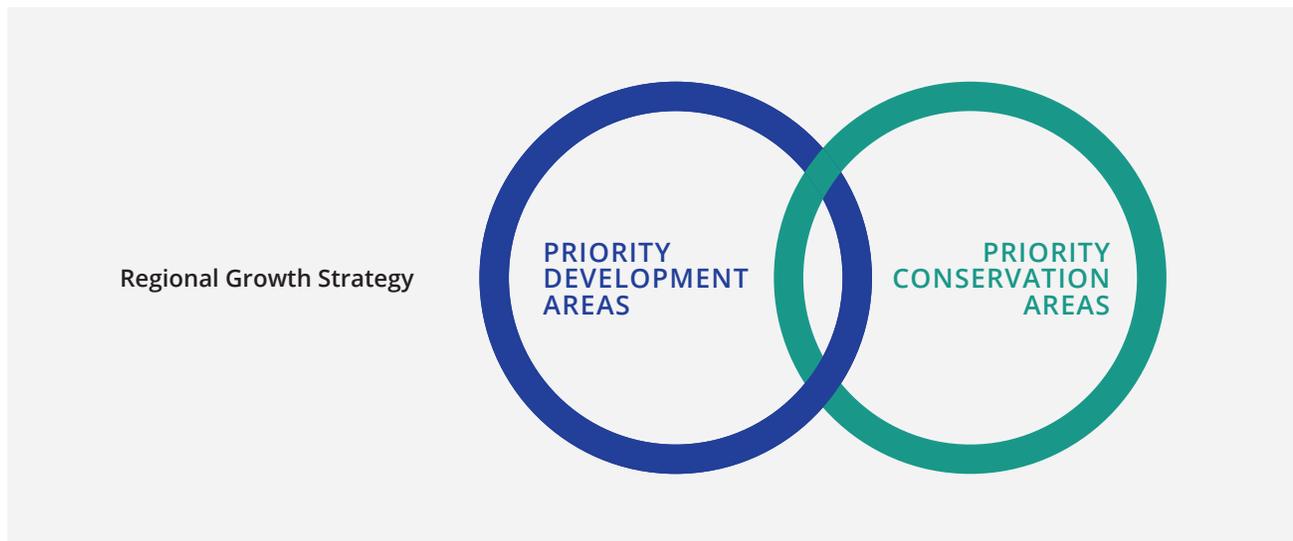
When planning for future growth, most Bay Area communities no longer have the option to simply push outward. As a result, more attention

has to be paid to how to fit new development into an existing context. There is a greater emphasis on how people experience the places in which they live and work and what works (or doesn't work) for them in their daily lives, as they try to get their job on time, find a safe place for their kids to play, visit the doctor, or spend an evening out with friends.

Increasingly, discussions about how and where to grow are focusing on issues such as increasing access to employment opportunities and affordable housing (and particularly the relationship between the two) as well as access to amenities such as good schools, healthy food options, and services. These discussions get at what it means to have a "complete community" and the difficult questions of who has the opportunity to live in our communities and who does not, and what steps we can take to make sure that as our communities grow and change over time, they work for everyone. The answers to these questions will vary for every community in the region.

OneBayArea Grant

The OneBayArea Grant (OBAG) Program is a new funding approach that supports *Plan Bay Area* by directing investments into the region's Priority Development Areas, rewarding housing production, encouraging preservation of Priority Conservation Areas, and providing a larger and more flexible funding program to deliver transportation projects. The OBAG Program is conducted in partnership with the counties' Congestion Management Agencies, who are responsible for distributing OBAG funding to meet each county's priorities.





Downtown Berkeley

Regional snapshot: the Bay Area in 2015

The Bay Area's high quality of life has always attracted new residents and businesses, but the regional economy's concentration of innovative industries has led to volatile periods of job change. With the economy's recovery from the Great Recession, the Bay Area has experienced significant employment growth and housing development. This growth has allowed many areas, particularly PDAs, to realize their local visions with the addition of new homes and commercial spaces, infrastructure improvements, and lively public spaces. However, the accelerated pace of recent growth has led to widespread anxiety about its impact on the region's quality of life. The most noticeable concerns have been the region's escalating housing costs, increased traffic congestion as people travel longer distances

between available jobs and homes they can afford, and uncertainty about retaining the diversity and character of neighborhoods in the face of rapid change.

Another concern is that the effects of growth—both positive and negative—are not shared equally in the region. While some cities and towns struggle to hold onto their identity in the face of intense development pressure, others cannot attract the jobs their residents so desperately need. The region is also grappling with a new economic reality of increasing income inequality, where the incomes and wealth of those at the top of the economic scale are much higher than those at the bottom. Many middle- and lower-income households can no longer gain access to essential resources—such as housing, transportation, and education—within the region.

The trends described above have led to an increased emphasis on improving the resilience of the entire Bay Area. Resilient communities

State of the Region 2015: Economy, Population, Housing

The State of the Region examines the present economic, populations, and housing 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. This report provides necessary data and analysis for the update to *Plan Bay Area*. State of the Region is available as a dynamic, interactive microsite at <http://reports.abag.ca.gov/sotr/2015/>.

Vital Signs

The San Francisco Bay Area has established an innovative monitoring initiative to track our region's performance related to transportation, land use, environmental, and economic trends. Led by MTC, this effort relies upon extensive collaboration with ABAG, the Bay Area Air Quality Management District, and the San Francisco Bay Conservation and Development Commission. This data-driven website quantifies and assesses our regional performance compared to similar data from cities, counties, and other peer metropolitan areas. Many of these measures originate from the performance targets developed in *Plan Bay Area 2013*.

View the Vital Signs website at: www.vitalsigns.mtc.ca.gov

are able to respond to chronic social stresses and acute shocks by being socially, economically, and environmentally adaptive. The concept of resilience is often mentioned as a component of preparing for and recovering from a natural disaster, such as an earthquake. However, the region will also benefit by being more adaptive when facing less acute (but no less significant) threats, such as the region's chronic housing affordability challenge, the growing imbalances in the regional economy and the need to improve the ability to weather the next inevitable (and yet often unexpected) downturn, or the expected impacts of climate change such as sea level rise.

Creating a more resilient region will require a comprehensive approach that encompasses critical investments to repair and expand our aging infrastructure, improvements to our educational systems to better prepare people for the changes

ahead, and helping people succeed by improving access to jobs, education, transportation, and other amenities. And, while the Bay Area has a long history of protecting its cherished open spaces, trail systems, and working landscapes—which are essential to the Bay Area's quality of life—we should consider ways to ensure these assets continue to thrive in the face of development pressures, economic shifts, and a changing climate. As a region, we are at a critical moment for making choices about how and where we want to grow in order to preserve what we love about the region and be better prepared for the future—and all of its opportunities and uncertainties. The PDAs and PCAs provide a shared framework for future growth that can help guide and coordinate our efforts toward a Bay Area that sustains the well-being of its people, cultivates vital places, and fosters and shares prosperity.

The role of ABAG

In 1961, elected officials from the Bay Area's towns, cities, and counties formed ABAG to provide a forum to discuss common issues that transcend local boundaries and affect the region as a whole—particularly those related to land use planning. As the council of governments for the Bay Area's nine counties and 101 cities and towns, ABAG facilitates communication among jurisdictions, organizations, and other stakeholders to foster greater collaboration and understanding around regional economic, housing, and environmental issues. ABAG provides data and information to support these regional dialogues and advocates at the state, regional, and local levels to give communities the policies and tools they need to prepare for and capitalize on future growth.



Contra Costa County



ABAG General Assembly, Breakout Session

Since adoption of *Plan Bay Area* in 2013, ABAG has used these strengths to engage a variety of stakeholders and support partnerships to advance implementation of *Plan Bay Area*. These efforts have focused on the following key objectives for the region, which are described in more detail in the rest of this report:

- **Promote regional economic vitality and shared prosperity:** ABAG has collaborated with local and regional agencies, business groups, and community-based organizations to conduct research and develop strategies to support the continued vitality of the Bay Area economy and to increase the extent to which regional prosperity is shared among all businesses and residents. These efforts have focused on strengthening the competitiveness of the regional economy, enhancing local business districts and job centers in PDAs,

expanding access to opportunities for all Bay Area residents, improving the region's resources for workforce development, and exploring best practices for goods movement and industrial businesses.

- **Increase housing choices and affordability:** ABAG has been working with policymakers at the state, regional, and local levels, as well as regional stakeholders, to address the Bay Area's acute and chronic housing affordability challenges. The recent surge in demand for housing has also heightened the need for strategies to prevent the displacement of existing residents. The focus of these collaborative efforts has been on identifying policies, strategies, and, in particular, new funding sources, to increase housing production and preservation—especially affordable and workforce

housing units. ABAG has supported these endeavors with research and tools to monitor housing production across the Bay Area and by discussions with state agencies about potential adjustments to state housing policies and the creation of new sources of funding for affordable housing.

- **Build healthy and resilient communities:** ABAG has worked with local governments, transit agencies, regional agencies, and other partners to promote “complete communities” in jurisdictions throughout the Bay Area. These efforts have been particularly focused on creating networks of thriving neighborhoods and downtowns along the major transportation corridors that are expected to experience the most housing and job growth in coming years. This includes facilitating discussions between San Francisco

and Oakland about their shared challenges and opportunities related to housing production, economic development, and transportation infrastructure. In San Mateo and Santa Clara Counties, ABAG has supported the work of the Grand Boulevard Initiative, which focuses on El Camino Real, and in the East Bay has partnered with jurisdictions from Rodeo in the north to Union City in the south to form the East Bay Corridors Initiative. Both initiatives promote collaboration to address common challenges, capitalize on shared opportunities, and coordinate policies and strategies across jurisdictional boundaries. ABAG's work in these areas has emphasized development feasibility and entitlement and supporting local PDA planning processes.

ABAG has also capitalized on its longstanding leadership in addressing the risks of earthquakes and natural hazards by integrating community resilience to natural hazards into the complete communities framework. ABAG and the Bay Conservation and Development Commission (BCDC) staff have worked collaboratively with local jurisdictions to identify housing, communities, and infrastructure that are at risk from earthquakes and sea level rise and have developed policy recommendations to address

these risks. ABAG has also worked with the Bay Area Air Quality Management District (BAAQMD) and jurisdictions to ensure that new developments take steps to reduce the health impacts of air pollution.

- **Protect and enhance the Bay Area's natural assets:**

In partnership with open space advocates, local jurisdictions, and other stakeholders, ABAG has worked to strengthen the PCA framework by supporting targeted efforts to both protect the region's open spaces and habitat and enhance the agricultural economies of our rural communities. The PCA framework was also updated to further define the role of different kinds of PCAs in supporting habitat, agriculture, recreation, and various ecological functions. As part of this program, ABAG worked with state and local partners to provide grants for regionally significant conservation easements, land acquisition, and transportation projects.

In addition to efforts related to the PCAs, ABAG has continued to add new segments of the planned 500-mile San Francisco Bay Trail, which is a critical part of the region's network of PCAs, a popular resource for Bay Area residents seeking a healthy lifestyle or an alternative commute, and an increasingly important part of

the region's tourist industry. ABAG has also expanded the recently launched San Francisco Bay Area Water Trail, which provides public access to the historic, scenic, cultural, and environmental resources of the San Francisco Bay. Through the San Francisco Estuary Partnership, ABAG has also worked with partners to protect and restore water quality and estuarine habitats throughout the region.

In recognition of the many interwoven threads that define our daily experiences in the Bay Area, this approach to implementing the vision for the region's future integrates efforts across economic development, housing production and affordability, infrastructure improvements, open space, and resilience. ABAG has collaborated with local jurisdictions and stakeholders to support the development of complete communities as well as the protection of rural and industrial areas and natural resources. ABAG helps its member cities and counties create and preserve inclusive neighborhoods that—although they may vary in size, scale, mix of uses, and ambiance—all offer places in which it is affordable and enjoyable to live, work, and play. As people who love the Bay Area, we want to create places that will endure for future generations and produce a legacy that we are proud to leave for our children and grandchildren.

PROMOTE REGIONAL ECONOMIC VITALITY AND SHARED PROSPERITY







SECTION 1

Promote Regional Economic Vitality and Shared Prosperity

Bay Area residents take great pride in our robust regional economy, which includes the valley that gave us the semiconductor and revolutionized the Internet, a rapidly emerging cluster of social media activities, other centers of technological innovation cropping up throughout the region, one of the largest shipping ports in the US, internationally acclaimed wines, world-class universities, and renowned tourist attractions. The Bay Area economy has made a decisive recovery from the effects of the Great Recession and is poised for expansion.

Regional prosperity shared unevenly

The region has regained all of the jobs lost since the peak of the dot-com boom in 2000.³ Much of the job growth has been in industries and locations that are already areas of competitive advantage for the region. In addition, some of the region's strengths, including high labor force participation and a highly educated workforce, are expected to continue into the future.

However, the impacts of the recovery and the benefits of prosperity are shared unevenly throughout

the region. While San Francisco and Silicon Valley are booming, other areas of the region are still struggling to attract jobs. The share of employment in middle-wage jobs is shrinking, and *Projections 2013* estimated the proportion of very low- and low-income households in the Bay Area is projected to increase in the future. Income inequality in the region is greater than in California or the US, and there is a risk that many people in the region will not share in the Bay Area's continued economic success.

Although the Bay Area has an enviable economy, sustaining economic vitality—and expanding the number of people who

experience that vitality—should be a priority for the region. One of the key questions for the Bay Area's future is how the region's rising economic tide can do more to lift all boats by providing more opportunities for low- and moderate-income households. We need to invest in our workers, especially by improving the quality and availability of education and training opportunities to ensure workers have the skills and expertise that businesses need. Doing so will allow low- and moderate-income workers to advance into higher-paying jobs and support businesses by ensuring that there is a sufficient pool of talented workers to fill new positions.

Regional Economic Strategy

The Regional Economic Strategy Subcommittee of ABAG's **Regional Planning Committee** is developing a *Regional Economic Strategy* for regional economic development that will build local capacity, economic prosperity and resiliency. The Bay Area would benefit significantly from a regional approach that builds on local plans to manage its economic growth. Each local government has its own economic and workforce development strategy with little coordination across the region. A regional approach could support a stronger and more equitable economy, particularly in distressed communities and cities with limited resources. The Subcommittee will summarize and synthesize recommendations from the local, regional and state level relating to the Bay Area economy, drawing from the region's highly regarded business, economic and workforce organizations.

Regional Prosperity Plan

The Bay Area Regional Prosperity Plan is a recently completed, three-year initiative funded by a \$5 million grant from the U.S. Department of Housing and Urban Development (HUD) to ABAG and MTC. As part of HUD's Sustainable Communities Partnership Program, it aims to create stronger, more sustainable communities by integrating housing and jobs planning, fostering local innovation, and building a clean energy economy.

The Prosperity Plan builds on local and regional planning efforts, begun by Plan Bay Area to address the needs of people who face barriers to economic opportunities and who are least likely to participate in local and regional planning and decision-making processes.

The Prosperity Plan included two key, interconnected areas of work:

1. Economic Prosperity Strategy

– a regional approach for expanding economic opportunities for low- and moderate-income workers, and provided more than \$1 million in sub-grants for pilot projects.

2. Housing the Workforce

Initiative – tools and resources to improve housing affordability near transit, while stabilizing low income neighborhoods as new investments raise property values, and provided more than \$1 million in sub-grants for pilot projects.

MTC and ABAG worked with elected officials, local city and county staff, community-based and non-profit partners, business and labor groups, and economic and workforce development organizations that co-sponsored the grant application to implement this program. Underpinning these two areas of work was an extensive outreach and engagement process, ensuring that under-represented groups most in need of affordable housing and quality jobs will have a real voice in the development and implementation of the plan.

For more information visit:
<http://planbayarea.org/resources/Bay-Area-Prosperity-Plan.html>

Balanced land uses necessary for economic vitality

One of the major challenges to economic prosperity is the lack of affordable homes in the region. Bay Area business leaders have regularly cited the high cost of housing as a barrier to hiring and retaining workers that stifles economic growth. Section 2 provides more detail about strategies for addressing the need for more homes, and particularly homes that are affordable to lower-income and moderate-income households.

While adding homes is essential to economic vitality, land use plans should also include space for all of the activities that are a part of the regional economy. Collaboration among regional and local governments, the business community, and other stakeholders will be needed to identify the best

locations for offices and businesses, with a particular focus on the needs of industrial businesses and those related to moving materials and goods throughout the region. Local governments can also better support these businesses by updating industrial zoning and permitting processes to match contemporary needs.

Government policies to support businesses

There are also a number of steps that governments—whether state, regional, or local—can take to support a healthy business climate and promote job growth. Many communities in the Bay Area are encouraging new homes and businesses in locations within already-developed areas, particularly near public transit. Although this emphasis on infill development is consistent

with State sustainability goals, some State policies and regulations, such as Proposition 13, undermine local governments' ability to implement a more focused development pattern. Although addressing these challenges would require coordinated action at the state level, local governments can also make it easier to attract and retain businesses by streamlining their regulations and permitting processes and by collaborating with industry leaders and other stakeholders to develop economic development strategies.

Strengthening the region's infrastructure

Interconnected layers of infrastructure—including transportation, waste, water, communications, and energy systems—are essential to Bay Area quality of life and economic vitality. However, many communities rely on aging infrastructure systems that are approaching, or have already passed, their expected lifespans. Investments to repair, replace, or seismically retrofit these systems are crucial to return the infrastructure to a state of good repair, support job growth, and increase the region's resilience to natural disasters. Improvements to the region's public transit system are needed to sustain and increase ridership, helping to relieve traffic congestion. The Federal and State governments have not provided sufficient investments in infrastructure, so the Bay Area will have to identify its own funding sources to leverage current and future funding from those sources.



Mountain View

ABAG's role in supporting the regional economy

ABAG works to promote the economic vitality of all Bay Area businesses and residents by encouraging public policies that support a healthy business

climate and job growth, promoting investments in infrastructure, improving the alignment between workforce skills and business needs, and ensuring the Bay Area has space for all activities that contribute to the regional economy and facilitate goods movement. ABAG convenes jurisdictions, organizations, and stakeholders from across the region to foster greater collaboration and understanding around

land use planning, housing, and infrastructure.* This is a natural outgrowth of ABAG's established regional research, analysis, and forecasting practice. As an organization that works at the state, regional, and local levels, ABAG can collaborate with business and community stakeholders to develop policy recommendations to elevate local concerns to higher levels of government to effect needed change.



Strauss Family Farm

OBJECTIVE

Use public policy to support a healthy business climate and job growth

An effective partnership between businesses and government on the economic issues facing the region is needed to sustain our economic vitality. Most communities in the Bay Area are focusing future job and housing growth in PDAs and other infill locations to make best use of existing infrastructure and investments. However, some State and local policies limit the success of PDAs by overemphasizing retail development instead of a mix of land uses and making it difficult for local governments to secure funds to invest in the infrastructure and other public services needed to support infill growth. The State and local governments can also take steps to reduce the complexity of regulations and permitting processes to decrease the amount of time and money businesses spend complying and increase the likelihood plans will lead to successful outcomes. Local economic development strategies will be most successful if designed and implemented through collaboration among all levels of government and with business leaders.

Ensure communities that pursue infill development have the resources to provide and maintain necessary services:

Although infill development is essential to achieving the State's goals for a more efficient and sustainable

development pattern, several State regulations and policies inhibit this type of growth. Proposition 13 limits local government's ability to raise property taxes, so local land use decisions are often based on their short-term fiscal effects rather than whether they make the most long-term sense for the community. For example, even though a lack of new homes is contributing to high housing costs, most communities prefer new retail development because it provides higher sales taxes. The dissolution of Redevelopment Agencies and some State tax policies, such as the requirement that two-thirds of voters must approve local sales taxes or bonds, make it difficult for local governments to secure their own funding sources to invest in infrastructure and other amenities to support infill development in the face of those problem. State, regional, and local governments should collaborate with business leaders and other stakeholders to consider changes to these policies to give local communities the flexibility needed to implement their visions for new infill development and community revitalization.

Ensure State and local regulations and permitting processes support business retention and expansion:

The State and local governments can attract new businesses and help existing businesses thrive by developing clear, consistent rules and by simplifying and streamlining the permitting and licensing processes. These efforts can be particularly beneficial for small businesses, which represent a significant share of business growth and employment. Specific strategies include creating a one-stop-shop where businesses can obtain multiple permits or providing business starter kits for common business types (such as restaurants or retail shops) with step-by-step guides, required permits, and other resources. Benefits are magnified when local tax policy, fees, permitting processes, and other regulations are aligned among neighboring jurisdictions. This type of coordination can reduce costs for businesses with operations in multiple jurisdictions, make the overall area more attractive, and reduce competition between cities for employers.



Career Pathways Participant

OBJECTIVE

Address the growing strains on traditional and 21st century infrastructure

A renewed focus on repairing and enhancing the region's infrastructure is needed to maintain the Bay Area's economy and quality of life. New investments are needed to fix what is already in place, make improvements to accommodate future needs, make these systems more resilient to potential disruptions from natural hazards, and ensure business competitiveness. Without these investments, congestion will slow the movement of goods and people on roads, transit, and airports; we will not be able to adapt to the latest technologies; and we will face the possibility of cascading infrastructure failures in the event of a natural disaster. However, planning for the necessary maintenance and expansion of these services is hindered by the fact that control is divided among state agencies, local governments, and private utilities. Improved collaboration will be needed among these different groups to ensure we make the investments needed to secure the region's future.

Rebuild and expand traditional infrastructure: Traditional infrastructure, such as roads and sewers, is a critical component of our everyday lives, and the effects of a failure or disruption in service can be felt throughout a community. The major challenge to making the critical investments needed

to maintain, expand, and retrofit infrastructure assets is a lack of funding. Regional agencies, local governments, business leaders, and other stakeholders should work together to identify potential sources of funding to address the region's infrastructure needs. Local governments can consider generating funds through local measures, such as issuing bonds, raising sales taxes, or implementing fees on the use of roads, as well as leveraging private capital through public-private partnerships. Another option is to create a regional infrastructure bank that would provide loans for selected infrastructure projects. An infrastructure bank would facilitate private sector investment in public projects and encourage cooperation among local jurisdictions in planning and financing necessary infrastructure investments.

Expand investments in 21st Century Infrastructure: The Bay Area's "21st Century Infrastructure"—its communications and energy systems—complement more traditional types of infrastructure and are increasingly important to economic vitality. Communications and energy systems tend to be driven by more rapid changes in technology and user preferences. To support economic growth, the Bay Area needs to expand the quality and capacity of its communications infrastructure and to update the electricity grid to accommodate the expanded use of renewable energy, rooftop solar systems, electric vehicles, and smart appliances. All levels of government can facilitate improvements to communications infrastructure by developing more detailed and specialized plans, considering system-

wide upgrades rather than project-by-project approvals, and ensuring that regulations are reviewed regularly and are flexible enough to accommodate technological advances and changes in how people use services. Energy infrastructure can be improved by pursuing innovative approaches to ratemaking and regulation that allow more decentralized operation of the electricity grid and provide flexibility to meet changes in technology and consumer demands.

Invest in public transit to make it easier to travel around the region: There are 27 different agencies that provide public transit services in the Bay Area. Although residents and workers often must travel from one county to another, most of the transit agencies operate solely within one county. For riders, trying to figure out the different schedules, fares, and how to transfer from one system to another can be a challenge. Transit agencies should work together to coordinate their policies and provide information in ways that make the transit experience more seamless. Since most jobs in the region are more than a half-mile away from a regional transit stop, it is also essential that we expand the quality and availability of "last-mile" solutions to enable people to easily travel between transit and their job. Some options include shuttles, better bicycling and walking environments, or ridesharing. Transit agencies should also consider focusing their service and infrastructure improvements on the most-used routes. Finally, we need to identify new sources of funding to support our major transit systems, such as San Francisco Muni, BART, AC Transit and Santa Clara Valley Transportation

Authority, which need to replace old buses and trains to meet the growing demand as more people choose transit.

Improve the resilience of the region's infrastructure systems to natural hazards:

The region's critical infrastructure is aging and vulnerable to earthquakes, flooding, fire, drought, and other hazards, many of which are expected to increase in severity

due to climate change. These systems are very reliant upon one another, so if one system fails or is damaged, it can disrupt other systems. For example, an undamaged highway system without fuel is a broken transportation system, and the ability to make repairs to one system may depend on other systems (such as electric or communications) working. Currently the vulnerability of many infrastructure systems is neither well

known nor well communicated to the public. The region has previously invested billions into improving the ability of its transit, highway, and water systems to withstand earthquakes. Similar improvements are needed across all infrastructure systems to protect against damage from all hazards and to address the cascading impact a single failure can have across systems.



Vallejo, Repairing Damage from 2014 Napa Earthquake

OBJECTIVE

Expand opportunities for middle-wage employment

A strong middle class is critical to the continued vitality of the Bay Area economy. However, middle-class wages are increasingly out of reach for many people, as more than a third of Bay Area workers earn less than \$18 per hour (or less than \$36,000 per year for full-time work) and most of those earn less than \$12 per hour.⁴ To support these households, we need to explore strategies to increase middle-wage jobs and create pathways for lower-wage workers to move into better jobs. Most of the projected middle-income job openings will become available as workers retire or change occupations, rather than from growing industries or occupations. For the region to remain competitive we must invest in our workforce so businesses can find skilled workers to fill open positions that might otherwise be outsourced.

Collaborate to improve local economic development strategies, with an emphasis on growing middle-wage jobs:

While middle-wage jobs are available in many different industries, some of the employment sectors where these jobs are especially prevalent include professional services, construction, healthcare, government, and education. To successfully encourage growth in these industries, local economic development strategies should be based on an understanding of how the local economy interacts with the regional economy— particularly

how local industries poised for expansion relate to the Bay Area's primary growth clusters. Although local governments are very interested in local economic development opportunities, most lack the resources or experience to conduct this type of detailed analysis. Data and insights from industry leaders, suppliers, policy makers, workforce development providers, and other stakeholders are essential to help local governments identify promising industry clusters and develop a detailed economic development strategy to ensure that they are fostering a business environment that supports businesses at all stages of development, so they do not end up leaving the Bay Area. The benefits of local economic development strategies can be magnified when they are done in collaboration with economic development agencies and neighboring jurisdictions.

Reform California's education system to generate a globally competitive workforce:

For many people, public education is the key that unlocks the opportunity for a better life. However, years of budget cuts have limited the ability of California's education system to adequately and affordably meet the needs of students. Additional funding for the state's K-12 schools and public universities and colleges is necessary to ensure these institutions remain accessible to students of all income levels and can prepare students to adapt to a rapidly evolving economy. California's higher education system, in particular, could do more to align courses and training to the skills and knowledge that businesses need. For example, Community Colleges could expand the number of classes that prepare people to work in high-



Job Training Participant

demand occupations, such as those in health-related fields. These efforts are particularly effective if done regionally, since the training can be directed to growing industries with many job opportunities.

Strengthen pathways to help lower-wage workers move into better jobs:

The region's economic vitality depends, in part, on ensuring existing workers and new entrants to the labor force have the skills necessary to take advantage of available job opportunities. Partnering with businesses to develop industry-driven, sector-based training programs helps ensure workers learn skills that are in demand. Many lower-wage workers also need job-focused training to improve their basic skills and digital literacy. Workers can also benefit from the creation of certificate programs for occupations that currently do not have them, since they will be able to demonstrate to employers that they have skills in that occupation. Helping workers navigate online job searches and applications, creating networking opportunities, and encouraging apprenticeship programs and paid internships are also essential to assisting workers to build their careers.

OBJECTIVE

Ensure the Bay Area has space for all activities that contribute to the regional economy and facilitate goods movement

In an effort to preserve the region's remaining open spaces and working landscapes, most communities are encouraging more growth in infill locations. There has been a particular emphasis on building new homes near transit to encourage more transit use, but people are more likely to ride transit if their job is also near a transit stop. In addition, the surging demand for housing has created competition between housing and other types of land uses, which can lead to the displacement of jobs in industry sectors that are clustered on lower-priced land, such as warehouses. Housing is essential for the region's economic vitality. However, housing should not crowd out of employment uses that often provide middle-wage jobs and are critical to the regional economy, especially industrial space for production, distribution, and repair as well as the facilities necessary to move materials and supplies throughout the region.

Integrate employment activities into the PDA framework to encourage more jobs near transit:

The PDA framework that is the foundation for Plan Bay Area has emphasized the need for new

Goods Movement Study

MTC is updating the *Regional Goods Movement Plan*, last updated in 2008, to inform development of *Plan Bay Area 2040*. This effort is closely integrated with the Alameda County Transportation Commission's (ACTC) countywide goods movement planning effort, as well as ongoing state and federal freight planning and policy activity to ensure consistency among all plans and to provide a more complete picture of the goods movement system in the Bay Area. This report will:

- Evaluate regional existing conditions and key trends, issues, and opportunities, while looking at neighboring regional connections and localized urban goods movement needs.
- Develop and recommend strategies to improve the efficiency of the regional goods movement system while reducing impacts on communities.
- Assess importance of goods movement to support jobs and the economy throughout the diverse region.

homes in areas near transit. However, people are more likely to ride public transit to work if their job is also located close to a transit stop. ABAG and MTC should evaluate potential strategies for increasing the intensity and mix of uses in PDAs with an emphasis on increasing jobs that are oriented toward transit. Regional agencies should also work with local governments, transit agencies, and the business community to encourage employers—particularly those in industries that have a lot of middle-wage jobs, such as health care, educational services, and government—to locate in transit-served locations.

Industrial Land and Jobs Study

ABAG, MTC, and UC Berkeley are collaborating on an *Industrial Land and Jobs Study* to gain a better understanding of industrial land needs today and in the future and potential land use tradeoffs. The study will complement the MTC/ACTC *Goods Movement Study*. This study will:

- Analyze the function of and demand for industrial land in today's and future economy,
- Evaluate the economic, employment and transportation impacts of land conversion on job quality and accessibility, other industry sectors, and vehicle miles traveled
- Develop strategies to support retention of industrial land (as needed) and the efficient movement of goods within and outside the region.

Evaluate a Priority Industrial Area Program:

Establishing a regional program to designate Priority Industrial Areas could help ensure there is enough land for these critical uses, and would complement the existing PDAs and PCAs identified as part of the regional planning framework. Industrial and goods movement businesses are essential to our economy and need stable, affordable, and centrally located space to provide products and services to the Bay Area's residents and businesses. These businesses support high-growth industries, tend to pay better wages for less skilled workers, and when located

in central locations, may decrease vehicle miles traveled and costs to consumers. Industrial businesses have unique needs when it comes to finding suitable space to operate and, given the strong market demand for new housing and other uses, these businesses often cannot compete for new space where needed and are sometimes forced out of their existing locations. A Priority Industrial Area program would encourage greater regional coordination related to developing and preserving industrial land and supporting the transportation investments and policies needed to make it easier to move goods and materials throughout the region.

Re-envision office parks: The region's continued economic growth is increasing demand for existing office space, especially in places that are both centrally located and transit accessible. Many of the Bay Area's existing suburban office parks—even those close to transit—were built with the expectation that workers would drive to work. Promoting a more efficient use of these office parks can help meet the demand for jobs in a more urban environment that can be reached by transit. Increasing density in office parks makes it more efficient to provide transit for them, while improving the safety and connectivity of bicycle and walking paths enables employees to travel from home or a nearby transit stop to their job without needing a car. Adding restaurants, retail, or other services within office parks allows workers to take care of some of their daily needs without a car or by driving less.

Identify policies and funding to meet the Bay Area's housing needs:

The high cost of housing in the Bay Area presents a significant challenge for maintaining the region's economic and job growth. Every community should contribute to increasing the region's housing supply. Ensuring a sufficient supply of housing that is affordable to the region's workforce encourages greater economic mobility for lower-wage workers and helps businesses attract and retain workers so jobs remain in the region. While the points regarding streamlining development described earlier in this section relate to housing production as well as nonresidential activities, Section 2 discusses the Bay Area housing context more fully.

Priority Industrial Areas

The region's industrial areas are home to thousands of businesses providing a wide range of products and services that support all aspects of our economy. At the request of cities, ABAG is evaluating creating Priority Industrial Areas to complement the existing Priority Development Areas (PDAs) and Priority Conservation Areas (PCAs). Including places for employment as part of the regional planning framework would promote a balanced strategy for considering future land uses.

Priority Industrial Areas could be developed similarly to Priority Development Areas and Priority Conservation Areas via a local government nomination. The concept of Priority Industrial Areas was presented in June of 2015. It is expected that a coordinated review with local jurisdictions will occur in Spring 2016 and that the Draft Priority Industrial Area Guidelines will be presented to ABAG's Regional Planning Committee and Executive Board in Fall 2016.

INCREASE HOUSING CHOICES AND AFFORDABILITY







SECTION 2

Increase Housing Choices and Affordability

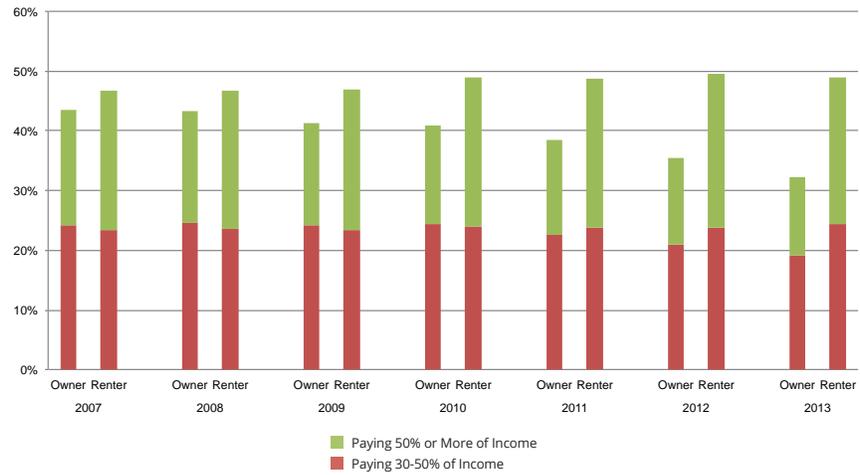
By almost any measure, the Bay Area is facing a housing crisis. Demand for housing in some communities is causing rents to rise so rapidly that families are priced out of their homes. Many working families cannot afford to live in locations that offer access to employment opportunities and high-quality services, such as schools, health care, public transit, and shopping. Rents and mortgages are consuming a growing share of most households' incomes.

The Bay Area's acute—and chronic—housing affordability problem

Households are coping with the shortage of affordable homes by paying too much, living in overcrowded homes, facing uncertainty about being evicted or priced out of their home, moving to outlying areas or out of the region entirely, or, in some cases, becoming homeless. The lack of a stable and affordable home makes it harder for people to maintain steady employment, do well in school, remain healthy, and participate fully in community life.

These stresses do not affect all households directly, but cumulatively they negatively impact the region as a whole. Bay Area business leaders have consistently cited the high cost of housing as a barrier to hiring and retaining workers, threatening the region's economic competitiveness. Traffic congestion increases when people have to travel longer distances between available jobs and homes they can afford, making it harder for everyone to travel around the region and contributing to air pollution. The hours spent stuck in traffic take away from the time people can spend with their families and friends, and reduce the region's economic productivity. Demand for less expensive housing in outlying areas contributes to the loss of open space and agricultural land.

Households Paying 30 Percent or More of Income on Housing in the Bay Area



Source: ABAG from US Bureau of the Census, American Community Survey 1-Year Estimates



Sebastopol

Although many in the Bay Area have focused on the recent crisis of rapidly escalating housing costs, in reality the region has faced a chronic housing affordability problem for a long time. The Bay Area consistently ranks as one of the most expensive housing markets in the United States. This is, in part, because of its economic vitality and high quality of life compared to other regions. And, it is also because the number of new homes added in the region over the last several decades has not matched the number of new jobs, resulting in an unmet demand for housing. This unmet demand pushes rents and prices upward, and makes it nearly impossible for low- and moderate-income households to find affordable homes, unless the homes have been built with public subsidy and are cost-controlled, or they are willing and able to commute by car over long distances. With the Bay Area's robust economy, any future job growth will likely result in continued high demand for housing.

Unfortunately, if this pattern continues, the region's housing affordability problem is likely to get worse. Structural changes in the economy mean the shares of high wage and low wage jobs are expected to increase, while the share of middle-wage jobs decreases. These trends indicate there will be an increased need for affordable and workforce housing. To address this challenge, the region needs tools and funding to produce more affordable homes and preserve the ones that already exist, while also protecting people from being displaced from their current homes.

Expanding choices to meet changing housing preferences

The Bay Area should also prepare for the evolving housing preferences of a changing population. Over the next several decades, the region's population is expected to become older and more diverse. A greater variety of housing types, such as apartments, condominiums, and townhouses, is needed to meet the housing needs of people at all stages of life. This could include seniors who want to stay in their community but are ready to give up the responsibilities of maintaining a single-family home or young workers who want to stay in the community in which they grew up but aren't ready (or can't afford) to buy a home.

Already, Bay Area residents have shown a desire for more of these kinds of choices. Recent development trends show that most new homes in the Bay Area are apartments, condominiums, and townhouses—which complement the region's existing prevalence of single-family homes. This emphasis on multi-family housing is evident in both suburban and urban areas. In many cases, these homes are smaller, which helps to reduce greenhouse gas emissions by requiring less construction material and using less energy. Many of these new homes are located in PDAs and other areas near rail stations or bus stops, consistent with the goal of creating “complete communities” where homes are clustered in walkable, transit-served neighborhoods with many different shops and services. Developing in existing communities revitalizes these areas, capitalizes on existing investments in infrastructure and public transit, expands housing and transportation choices, and protects undeveloped lands.



Oakland

ABAG's work related to housing choice and affordability

ABAG works with local governments, stakeholders from throughout the region, and state and federal policymakers to expand housing choices and increase housing affordability. These collaborative efforts focus on encouraging new housing—particularly more affordable homes—and protecting people from being priced out of their homes because of new development. To achieve these outcomes, ABAG advocates for increased State, regional, and local sources of funding to make homes more affordable and promotes more policies and resources to support preservation of existing affordable homes. ABAG also facilitates dialogue and information sharing among local governments and other stakeholders in order to enable coordinated action and provides data

about housing planning, production, and market trends to inform these discussions.

OBJECTIVE Build more housing, particularly in PDAs

Increasing the number of available homes, particularly in PDAs and other locations with good access to jobs and other opportunities, is key to addressing high housing costs and sustaining economic vitality. The locally designated PDAs are the places in the region where most growth is expected to occur. ABAG encourages local governments to plan for these areas to be complete communities that provide a range of housing and transportation choices in areas with easy access to jobs, services, shopping, and other amenities. Given the strong demand for housing in transit-served locations,

ABAG's Regional Housing Datasets

ABAG has developed several datasets that provide new insights into housing trends in the Bay Area and the work that local governments are doing to plan for meeting the region's housing needs. These efforts include:

- **Mapping locations where housing is planned:** All California jurisdictions are required by state law to identify sites where they plan to accommodate new homes to meet their projected housing need. ABAG is mapping and making publicly available the data about these locations for all Bay Area jurisdictions.
- **Tracking where housing growth is happening:** To evaluate whether housing growth in the region is aligned with Plan Bay Area, ABAG is tracking at the neighborhood level where housing is being permitted throughout the nine-county Bay Area.
- **Identifying how jurisdictions promote housing:** ABAG created California's first comprehensive housing policy database which tracks 30 housing policies and programs for all 109 Bay Area jurisdictions and will continue to update and expand the information in the database.

More information is available at: <http://abag.ca.gov/planning/housing/research.html>

HOLISTIC APPROACH TO AFFORDABLE HOUSING



- Acquire and rehabilitate affordable homes at-risk
- Advance new home ownership models
- Create supportive financing environment
- Link to seismic and energy retrofits
- Simplify regulations
- Use available public land for affordable housing
- Expand funding at all levels
- Adopt proven policies

it is also important for communities to preserve existing affordable units in these areas, and promote community stability by protecting existing residents from displacement due to development.

Diversify housing choices to meet the needs of the region's changing population: As the sizes and configurations of Bay Area families become more diverse, the

region's housing choices will need to diversify as well. Since they are a large segment of the region's population, the choices that Baby Boomers make about housing will influence the options available to others. Seniors will need housing that allows them to remain independent and engaged in their communities for as long as possible, as well as facilities that can care for them compassionately when living independently is no longer an option. We need more homes that can comfortably accommodate multiple generations. And we need more homes to accommodate those seniors and younger generations alike who prefer more compact homes with access to urban amenities.

Repurpose under-utilized publicly-owned sites near transit and jobs:

There are a number of public agencies—such as cities, counties, transit operators and school districts—that own land in PDAs and other areas close to job centers and public transit. Given the regional importance of increasing affordable housing, these publicly owned sites offer a prime opportunity to develop housing in transit-accessible places where land prices have become too high for many affordable housing developers to effectively compete. Public agencies should identify unneeded or under-utilized sites and prioritize affordable housing on these sites by passing ordinances that require inclusion of permanently affordable homes in any developments and/or give nonprofit housing developers or community land trusts the first opportunity to buy the sites.

OBJECTIVE Increase affordable housing options

Building more homes will help reduce the high costs of housing in the Bay Area. However, land and development costs are so high in the region that most new homes are not affordable to middle- or lower-income residents unless they are cost-controlled and were built with some public subsidies. These subsidies allow residents to pay rents or mortgages they can afford, and the homes have long-term deed restrictions to ensure they remain affordable to middle- or lower-income households in the future. Although the need for these types of affordable homes continues to increase, building them has become more difficult in recent years with the steady reduction of federal and state subsidies and the elimination of redevelopment agencies and their requirements for building affordable housing. To encourage construction of more affordable homes, we need to increase the subsidies available, improve local communities' understanding of and support for more affordable housing options, and promote regulatory changes to facilitate planning and building more affordable homes.

Increase funding and financing for affordable housing:

To fill the growing need for subsidies, we need to identify additional funding mechanisms at the state, regional, and local levels. ABAG supports efforts by the State Legislature to create new funding sources for affordable housing. Ideas for regional solutions include a regional parcel tax or

general obligation bond, an expansion of the Transit-Oriented Affordable Housing (TOAH) fund which currently helps finance affordable housing development, and a regional housing trust fund that could coordinate with sub-regional housing trust funds to pool locally-generated funding and leverage private investment. Some actions local jurisdictions can take include use of fees that link construction of new office space or market-rate housing to development of affordable homes or contracts that mandate additional community benefits on a case-by-case basis in particularly large developments.

Build community support for affordable housing and housing affordability:

As in other parts of the country, many people in the Bay Area perceive the need for affordable housing as something that affects just a few, select groups of people. However, with an economy that creates many high-wage and low-wage jobs with very few middle-wage jobs, there is and will continue to be a need in the Bay Area for deed-restricted affordable housing for many working



Oakland

households. ABAG can work with local governments, housing organizations, and other stakeholders to expand understanding among Bay Area residents about who benefits from affordable housing, the role it plays in sustaining communities and the regional economy, and strategies for successfully integrating affordable homes into existing neighborhoods.

