

AGENDA ITEM 4

Blueprint Grant Application



METROPOLITAN
TRANSPORTATION
COMMISSION



Association of
Bay Area Governments

September 28, 2005

Secretary Sunne Wright McPeak
State of California
Business, Transportation and Housing Agency
980 9th Street, Suite 2450
Sacramento, CA 95814-2719

Dear Secretary McPeak:

Please find attached a joint grant application for the *California Regional Blueprint Planning Program*. As described in the application, the Metropolitan Transportation Commission and the Association of Bay Area Governments propose further implementation and refinement of the regional Vision that resulted from the Bay Area's pioneering *Smart Growth Strategy/Regional Livability Footprint Project*. Our efforts will initiate an integrated regional planning program to facilitate transportation efficiency, open space conservation and an adequate and affordable supply of housing in the region. The principal deliverable will be a set of regionally adopted Development Priority Areas, where housing planning and production can be focused.

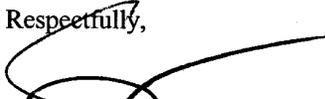
To accomplish this objective, we will engage local governments and other major stakeholders in an intensive outreach campaign and negotiations to gain consensus and commitment to Development Priority Areas. In the negotiations, the focus will be on housing and its linkage to transportation, for housing distribution and density is critical to the efficient functioning of the region's transportation system. It is also a response to the growing public and political imperative to take action to address the region's housing affordability crisis. A renewed and reinforced consensus around housing development is also timely, as our efforts will proceed in parallel with the state-mandated Regional Housing Needs Allocation (RHNA) process. Therefore, there is an immediate opportunity to inform the RHNA process with an improved regional transportation/land-use strategy.

Our proposed Blueprint work will span a period of two years, at a total cost of \$1,700,000. MTC and ABAG request a grant of \$1,360,000 to support the efforts described in this application. Together, the agencies will provide a combined 25% match of \$340,000.

We are happy to respond to any questions you may have. Please contact either Ted Droettboom, Regional Planning Program Director, at (510) 464-7942 or Janet McBride, ABAG Planning Director, at (510) 464-7927.

Thank you for your consideration.

Respectfully,


Steve Hominger
Executive Director
Metropolitan Transportation Commission


Henry Gardner
Executive Director
Association of Bay Area Governments

Enclosure

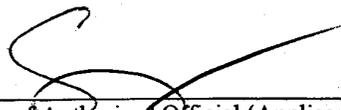
GRANT APPLICATION COVER SHEET

Project Title: Regional Blueprint Planning Program
Location (county/city): San Francisco Bay Area

	Applicant	Sub-recipient
Organization	Metropolitan Transportation Commission	Association of Bay Area Governments
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Funding Information for FY 2005/2006		Identify Fund Source
Grant Funds Requested	\$ 546,260	Caltrans
Cash Local Match		
In-kind local Match	\$ 136,565	MTC/ABAG
Other Funding		
Total Cost	\$ 682,825	
Funding Information for FY 2006/2007		Identify Fund Source
Grant Funds Requested	\$ 813,740	CalTrans
Cash Local Match		
In-kind Local Match	\$ 203,435	MTC/ABAG
Other Funding		
Total Cost	\$ 1,017,175	

To the best of my knowledge, all the information contained in this proposal is true and correct.

 <hr/> Signature of Authorized Official (Applicant)	Steve Heminger <hr/> Print Name
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Executive Director <hr/> Title	September 28, 2005 <hr/> Date
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BLUEPRINT GRANT PROPOSAL

The Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) are pleased to forward this joint application for a grant to support further implementation and refinement of the regional Vision that resulted from Bay Area's pioneering *Smart Growth Strategy/Regional Livability Footprint Project*. Our proposed Blueprint-funded project is part of a larger integrative regional planning program intended to facilitate transportation efficiency, open space conservation and an adequate and affordable supply of housing. The focus of our efforts will be intensive consensus building with local governments and stakeholders to achieve "on the ground" implementation of a transit- and pedestrian-oriented pattern of housing development, providing significant transportation and community benefits. The principal deliverable will be a set of regionally adopted Development Priority Areas, where housing planning and production can be focused.

The emphasis on housing recognizes the importance of housing distribution and density to the efficient functioning of the region's transportation system. It is also a response to the growing public and political imperative to take action to address the region's housing affordability crisis. A renewed and reinforced consensus around housing development is also timely as our efforts will proceed in parallel with the state-mandated Regional Housing Needs Allocation (RHNA) process. Hence, there is an immediate opportunity to inform the RHNA process with an improved regional transportation/land-use strategy and to use RHNA to help implement this shared strategy.

The work identified in this application will span a period of two years at a total cost of \$1,700,000. MTC and ABAG request a grant of \$1,360,000 to support the efforts described in this application. The agencies will provide a combined 25 percent match of \$340,000.

PLAN AREA

The San Francisco Bay Area consists of nine counties and 101 cities comprising 7,000 square miles and approximately seven million residents.

Land Use

The Bay Area has a land area of 4.4 million acres (excluding bay waters and large lakes). In 2000, approximately 16 percent or about 700,000 acres of the region's total acreage were developed for urban use. Of those developed acres, 61 percent are residential and 42 percent are non-residential (e.g., employment, government, schools and major infrastructure). San Francisco is the most urbanized county, with 82 percent of its land developed and Napa is the most rural county with less than four percent of its land area developed. The remaining counties have developed land areas ranging from seven percent to 28 percent.

Like many large urban centers, the Bay Area will continue to grow over the foreseeable future. It faces the challenges of serving this growth with an efficient transportation system and balancing it with the conservation of open space and agricultural lands.

Transportation System

The Bay Area contains nearly 20,000 miles of local streets and roads, 1,400 miles of highway, six public ports and three major commercial airports. The region is also served by eight primary public transit systems, as well as numerous other local transit operators. Bay Area residents take more than 21 million trips on an average weekday or about three trips per person each day in order to get to work, school, shopping or other activities. More than 84 percent of all trips are by automobile. Walking and biking are the next most common way to get around (10 percent of all trips); naturally, trips made by walking and biking tend to be shorter distances. About six percent of all trips are by public transit, the majority of which occur during commute hours. Over the course of a year, close to 30 billion miles are logged on the

region's freeways, and over 475 million transit trips are taken. While traffic congestion has recently decreased with a temporary decline in the local economy, it is still among the worst in the nation and is expected to increase with a return to a more prosperous region. Traffic and housing top the list of concerns cited by the region's residents and businesses.

Housing Availability

The Bay Area is currently experiencing what many believe to be a housing crisis. Housing affordability in the region, for both rental and ownership housing, is at an all-time low. Recent estimates indicate that only about 12 percent of Bay Area households could afford a median-priced home, were they to try and purchase today. All projections indicate that it is likely to remain a major regional issue for many years, with long-term economic repercussions and significant impacts on overall quality of life.

The Bay Area housing crisis also significantly impacts the region's transportation system. The most severely affected areas are the routes serving the Sacramento Region and the Central Valley, where many Bay Area workers now live due to a lack of more proximate housing choices. The lack of an adequate supply of housing, enough to match existing and future job growth means that the number of in-commuters to the region will nearly double by 2030, if more housing is not provided (see Jobs-Housing Balance discussion below).

Jobs-Housing Balance

In 2000, the number of jobs in the Bay Area exceeded the number of employed residents by over 300,000. With the regional average of 1.4 employed residents per household, more than 215,000 additional housing units would have been needed to provide a regional jobs-housing balance.

Current ABAG forecasts, which are based on some local adoption of smart growth-related changes to land use policies, reveal that by 2030 the region's jobs will continue to exceed its employed residents by almost 422,000. While the policy-based projections reflect an improvement over what the jobs-housing balance would have been with a "trend-based" projection, the region is still expected to under produce nearly 286,000 housing units by 2030. This demonstrates the importance of a continued regional focus and emphasis on implementing the Vision, which calls for the region to house all of its future employed residents. Jobs-housing balance has a profound transportation impact. Its achievement permits more accessibility through proximity.

Green Infrastructure

Of the Bay Area's 4.4 million acres, approximately 700,000 are urbanized and the remaining 3.70 million acres constitute the region's "green infrastructure." The San Francisco Bay is the region's geographic center and largest open space area. Green infrastructure is a vital element of the Bay Area's unique quality of life, which helps to attract and keep the people who power the region's knowledge-based economy and vibrant cultural scene.

The Bay Area's green infrastructure contains both public and private land, half of the which (1.8 million acres) is used for agriculture. More than 864,000 acres (larger than Yosemite National Park) are publicly owned in the form of parks and watersheds. The remaining acres are a diverse mix of privately owned lands. Approximately, 490,525 of these remaining acres, however, may be subject to new suburban development by 2030. The loss of this land resource can be forestalled if concerted efforts are made to develop the region into one that is more compact and transit oriented.

Air Quality

The Bay Area has some of the cleanest skies of any metropolitan area in the United States. Regional air quality has steadily improved, due in large part to cleaner motor vehicles and fuels and reduced emissions from industrial and commercial sources. The number of days on which ozone levels exceed state and federal standards has fallen dramatically. But more progress is needed to ensure healthy air quality every day. While the Bay Area meets the federal one-hour ozone standard, the region currently does not meet either the state's more stringent one-hour ozone standard or the federal government's newer eight-hour standard. The nine counties of the Bay Area form a regional air basin that shares common meteorological patterns and geographical features, and therefore similar air pollution burdens. Air quality concerns are best addressed by the actions of individual cities or counties acting together.

