

**May 19, 2021  
NVTB Board of Directors  
Meeting Handouts**

- 1. Item 8 - Caltrans Update**
  - a) Caltrans Report**
  - b) SR 121 Capell Creek Bridge Rehabilitation Project PowerPoint presentation**
- 2. Item 9.1 – Draft Plan Bay Area 2050 PowerPoint presentation**
- 3. Letter of Support for the proposed American Rescue Plan (ARP) Act 2021 Distribution Principles**
- 4. May Revision California (CA) Budget Summary - [Budget Summary \(ca.gov\)](#)**

**PROJECT INITIATION REPORT**

**EA 4AA30**

**Storm Damage; NAPA 128 PM 12.5 in County of Napa**

Scope: Storm Damage Restoration

**EA 4AC80**

**Pavement Rehab; NAPA 29 PM 0.0/7.0 in American Canyon & County of Napa**

Scope: Pavement rehabilitation

**EA 0W750**

**Operational Improvements; NAP-29-PM 28.2 in City of St. Helena**

Scope: Modify intersection at Pope Street

**EA 4AC90**

**Safety; Various Locations in County of Napa**

Scope: Install/ Upgrade Horizontal Alignment Warning Signs

**EA 4AA10**

**Storm Damage; NAPA 121 PM 4.7 in City of Napa**

Scope: Replace Culvert and Reconstruct wingwalls and roadway.

**EA 4Q010**

**PSR/PDS; NAPA 29 PM 0.6/R2.5 in City of American Canyon**

Scope: Multi-Modal Corridor Improvements

**EA 2Q510**

**Pavement Rehab; NAPA 29 PM 42.1/48.6 in County of Napa**

Scope: Pavement rehabilitation

**ENVIRONMENTAL**

**EA 2Q610**

**Pavement Rehab; NAPA 29 PM R7.3/13.5 in County of Napa**

Scope: Pavement rehabilitation.

Cost Estimate: \$23.3M Construction Capital

Schedule: PAED: 01/2022 PS&E: 02/2024 RWC: 04/2024 RTL: 04/2024

**EA 0Q820**

**Storm Damage; NAPA 29 PM 11.6/13.0 in City of Napa**

Scope: Repair Culvert and stabilize the roadway.

Cost Estimate: \$13.4M Construction Capital

Schedule: PAED: 08/2021 PS&E: 05/2022 RWC: 05/2022 RTL: 06/2022

**EA 2K150**

**Bridge Rails; NAPA 29 PM 28.43/29.3 in County of Napa**

Scope: Upgrade / Replace Bridge Rails at Sulphur and York Creeks in St. Helena

Cost Estimate: \$4.2M Construction Capital

Schedule: PAED: 06/2021 (Proceeding with no-build alternative.)

**PIR** (Project Initiation Report)

**PAED** (Project Approval/ Environmental Document)

**RWC** (Right of Way Certification)

**ADV** (Advertise Contract)

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**EA 4J990**

**Storm Water Quality Improvement; NAPA 29 PM 33.13 in County of Napa**

Scope: Improve water quality and fish passage

Cost Estimate: \$5.1M Construction Capital

Schedule: DED: 12/2/20 PAED: 06/2021 PS&E: 03/2023 RWC: 03/2023 RTL: 04/2023

**EA 2Q260**

**Napa Valley Vine Trail; NAPA 29-PM 33.4/37.9 in County of Napa**

Scope: Construct Class 1 Multiuse Path

Cost Estimate: \$6.1M Construction Capital

Schedule: DED: 6/17/20 PAED: 01/15/21 PS&E: 05/2021 RWC: 05/2021 RTL: 05/2021

**EA 0Q830**

**Storm Damage; NAPA 29 PM 46.1 in County of Napa**

Scope: Construct CIDH segmented pile wall at slipout

Cost Estimate: \$1.3M Construction Capital

Schedule: DED: 12/2021 PAED: 04/2022 PS&E: 08/2023 RWC: 10/2023 RTL: 11/2023

**EA 0P730**

**Advance Mitigation; NAPA 29 in County of Napa**

Scope: Roadside Protection and Restoration Program mitigation purchase

Cost Estimate: \$3.7M Funding Contribution

Schedule: PAED: 07/2022 RTL: 09/2022

**EA1Q620**

**Pavement Rehab; NAPA 121 PM 4.47/10.7 in City of Napa**

Scope: Pavement repair.