Pursue State regulatory changes to support affordable housing:

A court ruling in 2008 invalidated one popular affordable housing strategy, known as inclusionary housing, which requires developers of new market rate rental housing to include some affordable units in their housing developments. ABAG supports statewide legislative efforts to enable jurisdictions to use inclusionary housing policies for rental housing if they choose. In addition, while the California Environmental Quality Act (CEQA) provides valuable insights into the environmental impact of new development, it is often used as a tool to stop growth altogether. It is worth considering refining and expanding CEQA exemptions for affordable housing projects that meet strict environmental standards and are located near transit or jobs.

Develop local incentives to encourage affordable housing:

Every community in the Bay Area has a role to play in providing sufficient affordable housing choices for the region’s residents. There are a variety

Who is Being Left out of California’s Housing Market?

50% of State Median Household Income: \$28,150	
Job Category	Median Income in CA
Nursing Assistants	\$27,900
Security Guards	\$24,120
Janitors and Cleaners	\$23,590
Restaurant Cooks	\$23,200
Retail Salespersons	\$22,000
Home Health Aides	\$21,870
Cashiers	\$20,540

Source: California Housing Partnership Corporation Analysis of 2012 Bureau of Labor statistics and Census data, excerpted with permission from *How California's Housing Market is Failing to Meet the Needs of Low-Income Families, Recommendations to the Leaders of the State of California*, February 2014

of tools and strategies available, so communities can find solutions that make the most sense for their size, location, and housing market. Jurisdictions should consider a full suite of options to build and preserve affordable housing including the acquisition, rehabilitation, and conversion of older buildings into affordable housing. Some might want to develop local funding sources for affordable housing or dedicate publicly-owned land to affordable housing. Others might give affordable housing developers exemptions from local development fees. Since many households are driving less and purchasing fewer cars, communities can also make housing less expensive by refining their parking policies to require less parking in places that

offer alternatives to driving or by unbundling parking from rent and mortgage payments so residents pay for housing and parking separately and have the option of forgoing a parking space.

Remove barriers to providing housing, especially for the region’s most vulnerable populations:

Local communities should look for ways to make sure that regulations, development standards, and permit approval processes do not create barriers to developing affordable housing, especially supportive housing for residents with chronic disabilities.

OBJECTIVE

Preserve affordable housing to maintain neighborhood economic diversity and stability

Considering how difficult and expensive it is to create new homes that are affordable to middle- and lower-income households, preserving existing affordable homes is an essential strategy for making the Bay Area a more affordable place to live. One strategy is to extend the affordability limits on homes when the deed restrictions are set to expire. Another approach is to acquire homes and convert them into affordable homes with deed-restricted limits on household incomes, which can help ensure homes remain affordable in places where the demand for housing is driving up rents and prices. This strategy increases the supply of permanently affordable housing, helps revitalize neighborhoods that have concentrations of aging rental housing, and can help prevent displacement of longtime residents.

Increase funding and financing resources for preservation:

As with the production of deed-restricted affordable housing, funds for preserving affordable units (both deed-restricted and otherwise) are scarce. State, regional, and local governments should work together to identify funding sources and financing tools that facilitate affordable

housing preservation. Currently, leaders statewide are discussing reform of the tax credit programs that enable the acquisition, rehabilitation, and conversion of small apartment buildings to permanently restricted affordable units. Another idea to consider is creation of a regional revolving loan fund program to provide financing for time-sensitive acquisition of properties for preservation. As Federal and State funding diminishes, we also need to identify new funding for the popular and effective home repair and rehabilitation programs operating in most cities and counties that enable seniors and others on fixed incomes to stay in their homes. Similarly, we should support programs to promote energy efficiency upgrades for low-income households, which benefit the environment and increase housing affordability by reducing households' utility costs. These programs are described in more detail in Section 3.

Promote alternative housing ownership models:

The Bay Area will also need to be creative about the types of homeownership used to preserve the affordability of existing and future units. One promising strategy is community land trust programs where a community group buys land and holds it in perpetuity to keep the homes on it permanently affordable. Another option is to form cooperatives among existing tenants in smaller rental properties near transit or jobs, where both the owner and a majority of the tenants are willing to convert the units into a joint-ownership property with permanent affordability.

Advocate for policies that encourage preservation:

At the state level, California's housing element law only counts newly constructed homes toward a jurisdiction's mandated affordability goals. ABAG promotes reform of that law to ensure that jurisdictions receive the credit they deserve for other types of housing "production," such as the acquisition, rehabilitation and conversion of formerly market-rate units to deed-restricted affordable homes. ABAG also advocates that federal, state and regional funds made available for natural disaster recovery require one-to-one replacement (or no-net-loss) for deed-restricted affordable housing units that are rendered uninhabitable as a result of the disaster.

Encourage local policies that preserve housing affordability and neighborhood stabilization:

Local governments can consider a variety of policies to promote preservation of affordability and neighborhood stability in ways that fit their local context. Some options include limiting the number of rental homes that can be converted to condominiums, rent stabilization laws that limit the amount and pace of rent increases so renters are not forced out by rapid rent growth, and requiring one-to-one replacement of deed-restricted affordable housing units that are damaged in a natural disaster or converted to market-rate housing due to demolition. Local communities should consider developing plans for how best to preserve at-risk affordable homes near transit or jobs.

OBJECTIVE

Reduce housing and community vulnerability to natural disasters

As anyone who lives in the Bay Area knows, our region is susceptible to the effects of natural hazards such as earthquakes and flooding. If the damage from a disaster is severe, many residents will not be able to live in their homes. Right after a disaster, this can overwhelm temporary shelters and city services and can then lead to increased demand for temporary housing or rental housing. In a region where demand for housing is already high, the loss of many housing units might drive costs even higher. The impact of this disruption and potential cost increases would be a bigger obstacle for the most vulnerable people in the Bay Area, such as seniors and low-income residents, since finding housing that is affordable and near jobs, schools, medical facilities, and other services on which they rely would be challenging. This could lead to many people being forced to leave the region, which could permanently alter the demographics of a community and the region as a whole. The more we can protect our community services and infrastructure—particularly housing—from being disrupted by a natural disaster, the more likely it is that residents will be able to stay within their communities afterward, and the faster the region will be able to recover.

Reduce development in the highest hazard areas: One strategy for protecting our communities from the effects of natural hazards is to reduce the amount or type of development that occurs in the areas that are most at risk. Different areas of the region are susceptible to different risks, which include liquefaction, landslides, fault rupture, and flooding. To minimize these risks, local communities could avoid planning for dense uses in high hazard areas, and instead emphasize parks, open space, and light development in these areas. Some California laws already regulate construction in high hazard areas, such as near fault zones. Another option is to make improvements or changes to the land to reduce the hazard. This includes strategies such as soil densification in areas at risk for liquefaction or stabilizing hillsides to reduce the potential for landslides. It is also possible to construct buildings in ways that are more likely to withstand the effects of earthquakes or floods.

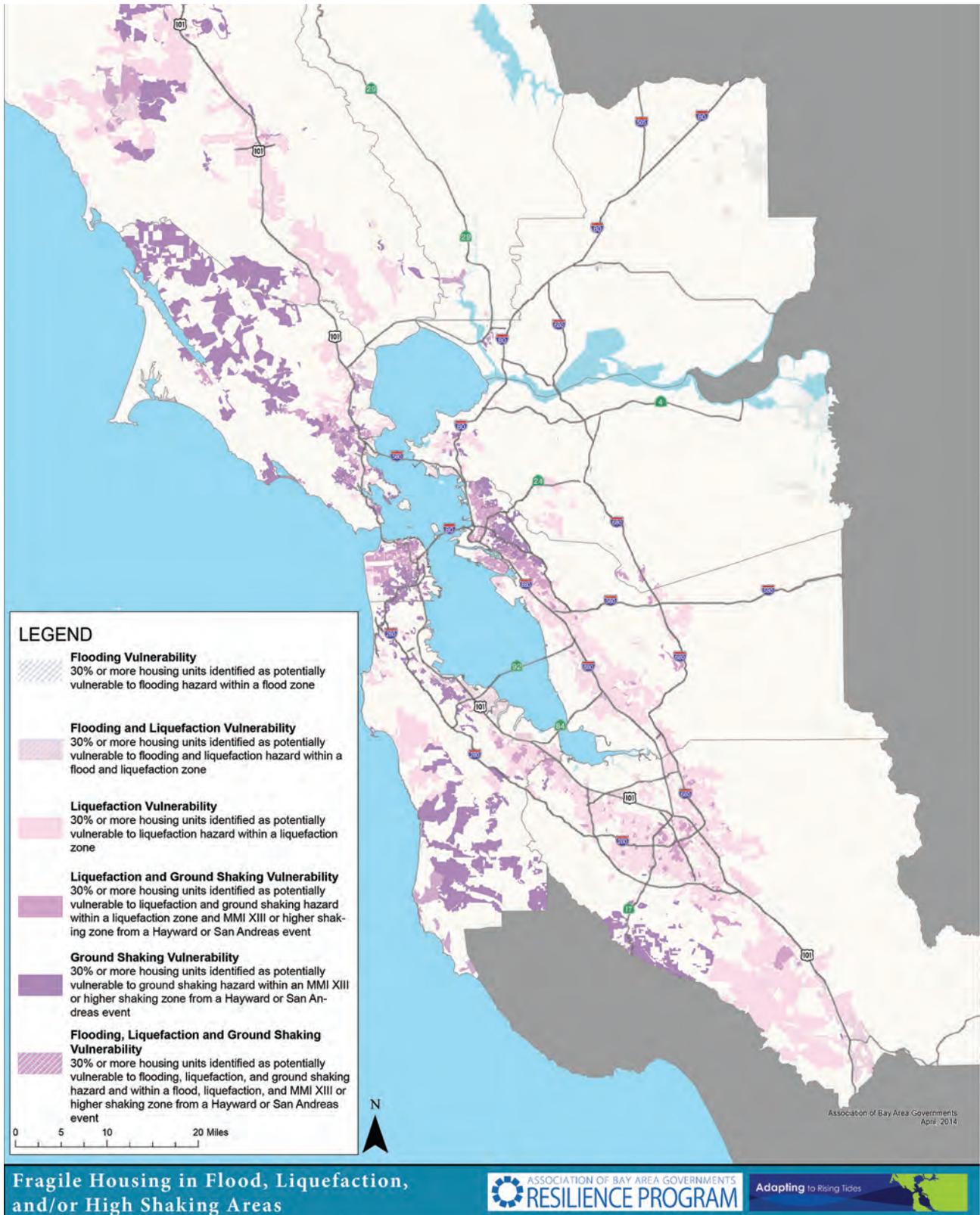
Retrofit fragile housing in seismic hazard areas: Certain types of homes are particularly vulnerable to damage in an earthquake. These include single-family homes built before World War II, older multi-family buildings with open parking or retail on the ground floor, and those built (usually before 1970) from concrete that is not properly reinforced. Depending on the number of units, damage to multi-family housing can displace a large number of residents, many of whom are likely renters. To enable more residents to remain in their homes after a disaster, we should identify policies and funding tools to prioritize seismic retrofits for fragile homes in hazard areas. This is particularly important for multi-family housing, which does not always receive an equitable share of

state or federal financial and technical assistance during recovery efforts and therefore may not always be rebuilt in a timely manner.

Increase building standards for new construction in seismic hazard areas: The existing building code is designed to protect the lives of people in a building during an earthquake, but does not ensure that a building will still be usable once the shaking stops. We can minimize the disruption of daily lives and protect one of the world's largest economies by building schools, homes, and job centers to standards that will increase the likelihood that they will be repairable and reusable after an earthquake. The costs of building more resilient buildings can be recouped with lower losses costs related to damage and rebuilding after a disaster.

Plan for replacing affordable housing lost during a natural disaster: As noted earlier, many of the affordable homes in the Bay Area were built using public subsidies that have deed restrictions limiting the incomes of renters or owners. In most cases, local governments have not adopted explicit policies to replace these homes if they are damaged or destroyed by a natural disaster. Given the importance of these units to achieving housing affordability in the region, local communities should consider adopting a policy that requires one-to-one replacement (or no-net-loss) of deed-restricted affordable housing units damaged in a natural disaster. We should also advocate for equal access to funding, financing, and technical assistance for rebuilding and recovery of affordable housing after a disaster.

Fragile Housing in Flood, Liquefaction and/or High-Shaking Areas





Fruitvale Station, Oakland

BUILD HEALTHY AND RESILIENT COMMUNITIES







SECTION 3

Building Healthy and Resilient Communities

Plan Bay Area plans for two thirds of the future growth in the Bay Area to be in locally designated PDAs. Much of this will be in PDAs in the largest cities and along major transportation corridors, including BART station areas, El Camino Real and Caltrain on the Peninsula, and San Pablo Avenue and International Boulevard/East 14th Street in the East Bay. The major investments in *Plan Bay Area* and ABAG's efforts to implement the vision in the *Plan* are directed to PDAs in the regional centers and along these corridors to support local communities' efforts to develop complete communities.

Fostering more resilient communities

The essence of the complete communities envisioned in these areas encompasses both their physical attributes and social health, which both contribute to a community's resilience. As noted in previous sections, our region can become more resilient if people have the tools to better manage chronic and acute stresses—including stable, affordable housing; access to opportunity; and places that foster a cohesive sense of community. The potential disruptions for which a community must be prepared range from climate change and earthquakes to economic recessions and the displacement of residents because of development pressure. A resilient Bay Area has to be socially, economically, and environmentally adaptive with individuals, organizations, and communities responding affirmatively to change. Taking proactive steps to decrease potential disruptions caused by a natural disaster and to prepare for the process of recovering and rebuilding communities can make communities stronger today and help them stay intact in a stressful post-disaster environment.



Home Damaged in 2014 Napa Earthquake

Collaborating to support local visions for complete communities

The specific vision for how each PDA might develop differs based on the local context and the community's needs and aspirations. At the same time, neighboring communities are bound to each other by transportation and environmental linkages as well as shared housing, employment, and retail markets. Local communities often encounter the same challenges and opportunities for meeting the long-term needs of residents and businesses. In many cases, the impact of local strategies is magnified when communities work together. Collaboration, particularly along transportation corridors, is essential to ensure that local decisions are coordinated and that actions will maximize the potential benefits for the local community and the region as a whole. This is particularly true for issues that transcend local boundaries, such as improving resilience to natural hazards or planning for future water needs.

Resilience

ABAG's *Regional Resilience Initiative* (2013) identified sector-specific recovery issues and shaped current projects, including the *Stronger Housing, Safer Communities* project (2015), which looked at the vulnerability of Bay Area housing and its residents; the *Cascading Failures project* (2015), which identified critical infrastructure resilience threats; and broader regional collaboration through the *Loma Prieta 25 Symposium* in 2014. These projects generated actionable strategies on housing, utility services' issues and resilience policies. These, in turn, will be applied in communities through the multi-year development of a regional resilience planning process in partnership with the Federal Emergency Management Agency. The process outcomes include approaches to:

- Supporting communities to develop natural hazard mitigation and climate adaptation plans
- Providing in-depth assistance to implement mitigation and adaptation actions
- Promoting housing retrofit to protect lives, reduce housing damage, and speed recovery
- Developing financial incentives to spark resilience action.

Because community goals to foster a sustainable, resilient Bay Area cannot be achieved without addressing hazards and risk, the staff team is aligning regional planning processes, such as BCDC's *Adapting to Rising Tides (ART)* and *Plan Bay Area* to support long-term safety, sustainability, and livability. A comprehensive resilience framework can support and coordinate local community resilience planning as well as long-term regional visioning.

Promoting healthy and vital places

The spaces we encounter in our daily lives—the streets, buildings, parks, and stores—influence our health, happiness, and productivity. “Placemaking” bridges the physical and social features of a community by addressing the characteristics that affect how a person experiences a place. Placemaking practices help communities define the assets they want to preserve and identify opportunities to improve public spaces in ways that celebrate local culture and provide a sense of identity. Paying attention to what a place feels like to residents, employees, and visitors when adding new homes and jobs helps promote the long-term health of the neighborhood by fostering a stronger sense of community identity and encouraging residents to develop stronger relationships with neighbors. Communities can also improve public health and increase neighborhood resilience by taking steps to reduce the impacts of air pollution and the risks of flooding and water pollution from stormwater runoff.

Conserving precious water and energy resources

Ensuring the Bay Area will have sufficient water and energy to meet our existing and future demand is also critical to preserving the region’s quality of life, economic vitality, and environmental sustainability. Similar to other types of infrastructure, our water and energy systems are aging and are in need of forward-looking investments to be ready to adapt to the unpredictable changes that future population growth and climate change might bring. To be a more resilient region, we have to reduce water and energy consumption, diversify our sources for these critical resources, and manage them better.

ABAG’s work related to strengthening communities

ABAG partners with local governments, transit agencies, regional agencies, and other Bay Area stakeholders to collaboratively advance the vision for focused growth and complete communities articulated in *Plan Bay Area*. By focusing on the PDAs along major transportation corridors, this effort encourages local communities to recognize the need to work together to overcome obstacles and capitalize on opportunities in order to achieve their own local visions of complete communities. In its work on the corridors and placemaking, ABAG emphasizes the importance

Bay Area Regional Collaborative

The Bay Area Regional Collaborative (BARC) is a consortium of member agencies that come together to address crosscutting issues of regional significance, with the ultimate goal of improving the quality of life for all Bay Area residents. BARC coordinates the planning activities of ABAG, the Bay Area Air Quality Management District (BAAQMD), the Bay Conservation and Development Commission (BCDC), and the Metropolitan Transportation Commission (MTC).

Current projects are focused on the Bay Area Climate & Energy Resilience Project, a collaborative of more than 300 public, private, and non-profit stakeholders in the nine-county San Francisco Bay Area, and beginning the *Plan Bay Area 2040* update. The primary purpose of the project is to support and enhance the local climate adaptation efforts of cities, counties, and other organizations. For more information, visit: www.bayarearegionalcollorative.org.

of considering the ways in which the physical environment, including streets, buildings, and public spaces, can enhance community identity and a sense of social cohesion. ABAG also works with local governments to foster the long-term health and resilience of their communities by reducing peoples’ vulnerability to the effects of natural disasters, air pollution, flooding, and the potential impacts of climate change. Finally, ABAG advocates for additional State and Federal policies and resources to assist local communities in fulfilling their local plans for how to meet the future needs of residents and businesses.

OBJECTIVE

Reduce the impact of natural hazards on communities

Complete communities are those that are not devastated by the impacts of natural hazards but can prepare for, respond to, and recover from them. This includes reducing the disruption caused by the event as well as providing tools for quick recovery. Disasters can impact residents in their homes as well as damage local businesses. When people are displaced because of damage to their homes, it disrupts existing social networks and can permanently change the demographics of communities and the region as a whole. Without local businesses, residents are less able to meet their daily needs within their own community, jobs are lost, and the local economy is weakened. Jurisdictions can help keep communities intact by implementing strategies that address natural hazards and support community members where they live.

Support communities to integrate resilience planning into all planning activities: There are many ways in which jurisdictions can integrate planning for natural hazards into daily decision-making. Stand-alone plans, such as local hazard mitigation and climate adaptation plans help local communities think through how to adapt to changes brought on by a natural disaster or climate change. However, natural

hazards planning and strategies to reduce community vulnerability should also be integrated into General Plans, Specific Plans, sustainability plans, post-disaster recovery plans, and other local policy documents.

Provide in-depth planning assistance to implement resilience actions:

While developing plans for how to respond to a disaster to minimize damage and potential loss of life is important, communities should also take steps to implement those plans. Given that many jurisdictions have limited resources to take on these projects, ABAG aims to partner with several cities to develop policy tools for implementing hazard mitigation strategies, focusing on developing housing retrofit programs and developing and adopting pre-disaster recovery ordinances. Some of the assistance and implementation tools ABAG intends to provide include model ordinances, guidance and best practices, one-on-one technical assistance, and even pre-qualification for future resilience financing tools.

Develop financial incentives

to spark resilience action: Even with its well-documented history of natural disasters, the Bay Area lacks dedicated sources of funding for ongoing hazards planning and climate adaptation. Recent California legislation and creative financing tools developed by Bay Area cities are making seismic, energy, and water retrofits a reality for more homes and businesses. Property assessed financing and pay-as-you-save programs could be used in the Bay Area to finance more resilient and sustainable homes and businesses.

Adopt policies and strategies to prepare for post-disaster recovery: After a disaster occurs, it can take decades for an area to fully recover and rebuild. Amidst the chaos created by the disaster, decision makers are under immense pressure to make decisions quickly to get things back to the way they were before. Unless post-disaster recovery issues have been considered beforehand, this pressure can lead to decisions that are uncoordinated, hasty, or contrary to a community's long-term goals. Outdated rules and regulations may also present unforeseen problems. Before a disaster occurs, local governments should consider creating a recovery taskforce to manage and coordinate recovery across various departments and adopt a recovery and reconstruction ordinance that outlines specific post-disaster authorities and decision making processes.

Support local implementation of shelter-in-place programs:

Jurisdictions should consider developing comprehensive shelter-in-place programs to help residents cope with the immediate impacts of a disaster. Strategies can include changes to building codes to ensure buildings will be habitable after a disaster, so people are not displaced by extensive damage to their homes. In addition, communities can sustain existing social networks by planning for neighborhood support centers where residents can access the services they need.

OBJECTIVE

Support multi-jurisdiction initiatives to strengthen PDAs

Issues such as expanding affordable housing choices, promoting economic vitality, and improving transportation linkages transcend jurisdictional boundaries. These issues are difficult to successfully address alone, but are critical to implementing local plans. As a result, coordination and collaboration among neighboring jurisdictions is essential to resolving many of the challenges to creating complete communities in our region's PDAs. Creating a platform for discussion and collective action

allows neighbors to identify solutions to shared challenges and take advantage of shared opportunities. Cities and counties in the East Bay, the Peninsula, and Silicon Valley have created models for this kind of collaboration. Continuing to advance these efforts while supporting future collaboration elsewhere in the region can move the Bay Area's PDAs closer to becoming the thriving places envisioned by local communities.

Support the Grand Boulevard Initiative:

Through the Grand Boulevard Initiative (GBI), nineteen jurisdictions along the Peninsula and in Silicon Valley are working together to create a vision for transforming El Camino Real from an aging arterial into a centerpiece of the communities it connects and revitalizing surrounding

neighborhoods. GBI provides a forum for local communities to discuss ways to rethink the corridor's potential for housing and urban development and identify strategies that local governments can use to create "a grand boulevard with meaningful destinations."⁶ ABAG has participated in GBI since its inception and will continue to offer its support and expertise in housing and economic development as the Initiative focuses increasing attention on these issues.

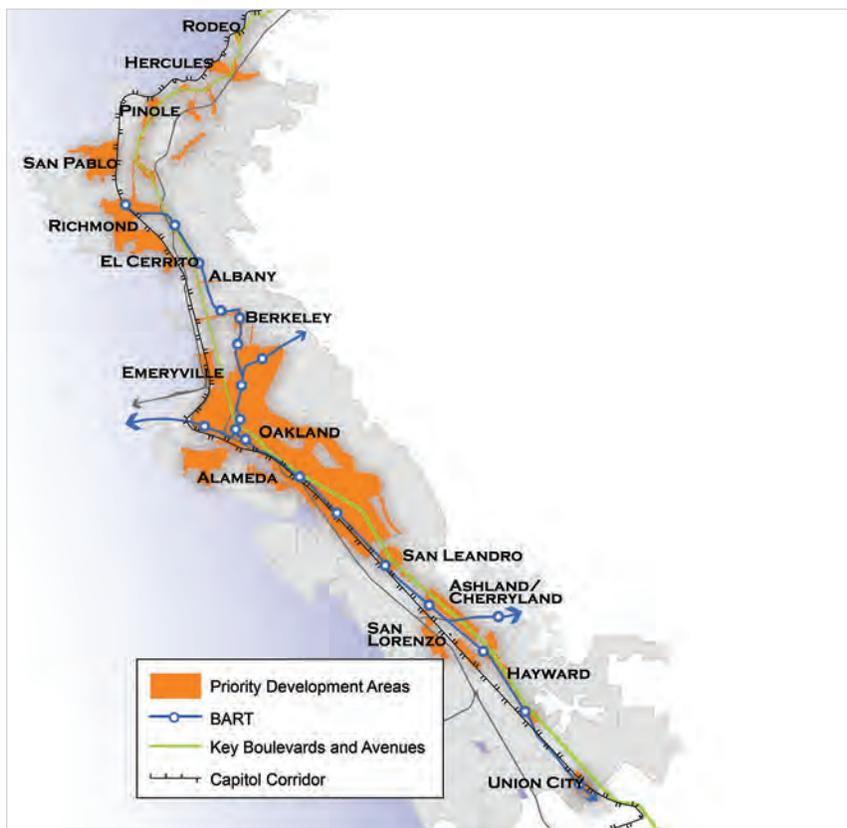
Advance the East Bay Corridors Initiative:

In the East Bay, thirteen jurisdictions and ABAG recently created the East Bay Corridors Initiative to pursue shared objectives, focusing first on the infrastructure and quality of life in PDAs. Corridor jurisdictions identified a set of priorities to advance the Initiative, including coordinating resilience planning, improving neighborhood amenities, and focusing funding on catalyst projects. Over the next several years, the regional agencies can work with cities to build partnerships with private, non-profit, and public sector stakeholders to implement these priorities.

Facilitate future multi-jurisdiction PDA coordination:

The regional agencies can support PDA-based collaboration initiated by local jurisdictions and partner agencies or help facilitate dialogs that set the stage for more formal coordination through initiatives similar to Grand Boulevard or the East Bay Corridors. These efforts could be organized by commute area, transportation network, or based upon shared issues. The key at the regional level is to share lessons learned and allow collaboration to take place organically, tailored to unique local needs.

East Bay Corridors Initiative



OBJECTIVE

Use placemaking to strengthen community vitality

Communities across the Bay Area have consistently said that how PDAs grow is just as important as how much they grow. Our response to a particular neighborhood and how we feel about it are often based on our experience in its public spaces—including streets, sidewalks, plazas, and parks—and how the buildings in that neighborhood interact with those spaces. Good placemaking is essential to ensuring that new development enhances a community and is integrated into its existing fabric.

Ensure infill development contributes to a sense of identity for an area:

Many communities in the Bay Area are going through a period of fundamental change. As the region's population has grown and become more diverse, many of the suburbs from the decades after World War II that consisted primarily of single-family neighborhoods are evolving to include a wider variety of homes and businesses. Without the ability to expand outward, these communities are frequently seeing development intensity and building heights increase. Technical assistance and planning grants provided by MTC and ABAG as well as collaboration among neighboring jurisdictions about shared opportunities related to placemaking can help PDAs experiencing a transition in the scale and density of their community.

Support local dialogs to define the character of streets and places:

A key strategy for making good places is to ensure members of the community are involved in identifying the steps necessary for defining the character of public spaces. To support communities that want to engage in this type of community dialog, ABAG will sponsor forums and speaker series highlighting opportunities to infuse community identity and character into the development of streets and public places. ABAG will also develop a website with a space where communities throughout the Bay Area can describe aspirations for their neighborhoods and downtowns and share ideas with one another. Local communities can also sponsor community-based projects to shape neighborhoods and key public spaces such as parks led by schools and community organizations with assistance from academic design and planning programs.

Placemaking

In past regional planning efforts, Bay Area residents have consistently told us that *how* our communities grow is just as important as *how much* they grow. One approach to considering *how* we grow is placemaking—the process of shaping streets, buildings, and public spaces. This involves policymaking, design and development, but also everyone that lives and works in a place. Adding placemaking to the dialog about our region's future allows us to consider the short and long-term impact of our choices as policymakers and residents on the health and vitality of our communities.

Following a year-long process involving design professionals, developers, and community members, ABAG released a *Placemaking in the Bay Area Report*, highlighting key issues and future opportunities. The report is available here: <http://reports.abag.ca.gov/placemaking/2015/index.php>.



San Rafael, Italian Street Painting Festival

OBJECTIVE

Encourage development that protects the health and welfare of residents

Encouraging new homes and jobs in PDAs and other infill locations helps revitalize neighborhoods, capitalizes on existing infrastructure investments, increases housing and transportation choices for residents and workers, and helps improve local and regional air quality by reducing how much people drive. However, many PDAs are disproportionately impacted by poor air quality from nearby sources of air pollution, soil contamination, and risks from natural hazards. The transformation brought by new development and investment in PDAs provides an opportunity to integrate solutions to these issues through smart building, street, and infrastructure design.



Green Street Sketch

Reduce the negative impacts of poor air quality on residents and workers:

Although air quality in the Bay Area has improved greatly over the past several decades, some communities in the region still experience relatively higher pollution levels and corresponding negative health impacts. Not surprisingly, air pollution levels are highest near air pollution sources such as freeways, busy roadways, heavily trafficked seaports, and large industrial facilities. There are also smaller sources of air pollution, including gas stations and back-up diesel generators, which exacerbate conditions in communities where levels of air pollution are already high. These localized areas of elevated pollution present many challenges because of their close proximity to where people live and work. When developing new land use plans or considering approving a new development, local governments should partner with the Bay Area Air Quality Management District to implement strategies to reduce peoples' exposure to air pollution.

Use green infrastructure and low impact development to enhance neighborhoods and improve stormwater management:

Streets are social, economic, and environmental assets. Properly designed, they can be welcoming settings for walking and shopping and cool places on hot days. Planting trees and vegetation can help reduce the effects of heat islands in urban areas that occur when heat is trapped by concrete buildings and asphalt streets. Greening a neighborhood can make it more beautiful and increase property values, reduce energy use for heating and cooling, and improve air quality and reduce global warming

San Pablo Avenue Green Stormwater Spine

The San Pablo Avenue Green Stormwater Spine is a seven-city collaboration to create a network of green infrastructure between Oakland and San Pablo. Green infrastructure is an innovative way to improve water quality, reduce flooding risk, and create attractive public space at the same time by capturing stormwater with native plants, trees, and other natural features.

For more information visit:
www.sfestuary.org/our-projects/water-quality-improvement/sanpabloavenue/

by absorbing greenhouse gases. Green infrastructure and low-impact development use vegetation, soils, and natural processes to soak up and store urban runoff so it does not overwhelm gutters and sewers or pollute waterways—reducing flood risk. Collaborations between local jurisdictions and transportation agencies—such as the San Pablo Green Stormwater Spine between Oakland and the City of San Pablo—can create great public spaces in PDAs and address flood and water quality risks at the same time. ABAG's San Francisco Estuary Partnership (SFEP) is working with local jurisdictions to scale up these collaborative efforts as well as help cities and counties identify the green infrastructure required to satisfy complex state water requirements.

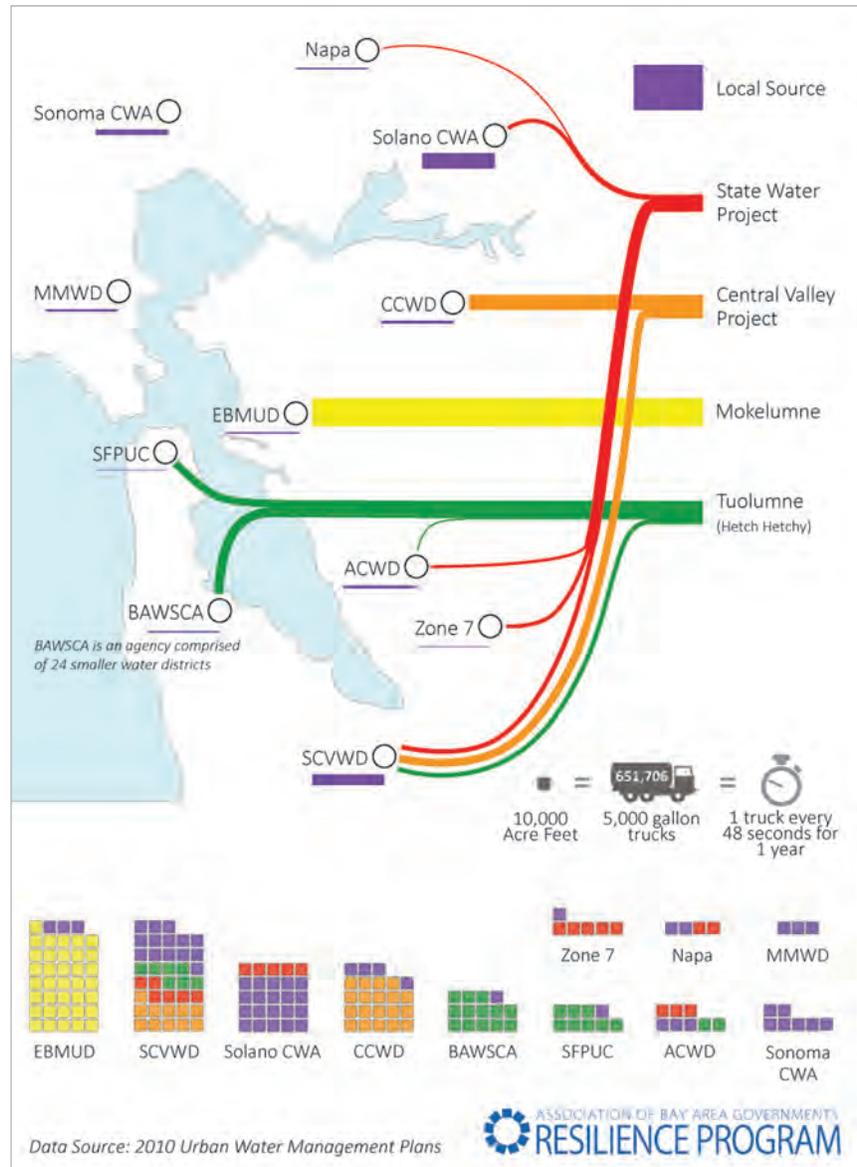
OBJECTIVE

Improve conservation and management of the region's water and energy resources

Our water system is aging and the current drought has demonstrated that, without new investments and more efficient management, it will not meet the needs of our future population or be prepared for the future impacts of climate change—which will likely include greater variations in rain and snow, more frequent and intense droughts, and increased flooding as a result of sea level rise. Reducing energy demand and increasing the efficiency of buildings lowers our energy costs, reduces greenhouse gas emissions, and decreases the need for new energy sources, whether fossil fuels or renewables.

Reduce water consumption: The amount of water each person uses has declined in recent years, largely because of requirements for low-flow plumbing fixtures and appliances. Many Bay Area communities have already achieved the State-mandated target of reducing the amount of water used per person by 20 percent by 2020. However, in the face of the current drought and with the potential for more severe droughts in the future, we should take additional steps to conserve since demand for water will grow as the region's population increases—even if the

Sources of Bay Area Water



amount used per person is lower. Today, approximately 60 percent of water consumed within urbanized areas is used for landscaping. Communities can reduce water demand by encouraging landscaping that uses less water and by planning for a more compact growth pattern that includes more apartments and condominiums with smaller yards and less landscaping. Local governments can also consider adopting building

standards that require more efficient water use and expanding the use of recycled water—especially for irrigation. Regional and local governments should work with the region's water agencies to identify tools and strategies for reducing water use, including model ordinances, incentive programs, and public engagement.

Prioritize a diverse water supply:

Approximately two-thirds of the water used in the Bay Area is imported from outside the region. Climate science tells us that we will have much less winter snowpack storage in the Sierra Nevada Mountains by mid-century with less runoff into our reservoirs. And much of this supply is at risk of being disrupted if portions of the Sacramento-San Joaquin Delta's fragile levee system fail. Reducing our reliance on imported water will increase the region's resilience to climate change and natural disasters and reduce the amount of energy used to transport water. Strategies for increasing the amount of water available locally include better managing groundwater supplies, recycling water for reuse, capturing and treating stormwater for reuse, and desalinating seawater. Bay Area water, wastewater, flood protection, and stormwater management agencies should partner with cities, counties, and other stakeholders to develop long-term actions that improve local water supply reliability and reduce our reliance on supplies from outside the region.

Improve coordination of water delivery systems in the region:

The Bay Area's water supply is distributed by 89 different water providers, including districts, agencies, and cities—although 11 providers distribute water to 94 percent of the Bay Area's population. These agencies work together to meet the region's need, each using a unique mix of sources to meet customer demands. Every five years each of these providers must develop a plan that shows how it will meet projected demand, including planning for potential droughts, for at least

20 years into the future. However, these agencies should consider developing plans that look further into the future to consider potential changes in precipitation amounts and timing because of climate change, the systems' vulnerabilities to disruption because of climate change or earthquakes, and possible changes in demand because of population growth, economic change, and the impacts of a changing climate. Improved coordination between agencies doing water resource planning and the local governments that do land use planning is essential to ensure that communities will have sufficient water to support their expected future populations.

Increase the energy efficiency of existing and future buildings:

In California, residential and commercial buildings account for nearly 70 percent of statewide electricity use and 55 percent of natural gas use.⁷ While our state currently has the most advanced building standards in the US, approximately half of all buildings were built before energy efficiency standards were implemented in 1978.⁸ Improving the efficiency of these existing buildings is critical if we want to reduce the Bay Area's energy consumption. Energy upgrades can make homes more comfortable, improve health, and increase property values. More detailed data about energy use and the benefits of energy upgrades can help building owners make informed decisions about how to change their behavior or upgrade their homes to reduce energy consumption. Through the Bay Area Regional Energy Network (BayREN), ABAG is also working with local governments and utility providers to identify strategies that make it

Bay Area Regional Energy Network

Led by the Association of Bay Area Governments (ABAG), BayREN is a collaboration of the nine counties that make up the San Francisco Bay Area. BayREN implements effective energy saving programs on a regional level and draws on the expertise, experience, and proven track record of Bay Area local governments to develop and administer successful climate, resource, and sustainability programs. BayREN is funded by California utility ratepayers under the auspices of the California Public Utilities Commission. One of only two Regional Energy Networks in the state, BayREN represents 20 percent of the state's population. BayREN offers four energy saving programs including Single Family, Multi Family, Codes & Standards, and Financing. For more information visit: www.bayren.org.

easier for consumers to implement energy reduction measures, such as financing programs that allow building owners to make energy upgrades with no up-front cost and then use the energy savings to pay off the costs through their utility bill.



San Francisco Bay Water Trail



PROTECT AND ENHANCE THE REGION'S NATURAL ASSETS





SECTION 4

Protect and Enhance the Region's Natural Assets

The Bay Area's identity is largely defined by its stunning parks, open spaces, and natural landscapes—particularly the San Francisco Bay and Estuary. Those of us who live here can explore the bay, ocean, forests, hillsides, and farmland—often in a single day. These natural resources are vital to the Bay Area's quality of life, robust economy, and sustainability. The Estuary provides water for drinking and irrigation, habitat for fish and wildlife, supports migratory birds on the Pacific Flyway, and protects against flooding and sea level rise.

Preserving natural assets essential to Bay Area quality of life

The produce, meats, and dairy produced locally on the region's thousands of acres of farms and ranches contribute to the economy and make the region more sustainable and resilient. Open spaces and natural areas shape our communities and provide scenic vistas, diverse habitats for native plants and animals, and recreation opportunities. Parks and trails provide space to enjoy nature, connect with neighbors, and get out and play and are cherished as part of what makes a community a great place to live.

In recognition of the fact that open space land is a limited and valuable resource that should be conserved whenever possible, every community is required to plan for how it will preserve these lands while accommodating future population growth. As of 2010, only about 18 percent of the region's approximately 4.4 million acres were developed. The remaining undeveloped area includes open space and agricultural lands as well as water bodies (excluding the San Francisco Bay) and parks. Comparatively, 28 percent of the region is identified as protected open space.⁹ The Bay Area has been remarkably successful in preserving its iconic landscapes and, with this record of leadership in environmental stewardship, it is almost impossible to imagine that there once was a plan to fill in the Bay.

Embracing focused growth to protect critical natural resources

There are still important natural assets in the region that are under threat of development, and we should continue to look for opportunities to preserve them. However, Bay Area residents, environmental leaders, and other stakeholders have begun to develop an expanded vision of environmental stewardship. There is a growing understanding that restricting areas from development is not enough to truly protect our environment. The Bay Area's population is expected to continue to grow—in part because people are drawn to the region for its beautiful landscapes and quality of life. Embracing new growth that is more focused and efficient helps protect open spaces and agricultural lands from being converted to urban uses and is essential to our ability to protect the natural assets we love. There is also growing recognition that preserving and restoring natural resources, particularly tidal marshes, supports the health of the Estuary while also protecting communities from flooding from sea level rise.

The inclusion of both Priority Conservation Areas (PCAs) and Priority Development Areas (PDAs) in Plan Bay Area reflects the integral relationship between resource protection and more compact growth. In 2015, the PCA program was updated to recognize the role of different kinds of PCAs in

supporting the vitality of the region's natural systems, rural economy, and human health. The four categories used to classify PCAs are natural landscapes, agricultural lands, urban greening, and regional recreation. These designations highlight the ways in which PCAs and natural areas relate to developed areas for the region as a whole and for local communities. In recognition of the importance of PCAs, *Plan Bay Area* dedicated \$10 million from the first cycle of the OBAG program to fund projects to construct trails and access improvements, acquire land for parks, and plan new parks.

Expanding access to parks and trails

At the local level, more communities are considering how to better integrate open spaces, trails, and parks into developed areas. The Bay Area's trail systems connect communities, function as alternative commute corridors, and promote health by enabling residents to get outside and play. Access to parks and playgrounds, as well as open spaces, are essential components of a complete community and contribute greatly to residents' quality of life. However, many local communities are struggling with how to find space and funding to provide additional parks as more residents and workers are added to existing neighborhoods. Additional funding sources are needed to pay the capital and maintenance costs for both new and existing parks. Finally, since many people are choosing to drive less and

own fewer cars, it is important to consider strategies to increase access to parks and natural areas by public transit.

ABAG's work related to protecting natural assets and expanding access to trails and parks

ABAG partners with local governments, the State Coastal Conservancy, open space districts, and other stakeholders to advance the region's conservation priorities

through the PCA program, and will continue to work collaboratively to promote protection of these areas. This includes advocating for additional funding through OBAG and other sources to improve trails, increase access, and protect critical areas. ABAG's SFEP is a coalition of resource agencies, non-profits, citizens, and scientists working together to restore wetlands and wildlife habitat, reduce pollution and improve water quality in and around the San Francisco Bay Delta Estuary. ABAG will also continue its efforts to implement the Bay Trail and Water Trail. The Bay Trail is a continuous 500-mile bicycling and walking path around the entire shoreline of San Francisco Bay that connects neighborhoods, schools, parks, and transit centers

to the Bay and to each other. The Water Trail is a growing network of designated launching and landing sites, or "trailheads," that enable non-motorized small boat users to enjoy the historic, scenic, cultural, and environmental richness of San Francisco Bay and its nearby tributary waters. Both of these trail systems seek to enhance the quality, diversity, and accessibility of opportunities for outdoor recreation around the Bay.