BACKGROUND

ABAG, BAAQMD (Bay Area Air Quality Management District) and MTC are each engaged in ongoing efforts to implement the Bay Area's Vision, regionally-adopted Smart Growth Policies, and ABAG's unique policy-based *Projections*. The Vision, policies and projections came out of a multi-agency effort that began in 1999 with the *Smart Growth Strategy /Regional Livability Footprint Project*. This was the first regional "visioning" exercise undertaken by a major metropolitan area in California. Employing interactive scenario-planning techniques, the visioning process was sponsored by a multi-sector consortium of the regional agencies, business organizations, environmental groups and social equity interests. The Vision was completed in late 2002, with the active participation of thousands of citizens from across the nine-county Bay Area. Following the completion of the Vision, four of the five participating regional agencies adopted the Smart Growth Preamble and Policies and a year later, the first set of policy-based projections were adopted as ABAG's *Projections 2003*. Policy-driven projections continued in ABAG's *Projections 2005* and now serve as the basis for MTC's Regional Transportation Plan and the BAAQMD's Air Quality Plan.

Further steps or actual "on the ground" implementation of the Vision and the related policy-based projections, necessitates additional effort. Implementation will require a transition from a low-density, auto-oriented development pattern to one that is infill-, transit- and pedestrian-based. In addition, there will need to be a considerable increase in housing production, for the central component of the Vision is for the region to be able to house its future population and thereby reverse the current trend of "spill-over" growth in neighboring regions with significant impact on inter-regional transportation systems.

The Smart Growth Vision

The Vision is about how to best accommodate future population growth in the Bay Area. In the Vision, a significant portion of future growth could be accommodated by increasing densities and infill development in a "network of neighborhoods" along the region's major transportation corridors.

Participants in the visioning process agreed that concentrating new development along the region's corridors, in existing communities and near transit stations, could foster vibrant urban areas and preserve those characteristics - open hillsides, wetlands, regional parks, trails, diverse recreation areas and unique communities - that distinguish the Bay Area as one of the most desirable places to live. Concentrating new development near the Bay, in the cooler western parts of the region, would also conserve energy and water. Utilizing existing transportation infrastructure, particularly transit, would contribute to more efficient and affordable transportation system.

Vision implementation will require a significant multi-sector commitment and, more importantly, a refined “shared” regional smart growth strategy that coordinates and prioritizes local land use development with regional transportation investments, open space and agricultural land preservation and efforts to address social equity issues. Significant local government understanding and commitment around such a strategy—making it truly shared—will be essential for the region to move toward implementation.

PROGRAM GOALS AND OBJECTIVES

There are three goals for this program. They have been chosen for their current strategic importance in moving the region’s long-term transportation/land-use planning efforts forward. They are intended to capture opportunities which are particularly salient at this moment in time. The goals of this program are:

- **Vision Refinement:** Refinement of the Smart Growth Vision into a “shared” regional strategy that would highlight Development Priority Areas for housing.
- **Shared Commitment.** Local understanding and commitment to the Smart Growth Vision as a shared regional strategy.
- **Implementation.** Regional and local implementation of the Vision through focused housing planning and production.

The focus will be to engage in intensive consensus building with local governments to facilitate “on the ground” implementation of a shared regional strategy. Our goals will be accomplished through the following two program objectives:

1. *Engage local governments and community stakeholders:* Outreach will be performed: 1) to remind local governments and local community stakeholders of the Bay Area’s smart-growth Vision and the reasons underlying that Vision; 2) to clarify how the Vision applies to the region as a whole and to its specific constituent communities; and 3) to illustrate the implications of Vision-driven housing development on local neighborhood character, including transportation and environmental impacts. The outreach will employ geographic information system (GIS) map layers to graphically demonstrate the spatial interplay of smart-growth ideas and principles and will use three-dimensional imaging technology to show how density scenarios will appear in familiar contexts. Prototypical impacts on local transportation infrastructure and other common environmental concerns will also be modeled.
2. *Negotiate specific priority areas for region-serving housing development:* Priority areas will be negotiated with local governments, community groups and other stakeholders with the understanding that the priority areas will: 1) demonstrate and document local commitment to the regional Vision; 2) assist in the assignment of housing targets developed under a Vision-driven RHNA process; and 3) provide the geographic basis for determining eligibility for future smart-growth incentives (e.g., local planning grants, transportation and infrastructure funds, open space acquisition dollars, brownfield remediation assistance, housing subsidies) to be distributed by the state or region.

WORK PLAN

The Blueprint-funded work plan is designed to fulfill the two program objectives and outcomes described above. In some instances, these two objectives will be accomplished simultaneously. For example, where jurisdictions have a demonstrated commitment to the principles of smart growth, negotiations for Development Priority Areas can begin more quickly. In other areas, gaining understanding and

commitment to general smart growth principles and the Vision will be a preliminary step, before negotiations can begin.

Objective I: Engage local governments and community stakeholders

Outreach will begin with the ABAG Fall General Assembly, on October 27, 2005. The topic for the General Assembly is housing supply and affordability. We will use this opportunity to describe this program, specifically its focus on housing production, the relationship of housing to other regional concerns (particularly transportation) and the approach of “Development Priority Areas.”

Task 1: Blueprint Kick Off/Elected Officials Meetings

- 1.1 Announce program “kick-off” at ABAG Fall General Assembly, October 27, 2005
- 1.2 Hold meetings with County Mayors Associations and County Supervisors. Meeting Agenda: 1) remind participants of Vision and its comprehensive rationale and where appropriate, use photo simulation/3D imaging technology to convey smart-growth concepts; 2) bring participants up to date on MTC and ABAG transportation/land-use implementation activities; 3) introduce housing-focused work program and context of pending state legislation; 4) sell concept of a Vision-driven RHNA and Development Priority Areas; 5) request input on potential participants for county-wide staff meetings (see Task 2.1); 6) have participants begin to identify other stakeholders from their county to participate in program.
- 1.3 Host a series of meetings with representatives of regional nonprofits such as, The Bay Area Council, the Transportation/Land-use Coalition, Nonprofit Housing, Greenbelt Alliance, Trust for Public Land, Urban Ecology and others. Meeting Agendas: 1) bring participants up to date on MTC and ABAG transportation/land-use implementation activities; 2) introduce housing-focused work program; 3) sell concept of Vision-driven RHNA and Development Priority Areas; 4) request input on future draft regional Development Priority Areas, including information regarding transportation, open space and other environmental priorities.

Task 2: County-Wide Staff Meetings

- 2.1 Hold county-wide meetings with city managers, planners, public works directors, congestion management agency staff and Native American tribes. Meeting Agenda: 1) introduce program; 2) receive input on relevant information; 3) request assistance in gathering information; 4) request each County to elect two of their participants to serve on a region-wide technical advisory committee.

Task 3: Regional Technical Advisory Committee

- 3.1 Convene a region-wide Technical Advisory Committee (TAC) with representation from a minimum of two individuals from each county, as appointed during the county-wide meetings (Objective I, Task 2.1) and technical representatives from major stakeholder groups.
- 3.2 TAC evaluates data collection efforts and data analysis and coordinates information gathering with stakeholder groups.
- 3.3 TAC assists in the development of outreach strategy and program for the two-day regional housing conference identified in Task 4, below.
- 3.4 Meet throughout project duration to review issues and discuss solutions, as they arise.

Task 4: Two-Day Regional Conference

- 4.1 Host a two-day regional conference in the fall of 2006 for a broad base of stakeholders from all sectors, including the general public (e.g., local government,

elected officials, developers, business owners, social equity representatives and the transportation and environmental communities). Conference Agenda, Day 1: a) introduce issues and program approach; b) conduct County-level breakout sessions to define and begin identifying draft priority areas utilizing policy layers created in Objective II, Task 2. Day 2: a) present recommendations for draft priority areas b) conduct breakout sessions on identifying and removing impediments to housing construction.

4.2 Prepare Summary Report on Conference Outcomes

Task 5: Regional Newsletter

5.1 Distribute a bi-monthly newsletter throughout the duration of the program to update the general public and other interested stakeholders on the following: 1) General Project Overview and Updates; 2) Outcomes from stakeholder meetings, the regional conference, staff presentations, and other related activities; 3) work program progress; and 4) planning resources, as identified. The newsletter will be linked to ABAG, BAAQMD's and MTC's websites.

Objective II: Negotiate Development Priority Areas

The basis for negotiating and eventually selecting regional priority areas will be the Vision, the regionally adopted Smart Growth Policies and new transportation, housing, environmental and economic development policy concerns which have arisen since the initial Vision and policies work. The consideration of the policies and new policy concerns will result in a more comprehensive strategy than the Vision alone. The refined strategy will better incorporate environmental priorities (to enhance and/or protect "green infrastructure"), future and existing transportation investments, environmental justice and social equity issues, air quality concerns and other issues.