Cost Estimate: \$20.9M Construction Capital

Schedule: PAED: 02/2022 PS&E: 05/2023 RWC: 07/2023 RTL: 08/2023

**EA 4J820**

**Tulucay Creek Bridge Replacement; NAPA 121 PM 5.9 in City of Napa**

Scope: Bridge Replacement

Cost Estimate: \$15.6M Construction Capital

Schedule: DED: 04/2022 PAED: 10/2022 PS&E: 04/2024 RWC: 05/2024 RTL: 05/2024

**EA 0J890**

**5-Way Intersection; NAPA 121-PM 7.3 in City of Napa**

Scope: Intersection Improvement

Cost Estimate: \$7.4M Construction Capital (\$1.9M SHOPP Contribution)

Schedule: On-hold until securing additional local funds and completing a coop agreement.

**EA 0Q790**

**Storm Damage; NAPA 121 PM 13.37/20.73 (5 locations) in County of Napa**

Scope: Construct RSP at five slipout locations.

Cost Estimate: \$4.3M Construction Capital

Schedule: DED: 12/2021 PAED: 11/2022 PS&E: 03/2024 RWC: 05/2024 RTL: 06/2024

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**EA 0Q810**

**Storm Damage; NAPA 121 PM 16.0/16.1 in County of Napa**

Scope: Repair pavement, replace drainage systems and upgrade guardrail.

Cost Estimate: \$1.3M Construction Capital

Schedule: PAED: 03/2022 PS&E: 03/2023 RWC: 05/2023 RTL: 06/2023

**EA 4J830**

**Hopper Slough Creek; NAPA 128 PM 5.1 in County of Napa**

Scope: Bridge Replacement

Cost Estimate: \$7.9M Construction Capital

Schedule: DED: 01/2022 PAED: 06/2022 PS&E: 03/2024 RWC: 04/2024 RTL: 05/2024

**EA 3Q760**

**Rumble Strips; NAPA 29, 121 & 128 Various Locations in County of Napa**

Scope: Construct rumble strips at seven locations.

Cost Estimate: \$3.3M Construction Capital

Schedule: PAED: 12/2021 PS&E: 09/2022 RWC: 10/2022 RTL: 11/2022

**DESIGN**

**EA 0K000**

**ADA Compliance; NAPA 29 PM 0.23/14.6 in County of Napa**

Scope: Upgrade Pedestrian Facilities

Cost Estimate: \$1.0M Construction Capital

Schedule: PAED: 7/1/19 PS&E: 05/2021 RWC: 06/2021 RTL: 06/2021 CCA: 07/2023

**EA 4J410**

**Drainage Improvement; NAPA 29 PM 1.7/5.1 in City of American Canyon**

Scope: Rehabilitate Culverts

Cost Estimate: \$3.3M Construction Capital

Schedule: PAED: 2/4/20 PSE: 04/2021 RWC: 12/2021 RTL: 12/2021 CCA: 09/2022

**EA 28120**

**Soscol Junction Improvement; NAPA 29 PM 5.0/7.1 and NAPA 221 PM 0.0/0.7 in County of Napa**

Scope: Construct New Interchange at SR 221/29/12

Cost Estimate: \$22M Construction Capital

Schedule: PAED: 2/13/20 PSE: 05/2021 RWC: 05/2021 RTL: 06/2021 CCA: 12/2024

**EA 4Q000**

**Construction of Class I Bicycle and Pedestrian under crossing; NAPA 29-PM 11.7 in County of Napa**

Scope: Construction of Class I Bicycle and Pedestrian facility beneath SR-29;