San Francisco Pier 24 Bay Trail Dedication

OBJECTIVE

Preserve the region's most important natural assets

Despite the Bay Area's success in protecting open space, retaining our natural assets remains a long-term challenge. The region's diverse ecosystem depends on a network of open spaces extending from the hills to the Bay, in some cases traveling through urban areas. The PCA program and Estuary Partnership provide a framework for continued coordination to preserve these assets. We should also take steps to protect the farmland that is crucial to the region's economy and quality of life.

Advocate for protection of Priority Conservation Areas:

ABAG will continue to partner with local governments, the State Coastal Conservancy, open space districts, and other stakeholders to support local efforts to protect the full range of designated PCAs. Our success will largely depend on identifying funding to purchase land or obtain easements to protect these areas or to create new parks or trails. Our efforts to identify our regional priorities for conservation, including the designation and benefits of each PCA, should help make the case for additional funding and facilitate decision-making once funds are identified. ABAG will continue to support funding tailored to different parts of the region through the OBAG Program and will coordinate with local jurisdictions to seek additional funding opportunities for PCAs.

Enhance the region's agricultural economy and preserve its agricultural lands:

Nearly two-thirds of the 3.6 million acres of open space that surround our cities and towns are agricultural lands.¹⁰ The region's farmland—characterized by fertile soils, mild climate, adequate water supply, and proximity to population centers—is limited. Over the past decades, strong developmental pressures and sharp increases in land values at the edges of urbanizing areas have resulted in the large-scale conversion of agricultural land to urban uses. Agricultural landowners are incentivized to sell their land because of the challenges of staying in business, which include the high land prices that make it difficult to consolidate profitable farming operations, inadequate infrastructure for processing and distributing their products, and difficulty obtaining financing to improve their operations. Local communities should consider land use policies that contain urban growth and prevent subdivision of agricultural lands. We should also

Marin Agricultural Land Trust

West Marin County's farmland provides milk and cheese, meat, vegetables, fruit and wine to homes and restaurants in the Bay Area and beyond. In the 1960s, a development proposal for a city of 125,000 threatened to remove much of this land from agricultural use. Residents formed a coalition that successfully opposed rezoning the land and in later years, formed a land trust that permanently preserved it for use by operations such as Strauss Farms.

For more information visit:
<http://www.malt.org/>

explore ways to support farming and ranching in the region and consider the ways in which infrastructure investments can be used to help farmers get their products to market.

Protect, restore, and enhance the San Francisco Bay Delta Estuary ecosystem: At 1,600 square miles, the San Francisco Estuary is the largest on the West Coast and



Strauss Family Farm



Bay Area Ridge Trail Equestrians

drains over 40 percent of California's land area. The Estuary provides water for drinking and irrigating farmland, sustains fish that we eat, and supports significant wildlife and migratory birds along the Pacific Flyway. Given the importance of the Estuary to our region, we should be proactive in ensuring it is prepared to handle the expected effects of climate change, including sea level rise. Strategies include ensuring adequate freshwater flow into the estuary to protect and sustain all the beneficial uses of the estuary, creating new wetlands, and improving the health of existing wetlands and riparian corridors. Additional

research and data about the effects of climate change on the ecology of the Estuary is needed to inform efforts to adaptively manage the health of our waterways. Increasing active partnerships in the region is a key strategy for improving water quality and habitat health within key watersheds, from headwaters to tidal waters. Actions to improve water quality should focus on pollution prevention and expanding the use of green infrastructure projects that decrease stormwater runoff, improve water quality and aesthetics, and provide wildlife habitat and opportunities for outdoor recreation.

San Francisco Estuary Partnership

The San Francisco Estuary Partnership (SFEP) is a coalition of resource agencies, non-profits, citizens, and scientists working to protect, restore, and enhance water quality and fish and wildlife habitat in and around the San Francisco Bay Delta Estuary. Working cooperatively, SFEP shares information and resources that result in studies, projects, and programs that improve the Estuary and communicate its value and needs to the public. SFEP's goals for the next five years include building Estuary readiness to deal with the effects of climate change; increasing watershed health; improving water quality; championing the Estuary; and continuing to improve the Partnership, and diversify funding. For more information visit: www.sfestuary.org.

OBJECTIVE

Expand and enhance the Bay Area's trails and parks

Whether we visit them infrequently or every day, the Bay Area's trails and parks are critical to residents' quality of life. Open spaces provide a chance to connect with nature or find refuge from the challenges and stresses of everyday life. The neighborhood park or playground offers a chance for the kids to run and play and opportunities to connect with family or neighbors. Trails in the Bay Area allow access to the region's spectacular natural landscapes, connect communities, provide recreational opportunities, and promote health by enabling residents to get outside and be active. In recognition of the vital ways these assets contribute to the health and beauty of our communities, we must identify additional funding for maintaining existing parks, building new ones in underserved areas, and increasing connections among the

region's parks and trails, including the many sub-regional trail systems.

Complete the unfinished segments of the Bay Trail and Ridge Trail and expand the Water Trail:

Water Trail: The Bay Area's regional trail systems—the Bay Trail, Water Trail, and Bay Area Ridge Trail—complement one another, with the Bay Trail circling the Bay at the shoreline, the Ridge Trail circling it along the ridgelines, and the Water Trail offering opportunities to be on the Bay itself. Both the Bay Trail and Ridge Trail have completed more than half of their loops around the Bay, while the recently established Water Trail has 11 designated sites. Completing these trails will require the continued collaboration among regional agencies, park districts, local governments that has been essential to successful implementation of the trails to date. It will be critical to identify additional funding sources to provide the public improvements that will close the gaps in these trail systems.

Increase access to parks:

Statewide, the demand for local parks is eight times greater than the

amount of available funding, with particularly high demand in urban, disadvantaged communities.¹¹ This lack of access limits residents' ability to experience the outdoors, improve their physical and emotional health, exercise, and connect with their communities. Continued investment in parks, natural resources, and greening urban areas will mitigate the effects of climate change, making cities more livable, and protecting the region's natural resources for future generations. ABAG will work with state and regional partners to promote increased funding for parks. While expanding the region's trail networks can improve the accessibility of the region's parks and open spaces, we must also take additional steps to make these areas—some of which are remote from developed areas—more accessible to residents who do not have access to a car. Local communities, park districts, public transit agencies, and other stakeholders should consider strategies to increase transit connections to parks and natural areas.



San Francisco 24th/York Pocket Park



San Francisco Bay Trail





CONCLUSION







Conclusion

The Bay Area is a great place to live, work, and play. Those of us who live and work here enjoy a robust economy, diverse and vital communities, and superb natural assets and we want to preserve these resources for future generations. Building on the PDAs and PCAs that are the region's shared framework for growth, this report highlights actions to promote regional economic vitality and shared prosperity, increase housing choices and affordability, build healthy and resilient communities, protect and enhance the Bay Area's natural assets.

ABAG has produced *People, Places, and Prosperity* to inform discussions about Plan Bay Area 2040. This report shows some of the complex ways economic, housing, and environmental issues and trends in the Bay Area are intertwined and how they impact the day-to-day lives of the region's residents and workers. Understanding these connections provides a foundation for conversations about what actions and strategies to prioritize as we seek to sustain economic vitality, promote "complete communities" in PDAs, foster a more resilient region, and encourage preservation of natural assets.

Collaboration among local governments, regional agencies, business groups, community organizations, and other stakeholders is essential to achieve the region's vision for growth. ABAG and MTC will engage local governments, stakeholders, and the public in discussions about possible land use and transportation scenarios for Plan Bay Area 2040 beginning in the fall of 2015. These dialogs will lead to adoption of a preferred land use and transportation scenario in summer 2016 and adoption of the final plan and environmental impact report in 2017.

For more information about *Plan Bay Area 2040*, visit: <http://planbayarea.org>.



Santa Clara County

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End Notes

¹ Local governments have requested designation of an additional three PDAs; the ABAG Executive Board will consider adoption of these new PDAs at its meeting in September 2015.

² Local governments have requested designation of an additional 100 PCAs; the ABAG Executive Board will consider adoption of these new PCAs at its meeting in September 2015.

³ *State of the Region*, p. 6

⁴ EPS, p.8.

⁵ EPS, p. 30.

⁶ <http://www.grandboulevard.net/about-us/grand-boulevard-initiative.html>

⁷ DRAFT California Existing Buildings Energy Efficiency Action Plan, March 2015, page 5.

⁸ DRAFT California Existing Buildings Energy Efficiency Action Plan, March 2015, page 5.

⁹ Plan Bay Area Draft Environmental Impact Report, page 2.3-2.

¹⁰ <http://www.greenbelt.org/barriers-to-farming-and-ranching/>

¹¹ Section 1, California State Senate Bill 317.

* We would like to thank the following organizations that helped shape Section 1: Promote Regional Economic Vitality and Shared Prosperity: Bay Area Council, Bay Area Council Economic Institute, Building Industry Association, California Economic Summit, East Bay Economic Development Alliance, North Bay Leadership Council, Silicon Valley Community Foundation, Silicon Valley Leadership Group, SPUR, University of California.





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MEMO

To: ABAG Regional Planning Committee

From: Miriam Chion, ABAG Planning and Research Director

Date: August 5, 2015

Subject: Priority Development Area Applications and Inventory; Staff Recommendations

Summary

Priority Development Areas (PDAs) are a key growth component of Plan Bay Area. As of June 30, 2015, the 18-month window for PDA additions and modifications closed. ABAG has since finalized the region-wide inventory of 189 PDAs ahead of preparing an update to Plan Bay Area in 2017. The inventory includes all changes recorded since the adoption of Plan Bay Area in 2013 including, modifications, administrative corrections, one removal, and three recent applications for PDA designation. *ABAG staff request that the Regional Planning Committee recommend ABAG Executive Board adoption of the final PDA inventory.*

All Priority Development Areas satisfy the base criteria of being: 1) within an existing community, 2) planned for housing growth, and 3) near transit. Since Plan Bay Area's adoption, jurisdiction requests to modify existing PDAs were sought largely to make minor name, boundary, placetype and/or planning status updates, which allowed for greater consistency with local specific plans. ABAG lead several administrative corrections at the local level to address overlapped PDA boundaries, and to verify local council resolutions for PDAs that were originally designated by the City and County Association of Governments of San Mateo (C/CAG), the Santa Clara Valley Transportation Authority (VTA) and the Western Contra Costa Transportation Advisory Committee (WCCTAC).

Only the San Rafael Civic Center PDA has been removed via local council resolution. ABAG received three applications for PDA designation for the following areas: Golden Gate/North Oakland (City of Oakland), Rumrill Boulevard (City of San Pablo), and Sonoma Boulevard (City of Vallejo) (Attachment 2).

Recommended Action

Staff request that the Regional Planning Committee recommend the following to the Executive Board:

- Adopt the final inventory of Priority Development Areas (Attachment 1), including the Golden Gate/North Oakland, Rumrill Boulevard and Sonoma Boulevard Priority Development Areas.

Attachment 1: List of 2015 Priority Development Areas

Attachment 2: Priority Development Area Applications

Attachment 3: Map of 2015 Priority Development Areas

Priority Development Areas

As of: 7/20/2015



COUNTY	PRIORITY DEVELOPMENT AREA	PLANNING STATUS	PLACETYPE
Alameda	Alameda: Naval Air Station	Planned	Transit Town Center
Alameda	Alameda: Northern Waterfront	Potential	Transit Neighborhood
Alameda	Alameda County: Castro Valley BART	Potential	Transit Neighborhood
Alameda	Alameda County: East 14th Street and Mission Boulevard	Planned	Mixed-Use Corridor
Alameda	Alameda County: Hesperian Boulevard	Planned	Transit Neighborhood
Alameda	Alameda County: Meekland Avenue Corridor	Planned	Transit Neighborhood
Alameda	Albany: San Pablo & Solano Mixed Use Neighborhood	Potential	Mixed-Use Corridor
Alameda	Berkeley: Adeline Street	Potential	Mixed-Use Corridor
Alameda	Berkeley: Downtown	Planned	City Center
Alameda	Berkeley: San Pablo Avenue	Planned	Mixed-Use Corridor
Alameda	Berkeley: South Shattuck	Planned	Mixed-Use Corridor
Alameda	Berkeley: Southside/Telegraph Avenue	Planned	Urban Neighborhood
Alameda	Berkeley: University Avenue	Planned	Mixed-Use Corridor
Alameda	Dublin: Downtown Specific Plan Area	Planned	Suburban Center
Alameda	Dublin: Town Center	Planned	Suburban Center
Alameda	Dublin: Transit Center/Dublin Crossings	Planned	Suburban Center
Alameda	Emeryville: Mixed-Use Core	Planned	City Center
Alameda	Fremont: Centerville	Planned	Transit Neighborhood
Alameda	Fremont: City Center	Planned	City Center
Alameda	Fremont: Irvington District	Planned	Transit Town Center
Alameda	Fremont: Warm Springs	Planned	Suburban Center
Alameda	Hayward: Downtown	Planned	City Center
Alameda	Hayward: Mission Boulevard Corridor	Potential	Mixed-Use Corridor
Alameda	Hayward: South Hayward BART	Planned	Mixed-Use Corridor
Alameda	Hayward: South Hayward BART	Planned	Urban Neighborhood
Alameda	Hayward: The Cannery	Planned	Transit Neighborhood
Alameda	Livermore: Downtown	Planned	Suburban Center
Alameda	Livermore: East Side	Potential	Suburban Center
Alameda	Livermore: Isabel Avenue/BART Station Planning Area	Potential	Suburban Center
Alameda	Newark: Dumbarton Transit Oriented Development	Potential	Transit Town Center
Alameda	Newark: Old Town Mixed Use Area	Potential	Transit Neighborhood
Alameda	<i>Oakland: Golden Gate/North Oakland (proposed new)</i>	<i>Potential</i>	<i>Urban Neighborhood</i>
Alameda	Oakland: Coliseum BART Station Area	Planned	Transit Town Center
Alameda	Oakland: Downtown & Jack London Square	Planned	Regional Center
Alameda	Oakland: Eastmont Town Center	Planned	Urban Neighborhood
Alameda	Oakland: Fruitvale and Dimond Areas	Planned	Urban Neighborhood
Alameda	Oakland: MacArthur Transit Village	Planned	Urban Neighborhood
Alameda	Oakland: TOD Corridors	Potential	Mixed-Use Corridor
Alameda	Oakland: TOD Corridors San Antonio/Central Estuary	Planned	Mixed-Use Corridor
Alameda	Oakland: TOD Corridors International Boulevard	Planned	Mixed-Use Corridor
Alameda	Oakland: West Oakland	Planned	Transit Town Center
Alameda	Pleasanton: Hacienda	Potential	Suburban Center
Alameda	San Leandro: Bay Fair BART Transit Village	Potential	Transit Town Center
Alameda	San Leandro: Downtown Transit Oriented Development	Planned	City Center
Alameda	San Leandro: East 14th Street	Planned	Mixed-Use Corridor
Alameda	Union City: Intermodal Station District	Planned	City Center
Contra Costa	Antioch: Hillcrest eBART Station	Planned	Suburban Center
Contra Costa	Antioch: Rivertown Waterfront	Potential	Transit Town Center
Contra Costa	Concord: Community Reuse Area/ Los Medanos	Potential	Suburban Center
Contra Costa	Concord: Community Reuse Area/ Los Medanos	Potential	Transit Neighborhood
Contra Costa	Concord: Downtown	Potential	City Center
Contra Costa	Contra Costa County: Contra Costa Centre	Planned	Mixed-Use Corridor
Contra Costa	Contra Costa County: Downtown El Sobrante	Potential	Mixed-Use Corridor
Contra Costa	Contra Costa County: Pittsburg/Bay Point BART Station	Planned	Transit Neighborhood
Contra Costa	Contra Costa County: Pittsburg/Bay Point BART Station	Planned	Transit Town Center
Contra Costa	Contra Costa County: WCCTAC San Pablo Avenue Corridor	Planned	Mixed-Use Corridor
Contra Costa	Danville: Downtown	Potential	Transit Town Center
Contra Costa	El Cerrito: San Pablo Avenue Corridor	Planned	Mixed-Use Corridor

Priority Development Areas

As of: 7/20/2015



COUNTY	PRIORITY DEVELOPMENT AREA	PLANNING STATUS	PLACETYPE
Contra Costa	El Cerrito: San Pablo Avenue Corridor	Planned	Mixed-Use Corridor
Contra Costa	Hercules: Central Hercules	Planned	Transit Neighborhood
Contra Costa	Hercules: Waterfront District	Planned	Transit Town Center
Contra Costa	Hercules: WCCTAC San Pablo Avenue Corridor	Planned	Mixed-Use Corridor
Contra Costa	Lafayette: Downtown	Planned	Transit Neighborhood
Contra Costa	Martinez: Downtown	Planned	Transit Neighborhood
Contra Costa	Moraga: Moraga Center	Potential	Transit Town Center
Contra Costa	Oakley: Downtown	Potential	Transit Town Center
Contra Costa	Oakley: Employment Area	Potential	Suburban Center
Contra Costa	Oakley: Potential Planning Area	Potential	Transit Neighborhood
Contra Costa	Orinda: Downtown	Potential	Transit Town Center
Contra Costa	Pinole: Appian Way Corridor	Planned	Mixed-Use Corridor
Contra Costa	Pinole: Old Town San Pablo Avenue	Planned	Mixed-Use Corridor
Contra Costa	Pittsburg: Downtown	Planned	Transit Neighborhood
Contra Costa	Pittsburg: Railroad Avenue eBART Station	Planned	Transit Town Center
Contra Costa	Pleasant Hill: Buskirk Avenue Corridor	Potential	Mixed-Use Corridor
Contra Costa	Pleasant Hill: Diablo Valley College	Potential	Transit Neighborhood
Contra Costa	Richmond: Central Richmond & 23rd Street Corridor	Planned	City Center
Contra Costa	Richmond: Central Richmond & 23rd Street Corridor	Potential	Mixed-Use Corridor
Contra Costa	Richmond: South Richmond	Planned	Transit Neighborhood
Contra Costa	Richmond (with Contra Costa County): North Richmond	Potential	Transit Neighborhood
Contra Costa	Richmond: WCCTAC San Pablo Avenue Corridor	Potential	Mixed-Use Corridor
Contra Costa	<i>San Pablo: Rumrill Boulevard (proposed new)</i>	<i>Potential</i>	<i>Mixed-Use Corridor</i>
Contra Costa	San Pablo: San Pablo Avenue & 23rd Street Corridors	Planned	Mixed-Use Corridor
Contra Costa	San Ramon: City Center	Planned	Suburban Center
Contra Costa	San Ramon: North Camino Ramon	Potential	Transit Town Center
Contra Costa	Walnut Creek: Core Area	Planned	City Center
Marin	Marin County: Urbanized 101 Corridor	Potential	Transit Neighborhood
Marin	San Rafael: Downtown	Planned	City Center
Napa	American Canyon: Highway 29 Corridor	Potential	Mixed-Use Corridor
Napa	Napa: Downtown Napa and Soscol Gateway Corridor	Potential	Transit Neighborhood
San Francisco	San Francisco: 19th Avenue	Potential	Transit Town Center
San Francisco	San Francisco: Balboa Park	Planned	Transit Neighborhood
San Francisco	San Francisco: Bayview/Hunters Point Shipyard/Candlestick Point	Planned	Urban Neighborhood
San Francisco	San Francisco: Downtown-Van Ness-Geary	Planned	Regional Center
San Francisco	San Francisco: Eastern Neighborhoods	Planned	Urban Neighborhood
San Francisco	San Francisco: Market & Octavia	Planned	Urban Neighborhood
San Francisco	San Francisco: Mission Bay	Planned	Urban Neighborhood
San Francisco	San Francisco: Mission-San Jose Corridor	Planned	Mixed-Use Corridor
San Francisco	San Francisco: Port of San Francisco	Planned	Mixed-Use Corridor
San Francisco	San Francisco: Transbay Terminal	Planned	Regional Center
San Francisco	San Francisco: Treasure Island	Planned	Transit Town Center
San Francisco/San Mateo	San Francisco & Brisbane: San Francisco/San Mateo Bi-County Area	Planned	Suburban Center
San Francisco/San Mateo	San Francisco & Brisbane: San Francisco/San Mateo Bi-County Area	Planned	Transit Neighborhood
San Mateo	Belmont: Villages of Belmont	Potential	Mixed-Use Corridor
San Mateo	Burlingame: Burlingame El Camino Real	Planned	Transit Town Center
San Mateo	Colma: El Camino Real	Planned	Mixed-Use Corridor
San Mateo	Daly City: Bayshore	Potential	Transit Town Center
San Mateo	Daly City: Mission Street Corridor	Potential	Mixed-Use Corridor
San Mateo	East Palo Alto: Ravenswood	Potential	Transit Town Center
San Mateo	Menlo Park: El Camino Real Corridor and Downtown	Planned	Transit Town Center
San Mateo	Millbrae: Transit Station Area	Planned	Mixed-Use Corridor
San Mateo	Redwood City: El Camino Real Corridor	Planned	Mixed-Use Corridor
San Mateo	Redwood City: Broadway/Veterans Boulevard Corridor	Planned	Mixed-Use Corridor
San Mateo	Redwood City: Downtown	Planned	City Center
San Mateo	San Bruno: Transit Corridors	Planned	Mixed-Use Corridor
San Mateo	San Carlos: Railroad Corridor	Planned	Transit Town Center
San Mateo	San Mateo: Grand Boulevard Initiative (GBI)	Planned	Mixed-Use Corridor

Priority Development Areas

As of: 7/20/2015



COUNTY	PRIORITY DEVELOPMENT AREA	PLANNING STATUS	PLACETYPE
San Mateo	San Mateo: Downtown	Planned	City Center
San Mateo	San Mateo: El Camino Real	Planned	Mixed-Use Corridor
San Mateo	San Mateo: Rail Corridor	Planned	Transit Neighborhood
San Mateo	San Mateo County: El Camino Real (Unincorporated)	Planned	Mixed-Use Corridor
San Mateo	San Mateo County: El Camino Real (Unincorporated Colma)	Planned	Mixed-Use Corridor
San Mateo	San Mateo County: El Camino Real (North Fair Oaks)	Planned	Mixed-Use Corridor
San Mateo	South San Francisco: Downtown	Planned	Mixed-Use Corridor
San Mateo	South San Francisco: El Camino Real	Planned	Transit Town Center
Santa Clara	Campbell: Central Redevelopment Area	Planned	Transit Neighborhood
Santa Clara	Cupertino: VTA City Cores, Corridors & Station Areas	Potential	Mixed-Use Corridor
Santa Clara	Gilroy: Downtown	Planned	Transit Town Center
Santa Clara	Gilroy: VTA City Cores, Corridors & Station Areas	Potential	Mixed-Use Corridor
Santa Clara	Los Altos: VTA City Cores, Corridors & Station Areas	Potential	Mixed-Use Corridor
Santa Clara	Milpitas: Transit Area	Planned	Suburban Center
Santa Clara	Milpitas: VTA City Cores, Corridors & Station Areas	Potential	Mixed-Use Corridor
Santa Clara	Morgan Hill: Downtown	Planned	Transit Town Center
Santa Clara	Mountain View: Downtown	Planned	Transit Town Center
Santa Clara	Mountain View: El Camino Real	Planned	Mixed-Use Corridor
Santa Clara	Mountain View: North Bayshore	Potential	Suburban Center
Santa Clara	Mountain View: San Antonio	Planned	Transit Town Center
Santa Clara	Mountain View: Whisman Station	Potential	Transit Neighborhood
Santa Clara	Palo Alto: California Avenue	Planned	Transit Neighborhood
Santa Clara	San Jose: Bascom TOD Corridor	Potential	Mixed-Use Corridor
Santa Clara	San Jose: Bascom Urban Village	Potential	Mixed-Use Corridor
Santa Clara	San Jose: Berryessa Station	Planned	Transit Neighborhood
Santa Clara	San Jose: Blossom Hill/Snell Urban Village	Potential	Mixed-Use Corridor
Santa Clara	San Jose: Camden Urban Village	Potential	Mixed-Use Corridor
Santa Clara	San Jose: Capitol Corridor Urban Villages	Potential	Mixed-Use Corridor
Santa Clara	San Jose: Capitol/Tully/King Urban Villages	Potential	Suburban Center
Santa Clara	San Jose: Communications Hill	Planned	Transit Town Center
Santa Clara	San Jose: Cottle Transit Village (Hitachi)	Planned	Suburban Center
Santa Clara	San Jose: Downtown "Frame"	Planned	City Center
Santa Clara	San Jose: East Santa Clara/ Alum Rock Corridor	Planned	Mixed-Use Corridor
Santa Clara	San Jose: Greater Downtown	Planned	Regional Center
Santa Clara	San Jose: North San Jose	Planned	Regional Center
Santa Clara	San Jose: Oakridge/ Almaden Plaza Urban Village	Potential	Suburban Center
Santa Clara	San Jose: Saratoga TOD Corridor	Potential	Mixed-Use Corridor
Santa Clara	San Jose: Stevens Creek TOD Corridor	Potential	Mixed-Use Corridor
Santa Clara	San Jose: VTA City Cores, Corridors & Station Areas	Potential	Mixed-Use Corridor
Santa Clara	San Jose: West San Carlos and Southwest Expressway Corridors	Planned	Mixed-Use Corridor
Santa Clara	San Jose: Westgate/EI Paseo Urban Village	Potential	Suburban Center
Santa Clara	San Jose: Winchester Boulevard TOD Corridor	Potential	Mixed-Use Corridor
Santa Clara	Santa Clara: El Camino Real Focus Area	Planned	Mixed-Use Corridor
Santa Clara	Santa Clara: Santa Clara Station Focus Area	Planned	City Center
Santa Clara	Sunnyvale: Downtown & Caltrain Station	Planned	Transit Town Center
Santa Clara	Sunnyvale: East Sunnyvale	Potential	Urban Neighborhood
Santa Clara	Sunnyvale: El Camino Real Corridor	Planned	Mixed-Use Corridor
Santa Clara	Sunnyvale: Lawrence Station Transit Village	Potential	Transit Neighborhood
Santa Clara	Sunnyvale: Tasman Crossing	Potential	Transit Neighborhood
Solano	Benicia: Downtown	Planned	Transit Neighborhood
Solano	Benicia: Northern Gateway - Benicia's Industrial Park	Potential	Employment Center
Solano	Dixon: Downtown	Potential	Transit Town Center
Solano	Fairfield: Downtown South (Jefferson Street)	Planned	Suburban Center
Solano	Fairfield: Fairfield-Vacaville Train Station	Potential	Transit Town Center
Solano	Fairfield: North Texas Street Core	Potential	Mixed-Use Corridor
Solano	Fairfield: West Texas Street Gateway	Planned	Mixed-Use Corridor
Solano	Suisun City: Downtown & Waterfront	Planned	Transit Town Center
Solano	Vacaville: Allison Area	Planned	Suburban Center

Priority Development Areas

As of: 7/20/2015



COUNTY	PRIORITY DEVELOPMENT AREA	PLANNING STATUS	PLACETYPE
Solano	Vacaville: Downtown	Planned	Transit Town Center
<i>Solano</i>	<i>Vallejo: Sonoma Boulevard (proposed new)</i>	<i>Planned</i>	<i>Mixed-Use Corridor</i>
Solano	Vallejo: Waterfront & Downtown	Planned	Suburban Center
Sonoma	Cloverdale: Downtown/SMART Transit Area	Planned	Transit Town Center
Sonoma	Cotati: Downtown and Cotati Depot	Planned	Transit Town Center
Sonoma	Petaluma: Central, Turning Basin/ Lower Reach	Planned	Suburban Center
Sonoma	Rohnert Park: Central Rohnert Park	Potential	Transit Town Center
Sonoma	Rohnert Park: Sonoma Mountain Village	Planned	Suburban Center
Sonoma	Santa Rosa: Downtown Station Area	Planned	City Center
Sonoma	Santa Rosa: Mendocino Avenue/Santa Rosa Avenue Corridor	Potential	Mixed-Use Corridor
Sonoma	Santa Rosa: North Santa Rosa Station	Potential	Suburban Center
Sonoma	Santa Rosa: Roseland	Potential	Transit Neighborhood
Sonoma	Santa Rosa: Sebastopol Road Corridor	Planned	Mixed-Use Corridor
Sonoma	Sebastopol: Core Area	Potential	Transit Town Center
Sonoma	Windsor: Redevelopment Area	Planned	Suburban Center
	<i>Total Count: 189</i>		

City of Oakland

Plan BayArea

Application for Priority Development Area (PDA) Designation

Enter information in the spaces provided and submit the requested attachments.

Part 1 - APPLICANT INFORMATION & AREA DETAILS	
Attach resolution showing local support for Priority Development Area designation	
a. Lead Applicant -City/County	city of Oakland
Contact Person	Neil Gray
Title	Planner III
Department	Strategic Planning
Street Address	250 Frank Ogawa Plaza, Suite 3315
City	Oakland
Zip Code	94612
Phone Number	(510) 238-3878
Fax Number	(510) 238-6538
Email	nggray@oaklandnet.com
b. Area Name and Location	Golden Gate & N. Oakland (see attached ^{Port 3} map)
c. Area Size (minimum acreage = 100)	940
d. Public Transit Serving the Area (existing and planned). From this list, please identify at least one route that has minimum 20-minute headways.	See Attachment B
e. Place Type (Identify based on the Station Area Planning Manual)	Mixed Use Corridor / Urban Neighborhood
	Current Conditions (Year:) Future Goal (Horizon Year:)
f. Total Housing Units	
g. Total Jobs	
h. Net Project Density (New Housing)	
i. Minimum/Maximum FARs (New Employment Development)	

Part 2 - ADDITIONAL AREA INFORMATION		
	Yes	No
a. Is the proposed area currently recognized in the General Plan (i.e., called out as TOD, infill etc.)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Have other plans (any targeted planning efforts including specific plans, precise plans, area plans, and supporting environmental studies) been developed within the last 15 years that cover the area? Note: If yes, please attach brief list of individual planning efforts and date completed (including web links to electronic versions if available). In the list, identify the primary plan for the area.	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Part 3 – MAPS OF PRIORITY DEVELOPMENT AREA

Attach map(s) showing the proposed boundaries, land use designations and zoning, major transit services, and any other relevant information about the proposed area. In your electronic submission, please include GIS files of the area boundaries, if available. Photos of current conditions in the area are optional.

Part 4 – NARRATIVE

Attach separately a maximum two-page (8½ x 11 with 12 point font) narrative that addresses the following questions and provides any other relevant information.

- What is the overall vision for this area? How does the vision align with the place type selected (See Place Type Development Guidelines p. 18-19 in Station Area Planning Manual)?
- What has to occur in order to fully realize this vision and place type? What has occurred in the past 5 years?
- Describe relevant planning processes, and how community members were involved in developing the vision and/or plan for the area.
- Describe how this area has the potential to be a leading example of smart growth for the Bay Area.

Part 5 – POTENTIAL ASSISTANCE NEEDED (check all that apply)

Note: Assistance is not being offered with this application for area designation. This information will aid the development of tools and incentives for designated areas.

TECHNICAL ASSISTANCE	REQUEST FOR PLANNING GRANTS	REQUEST FOR CAPITAL GRANTS
<input type="checkbox"/> Assistance with policies to implement existing plan <input checked="" type="checkbox"/> Assistance with photo- simulations to depict future conditions <input checked="" type="checkbox"/> Assistance with local workshops and tours <input type="checkbox"/> Other:	<input checked="" type="checkbox"/> Funding for new area-wide specific plan or precise plan <input type="checkbox"/> Funding to update existing area-wide specific plan or precise plan <input type="checkbox"/> Funding for EIR to implement existing area-wide plan <input type="checkbox"/> Other:	<input checked="" type="checkbox"/> Funding for transportation projects (including pedestrian/bicycle) <input checked="" type="checkbox"/> Funding for housing projects <input checked="" type="checkbox"/> Funding for water/sewer capacity <input checked="" type="checkbox"/> Funding for parks/urban greening <input checked="" type="checkbox"/> Funding for streetscape improvements <input type="checkbox"/> Other:

Part 6 – INFRASTRUCTURE BUDGET FOR PROPOSED AREA (OPTIONAL)

Provide any information available about infrastructure needs and funding sources required to support development in the PDA

E-mail this completed application form and requested attachments to ChristyL@abag.ca.gov, and mail one hard copy of this application and attachments requested to the Association of Bay Area Governments, Attn: Christy Leffall, P.O. Box 2050, Oakland, CA 94604-2050. Please contact Regional Planner Christy Leffall at ChristyL@abag.ca.gov or 510-464-7940 with questions about the application.

**Golden Gate and North Oakland
New Priority
Development Area
APPLICATION**

PART 1D: Public Transit Service

PDA	Public Transit
Golden Gate West Oakland & North Oakland	<ul style="list-style-type: none"> • BART: Rockridge • AC Transit: 1, 1R, 12, 18, 49, 51A, 51B, 72, 72M, 72R, 88, E, F, 800, 822, 851
MacArthur Transit Village & Upper Broadway	<ul style="list-style-type: none"> • BART: MacArthur • AC Transit: 1, 1R, 12, 18, 31, 49, 51A, 51B, 57, 88, B, C, CB, E, F, NX, NX4, P,V, 800, 851
West Oakland	<ul style="list-style-type: none"> • BART: West Oakland • AC Transit: 18, 26, 31, 314, 62, 72, 72M, 88, 72R, B, C, CB, E, J, NL, NX, NX1, NX2, NX3, NX4, NXC, O, OX, P, S, SB, V, W, 800, 802
Downtown & Jack London Square	<ul style="list-style-type: none"> • BART: 19th Street, 12th Street/City Center, Lake Merritt • AC Transit: 1, 1R, 11, 12, 14, 18, 20, 26, 31, 314, 40, 51A, 58L, 62, 72, 72M, 72R, 88, B, BSD, BSN, NL, NX, NX1, NX2, NX3, NX4, NXC, O, OX, S, SB, V, W, 800, 801, 802, 805, 840, 851
San Antonio & Central Estuary	<ul style="list-style-type: none"> • AC Transit: 1, 1R, 11, 14, 18, 20, 21, 26, 40, 51A, 62, O, OX, S, SB, 801, 840, 851
Fruitvale & Dimond Areas	<ul style="list-style-type: none"> • BART: Fruitvale • AC Transit: 1, 1R, 11, 14, 20, 21, 339, 39, 40, 45, 47, 51A, 54, 57, 58L, 62, NL, NX, NX1, NX2, NX3, NX4, NXC, 801, 805, 840, 851
Coliseum BART Station Area	<ul style="list-style-type: none"> • BART: Coliseum • AC Transit: 1, 1R, 314, 356, 45, 46, 73, 98, S, SB, 801, 805
International Blvd TOD	<ul style="list-style-type: none"> • AC Transit: 1, 1R, 356, 45, 46, 73, 98, 801, 805
Eastmont Town Center	<ul style="list-style-type: none"> • AC Transit: 356, 40, 45, 46, 57, 58L, 73, 75, 98, NL, NX, NX3, NX4, NXC, 805, 840

Each of the BART Stations has at least 20-minute headways between trains. Route #1 in the San Antonio & Central Estuary and the International Boulevard TOD PDAs has at least 20 minute headways. Route #40 in the in the Eastmont Town Center has at least 20 minute headways.

Part 2: Other Plans

Redevelopment Plan for the Broadway/MacArthur/San Pablo Redevelopment Project (Adopted July 25, 2000, amended March 6, 2007)

<http://www2.oaklandnet.com/Government/o/CityAdministration/d/NeighborhoodInvestment/o/SuccessorAgency/index.htm>

Part 4: Narrative

1. *What is the overall vision for this area? How does the vision align with the place type selected (See Place Type Development Guidelines p. 18-19 in Station Area Planning Manual)?*

The overall vision for the City of Oakland's new "Golden Gate and North Oakland" PDA is to maintain and enhance the area as an increasingly desirable "Urban Neighborhood", and an appropriate location for infill residential and commercial development. This vision is supported by the existing General Plan land use designations for the area, which are predominantly: "Mixed Housing Type Residential", "Community Commercial", "Neighborhood Center Mixed Use", "Housing and Business Mix", and "Urban Residential".

This new PDA includes a number of significant mixed use corridors within its boundary, including:

- San Pablo Avenue - between 53rd St./ Emeryville border and 67th St./Berkeley border
- Stanford Avenue - between Vallejo St. and Adeline St.
- Lowell Street - between Adeline St. and the City of Emeryville border
- Adeline St. - between 53rd St./Emeryville border and Stanford Ave./Berkeley border
- Martin Luther King Jr. Way - between 53rd St. and City of Berkeley border
- Shattuck Avenue - between Hwy. 24 and City of Berkeley border
- Telegraph Avenue - between Hwy. 24 and City of Berkeley border
- Claremont Avenue - between Hwy. 24 and City of Berkeley border
- College Avenue - between Hwy. 24 and City of Berkeley border

The primary intent of the existing zoning for the corridor segments above is to create, maintain, and enhance areas in the City of Oakland that are appropriate for multi-unit residential structures in locations with good access to transportation and other services.

2. *What has to occur in order to fully realize this vision and place type? What has occurred in the past 5 years?*

There will need to be street improvement plans prepared and implemented for a number of the mixed use corridors listed in item #1 above. The street improvement plans and projects will need to address the needs of all modes of transportation, including pedestrian, bicycle, transit and auto. There will also need to be more coordinated planning between the cities of Oakland, Berkeley, and

Emeryville, since many of the corridors listed in item #1 continue through to the adjoining jurisdiction.

While work on these and other issues is needed to fully realize the City's vision for the new PDA, much has already been accomplished. For instance, the West Oakland Specific Plan, which was approved by the City of Oakland in July 2014, established a community vision for the portion of Adeline Street extending from 3rd Street in the West Oakland BART station area to the City of Emeryville border. As a complement to this previous work, the City of Berkeley is now underway on their Adeline Corridor Plan, with a focus on the portion of Adeline Street extending north from the Oakland border to the Ashby BART Station area.

Another important accomplishment the City of Oakland has completed in the last 5 years to help fully realize the vision for the new "Golden Gate and North Oakland" PDA was completion of the Citywide Zoning Update in March 2011, which implemented the land use policies of the General Plan and created a more transparent and consistent development review process.

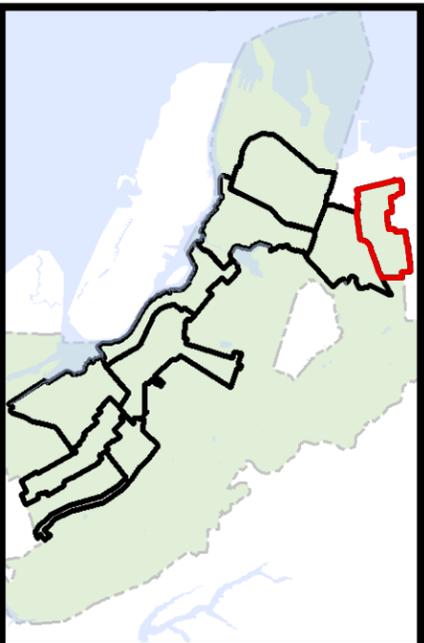
- 3. Describe relevant planning processes, and how community members were involved in developing the vision and/or plan for the area.*

The former Broadway/MacArthur/San Pablo Redevelopment Area, adopted in 2000, comprised two distinct areas in North Oakland - one of which was the San Pablo Avenue corridor between 53rd Street and 67th Street. The City of Oakland held regular PAC meetings in the area until the dissolution of the Redevelopment Agency as of February 1, 2012.

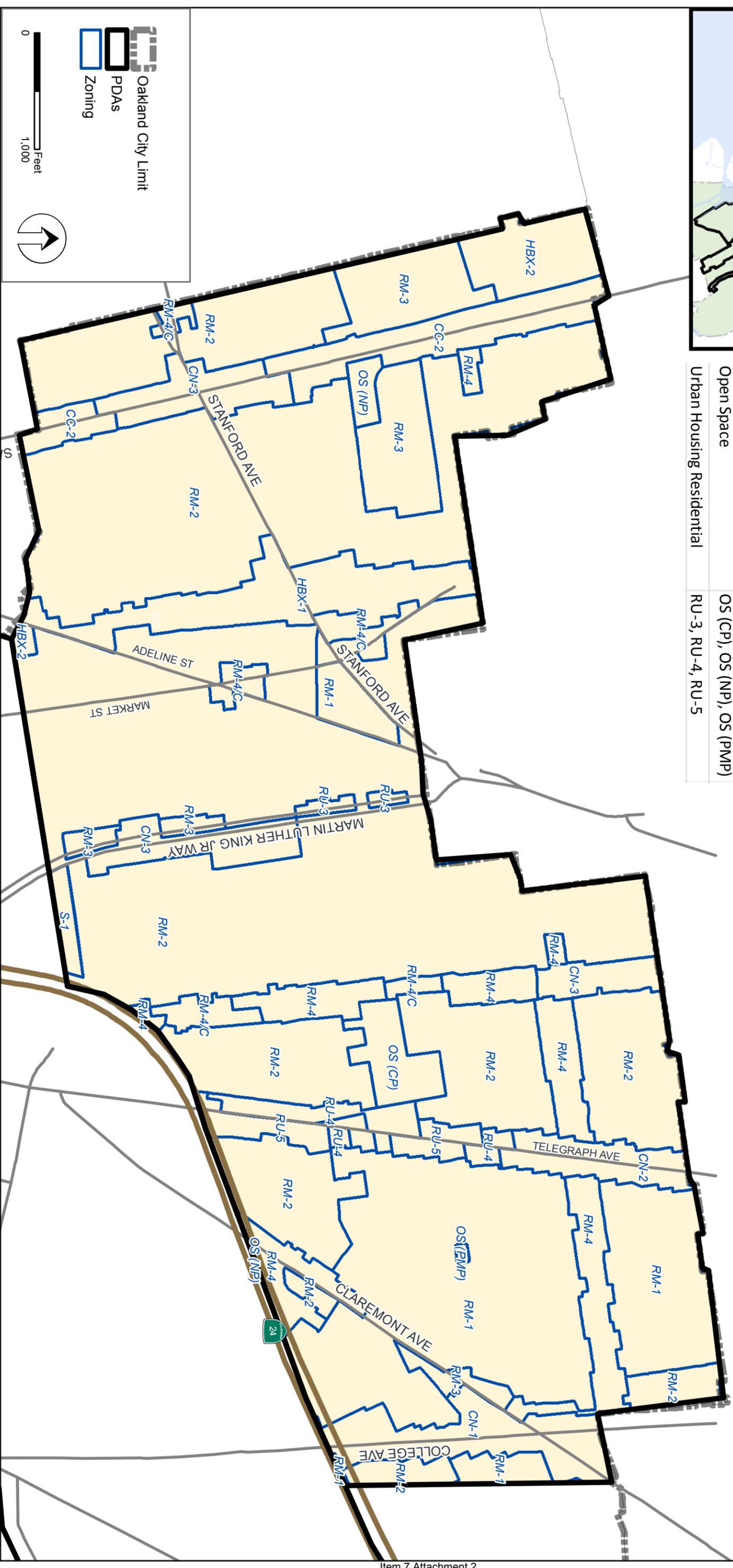
Since that time, the community has continued to be involved in developing and supporting a vision for the area through initiatives such as the "San Pablo Avenue – Golden Gate Improvement Association" (SPAGGIA): an independent community organization that supports crime prevention initiatives, locally driven development, and community building within the Golden Gate neighborhood of North Oakland.