Task 1: Collect Policy-Based Data

- 1.1 In collaboration with Regional TAC (see Task 3), review adopted Smart Growth Policies and develop corresponding geographic data/measures. For example, the corresponding data for the smart growth policy "jobs/housing balance and match" could be jobs/housing ratios by traffic analysis zones. Data on the existing and planned transit network could be used to identify transit-oriented development opportunities. In addition, one of the corresponding data sets for the policy relating to "environmental, natural resource, open space, and agricultural preservation" could be conservation easements.
- 1.2 Determine data availability for each proposed policy measure.
- 1.3 Gather available regional geographic data: as guided by and through the members of the TAC, work with the community-based organizations, the environmental and social equity community, local governments and other stakeholders to gather the data identified in Task 1.1.
- 1.4 Collect new regional data, if possible, where existing data is unavailable.

Task 2: Prepare GIS Layers for Spatial Modeling

- 2.1 Compile existing data layers (e.g., transit network, parks, open space and agricultural conservancies, urban growth boundaries, road network, water bodies, land use designations).
- 2.2 Combine GIS layers with smart growth criteria.

Task 3: Draft Development Priority Areas

- 3.1 Present spatial modeling methodology and policy-based data layers to various audiences as detailed in Phase 1.
- 3.2 Address questions and concerns regarding methodology and data layers.
- 3.3 Develop draft community priorities on Day 2 of the regional conference.
- 3.4 Run spatial model with information on community priorities received at Regional Conference. Demonstrate impact of different geographic priorities on *Projections 2007* and Regional Housing Needs Allocation.
- 3.5 Prepare regional maps that help participants identify draft priority areas.

Task 4: Negotiate Draft Priority Areas

- 4.1 Hold meetings with County Mayors Associations and County Supervisors. Meeting Agenda: 1) review outcomes of the two-day regional conference (Objective I, Task 4); 2) present data layers related to Development Priority Areas; 3) identify draft priority areas; 6) negotiate, as needed; 7) have participants identify other forums for program presentations.
- 4.2 Hold county-wide meetings with county staff and other stakeholders, as identified in Objective 1, Task 4.1 Meeting Agenda: 1) review outcomes of the two-day regional conference (Objective I, Task 4); 2) identify draft Development Priority Areas; 3); 4) negotiate, as needed.
- 4.3 Hold two to three meetings with representatives of regional nonprofits such as, Nonprofit Housing Association of Northern California, Greenbelt Alliance, Trust for Public Land, Urban Ecology, Urban Habitat, Bay Area Council and others. 1) review outcomes of the two-day regional conference (Objective I, Task 4); 2) identify draft priority; 4) negotiate, as needed; 5) have participants identify other forums for program presentations.
- 4.4 Hold conference meeting to compare draft priority areas and negotiate a common set.

Task 5: Regional Adoption

- 5.1 Prepare Final Priority Areas based on Negotiations (Task 4)
- 5.2 Request adoption of Development Priority Areas and associated policies at the ABAG Fall General Assembly, October 2007.
- 5.3 Public Announcement of Priority Areas
- 5.4 Begin regional effort to coordinate Priority Areas with regional plans, programs and policies.

PROGRAM'S RELATIONSHIP TO BLUEPRINT GRANT OBJECTIVES

Building upon the solid foundations laid by both ABAG and MTC, we propose to proceed over the next 24 months with two central emphases: intensive community engagement and consensus building and housing production related to transportation efficiency. The focus of our efforts will be on promoting local government and citizen understanding and commitment to housing production in priority areas. The Bay Area's Smart Growth Policies and the Vision will serve as the basis for the identification of Development Priority Areas for the region. Priority areas will be agreed upon through extensive community outreach and negotiations around smart growth principles. Geographic modeling of demographic, economic, transportation, environmental and social justice data that correspond to the region's smart growth policies and especially its affordable housing objectives will be used, along with three-dimensional imaging technology to visually demonstrate how density can be achieved in individual communities.

Engagement of Broad Range of Stakeholders

Outreach and negotiations around a regional strategy for Development Priority Areas will take place among a broad range of public and private stakeholders, including the three E's (environment, economy and social equity) local elected officials, land use and transportation planners, community-based organizations and the general public. The emphasis, however, will be on local government, as cities and counties have the primary responsibility for land-use planning and will principally determine where and at what densities housing development

occurs. The existing strategy, which emphasizes compact, infill development in existing communities oriented to transit, can only be effectively implemented through local government decisions. Therefore, the understanding and buy-in of cities and counties, and the support of their citizens, are critical to long-term implementation. The activities proposed in the work plan concentrate on building increased comprehension and commitment among the region's local governments and communities for locally developed housing objectives which contribute to the achievement of the region's Vision and associated transportation, environmental and open-space conservation objectives.

Improved Coordination and Consistency among Various Planning Sectors

The process of identifying and negotiating for Development Priority Areas will necessitate coordination and data consistency amongst a multitude of regional agencies, planning sectors and disciplines. The regional technical group will include representation from each of the nine Bay Area counties and their constituent cities, the non-profit and for-profit housing sectors, environmentalist, business, social equity and regional transportation and air quality representatives. This group will identify the appropriate policy-based data to be utilized in the priority areas negotiations. Discussions and resulting data collection, analysis and negotiations for priority areas will require extensive coordination and consistent information amongst all participants.

Once regionally significant priority areas are successfully negotiated, the region's local and regional land use agencies, local and regional transportation agencies, air quality agencies, and social equity caucuses, open space preservation advocates, etc. will need to continue to work together to ensure that their individual programs, policies, investments, activities, plans and other advocacy efforts are all focused on facilitating development in the region's priority areas.

Planning to Accommodate Adequate Housing through the Efficient Use of Land

The identification of development priority areas will be used to focus future regional affordable housing allocations and production. The emphasis on housing recognizes that the location and density of housing has a profound impact on many factors of importance to the region's future, including the viability of the region's transportation infrastructure, protection of open space and agricultural lands and social equity and economic development concerns. For example:

WITH THE VISION, ONE DAY COULD YIELD...

- 120,000 additional transit trips, enough to fill 180 10-car BART trains
- 165,000 additional walking and bicycle trips
- 36 million fewer auto miles driven
- 60,000 fewer hours of vehicle congestion
- 1.5 million gallons of gas conserved
- 50 gallons of water conserved

THAT ONE DAY COULD BE SPENT...

- enjoying the 102,000 acres of open space that was conserved; or
- visiting one of the 60,000 families housed.

"What a Difference a Vision and a Day Makes..."

- MTC has determined that locating housing, and associated population, closer to existing points of transit access will have a greater positive effect on transit ridership than new investment in transportation infrastructure.
- Developing attractive mixed-use communities will increase access through proximity, promote walk and cycling trips and reduce the need for many motorized vehicle trips.
- Housing development is the paramount consumer of unprotected open space and competes with other desired uses, such as industrial and goods-distribution facilities for prime urban infill sites. Low-density, sprawling development uses up raw land at a faster rate than any other form of urban growth.
- Improving the existing housing stock and increasing supply in desired locations, without displacing current residents, can enable the region to meet the housing needs of all communities in the Bay Area and can bring increased vitality to its existing neighborhoods.
- The cost of living and housing affordability is a primary determinant of business expansion or location decisions. Therefore, improving housing availability and affordability will have a direct positive impact on the attractiveness of the region for economic development opportunities.

Incorporation of Green Infrastructure

One of the regionally adopted Smart Growth Policies is “Environmental, Natural Resource, Open Space and Agricultural Preservation.” The goal of this policy is to “protect and enhance open space, agricultural lands, other valued lands, watersheds and ecosystems throughout the region... .” This policy will have a direct role in the development of the spatial model that will be utilized in the regional negotiations for Development Priority Areas.

The purpose of geographic spatial modeling is to gather and perform analysis of geographic data that are representative of policies. As part of the blueprint effort described in this application, the regional Technical Advisory Committee (TAC) will be tasked with identifying the appropriate available data that best reflect the smart growth policies. We envision the region’s significant environmental protection advocates, including Green Info, Greenbelt Alliance, and the Sierra Club, as key partners in the TAC’s efforts to gather the best open space/environmental data to be incorporated into the spatial modeling.

Use of Technology

Geographic information systems, specifically spatial modeling, will be used to inform development of the regional strategy. Through the application of GIS technology, we will negotiate with local jurisdictions and other stakeholders to identify specific geographic areas within the region that are priorities for increasing housing development over the next twenty-five years.

Spatial modeling requires the collection, development and analysis of data that are directly linked to policy objectives. These policy objectives will serve as the basis for the negotiations that will occur between local policy makers, community-based organization and other stakeholders. We anticipate that this will be an ongoing collaborative process that will require the sustained involvement and long-term support of local elected officials and all stakeholders.

Photo-realistic computer imaging will also be used to demonstrate smart growth development concepts in a visually realistic way. Photo re-imaging involves transforming an existing-conditions photograph, through the use of digital manipulation. Photo-realistic computer imaging is often used as a tool to inform and persuade skeptical stakeholders and private investors of the potential of underutilized urban areas. It can also be a powerful tool to help communities move towards agreement on future land use plans.

Land-use/transportation modeling will be employed to help communities understand the transportation and environmental impacts of housing development choices.