Cost Estimate: \$1,261K Construction Capital

Schedule: PAED: 06/2/15 PSE: 02/2022 RWC: 02/2022 RTL: 03/2022 CCA: 12/2022

**EA 4J300**

**Pavement Preservation; NAPA 29-PM 29.3/36.9 From York Creek Bridge to Junction Route 128 in Calistoga**

Scope: Roadway/ Pavement preservation (CAPM)

Cost Estimate: \$9.7M Construction Capital

Schedule: PAED: 6/30/20 PS&E: 05/2021 RWC: 05/2021 RTL: 05/2021 CCA: 11/2022

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**EA 2J88U**

**Garnett Creek, Garnett Branch and No-Name Creek: NAPA 29-PM 38.9 / 42.9 in County of Napa**

**Scope:** Sub-structure rehabilitation and 3 bridges scour mitigation

**Cost Estimate:** \$5.26M Construction Capital

**Schedule:** PAED: 2/1/19 PSE: 05/2021 RWC: 05/2021 RTL: 06/2021 CCA: 10/2022

**EA 2K810**

**Anti-Vandalism Measure; NAPA 29 121-PM 11.0/R21.0 in County of Napa**

**Scope:** Replace Fencing

**Cost Estimate:** \$3.1M Construction Capital

**Schedule:** PAED: 6/1/20 PS&E: 12/2021 RWC: 01/2022 RTL: 04/2022 CCA: 10/2024

**EA 4G21A**

**Env. Mitigation at Huichica Creek; NAPA 121-PM 0.75 in County of Napa**

**Scope:** Environmental mitigation, monitoring and report at Huichica Creek

**Cost Estimate:** \$1.0M Construction Capital

**Schedule:** PAED: 4/9/18 PS&E: 03/2023 RWC: 04/2023 RTL: 05/2023 CCA: 12/2028

**EA 1G43A**

**Env. Mitigation at Conn Creek; NAPA 128 PM R7.4 on Silverado Trail in County of Napa**

**Scope:** Environmental mitigation, monitoring and report at Conn Creek

**Cost Estimate:** \$0.2M Construction Capital

**Schedule:** PAED: 10/5/15 PS&E: 05/2021 RWC: 06/2021 RTL: 06/2021 CCA: 12/2026

**EA 0Q690**

**Storm Damage; NAPA 12 PM 2.1/2.6 in County of Napa**

**Scope:** Construct Rock Slope Protection (RSP) to prevent further slope washout and pavement repair

**Cost Estimate:** \$1.2M Construction Capital

**Schedule:** PAED: 12/1/20 PS&E: 04/2022 RWC: 05/2022 RTL: 06/2022 CCA: 12/2024

**EA 0K630**

**Bridge Rails; NAPA 29 PM 16.48/19.04 in County of Napa**

**Scope:** Upgrade / Replace Bridge Rails

**Cost Estimate:** \$7.1M Construction Capital

**Schedule:** PAED: 10/22/20 PS&E: 03/2022 RWC: 04/2022 RTL: 06/2022 CCA: 12/2024

**CONSTRUCTION**

**EA 2J100**

**Construct Roundabouts; NAPA 29-PM 11.36 in City of Napa**

**Scope:** Cooperative Project to construct a roundabout at northbound First St. Interchange.