- 4. Describe how this area has the potential to be a leading example of smart growth for the Bay Area.*

The City of Oakland's existing Zoning and General Plan designations for the new "Golden Gate and North Oakland" PDA are intended to permit significant infill mixed use development in the area, primarily along the various corridors listed in item #1 above.



Zoning within PDA	
Community Commercial	CC-2
Housing & Business Mix	HBX-1, HBX-2
Medical Center	S-1
Mixed Housing Residential	RM-1, RM-2, RM-3, RM-4
Neighborhood Center	CN-1, CN-2, CN-3
Commercial	OS (CP), OS (NP), OS (PMP)
Open Space	OS (CP), OS (NP), OS (PMP)
Urban Housing Residential	RU-3, RU-4, RU-5



Oakland City Limit
 PDAs
 Zoning

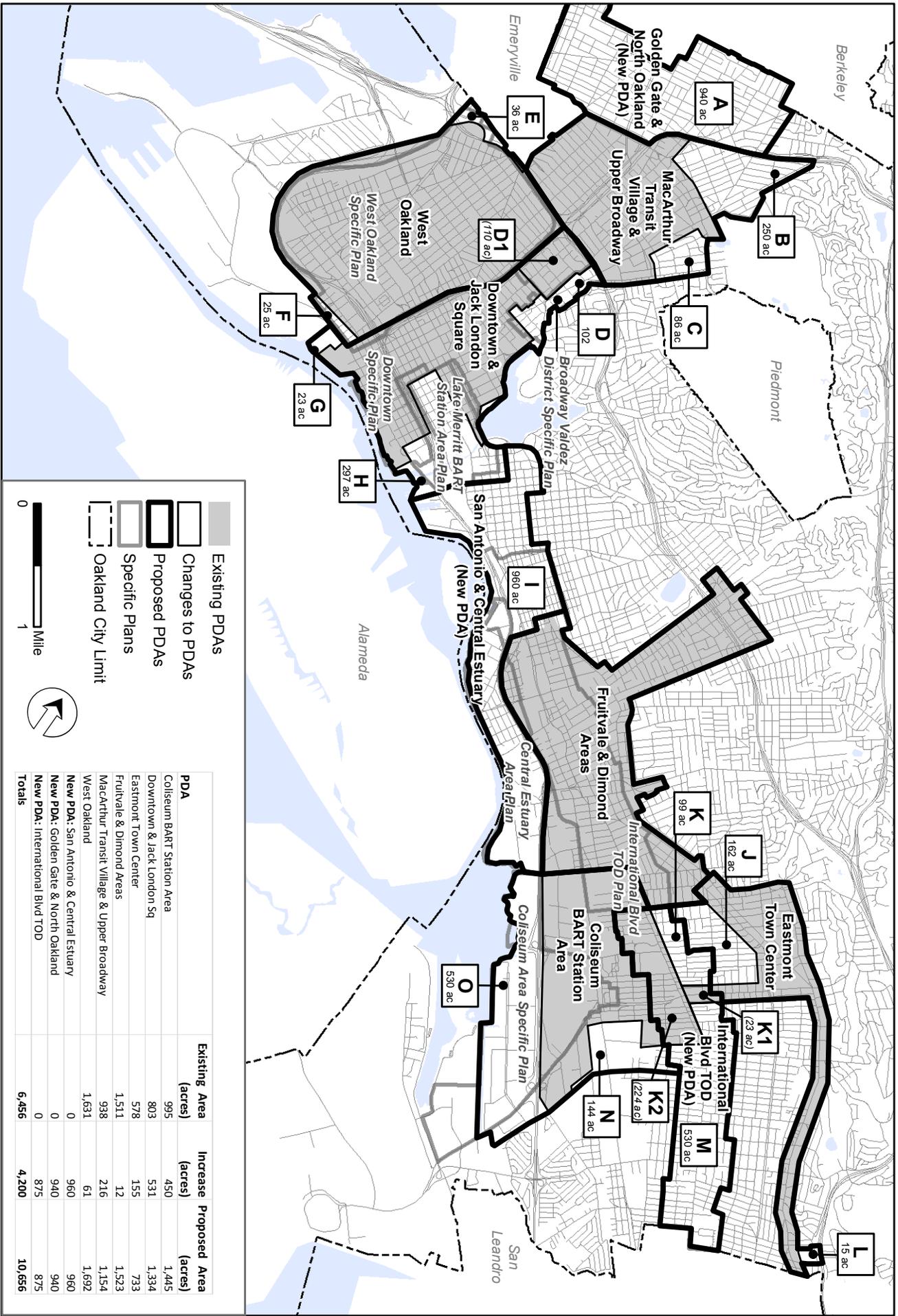


CITY OF OAKLAND

Golden Gate & North Oakland PDA



Proposed and Existing Priority Development Areas (with PDA area changes)



Legend:

- Existing PDAs
- Changes to PDAs
- Proposed PDAs
- Specific Plans
- Oakland City Limit

0 1 Mile

PDA	Existing Area (acres)	Increase Proposed Area (acres)	Total Area (acres)
Coliseum BART Station Area	995	450	1,445
Downtown & Jack London Sq	803	531	1,334
Eastmont Town Center	578	155	733
Fruitvale & Diamond Areas	1,511	12	1,523
MacArthur Transit Village & Upper Broadway	938	216	1,154
West Oakland	1,631	61	1,692
New PDA: San Antonio & Central Estuary	0	960	960
New PDA: Golden Gate & North Oakland	0	940	940
New PDA: International Blvd TOD	0	875	875
Totals	6,456	4,200	10,656

Planning & Building Department
April 15, 2015

FILED
OFFICE OF THE CITY CLERK
OAKLAND

2015 JUN 22 PM 12: 08

REVISED @ CITY COUNCIL 6/17/15

Approved as to Form and Legality

Alee

City Attorney

OAKLAND CITY COUNCIL

RESOLUTION No. 85669 C.M.S.

Introduced by Councilmember _____

A RESOLUTION, AS RECOMMENDED BY THE CITY PLANNING COMMISSION, ADOPTING APPROPRIATE CEQA FINDINGS AND NEW PRIORITY CONSERVATION AREA AND PRIORITY DEVELOPMENT AREA DESIGNATIONS WITHIN THE CITY OF OAKLAND

WHEREAS, in August of 2014, the Association of Bay Area Governments (ABAG) requested nominations from local governments and special districts for Priority Conservation Areas (PCAs) and Priority Conservation Areas (PCAs) pursuant to the Plan Bay Area, a multi-agency regional planning initiative; and

WHEREAS, the Metropolitan Transportation Commission (MTC) will make federal funds available for areas with a PCA and/or a PDA designation for local jurisdictions and community organizations; and

WHEREAS, PCAs are mapped to regionally significant open spaces, recreation trails, and agricultural areas where there has been broad consensus for protection from development pressure and in urban areas to benefit community health, recreation, and climate and resilience; and

WHEREAS, ABAG defines four categories of PCAs: Urban Greening, Natural Landscapes, Regional Recreation, and Agricultural Lands; and

WHEREAS, the most appropriate locations for PCAs in these categories were determined based on criteria provided by ABAG, data sets provided from various sources, and input from multiple community workshops; and

WHEREAS, PDAs are areas where new development will support the day-to-day needs of residents and workers in a pedestrian-friendly environment served by transit; and

WHEREAS, the designation of PDAs informs regional agencies where financial incentives and assistance are needed to support local efforts in creating new development and complete communities; and

WHEREAS, the current PDA designations require updating because the City has adopted several specific and redevelopment plans since the last PDA adoption on February 9, 2010; and

WHEREAS, the specific and redevelopment plans define areas where the City desires new development; and

WHEREAS, none of the PCA or PDA designations will have regulatory authority, or affect in any way the existing regulatory or policy structure for land use contained in the City's General Plan, Specific Plans, Planning Code, or similar land use development policies or procedures; and

WHEREAS, the proposal relies on previously certified Final Environmental Impact Reports (EIRs) prepared for planning-level policy documents (such as the General Plan, the West Oakland, Lake Merritt Station Area, Broadway-Valdez, and Central Estuary Specific Plans, and various redevelopment plans) and, on a separate and independent basis, is also exempt from CEQA as described in the June 9, 2015 Community and Economic Development Committee Agenda Report; and

WHEREAS, at a duly noticed public hearing on April 15, 2015, the Planning Commission unanimously voted to recommend adoption of PCA and PDA designations, as revised by Planning Staff, on April 15, 2015; and

WHEREAS, at a duly noticed public meeting on June 9, 2015, the Community and Economic Development Committee voted to recommend adoption of PCA and PDA designations;

WHEREAS, on June 16, 2015, the City Council conducted a duly noticed public meeting on the matter, took public testimony and considered the matter; now, therefore be it

RESOLVED, that the City Council hereby adopts the PCA and PDA designations, as mapped in Exhibits A through E, as listed below, and hereby incorporated by reference.

Exhibit A: Adopted Priority Development Areas (PDAs)

Exhibit B: Adopted Natural Landscapes PCAs

Exhibit C: Adopted Urban Greening PCAs

Exhibit D: Adopted Regional Recreation PCAs

Exhibit E: Adopted Creek-Related PCAs; and be it

FURTHER RESOLVED, that the City Administrator will establish a community advisory committee, without returning to the City Council, to prioritize grants from regional agencies in Urban Greening PCAs and that the committee will make use of the equity checklist shown in Attachment J of the June 9, 2015 City Council Agenda Report and other factors that would make the City competitive for regional grants; and be it

FURTHER RESOLVED, that the Environmental Review Officer, or designee, is directed to cause to be filed a Notice of Determination/Exemption with the appropriate agencies; and be it

FURTHER RESOLVED, that the custodians and locations of the documents or other materials which constitute the record of proceedings upon which the City Council's decision is based, are respectively: (a) Planning and Building Department – Bureau of Planning, 250 Frank H. Ogawa Plaza, Suite 3315, Oakland, California; and (b) Office of the City Clerk, One Frank H. Ogawa Plaza, 1st Floor, Oakland California; and be it

FURTHER RESOLVED, that the recitals contained in this resolution are true and correct and are an integral part of the City Council's decision.

JUN 17 2015

IN COUNCIL, OAKLAND, CALIFORNIA, _____

PASSED BY THE FOLLOWING VOTE:

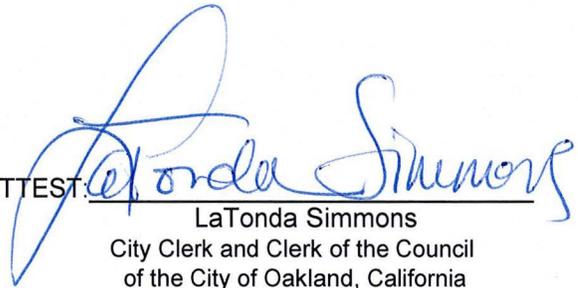
AYES - BROOKS, CAMPBELL WASHINGTON, GALLO, GIBSON, GUILLÉN, KALB, ~~KAPLAN~~, ~~REID~~ and PRESIDENT MCELHANEY - 6

NOES - 0

ABSENT - 1 - Kaplan

ABSTENTION - 1 REID

ATTEST: _____



LaTonda Simmons
City Clerk and Clerk of the Council
of the City of Oakland, California

DATE OF ATTESTATION: _____

City of San Pablo

BayArea **Plan** Application for Priority Development Area (PDA) Designation

Enter information in the spaces provided and submit the requested attachments.

Part 1 - APPLICANT INFORMATION & AREA DETAILS		
<u>Attach</u> resolution showing local support for Priority Development Area designation		
a. Lead Applicant -City/County	San Pablo/Contra Costa County	
Contact Person	Roberta Feliciano	
Title	Planning Aide	
Department	Development Services, Planning	
Street Address	13831 San Pablo Avenue, Building 3	
City	San Pablo, CA	
Zip Code	94806	
Phone Number	(510) 215-3052	
Fax Number	(510) 215-3014	
Email	robertaf@sanpabloca.gov	
b. Area Name and Location	Rumrill Boulevard PDA	
c. Area Size (minimum acreage = 100)	57 acres	
d. Public Transit Serving the Area (existing and planned). From this list, please identify at least one route that has minimum 20-minute headways.	AC Transit: 71; 376	
e. Place Type (Identify based on the Station Area Planning Manual)	Mixed-Use Corridor	
	Current Conditions (Year: 2010)	Future Goal (Horizon Year: 2030)
f. Total Housing Units	10,520 (Citywide)	11,510 (Citywide)
g. Total Jobs	5,900 (Citywide)	8,510 (Citywide)
h. Net Project Density (New Housing)	unknown	unknown
i. Minimum/Maximum FARs (New Employment Development)	0.30-0.60	0.30-0.60

Part 2 – ADDITIONAL AREA INFORMATION		
	Yes	No
a. Is the proposed area currently recognized in the General Plan (i.e., called out as TOD, infill etc.)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Have other plans (any targeted planning efforts including specific plans, precise plans, area plans, and supporting environmental studies) been developed within the last 15 years that cover the area? Note: If yes, please <u>attach</u> brief list of individual planning efforts and date completed (including web links to electronic versions if available). In the list, identify the primary plan for the area.	<input checked="" type="checkbox"/>	<input type="checkbox"/>

See attached Narrative for the Rumrill Boulevard Complete Streets Study website.

Part 3 – MAPS OF PRIORITY DEVELOPMENT AREA

Attach map(s) showing the proposed boundaries, land use designations and zoning, major transit services, and any other relevant information about the proposed area. In your electronic submission, please include GIS files of the area boundaries, if available. Photos of current conditions in the area are optional.

Part 4 – NARRATIVE

Attach separately a maximum two-page (8½ x 11 with 12 point font) narrative that addresses the following questions and provides any other relevant information.

- What is the overall vision for this area? How does the vision align with the place type selected (See Place Type Development Guidelines p. 18-19 in Station Area Planning Manual)?
- What has to occur in order to fully realize this vision and place type? What has occurred in the past 5 years?
- Describe relevant planning processes, and how community members were involved in developing the vision and/or plan for the area.
- Describe how this area has the potential to be a leading example of smart growth for the Bay Area.

Part 5 – POTENTIAL ASSISTANCE NEEDED (check all that apply)

Note: Assistance is not being offered with this application for area designation. This information will aid the development of tools and incentives for designated areas.

TECHNICAL ASSISTANCE	REQUEST FOR PLANNING GRANTS	REQUEST FOR CAPITAL GRANTS
<input checked="" type="checkbox"/> Assistance with policies to implement existing plan <input checked="" type="checkbox"/> Assistance with photo- simulations to depict future conditions <input checked="" type="checkbox"/> Assistance with local workshops and tours <input type="checkbox"/> Other:	<input checked="" type="checkbox"/> Funding for new area-wide specific plan or precise plan <input checked="" type="checkbox"/> Funding to update existing area-wide specific plan or precise plan <input checked="" type="checkbox"/> Funding for EIR to implement existing area-wide plan <input type="checkbox"/> Other:	<input checked="" type="checkbox"/> Funding for transportation projects (including pedestrian/bicycle) <input checked="" type="checkbox"/> Funding for housing projects <input checked="" type="checkbox"/> Funding for water/sewer capacity <input checked="" type="checkbox"/> Funding for parks/urban greening <input checked="" type="checkbox"/> Funding for streetscape improvements <input type="checkbox"/> Other:

Part 6 – INFRASTRUCTURE BUDGET FOR PROPOSED AREA (OPTIONAL)

Provide any information available about infrastructure needs and funding sources required to support development in the PDA The City of San Pablo seeks funding for the capital improvement to implement the Rumrill Boulevard / 13th Street Corridor Mobility Plan.

E-mail this completed application form and requested attachments to ChristyL@abag.ca.gov, and mail one hard copy of this application and attachments requested to the Association of Bay Area Governments, Attn: Christy Leffall, P.O. Box 2050, Oakland, CA 94604-2050. Please contact Regional Planner Christy Leffall at ChristyL@abag.ca.gov or 510-464-7940 with questions about the application.

Rumrill Avenue Priority Development Area



Rumrill Avenue PDA



San Pablo City Limits

EXHIBIT A



NARRATIVE

1. Background

San Pablo is located in West Contra Costa County off Interstate 80, minutes from the Bay Area cultural centers of Berkeley, Oakland and San Francisco. Surrounded by the cities of Richmond, Pinole, El Cerrito and Hercules, the City is a working class community with a diverse population of over 29,000 within two and one-half square miles. The City has 9,571 residential units with 43% owner occupied and 49% rental units. Over the past seven years, the City constructed 416 units for low and very low income households. This number exceeds the regional housing needs allocation by 200 units. The 2010 census table below describes the demographics and economic needs of the City of San Pablo:

Demographics	San Pablo	California
Population (2010 Census)	29,139	37,253,956
White	32.2%	50.2%
African-America	14.9%	6.7%
Latino	56.4%	32.4%
Asian and others	14.9%	10.7%
Unemployment (2007)	15.3%	12.4%
Poverty (2000)	19.6%	16.3%

The Rumrill Boulevard Corridor in San Pablo is in a state of extreme decline and requires urgent attention. This Corridor runs parallel to the westernmost city limits of the City and also parallels the Union Pacific and Burlington Northern Santa Fe (BNSF) railroad tracks. Heavy and light industrial land uses are located in this area. Despite being planned for this land use, industrial activity is intermixed with other uses. Today, the area is occupied by a mix of warehouses, junkyards, wholesalers, scattered residential and commercial/retail uses.

Vision for the Area: The City adopted a new General Plan 2030, in April 2011. By nature, the General Plan has policies and goals for the entire City. In addition to city-wide policies based on land use designations, the Land Use Element of the General Plan also includes policies that apply only to specific planning subareas. Unlike city-wide policies, the subarea policies are geared towards specific issues and concerns identified at a local level. Through the planning and public participation process three Special Planning Subareas were selected; the Rumrill subarea was one of them.

The Rumrill Boulevard subarea encompasses land on both sides of Rumrill Boulevard from the City limits boundary in the south, to the junction of Brookside Drive and Rumrill Boulevard on the north. The community vision for this subarea consists of an industrial district with a business-park like atmosphere. The district's identity would be shaped by well-designed light industrial or commercial buildings with pedestrian scaled landscaping and streetscape improvements. The community desired to focus on improving views as seen from Rumrill Boulevard and removing existing blight. On the east side of Rumrill Boulevard, there currently exists an eclectic mix of neighborhood commercial uses and residential uses with differing building setbacks and heights. Despite being planned for this land use, industrial activity is intermixed with other uses. Today, the area is occupied by a mix of warehouses, junkyards and wholesalers. Many residential plots have been turned into storage spaces or parking for cars.

The most important challenge here is to introduce a sense of order to the development pattern complete with design standards and streetscape improvements that encourage investment along the corridor.

The General Plan created a new designation for this subarea- Industrial Mixed-Use. This designation is intended for light manufacturing, distribution, sales and services with ancillary commercial and office space; including single and multi-story office, flex-space, and industrial building for single and multiple users, warehouse uses, and research and development activities. Buildout is assumed at an FAR of 0.40. Ultimately, the City anticipates the creation of a pedestrian friendly corridor providing multiple transit options such as; biking, walking, and the use of mass transit to encourage employment and livability within this area.

B. Place Type: The most appropriate place type for the Rumrill Corridor is a Mixed-Use Corridor. This corridor is served by AC Transit and runs parallel to railroad tracks and, as previously mentioned, consists of a mix of industrial, residential, commercial, employment and civic uses. The General Plan calls for increased density and encourages increased use of public transit. Rumrill Boulevard connects to Contra Costa College at its northern end and 2 miles south of the San Pablo city limits it connects to the Richmond Bart station.

2. Existing Policies

The City Council has adopted a Priority Workplan that includes the development of a Specific Plan for Rumrill that is in lockstep with the new General Plan. The Council is supportive of how Specific Plans have been used in the past as active planning tools to promote development consistent with the community's vision, as identified in the General Plan. The intent is that together, these documents will offer a roadmap for future development and prosperity of this area of the community that is consistent with the Regional Blueprint in the creation of housing and employment.

The following section identifies some of the existing policies in the City's General Plan.

A. Transportation Demand Management: The current General Plan encourages alternative modes of transportation through design features and land use relationships. The City aims to provide new and improved pedestrian, bicycle, and transit facilities (see General Plan Policy GME-G-3 Growth Management). Further, the City will require the provision of bicycle parking and related facilities in new employment-generating development to facilitate multimodal commute choices (see General Plan Policy C-I-16 Circulation). In addition, the City pledges to continue working with AC Transit to advocate for service expansion, improvement of service and increased ridership.

B. Pedestrian Oriented Design Standards: The General Plan recognizes the importance of the Rumrill Corridor as a subarea and Specific Policies were adopted that call for the development of specific Zoning Standards that promote a "park like" setting for light industry along Rumrill Boulevard (see General Plan Policy LU-1-41 Land Use). Policies also encourage the development and transition of residential development along this corridor to create synergy and a safe environment for the west side of the City (see General Plan Policy LU-1-43 Land Use).

C. Affordable Existing Housing Policies: The City recognizes the need for higher density and affordable housing to ensure that growth benefits all residents regardless of socio-economic

status. Current policy promotes mixed-use, high density infill development and promotes land use patterns that make more efficient use of the transportation system (see General Plan Policy GME-G-4 Growth Management) and encourages affordable housing product types such as the ownership of townhomes, rental apartment units, and multi-family housing (see General Plan Policy H-2.1.1 Housing). Policies encourage the construction of multi-family housing near community amenities, and transportation routes as well as improvements to infrastructure and community facilities.

B. The Planning Process: The newly adopted General Plan summarizes the community's vision for this corridor and changed the designation from previously Heavy Commercial and light Commercial land use designations to Industrial Mixed-use. An environmental evaluation analysis (program EIR) was prepared as part of the General Plan. This process will enable a developer to initiate development with a limited number of entitlement requirements. As mentioned previously the intent of this newly created designation is to promote light manufacturing, distribution, sales and services with ancillary commercial and office space; including single and multi-story office, flex-space, and industrial building for single and multiple users, warehouse uses, and research and development activities. The City Council has included the development of a Specific Plan for Rumrill Boulevard to further detail development standards, allowable uses, pedestrian and transit connections in their adopted Work plan for the next year. Completing a Specific Plan for Rumrill is a high priority.

View Documents online:

City of San Pablo, General Plan 2030
<http://www.sanpabloca.gov/gp2030>

Rumrill Boulevard Complete Streets Study
<http://sanpabloca.gov/index.aspx?NID=1336>

RESOLUTION 2011-132

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SAN PABLO
AUTHORIZING AN APPLICATION FOR FOCUS PRIORITY DEVELOPMENT AREA
(PDA) DESIGNATION OF THE RUMRILL BOULEVARD PLANNING AREA.**

WHEREAS, the Association of Bay Area Governments and the Metropolitan Transportation Commission in coordination with the Bay Area Air Quality Management District and Bay Conservation and Development Commission (collectively, the “regional agencies”) are undertaking a regional planning initiative called FOCUS; and

WHEREAS, FOCUS program goals support a future regional development pattern that is compact and connected; and

WHEREAS, the regional agencies seek local government partners to create a specific and shared concept of where growth can be accommodated (priority development area) and what areas need protection (priority conservation area) in the region; and

WHEREAS, the City of San Pablo shares the regional agencies vision of developing sustainable land use growth patterns that improve residents accessibility to services through improved walkability and public transit options; and

WHEREAS, a priority development area must meet all of the following criteria: (a) within an existing community, (b) near existing or planned fixed transit (or served by comparable bus service) and (c) is planned, or is planning, for more housing; and

WHEREAS, the Rumrill Boulevard planning area meets all of the above criteria; and

WHEREAS, local governments in the nine county San Francisco Bay Area are eligible to apply for designation of an area within their community as a priority development area; and

WHEREAS, the regional agencies are committed to securing incentives and providing technical assistance to designated priority development areas so that positive change can be achieved in communities working to advance focused growth; and

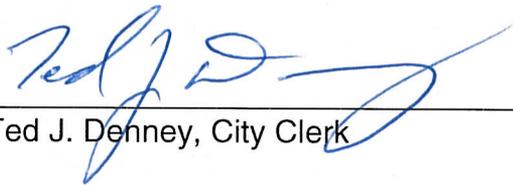
NOW THEREFORE BE IT RESOLVED, that the City Council of the City of San Pablo, authorizes submitting an application to designate the Rumrill Boulevard planning area (as shown in Exhibit A) a priority development area.

Adopted this 5th day of December, 2011, by the following vote to wit:

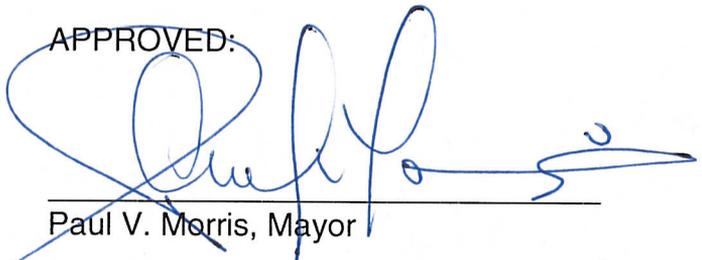
AYES:	COUNCILMEMBERS:	McNeil, Valdez, Calloway, Cruz and Morris
NOES:	COUNCILMEMBERS:	None
ABSENT:	COUNCILMEMBERS:	None
ABSTAIN:	COUNCILMEMBERS:	None

ATTEST:

APPROVED:



Ted J. Denney, City Clerk



Paul V. Morris, Mayor

City of Vallejo

BayArea Plan Application for Priority Development Area (PDA) Designation

Enter information in the spaces provided and submit the requested attachments.

Part 1 - APPLICANT INFORMATION & AREA DETAILS		
<u>Attach</u> resolution showing local support for Priority Development Area designation		
a. Lead Applicant -City/County	City of Vallejo	
Contact Person	Mark Hoffheimeir	
Title	Senior Planner, Long Range Planning	
Department	Planning Division	
Street Address	555 Santa Clara Street	
City	Vallejo	
Zip Code	94590	
Phone Number	(707)645-2610	
Fax Number	(707) 552-0163	
Email	mark.hoffheimer@cityofvallejo.net	
b. Area Name and Location	Sonoma Boulevard Specific Plan (on the western side of Vallejo between Redwood Street and Curtola Parkway)	
c. Area Size (minimum acreage = 100)	157 acres (inclusive of street right-of-ways; 121 acres of land within blocks and 36 acres of street right-of-way)	
d. Public Transit Serving the Area (existing and planned). From this list, please identify at least one route that has minimum 20-minute headways.	Please see attached.	
e. Place Type (Identify based on the Station Area Planning Manual)	Mixed Use Corridor	
	Current Conditions (Year: 2014)	Future Goal (Horizon Year: 2040)
f. Total Housing Units	150 units	150 existing+885 new= 1,035 units
g. Total Jobs	5,100 Jobs	1,100 Net New
h. Net Project Density (New Housing)	N/A	17.5 to 86 du/acre
i. Minimum/Maximum FARs (New Employment Development)	0.25 to 0.75	0.75 to 3.4

Part 2 – ADDITIONAL AREA INFORMATION		
	Yes	No
a. Is the proposed area currently recognized in the General Plan (i.e., called out as TOD, infill etc.)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Have other plans (any targeted planning efforts including specific plans, precise plans, area plans, and supporting environmental studies) been developed within the last 15 years that cover the area? Note: If yes, please attach brief list of individual planning efforts and date completed (including web links to electronic versions if available). In the list, identify the primary plan for the area.	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Part 3 – MAPS OF PRIORITY DEVELOPMENT AREA

Attach map(s) showing the proposed boundaries, land use designations and zoning, major transit services, and any other relevant information about the proposed area. In your electronic submission, please include GIS files of the area boundaries, if available. Photos of current conditions in the area are optional.

Part 4 – NARRATIVE

Attach separately a maximum two-page (8½ x 11 with 12 point font) narrative that addresses the following questions and provides any other relevant information.

- What is the overall vision for this area? How does the vision align with the place type selected (See Place Type Development Guidelines p. 18-19 in Station Area Planning Manual)?
- What has to occur in order to fully realize this vision and place type? What has occurred in the past 5 years?
- Describe relevant planning processes, and how community members were involved in developing the vision and/or plan for the area.
- Describe how this area has the potential to be a leading example of smart growth for the Bay Area.

Part 5 – POTENTIAL ASSISTANCE NEEDED (check all that apply)

Note: Assistance is not being offered with this application for area designation. This information will aid the development of tools and incentives for designated areas.

TECHNICAL ASSISTANCE	REQUEST FOR PLANNING GRANTS	REQUEST FOR CAPITAL GRANTS
<input type="checkbox"/> Assistance with policies to implement existing plan <input type="checkbox"/> Assistance with photo- simulations to depict future conditions <input type="checkbox"/> Assistance with local workshops and tours <input checked="" type="checkbox"/> Other: Engineering and Design Services	<input checked="" type="checkbox"/> Funding for new area-wide specific plan or precise plan <input type="checkbox"/> Funding to update existing area-wide specific plan or precise plan <input type="checkbox"/> Funding for EIR to implement existing area-wide plan <input checked="" type="checkbox"/> Other: Streetscape Plan Capitol Improvements Plan	<input checked="" type="checkbox"/> Funding for transportation projects (including pedestrian/bicycle) <input checked="" type="checkbox"/> Funding for housing projects <input type="checkbox"/> Funding for water/sewer capacity <input checked="" type="checkbox"/> Funding for parks/urban greening <input checked="" type="checkbox"/> Funding for streetscape improvements <input type="checkbox"/> Other:

Part 6 – INFRASTRUCTURE BUDGET FOR PROPOSED AREA (OPTIONAL)

Provide any information available about infrastructure needs and funding sources required to support development in the PDA

E-mail this completed application form and requested attachments to Christyl@abag.ca.gov, and mail one hard copy of this application and attachments requested to the Association of Bay Area Governments, Attn: Christy Leffall, P.O. Box 2050, Oakland, CA 94604-2050. Please contact Regional Planner Christy Leffall at Christyl@abag.ca.gov or 510-464-7940 with questions about the application.



Planning Division · 555 Santa Clara Street · Vallejo · CA · 94590 · 707.648.4326

APPLICATION FOR PRIORITY DEVELOPMENT AREA (PDA) DESIGNATION
EXHIBIT B: Supplemental Information for the Sonoma Boulevard Specific Plan PDA
Application June 30, 2015

PART 1. APPLICANT INFORMATION AND AREA DETAILS

Section d. Public Transit Serving the area (existing and planned)

Solano County Transit (Soltrans) is the public transit serving the area.

Existing: Soltrans Routes 2 and 7 offer bus service every 30 minutes on portions of Sonoma Boulevard; other routes intersect the boulevard and run every 30 to 60 minutes depending on route and time of day.

Planned: Soltrans routes are planned along the entire boulevard with 30 minute headways, with a BRT in the long-term with 15 minute headways.

PART 2. ADDITIONAL AREA INFORMATION

Section a. Is the proposed area currently recognized in the General Plan (i.e. called out as TOD, infill, etc.)

The project area is not called out in the City's existing General Plan. However, it will be incorporated into the City's new General Plan Update, which is currently being prepared with a planned adoption in late 2016.

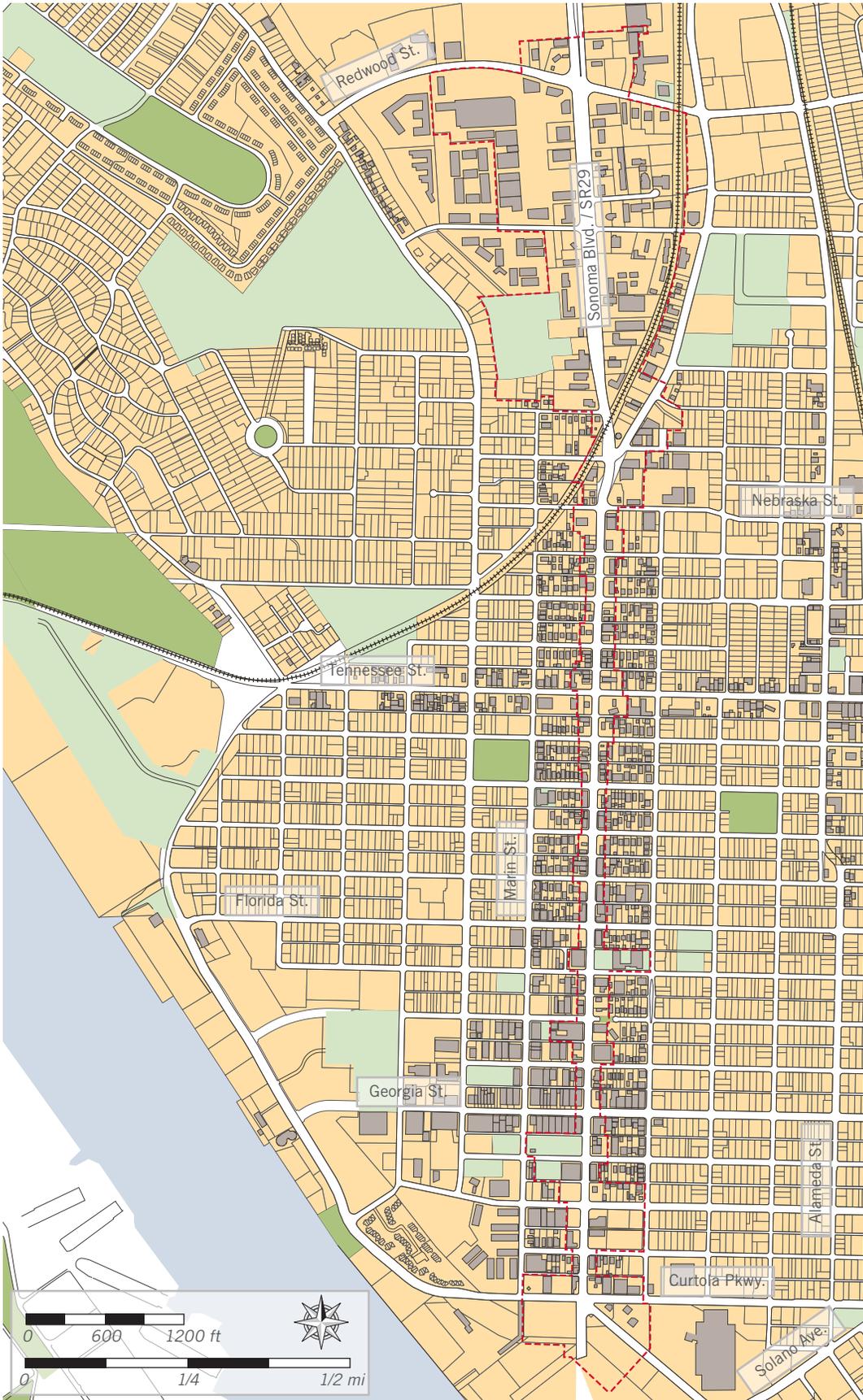
Section b. Have any other plans, (any targeted planning efforts including specific plans, precise plans, area plans and supporting environmental studies) been developed within the last 15 years that cover the area?

The *Sonoma Boulevard Corridor Design Plan*, predecessor to and foundation for the Sonoma Boulevard Specific Plan, was adopted by the City in 2013. Please go to <http://www.ci.vallejo.ca.us/cms/One.aspx?portalId=13506&pageId=25631> to find the report.

For the purposes of this PDA application, the primary plan for the area is the *Sonoma Boulevard Specific Plan*, which is under preparation at this time (Admin Draft submitted with this application). The Public Review Draft is scheduled for release in July, 2015. Formal adoption of the Specific Plan is anticipated for the fall of 2016, to coincide with the adoption of the City's new General Plan.

A *Downtown and Waterfront Priority Development Area* was previously established for the Downtown and Waterfront, which includes a portion of the Sonoma Boulevard Specific Plan project area. A small portion of the Downtown Area is included in the Sonoma Boulevard Specific Plan. Please see the attached maps (Exhibits C.8 and C.9) that indicates the overlapping boundaries of both plans. The Sonoma Boulevard plan will supersede the Downtown and Waterfront PDA, but it does not alter or change the intent of the Downtown and Waterfront PDA in any way. In fact, this proposed plan will enhance and create a welcoming gateway into the Downtown area.

Sonoma Blvd. Specific Plan



Key

- Specific Plan boundary
- - - - City boundary
- Street Edge
- Parks
- Civic Uses
- Building Footprints

Base Map
Vallejo, California



3.1 Vision Overview

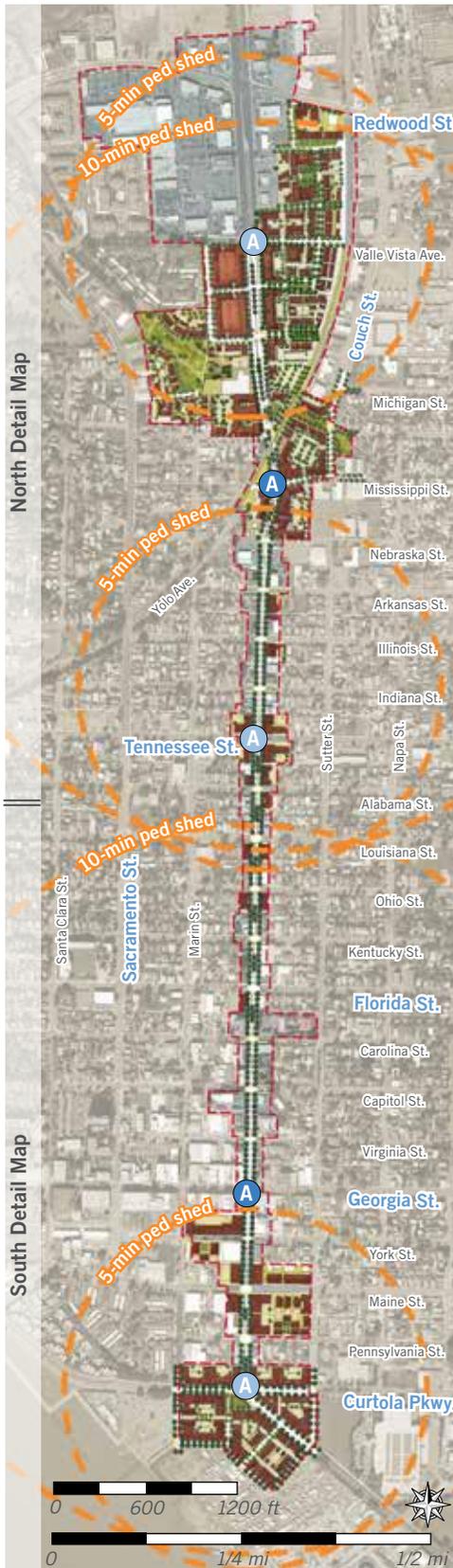


Figure 3.1.1: Illustrative Plan of the Vision

Sonoma Blvd. becomes a series of distinct, appealing and memorable places for residents and visitors that connects revitalized neighborhoods and districts on both sides of the corridor with new amenities. Among the many improvements and changes along the corridor, the following are key features of the vision:

- A** **Five activity nodes organize the 1.8 miles of Sonoma Blvd.** Community-serving activity nodes at Georgia St. and Couch St. and neighborhood-serving activity nodes at Curtola Pkwy., Indiana St., and Valle Vista Ave. are created.
- B** **Downtown extends out along Sonoma Blvd.** Sonoma Blvd. makes people notice Downtown at Georgia St. by extending the Downtown pedestrian-oriented character, widened sidewalks from Maine St. to Capitol St., retail, restaurants and lively sidewalk activity out along Sonoma Blvd.
- C** **Slowed vehicular traffic makes the street appealing for outdoor dining, pedestrians and cyclists.** From Pennsylvania St. to Arkansas St., the 4-lane street is reconfigured to a 2-lane main street with widened sidewalks, street trees, and bike lanes, significantly improving this stretch of Sonoma Blvd., making it a desirable business address.
- D** **Neighborhood-serving activity node at Indiana St.** This intersection and the immediate blocks north and south are transformed into an appealing set of buildings and civic spaces that work with existing historic assets and new buildings, becoming an amenity within walking distance of adjacent neighborhoods.
- E** **Community-serving activity node at Couch St.** People have choices of housing served by transit, providing the option to not always need a car; concentrated retail, restaurants and services appeal to residents within a short walking distance.
- F** **Neighborhood-serving activity node at Curtola Pkwy.** The five-point intersection of Curtola Pkwy. and Sonoma Blvd. is improved to a four-point intersection to accommodate regional and local traffic while making a memorable place anchored by neighborhood-serving retail, restaurants, office and housing around a new civic space at the southern terminus of Sonoma Blvd.
- G** **Transformation of large parking lots into neighborhood-serving activity node at Valle Vista Ave.** In the long-term, code improvements incentivize owners and tenants of existing retail, restaurants and office to become part of new residential neighborhoods providing nearby customers for the businesses and walkable services for the residents.

Pedestrian Sheds & Activity Nodes

A 'ped shed' is based on the distance the average person can comfortably walk from the **activity node**, an area of retail and services, to its edge in about 5 minutes.

Community serving (A) and **Neighborhood serving (A)** activity nodes and ped sheds are noted on map to left. See Section 3.2.2 for a full explanation.

The Vision and its Effect on Existing Conditions

On pages, 3-4 to 3-7, diagrams are provided to compare the expected effects of the vision on the existing conditions summarized in Chapter 2.

Each transect designation is at the General Plan policy level and implements a particular physical environment in the vision by giving qualitative information about the physical character and form, intensity of development, type of place, and mix of uses in that environment. This policy-level direction is then carried into the preparation of zoning standards for day-to-day implementation. Through the three transect designations mapped at right; the three environments identified in this Specific Plan’s vision are implemented.

Changes to General Plan Designations Explained

As discussed earlier, the form-based approach utilizes physical form and character as the organizing principle for its information and direction. This is in contrast to the conventional practice that utilizes land-use as its organizing principle. For areas that desire to continue with auto-oriented patterns where land use is the organizing principle, conventional General Plan land use designations will be maintained. For areas that are already in the walkable urban pattern or desire to transform to that pattern, Transect Designations will be applied.

For this reason, the General Plan designations along Sonoma Blvd. are transect designations, replacing the previous General Plan land-use designations. Each conventional General Plan land use designation will be implemented through conventional zoning in Title 16. Each transect designation will be implemented through form-based zoning in Title 16.