Relationship to Existing Regional Plans and Policies

The activities described in this application are a crucial component of larger ongoing ABAG, BAAQMD and MTC regional planning efforts to implement adopted regional smart growth policies and to change the regional development pattern in the Bay Area. Our Blueprint effort will inform and guide other regional planning efforts, for it seeks to refine the Vision and to secure real local commitment toward its implementation. The Vision, and its supporting smart growth policies, have become fundamental components to several major regional plans, policies, and programs:

Regionally Adopted Smart Growth Policies

ABAG, BAAQMD, the Bay Conservation and Development Commission (BCDC) and MTC have all adopted the *Smart Growth Preamble and Policies* as an official expression of regional interest and intent. These policies reflect the Blueprint grant application criteria and specifically call for:

- Enhanced community livability by promoting infill, transit-oriented development;
- increased supply of homes affordable at all income levels, especially near existing job and transit centers;
- the prevention of displacement of existing residents and improved conditions for disadvantaged neighborhoods;
- protection and enhancement of open space, agricultural lands, watersheds and ecosystems in the region;
- improved air quality;
- environmental justice; and
- better utilization of existing and future infrastructure investments, including transportation, public utilities, and school facilities.

(Note: Policies have been abridged; please see Attachment 2 for complete Preamble and Policies)

Smart-Growth Policy-Based Projections

ABAG has adopted a new set of population and employment forecasts (*Projections 2003* and *Projections 2005*), which are based on the Smart-Growth Policies and are intended to move the region in the direction of the Vision. In the spring of 2007, ABAG will begin drafting its *Projections 2007*. By this time, draft Development Priority Areas and a refined Vision will have begun to emerge from the Blueprint work. The priority areas will have a direct influence on ABAG's forecasting modeling assumptions.

MTC has employed ABAG's policy-based *Projections* as the economic and demographic basis for its latest Regional Transportation Plan (RTP), *Transportation 2030*. In addition, as mobile transportation sources are critical to air quality, the *Projections* are also central to BAAQMD's *Ozone Strategy*.

Being "policy-based," *Projections* will require coordinated regional and local actions to achieve, for unlike previous forecasts, the new *Projections* are not simply expressions of the trend; they assume positive changes in local policy and rely on concerted implementation measures.

ABAG Regional Housing Needs Allocation

ABAG has proposed that the schedule for the fourth cycle of the RHNA process be amended through a Housing and Community Development (HCD) approved extension to synchronize it with the

process for updating the Regional Transportation Plan. ABAG believes the extension will also allow time to improve the overall process. One obvious improvement flows from the completion of the region's smart growth Vision, and specifically its incorporation in official regional policies and policy-based forecasts (*Projections 2003*, *Projections 2005* and eventually *Projections 2007*), and the proposal in this application to firm-up the Vision and its implementation in a shared strategy, including Development Priority Areas. The identification of priority areas for housing will give the region and its constituent local governments their own normative basis for directing regional housing growth, and that basis will be shared with the regional transportation plan and regional ozone strategy. Further, the Vision and shared strategy will have objectives in common with new state legislation governing the RHNA process: to promote infill development and socio-economic equity, protect agricultural and environmental resources and encourage efficient development patterns. The primary basis for allocating new housing units needs to be clearer and less ambiguous than it ever has been before and should flow from the consensus building process proposed in this application.

2005 Regional Transportation Plan: Transportation 2030

At the close of the Vision process, all partners, including MTC, concluded that the Bay Area should accommodate more of its future job and population growth in existing urban and suburban areas. The most recent Regional Transportation Plan update, Transportation 2030 Plan, builds on MTC's existing policies of investing two-thirds of the region's transportation dollars in public transportation. This was done by focusing improvements and other transportation programs to be consistent with the Vision. MTC's rationale for this is its conclusion that the more people who live, work and study in close proximity to public transit stations and corridors, the more the region can reap the rewards of these critical investments. The areas immediately surrounding major bus, train and ferry terminals represent regionally significant opportunities to develop new housing, jobs, schools, government offices and social services.

In preparing for the Transportation 2030 Plan, through dozens of focus groups, public workshops and a public opinion survey, MTC found strong public support for better integration of transportation and land-use planning, the development of more convenient transportation options, and a greater level of regional cooperation on issues surrounding transportation and land use. The following is a partial list of public transportation objectives from MTC's Transportation 2030 Plan:

- A desire to reduce trips of excessive distance and duration
- A better range of travel options in the future for those who now endure congestion and gridlock every day
- An easier and safer way to walk and bike around our communities.
- Less reliance on the auto for various types of trips — to enhance community safety, ease environmental pressures and restore a healthful level of physical activity into people's lives
- A sustainable transportation system the region can afford to operate over the long term and one that uses available public funds wisely

As evidenced by MTC's adoption of a new Transportation/Land Use Platform and an innovative Transit-Oriented Development Policy (see below), MTC acknowledges that the majority of these items can be achieved, in part, with strategic placement of housing and increases in density along major transit corridors and around transit stations.

Through the building of local commitment to regional Development Priority Development Areas around transit corridors and stations, the efforts described in this application are also directly linked to achieving the above outlined objectives.

TRANSPORTATION/ LAND USE PLATFORM

In the next twenty-five years, the Bay Area is expected to add another two million people and 1.4 million new jobs to the nine-county region. Where these people live and where the jobs are located are essential in determining what the region's future will look like, including how effectively the transportation system can handle this new growth.

People who live and work within walking distance of the region's public transit network are more apt to take advantage of this option for getting from point A to point B, and more transit riders means fewer vehicles competing for valuable road space. ... Ultimately, a regional shift toward more compact growth patterns could increase livability, preserve air quality, protect the environment and open space, dampen the growth in vehicle miles traveled, and make our investments in transportation more cost-effective.

- Metropolitan Transportation Commission

MTC Transportation/Land-Use Platform

MTC has included a Vision-driven Transportation/Land-Use Platform in its 2030 RTP. This platform was developed in response to an extensive outreach effort by MTC to determine the "public transportation aspirations," as described above. The Transportation/Land Use Platform is designed to encourage land-use policies and practices that maximize walking, bicycling, transit ridership and other forms of high-occupancy-vehicle travel, while diminishing the need to travel long distances and reducing vehicle-related air pollution.

MTC Resolution 3434 Transit Oriented Development Policy

MTC has adopted a Transit-Oriented Development (TOD) policy which conditions regional investment in new transit (Resolution 3434) projects on supportive station-area development plans, and MTC is initiating a corridor-based planning program to assist local governments in meeting the planning requirements.

MTC believes that the more people who live, work and study in close proximity to public transit stations and corridors, the more likely they are to use the transit systems, and more transit riders means fewer vehicles competing for valuable road space. Therefore, the TOD policy provides support for a growing market demand for more vibrant, walkable and transit accessible lifestyles. This policy will help to contribute to a forecasted 59 percent increase in transit ridership by the year 2030. The policy addresses multiple goals including, improving the cost-effectiveness of regional investments in new transit expansions, easing the Bay Area's chronic housing shortage, creating vibrant new communities and helping preserve regional open space.

MTC Transportation for Livable Communities (TLC) & Housing Incentives Program (HIP)

MTC has also assisted local developments that support the goals of the Vision through its Transportation for Livable Communities (TLC) grant program. This program also incorporates a Housing Incentive Program (HIP).

The purpose of MTC's TLC Capital and Planning Program is to support community-based transportation projects that bring new vibrancy to downtown areas, commercial cores, neighborhoods and transit corridors, enhancing their amenities and ambiance and making them places where people want to live, work and visit. TLC provides funding for projects that are developed through an inclusive community planning effort, provide for a range of transportation choices, and support connectivity between transportation investments and land uses.

As part of the TLC program, MTC's Housing Incentive Program (HIP) rewards local governments that build housing near transit stops. The key objectives of this program are to (1) increase the housing supply in areas of the region with existing infrastructure and services in place; (2) locate new

housing where non-automotive transportation options are viable transportation choices, and (3) establish the residential density and ridership markets necessary to support high-quality transit service.

HIP funds are intended to be used for transportation capital projects that support Transportation for Livable Communities (TLC) goals. Typical capital projects include pedestrian and bicycle facilities that connect the housing project to adjacent land uses and transit; improved sidewalks and crosswalk linking the housing to a nearby community facility such as a school or a public park; or streetscape improvements that support increased pedestrian, bicycle, and transit activities and safety.

ABAG Corridors Program

ABAG is leading a planning program for three regionally significant multi-mode corridors (San Pablo Avenue, East 14th/International Boulevard, and El Camino Real), each of which passes through a number of local jurisdictions and provides opportunities for a network of highly livable transit-oriented neighborhoods.

Inter-regional Partnerships

ABAG was the first regional agency in the state to initiate an “inter-regional” partnership (IRP) planning program with neighboring counties to explore ways to address inter-regional growth issues, including jobs/housing imbalances and resulting transportation and air quality impacts. The first IRP was formed in 1998 as a partnership between fifteen elected officials representing five counties—Alameda, Contra Costa, San Joaquin, Santa Clara and Stanislaus.

Subsequent to this effort, IRP’s were established across the state to address the inter-regional impacts of population and job growth. In addition, in cooperation with affected local governments, ABAG and MTC have entered into an inter-regional planning partnership with the Sacramento Area Council of Governments (SACOG) to explore implementation of compatible regional visions along the I-80 Corridor. Both ABAG and MTC will continue to work with its neighboring regions on these issues as part of their regional planning programs.