**Cost Estimate:** \$3.8M Construction Capital

**Schedule:** PAED: 7/18/16 RTL: 5/4/18 AWD: 2/27/19 (O.C. Jones & Sons, Inc) CCA: 12/2021

**EA 3G64A**

**Env. Mitigation & Plant Establishment at Napa River Bridge; NAPA 29 PM 37.0 in City of Calistoga**

**Scope:** Environmental mitigation at Napa River Bridge

**Cost Estimate:** \$0.5M Construction Capital

**Schedule:** PAED: 2/9/15 RTL: 5/29/19 AWD: 5/28/20 (Hanford Applied ) CCA: 06/2024

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**EA 4G210**

**Widen Roadway at Huichica Creek; NAPA 121-PM 0.75 in County of Napa**

**Scope:** Remove existing triple box culverts and replace with a new single span bridge

**Cost Estimate:** \$8.7M Construction Capital

**Schedule:** **PAED:** 4/9/18 **RTL:** 12/8/20 **ADV:** 3/8/21 **BO:** 4/28/21 **CCA:** 03/2024

**EA 4J210**

**Capell Creek Bridge; NAPA 121-PM 18.59 in County of Napa**

**Scope:** Sub-structure rehabilitation and bridge scour mitigation

**Cost Estimate:** \$1.4M Construction Capital

**Schedule:** **PAED:** 7/24/17 **RTL:** 5/18/20 **AWD:** 11/2/20 (Ghilotti Const. Inc) **CCA:** 12/2021

**EA 2J570**

**Capell Creek Storm Damage Repair; NAPA 121-PM 20.5/20.7 in County of Napa**

**Scope:** Embankment stabilization and culvert repair

**Cost Estimate:** \$1.48M Construction Capital

**Schedule:** **PAED:** 7/24/17 **RTL:** 6/29/18 **AWD:** 11/19/18 (Granite Rock Co.) **CCA:** 03/2022

**EA 1G430**

**Conn Creek Bridge Scour Mitigation; NAPA 128 PM R7.4 on Silverado Trail in County of Napa**

**Scope:** Replace Bridge at Conn Creek

**Cost Estimate:** \$7.1M Construction Capital

**Schedule:** **PAED:** 10/5/15 **RTL:** 6/29/18 **AWD:** 3/29/19 (Ghilotti Construction) **CCA:** 02/2022

**EA 4G840**

**Capell Creek Bridge; NAPA 128-PM 20.2 in County of Napa**

**Scope:** Bridge Replacement

**Cost Estimate:** \$12.1M Construction Capital

**Schedule:** **PAED:** 6/16/16 **RTL:** 6/29/18 **AWD:** 11/5/18 (Gordon Ball Inc.) **CCA:** 12/2022

**ACTION ITEMS:**

**PIR** (Project Initiation Report)

**PAED** (Project Approval/ Environmental Document)

**RWC** (Right of Way Certification)

**ADV** (Advertise Contract)

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# SR 121 Capell Creek Bridge Rehabilitation Project