See following spread for enlarged Transect Designation sections Figures 3.2.21 to 3.2.23

Key

- - - Corridor Boundary
- Infill Plan ¹
- T4Neighborhood
- T4 Main Street
- T5 Main Street

¹See p. 3-39



Figure 3.2.20: Transect Designations key plan

Exhibit C.8: Downtown and Waterfront PDA - Proposed Change (showing proposed Sonoma Blvd PDA)

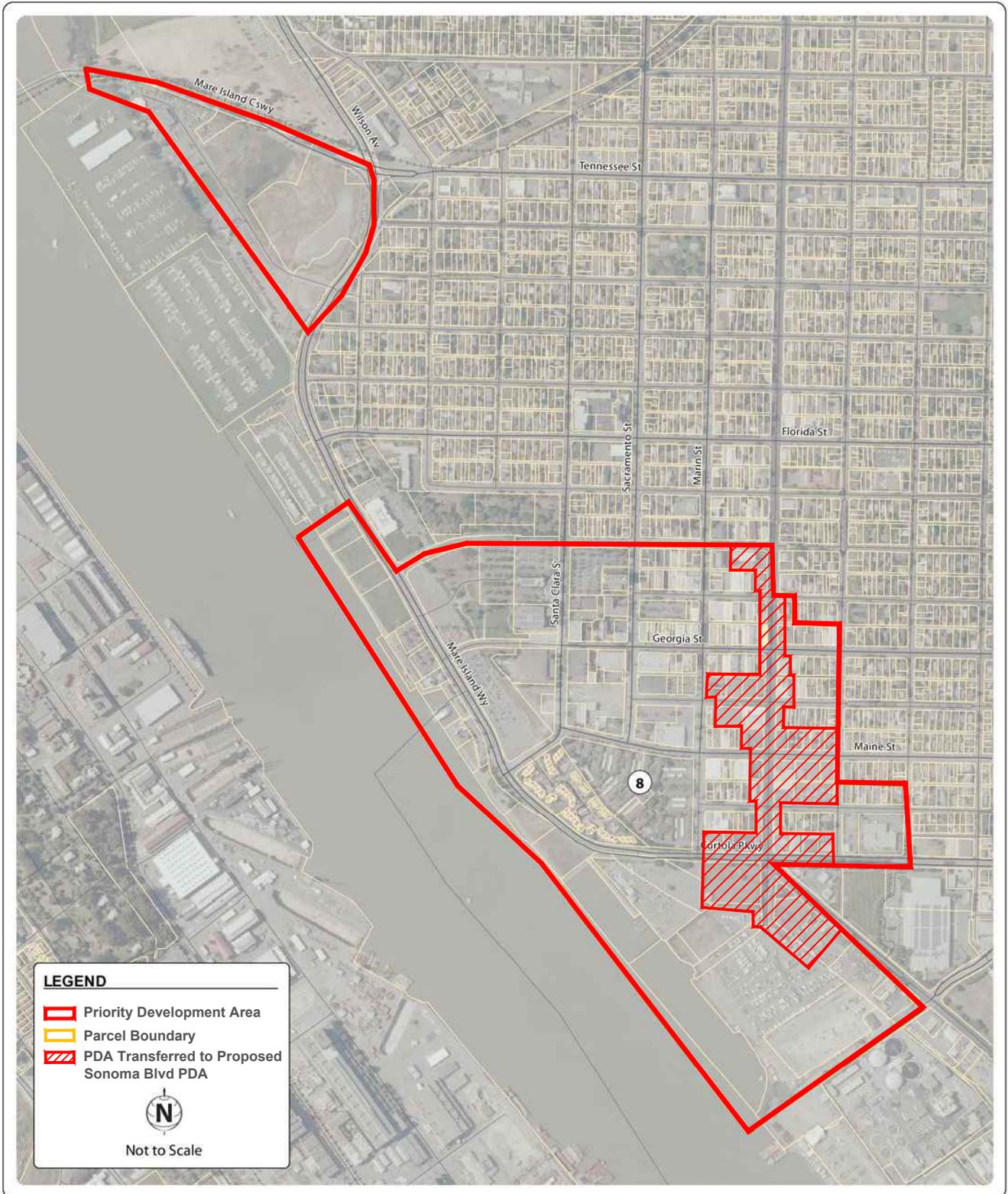


FIGURE A PROPOSED REVISION (WITH PROPOSED SONOMA BLVD PDA SHOWN)

**PRIORITY DEVELOPMENT AREA 8
VALLEJO DOWNTOWN & WATERFRONT**
Item 7 Attachment 2

FIGURE:
A

SCALE:
NONE

DATE:
6/24/15



APPLICATION FOR PRIORITY DEVELOPMENT AREA (PDA) DESIGNATION
EXHIBIT D: Narrative for the Sonoma Boulevard Specific Plan PDA Application
June 30, 2015

PART 4. NARRATIVE

Vision and Place Type

The City of Vallejo has proposed to implement a Specific Plan to help successfully revitalize Sonoma Boulevard. Vallejo is located north and east of San Pablo Bay, flanked by the City of Benicia to the east and American Canyon to the north. The Plan Area runs along Sonoma Boulevard, the spine of Vallejo, from Redwood Street in the north to Curtola Parkway in the south. The corridor runs 1.8 miles in length and consists of parcels directly adjacent to the corridor with a few side streets.

The focus of the Sonoma Boulevard Specific Plan is to revitalize the portion of Sonoma Boulevard from Redwood Street to Curtola Parkway. Sonoma Boulevard is a mixed-use, primarily commercial corridor that passes through the City's historic center, including downtown, and mixed-income and lower-income neighborhoods. It is lined with vacant and underutilized properties, in addition to some successful businesses, many of long-standing.

The Sonoma Boulevard Specific Plan, when completed, will include a vision for the revitalization of Sonoma Boulevard; development standards for both the public realm - the street right-of-way - and adjacent private properties; and an implementation strategy for achieving the street's revitalization by 2040. The Specific Plan will propose transforming Sonoma Boulevard into a "complete street", comfortably accommodating pedestrians, bicyclists, and transit users as well as motorists. It will encourage revitalization of the corridor through a variety of public realm enhancements that also calm traffic to make the street safer for pedestrians and bicyclists; new development codes allowing for mixed-use infill development, including a variety of employment-based commercial enterprises and housing types catering to all income levels and households; and incentives and other programs that encourage the revitalization of private property.

The vision of the Sonoma Boulevard Specific Plan aligns best with the Mixed-Use Corridor and the Mixed-Use Neighborhood Corridor. The Specific Plan calls for a mix of commercial and higher density residential uses along the corridor where the corridor is mostly commercial now. It also calls for several mixed-use Activity Nodes along the corridor with neighborhood serving

uses. A more regional serving Activity Node is at Downtown within a short distance of the Vallejo Transit Center and the Vallejo Ferry Terminal.

Implementation

The Sonoma Boulevard Specific Plan identifies and describes the actions, improvements, standards, and financing measures that incrementally will make the vision a reality. Some examples of these include: establishing a Sonoma Boulevard Revitalization team to oversee daily activities of implementing this plan; adopting a Form-Based Code and working with the real estate and development community to help them learn how to use it; recruiting and informing housing and business developers to consider sites along Sonoma Boulevard; and installing capital infrastructure improvements.

Planning Process

Community engagement is an important part of the project, in that the vision of the Specific Plan is community-based. The outreach efforts to date have included community workshops focused on Guiding Principles (aspirational statements intended for the City-wide General Plan, City-wide Zoning Code and the Sonoma Boulevard Specific Plan); stakeholder interviews with key businesses, property owners, and community and business groups; meetings with the Sonoma Boulevard Working Group, an ad hoc committee of the 15-member General Plan Working Group (which is focused on the City's General Plan Update); and two, 4-day Design Charrettes with community members and business interests. All of these outreach activities happened in the first half of 2014, and the information garnered through the analysis work and community input forms the foundation for the Specific Plan. The public-review Draft Specific Plan is due to be available for public comment in the summer of 2015, with final adoption planned for the fall of 2016, to coincide with the final adoption of the City's General Plan.

Leading Example of Smart Growth

The Sonoma Boulevard Specific Plan has the potential to be a leading example of smart growth in the Bay Area. Currently the corridor has a low appeal among residents and visitors because of a level of disinvestment, and Sonoma Boulevard isn't seen as a destination but as a route to other places. With the implementation of the Specific Plan, the corridor can be transformed into a vibrant location of activities and job generating businesses, and it can catalyze development in the City's historic core. Providing a mix of retail, food and services for the community and visitors will revitalize the area and make it become a desirable destination. A variety of housing types aimed at a variety of income levels provide choices not found elsewhere in Vallejo, such as the opportunity to live and work at home, to live at or near an activity node or not need a personal vehicle. Emphasizing Sonoma Boulevard as one of Vallejo's most important North-South streets can serve as a gateway to the community and an amenity-rich destination.

RESOLUTION NO. 15-070 N.C.

**A RESOLUTION OF THE CITY COUNCIL SUPPORTING THE DESIGNATION OF THE
SONOMA BOULEVARD SPECIFIC PLAN PROJECT AREA AS AN ASSOCIATION OF BAY
AREA GOVERNMENTS (ABAG) PRIORITY DEVELOPMENT AREA (PDA)**

WHEREAS, the Association of Bay Area Government (ABAG) requested applications for designation of areas within member jurisdictions as Priority Development Areas (PDA) as part of their Plan Bay Area; and

WHEREAS, the Association of Bay Area Governments and the Metropolitan Transportation Commission in coordination with the Bay Area Air Quality Management District and Bay Conservation and Development Commission (collectively, the "regional agencies") have adopted Plan Bay Area as the Sustainable Communities Strategy for the San Francisco Bay Area region; and

WHEREAS, the regional agencies seek local government partners to create a specific and shared concept of where growth can be accommodated (priority development area) and what areas need protection (priority conservation area) in the region; and

WHEREAS, a priority development area must meet all of the following criteria: (a) within an existing community, (b) near existing or planned fixed transit (or served by comparable bus service) and (c) is planned, or is planning, for more housing; and

WHEREAS, the City staff has identified the Sonoma Boulevard Specific Plan project area as meeting the required criteria for the PDA designation; and

WHEREAS, designation as a Priority Development Area will make the area eligible for future grant funding to implement the Sonoma Boulevard Specific Plan.

NOW, THEREFORE, BE IT RESOLVED that the City Council hereby supports the designation of the Sonoma Boulevard Specific Plan planning area as a Priority Development Area.

Adopted by the Council of the City of Vallejo at a regular meeting held on June 23, 2015 with the following vote:

- AYES: Mayor Davis, Vice Mayor Malgapo, Councilmembers Dew-Costa, McConnell, Miessner, Sampayan, and Verder-Aliga
- NOES: None
- ABSENT: None
- ABSTAIN: None

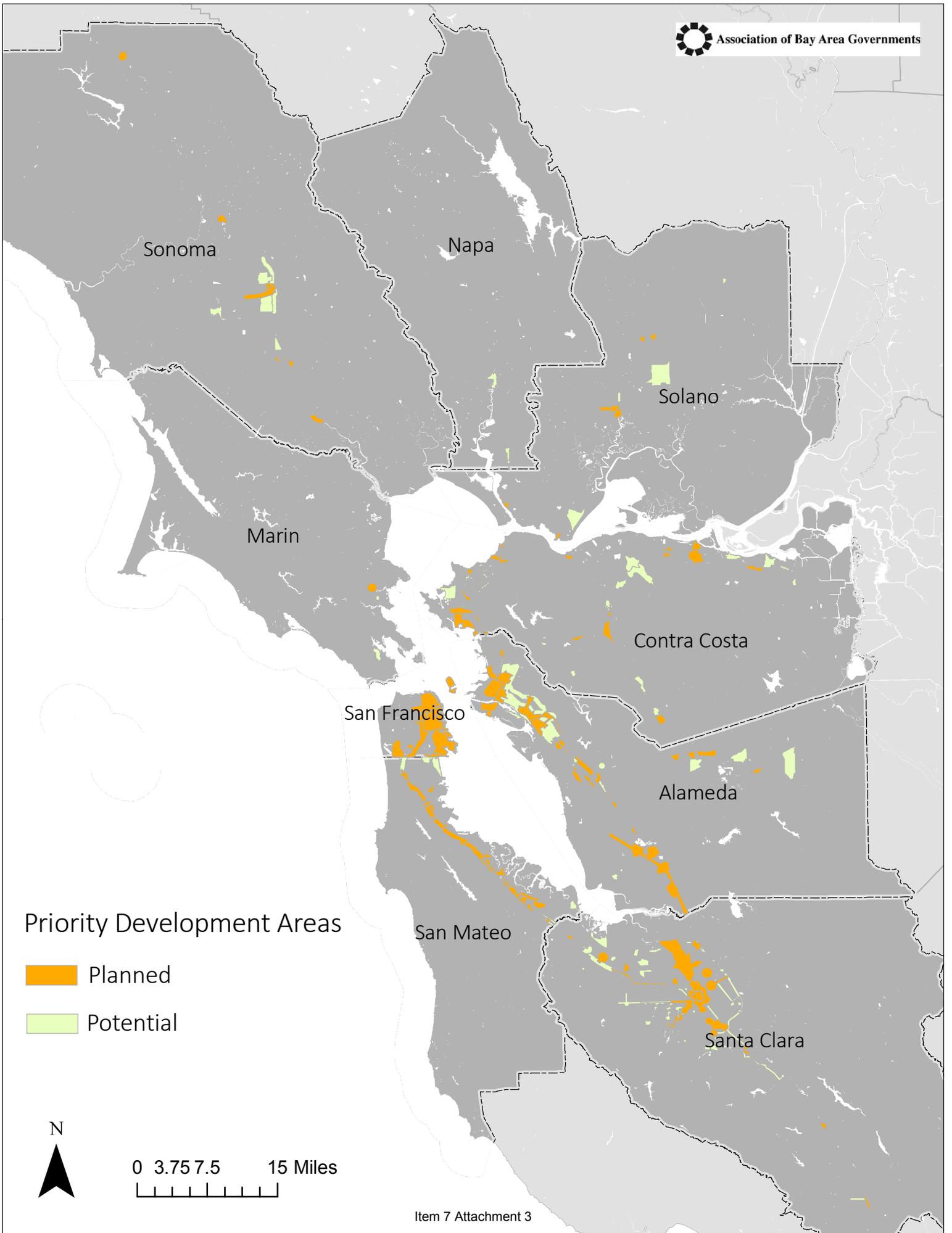


 OSBY DAVIS, MAYOR

ATTEST:



 DAWN G. ABRAHAMSON, CITY CLERK



Priority Development Areas

-  Planned
-  Potential



0 3.75 7.5 15 Miles



DATE: July 24, 2015

TO: Regional Planning Committee

FROM: Miriam Chion, ABAG Planning and Research Director

RE: Priority Conservation Areas: 2015 Nominations

Summary

Priority Conservation Areas (PCAs) were established at the same time as the locally nominated Priority Development Areas (PDAs) to function as complementary programs in the region's long range sustainable growth strategy. The goal of the PCA program is to support Plan Bay Area by preserving and enhancing the natural, economic and social value of open space lands amidst a growing population throughout the Bay Area.

In July 2014, the ABAG Executive Board approved an updated PCA program to allow for: 1) nullification of existing PCAs originally adopted in 2008; 2) selection of designations for existing PCAs; and 3) submission of new PCA nominations. The new program inviting PCA updates and nominations was launched August 1, 2014 with a deadline of May 30, 2015.

During that time, cities, counties and park/open space districts put forth a great deal of effort to consider previously adopted PCAs and nominate new PCAs. We commend them for this work and for demonstrating strong support for the PCA program through partnership and collaboration. Staff requests adoption of 68 new PCAs recommended in this staff report.

Process for Confirming Existing and Nominating New PCAs

The PCA program provides Bay Area localities with an opportunity to nominate areas included in their conservation strategies for regional PCA recognition. To facilitate these requests, ABAG staff created a PCA website with the application, details about the approval process, a list of frequently asked questions and resources for identifying PCA designations, benefits and co-benefits. The application is shown in **Attachment 1** and the PCA website is viewed at <http://abag.ca.gov/priority/conservation/>.

Existing PCAs

Local jurisdictions with existing PCAs adopted in 2008 were allowed to nullify one or more PCAs by adopting a resolution of opposition at a public meeting. This gave the local jurisdiction the option to weigh in on PCA nominations that they did not initiate during the first PCA round. The 90-day period to nullify existing PCAs extended from September 8, 2014 to December 8, 2014. Only one jurisdiction took advantage of the nullification process.

Sponsors of existing PCAs were asked to select a designation and resulting community benefits for each PCA that recognizes the different roles these areas serve in supporting the region's natural systems, rural economy, human health and benefits to the community. Staff provided an online tool to aid in selecting designations and benefits for PCAs. The four PCA designations are: Natural Landscapes, Agricultural Lands, Urban Greening and Regional Recreation. The designations assigned to existing PCAs are presented in **Attachment 2**.



New PCA Nominations

For new PCA nominations, the program update restricted eligible sponsors to local jurisdictions and park/open space districts. A resolution of support adopted by the sponsoring agency at a public hearing was required for a new PCA nomination. In addition, if PCAs were proposed in an adjacent agency's jurisdiction, evidence of notification to the neighboring agency was required. The nomination period opened on August 1, 2014 and extended through May 30, 2015. Sponsors were directed to submit a description and discussion of the regional and local importance of the area being nominated and the community benefits and co-benefits of the proposal. A total of 121 new nominations were received.

PCA Panel Review

A PCA panel was convened with representatives from the State Coastal Conservancy, Greenbelt Alliance and ABAG staff. The panel reviewed the applications and concluded that all PCA nominations met the requirements of the PCA program. No new nominations were discarded. However, the review panel directed ABAG staff to initiate follow-up conversations with some PCA sponsors for clarification. These conversations resulted in consolidation of PCA nominations and/or elimination of nominations that were for previously-adopted PCAs. As a result, a total of 68 PCAs are recommended for adoption.

Priority Conservation Area Nominations

Staff worked with sponsoring agencies to ensure complete applications and clarity on program goals. Each county and park/open space district employed their own strategies in selecting nominations for new PCAs. Nominations were received from jurisdictions in six counties: San Francisco, San Mateo, Santa Clara, Alameda, Contra Costa and Marin.

The PCA nominations include over 400,000 acres. Sponsors identified one or more of the four designations for each PCA nomination. Of the 68 nominations, 50 PCAs include a categorization of Natural Landscapes, 48 include Regional Recreation, 23 include Urban Greening and 15 include Agricultural Lands. For a detailed list of the PCA nominations, see **Attachment 3**. For a regional map of the nominations, see **Attachment 4**.

All PCA applications are available for viewing and downloading:

http://abag.ca.gov/priority/conservation/2015_nominations/

PCA Nominations Summary

<i>Sponsor</i>	<i>County</i>	<i>Number of PCAs</i>	<i>Designations</i>
<i>City of Livermore</i>	<i>Alameda</i>	<i>1</i>	<i>UG, RR</i>
<i>City of Oakland</i>	<i>Alameda</i>	<i>6</i>	<i>NL, UG, RR</i>
<i>City of El Cerrito</i>	<i>Contra Costa</i>	<i>3</i>	<i>UG</i>
<i>City of Fairfax</i>	<i>Marin</i>	<i>3</i>	<i>NL, UG, RR</i>
<i>City of Novato</i>	<i>Marin</i>	<i>4</i>	<i>NL, UG, RR, AL</i>
<i>Santa Clara Valley Open Space Authority</i>	<i>Santa Clara</i>	<i>27</i>	<i>NL, UG, RR, AL</i>
<i>City of San Francisco</i>	<i>San Francisco</i>	<i>4</i>	<i>NL, UG, RR</i>
<i>City of Menlo Park</i>	<i>San Mateo</i>	<i>1</i>	<i>NL, RR</i>
<i>Midpeninsula Regional Open Space District</i>	<i>Santa Clara and San Mateo</i>	<i>15</i>	<i>NL, RR, AL</i>
<i>County of San Mateo</i>	<i>San Mateo</i>	<i>4</i>	<i>NL, UG, RR, AL</i>

NL=Natural Landscapes; AL = Agricultural Lands; UG = Urban Greening; RR = Regional Recreation

ASSOCIATION OF BAY AREA GOVERNMENTS

Representing City and County Governments of the San Francisco Bay Area



There were no new nominations from Napa, Sonoma or Solano counties. Sonoma will adopt a countywide park plan in 2016 and declined the opportunity to nominate new PCAs until after their park plan adoption. Solano County developed a PCA Partnership Advisory Committee comprised of local jurisdictions and open space advocates, but decided not to submit any new PCAs.

Two multi-county PCAs were nominated by the County of San Mateo: California Coastal Trail (located in Sonoma, Marin, San Francisco and San Mateo counties); and the San Francisco Bay Area Water Trail (located in all nine counties).

San Francisco was the only jurisdiction to nullify existing PCAs. A resolution was adopted to nullify the four previously-adopted PCAs in San Francisco to enable the City to thoroughly study the topic and allow for a more structured and complete nomination process at the City level. San Francisco nominated four new PCAs to replace the ones that were nullified.

OBAG PCA Grant Program

Fifteen of the original PCAs adopted in 2008 were awarded funds through the \$7.87 million One Bay Area Grant (OBAG) program. Discussions are now underway to determine the amount of OBAG funding available for PCAs in a future grant round.

Recommended Action

Staff request that the Regional Planning Committee recommend the following to the Executive Board:

- Adopt the 68 Priority Conservation Areas recommended in this staff report and listed in Attachment 3.

Attachments:

1. Priority Conservation Area Application
2. List of Priority Conservation Areas Approved in 2008/2013
3. List of 2015 Priority Conservation Area Nominations
4. Map of 2015 Priority Conservation Area Nominations

All PCA applications are available for viewing and downloading:

http://abag.ca.gov/priority/conservation/2015_nominations/

ATTACHMENT 1
Priority Conservation Area Designation
Application Form

Enter information in the spaces provided. E-mail this completed application form and attachments requested as part of this form to ABAG Planning **by May 30, 2015**. If e-mailing is not possible, a hard copy of materials can be mailed to PCA Applications, Association of Bay Area Governments, P.O. Box 2050, Oakland, CA 94604-2050.

PART 1: AREA INFORMATION

Proposed Name	
Description	
Location (include map and text description)	
Total Acreage	

PART 2: SPONSOR(S)

Lead Nominating Agency/Organization	
Staff Person	
Address	
Phone Number(s)	
E-mail address	
Partnering Agency(ies)/Organization(s)	

PART 3: DESIGNATION

Selected Designation – Select one or more designation for the proposed PCA

Natural Landscapes **Agricultural Lands** **Urban Greening** **Regional Recreation**

PART 4: BENEFITS

Primary Benefit(s) – Select one or more benefits and co-benefits for the proposed PCA

PART 5: ATTACHMENTS

Required

1. Copy of adopted resolution by City Council, Board of Supervisors, or Open Space or Park District Board.
2. Attach a map showing the proposed general area boundaries and location. Include other relevant information, such as topography or an aerial photograph, to show the context for protection of this area.
3. Provide text, data/maps that demonstrate primary benefit(s) of the relevant designation and co-benefit(s).

Optional

4. Letters of Support from partner agencies or organizations (*not required*)
5. Additional data, maps, supportive local policies (*not required*)

Attachment 2
Adopted Priority Conservation Areas

Area ID	Area Name	City	County	Location Description	Acreage	Lead Nominating Agency	Partnering Agencies/Orgs	Designation	Benefits	Co-Benefits	Year Designated
AL1	Leona Canyon Creek Tributaries	Oakland	Alameda County	Arroyo Viejo Watershed, adjacent to Leona Canyon Regional Open Space Preserve	30	City of Oakland	Potential partners: EBRPD and local community groups.	NL			2008
AL2	Temescal Creek/North Oakland	Oakland	Alameda County	Temescal Creek Watershed	150	City of Oakland	Potential partners: Local community groups	NL			2008
AL3	Ridgemont West	Oakland	Alameda County	Horseshoe Creek Watershed	100	City of Oakland	Potential partners: EBRPD, Friends of Two Creeks, Merritt College and other community groups	NL			2008
AL4	South Hills, San Leandro Creek	Oakland	Alameda County		250	City of Oakland	Potential partners: EBRPD, Dunsmuir House and Gardens Inc., and Community Groups	NL			2008
AL5	East Bay Greenway	Oakland, San Leandro, Hayward, and unincorporated Alameda County	Alameda County	Oakland, San Leandro, Hayward, and unincorporated Alameda County		City of Oakland	Urban Ecology, City of San Leandro, City of Hayward	NL			2008
AL7	Butters Canyon/Headwaters of Peralta Creek	Oakland	Alameda County	East Oakland hills above Highway 13	10	Butters Land Trust	City of Oakland; (nomination submitted as part of nominations submitted by City of Oakland)	NL			2008
AL8	North Livermore, South Livermore Valley	Livermore, Unincorporated Alameda County	Alameda County	North Livermore and South Livermore Valley	28,000	City of Livermore		NL, AL, RR			2008
AL11	Albany Hill	Albany	Alameda County	Northwest area of the City of Albany between I-80 and San Pablo Avenue	35	City of Albany	The non-profit organization Friends of Five Creeks has expressed support for this nomination.	AL			2008
AL17	Union City Hillside Area	Union City	Alameda County		2,500	City of Union City	East Bay Regional Park District	NL, RR			2008
AL18	Site 1-Coyote Hills	Fremont	Alameda County	Northern Plain/Coyote Hills (Fremont); Total 400 acres/Priority lands for protection 200 acres	200	City of Fremont		NL			2008
AL22	Chain of Lakes Area	Pleasanton, unincorporated Alameda County	Alameda County			East Bay Regional Park District (EBRPD)	Various	NL, RR			2008
AL23	Bethany Reservoir Area	unincorporated Alameda County	Alameda County			East Bay Regional Park District (EBRPD)	Various	NL, RR			2008

Attachment 2
Adopted Priority Conservation Areas

Area ID	Area Name	City	County	Location Description	Acreage	Lead Nominating Agency	Partnering Agencies/Orgs	Designation	Benefits	Co-Benefits	Year Designated
AL24	Cedar Mountain Area	unincorporated Alameda County	Alameda County			East Bay Regional Park District (EBRPD)	Various	NL, RR			2008
AL25	Duarte Canyon Area	unincorporated Alameda County	Alameda County			East Bay Regional Park District (EBRPD)	Various	NL, RR			2008
AL26	Potential Oakland Gateway Area	Oakland	Alameda County			East Bay Regional Park District (EBRPD)	Various	NL, RR			2008
AL28	Potential Tesla Area	unincorporated Alameda County	Alameda County			East Bay Regional Park District (EBRPD)	Various	NL, RR			2008
CC2	Central Hercules and Waterfront District	Hercules, CA	Contra Costa County		500	City of Hercules	N/A	NL			2008
CC3	Big Canyon Preserve	City of San Ramon	Contra Costa County		87	City of San Ramon		NL			2008
CC4	MOSO and NON-MOSO Open Space	Town of Moraga	Contra Costa County			Town of Moraga		NL			2008
CC7	Acalanes Ridge Open Space	Walnut Creek and Lafayette	Contra Costa County	Assessor Parcel Numbers 170-060-006 and 170-060-002	1,600	City of Walnut Creek		NL			2008
CC9	Indian Valley	Moraga	Contra Costa County		425	East Bay Municipal Utility District	California Department of Fish and Game, Lori Salamack 329 Rheem Blvd, Moraga, CA 94556 925-376-5202	NL			2008
CC10	Burton Ridge	Lafayette, CA	Contra Costa County	located directly to the northwest of Las Trampas Regional Wilderness	200	City of Lafayette		RR			2008
CC11	Lafayette Ridge	Lafayette, CA	Contra Costa County	lies directly to the south of Briones Regional Park	1,800	City of Lafayette		RR			2008
CC12	Contra Costa County Agricultural Core	adjoining the City of Brentwood	Contra Costa County		11,000	Contra Costa County, Community Development Department	Brentwood Agricultural Land Trust Kathryn Lyddan, Executive Director 1120 2nd Street, Brentwood, CA 94513 (925) 634-6738 brentwoodagtrust@sbcglobal.net	AL			2008

Attachment 2
Adopted Priority Conservation Areas

Area ID	Area Name	City	County	Location Description	Acreage	Lead Nominating Agency	Partnering Agencies/Orgs	Designation	Benefits	Co-Benefits	Year Designated
CC13	East Contra Costa County Habitat Conservation Plan / Natural Community Conservation Plan (ECCC HCP/NCCP)	Brentwood, Oakley	Contra Costa County		30,000	Contra Costa County	Cities of Brentwood, Clayton, Oakley and Pittsburg, Contra Costa County, Contra Costa County Flood Control and Water Conservation District, East Bay Regional Park District, East Contra Costa County Habitat Conservancy, California Department of Fish and Game (CDFG), and United States Fish and Wildlife Service (USFWS)	NL			2008
CC17	Point Edith Wetlands Area		Contra Costa County			East Bay Regional Park District (EBRPD)	Various	NL, RR			2008
CC19	Delta Recreation Area	Oakley	Contra Costa County			East Bay Regional Park District (EBRPD)	Various	NL, RR			2008
CC20	Potential Pinole Watershed Area	Hercules and Pinole	Contra Costa County			East Bay Regional Park District (EBRPD)	Various	NL, RR			2008
CC21	Pinole Creek Watershed		Contra Costa County			Contra Costa Resource Conservation District	Friends of Pinole Creek, Caltrans, City of Pinole, Contra Costa County Flood Control District, East Bay Municipal Utility District	NL			2013

Attachment 2
Adopted Priority Conservation Areas

Area ID	Area Name	City	County	Location Description	Acreage	Lead Nominating Agency	Partnering Agencies/Orgs	Designation	Benefits	Co-Benefits	Year Designated
MR2	3rd Valley Creek/Chicken Ranch Beach Conservation Area	Inverness	Marin County	Inverness	29	Tomales Bay Watershed Council	Point Reyes National Seashore, Gulf of the Farallones National Marine Sanctuary, State Lands Commission, California Department of Fish and Game, Coastal Commission, California State Parks, Marin County, Inverness Public Utility District, Environmental Action Committee of West Marin, Inverness Association, and private property owners.	NL			2008
MR3	San Geronimo Valley headwaters of the Lagunitas Watershed and shore of Tomales Bay		Marin County	San Geronimo Valley and shore of Tomales Bay, west Marin County; 9 square-miles headwaters (out of a total 103 square mile watershed)	5,760	Salmon Protection And Watershed Network	Point Reyes National Seashore (National Park Service)	NL, RR			2008
MR4	Marin County Agricultural Lands		Marin County	agriculturally zoned land in unincorporated Marin County	75,000	Marin Agricultural Land Trust	State Coastal Conservancy, Department of Conservation Farmland Conservancy Program, Marin County, Marin Resource Conservation District, Marin Farm Bureau, Tomales Bay Watershed Council, National Park Service	AL			2008
MR5	Marin City Ridge	Marin City	Marin County	Marin City Ridge adjacent to the Golden Gate National Recreation Area	72	National Park Service, Golden Gate National Recreation Area	Potential partners could include Marin County Open Space District and the Golden Gate Parks Conservancy	NL, RR			2008
MR6	North GGNRA Lagunitas Creek Parcels		Marin County		331	National Park Service, Golden Gate National Recreation Area	Marin County Open Space District, Marin County Bicycle Coalition, Point Reyes National Seashore	NL, RR			2008
MR7	Central Marin Ridge lands	Central urban Marin, San Anselmo, Fairfax, Ross, County, San Rafael	Marin County	Central Marin	996	Marin County Parks and Open Space Department	San Anselmo, Ross, Fairfax, San Rafael, Marin Conservation League, County Flood Control, TPL				2008

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Adopted Priority Conservation Areas

Area ID	Area Name	City	County	Location Description	Acreage	Lead Nominating Agency	Partnering Agencies/Orgs	Designation	Benefits	Co-Benefits	Year Designated
MR8	North County Gateway		Marin County	Unincorporated undeveloped lands north of Novato on either side of Highway 101 to the Sonoma County line and the Petaluma River	5,330	Marin County Parks and Open Space Department	Marin Conservation League, Sierra Club, Bay Area Ridge Trail Council, Bay Trail, SCAPOSD, State Parks	NL			2008
MR9	Bothin Waterfront		Marin County	The Upper Richardson Bay waterfront in City of Mill Valley and County Jurisdiction	50	Marin County Parks and Open Space	County Flood Control, City of Mill Valley, Marin Audubon, Bay Trail, MCL, Sierra Club	NL			2008
MR10	Big Rock Ridge Lands		Marin County	Unincorporated Central Big Rock Ridge area, City of Novato backdrop	3,000	Marin County Parks and Open Space Department	Bay Area Ridge Trail Council, City of Novato	NL			2008
MR11	Tiburon Ridge Lands		Marin County	Incorporated and Unincorporated lands along the Tiburon Ridge from the bay to Ring Mountain	322	Marin County Parks and Open Space Department	Town of Tiburon, Native Plant Society, Marin Conservation League	NL			2008
MR12	Bowman Canyon	Adjacent to Novato	Marin County	SW of 101 adjacent to Stafford Lake and Mt. Bordell open space	1,200	Marin Conservation League	Marin County Open Space District, Marin County Flood Control District, Marin Agricultural Land Trust, California State Parks, Sierra Club, Friends of Novato Creek, Bay Area Ridge Trail Council	NL, AL, RR			2008
MR14	St. Vincent's and Silveira Properties	Unincorporated area of San Rafael	Marin County	Unincorporated area between Hwy 101 and SF Bay	335	Marin Audubon Society/Marin Baylands Advocates	Sierra Club, Marin Conservation League	NL			2008
MR15	Central Marin Bayfront, Madera Bay Park	Town of Corte Madera	Marin County	Shorebird Marsh, owned by the Town of Corte Madera is to the west, and the Department of Fish and Game owned, Corte Madera Ecological Reserve is to the north, east and south.	5	Marin Audubon Society/Marin Baylands Advocates	Marin County Open Space District, Sierra Club, Marin Conservation League, Priority Conservation Area Committee	NL			2008
MR18	Central Marin Bayfront, Canalways		Marin County	San Rafael Waterfront, adjacent to San Rafael Shoreline Park; Bayfront of the City of San Rafael	85	Marin Audubon Society	Sierra Club, Marin Conservation League, Priority Conservation Area Committee, Marin County Department of Parks and Open Space	NL			2008

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MULTI1	San Francisco Bay Trail – Bay Area Ridge Trail	Fremont, Albany,	Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano and Sonoma counties	Completion of regional trail systems	1,675	San Francisco Bay Trail Project	Bay Area Ridge Trail Council	NL			2008
MULTI2	San Francisco Watershed Lands to Wilder Ranch State Park Priority Conservation Area		San Mateo County	Santa Cruz Mountains	53,794	Save-the-Redwoods League	multiple	NL			2008
MULTI3	Regional Trails System Gaps		Alameda & Contra Costa Counties	Completion of regional trail system in Alameda & Contra Costa Counties		East Bay Regional Park District (EBRPD)	Various	RR			2008
NP1	Napa County Agricultural Lands and Watersheds		Napa County unincorporated areas		422,627	County of Napa	Napa County Farm Bureau, Land Trust of Napa County, Napa County Regional Park and Open Space District, City of Napa	AL			2008
NP2	Blue Oak Woodlands of the Lake District		Northeastern Napa County		15,000	Napa County Regional Park and Open Space District	Land Trust of Napa County, The Nature Conservancy, California Department of Fish and Game, Blue Ridge Berryessa Natural Area Partnership	NL, RR			2008
NP3	Interior Mountains – Moore Creek to Milliken Creek		East Central Napa County		5,000	Napa County Regional Park and Open Space District	Bay Area Ridge Trail Council	NL, RR			2008
NP4	Palisades—Mt St Helena to Anqwin		Northwestern Napa County	range of mountains between Mount St. Helena and Angwin	10,000	Napa County Regional Park and Open Space District	Land Trust of Napa County, California State Parks	NL, RR			2008
NP5	Southern Mountains -- Skyline Park to Newell Preserve	east of and between cities of Napa and American Canyon	Napa County		5,000	Napa County Regional Park and Open Space District	County of Napa, County of Solano, Land Trust of Napa County, City of American Canyon	NL, RR			2008
NP6	Napa Valley - Napa River Corridor		Napa County	Lands along the river between the Napa Marsh and City of Calistoga	17,136	Land Trust of Napa County	Friends of the Napa River, Napa County Regional Park and Open Space District (supports nomination)	NL			2008

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NP8	Bothe-Napa Valley State Park to Sugarloaf Ridge State Park Priority Conservation Area		Napa County		74,503	Save-the-Redwoods League	multiple	NL			2008
NP9	Redwood & Dry Creek Watersheds Priority Conservation Area		Napa County		59,922	Save-the-Redwoods League	multiple	NL			2008
NP10	Lake Curry/Suisun Creek Watershed		Napa County	Southeastern Napa County	5,000	Napa County Regional Park and Open Space District	County of Solano	NL			2008
SC 1	Upper Stevens Creek Watershed Area		Santa Clara County	Foothills, west of Saratoga	2,500	Midpeninsula Regional Open Space District	Santa Clara County Parks & Rec Department, Peninsula Open Space Trust, Santa Clara Valley Water District, State Coastal Conservancy	NL, RR, AL	terrestrial ecosystems, aquatic ecosystems, water supply and quality, recreation, agricultural resources, agricultural economy	wildlife habitat	2008
SC 2	Upper Los Gatos Creek Watershed		Santa Clara County	South of Los Gatos	3,400	Midpeninsula Regional Open Space District	Peninsula Open Space Trust, Santa Clara County Parks & Rec Dept., Santa Clara Valley Water District, Neighbors Against Industrial Logging, Sierra Club Ventana Chapter	NL, RR	terrestrial ecosystems, aquatic ecosystems, recreation, agricultural resources	wildlife habitat	2008
SC3	East Berryessa Foothills	East San Jose	Santa Clara County	Near by regional parks Levin County Park, Joseph Grant Ranch County Park, Alum Rock Regional Park; part of Bay Area Ridge Trail	5,668	Santa Clara County Parks & Recreation Department	Midpeninsula Regional Open Space District (MROSD), Santa Clara County Open Space Authority (SCCOSA), Bay Area Ridge Trail Council (BARTC), Peninsula Open Space Trust (POST) and County of Santa Clara Habitat Conservation/Natural Communities Conservation Plan Program (HCP/NCCP), San Francisco Bay Trail (ABAG), National Park Service – Juan Bautista de Anza National Historic Trail	NL, RR, AL	terrestrial & aquatic ecosystems, recreation, agricultural resources	community health, compact growth	2008

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SC4	Alum Rock Foothills	East San Jose	Santa Clara County	Near by regional parks Levin County Park, Joseph Grant Ranch County Park, Alum Rock Regional Park; part of Bay Area Ridge Trail	8,592	Santa Clara County Parks & Recreation Department	Santa Clara County Open Space Authority (SCCOSA), Bay Area Ridge Trail Council (BARTC), Peninsula Open Space Trust (POST) and Santa Clara Valley Habitat Conservation Plan/Natural Community Conservation Plan Program (HCP/NCCP)	NL, RR, AL	terrestrial & aquatic ecosystems, recreation, agricultural resources	community health, compact growth	2008
SC5	Joseph D. Grant to Coyote Ridge	East San Jose	Santa Clara County		4,037	Santa Clara County Parks & Recreation Department	Santa Clara County Open Space Authority (SCCOSA), Bay Area Ridge Trail Council (BARTC), Peninsula Open Space Trust (POST) and Santa Clara Valley Habitat Conservation Plan/Natural Community Conservation Plan Program (HCP/NCCP)				2008
SC6	East Coyote Foothills to Almaden Quicksilver	San Jose	Santa Clara County	Includes the Riparian Habitat Corridor area that is part of the Board-approved Coyote Creek Parkway Integrated Plan	18,537	Santa Clara County Parks & Recreation Department	Santa Clara County Open Space Authority (SCCOSA), Bay Area Ridge Trail Council (BARTC), Peninsula Open Space Trust (POST) and Santa Clara Valley Habitat Conservation Plan/Natural Community Conservation Plan Program (HCP/NCCP); Silicon Valley Land Conservancy	NL, RR, AL	terrestrial & aquatic ecosystems, recreation, agricultural resources	community health, compact growth	2008
SC7	Anderson/ CoyoteConnection	Morgan Hill	Santa Clara County		2,870	Santa Clara County Parks & Recreation Department	Santa Clara County Open Space Authority (SCCOSA), Bay Area Ridge Trail Council (BARTC), Peninsula Open Space Trust (POST) and Santa Clara Valley Habitat Conservation Plan/Natural Community Conservation Plan Program (HCP/NCCP)	NL, RR, AL	terrestrial & aquatic ecosystems, recreation, agricultural resources	community health, compact growth	2008

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SC8	East Gilroy Foothills	Gilroy	Santa Clara County		6,582	Santa Clara County Parks & Recreation Department	Santa Clara County Open Space Authority (SCCOSA), Bay Area Ridge Trail Council (BARTC), Peninsula Open Space Trust (POST) and Santa Clara Valley Habitat Conservation Plan/Natural Community Conservation Plan Program (HCP/NCCP)	NL, RR, AL	terrestrial & aquatic ecosystems, recreation, agricultural resources	community health, compact growth	2008
SC9	South County Regional Trail Connection		South Santa Clara County		8,876	Santa Clara County Parks & Recreation Department	Santa Clara County Open Space Authority (SCCOSA), Bay Area Ridge Trail Council (BARTC), Peninsula Open Space Trust (POST) and Santa Clara Valley Habitat Conservation Plan/Natural Community Conservation Plan Program (HCP/NCCP)	NL, RR, AL	terrestrial & aquatic ecosystems, recreation, agricultural resources	community health	2008
SC10	Lexington Hills	Los Gatos	Unincorporated Santa Clara County		10,715	Santa Clara County Parks & Recreation Department	Mid-peninsula Regional Open Space District (MROSD), Bay Area Ridge Trail Council (BARTC), Peninsula Open Space Trust (POST) and Santa Clara Valley Habitat Conservation Plan/Natural Community Conservation Plan Program (HCP/NCCP)	NL, RR, AL	terrestrial & aquatic ecosystems, recreation	community health	2008

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SC11	Sanborn Skyline		Unincorporated Santa Clara County	Links Lexington PCA app and Upper Stevens Creek PCA App.	9,615	Santa Clara County Parks & Recreation Department	Mid-peninsula Regional Open Space District (MROSD), Bay Area Ridge Trail Council (BARTC), Peninsula Open Space Trust (POST) and Santa Clara Valley Habitat Conservation Plan/Natural Community Conservation Plan Program (HCP/NCCP)	NL, RR, AL	terrestrial ecosystems, recreation	community health, compact growth	2008
SC12	Baylands	San Jose	Santa Clara County		1,054	Santa Clara County Parks & Recreation Department	Santa Clara County Open Space Authority (SCCOSA), San Francisco Bay Trail (ABAG), Peninsula Open Space Trust (POST) and Santa Clara Valley Habitat Conservation Plan/Natural Community Conservation Plan Program (HCP/NCCP), National Park Service – Juan Bautista de Anza National Historic Trail Program	NL, RR, AL	aquatic ecosystems, recreation	community health	2008
SC17	Soap Lake	Gilroy	Santa Clara County (also affects San Benito County)	same as Soap Lake submitted by Silicon Valley Land Conservancy	20,000	The Nature Conservancy	Pajaro River Watershed Flood Protection Authority, Silicon Valley Land Conservancy	NL, RR, AL			2008
SC22	Rancho Canada		Santa Clara County	Casa Loma Road/Uvas Road	3,776	Santa Clara County Open Space Authority		NL, RR, AL			2008
SC24	South County Agriculture		Santa Clara County	Pajaro River/Carnadero Creek	5,055	Santa Clara County Open Space Authority		NL, RR, AL			2008