BAAQMD: The Clean Air Plan 2000

ABAG’s projections are an important to the Air District’s air quality planning processes, as development patterns affect air quality in a number of ways. Motor vehicles are major sources of air pollution in the Bay Area. The Bay Area Air Quality Management District believes that the way communities are built strongly influence how people travel from home to work, to school, to shops and services, and to other destinations. For this reason, BAAQMD encourages development patterns that are supportive of the Vision. The Air District believes that air quality will benefit if communities are built in ways that encourage alternatives to the automobile, as development patterns can support transit, walking and cycling in many ways.

Joint Policy Committee

ABAG, BAAQMD and MTC have joined together in a Joint Policy Committee (JPC) to coordinate their activities in service of the Vision and direct outreach to and through local governments. The JPC is charged with providing coordinated policy direction to major regional plans, policies and programs, such as the Regional Housing Needs Assessment, the Regional Transportation Plan, and the regional Air Quality Plan.

Bay Area Regional Rail Plan

The Regional Rail Plan for the Bay Area is a partnership between MTC, the Bay Area Regional Transit District (BART), Caltrans and the California High Speed Rail Authority (CHSRA). The Regional Rail Plan will define the passenger rail transportation network for the nine-county San

Francisco Bay Area, including an evaluation of California high-speed rail access options that work for the region. The data that will drive much of the modeling and therefore decision making in this effort will be ABAG's policy-based projections.

Development of Local Commitment

The strengthening of local commitment to the Vision and smart growth policies will be the primary outcome of our effort under the Blueprint grant. Our efforts will be focused on gaining further understanding and buy-in of local governments and their citizens to the Vision and therefore a "shared" strategy for growth. Local commitment will be achieved by gaining consensus and in the negotiations for Development Priority Areas. As the priority areas will be negotiated with local governments, community groups and other stakeholders, a request for final adoption will be presented at the ABAG Fall General Assembly, October 2007. Adoption will serve as demonstration and documentation of local commitment to the regional Vision.

Measuring Progress

The following performance measures have been selected to determine what impacts the refined Vision will have on the region's housing, transportation system and air quality.

Housing/Land Use Measures

Housing and land use measures will be comparative of development in regional priority areas or refined Vision implementation versus a "trend" or "base-case" scenario, i.e. a non-Vision oriented development pattern.

- Projected Regional Jobs/Housing Ratios
- Projected out-commuting and in-commuting
- Density of Development (employment and residential)
- Total Developed Acres
- Urbanized Land
- Percent Housing Units in Infill Locations/Established Cities
- Open Space Acreage
- Farmlands Acreage

Transportation Measures

Transportation impact measures will be employed to determine how future changes to housing densities in Development Priority Areas will affect the transportation system. These measures include:

- Trips by Means of Transportation (auto, transit, bicycle, walk)
- Daily Transit Boardings
- Daily Vehicle Trips and Daily Vehicle Miles of Travel
- Daily Hours of Delay
- Average Delay per Vehicle
- Average Travel Time Per Trip
- Accessibility to Jobs (via auto and transit)
- Average Weekday Daily Vehicle Trips by County-of-Origin

Air Quality Measures

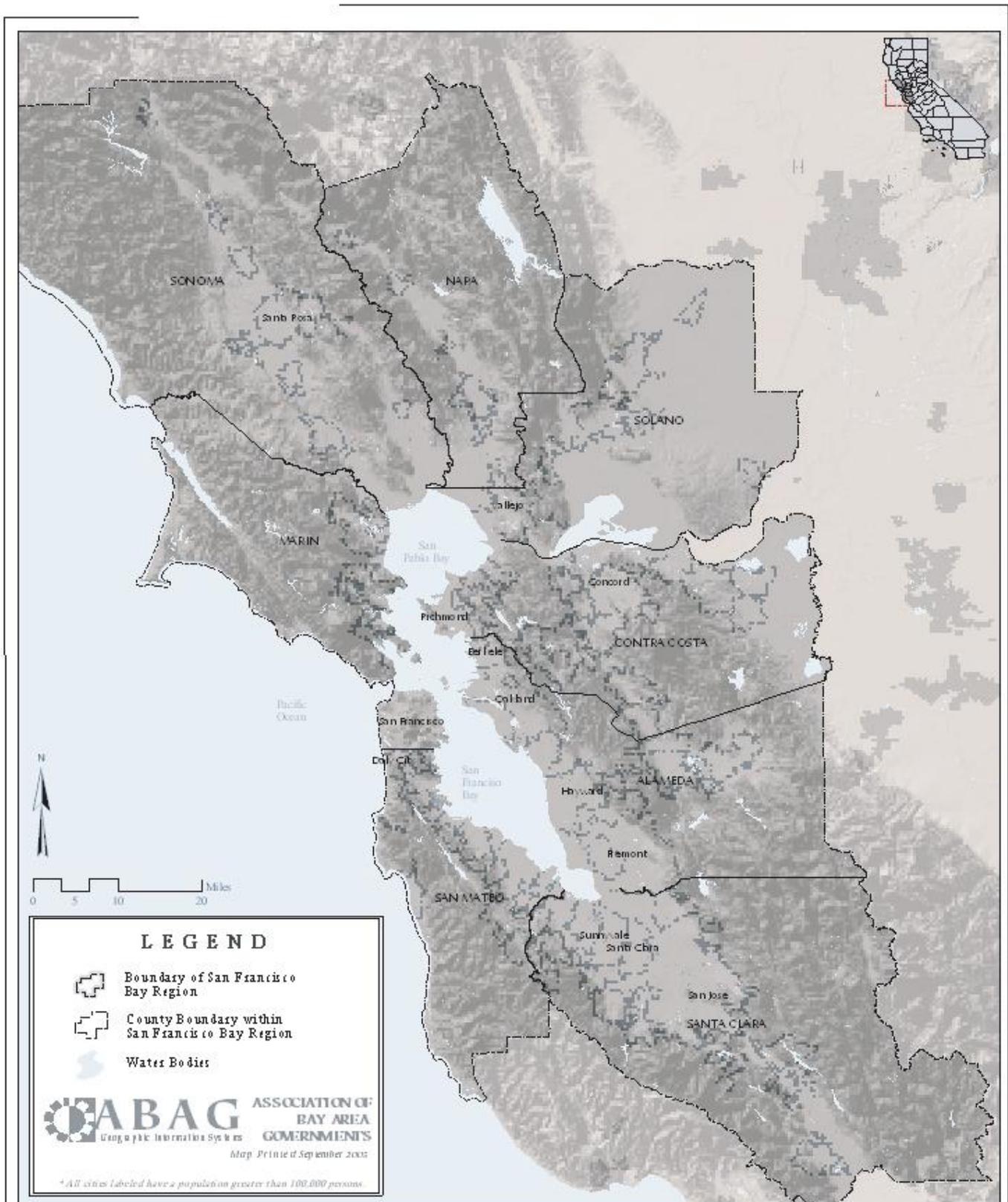
Emission data from travel activity, including vehicles in use, daily vehicle miles traveled and engine starts will be utilized to determine air quality impacts:

- Emission Estimates for Criteria Pollutants using EMFAC2002 Factors (ROG, NO_x, CO, PM₁₀, PM₂₅)

ATTACHMENT 1

San Francisco Bay Region Map

SAN FRANCISCO BAY REGION



COUNTY BOUNDARIES AND MAJOR CITIES*

ATTACHMENT 2

Smart Growth Preamble and Policies

SMART GROWTH PREAMBLE AND POLICIES

Preamble

Current land-use patterns in the San Francisco Bay Area are putting intense pressure on the economic, environmental and social wellbeing of the Bay Area and of surrounding regions. The projected addition of over one million new residents and one million new jobs in the coming decades will further challenge our ability to sustain the high quality of life we enjoy today.

To help meet this challenge, the five regional agencies of the Bay Region – the Association of Bay Area Governments, Bay Area Air Quality Management District, Bay Conservation and Development Commission, Metropolitan Transportation Commission and the Regional Water Quality Control Board - along with the economy, environment and social equity caucuses of the Bay Area Alliance for Sustainable Communities, developed a set of Smart Growth policies.

The policies reflect the values articulated by workshop participants of the Smart Growth Strategy/Regional Livability Footprint Project and address Bay Area conditions. The policies are consistent with widely accepted notions of smart growth. They are meant to encourage meaningful participation from local governments, stakeholders and residents.

The policies provide a framework for decision-making on development patterns, housing, transportation, environment, infrastructure, governmental fiscal health and social equity that can lead us toward development of vibrant neighborhoods, preservation of open space, clean air and water, and enhanced mobility choices, while enhancing the Bay Area's relationship with surrounding regions.

Policies

Jobs/Housing Balance and Match

Improve the jobs/housing linkages through the development of housing in proximity to jobs, and both in proximity to public transportation. Increase the supply of affordable housing and support efforts to match job income and housing affordability levels.

Housing and Displacement

Improve existing housing and develop sufficient new housing to provide for the housing needs of the Bay Area community. Support efforts to improve housing affordability and limit the displacement of existing residents and businesses.