**NAP 121 PM 18.6  
Project EA 04-4J210**

NVTA May 19, 2021 Board Mtg

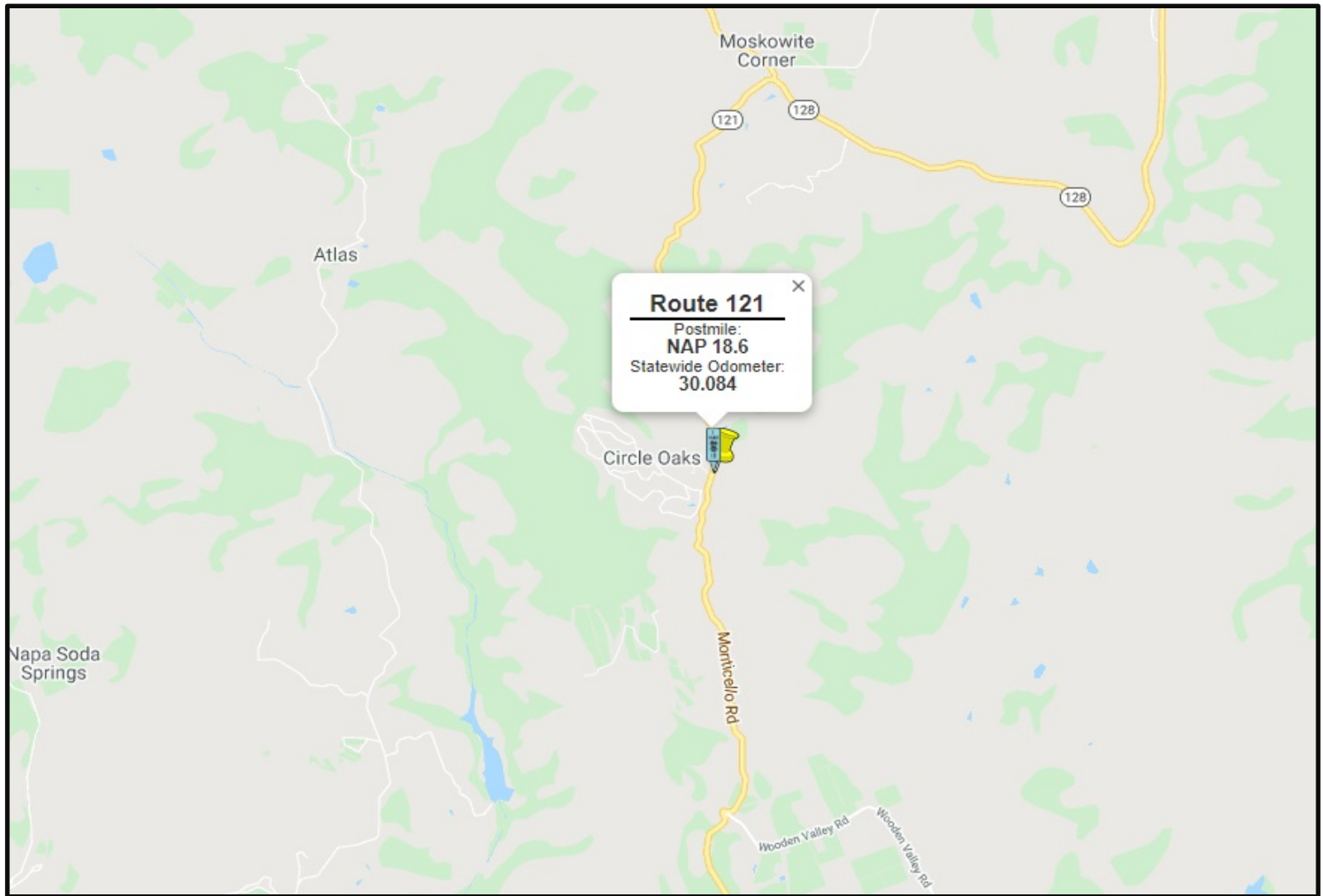




# Presentation Outline

- Project Location, Need and Purpose
- Proposed work
- Construction schedule
- Stage Construction and Traffic Handling

# Project Location



## Purpose and Need

**Purpose:** To extend the service life of Capell Creek Bridge (bridge #21-0064) by addressing identified issues with the bridge structure.

### **Need:**

- Cracks in bridge's sub-structure and erosion holes that could undermine the structure's integrity.
- Bridge inspection report recommended that above deficiencies be addressed to ensure the structural integrity of the bridge.