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SC26	Pescadero/Tar Creek		Santa Clara County		21,928	Santa Clara County Parks & Recreation Department	Santa Clara County Open Space Authority (SCCOSA), Bay Area Ridge Trail Council (BARTC), Peninsula Open Space Trust (POST) and Santa Clara Valley Habitat Conservation Plan/Natural Community Conservation Plan Program (HCP/NCCP)	NL, RR, AL	terrestrial & aquatic ecosystems, recreation, agricultural resources	community health	2008
SC27	Paradise Valley to Calero		Santa Clara County		14,322	Santa Clara County Parks & Recreation Department	Santa Clara County Open Space Authority (SCCOSA), Bay Area Ridge Trail Council (BARTC), Peninsula Open Space Trust (POST) and Santa Clara Valley Habitat Conservation Plan/Natural Community Conservation Plan Program (HCP/NCCP)	NL, RR, AL	terrestrial & aquatic ecosystems, recreation, agricultural resources	community health	2008
SF1	Aquavista/Twin Peaks	San Francisco	San Francisco		1.19	City of San Francisco Planning Department	(Jake Sigg of CA Native Plant Society submitted PCA nomination for same parcel -- agreed to go w/SF nomination -- deleted SF7)				2008
SF2	Palou-Phelps, Bayview	San Francisco	San Francisco	Linkage to existing Bayview Open space	0.86	City of San Francisco Planning Department	SF Parks + Rec, California Native Plants, Nature In the City				2008
SF5	Sutro Tower, Inc	City & County of San Francisco	City & County of San Francisco	Contiguous to Mt. Sutro area openspace	2	California Native Plant Society Yerba Buena Chapter	Nature in the City/Mt Sutro Stewards				2008
SF8	Bayview Hill radio property	City & County of San Francisco	City & County of San Francisco		5	California Native Plant Society Yerba Buena Chapter	Nature in the City				2008
SL1	Vacaville-Fairfield-Solano Greenbelt and Cement Hill		Solano County	between Vacaville and Fairfield	4,069	City of Fairfield	City of Vacaville, County of Solano	NL, AL, UG	terrestrial & aquatic ecosystems, H2O supply & quality, agricultural resources & economy, compact growth		2008

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SL2	Western Hills (including part of the Vallejo Lakes Property)		Unincorporated Solano Co.	Unincorporated Solano County, located along the east side of Napa/Solano border; north of Hwy 12	10,000	Solano County	Solano Land Trust; Napa County Regional Park and Open Space District (supports nomination); City of Fairfield; City of Benicia	NL, AL, RR	terrestrial and aquatic ecosystems, H2O supply, ag resources/economy, recreation		2008
SL3	Tri City and County Cooperative Planning Area		Unincorporated Solano Co.	Primarily unincorporated Solano County, with portion of the Cities of Fairfield and Vallejo included; located west of Hwy 680, south of Hwy 12, and north of Lake Herman Road/Columbus Parkway	10,598	Solano County	Solano Land Trust; City of Fairfield; City of Vallejo; City of Benicia	NL, AL, RR	terrestrial, ecosystems, H2O supply & quality, agricultural resources & economy, recreation, compact growth		2008
SL4	Blue Ridge Hills (Vaca Mountains)		Unincorporated Solano Co.	Unincorporated Solano County, northwest of the City of Vacaville; located west of Pleasants Valley Road, adjacent to the Solano-Napa County line	23,000	Solano County	Solano Land Trust; City of Fairfield; City of Vallejo; City of Benicia (Napa County Regional Park & Open Space District supports this nomination)	NL, AL	Aquatic ecosystem, terrestrial ecosystem, H2O quality & supply		2008
SL5	Suisun Valley		Unincorporated Solano Co.	North and west of City of Fairfield, southeast of Napa County, east of Green Valley	9,148	Solano County	City of Fairfield; Solano Land Trust; Solano Transportation Agency	NL, AL, UG	aquatic ecosystems, H2O supply and quality, agricultural resources & economy, compact growth		2013
SM1	Montara Mountain Complex	Montara/El Granada/Moss Beach. Affects Half Moon Bay, Pacifica.	San Mateo County	Seven miles south of San Francisco, the area is bordered by lands owned by the Golden Gate National Recreation Area (GGNRA), State Parks, and County Parks. Overlaps with SM7-Burnham Strip	5,000	Peninsula Open Space Trust	Golden Gate National Recreation Area, San Mateo County Parks, California Coastal Conservancy	NL			2008
SM2	Lobitos Ridge Corridor	South of Half Moon Bay, San Mateo County. Affects Half Moon Bay	San Mateo County	Site for a future Skyline to the Sea trail beginning at Purisima Creek Redwoods Open Space Preserve and linking to the Coastal Trail on Purisima Farms.	2,000	Peninsula Open Space Trust	Midpeninsula Regional Open Space District, California Coastal Conservancy	NL, RR, AL	terrestrial ecosystems, aquatic ecosystems, water supply and quality, recreation, agricultural resources	wildlife habitat	2008

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SM3	Gateway to the San Mateo County Coast	Affects Half Moon Bay.	Unincorporated San Mateo County	Ridges, watershed along State HW 92. Overlaps with SM2 in Purisima Corridor.	2,000	Midpeninsula Regional Open Space District	City of Half Moon Bay, San Mateo County Parks and Recreation Department, Peninsula Open Space Trust, Bay Area Ridge Trail Council, Committee for Green Foothills, San Mateo County Resource Conservation District	NL, RR, AL	terrestrial ecosystems, aquatic ecosystems, water supply and quality, recreation, agricultural resources, agricultural economy	wildlife habitat	2008
SM6	Pacifica Conservation Area: South of Mussell Rock to McNee Ranch State Park	Pacifica	San Mateo County	Corridor linkage between Sweeney Ridge and Mori Point	1,288	National Park Service, Golden Gate National Recreation Area	Potential partners could include the Pacifica Land Trust, City of Pacifica, City of San Francisco, and the U.S. Fish and Wildlife Service	NL, RR			2008
SM8	Upper San Gregorio Creek Headwaters	Includes parts of Portola Valley	San Mateo County	Within Multi2	4,000	Midpeninsula Regional Open Space District	Peninsula Open Space Trust, San Mateo County Parks and Recreation Department, Bay Area Ridge Trail Council, San Gregorio Environmental Resource Center, Natural Heritage Institute	NL, RR, AL	terrestrial ecosystems, aquatic ecosystems, water supply and quality, recreation, agricultural resources	wildlife habitat	2007
SM9	Office of Education - Loma Mar Property		Unincorporated San Mateo County	Adjacent to Memorial County Park		San Mateo County Department of Parks		NL			2013
SN1	Upper Mark West Watershed	NE of Santa Rosa	Sonoma County		20,000	Sotoyome Resource Conservation District	Friends of the Mark West Watershed, Department of Fish and Game, Sonoma County Water Agency, NASA, Monan's Rill Institute	NL			2008

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SN2	Petaluma Watershed Southeastern Portion		Sonoma County	Stage Gulch Rd. South to San Pablo Bay – West-facing slope on Southeastern side of the Petaluma Watershed	7,500	Southern Sonoma County Resource Conservation District	<ul style="list-style-type: none"> • Southern Sonoma County Resource Conservation District • Sonoma County Agricultural Preservation and Open Space • Sonoma Land Trust • Infineon • USDA 	NL			2008
SN4	Laguna de Santa Rosa		Sonoma County		6,945	Laguna de Santa Rosa Foundation	Sonoma County Water Agency, City of Santa Rosa	NL			2008
SN5	Santa Rosa Plain		Sonoma County		14,264	Laguna de Santa Rosa Foundation	Sonoma County Water Agency, City of Santa Rosa	NL			2008
SN6	Coastal Sonoma to Armstrong Redwoods		Sonoma County		169,743	Save-the-Redwoods League	multiple	NL			2008
SN7	Pitkin Marsh – Atascadero Creek Watershed		Sonoma County		1,700	Sonoma Land Trust	Sonoma County Agricultural Preservation and Open Space District	NL			2008
SN8	Sonoma Baylands		Sonoma County	Sonoma Baylands east of the Petaluma River, west of the Napa Co. line, in Sonoma County	33,000	Sonoma Land Trust	Sonoma County Agricultural Preservation and Open Space District, City of Sonoma, Sonoma County Regional Parks Department, and the San Francisco Bay Joint Venture	NL			2008
SN9	The Cedars		Sonoma County	North of Downtown Cazadero, including portions of East Austin, Upper Austin Creek and Gualala River Watersheds. Includes Cedars canyon and buffer zones.	6,000	Sonoma Land Trust	Sonoma County Agricultural Preservation and Open Space District	NL			2008

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Adopted Priority Conservation Areas

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SN10	Northern Mayacamas		Sonoma County	Northwestern Sonoma County, California, and parts of adjacent counties, with connections south across Knight's Valley to the southern Mayacamas Mountains, Sonoma County	100,000	Sonoma Land Trust	Sonoma County Agricultural Preservation and Open Space District	NL			2008
SN11	Coastal Access and Resource Protection		Sonoma County	The Coastal Zone in Sonoma County, which includes the communities of Stewarts Point, Walsh Landing, Fort Ross, Duncans Mills, Jenner, Carmet, Salmon Creek, Bodega Bay, Valley Ford, and Sea Ranch.	55,000	Sonoma County Agricultural Preservation and Open Space District	Greg Carr, Sonoma County Permit and Resource Management Department; Elizabeth Tyree, Sonoma County Regional Parks Department	NL			2008
SN12	Coastal Agriculture		Sonoma County	The large, active dairies and ranches in the highly productive coastal grasslands between Bodega Bay and Petaluma, in Sonoma County, including the towns of Bodega, Valley Ford, Bloomfield, and Two Rock.	64,000	Sonoma County Agricultural Preservation and Open Space District	Greg Carr, Sonoma County Permit and Resource Management Department; Elizabeth Tyree, Sonoma County Regional Parks Department	NL			2008
SN14	Sonoma County Gateway		Sonoma County	The dairies and ranches in San Antonio Valley south of Petaluma to the Marin County border—specifically the lands visible from Highway 101.	3,000	Sonoma County Agricultural Preservation and Open Space District	Greg Carr, Sonoma County Permit and Resource Management Department; Elizabeth Tyree, Sonoma County Regional Parks Department	NL			2008
SN16	Russian River Access		Sonoma County	North of Cloverdale, Healdsburg, west of Windsor, Forestville, Guerneville, Monte Rio and west to coast, in Sonoma County	32,000	Sonoma County Regional Parks Department	Tom Robinson, Sonoma County Agricultural Preservation and Open Space District; Greg Carr, Sonoma County Permit and Resource Management Department; Wendy Eliot, Sonoma Land Trust	NL			2008

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SN17	Sonoma Mountain		Sonoma County	The highly visible and scenic mountain forming the land between the cities of Sonoma, Petaluma, Cotati, Rohnert Park, and Santa Rosa, in Sonoma County.	43,000	Sonoma County Agricultural Preservation and Open Space District	Greg Carr, Sonoma County Permit and Resource Management Department; Elizabeth Tyree, Sonoma County Regional Parks Department, Wendy Eliot, Sonoma Land Trust, David Goodison, City of Sonoma	NL			2008

Attachment 3
2015 Priority Conservation Area Nominations

Area ID	Area Name	City	County	Location Description	Acreage	Lead Nominating Agency	Partnering Agencies/Orgs	Designation	Benefits	Co-Benefits
AL29	Livermore Arroyos, Parks and Trails	Livermore	Alameda County	highlighted areas within Livermore's sphere of influence	16,640	City of Livermore		UG, RR	community health, recreation, climate & resilience	wildlife habitat, water supply & quality
AL30	Oakland Natural Landscapes	Oakland	Alameda County	priority natural landscapes throughout Oakland	4,851	City of Oakland		NL	terrestrial ecosystems, water supply & water quality and aquatic ecosystems	recreation, climate & resilience and compact growth
AL31	Oakland Priority Creek Trails	Oakland	Alameda County	priority creek trails throughout Oakland	NA	City of Oakland	San Leandro	NL, RR, UG	terrestrial ecosystems, water supply & water quality and aquatic ecosystems	recreation, climate & resilience and compact growth
AL32	Oakland Priority Creeks	Oakland	Alameda County	priority creeks throughout Oakland	NA	City of Oakland		NL, UG	terrestrial ecosystems, water supply & water quality and aquatic ecosystems	community health, climate resilience
AL33	Oakland Priority Estuaries	Oakland	Alameda County	Lake Merritt Estuary	337	City of Oakland		NL, RR	terrestrial ecosystems, water supply & water quality and aquatic ecosystems	climate & resilience and compact growth
AL34	Oakland Recreational Trails	Oakland	Alameda County	priority recreational trails throughout Oakland	NA	City of Oakland		RR	recreation	wildlife habitat, water supply & quality, climate resilience
AL35	Oakland Urban Greening	Oakland	Alameda County	priority urban greening areas throughout Oakland	13,425	City of Oakland		UG	community health, climate and resilience	wildlife habitat, water supply & quality
C22	Cerrito Creek	El Cerrito	Contra Costa County	Lower Cerrito Creek from the Ohlone Greenway to western El Cerrito city boundary	4	City of El Cerrito	Friends of Five Creeks, City of Albany	UG	community health & recreation, wildlife habitat, climate & resilience, water supply & quality	
C23	Hillside Natural Area	El Cerrito	Contra Costa County	north of Moeser Lane and West of Arlington Blvd	103	City of El Cerrito	Friends of Five Creeks, El Cerrito Trekkers	UG	community health & recreation, resilience, wildlife habitat, water supply & quality	
C24	Ohlone Greenway	El Cerrito	Contra Costa County	Ohlone Greenway from El Cerrito's southern city limits to the intersection of San Pablo Avenue at Baxter Creek Gateway Park.	24	City of El Cerrito		UG	community health, recreation, compact growth	
MR19	Fairfax Zone 1 - Western Fairfax/Tamarancho/Cascade	Fairfax	Marin County	located west of developed areas of Fairfax, west of Sir Francis Drake Blvd, north of Bolinas/Fairfax Rd	308	City of Fairfax	Town of San Anselmo, County of Marin, San Anselmo Open Space Committee	NL, UG, RR	terrestrial ecosystems, water supply and quality, compact growth, community health, recreation	

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2015 Priority Conservation Area Nominations

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MR20	Fairfax Zone 2 - Southern Fairfax/Bald Hill	Fairfax	Marin County	south of Sir Francis Drake Blvd and Bolinas/Fairfax Rd	275	City of Fairfax	Town of San Anselmo, County of Marin, San Anselmo Open Space Committee	NL, UG, RR	terrestrial ecosystems, water supply and quality, compact growth, community health, recreation	
MR21	Fairfax Zone 3 - Northern Fairfax/Sleepy Hollow/Oak Manor/Wall	Fairfax	Marin County	north of Sir Francis Drake Blvd	448	City of Fairfax	Town of San Anselmo, County of Marin, San Anselmo Open Space Committee	NL, UG, RR	terrestrial ecosystems, water supply and quality, compact growth, community health, recreation	
MR22	Carmel Open Space	Novato	Marin County	south of Carmel Drive, north of Vallejo Ave	5	City of Novato		NL, RR	recreation, terrestrial ecosystems	
MR23	Davidson Hill Area	Novato	Marin County	Davidson St south of Olive Ave	30	City of Novato		NL, RR	recreation, terrestrial ecosystems	
MR24	Hill Recreation and Arroyo Avichi Creek Area	Novato	Marin County	1560 Hill Road and 1521 Hill Road, Novato	23	City of Novato		NL, AL, UG, RR	community health, terrestrial ecosystems, agricultural resources	compact growth
MR25	O'Hair Park	Novato	Marin County	855 Sutro Ave, Novato	100	City of Novato		UG, RR	recreation, community health, terrestrial ecosystems	wildlife habitat
MULTI4	California Coastal Trail	Regional	Sonoma, Marin, San Francisco, San Mateo counties	Over 137 miles of Coastal trail are currently open to the public along the Sonoma, Marin, San Francisco, and San Mateo coasts; once completed, the Coastal Trail in the Bay Area will be approx 170 miles long	400	San Mateo County, on behalf of the State Coastal Conservancy	Coastal Conservancy, numerous counties and cities along the 1,200-mile California coast	RR	recreation	scenic, economic, alternative transportation, health, environmental protection

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2015 Priority Conservation Area Nominations

Area ID	Area Name	City	County	Location Description	Acreage	Lead Nominating Agency	Partnering Agencies/Orgs	Designation	Benefits	Co-Benefits
MULT15	San Francisco Bay Area Water Trail	Regional	Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano and Sonoma counties	Along the shoreline of San Francisco Bay and its tributary waters in all nine counties	30	San Mateo County, on behalf of the State Coastal Conservancy	ABAG, Coastal Conservancy, Bay Conservation & Development Commission, Division of Boating and Waterways, 9 counties, numerous cities, ports resource agencies, nonprofit organizations	RR	recreation	scenic, economic, health, environmental protection and stewardship
SC28	Palo Alto Open Space	Palo Alto	Santa Clara County	oak woodland foothills including Palo Alto Foothills Park & Los Grancos & Monte Bello Open Space Preserve	4,383	Midpeninsula Regional Open Space District		NL, RR	terrestrial & aquatic ecosystems, water supply & quality, recreation	climate & resilience, wildlife habitat
SC29	Hidden Villa/Rancho San Antonio	Los Altos Hills	Santa Clara County	Hidden Villa & Rancho San Antonio Open Space Preserve	3,122	Midpeninsula Regional Open Space District		NL, RR, AL	terrestrial & aquatic ecosystems, water supply & quality, recreation, agricultural resources	climate & resilience, wildlife habitat, compact growth
SC30	Southeast Rancho San Antonio	Unincorporated Santa Clara County	Santa Clara County	southeastern area of Rancho San Antonio Open Space Preserve & eastern edge of County Park	306	Midpeninsula Regional Open Space District		NL, RR	terrestrial & aquatic ecosystems, water supply & quality, recreation	climate & resilience, wildlife habitat
SC31	Cupertino Open Space	Cupertino	Santa Clara County	Rancho San Antonio County Park, Cristo Rey Drive, south of Foothill Blvd & Hwy 280	246	Midpeninsula Regional Open Space District		NL, RR	terrestrial & aquatic ecosystems, water supply & quality, recreation	compact growth, wildlife habitat
SC32	Stevens Creek	Unincorporated Santa Clara County	Santa Clara County	ridgeline along Hwy 35, including Upper Stevens Creek County Park & portions of Monte Bello Open Space Preserve	1,386	Midpeninsula Regional Open Space District		NL, RR	terrestrial & aquatic ecosystems, water supply & quality, recreation	climate & resilience, wildlife habitat

Attachment 3
2015 Priority Conservation Area Nominations

Area ID	Area Name	City	County	Location Description	Acreage	Lead Nominating Agency	Partnering Agencies/Orgs	Designation	Benefits	Co-Benefits
SC33	Saratoga-to-the-Sea	Saratoga	Santa Clara County	northern area of Sanborn-Skyline County Park w/in Saratoga boundary	230	Midpeninsula Regional Open Space District		NL, RR	terrestrial ecosystems, recreation	climate & resilience, wildlife habitat
SC34	El Sereno/Sierra Azul	Los Gatos	Santa Clara County	foothills along eastern portion of El Sereno, northern portion of St Joseph's Hill & Sierra Azul Open Space Preserves including Novittiate Park in Los Gatos	3,094	Midpeninsula Regional Open Space District		NL, RR	terrestrial & aquatic ecosystems, water supply & quality, recreation	climate & resilience, wildlife habitat
SC35	Critical Wildlife Linkage	Unincorporated Santa Clara County	Santa Clara County	ridgeline & foothills east of Hwy 35, including Sanborn-Skyline County Park, El Sereno & St Joseph's Hill Open Space Preserves	17,356	Midpeninsula Regional Open Space District		NL, RR	terrestrial & aquatic ecosystems, water supply & quality, recreation	climate & resilience, wildlife habitat
SC36	Eastern Sierra Azul	San Jose	Santa Clara County	foothills along northeastern portion of Sierra Azul & Open Space Preserve within City of San Jose's SOI	1,508	Midpeninsula Regional Open Space District		NL, RR	terrestrial & aquatic ecosystems, water supply & quality, recreation	climate & resilience, wildlife habitat
SC37	Baylands	San Jose	Santa Clara County	bordered by Guadalupe Slough, CA-237, and Hwy 880	9,481	Santa Clara Valley Open Space Authority	City of San Jose, Nature Conservancy, Peninsula Open Space Trust	NL, RR, UG	terrestrial & aquatic ecosystems, H2O supply and quality, recreation, community health, climate and resilience	compact growth, wildlife habitat
SC38	Ulistac Natural Area	Santa Clara	Santa Clara County	bordered by Tasman Dr, Lick Mill Blvd, and Carlyle Circle	40	Santa Clara Valley Open Space Authority	City of Santa Clara, Nature Conservancy, Peninsula Open Space Trust	NL, UG	community health, terrestrial & aquatic ecosystems, recreation	compact growth, water quality and supply
SC39	Penitencia Creek County Park	Santa Clara	Santa Clara County	encompassing Santa Clara County Park & Recreation Dept's park	164	Santa Clara Valley Open Space Authority		NL, RR	community health, terrestrial & water ecosystems, water quality & supply, recreation	climate resilience, water supply & quality

Attachment 3
2015 Priority Conservation Area Nominations

Area ID	Area Name	City	County	Location Description	Acreage	Lead Nominating Agency	Partnering Agencies/Orgs	Designation	Benefits	Co-Benefits
SC40	Sierra Vista	San Jose	Santa Clara County	portions of SCVOPA's Sierra Vista Open Space Preserve & City of San Jose's Alum Rock park outside of existing PCA	2,022	Santa Clara Valley Open Space Authority	City of San Jose, Nature Conservancy, Peninsula Open Space Trust	NL, RR	terrestrial & water ecosystems, recreation, agricultural resources	climate & resilience, water supply & quality
SC41	Riparian Corridor		Santa Clara County	encompasses riparian corridor of anadromous fish passage streams	5,616	Santa Clara Valley Open Space Authority	Nature Conservancy, Peninsula Open Space Trust	NL, RR, UG	aquatic & terrestrial ecosystems, water supply & quality, community health, recreation, climate resilience, wildlife habitat	compact growth
SC42	Los Gatos Creek Park	Los Gatos	Santa Clara County	bordered by CA-85, CA-17, Camden Ave, & Winchester Dr	110	Santa Clara Valley Open Space Authority	City of Campbell, Nature Conservancy, Peninsula Open Space Trust	NL, RR	community health, terrestrial & aquatic ecosystems, recreation	H2O quality & supply
SC43	Coyote Ridge		Santa Clara County	area near Hwy 101, Yerba Buena Rd & Silver Creek Rd	1,183	Santa Clara Valley Open Space Authority	Nature Conservancy, Peninsula Open Space Trust	RR, UG	recreation, community health	wildlife habitat, compact growth
SC44	Martial Cottle		Santa Clara County	bordered by Branham Lane and Snell Ave in San Jose	306	Santa Clara Valley Open Space Authority	City of San Jose, Nature Conservancy, Peninsula Open Space Trust	RR, AL	recreation, agricultural resources, community health	climate & resilience
SC45	Mt Hamilton Range		Santa Clara County	area of Mt Hamilton range w/in county outside of existing PCAs	154,068	Santa Clara Valley Open Space Authority	Nature Conservancy, Peninsula Open Space Trust	NL, RR	terrestrial & aquatic ecosystems, recreation	agricultural resources
SC46	Metcalf		Santa Clara County	Mortorcycle Park in SC County	499	Santa Clara Valley Open Space Authority	Nature Conservancy, Peninsula Open Space Trust	NL, AL	terrestrial & aquatic ecosystems,	agricultural resources

Attachment 3
2015 Priority Conservation Area Nominations

Area ID	Area Name	City	County	Location Description	Acreage	Lead Nominating Agency	Partnering Agencies/Orgs	Designation	Benefits	Co-Benefits
SC47	Coyote Creek Parkway		Santa Clara County	portion of Coyote Creek Parkway corridor extending north from Anderson Reservoir to Yerba Buena Rd	2,713	Santa Clara Valley Open Space Authority	Nature Conservancy, Peninsula Open Space Trust	NL, RR	terrestrial & aquatic ecosystems, recreation	community health, compact growth, agricultural economy
SC48	Santa Teresa Hills		Santa Clara County	southern portion of Santa Teresa Foothills between Almaden Valley & Santa Teresa Foothills neighborhood	2,266	Santa Clara Valley Open Space Authority	Nature Conservancy, Peninsula Open Space Trust	NL, RR	terrestrial ecosystems, recreation	community health, compact growth, agricultural resources
SC49	Coyote Valley - North		Santa Clara County	portion of northern Coyote Valley, east of Monterey Highway	1,642	Santa Clara Valley Open Space Authority	City of San Jose, Nature Conservancy, Peninsula Open Space Trust	UG	community health, recreation, climate & resilience,	wildlife habitat, water supply & quality, recreation
SC50	Field Sports Park		Santa Clara County	encompassing Santa Clara Co Park & Rec Dept's Field Sports Park	94	Santa Clara Valley Open Space Authority	Nature Conservancy, Peninsula Open Space Trust	NL, UG	terrestrial ecosystems, recreation	
SC51	Coyote Valley - Mid		Santa Clara County	portion of northern Coyote Valley, east of Monterey Hwy	1,450	Santa Clara Valley Open Space Authority	City of San Jose, Nature Conservancy, Peninsula Open Space Trust	NL, UG	terrestrial e& aquatic ecosystems, water supply & quality, agricultural resources & economy, recreation	climate & resilience, wildlife habitat, community health
SC52	Coyote Valley - South		Santa Clara County	southern section of Coyote Valley, located east of Monterey Hwy	1,611	Santa Clara Valley Open Space Authority	Nature Conservancy, Peninsula Open Space Trust	AL	agricultural resources & economy, recreation	climate & resilience, wildlife habitat, compact growth, community health, water supply & quality
SC53	Santa Cruz Mountains East		Santa Clara County	eastern portion of Santa Cruz mountains, extending from Mt Madonna Co park, north to Calero Reservoir	51,876	Santa Clara Valley Open Space Authority	Nature Conservancy, Peninsula Open Space Trust	NL, RR	terrestrial & aquatic ecosystems, water supply & quality, recreation	wildlife habitat, agricultural resources & economy, climate resilience, compact growth
SC54	Northeastern Quadrant	Morgan Hill	Santa Clara County	northeastern quadrant of Morgan Hill's sphere of influence, bordered by Hill Rd, Holiday Dr & Oak Leaf Dr	888	Santa Clara Valley Open Space Authority	City of Morgan Hill, TNC, POST	RR, AL	recreation, terrestrial ecosystems, water supply & quality	compact growth, community health

Attachment 3
2015 Priority Conservation Area Nominations

Area ID	Area Name	City	County	Location Description	Acreage	Lead Nominating Agency	Partnering Agencies/Orgs	Designation	Benefits	Co-Benefits
SC55	San Martin North Agriculture		Santa Clara County	bordered by Foothill Ave, Maple Ave, Railroad Ave, E Middle Ave in unincorp San Martin	772	Santa Clara Valley Open Space Authority	Nature Conservancy, Peninsula Open Space Trust	AL	agricultural resources & economy	compact growth, recreation, water quality & supply
SC56	Morgan Hill South		Santa Clara County	encompasses Santa Clara Co Park & Rec Dept's Silviera property on Atherton Way	61	Santa Clara Valley Open Space Authority	City of Morgan Hill, Nature Conservancy, Peninsula Open Space Trust	NL, RR	recreation, agricultural resources & economy, community health	climate & resilience
SC57	San Martin South Agriculture		Santa Clara County	unincorp San Martin, north of Gilroy's sphere of influence; near Columbet Ave and Harding Ave	1,376	Santa Clara Valley Open Space Authority	Nature Conservancy, Peninsula Open Space Trust	AL	agricultural resources & economy, community health, climate resilience	compact growth, recreation, water quality & supply
SC58	Upper Pajaro Agriculture	Gilroy	Santa Clara County	easter portion of Gilroy and unincorp county	8,093	Santa Clara Valley Open Space Authority	Nature Conservancy, Peninsula Open Space Trust	NL, UG	agricultural resources & economy, terrestrial & aquatic ecosystems, water supply & quality, recreation	climate & resilience, compact growth, wildlife habitat, community health
SC59	Gilroy 660	Gilroy	Santa Clara County	west of Llagas Creek, north of West Branch of Llagas Creek, south of Leavesly Rd	770	Santa Clara Valley Open Space Authority	Nature Conservancy, Peninsula Open Space Trust	AL	H2O quality & supply, agricultural resources & economy	compact growth, climate & resilience, community health
SC60	Gilroy Foothills		Santa Clara County	portion of Gilroy foothills, estof Pacheco Pass Hwy	750	Santa Clara Valley Open Space Authority	Nature Conservancy, Peninsula Open Space Trust	NL, AL	terrestrial ecosystems, water quality & supply, agricultural resources & economy	recreation, climate resilience
SC61	Gilroy South	Gilroy	Santa Clara County	area of South Gilroy outside of existing PCAs	975	Santa Clara Valley Open Space Authority	Nature Conservancy, Peninsula Open Space Trust	NL, AL	terrestrial & aquatic ecosystems, water supply & quality, agricultural resources & economy, community health, recreation	climate resilience, compact growth, wildlife habitat

Attachment 3
2015 Priority Conservation Area Nominations

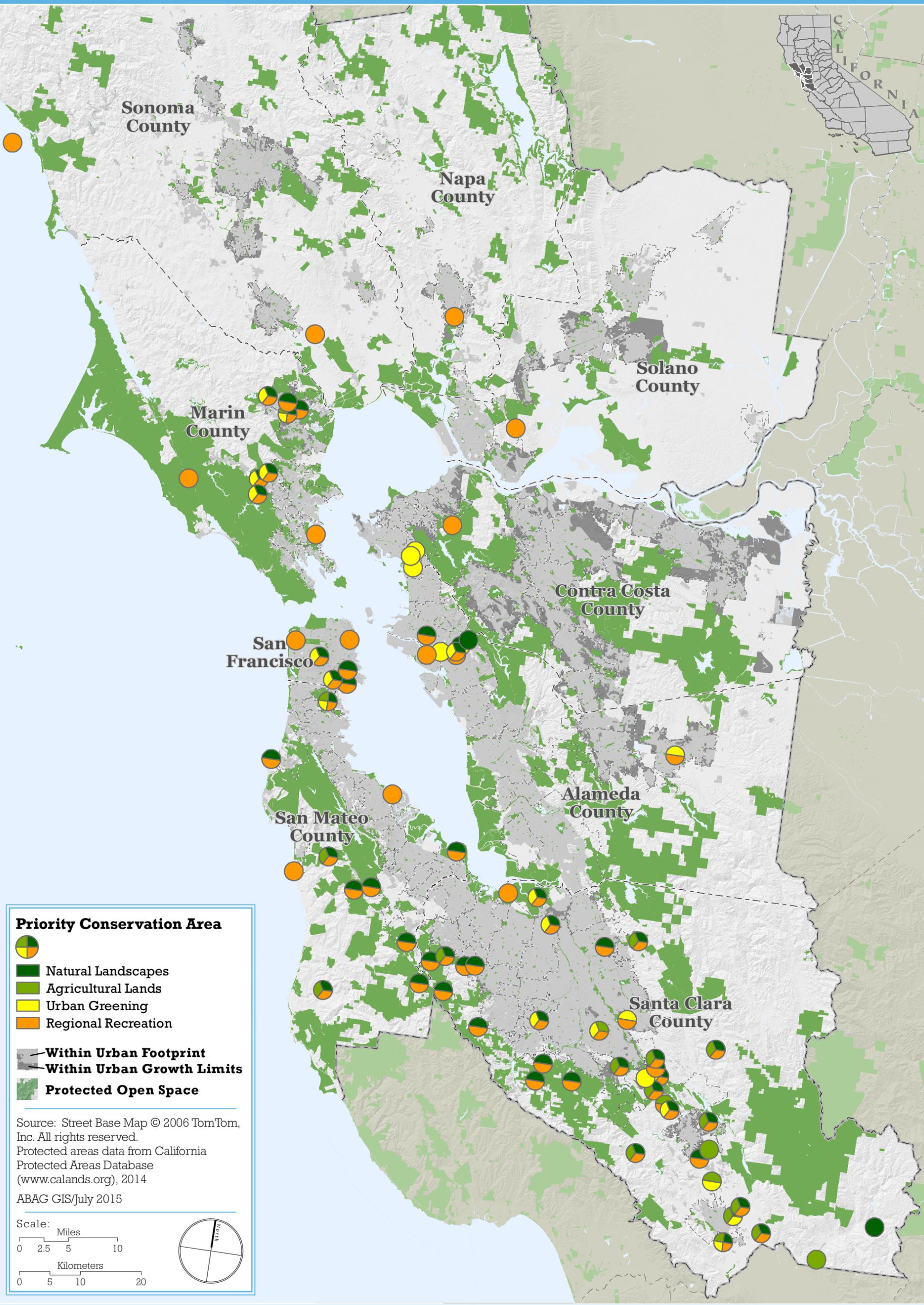
Area ID	Area Name	City	County	Location Description	Acreage	Lead Nominating Agency	Partnering Agencies/Orgs	Designation	Benefits	Co-Benefits
SC62	Upper Pacheco		Santa Clara County	zones surrounding Pacheco Creek east of Casa De Fruta	11,936	Santa Clara Valley Open Space Authority	Nature Conservancy, Peninsula Open Space Trust	NL	terrestrial ecosystems	climate & resilience, recreation
SC63	Pacheco Agriculture		Santa Clara County	between Hwy 152 and southern boundary of SC county	1,140	Santa Clara Valley Open Space Authority	Nature Conservancy, Peninsula Open Space Trust	AL	agricultural resources & economy	wildlife habitat, water & quality
SF9	Bayview Hill Natural Area	San Francisco	San Francisco County	bordered by LeConte Ave, Jamestown Ave in Bayview neighborhood	47	San Francisco Planning Dept		NL, RR	recreation, compact growth	
SF10	Crosstown Trail: Connecting Twin Peaks Bio-Region/ Glen Canyon	San Francisco	San Francisco County	surrounded by Twin Peaks, Diamond Heights, Inner Sunset neighborhoods	125	San Francisco Planning Dept		NL, UG, RR	water supply & quality, community health, recreation, compact growth	
SF11	Green Connections: McLaren Park Pivot	San Francisco	San Francisco County	surrounded by Excelsior, Protola & Vis Valley neighborhoods	400	San Francisco Planning Dept		NL, UG, RR	community health, recreation	
SF12	Palou Phelps Natural Area	San Francisco	San Francisco County	bordered by Palou Ave, Newhall St, Bridgeview Drive	3	San Francisco Planning Dept		NL, RR	community health, recreation, compact growth	
SM10	Menlo Park & East Palo Alto Baylands	Menlo Park & East Palo Alto	San Mateo County	boundary covers Bedwell Bayfront Park, Ravenswood Salt Restoration Area, Don Edwards SF Bay National Wildlife Refuge, Ravenswood Open Space Preserve, Cooley Landing Park	2,700	City of Menlo Park	U.S. Fish & Wildlife Service, Midpeninsula Regional Open Space District, City of East Palo Alto	NL, RR	terrestrial & aquatic ecosystems, water supply and quality, recreation	climate & resilience, compact growth, recreation, wildlife habitate, water supply & quality, community health
SM11	Miramontes	Unincorporated San Mateo County	San Mateo County	coastal foothills, including Burleigh Murray Ranch State park and eastern Miramontes Ridge Open Space Preserve	4,716	Midpeninsula Regional Open Space District		NL, RR, AL	terrestrial & aquatic ecosystems, water supply & quality, recreation, agricultural resources & economy	climate & resilience, wildlife habitat

Attachment 3
2015 Priority Conservation Area Nominations

Area ID	Area Name	City	County	Location Description	Acreage	Lead Nominating Agency	Partnering Agencies/Orgs	Designation	Benefits	Co-Benefits
SM12	North Skyline	Unincorporated San Mateo County	San Mateo County	forested ridgeline & hillside extending west of Hwy 35, including Purisima Creek Redwoods & El Corte De Madera Creek Open Space Preserves, south of Burliegh Murray Ranch State Park	4,683	Midpeninsula Regional Open Space District		NL, RR	terrestrial & aquatic ecosystems, water supply & quality, recreation	climate & resilience, wildlife habitat
SM13	Teague Hill	Woodside & Unincorporated San Mateo County	San Mateo County	forested ridgeline east of Hwy 35, includes Huddard & Wunderlich County Parks and Teague Hill Open Space Preserve	5,478	Midpeninsula Regional Open Space District		NL, RR	terrestrial & aquatic ecosystems, water supply & quality, recreation	climate & resilience, wildlife habitat, compact growth
SM14	Southern San Mateo Coast	Unincorporated San Mateo County	San Mateo County	costal foothills west of Hwy 35, southwestern areas of Tunitas Creek and La Honda Creek Open Space Preserve	46,914	Midpeninsula Regional Open Space District		NL, RR, AL	terrestrial & aquatic ecosystems, water supply & quality, recreation, agricultural resources & economy	climate & resilience, wildlife habitat
SM15	Windy Hill	Town of Portola Valley & Unincorporated San Mateo County	San Mateo County	oak woodland ridgeline along Hwy 35, portions of Windy Hill & Los Trancos Open Space Preserves	1,508	Midpeninsula Regional Open Space District		NL, RR	terrestrial & aquatic ecosystems, water supply & quality, recreation	climate & resilience, wildlife habitat, compact growth
SM16	South Skyline	Unincorporated San Mateo County	San Mateo County	oak woodland ridgeline along Hwy 35, including portions of Russian Ridge, Skyline Ridge & Long Ridge Open Space Preserves	5,446	Midpeninsula Regional Open Space District		NL, RR	terrestrial & aquatic ecosystems, water supply & quality, recreation	climate & resilience, wildlife habitat
SM17	Pedro Point Headlands	Unincorporated San Mateo County	San Mateo County	between City of Pacific and Devil's Slide Coastal Trail	255	San Mateo County Parks Department	City of Pacifica, Coastal Conservancy, Pacific Land Trust	NL, RR	aquatic ecosystems, water supply & quality, agricultural economy, community health, regional trails	

Attachment 3
2015 Priority Conservation Area Nominations

Area ID	Area Name	City	County	Location Description	Acreage	Lead Nominating Agency	Partnering Agencies/Orgs	Designation	Benefits	Co-Benefits
SM18	San Bruno Mountain & Surrounding Area	San Mateo County, Daly City, Brisbane	San Mateo County	San Bruno Mountain State & County Park and adjacent undeveloped parcels, Sign Hill Park, Orange Park, Centennial Way, Oyster Point Marina, SF Bay Trail, Connecting Bike Trails/Routes	3,511	San Mateo County Parks Department	Cities of Brisbane, Colma, Daly City, South San Francisco & San Bruno Mountain Watch	NL, AL, RR, UG	wildlife habitat, recreation, open space, habitat for rare and endangered species	

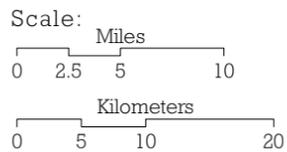


Priority Conservation Area

- Natural Landscapes
- Agricultural Lands
- Urban Greening
- Regional Recreation

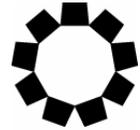
- Within Urban Footprint
- Within Urban Growth Limits
- Protected Open Space

Source: Street Base Map © 2006 TomTom, Inc. All rights reserved.
 Protected areas data from California Protected Areas Database (www.calands.org), 2014
 ABAG GIS/July 2015



ASSOCIATION OF BAY AREA GOVERNMENTS

Representing City and County Governments of the San Francisco Bay Area



ABAG

Date: July 29, 2015
To: Regional Planning Committee
From: Miriam Chion, ABAG Planning & Research Director
Subject: ABAG Budget Discussion Update

This is to brief the Regional Planning Committee and provide additional information for a thoughtful discussion of the MTC proposal to transfer the Planning and Research Department from ABAG to MTC. In relation to this proposal, the MTC Commission adopted a six-month only budget for ABAG, ending December 31, 2015, instead of the annual budget expected under the multi-year inter-agency agreement. This item was discussed at the July ABAG Executive Board meeting.

The attached two documents summarize key points under discussion. On July 10, ABAG President, Julie Pierce, provided a memo and related documents that provide context and potential implications of the MTC proposal for discussion at the ABAG Executive Board (Attachment 1) On July 16, 2015, MTC Commission Chair, Dave Cortese, provided a memo that describes his understanding of the problem and potential solution (Attachment 2).

We are working to address concerns at both agencies and strengthen the process of regional collaboration. Staff is analyzing alternative strategies for discussion at our boards.



MEMO

Date: July 2, 2015
To: ABAG Executive Board
From: Julie Pierce, ABAG President, Clayton Councilmember
Ezra Rapport, ABAG Executive Director

Subject: ABAG Budget Discussion at 6/24/15 MTC Commission Meeting

Executive Summary

The purpose of this memo is to provide the context for a thoughtful discussion of a proposal by MTC to transfer ABAG's Planning and Research Department to MTC. We begin this discussion by describing ABAG's history and statutory land use responsibilities and the current process of collaboration across the two agencies. We believe most of the problems that occurred during the first Plan Bay Area have been identified and successfully addressed by ABAG and MTC staff. This memo then also addresses the financial implications such a transfer would have on ABAG, and the Executive Board's authority with respect to the land use, housing, economic and resilience work that we do on behalf of the Bay Area cities, towns and counties.

On Wednesday, June 24, MTC Commissioners discussed ABAG's FY 15-16 Funding Agreement and adopted only a six-month budget for ABAG, ending December 31, 2015, instead of the annual budget referenced in our multi-year inter-agency agreement. While other issues were raised at the meeting¹, ABAG's primary concern is that the six month budget is being discussed in the context of transferring the ABAG Planning and Research department to MTC.

If MTC effectively transfers the ABAG Planning and Research department to MTC, regional land use planning decisions related to Plan Bay Area will, accordingly, be removed from the ABAG Executive Board. The statutory framework between the two agencies is well established. Under State law, ABAG is responsible for regional land use and housing planning, and MTC is responsible for comprehensive regional transportation planning. To effectuate such a transfer, (1) the ABAG Executive Board would have to voluntarily cede land use responsibility to MTC or (2) state statutes governing regional land use planning and transportation planning would have to be amended by the Legislature.

Land use planning and transportation planning are complementary functions. ABAG's planning process incorporates collaboration with local governments, who have land use authority in California. MTC works with transit agencies and congestion management agencies to develop a transportation network. The two sets of responsibilities are complex in the Bay Area, but, in our opinion, the staff collaboration within the two agencies is working well.