Social Justice and Equity

Improve conditions in disadvantaged neighborhoods, ensure environmental justice, and increase access to jobs, housing, and public services for all residents in the region.

Environmental, Natural Resource, Open Space and Agricultural Preservation

Protect and enhance open space, agricultural lands, other valued lands, watersheds and ecosystems throughout the region. Promote development patterns that protect and improve air quality. Protect and enhance the San Francisco Bay and Estuary.

Mobility, Livability and Transit Support

Enhance community livability by promoting in-fill, transit oriented and walkable communities, and compact development as appropriate. Develop multi-family housing, mixed-use development, and alternative transportation to improve opportunities for all members of the community.

Local and Regional Transportation Efficiencies

Promote opportunities for transit use and alternative modes of transportation including improved rail, bus, high occupancy (HOV) systems, and ferry services as well as enhanced walking and biking. Increase connectivity between and strengthen alternative modes of transportation, including improved rail, bus, ride share and ferry services as well as walking and biking. Promote investments that adequately maintain the existing transportation system and improve the efficiency of transportation infrastructure.

Infrastructure Investments

Improve and maintain existing infrastructure and support future investments that promote smart growth, including water and land recycling, brownfield clean-up and re-use, multi-use and school facilities, smart building codes, retention of historic character and resources, and educational improvements.

Local Government Fiscal Health

Improve the fiscal health of local government by promoting stable and secure revenue sources, reduced service provision costs through smart growth targeted infrastructure improvement, and state and regional sponsored fiscal incentives. Support cooperative efforts among local jurisdictions to address housing and commercial development, infrastructure costs, and provision of services.

Cooperation on Smart Growth Policies

Encourage local governments, stakeholders and other constituents in the Bay Area to cooperate in supporting actions consistent with the adopted Smart Growth policies. Forge cooperative relationships with governments and stakeholders in surrounding regions to support actions that will lead to inter-regional Smart Growth benefits.

ATTACHMENT 3

Resolutions of Support

Association of Bay Area Governments, *Resolution No. 09-05*

Metropolitan Transportation Commission, *Resolution No. 37-17*

Association of Bay Area Governments

Executive Board

Resolution No. 09-05

Application for a Grant from
California Regional Blueprint Planning Program

WHEREAS, the Association of Bay Area Governments (ABAG) is the Council of Governments (COG) for the San Francisco Bay Area; and

WHEREAS, the Metropolitan Transportation Commission (MTC) is the metropolitan transportation planning organization (MPO) for the San Francisco Bay Area; and

WHEREAS, the California Business, Transportation and Housing Agency has invited Metropolitan Planning Organizations, in cooperation with Councils of Governments, to apply for California Regional Blueprint Planning Program Grants; and

WHEREAS, ABAG, MTC and other regional agencies, in collaboration with private and voluntary sector organizations, have completed a *Smart Growth Strategy / Regional Livability Footprint Project*, referred to as the Bay Area's "Vision;" and

WHEREAS, ABAG and other regional agencies have adopted the Smart Growth Preamble and Policies, "Smart Growth" *Projections 2003* and *Projections 2005*, and the Compact for a Sustainable Bay Area; and

WHEREAS, ABAG, MTC and the Bay Area Air Quality Management District (BAAQMD) have formed a Joint Policy Committee (JPC) to advance integrated regional planning, and a consolidated regional planning program is being developed to support that goal; and

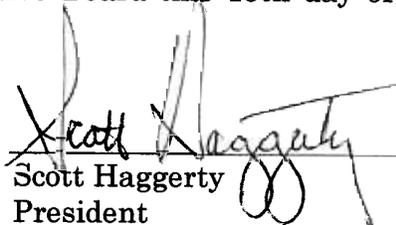
WHEREAS, key aspects of the Smart Growth Preamble and Policies, the Compact for a Sustainable Bay Area, *Projections*, and a consolidated regional planning program could be furthered and supported by a California Regional Blueprint Planning Program Grant; and

WHEREAS, MTC has agreed to formally submit the application and administer the grant as required by the State;

NOW, THEREFORE, BE IT RESOLVED, DETERMINED AND ORDERED, as follows: That ABAG supports and is partnering with MTC on their

application to the California Business, Transportation and Housing Agency for a California Regional Blueprint Planning Grant and is ready to undertake the work generally described in the attachment to this resolution in collaboration with MTC, the Joint Policy Committee, other regional agencies, local governments, and stakeholders having an interest in the work tasks.

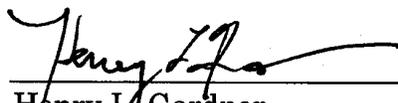
The foregoing adopted by the Executive Board this 15th day of September, 2005.



Scott Haggerty
President

Certification of Executive Board Approval

I, the undersigned, the appointed and qualified Secretary-Treasurer of the Association of Bay Area Governments (Association), do hereby certify that the foregoing resolution was adopted by the Executive Board of the Association at a duly called meeting held on the 15th day of September, 2005.



Henry L. Gardner
Secretary-Treasurer

Date: September 21, 2005
W.I.:
Referred by: POC

ABSTRACT

Resolution No. 3717

The Resolution authorizes the submission of an application to the California Business Transportation and Housing Agency on a California Regional Blueprint Planning Program Grant.

Further discussion about the California Regional Blueprint Planning Program is contained in the Executive Director's Memorandum on this subject dated September 9, 2005.

Date: September 21, 2005
W.I.:
Referred by: POC

Re: Application for and management of a grant from California Regional Blueprint Planning Program

METROPOLITAN TRANSPORTATION COMMISSION

RESOLUTION NO. 3717

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

WHEREAS, the Association of Bay Area Governments (ABAG) is the Council of Governments (COG) for the San Francisco Bay Area; and

WHEREAS, MTC, ABAG and other regional agencies, in collaboration with private and voluntary sector organizations, have completed a *Smart Growth Strategy / Regional Livability Footprint Project*, referred to as the Bay Area's "Vision;" and

WHEREAS, MTC, ABAG and the Bay Area Air Quality Management District (BAAQMD) have formed a Joint Policy Committee (JPC) to pursue coordination of regional planning activities; and

WHEREAS, the California Business, Transportation and Housing Agency has invited MPOs, in cooperation with Councils of Governments, to apply for California Regional Blueprint Planning Program Grants; and

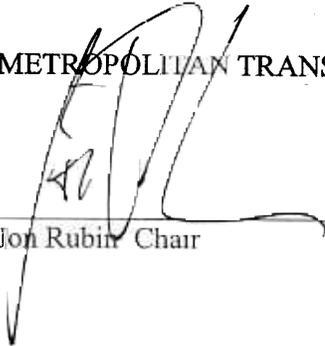
WHEREAS, furtherance of the coordinated regional planning program, as set forth in the Bay Area's "Vision", qualifies for, and can be supported with funds from a California Regional Blueprint Planning Program Grant; and

WHEREAS MTC and ABAG have prepared a work plan, which would use California Regional Planning Program funds together with local funds to undertake key components of the consolidated regional planning program, now, therefore, be it

RESOLVED, that MTC, on behalf of itself and in cooperation with ABAG, apply to the California Business, Transportation and Housing Agency for a California Regional Blueprint Planning Grant to undertake the work generally described in Attachment A to this resolution, attached hereto, and incorporated herein as though set forth at length, and be it further

RESOLVED, that MTC, in cooperation with ABAG, agrees to manage the planning grant, and the work plan which it supports, in collaboration with all regional stakeholders having an interest in the work tasks.

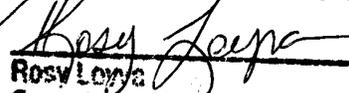
METROPOLITAN TRANSPORTATION COMMISSION



Jon Rubin Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on September 21, 2005.

CERTIFIED A TRUE COPY.



Rosy Loya
Commission Secretary

9/26/05

Date

ATTACHMENT 4

LETTERS OF SUPPORT

Senator Tom Torlakson, California State Senate, 7th District

Assemblywoman Loni Hancock, Assembly California Legislature, 14th District

Assemblywoman Sally J. Lieber, Assembly California Legislature, 22nd District

Assemblyman Joe Nation, Assembly California Legislature, 6th District

Bay Area Alliance for Sustainable Communities

California Regional Water Quality Board, Bruce H. Wolfe, Executive Officer

Greenbelt Alliance, Tom Steinbach, Executive Director

Joint Policy Committee, Ted Droettboom, Regional Planning Program Director

San Francisco Bay Conservation and Development Commission, Will Travis,
Executive Director

Transportation and Land Use Coalition, Stuart Cohen, Executive Director

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STANDING COMMITTEE
TRANSPORTATION & HOUSING
CHAIR
BUDGET & FISCAL REVIEW
EDUCATION
LOCAL GOVERNMENT
SELECT COMMITTEE
BAY AREA INFRASTRUCTURE
CHAIR

California State Senate

SENATOR
TOM TORLAKSON
SEVENTH SENATE DISTRICT



DISTRICT OFFICE
2801 CONCORD BOULEVARD
CONCORD, CA 94519
TEL (925) 602-6593
FAX (925) 602-6598

JOINT GOVERNMENT CENTER
420 WEST 3RD STREET
ANTIOCH, CA 94509
TEL (925) 754-1461
FAX (925) 778-5174

WEST COUNTY SATELLITE OFFICE
111 CIVIC DRIVE
HERCULES, CA 94547
TEL (800) 859-9900

SENATOR.TORLAKSON@SEN.CA.GOV
WWW.SEN.CA.GOV/TORLAKSON

September 15, 2005

Sunne Wright Mc Peak
Business, Transportation and Housing Agency
State of California
980 9th St Ste 2450
Sacramento, CA 95814-2742

Dear Secretary McPeak:

I am writing to express my strong support for the grant application submitted by the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) for funding of a regional collaborative growth strategy from the Regional Blueprint Planning Program.