¹ MTC conditioned its six-month funding proposal on correcting several alleged audit issues that have now been referred to ABAG's Finance and Personnel Committee

ABAG is committed to engaging with MTC's staff and Commissioners in a forthright and thorough discussion as to how land use and transportation planning should take place in the Bay Area and how we can improve collaboration, efficiency and outcomes moving forward.

This discussion, however, should not be inhibited by a budget deadline, as thoughtful conversation on this subject will likely take longer than six months. With that in mind, staff and I recommend that the following actions be taken to strengthen the ABAG-MTC collaboration in producing Plan Bay Area while addressing this new issue of whether to transfer ABAG's land use planning authority and staff to MTC:

- Appropriate the full year's budget for ABAG while working through any issues related to financial accounting, better collaboration, and structure.
- Create a small committee of ABAG and MTC elected officials to discuss any issues that may arise in terms of work program, collaboration, structure, budget, or financial accounting.

To provide context for the proposal to transfer ABAG's Planning and Research Department to MTC, the sections below describe ABAG's statutory responsibilities and the current process of collaboration across the two agencies.

1. What are ABAG statutory responsibilities and specific responsibilities under SB 375?

All Councils of Government (COGs) are responsible for land use planning and coordination with local governments in California. With the exception of the San Francisco Bay Area, all COGs also house the Metropolitan Planning Organization responsible for transportation investments. The State legislative framework clearly delineates the respective roles of ABAG and MTC. MTC is the regional transportation agency, and ABAG is the regional land use and housing agency. ABAG's land use planning work is governed by ABAG's Executive Board. The independence of ABAG as a Council of Governments with statutory responsibility for land use planning and housing allocation provides many advantages in our engagement with local jurisdictions and dealing with the diversity of our region.

Despite these clear roles and responsibilities, there are no statutory provisions requiring how MTC shall fund ABAG, although in ABAG's view, the commitment has been long-term and left to fair dealing between the parties. Currently, regional land use planning of the type undertaken by ABAG is considered a Transportation Demand Management tool, (TDM) and is an eligible use of certain categories of State and Federal funding controlled by MTC under SB 45. In 2012, ABAG and MTC agreed on a 'funding formula' with a specific budget that fairly reflects the work being performed by ABAG to develop Plan Bay Area (SB 375) and carry out its implementation.

ABAG's responsibilities under SB 375, passed by the Legislature in 2008, are detailed and specific. The legislation mandates that the Bay Area, as well as other regions throughout the State, produce an integrated land use and transportation plan such as Plan Bay Area. SB 375, recognized ABAG's role with respect to land use, and specifically enumerated ABAG's and MTC's tasks for carrying out SB 375. Plan Bay Area must be approved by both agencies and it is a required component of the Regional Transportation Plan. The funding formula unanimously adopted by MTC in September 2012, and unanimously affirmed each fiscal year since, provides ABAG with a multiple year budget to do its work. (see attachment A). The funding formula was based on an analysis of ABAG planning staff, functions, and duties.

To effectuate the transfer of ABAG's Planning and Research Department to MTC discussed at the Commission in June 2015, (1) the ABAG Executive Board would have to voluntarily cede land use responsibility to MTC or (2) state statutes governing regional land use planning and transportation planning would have to be amended by the Legislature. Attachment B provides specific details on ABAG's statutory responsibilities.

2. How are ABAG and MTC collaborating in the 2017 update of Plan Bay Area?

Following the approval of Plan Bay Area 2013, ABAG and MTC staff debriefed to discuss how the collaboration between the two agencies could be improved. Plan Bay Area 2013 had its share of interagency problems, and the two staffs, in recognition of these issues, worked together to design a far better process. Several lessons learned were gathered through small interagency staff meetings as well as meetings with our boards, local staff, ABAG delegates and stakeholders.

The new collaborative design led to a joint Plan Bay Area 2040 work program and schedule created by ABAG and MTC planning staff. The work program is operationalized through regular staff meetings and collaboration areas. This approach takes into account the complexity of two distinct processes-- allocation of transportation investments and coordination of local land use plans-- both of which required very different levels of engagement with local partners. (See Attached C: ABAG and MTC Work Program, Schedule and Structure of Collaboration for Plan Bay Area 2040)

ABAG and MTC staff have joint teams to work on specific tasks such as Priority Development Area implementation, performance targets and research and modeling. Those specific tasks are guided by the planning directors in both agencies, who meet weekly. Key decisions and board agendas are brought to monthly executive director meetings to ensure proper coordination. If and when both agencies disagree, both executive directors propose the framing of the issue for resolution at the joint meetings of the ABAG Administrative and MTC Planning Committees. In addition, both planning directors are responsible for the Regional Advisory Working Group.

Collaboration across regional agencies is essential and ABAG staff is committed to explore any additional productive ways to engage our MTC colleagues and address their concerns.

3. How are the issues raised by the MTC Commission related to ABAG's budget?

During the meeting on Wednesday, June 24, the MTC Commission adopted a six month budget for ABAG, ending December 31, 2015, instead of the annual budget stipulated in the current funding formula and the interagency agreement. MTC's Executive Director, provided assurances that there was sufficient funding within the MTC budget to cover 12 months. The action was opposed by Commissioners Pierce and Haggerty, who argued that MTC should approve a full year's budget for ABAG, with a discussion and re-opener at the end of six months if necessary. The six-month budget is a policy change for MTC who last year re-approved the funding formula. (See attachment A).

The six-month budget proposal was introduced as an effort to address what some MTC staff and Commissioners have referred to as a "dysfunctional" planning process and efforts to increase collaboration and efficiencies between ABAG and MTC planning departments in the update of Plan Bay Area by transferring the ABAG Planning and Research Departments to MTC. ABAG does not accept the premises that the two planning departments are in conflict or dysfunctional, or that the proposed transfer increases efficiency.

Based on preliminary conversations among staff and board members from both agencies, the MTC Planning department is said to be demoralized as a result of the complex structure across the two agencies and what is referred to as an inefficient collaboration with ABAG.. (see attachment D, a full transcript of the MTC meeting).

This proposal is not new. Most recently, merger proposals between ABAG and MTC were debated both regionally and in the Legislature in 2002 through 2004. The conclusion, following a period of controversial debate, was to retain the structure as is, and create a joint advisory committee consisting of Board members from both ABAG and MTC to support an orderly dialogue among elected officials from both agencies. This advisory committee morphed into the Joint Policy Committee, which includes the BAAQMD (Air District) and BCDC, more recently renamed as the Bay Area Regional Collaborative.

4. What would be the implications of transferring ABAG's Planning and Research Department to MTC?

The transfer of the Planning and Research Department to MTC would severely undermine the integrity of ABAG as a regional agency and require MTC to take on some or all of those responsibilities:

Land use decisions

The process of collaboration with local jurisdictions on land use issues relies on close coordination with the ABAG Executive Board. ABAG Planning staff works very closely with local planning staff and planning directors. In addition, the discussion and decisions at the ABAG Regional Planning Committee and Executive Board are essential to develop consensus among the diverse cities, towns and counties across the region. The engagement of the ABAG Delegates has also been instrumental in implementing Plan Bay Area in particular. The Regional Housing Need Allocation is a complex process that cannot be detached from other land use planning activities such as the SCS, as proposed by MTC staff, and requires ABAG Executive Board approval.

Eliminating the Executive Board from governance with respect to land use planning and the Regional Housing Needs Assessment (RHNA) process will seriously jeopardize the progress made to date regarding ABAG's respect for local control of land use authority while advocating for regional objectives. We do not believe the MTC is positioned to address this issue, nor would it be credible or advisable to diminish the Executive Board's role by placing it merely in an advisory role.

Financial Implications

The financial implications of transferring the Planning Department to MTC is a complicated topic related to ABAG's business model. If the proposed transfer occurs, more work will be needed to sort out the various impacts to ABAG and the region, some of which may be severe. The following is a partial list:

- ABAG membership dues are generated, in part, because of ABAG's Executive Board governance of regional land use issues, a very important subject for cities and counties.
- ABAG charges indirect overhead to all salaries to generate the administrative capacity to service its enterprise units.
- ABAG employees are supported by an administrative organization that supports the successful application of tens of millions of grant dollars for the region every year; including environmental grants in the areas of clean water, drought relief, energy efficiency and regional resilience, among others. These grant proposals are supported by the entire ABAG organization.

Overall, millions of dollars are placed at risk from the proposal to transfer regional land use planning to MTC. Whatever gains may be achieved in efficiency, or unilateral management, must be measured against the total cost associated with the transfer of only one part of ABAG.

Implications for Employees

The ABAG Planning and Research Department staff has a strong commitment to supporting good and healthy communities and work for ABAG because they believe in the work that we do on behalf of cities, counties and the region. A change to MTC and its governing board would create substantial staff instability.

ABAG works with union labor while MTC does not. The transfer of ABAG employees would involve substantial labor complications for both agencies.

Timing

The six month budget uncertainty is being floated at a time when ABAG must generate alternative land use scenarios for Plan Bay Area, prepare to move to a new building in a new city, and manage multiple audits. The proposal adds new tasks and stress during a difficult time. The timing of these proposed actions could compromise the schedule of Plan Bay Area.

5. How can we strengthen the ABAG-MTC collaboration in the production of Plan Bay Area?

Staff recommends the following actions to remedy the uncertainty caused by MTC's public discussion associated with granting ABAG only a six month budget:

- Appropriation of full year's budget for ABAG while working through any issues related to financial accounting, better collaboration, or MTC staff morale.
- Create a small committee of ABAG and MTC elected officials to discuss any issues that may arise between them in terms of work program collaboration, budget, or financial accounting.

ATTACHMENT A



METROPOLITAN
TRANSPORTATION
COMMISSION

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September 28, 2012

Adrienne J. Tissier, Chair
San Mateo County

Amy Rein Worth, Vice Chair
Cities of Contra Costa County

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U.S. Department of Housing
and Urban Development

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Association of Bay Area Governments

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Alameda County

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San Francisco Bay Conservation
and Development Commission

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Marin County and Cities

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and Housing Agency

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Solano County and Cities

Scott Wiener
San Francisco Mayor's Appointee

Steve Heminger
Executive Director

Ann Flemer
Deputy Executive Director, Policy

Andrew B. Fremier
Deputy Executive Director, Operations

The Honorable Mark Luce
Board President
Association of Bay Area Governments
101 Eighth Street
Oakland, California 94607

Dear President Luce:

Pursuant to the Association of Bay Area Governments' (ABAG) request that the Commission consider a new approach to funding joint planning activities, and based on our previous discussions on this subject, the Commission approved the following framework at its meeting on September 26, 2012.

- The funding agreement would cover a four-year period beginning FY 2013-14 through FY 2016-17 and would replace the current annual formula calculation with a specific dollar amount per year.
- The framework includes a mechanism and funding for ABAG to contribute to the cost of tenant improvements to new office space in the event ABAG decides to relocate its offices to the new Regional Headquarters Facility.
- Per the meetings of ABAG Board and Commission members, the proposed funding amounts are calculated using an FY 2012-13 estimate of ABAG's research and planning services expenses of \$3,700,000 as the base, escalated at 1.5% per year, plus funding sufficient for ABAG to contribute to the cost of tenant improvements as noted above.
- Per these assumptions, the annual amount of funds to be made available to ABAG are as follows:

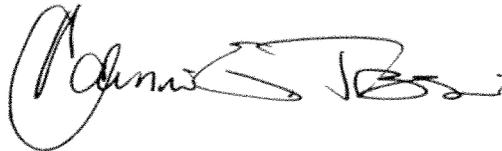
FY 2013-14	\$4,105,000
FY 2014-15	\$4,162,000
FY 2015-16	\$4,219,000
FY 2016-17	\$4,277,000

Supervisor Luce
Page two
September 28, 2012

- The funding sources for the agreement would include the final round of Prop. 84 funds in FY 2013-14 as well as any new state planning funds made available to the region to support research, planning and implementation activities per the requirements by SB 375 and Plan Bay Area. MTC and ABAG will advocate for the continuation of state planning funds to support these activities.
- The framework would allow unspent funds to carry over into ensuing years' agreements for expenditure by ABAG in subsequent fiscal years, thereby providing budget capacity over the course of the four-year agreement to meet anticipated agency expenses.
- The MTC Administration Committee would authorize the execution of each year's agreement, per the funding amounts above, in order to confirm the scope of work for research and planning activities to be carried out by ABAG in exchange for the funding received.
- ABAG and MTC will explore in earnest ways to reduce costs related to duplicate functions.

This framework is being forward to ABAG for your consideration as the basis for the MTC/ABAG funding agreements beginning in FY 2013-14. Please feel free to contact Ann Flemer, Deputy Executive Director, Policy at 510-817-5820 if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read 'Adrienne J. Tissier', written in a cursive style.

Adrienne J. Tissier
Chair



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Memorandum

TO: Commission

DATE: September 19, 2012

FR: Executive Director

RE: Funding Agreement Framework for MTC/ABAG Joint Planning Activities

The Association of Bay Area Governments (ABAG) has requested the Commission to consider a new approach to funding joint planning activities that would provide ABAG a more predictable basis for their annual budgeting. Members of the ABAG Board and Commission met twice to discuss an approach to a multi-year funding agreement and a baseline calculation of ABAG's expenses that would be covered by this agreement. Based on those meetings and continuing conversations between board members of both agencies, staff is recommending a framework for your approval.

Background

The current MTC/ABAG funding agreement for ABAG's research and planning activities is based on a formula allocation of a percentage of the federal and TDA planning funds that MTC receives each year. This formula has been in existence since FY 1993-94. In addition to these funds, MTC provides ABAG a percentage of regional planning funds per the One Bay Area Grant (OBAG) formula allocation, and funding for ABAG staff support to the Station Area Planning program, now re-named the PDA Planning program.

In addition to the above, in both FY 2011-12 and FY 2012-13, the region received a \$1,000,000 grant from the state's Strategic Growth Council Sustainable Communities Planning Grant program per Proposition 84. MTC and ABAG have shared these funds to cover costs associated with implementing the joint planning requirements of SB 375. The final round of grant funding under this program will occur in FY 2013-14. While we are advocating for the continuation of state funding support after that date, the loss of these funds would have a significant impact on ABAG's ability to fund its research and planning functions.

Proposed Framework

- The agreement would cover a four-year period beginning FY 2013-14 through FY 2016-17 and would replace the current annual formula calculation with a specific dollar amount per year.
- The framework includes a mechanism and funding for ABAG to contribute to the cost of tenant improvements to new office space in the event ABAG decides to relocate its

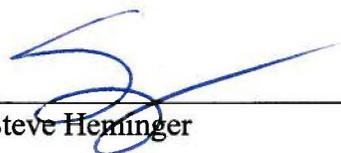
offices to the new Regional Headquarters Facility.

- Per the meetings of ABAG Board and Commission members noted above, the proposed funding amounts are calculated using an FY 2012-13 estimate of ABAG’s research and planning services expenses of \$3,700,000 as the base, escalated at 1.5% per year, plus funding sufficient for ABAG to contribute to the cost of tenant improvements as noted above.
- Per these assumptions, the annual amount of funds to be made available to ABAG would be as follows:

FY 2013-14	\$4,105,000
FY 2014-15	\$4,162,000
FY 2015-16	\$4,219,000
FY 2016-17	\$4,277,000

- The funding sources for the agreement would include the final round of Prop. 84 funds in FY 2013-14 as well as any new state planning funds made available to the region to support research, planning and implementation activities per the requirements by SB 375 and Plan Bay Area. MTC and ABAG will advocate for the continuation of state planning funds to support these activities.
- The framework would allow unspent funds to carry over into ensuing years’ agreements for expenditure by ABAG in subsequent fiscal years, thereby providing budget capacity over the course of the four-year agreement to meet anticipated agency expenses.
- The MTC Administration Committee would authorize the execution of each year’s agreement, per the funding amounts above, in order to confirm the scope of work for research and planning activities to be carried out by ABAG in exchange for the funding received.
- ABAG and MTC will explore in earnest ways to reduce costs related to duplicate functions.

Staff seeks the Commission’s approval of this framework and authorization to forward it to ABAG for consideration as the basis for the MTC/ABAG funding agreements beginning in FY 2013-14.


Steve Heminger



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Memorandum

TO: Commission

DATE: February 20, 2013

FR: Deputy Executive Director, Policy

RE: Revised Funding Agreement Framework for MTC/ABAG Joint Planning Activities

The Administration Committee is forwarding to the Commission for approval a revised framework for funding the Association of Bay Area Governments' (ABAG) research and planning activities. This framework would replace the one approved by the Commission in September 2012.

The attached staff memorandum to the Administration Committee provides the background and justification to extend the framework from four to eight years (FY2013-14 through FY2020-21) in order to provide sufficient funding for ABAG to cover the cost of tenant improvements to ABAG's agency space at the new Regional Agency Headquarters facility. All other provisions of the original framework remain unchanged.

Following Commission action, the revised framework will be forwarded to ABAG for concurrence.

Ann Flemer

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Memorandum

TO: Administration Committee

DATE: February 6, 2013

FR: Executive Director

RE: Revised Funding Agreement Framework for MTC/ABAG Joint Planning Activities

In September 2012, the Commission approved a four-year framework for funding the Association of Bay Area Governments (ABAG) joint planning activities that would provide ABAG a more predictable basis for their annual budgeting. That framework did not fully take into account the relocation of ABAG’s offices to the new Regional Agency Headquarters facility and included funding for the costs to ABAG associated with their share of tenant improvements at the facility.

ABAG has now agreed in principle to relocate its offices to the Regional Agency Headquarters facility. We anticipate the ABAG Administrative Committee will approve the form of the Covenants, Conditions and Restrictions (CC&Rs) and Purchase and Sale Agreement for ABAG’s offices at the new facility at its meeting on February 7, 2013. We will provide an update at the Committee meeting.

The final financial agreement negotiated by ABAG and the Bay Area Headquarters Authority (BAHA) includes a cost of \$4.2 million for tenant improvements to ABAG’s agency space. As a result, staff is recommending a revised funding framework that includes sufficient funding to cover these costs, for this Committee’s referral to the full Commission for approval.

Revised Funding Agreement Framework

The revised framework would extend the MTC annual funding commitments by an additional four years from FY2013-14 through FY 2020-21 (see Attachment A). This extension allows ABAG to pay for the tenant improvements while maintaining annual budget capacity for its planning and research program per the original funding framework approved by the Commission.

All other provisions of the original framework would remain unchanged, as follows:

- The annual funding amounts are calculated using an FY 2012-13 estimate of ABAG’s research and planning services expenses of \$3,700,000 as the base, escalated at 1.5% per year, plus funding sufficient for ABAG to contribute to the cost of tenant improvements.
- The funding sources for the agreement would include the final round of Prop. 84 funds in FY 2013-14 as well as any new state planning funds made available to the region to

support research, planning and implementation activities per the requirements under SB 375 and Plan Bay Area. MTC and ABAG will advocate for the continuation of state planning funds to support these activities.

- Unspent funds are allowed to be carried over into ensuing years' agreements for expenditure by ABAG in subsequent fiscal years, thereby providing budget capacity over the course of the eight-year agreement to meet anticipated agency expenses.
- The MTC Administration Committee would authorize the execution of each year's agreement, pursuant to the funding amounts in Attachment A, in order to confirm the scope of work for research and planning activities to be carried out by ABAG in exchange for the funding received.
- ABAG and MTC will explore in earnest ways to reduce costs related to any duplicative planning or administrative functions.

Subject to final approval of the Covenants, Conditions and Restrictions, and the Purchase and Sale Agreement by ABAG's Administrative Committee for office space at 390 Main Street, staff recommends that this Committee refer the revised framework to the Commission for approval and authorization to forward it to ABAG for concurrence as the basis for the MTC/ABAG funding agreements beginning in FY 2013-14.



Steve Heminger

Attachment A
MTC/ABAG Funding Framework
REVISED MTC Funding Commitments
February 2013

	FY2013-14	FY2014-15	FY2015-16	FY2016-17	FY2017-18	FY2018-19	FY2019-20	FY2020-21		
Current Framework										
Planning & Research	3,755,000	3,812,000	3,869,000	3,927,000	NA	NA	NA	NA	\$	15,363,000
Tenant Improvements	350,000	350,000	350,000	350,000	NA	NA	NA	NA	\$	1,400,000
Total	4,105,000	4,162,000	4,219,000	4,277,000	NA	NA	NA	NA	\$	16,763,000
Revised Framework										
Planning & Research	3,755,000	3,812,000	3,869,000	3,927,000	3,956,000	4,046,000	4,106,000	4,168,000	\$	31,639,000
Tenant Improvements	400,000	400,000	450,000	550,000	600,000	600,000	600,000	600,000	\$	4,200,000
Total	4,155,000	4,212,000	4,319,000	4,477,000	4,556,000	4,646,000	4,706,000	4,768,000	\$	35,839,000
Difference	\$ 50,000	\$ 50,000	\$ 100,000	\$ 200,000	\$ 4,556,000	\$ 4,646,000	\$ 4,706,000	\$ 4,768,000	\$	19,076,000



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Memorandum

TO: Commission

DATE: June 18, 2014

FR: Executive Director

RE: Revised Funding Agreement Framework for MTC/ABAG Joint Planning, Research and Administrative/Facilities Activities

In February 2013, the Commission approved an eight-year framework for funding the Association of Bay Area Governments (ABAG) joint planning, research, and administrative/facilities activities that would provide ABAG a more predictable basis for their annual budgeting and cover tenant improvements associated with ABAG's relocation to 375 Beale Street in San Francisco.

Consistent with the multi-year agreement, MTC and ABAG have identified cost efficiencies associated with shifting work for a Senior Land Use modeler from ABAG to MTC under one consolidated analytical services unit. As such, the multi-year agreement is proposed to be adjusted starting in FY 2014-15 to reflect an approximate \$125,000 reduction in cost for ABAG.

Revised Funding Agreement Framework

The revised framework from FY 2013-14 through FY 2020-21 with this adjustment is summarized in Attachment A.

All other provisions of the February 2013 framework would remain unchanged, as follows:

- The annual funding amounts are calculated using FY 2012-13 estimate of ABAG's research and planning services expenses of \$3,700,000 as the base, escalated at 1.5% per year with the \$125,000 reduction noted above in FY 2014-15, plus funding sufficient for ABAG to contribute to the cost of tenant improvements.
- The funding sources for the agreement would include the final round of Proposition 84 funds in FY 2013-14 as well as any new state planning funds made available to the region to support research, planning and implementation activities per the requirements under SB 375 and Plan Bay Area. MTC and ABAG will advocate for the continuation of state planning funds to support these activities.
- Unspent funds are allowed to be carried over into ensuing years' agreements for expenditure by ABAG in subsequent fiscal years, thereby providing budget capacity over

the course of the eight-year agreement to meet anticipated agency expenses and to offset potential lower state funding levels.

- The MTC Administration Committee would authorize the execution of each year's agreement, pursuant to the funding amounts in Attachment A, in order to confirm the scope of work for research and planning activities to be carried out by ABAG in exchange for the funding received.
- ABAG and MTC will continue to explore in earnest ways to reduce costs related to any duplicative planning or administrative functions.

Staff recommends that the Commission approve and authorize staff to forward it to ABAG for concurrence as the basis for the MTC/ABAG funding agreements beginning in FY 2014-15.



Steve Heminger

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Attachment A
MTC/ABAG Funding Framework
REVISED MTC Funding Commitments
June 2014

	FY2013-14	FY2014-15	FY2015-16	FY2016-17	FY2017-18	FY2018-19	FY2019-20	FY2020-21	Total
Current Framework									
Planning & Research	3,755,000	3,812,000	3,869,000	3,927,000	3,986,000	4,046,000	4,106,000	4,168,000	\$ 31,669,000
Tenant Improvements	400,000	400,000	450,000	550,000	600,000	600,000	600,000	600,000	\$ 4,200,000
Total	4,155,000	4,212,000	4,319,000	4,477,000	4,586,000	4,646,000	4,706,000	4,768,000	\$ 35,869,000
Revised Framework									
Planning & Research	3,755,000	3,687,000	3,742,000	3,798,000	3,855,000	3,913,000	3,972,000	4,031,000	\$ 30,753,000
Tenant Improvements	400,000	400,000	450,000	550,000	600,000	600,000	600,000	600,000	\$ 4,200,000
Total	4,155,000	4,087,000	4,192,000	4,348,000	4,455,000	4,513,000	4,572,000	4,631,000	\$ 34,953,000
Difference	-	(125,000)	(127,000)	(129,000)	(131,000)	(133,000)	(134,000)	(137,000)	(916,000)

Corrected from February 2013 Framework to increase by \$30,000.

Attachment B

To: Executive Board, ABAG
Fr: Kenneth K. Moy, Legal Counsel 
Dt: July 6, 2015
Re: Proposed Transfer of ABAG Planning and Research Staff – Legal Background

Summary

SB 375 assigns responsibility for the land use, housing and economic elements of the sustainable communities strategy (SCS) to ABAG and the transportation elements to the Metropolitan Transportation Authority (MTC). The proposed transfer of ABAG's Planning and Research staff to MTC requires one of the following:

- A. The ABAG Executive Board transfers its planning responsibilities under SB 375 to MTC.
or
- B. The Legislature amends SB 375 to do so.

SB 375's division of regional land use planning and regional transportation planning between ABAG and MTC, respectively, continues a practice that has been in place since the creation of MTC.

Discussion and Analysis

A. *SB 375*

SB 375 amended the Planning and Land Use Law to require the preparation of a sustainable communities strategy (SCS) for each region in the State. The SCS must be included in any Regional Transportation Plan prepared subsequent to the passage of SB 375.

SB 375 describes the SCS in terms of eight functional elements. For the San Francisco Bay Region, SB 375 designated ABAG and MTC as the entities responsible for preparing the SCS and assigned each of the eight functional elements as follows:

ABAG

- o Identify the general location of uses, residential densities, and building intensities within the region.
- o Identify areas within the region sufficient to house all the population of the region, including all economic segments of the population, over the course of the planning period of the regional transportation plan taking into account net migration into the region, population growth, household formation and employment growth.



- o Identify areas within the region sufficient to house an eight-year projection of the regional housing need for the region as determined by the State Housing and Community Development Department (HCD) and ABAG under the Housing Element Law.
- o Gather and consider the best practically available scientific information regarding resource areas and farmland in the region as defined by statute.
- o Consider the state housing goals of the State Housing Element Law.

ABAG and MTC

- o Set forth a forecasted development pattern for the region, which, when integrated with the transportation network, and other transportation measures and policies, will reduce the greenhouse gas emissions from automobiles and light trucks to achieve, if there is a feasible way to do so, the greenhouse gas emission reduction targets approved by the California Air Resources Board.

MTC

- o Identify a transportation network to service the transportation needs of the region.
- o Allow the regional transportation plan to comply with Section 176 of the federal Clean Air Act (42 U.S.C. Sec. 7506).

SB 375 clearly establishes that ABAG is responsible for the land use, housing and economic planning required for the SCS and that MTC is responsible for the required transportation planning.¹ SB 375 is silent on how ABAG and MTC are to collaborate on jointly preparing and approving the SCS.²

B. Proposed Transfer

MTC staff is proposing that ABAG transfer ABAG Planning and Research staff to MTC to address issues identified by MTC staff. Regardless of the reason(s) for the transfer, to do so requires (1) action by the ABAG Executive Board or (2) amendment of SB 375.

For the reasons stated above, ABAG is responsible for the land use, housing and economic elements of the SCS. ABAG carried out that responsibility for Plan Bay Area in 2011-13 by having its staff prepare those components in collaboration with MTC staff and by approving the SCS. In my opinion, transferring the Planning and Research staff from ABAG to MTC does not change SB 375's requirement that ABAG be responsible for these elements of the SCS.

¹ See Govt. Code Secs. 65080(2)(B) and 65080(2)(C)(i).

² MTC and ABAG acknowledged this allocation of responsibilities in their respective resolutions adopting the SCS: MTC Resolution 4111 and ABAG Resolution 06-13.

Therefore, the land use, housing and economic elements of the SCS still requires ABAG Executive Board approval.

In theory, after the ABAG Planning & Research Department is transferred to MTC, the land use, housing and economic elements of the SCS could still be subject to approval by the ABAG Executive Board. However, MTC’s rationale for the transfer - to remove ‘inefficiencies and duplication’ – is not compatible with a structure that has the ABAG Executive Board overseeing work performed by MTC staff. Therefore, there are two feasible options:

- a. ABAG delegates responsibility for preparation its portion of the SCS to MTC, or
- b. SB 375 is amended to transfer ABAG’s responsibility for preparation of the SCS to MTC.

Any proposed delegation or amendment will also need to deal with the element of the SCS that requires it to identify areas within the region sufficient to house an eight-year projection of the regional housing need for the region as determined by the State Housing and Community Development Department (HCD) and the regional housing need allocation (RHNA). ABAG was responsible for RHNA in 2013 and coordinated the RHNA and the SCS. If RHNA is not performed by MTC, then ABAG and MTC will need to coordinate their respective work on the RHNA and the SCS.

C. Historical Separation of Regional Land Use Planning from Regional Transportation Planning in the San Francisco Bay Area

ABAG is a joint powers entity created in 1961 to address the “demonstrated need for the establishment of an association of county and city governments within the San Francisco Bay Area to provide a forum for discussion and study of metropolitan area problems of mutual interest and concern to the counties and cities, and to facilitate the development of policy and action recommendations for the solution of such problems.”³ Over its history, ABAG’s primary focus has been on regional land use, housing and the environment. In this capacity, ABAG operates as a COG.

In 1970, the Legislature enacted the Metropolitan Transportation Commission Act that created MTC as a “local area planning agency . . . to provide comprehensive regional transportation planning” in the San Francisco Bay Area.⁴ In addition, MTC is designated as the transportation planning agency for the region.⁵

³ See first precatory clause of the ABAG joint powers agreement.

⁴ Govt. Code Sec. 66502. The Act is at Govt. Code Secs. 66501- 66536.2.

⁵ Govt. Code Sec. 29532.1(a).

In all other regions of the State, the region's COG (if there is one) was also designated as the region's transportation planning agency.⁶ This is the case for the other three major metropolitan regions: Los Angeles, San Diego and Sacramento. The designation of MTC as a standalone regional transportation agency separate from ABAG, the region's COG, and the resultant separation of regional transportation planning from regional land use planning, are anomalies. The Legislature apparently acknowledged this anomaly by requiring MTC to consider "plans prepared and adopted by the Association of Bay Area Governments" in MTC's preparation of the regional transportation plan.⁷

It is worth noting that historically MTC has provided funding for ABAG's regional land use planning activities that were needed to support MTC's transportation planning through an 'Interagency Agreement'. Each year the amount of the funding was based on a 'Funding Formula (Appendix A).

⁶ Govt. Code Sec. 29532.

⁷ Govt. Code Sec. 66509(c).

APPENDIX A
MTC/ABAG FUNDING FORMULA

Commencing with fiscal year 1993-94 and continuing each fiscal year thereafter, MTC shall annually pass through to ABAG, as set forth below, an amount equivalent to fifteen percent (15%) of the new federal general planning funds (U.S. DOT) and ten percent (10%) of the new TDA planning funds anticipated to be received by MTC during the given fiscal year. Funds appropriated in earlier fiscal years shall not be included in the pass-through computation.

Revenues "anticipated" by MTC, for the purpose of calculating ABAG's share, shall mean:

TDA: County Auditors' estimates received by MTC by February 1, preceding the fiscal year in question, or as amended by MTC prior to July 1 of the fiscal year in question.

FHWA: Estimates provided by FHWA, through Caltrans, in February preceding the fiscal year in question.

FTA: Estimates provided by FHWA, through Caltrans, in February preceding the fiscal year in question.

If additional DOT money for special planning studies should become available, ABAG may propose work programs for such studies and negotiate with MTC for additional funds as provided in Section 3 of this agreement.

Funding from FTA and FHWA shall be contingent upon approval by these agencies of the OWP for the coming year. Should the DOT agencies amend the OWP after the above dates to reduce the amounts of FHWA or FTA funds, MTC and ABAG shall endeavor to reduce their shares of DOT funds proportionally and shall amend the OWP tasks as necessary to reflect the reduced level of funding.

Attachment C



Date: June 30, 2015

To: Executive Board, ABAG

From: Miriam Chion, Planning and Research Director

Re: ABAG/MTC Work Program, Schedule and Framework of Collaboration for Plan Bay Area 2040

Based on input from the Executive Board, the Commission, partner agencies and stakeholders, ABAG and MTC designed a work program and schedule that identifies specific tasks, responsibilities, and decision-making points for Plan Bay Area 2040. This collaboration supported the first round of open houses by county, where we were able to have substantial conversations with diverse audiences on transportation, land use, and the forecast among other issues. These successful open houses are setting a positive tone for the update of the Plan and our regional dialogues.

In order to describe the process of collaboration in the development of Plan Bay Area 2040, the sections below illustrate the various tools prepared by ABAG and MTC staff.

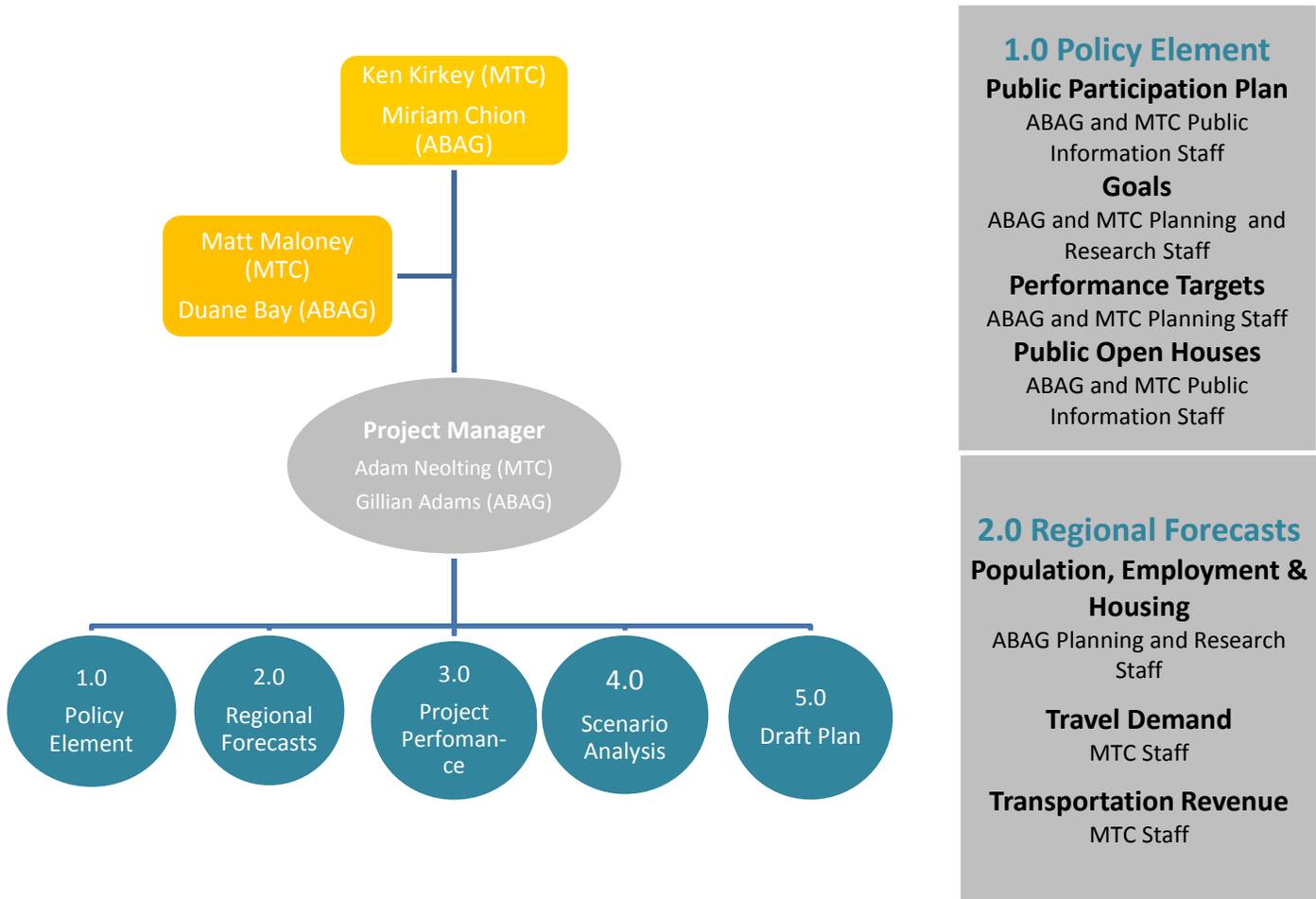
Overall Plan Bay Area schedule

ABAG and MTC adopted a schedule for the update of Plan Bay Area as part of the Public Participation Plan (See Chart 1, page 5). This includes major milestones between Fall 2014 and June 2017, when the Plan will be adopted by both boards. This schedule includes the public workshops, policy elements, forecast, performance assessment, scenario development and plan and EIR preparation.

Project team organization and schedule

While this is a focused update, informed by the first plan and will not include a Regional Housing Need Assessment (RHNA), it still represents a major endeavor that requires careful coordination. Towards this end, ABAG and MTC staff developed an organization chart that describes the specific tasks and identifies the ABAG and MTC staff leads for each task. This includes planning, research and communication staff from both organizations. (See Chart 2, below)

Chart 2 – Project Team Organization



3.0 Project Performance
Project Database
 MTC Staff

Call for Projects
 MTC Staff

Project Performance Assessment
 MTC Staff

Public Opinion Poll #1
 MTC Public Information Staff

O&M Need Assessments
 MTC Staff

Project List
 MTC Staff

4.0 Scenario Analysis
Define Scenario/EIR Alternatives
 ABAG and MTC Planning and Research Staff

Evaluate Scenario/EIR Alternative
 ABAG and MTC Planning and Research Staff

Preferred Scenario
 Lead ABAG and MTC Planning and Research and MTC Programming and Allocations Staff

Public Workshops
 ABAG and MTC Public Information Staff

Public Opinion Poll #2
 MTC Public Information Staff

5.0 Draft Plan
Outline/Chapters
 MTC Public Information and Planning Staff
 ABAG Planning and Research Staff

Air Quality Conformity Analysis
 MTC Staff

Title VI/EJ Analysis
 MTC Staff

Public Workshops
 MTC Public Information and Planning Staff

To track specific progress on each task, we developed a monthly meeting schedule for 2015 and 2016 that covers three layers of decision-making: (1) Executive Directors, (2) Advisory Committees and (3) Joint ABAG Administrative Committee and MTC Planning Committee. Beyond the general organization and schedule, teams responsible for specific tasks developed their detailed schedules and coordination (i.e. PDA applications, Call for Projects, Modeling, Open Houses, etc). One example is a schematic schedule for the development of the Plan scenarios (See Chart 3, page 6).

Comprehensive coordination

The development of Plan Bay Area is not a single effort; it is supported by a set of regular meetings and collaboration in areas that allow a regular exchange of information across ABAG and MTC. (See Chart 4, page 7)

Addressing discrepancies

In addition to all these tools to ensure a proper flow of information to establish solid knowledge and make clear decisions across both agencies, we also have channels to recognize discrepancies and find resolutions efficiently.

Connecting land use growth patterns with transportation investments, two distinct processes, involves an ongoing discussion of the issues to resolve any discrepancies or major issues that arise.[Land use patterns are based on local plans and local decisions and as such, requires careful engagement with local planning staff, city managers, local elected officials and stakeholders. Transportation investments require a detailed and careful evaluation of projects and input from partner agencies and stakeholders. It is expected that when dealing with the diversity of cities and perspectives in the Bay Area public investments and future growth may trigger controversial issues that will require thoughtful responses and resolution.

Most discrepancies are resolved within the specific teams, with respect for each other's expertise and responsibilities for transportation or land use. Some are resolved by the planning directors or deputy directors through their regular meetings. Key challenges are brought for discussion with the executive directors. On exceptional cases involving policy options, discrepancies are brought to the Executive Board and Commission for resolution. This is the case with housing performance targets, where MTC is requesting the elimination of in-commute growth, whereas ABAG is proposing housing all population without displacement. This issue will be brought to the Joint ABAG Administrative / MTC Planning Committee in July 2015.

Improving collaboration

From ABAG's perspective there is a good flow of communication and appropriate division of responsibilities. However, we have been advised that our MTC colleagues have expressed concerns and morale issues related to our working relationships. Collaboration across regional agencies is essential and ABAG staff is committed to explore any additional productive opportunities to engage our MTC colleagues and address their concerns.