This comprehensive planning effort seeks to build a region-wide consensus about preferred land use patterns and to identify priority areas for growth. Developing and encouraging such comprehensive planning efforts is one of my legislative priorities. For example, in 2004 I authored SB 849 to authorize a Joint Policy Committee to continue developing coordinated planning and collaborative decision-making among ABAG, MTC, and the Bay Area Air Quality Management District (BAAQMD).

The project that is the subject of this grant request grows out of the Smart Growth Strategy/Regional Livability Footprint Project, the first regional visioning exercise undertaken by one of California's major metropolitan areas.

The grant funds will support a process to build consensus and to identify regional priorities for infill, new development, open space, and resource protection areas. This vital work will facilitate a more compact regional development pattern and support other regional objectives embodied in the smart growth vision.

A regional collaborative growth strategy would be an asset to the Bay Area region and the state of California. I urge your favorable consideration of this grant proposal. Please call me if you have any questions or need additional information.

Sincerely,

A handwritten signature in black ink that reads "Tom Torlakson".

Tom Torlakson

TT:ccc





Loni Hancock

ASSEMBLYWOMAN, FOURTEENTH DISTRICT

September 19, 2005

Secretary Sunne Wright McPeak
State of California
Business, Transportation and Housing Agency
980 9th Street, Suite 2450
Sacramento, CA 95814-2719

Dear Secretary McPeak:

On behalf of the San Francisco Bay Area, I am writing to express our support for a regional collaborative growth strategy, submitted for funding under the Regional Blueprint Planning Program. This comprehensive planning effort seeks to build region-wide consensus on a preferred land use pattern and to identify priority areas for growth.

The project grows out of the Smart Growth Strategy/Regional Livability Footprint Project, the first regional visioning exercise undertaken by a major metropolitan area in California. Undertaken by the Bay Area's five regional agencies collaborating with local government, business organizations, environmental groups, social-equity interests and the general public, the Smart Growth Strategy/Regional Livability Footprint Project yielded a vision of how the region can grow smarter to accommodate projected increases in our population and economic growth, while enhancing mobility choices, community livability, social equity and natural resource protection.

The funds requested will support the region's work to continue the refinement and implementation of the Bay Area's smart growth policies, Vision and Smart Growth Projections. This vital work will facilitate a more compact regional development pattern and support other regional objectives embodied in the smart growth vision.

I support this application for a Bay Area Blueprint grant and urge you to fund this important work. Thank you for your consideration.

Sincerely,

LONI HANCOCK
Assemblywoman

COMMITTEES:

BUDGET,
HEALTH & HUMAN SERVICES
EDUCATION
JUDICIARY
LABOR & EMPLOYMENT
NATURAL RESOURCES
RULES,
SEXUAL HARASSMENT
PREVENTION, CHAIR

JOINT LEGISLATIVE BUDGET

SELECT COMMITTEE ON BRIDGING
THE ACHIEVEMENT GAP, CHAIR

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assemblywoman.lieber@assembly.ca.gov

WEBSITE:
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Assembly California Legislature



SALLY J. LIEBER

ASSEMBLYWOMAN, TWENTY-SECOND DISTRICT
ASSISTANT SPEAKER PRO TEMPORE

VICE-CHAIR, COMMITTEE ON LOCAL GOVERNMENT
CHAIR, SELECT COMMITTEE ON MOBILE HOMES
CHAIR, SELECT COMMITTEE ON HUMAN TRAFFICKING
CO-CHAIR, JOINT COMMITTEE TO DEVELOP A
MASTER PLAN TO END POVERTY IN CALIFORNIA
COMMITTEE ON HEALTH
COMMITTEE ON HUMAN SERVICES
COMMITTEE ON JUDICIARY
COMMITTEE ON NATURAL RESOURCES
COMMITTEE ON BUDGET
BUDGET SUBCOMMITTEE #3 - RESOURCES

September 22, 2005

Secretary Sunne Wright McPeak
State of California
Business, Transportation and Housing Agency
980 9th Street, Suite 2450
Sacramento, CA 95814-2719

Dear Secretary McPeak:

On behalf of the San Francisco Bay Area, I am writing to express my support for the regional collaborative growth strategy submitted for funding under the Regional Blueprint Planning Program. This comprehensive planning effort can build region-wide consensus on a preferred land use pattern, and identify priority areas for growth.

As you know, the project was undertaken by the Bay Area's five regional agencies collaborating with local government, business organizations, environmental groups, social-equity interests and the general public. The Smart Growth Strategy/Regional Livability Footprint Project yielded a vision of how the region can grow smarter to accommodate increases in our population and vital economic growth, while enhancing transportation access, community livability, social equity and natural resource protection.

The funds requested support the region's work to continue the refinement and implementation of the Bay Area's Smart Growth policies, Vision and Smart Growth Projections. This vital work will facilitate more compact regional development pattern. What is strongly needed is a Smart Growth Vision that ensures that all cities share the burdens and benefits of growth, addressing regional equity for all cities. A refined plan can identify the needs for the region and provide shared solutions.

I support this application for a Bay Area Blueprint refinement grant and recommend that the effort be funded.

Sincerely,

A handwritten signature in blue ink that reads "Sally".

Sally J. Lieber
Assemblywoman, 22nd District
Assistant Speaker Pro Tempore, California State Assembly

A handwritten signature in blue ink that reads "Sunne".

SJL:lm



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(415) 479-4920
(707) 576-2631

Assembly California Legislature

JOE NATION

ASSEMBLYMAN, SIXTH DISTRICT
Representing Marin and Sonoma Counties

Director, Office of Policy Planning and Research



STANDING COMMITTEES:
APPROPRIATIONS
BUSINESS AND PROFESSIONS
JOBS, ECONOMIC DEVELOPMENT
AND THE ECONOMY

September 26, 2005

Secretary Sunne Wright McPeak
State of California
Business, Transportation and Housing Agency
980 9th Street, Suite 2450
Sacramento, CA 95814-2719

Re: California Regional Blueprint Program Grant Application

Dear Secretary McPeak:

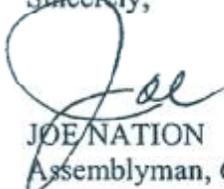
I am writing to express my support for the collaborative growth strategy submitted for funding under the Regional Blueprint Planning Program. This comprehensive planning effort seeks to build region-wide consensus on a preferred land use pattern and to identify priority areas for growth.

This project grew out of the Smart Growth Strategy/Regional Livability Footprint Project, the first visioning exercise undertaken by a major metropolitan area in California. The Bay Area's five regional agencies, collaborating with local government, business organizations, environmental groups, social-equity interests and the general public, drafted a smart growth plan to accommodate projected increases in population and economic growth.

The funds requested will also support the region's work to continue the refinement and implementation of the Bay Area's smart growth policies, vision and smart growth projections and natural resource protection. This vital effort will facilitate a more compact development pattern and support other regional objectives embodied in the smart growth vision.

I support this application for a Bay Area Blueprint Grant and urge you to fund this important work.

Sincerely,



JOE NATION
Assemblyman, 6th District

JN:npr T2



September 27, 2005

Secretary Sunne Wright McPeak
State of California
Business, Transportation and Housing Agency
980 9th Street, Suite 2450
Sacramento, CA 94814-2719

Dear Secretary McPeak:

We, the undersigned, represent the organizations that make up the Steering Committee of the Bay Area Alliance for Sustainable Communities (Bay Area Alliance). We are writing to you now to urge you to fund a \$800,000 Statewide Regional Blueprint Planning Program Grant application submitted by the Association of Bay Area Governments and the Metropolitan Transportation Commission to support a regional collaborative growth strategy.

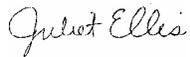
The Bay Area Alliance was a partner with the San Francisco Bay Area's five regional agencies – the Association of Bay Area Governments, the Bay Conservation and Development Commission, the Bay Area Air Quality Management District, the Metropolitan Transportation Commission and the Regional Water Quality Control Board, in a groundbreaking effort in regional planning – the *Smart Growth Strategy/Regional Livability Footprint Project*.

The *Smart Growth Strategy/Regional Livability Footprint Project* was a monumental effort to engage elected and appointed officials, staff members, stakeholders and the public in a dialogue to develop a "smart growth vision". This vision, based on smart growth and sustainability principles, intended to guide how the Bay Area will grow over the next 20 years and accommodate the projected one million new residents and one million new jobs.

The Blueprint-funded work will continue the refinement and implementation of the Bay Area's regional development strategy. Building on a solid beginning, this work will determine ways to combine and focus resources to improve the region's ability to promote transit and transportation opportunities, provide housing and jobs for its residents, and improve and protect the environment. The Blueprint goals would be accomplished primarily through outreach, consensus building and highlighting specific priority areas for regional infill and new development.