Plan Bay Area Update: Key Milestones 2014–2017

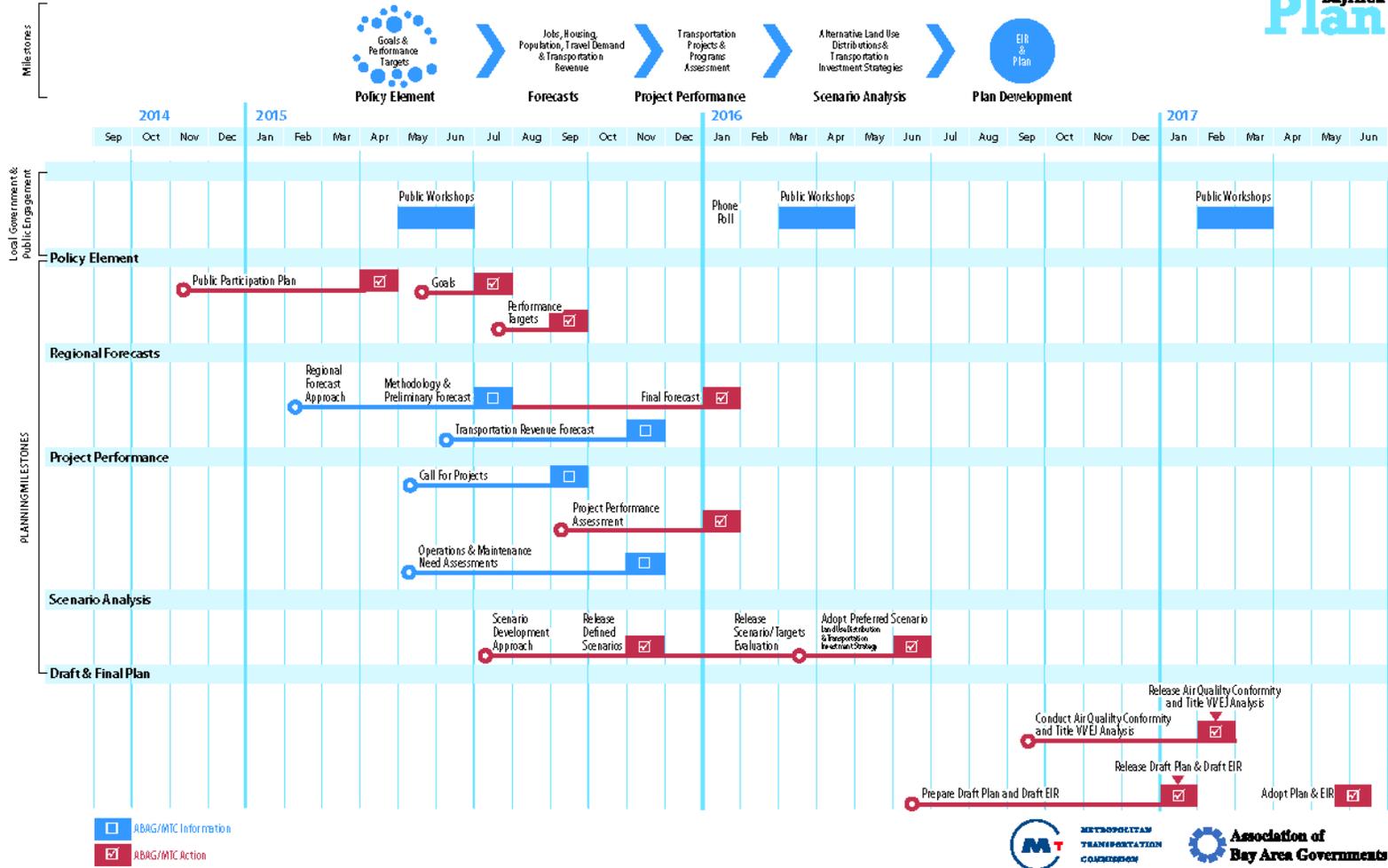


Chart 1

Scenario Approach – Plan Bay Area 2017

Coordination among ABAG, MTC, CMAs and City/County staff

DRAFT

April 6, 2015

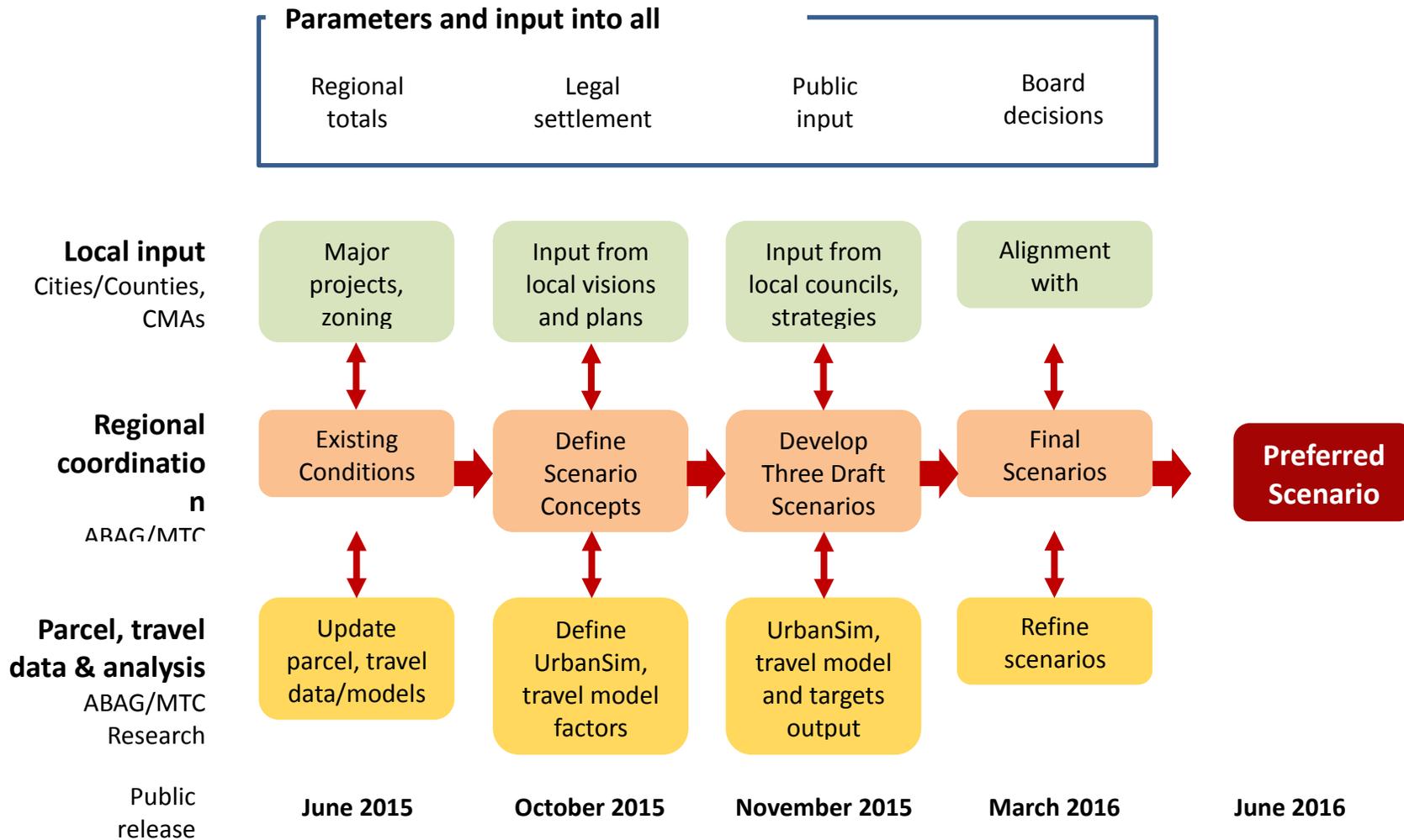


Chart 3

Chart 4

ABAG & MTC meetings

Executive Directors

What: *Interagency coordination of Plan Bay Area.*
ABAG Staff: Executive, Deputy, and Planning Directors. Staff as needed.
MTC Staff: Executive, Deputy, and Planning Directors. Staff as needed.
Freq: Monthly

Planning Directors

What: *Planning tasks.*
ABAG Staff: Miriam Chion
MTC Staff: Ken Kirkey
Freq: Once per week

Plan Bay Area Communications

What: *Plan Bay Area outreach.*
ABAG Staff: Brad Paul
MTC Staff: Ellen Griffin
Freq: Once per week prior to workshops

Plan Bay Area Research & Modeling

What: *Research and data coordination.*
ABAG Staff: Cynthia Kroll, Staff as needed.
MTC Staff: Dave Ory, Staff as needed.
Freq: Once per two weeks

PDA planning

What: PDA implementation coordination.
ABAG Staff: Christy Leffall, Duane Bay, Gillian Adams, Hing Wong, Johnny Jaramillo, Mark Shorett, Miriam Chion, Pedro Galvao, Vinita Goyal
MTC Staff: Ken Kirkey, Therese Trivedi, Doug Johnson
Freq: Two times per month

PDA grants

What: *Grant administration.*
ABAG Staff: Christy Leffall, Duane Bay, Gillian Adams, Hing Wong, Johnny Jaramillo, Mark Shorett, Miriam Chion, Pedro Galvao, Vinita Goyal
MTC Staff: Therese Trivedi, Doug Johnson
Freq: Once per month

Regional Prosperity Plan

What: *Addresses barriers to a more equitable society: 1) workforce & economic development, 2) improving access to opportunity, 3) preserving & building affordable workforce housing.*
ABAG Staff: Miriam Chion, Duane Bay, Johnny Jaramillo, Vinita Goyal, Pedro Galvao
MTC Staff: Ken Kirkey, Doug Johnson, Vikrant Sood, Chelsea Guerrero
Freq: Once per month

Performance Group

What: *Develop performance targets for Plan Bay Area update*
ABAG Staff: Pedro Galvao
MTC Staff: Dave Vautin
Freq: Once per week

Equity Group

What: *Gather input from stakeholders and prepare equity analysis*
ABAG Staff: Pedro Galvao
MTC Staff: Vikrant Sood
Freq: Once per month

Areas of collaboration

Plan Bay Area

- What: *Coordinate land use, planning and transportation investment for Plan Bay Area update by 2017.*
- ABAG Staff: Gillian Adams, Johnny Jaramillo, Mark Shorett, Pedro Galvao, Vinita Goyal, Duane Bay, Aksel Olsen, Hing Wong, Dana Brechwald.
- MTC Staff: Ken Kirkey, Doug Johnson, Therese Trivedi, Dave Vautin, Kristen Carnarius, Matt Maloney

OBAG (housing element)

- What: *Provide input on OBAG's housing-related policies, including the allocation formula and the deadline for Housing Element certification. Monitor local progress in Housing Element certifications.*
- ABAG Staff: Gillian Adams, Duane Bay
- MTC Staff: Craig Goldblatt, Ross McKeown, Ken Kirkey, Anne Richman, Alix Bockelman

Cap and Trade

- What: *Coordinate review of Bay Area applications for Greenhouse Gas Reductions Fund (GGRF) grants in the Affordable Housing and Sustainable Communities (AHSC) category.*
- ABAG Staff: Mark Shorett
- MTC Staff: Doug Johnson, Craig Bosman, Matt Maloney

PDA

- What: *Coordinate Planning Grants support and continued PDA policy and criteria evaluation.*
- ABAG Staff: Johnny Jaramillo, Christy Leffall, Gillian Adams, Mark Shorett, Pedro Galvao, Vinita Goyal
- MTC Staff: Therese Trivedi, Doug Johnson, Ken Kirkey

Industrial land and goods movement

- What: *Analyze the demand for and supply of industrially zoned land in the nine-county region, both now and in the future, and develop strategies for industrial land that support the policy and planning approaches under development by MTC / ACTC for sustainable goods movement in the region.*
- ABAG Staff: Miriam Chion, Johnny Jaramillo
- MTC Staff: Ken Kirkey, Matt Malone, Doug Johnson

Communication

- What: *Coordinate public workshops.*
- ABAG Staff: Brad Paul, Leah Zippert, Halimah Anderson
- MTC Staff: Ellen Griffin, Pam Grove, Catalina Alvarado

Research

- What: *Coordinate land use and transportation analysis and forecast. Developing the Vital Signs Website (land and people and economy sections). ABAG collaborated on the descriptive material.*
- ABAG Staff: Cynthia Kroll, Bobby Lu, Michael Smith, Aksel Olsen, Hing Wong
- MTC Staff: Dave Ory, Michael Reilly, Dave Vautin, Kristen Carnarius, Kearey Smith

Resilience

- What: *Coordinate analysis of earthquake and flooding impacts and strategies.*
- ABAG Staff: Danielle Mieler, Dana Brechwald, Michael Germeraad
- MTC Staff: Stephanie Hom

Bay Trail

What: *The Bay Trail Board of Directors is involved in all actions and decisions associated with the project. MTC has a designated position on the board.*

ABAG Staff: Laura Thompson, Maureen Gaffney, Lee Huo

MTC Staff: Previously Sean Co, (Ken Kirkey will designate new MTC employee soon)

Administrative coordination

What: *Coordinate meetings*

ABAG Staff: Wally Charles

MTC Staff: Joe Dellea

ATTACHMENT D

Transcript of June 24, 2015 MTC Meeting Discussion of ABAG FY 2015-2016

Cortese: We will now open the Metropolitan Transportation Commission, meeting.

Speaker 1: Mr. Chairman, can you give me a, give us a minute to log on?

Cortese: Yes, we will give you a minute.

Speaker 1: Thank you. We are back on.

Cortese: Thank you. Again, we are going to call Metropolitan Transportation Commission meeting of June 24th, 2015 to order at this time. We ask the secretary to confirm the quorum.

Secretary: We have a quorum.

Cortese: Thank you. Item two is the Chair's, report. I want to let everyone know in spirit of transparency that the exec committee, executive committee of the commission met this morning for purpose of reviewing the General Counsel's annual performance. And I'm not sure how much we are to report out on this except that her performance was reported out as satisfactory. And I will sit down with the General Counsel subsequent to this item to discuss further.

Also under the Chair's, report, I want to indicate that for the past few months, ABAG President, Julie Pierce, who is also Commissioner, Julie Pierce, and I have hosted a series of ad hoc discussions among commissioners who also served on the ABAG executive board. The purpose of those conversations has been to explore various lessons learned from the experience of developing plan behavior and to consider whether a different structural relationship between the MTC [00:02:00] and ABAG planning departments might result in a more coherent and efficient planning process for developing plan Bay Area 2040.

We have ways to go in those discussions, they are not yet complete. We have been working with senior staff members in both organizations, including both executive directors to try to determine functions particularly on the planning side that we might be able to streamline or make more efficient. So as part of that or in, to be congruent with that, I like to propose that we extend the MTC ABAG memorandum of understanding, the funding agreement for six months through December 31st, 2015, in an amount not to exceed \$1.9 million.

The current MoU expires at the end of this month. We typically renew the MoU for a full fiscal year, in other words a full 12 months. There is no reason to believe that ultimately it won't be the case again, but the short expansion is going to give us time to complete our conversations, return the commission before the end of the calendar year with recommended changes to the contract, if need be.

All the other terms of the current MoU would remain in force for the six-month period with the exception that their two new funding conditions would simply require ABAG to cure internal control deficiencies identified in recent audits, either by the MTC or the state controller's office. My understanding is audits have, are now complete, and those are pretty standard requirements, at this point of any contractual relationship. We have requested to MTC's auditors to make a brief presentation of their findings at the commission meeting. And that would be today, right? Let me ask [crosstalk 00:03:59]

Speaker 2: Chairman in there, they are going to [00:04:00] make that presentation at your pleasure.

Cortese: And what would be the appropriate time to do that on the agenda?

Speaker 2: Probably right now.

Cortese: Okay.

Speaker 2: (Laughs).

Cortese: But why don't we have them do that. And, of course, the proposed extension agreement has been attached to your packet, so that is part of the agenda today. Why don't we go ahead and call up the auditors to hear what they have to say and then we'll move on with our agenda. Thank you for being here.

Joan: Thank you, Chairman Cortese. Let me just introduce ourselves. We are not the standard financial statement audit team. So my name is Joan Murphy, I'm the engagement partner from PwC on the financial statement audit and also the signing partner on this agreed-upon procedures engagement. And to my left is Meera Banerjee. Meera, you want to say a few words about your PwC role?

Meera: Sure. So my name is Meera Banerjee with PwC. I was the Engagement Manager Lead on the agreed-upon procedures report that we are going to be going through today.

Cortese: These microphones are not very sensitive, so you ought to speak right into them.

Joan: So do you want her to repeat what she said?

Cortese: Please do.

Joan: Okay.

Meera: So, my name is Meera Banerjee, I'm with PwC, and I was the Engagement Manager for the agreed-upon procedures report that we'll be discussing today.

Joan: So, we prepared a sort of PowerPoint presentation that we'll use to facilitate this morning's just brief presentation that it really supports our written report, which is an agreed-upon procedures report. So let me just, I thought I'd give you just a brief background on the nature of the engagement, and then talk in summary about the procedures that we performed and what we found. Okay.

So, the purpose of our work was to aid [00:06:00] MTC in its investigation into the appropriate use of its funds that were awarded to ABAG for the period from July 1, 2012 through February 28th, 2015. Okay. And an agreed-upon procedure engagement is defined by the AICPA professional standards, but it's a bit of a different kind of animal, if you will, type of report. We worked with MTC management and ultimately ABAG management to say MTC says here is the procedures we want you to perform, ABAG agreed to those. The auditor goes in to basically ABAG and performs the procedures, and we don't issue an opinion on the results what we did. We issue a report that really specifies what we found, okay.

So the reader, if you read the detailed report, you get the benefit of seeing what we learned. Okay that there were five projects. So the focus was, again, on MTC funds awarded to ABAG, okay, not all ABAG funds. And we focused at management's direction on five individual projects: the planning project, the HUD grant, the PDA project, Prop 84 and Bay Trail. Okay.

And I just want to say upfront we did not identify any abuse or misuse of MTC funds as part of our procedure. So I just want to sort of state that. So if we talk a

little bit, so just in general the procedures that we did where it really get comfortable that to the extent MTC had funded or moved money to ABAG on a reimbursement basis because that's, that's the funding mechanism that there was supporting documentation on ABAG side that evidenced that those expenditures were legitimate expenditures. Okay.

And, I'm looking at sort of the second page of the PowerPoint. So our focus was on payments and [00:08:00] direct costs and indirect costs because those are really the fundamental expenditures covered by the MTC awards. And we compared supporting documentation from ABAG to those funds that had been requested to be reimbursed from MTC. We also looked to individuals in the mindset of, might there have been individuals who charged time to those awards that shouldn't have. The procedures were, outside of ABAG's planning group, were there individuals who did charge time? Okay.

So we just really kind of looked at, I mean, personnel costs constitute about 65% of the total sought reimbursement requests. So we focused on, if people were charging time to the MTC awards, was there support for why they did that? And had their time been approved? Okay.

We also looked at indirect cost rates just to see if we could recalculate the indirect cost rate that was used by ABAG and that had been approved by the EPA in sort of its, I guess, in constructing the MTC award. Okay. We took a look also at ABAG's procurement and disbursement procedures, just to understand the process, and the protocol within the organization. We used any invoices greater than \$5000 to kind of facilitate our review, and examination of the work that was done. And in a minute I'll talk about where we to the extent we found exceptions.

And then last of all, we took a look at the bank accounts. We wanted to understand where the funds flow in from MTC to ABAG. Do those same funds when expended come out of that same account, and what comes out of that account? Okay. Any questions thus far? All right.

And I do want to say to make sure, we had great cooperation from ABAG management staff. We very much appreciate that, and could not have done this project without them. So, we noted some differences, [00:10:00] and now I'm on the next page summary of exceptions to the extent that there were ever differences between what MTC had reimbursed ABAG for versus ABAG's total cost. It was primarily just because ABAG's costs exceeded the maximum award,

but the only requested reimbursement for the maximum amount, okay. So no issues really there.

We did identify seven individuals who were, part of their time is, it goes into the indirect cost for. I'm not sure how familiar you are with indirect costs versus direct costs, but what we see in the federal award arena is it that that you would not typically charge time directly to a project, but also have your salary cost in the indirect cost pool. We found seven individuals where there were some overlap to that extent. Uh, and I think MTC management will ask to take a look at that.

And then we noted one timesheet that had not been approved, so just one person's timesheet, just for one period, so not an issue there really I would say. We looked at the procurement and disbursement process. We've got a few points here, we looked at contracts and vendor invoices to understand where they are being approved as they should be approved. Did they at least in description relate to the project? That sort of thing.

And I'd say the most important observation from our perspective here was that that the program manager who oversees the project, that the project manager has quite broad capabilities, if you will. So responsibility for monitoring vendor spending, but also has some ability to submit an invoice with vendor information, create a payment requisition, etc. So little bit of lack of segregation of duties that we might otherwise normally see. Uh, again, we didn't find anything inappropriate, but we just made that observation.

And then, again, you, you don't live in the accounting world, but purchase orders [00:12:00] are sort of standard practice used in the procurement process. And we did not, ABAG does not use purchase orders at least for the awards that we were looking at, okay. So those are just some observations, if you will.

And then on the bank account, we, we found that basically there is one account, MTC funds flow there and they are used to, you know, cover reimbursement for expenditures incurred out of that same fund. So, you know, anything for the work that we did, we found approvals, you know, the requisite check authorities or signing authorities were followed, etc. So we had, we saw no issues there. Okay.

So let's kind of [quick 00:12:47] (laughs) because it's, if you read the reports, a lot of detailed work that we do, and you get a chance to see that. But that's

really sort of in summary. What we, Meera and I wanted to highlight for you kind of what we found. We are happy to take questions, any specifics.

Cortese: I'll call for questions from the commission if, and see if there are any obviously our primary purpose was relative to the item under the Chair's report which I intend to move based on a memo, circulated, transmittal circulated June 17th, which cross-referenced the conditions of compliance with the audit recommendations. So I think you've given us enough of an overview to understand basically what's there.

The only question I have is whether or not ABAG and I don't know if you are that far into the process, whether that or not they have responded or concurred with the audit recommendations.

Joan: So in the written report, in the back there is a matrix that summarizes where would ... And I do need to clarify, [00:14:00] an exception isn't necessarily a bad or good thing. We don't pass judgment in that regard.

Cortese: We understand.

Joan: But there is a matrix of exceptions or, maybe where we found the result of our procedure was a little bit different from what we had anticipated. And there is responses there from ABAG management. So we, you know, I feel we vetted pretty thoroughly what we found, want to make sure we had it right. And they did have a chance to kind of put their commentary in. Okay, isn't that fair?

Cortese: Thank you.

Joan: Yeah.

Cortese: Thank you. Is there anyone here from ABAG that wants to speak to the item? I don't have any formal requests. Yes, Commissioner Pierce.

Julie: Thank you, Chair Cortese. Yes, we have been meeting together. I will confer with that. And I did chat with my ABAG staff this morning, and they've just received this memo as well, so they will be preparing a response in addition. But I'd note, as our staff indicated, there was no misuse or abuse found anywhere. So, while, procedures maybe somewhat different, I suspect there are good explanations for those, I was given some of them, they are rather complicated accounting stuff. And I'm not going to go into that, I'll let that go into the formal response.

But, while, I am all in favor of us continuing our discussions to find out how we can work more effectively together. I have to say that we did hold an administrative committee meeting for ABAG. And unfortunately, Dave, you were unable to be there for that portion of the meeting where we discussed this suggestion and the recommendation from the ABAG [00:16:00] administrative committee was to request that the budget item be for the full-year with a review in six months.

So that we don't budget only six months with no assurance that there is money there for the second six months, I mean, there is no reason to indicate that things won't be just fine. They have been just fine. We have shown that there is no misuse or abuse. And if we can find efficiencies, then we can implement that when we get there in six months. But it'd be the prudent thing to budget for the entire year as our original agreement read in our five year agreement that we adopted a couple of years ago. So that would be my suggestion to the commission.

Cortese: Okay, thank you, Julie. Before I respond to that are there any other comments or questions from the commission for the auditors? I see none, I think we've completed your portion of this item. So thank you.

Speaker: Okay.

Joan: Thank you very much.

Cortese: And we'll come back to the proposed item itself. My memo I circulated as part of the agenda packet today calls for the funding agreement itself to come due again December 31st, 2015, but also contemplates that we would make modifications, if needed to, to the agreement.

Let me ask the budget question, what I'm hearing you say Commissioner Pierce is you want to make sure that there is adequate dollars in the MTC budget for full year's worth of funding, which I would assume one way or the other, there is going to be [00:18:00] a full year of funding depending on what that, what the contract looks like at six months. How is that handled, see if we approve a budget now, do we have to go find money in six months? I haven't looked at the line item in the budget closely enough to know that if we have 12 months worth of funding available against a six-month current contract.

Heminger: Mr. Chairman, the budgeted that's before you today later on in the agenda is a full year's budget, and that's a full-year for every activity, including ABAG. So the budget you shouldn't have to worry about. The agreement before you is to extend the agreement that essentially meters the money out to ABAG for six months. So, I think the full year is covered in terms of the budget.

Cortese: It's your understanding based on I want to make sure I'm being clear because what I'm calling for is for the contract to be reopened and brought back to the commission on or before December 31st for renewal is, I want to make sure that's your understanding of what [crosstalk 00:19:07].

Heminger: It is. And, and for example, we pass-through money to the CMAs every year. And that's not only a budget action, but we have an agreement with them that defines the terms of how that money is passed through, what they spend the money on, etc. So you need both for the money to flow and the budgets there for the full year.

Cortese: Okay, any other questions or comments from the commission? I'm going to go ahead and move the recommendation that's in your packet with a clarification that it doesn't, that there is in fact 12 months worth of budget for all ABAG activities that are in various areas of the chart of accounts in the budget.

From a budget standpoint that we will bring this if this motion passes, that the six-months worth of funding [00:20:00], continues, essentially rolls forward. And then prior to the expiration of the MoU that we'll bring it back to the commission for consideration of the six-month renewal thereafter for the remaining 12 months, either on the same terms or modified terms depending on where this commission ends up on that day.

Mackenzie: I'll second that motion, Mr. Chair.

Cortese: Comment, questions on the motion. Julie?

Julie: You know, I know we are working cooperatively to find a way to work more cooperatively, and I appreciate that. I think this motion in many ways, and I don't mean to blindside you, Mr. Chair. But I think this motion in many ways shows a huge distrust of a partner agency. And so, I am going to vote no on this. I really feel we should be able to vote, to allocate the full-year just as we've done in the past and work collaboratively to find efficiencies in the operation of the two agencies together. I think this really is a slap in the face.

Cortese: Well, I certainly want to see that my motion is unintended to be any kind of slap in the face and really more focused more on the ministerial and contractual issues that, well, we are contemplating changes, possible to potential changes may or may not occur, but potential changes to the relationship. I don't want to get into a situation where we have to write this contract, write into this contract, conditions, anticipated conditions for changes before we know what those are, or some kind of a 12-month contract with a strict unilateral right of MTC [00:22:00] to bring it back like a reopener as you would in collective bargaining.

I think it's just a lot simpler to just say it's the same old relationship, it's six months, and with the representation that we are committed as part of this motion to bringing the remaining six months back to this board for consideration again. As I think it would be abrupt and something more [kindle 00:22:28] slap in the face if we weren't fully appropriating, a renewal of all ABAG funding in the budget itself, which will be taken up by the commission, the fund is there. Assuming that there is, that the commission approves, it fully approves the budget, there is a full appropriation for 12 months for ABAG, then we just clarify that so.

You know, the interest is certainly in continuing to work. I'm a past President of ABAG myself, I think we have all understood that ABAG has statutory responsibilities, MTC does, and we are trying to work through areas where we can respect everybody's statutory authority, and at the same time possibly structure our planning relationships, [supplying department 00:23:20] relationships a little differently.

And that could have an impact on the funding agreement. That's all that's intended, and I just want to clarify the intent now. I respect your point of view and I'm sure people in the commission will vote one way or the other depending on where they, how they feel about it right now. Anybody else want to comment on the motion besides Commissioner Pierce? Commissioner Haggerty?

Haggerty: Thank you, Mr. Chair. I just want to say they weren't auditors, I forget what they were calling themselves. As I heard the report, there was really no [00:24:00] huge structural problems. Is that correct?

Cortese: That's my understanding. There is the only thing that I, that was really the called out there that, it sounds like it may have some significance is the build back relationships between direct bill and indirect billing. It sounds like management is if not already working, we can ask Steve for clarification on that, but working

on making sure that that's reconciled going forward. And, and that perhaps this doesn't continue going forward, but it doesn't sound like a big dollar item, more of a ministerial item.

Haggerty: I'm trying to understand the reasoning to go as six months as opposed to a year. And I know probably they are not one and the same, the audit compared to the discussions we are having about how we can work better with SB 375 in a more collaborative, you know, method. And, possibly any consolidation of functions which you know, I got to be honest with you, Mr. Chair, saying this publicly, I don't know that I would have a problem and I hate to say this because it just seems certified every time with its mention, but I don't have a problem looking at consolidating both agencies. I don't have a problem looking at that anymore, I used to.

But having said that, it seems to me that we are being a bit punitive and saying to ABAG, "Look, we are only giving you six months, and if you are good, we'll give you the next six months. If you are bad, we'll talk about it." I mean, that's really what this is saying to the members of ABAG. And I don't think it's fair. I mean these are our colleagues that sit on ABAG. They are elected officials, they work hard, just as we do. And you know, I work hard at ABAG, I work hard at MTC, I take what I do seriously, and I, [00:26:00] look around the table and I see a lot of us that sit on the same agencies, and we all do the same.

But these are our colleagues, and I don't see any reason other than to keep ABAG at the table to continue these discussions over this next six months. The reasoning for just giving the six-months funding and having said that this may have the opposite effect. ABAG might just say, "You know what, we are kind of tired of this." I mean, they went through it with the building. Commissioner here sat here and said, "If we build it, they will come." Well, ultimately they came, but it's not really what they wanted to do.

And I think there is a history of where we have tried to force ABAG's hand by bullying tactics, and, and I can't vote for that. And I'm not going to vote for it today. And I want to remind you that I started off saying, I have no problem talking about consolidation, but I do have a problem with bullying, and that's what we are doing.

Cortese: Okay, thank you, Commissioner Haggerty. So anyway, I'd encourage everyone to consider that we ... Yes, I'll get to Commissioner [inaudible 00:27:19] next. We'll get that we have to either have a contract that comes up from, for renewal at a

point in time we may be making additional decisions, or we have to extend a contract for 12 months, which at this point I'd anticipate is well beyond when we will be coming back with recommendations for modifications to the planning arrangements. So, I'm not for delay, but that's again my position. Commissioners don't have to agree with that. Commissioner [inaudible 00:27:53]?

Tissier: I'm just wondering if there is a possibility of amending the amendment to work in just the reverse. Extend [00:28:00] it for a year, but in six months do a review. If MTC is not satisfied with the policies and procedures in line, they can make an adjustment to the budget, and then, you know, I mean, I think what we are saying here is, you are giving them six months, and at the end of six months if we don't like it, well, we won't give them the money. Well, if we had an agreement for an entire year, have that year there, but if you are going to have a six-months review, the purpose of the review is, if things aren't correct and, perhaps there is some different [factor 00:28:27].

So, I don't know if that's where you are going, Julie, but I mean if, the six-months review was to say, are we all happy with the policies and procedures? And if you're not, then what do we do then?

Cortese: Yes, Commissioner Pierce.

Julie: Yeah, I appreciate your comment and, and part of where you're going is what I agree with. Yes, we have a contract for a year. There is nothing to say that we can't report back in six months, and say how are talks about collaboration and unifying some of the work that we are doing is going, and what efficiencies we've come up with. But give us at least the security of knowing we've got the year, and then we'll work in good faith along with you to make things work more efficiently. That's what we are all about. That's our job here.

But this really is sort of holding it over our heads, about if you don't behave right, we are not going to give you the second six months. Well, I'm sorry, you did the audit, this says its contingent upon something, its contingent on us doing what you want us to do. And we are all in this together, we all have responsibility for plan Bay Area. We all have an interest in doing it far better than we did the last time.

The first time through you always learn something. We have learned a lot. I think our staffs are working far more efficiently than they were, but there are differences in the jobs that are done [00:30:00] by ABAG and by MTC, and so

they will not be 100% the same. And so I think it's really smarter to give us the full year, we'll check back in, in six months and say, this is how we have determined we can be more efficient with the use of the funding, if we indeed find those savings, but ...

Tissier: I'm sorry, Commissioner Pierce, isn't that what Commissioner [inaudible 00:30:28] just suggested.

Julie: Not quite.

Speaker 5: I'm confused why you are ...

Julie: No, it was ...

Tissier: [crosstalk 00:30:31] her suggestion.

Julie: No, if I understood what Commissioner [inaudible 00:30:36] said, she said check back in in six months, and then if we don't like it, we won't give them the money.

Cortese: In fact we can go back to, we can, we can go back to Commissioner [inaudible 00:30:44] to clarify her own suggestion, but what I think she is saying by reverse is, would you rather have us, condition the budget, the entire budget for ABAG for review in six months and leave the contract for 12 months. If that makes people feel better that the contract is for 12 months, but either way we are talking about a unilateral right by MTC to raise the, oh, to reopen the issue in six months. And, that's what I understand your recommendation is. Do we want to deal with it from the budget side rather than the contract side?

Tissier: Yes, except by, I guess ...

Cortese: [crosstalk 00:31:20] hear you wrong.

Tissier: Well, I guess what I'm trying to get at here is, you know, I think the reason for having this quote unquote auditor, look, see at the budgets is, is the transparency side. And what I'm gathering the reason, the original amendment was here as to give in six months take a look and make sure we are still transparent and the things were done in a transparent way. I mean, that's sort of how it struck me. But anyway, it was just the [crosstalk 00:31:47].

Pierce: That was not my understanding, Chair Cortese. My understanding was actually that the audit was done, we now have an answer on that audit, if you will. But what [00:32:00] Chair Cortese and I have been working on is how we can actually have the two agencies work more collaboratively together and more efficiently together. Not really on the budget are we spending the money properly, but how can we make ourselves more efficient as we go forward.

There has been some talk that all of the planning and research folks from ABAG should roll under MTC quite frankly. And I don't think we are anywhere close to that as a decision point yet. But funding as for a year, and continuing the talks of how we can work together more efficiently, I think makes a whole lot of sense, checking back in in six months to see what we've figured out about how we can work more efficiently, that's fine. And if we need to do a budget adjustment at the time, if we all think that's a good idea, that's fine. But I'm not going to assume automatically that's going to change.

Cortese: Commissioner [inaudible 00:33:04].

Spering: Thank you, Mr. Chairman. You know, I support the Chairman's motion but, you know, the real issue that is before us, and it's kind of the elephant in the room, nobody wants to talk about is that, we have two planning staffs, two executive directors, two processes there going that are in direct conflict. It is not working for the region, and it, it's what led us into the lawsuit that we had with BIA. You know, as a Chairman of the planning committee, I'm talking to our staff, it is dysfunctional. Our staff is being demoralized, I mean, there is a lot of things that are going on here. You know whether it's perceived real or whatever.

You know to me, if we are going to change the motion, then I will insist that we at least bring back to this commission, so the commission can make a decision whether you want to have two complete planning staffs, two executive directors [00:34:00] feeding into one plan with this. And you have really two conflicting, I think interests as you go forward. And it's just dysfunctional. And I think one way or another this commission has to say, "Yes, this arrangement is acceptable," or "No, it is not."

And, you know, from my perspective, it is not working, and we are the only MPO, and probably in the nation, and we are the only, regional agency that has these two separate planning operations. I think the discussion ought to be about what role will ABAG play in the approval of the plan? You know in SB 375, they have the authority or the responsibility to prove the plan. So how do we integrate that

in? And, I really think that as we are moving into the building, you know, I saw this motion as a trigger to force this discussion.

And from my perspective, as I said, as Chair of the planning committee, it's not something that we can continue to put aside, just can't say, we are not looking at ABAG's transparency at how they are spending the money. We all have confidence that they are doing the right thing hopefully and. But the real issue is the dysfunctional planning process we have right now. And it was very difficult, you can talk to any, you can talk to our staff, and even the ABAG staff that I've talked to, it was a very difficult process with very conflicting processes that is just not working, it's dysfunctional.

And so, that discussion has to take place. And, I don't want to be masked by this contract or whether we are going to fund them or not. This discussion has to be brought to this commission, and you really come up with some direction is what we want to do. And as we are moving into this new building, if we are going to consolidate the staff or however we are going to do it, this is the right time to have that discussion, not after we get into the building and we are bringing all of these organizations together. [00:36:00] So, Mr. Chairman, I support the original motion, if the make or the motion wants to modify it, but I really hope that we can bring this issue before this commission for discussion.

Cortese: Thank you, Commissioner. Anything else from the commission? Yes, Commissioner Weiner.

Weiner: Is that reversed?

Cortese: I'm sorry, I had you done, and I saw the light go off, so I thought you wanted to pass. Let me go to Commissioner [inaudible 00:36:26] first.

Campos: Thank you. I'm not going to say too much other than to simply say that I mean, I think it's, I know it's a sensitive issue and, I don't interpret the motion that Chair Cortese put forward as intended to in anyway be disrespectful to ABAG. I have colleagues that I serve with, all of you know, who are there and we have been working together.

I do see the motion as being more about maintaining the dialogue, having the conversations, especially around efficiencies, so it is in that spirit that I will be supporting that. I'm open to the comments, the changes from Commissioner [inaudible 00:37:15], but, it's not a personal attack in anyway, it's really about

trying to figure out how do we engage in these conversations, in these kinds of settings. That's how I see it.

Cortese: Thank you, Commissioner. Now Commissioner Wiener?

Wiener: I just want to associate myself with Commissioner [inaudible 00:37:38] remarks. I think I agree, yes, the transparency and the [inaudible 00:37:45] is important, and I agree that's it's probably all, you know, in a good place, even though there is always room for improvement for all of us, but I think these fundamental structural and government, governance issues are important, and I think it's a long overdue conversation. [00:38:00] And, and I just wanted to express agreement with those remarks.

Cortese: Yes, Commissioner [inaudible 00:38:08]. (Tissier)

Tissier: I'm going to, mine was just sort of the opposite, but it was the same thing you were talking about, but just in reverse. I'm going to pull that because I think what was missing in the discussion [that I miss 00:38:17] is I was not aware that the real issue, the elephant in the room was the two staffs and the two executive directors and things like that. So it sort of changes the picture of what, rather than what I was sort to alluding to. It was what I was thought was being interpreted, so thank you for that clarification, Mr. [inaudible 00:38:33].

Cortese: Commissioner Haggerty?

Haggerty: Yes, thank you, Mr. Chair. You know, the thing that I'm going to say is, I think it appears, I know where this is going. I know as a member of ABAG, I can tell you that some colleagues will be, I think insulted by this. And I think the fact that ABAG is not here, or most of the members aren't here, I think it's a shame we don't really get their input because they will be.

You know, I've been going to these meetings, I think we've had three now, been three days, three of four meetings that have been called, and I've showed up at every one. Sometimes I have to leave early based on scheduling but, I've sensed the willingness from everybody that, you know, are trying to sit down and have a good discussion about it. I'm not quite sure will it gets done in the next six months. And, and so that's why I just really don't understand where this is coming.

And I think that, you know, from being cooperative, I think during the six months is just the wrong message, and I think that to just give the funding for a year and then we spend the time. What we are talking about is a very big issue. It's very big. We've talked about bringing management consultants in and we've talked about, you know, having people look at how integration would work. [00:40:00] I mean, I think the discussion has been robust, but I also don't think that we can conclude in the next six months. So, I don't understand the purpose of the six months other than ... I don't want to say it but, I just don't understand so.

Cortese: Okay. Well, I'm just going to reiterate that this is my best good faith business advice to the commission, and I'll tell you, by way of analogy, you know, I don't have a landscaper at my house, we are in a drought. And if my life partner said to me "Should we enter into a 12 month contract with a landscaper right now?" I would say absolutely not, because, well, I could be making significant changes to our front yard, okay.

So this is all I'm trying to recommend to the commission now that I am pushing as hard as I can with the ad hoc group to come to some resolution quickly. And the one thing that I think Commissioner Pierce and I agree whole heartily on and certainly just heard it from Commissioner Haggerty, is it's going to be a big task to try to come to some additional recommendations or some recommendations within six months. But that's what we're pushing for, that's what I'm pushing for. And knowing that I'm pushing recommendations in six months, I can't tell you enter into a 12-month contract. Okay, six month contract, take a look, see where we're at and then we'll talk about another six month contract at that time. That's the motion, I know I have a second from the vice chair. I'm going to call for the vote. All in favor signify by aye.

Reponses: Aye.

Cortese: Opposed

Reponses: No

Cortese: No

Cortese: Abstentions? Two no's. Abstentions? So we have the.

Reponses: Poor thing.

Cortese: That's and aye and a no.

Reponses: That's an ouch. That's an ouch.

Cortese: So the motion passes, let me ask the secretary the piece, I don't know the number in the quorum today. But we have two no's.

Secretary: Motion passes, with two no's by Haggerty and Pierce.

Cortese: Okay, thank you. Appreciate the discussion and we'll do our best to try to come back with something fruitful before the end of the year. Moving on now.

(End of transcript)

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Memorandum

TO: Commission

DATE: July 16, 2015

FR: Chair

RE: MTC/ABAG Relationship

As I informed the Commission in June, ABAG President Julie Pierce and I have hosted a series of ad hoc discussions about the MTC/ABAG relationship among a small group of commissioners who also serve on the ABAG Executive Board. Additionally, a commission deliberation ensued at our June 24th meeting, during which the Commission approved a six-month extension of the ABAG funding agreement through December 31, 2015 intended to coincide with consensus or some other form of resolution of our studies around joint planning issues.

During the last ad hoc meeting in June the group agreed to direct Ezra Rapport and Steve Heminger to provide a joint analysis of 1) How to improve planning integration without any structural consolidation of functions; and 2) How consolidation of planning functions under a single director or entity might be organized and how reporting to the MTC and ABAG would work under this kind of systemic change. We fully expected that this might result in continued disagreement as to how to proceed, nevertheless we were all in agreement that the comparison needs to be done. This analysis was intended to be conjunctive, not either/or.

Meanwhile, last week, we all received a copy of a July 2nd memo from President Pierce to the ABAG Executive Board. The memo seems to advocate delay and continued dialogue uninformed by formal analysis. The memo also appears to signal that ABAG's leadership is only interested in the status quo as an outcome of our discussions about structuring a more coherent and efficient planning process for Plan Bay Area 2040. Ironically, the next step for our ad hoc group was supposed to have been a comparison of the planning integration analysis once received from the two directors. Now that ABAG essentially has laid out the case for non-structural solutions, I have requested that MTC's executive director outline how a consolidated planning department might better serve both the MTC commission and ABAG executive board. He should continue to invite input from ABAG and emphasize our desire to collaborate. In this way we will have both organizational possibilities and arguments before us to evaluate, not one without the other.

Problem Statement

California's sustainable community law is being implemented by a *single* agency throughout all metro regions of the state, except in one place: the San Francisco Bay Area. Some have argued that the integrity of the ABAG planning process should hinge on ABAG paying for its own planning staff. However, for many years, MTC has funded its own planning department as well as ABAG's planning and research department. In essence, even though the planning departments are split under two agencies, the payroll is funded predominately by MTC. Perhaps that duplicative arrangement made sense at some point in time, but SB 375 has changed all that. As we all know it has required joint planning at a very literal and system-wide level. And this is a permanent, long term change. The advent of SB 375 (Steinberg) has highlighted the inefficiencies and inherent potential for conflicts of our bifurcated planning function. Many have noted that Plan Bay Area was in fact more costly, less timely, and more litigious than necessary because it was the product of the

organizational remnants of our past, two planning departments instead of one. Again, no other MPO in California attempts to function in this way.

Potential Solution

Accordingly, I have asked Steve Heminger to answer the original question posed by the ad hoc committee and to do so quickly. Time is of the essence and a timely focus by the Commission on this issue this Fall, immediately after the August recess, should assuage concerns posed by President Pierce and ABAG about meeting our next round of budget appropriation decisions well before December 2015. Again, the primary remaining question is:

How would consolidation of planning functions under a single director or entity be organized and how would reporting to the MTC and ABAG policymakers work under this kind of systemic change?

In particular, I've asked Mr. Heminger to include in a proposal for a consolidated planning function the following options for the Commission to consider along with any other options or alternatives he might suggest for consideration:

1. A single planning department of MTC and ABAG consolidated within the MTC organization.
2. An organizational chart that would have the MTC planning director oversee the consolidated planning department while continuing to report to MTC's executive director.
3. A funding relationship between ABAG and MTC that would have MTC retain the bulk of the \$4 million in federal and state planning funds that it currently transfers annually to ABAG to be used to pay for the cost of the larger scaled single planning staff and functions.
4. A retention policy that would require MTC to offer employment opportunities to ABAG planning staff at commensurate salaries and benefits.
5. A reporting and approval structure to elected policy makers that would continue to require the work product of the consolidated planning department to be approved by the joint MTC Planning/ABAG Administrative committees and, as per past practice or legal requirement, by the MTC commission and ABAG executive board.
6. The existing statutory authority of the MTC commission and ABAG executive board would be respected and maintained.

In a nutshell, a proposal whereby one professional planning department would serve two or more commissions/councils/boards, much like what occurs in most cities and counties in California. I think this concept deserves the Commission's serious and thorough consideration. I intend to agendize that discussion for our September 23rd meeting. In the meantime, please feel free to contact me with any questions or concerns.



Dave Cortese

cc: ABAG Executive Board
Steve Heminger
Ezra Rapport