Achieving the economic, environmental and equity goals set forth in our Compact for a Sustainable Bay Area will require consensus on growth patterns among local government, business, community organizations and the general public. For this reason, we the undersigned urge you to fund the Association of Bay Area Government's application for the Statewide Regional Blueprint Planning Program Grant application

Sincerely,



Juliet Ellis,
Executive Director
Urban Habitat Program



Robert L. Harris
Vice President Environmental Affairs
Pacific Gas and Electric Company



Jim Wunderman
President and CEO
Bay Area Council



Michele Perrault
International Vice President
Sierra Club



Scott Haggerty
President
Association of Bay Area Governments



California Regional Water Quality Control Board

San Francisco Bay Region



Alan C. Lloyd, Ph.D.
Agency Secretary

1515 Clay Street, Suite 1400, Oakland, California 94612
(510) 622-2300 • Fax (510) 622-2460
<http://www.waterboards.ca.gov/sanfranciscobay>

Arnold Schwarzenegger
Governor

September 22, 2005

Secretary Sunne Wright McPeak
California Business, Transportation and Housing Agency
980 9th Street, Suite 2450
Sacramento, CA 95814-2719

Dear Secretary McPeak:

As one of the San Francisco Bay Area's five regional agencies that worked on the Smart Growth Strategy/Regional Livability Footprint Project, we want to express our support for the regional collaborative growth strategy, submitted for funding under the Regional Blueprint Planning Program. This innovative planning effort seeks to build region-wide consensus on a preferred land use pattern and identify priority areas for growth.

As our communities grow, competing priorities have significant adverse economic and environmental ramifications if regional direction and consensus is lacking. The Smart Growth Strategy/Regional Livability Footprint Project yielded a Vision of how the region can grow smarter to accommodate projected increases in our population and economic growth, while enhancing mobility choices, community livability, social equity and natural resource protection. It's vital that the Bay Area continues to refine and implement the Bay Area's smart growth policies, Vision and Smart Growth Projections. The funds requested will do just that. We urge you to fund this important work.

Do not hesitate to contact me at 510-622-2314 or bwolfe@waterboards.ca.gov should you or your staff wish to discuss this further.

Sincerely,

Bruce H. Wolfe
Executive Officer

Signed original submitted directly to California Business, Transportation and Housing Agency.

Preserving, enhancing, and restoring the San Francisco Bay Area's waters for over 50 years



Making San Francisco Bay Better

September 14, 2005

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EXECUTIVE DIRECTOR'S
OFFICE

Sunne Wright McPeak, Secretary
California Business, Transportation and Housing Agency
980 9th Street, Suite 2450
Sacramento, CA 95814-2719

Dear Secretary McPeak: *Sunne*

I am writing to express BCDC's support for the regional collaborative growth strategy, submitted for funding under the Regional Blueprint Planning Program. This innovative planning effort seeks to build region-wide consensus on a preferred land use pattern and identify priority areas for growth.

As you know, the project grows out of the Smart Growth Strategy/Regional Livability Footprint Project, the first regional visioning exercise undertaken by a major metropolitan area in California. Undertaken by the Bay Area's five regional agencies collaborating with local government, business organizations, environmental groups, social-equity interests and the general public, the Smart Growth Strategy/Regional Livability Footprint Project yielded a Vision of how the region can grow smarter to accommodate projected increases in our population and economic growth, while enhancing mobility choices, community livability, social equity and natural resource protection.

The funds requested will support the region's work to continue the refinement and implementation of the Bay Area's smart growth policies, vision and smart growth projections. This vital work will facilitate a more compact regional development pattern and support other regional objectives embodied in the smart growth vision.

A comprehensive regional approach to future development is an effective means of ensuring that as our communities grow, precious natural resources are conserved and protected. We support refinement and implementation of a regional growth strategy for the San Francisco Bay Area and urge you to fund this important work.

Sincerely,

WILL TRAVIS
Executive Director

cc: ~~Commissioners and Alternates~~
Henry L. Gardner, ABAG
Steve Heminger, MTC



September 27, 2005

Secretary Sunne Wright McPeak
State of California
Business, Transportation and Housing Agency
980 9th Street, Suite 2450
Sacramento, CA 95814-2719

Dear Secretary McPeak:

On behalf of the San Francisco Bay Area, we are writing to express our support for a regional collaborative growth strategy, submitted for funding under the Regional Blueprint Planning Program. This innovative planning effort seeks to build region-wide consensus on a preferred land use pattern and to identify priority areas for growth.

The project grows out of the Smart Growth Strategy/Regional Livability Footprint Project, the first regional visioning exercise undertaken by a major metropolitan area in California. Undertaken by the Bay Area's five regional agencies collaborating with local government, business organizations, environmental groups, social-equity interests and the general public, the Smart Growth Strategy/Regional Livability Footprint Project yielded a Vision of how the region can grow smarter to accommodate projected increases in our population and economic growth, while enhancing mobility choices, community livability, social equity and natural resource protection.

The funds requested will support the region's work to continue the refinement and implementation of the Bay Area's smart growth policies, Vision and Smart Growth Projections. This vital work will facilitate a more compact regional development pattern and support other regional objectives embodied in the smart growth vision. Notably, this effort will also address the region's housing crisis.

Housing development is a critical component of future growth in the Bay Area. It should be guided by a well developed, stakeholder informed strategy. We support refinement and implementation of a regional growth strategy for the San Francisco Bay Area and urge you to fund this important work.

Sincerely,



Tom Steinbach
Executive Director



Association of Bay Area Governments
Bay Area Air Quality Management District
Metropolitan Transportation Commission

Joseph P. Bort MetroCenter
101 Eighth Street
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(510) 464-7942
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tedd@abag.ca.gov
abag.ca.gov/jointpolicy/

Joint Policy Committee

September 27, 2005

Ms. Sunne Wright McPeak
Secretary of Business, Transportation and Housing
State of California
980 9th Street, Suite 2450
Sacramento, California 95814-2719

Dear Ms. McPeak:

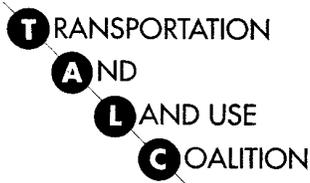
This is to advise you that, at its meeting of September 23rd, 2005, the Joint Policy Committee considered a report from the Regional Planning Program Director, in consultation with the Executive Director of the Association of Bay Area Governments, the Executive Officer of the Bay Area Air Quality Management District, and the Executive Director of the Metropolitan Transportation Commission on *A Consolidated Work Program for Implementing and Refining the Bay Area's Smart-Growth Vision*.

The Committee unanimously approved the following recommendations:

- A. THAT the JPC approve the attached *Consolidated Work Program for Implementing and Refining the Bay Area's Smart-Growth Vision* as a general guide for interagency regional planning activities and that it commend it to its member agencies for that purpose;
- B. THAT the JPC direct that the *Consolidated Work Program* be incorporated in a report on functional consolidation to be considered by the JPC, the MTC, and the ABAG Executive Board before submittal to the State Legislature in January, 2006;
- C. THAT the JPC endorse the work approach embodied in our application to the State for Regional Blueprint Program funding as a first step in pursuing the *Consolidated Work Program*.

Respectfully,

Ted Droettboom
Regional Planning Program Director
ABAG/BAAQMD/MTC Joint Policy Committee



405 14th Street, Suite 605, Oakland, California 94612

tel 510.740.3150 fax 510.740.3131

info@transcoalition.org www.transcoalition.org

Working together for a sustainable and socially just Bay Area

September 23, 2005

Secretary Sunne Wright McPeak
State of California
Business, Transportation and Housing Agency
980 9th Street, Suite 2450
Sacramento, CA 95814-2719

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Urban Ecology
Jess Wendover,
Secretary

Urban Habitat
Juliet Ellis

Executive Director
Stuart Cohen

Dear Secretary McPeak,

I am writing on behalf of the Transportation and Land Use Coalition (TALC), a partnership of over 90 groups working for a sustainable and socially just Bay Area. TALC supports a regional collaborative growth strategy, which was submitted for funding under the Regional Blueprint Planning Program. This innovative approach seeks to build consensus throughout the Bay Area on the preferred pattern for land use and to identify which areas will be prioritized for growth.

The Bay Area was the first region in California to do a regional visioning exercise. The regional agencies are now implementing policies under their discretion to move us toward that vision; for example, the Metropolitan Transportation Commission (MTC) recently passed a ground-breaking Transit Oriented Development policy and the Association of Bay Area Governments (ABAG) is using policy-based smart growth projections.

Of course, the regional agencies have no direct control over land use. The key to implementing the vision is on-the-ground changes in zoning and land use. For this to happen, we need local acceptance and adoption of the vision. With this Regional Blueprint Planning Program grant, MTC and ABAG will have the resources to do outreach to Bay Area cities about the need for them to make their zoning and land use policies mesh with the regional vision.

With this grant, the Bay Area will provide a critical model for the rest of California on implementing a regional smart growth vision. On behalf of TALC, I urge you to fund this important work.

Sincerely,

Stuart Cohen
Executive Director