# Existing Condition



Stream erosion



Abutment 2 N-W wingwall

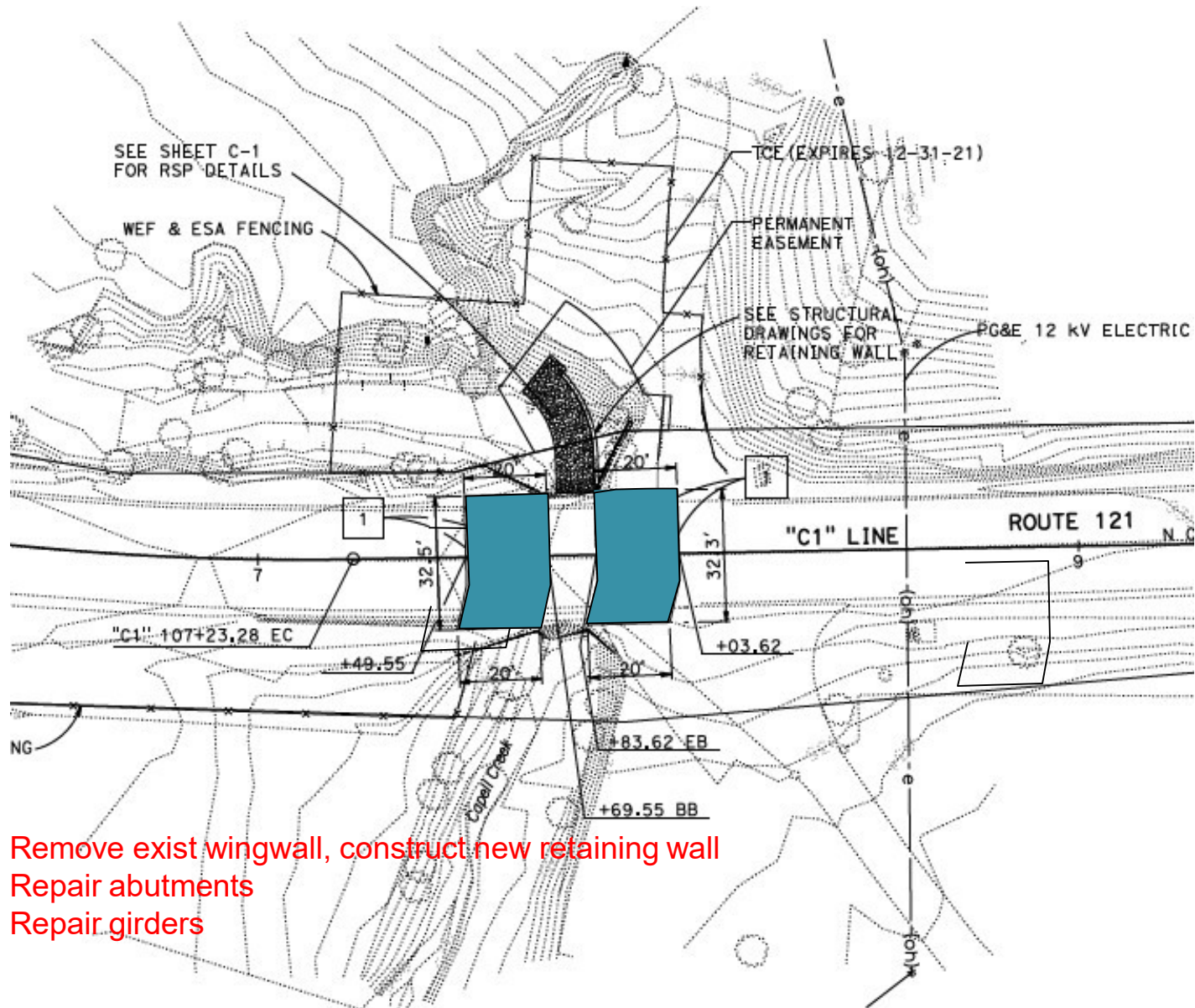


Abutment 2



Abutment 1 S-W wingwall

# Project Layout



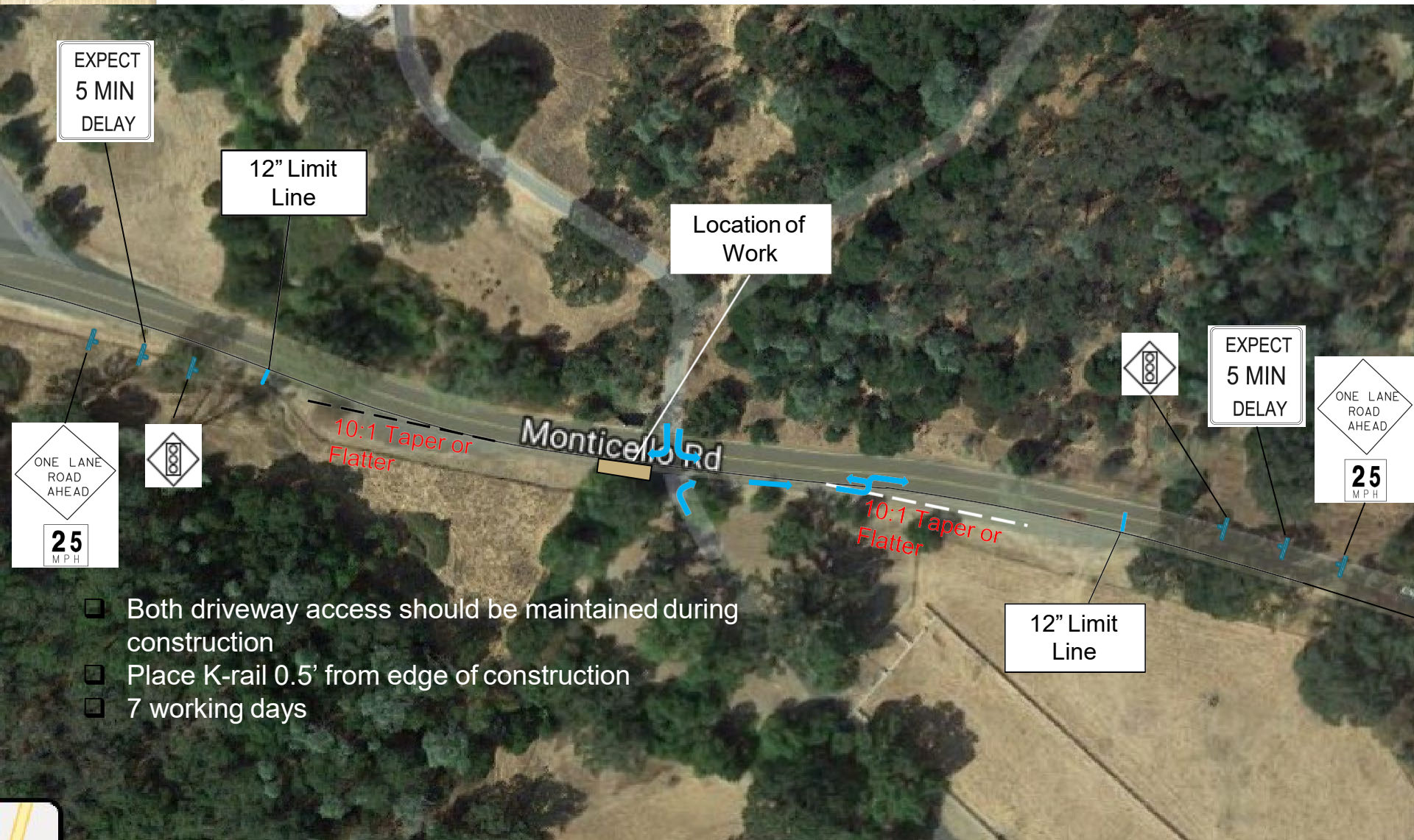
- ☐ Remove exist wingwall, construct new retaining wall
- ☐ Repair abutments
- ☐ Repair girders

# Stage 1: Construction and Traffic Handling Plan



- ❑ Both driveway access should be maintained during construction
- ❑ Place K-rail 0.5' from edge of construction
- ❑ 44 working days

## Stage 2: Construction and Traffic Handling Plan



## Project Schedule

- Award Date: 11/02/2020 (A)
  - Contractor: GHILOTTI CONSTRUCTION INC.
- Pre-construction operations: Jan 2021 to Jun 2021
- Construction Schedule: **Jun 15 to Oct 15**
  - Limited due to restrictions on creek work

Thank you.

Questions?

PLAN BAY AREA 2050

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# Overview of Plan Bay Area 2050

*Highlights of the Long-Range Regional Plan &  
Next Steps Toward Implementation*

*Matt Maloney, MTC/ABAG — May 2021*

# Long-Range Planning... for a Better Bay Area

## WHAT IS THE PLAN?

*Plan Bay Area 2050 is the long-range plan charting a course for the nine-county San Francisco Bay Area, slated for adoption in fall 2021.*

## VISION & GUIDING PRINCIPLES

*Ensure by the year 2050 that the Bay Area is **affordable**, **connected**, **diverse**, **healthy** and **vibrant** for all.*

## FOUR ELEMENTS OF THE PLAN



- **Transportation** Strategies
- **Housing** Geographies & Strategies
- **Economic** Geographies & Strategies
- **Environmental** Strategies

# Long-Range Planning... for an Uncertain Future

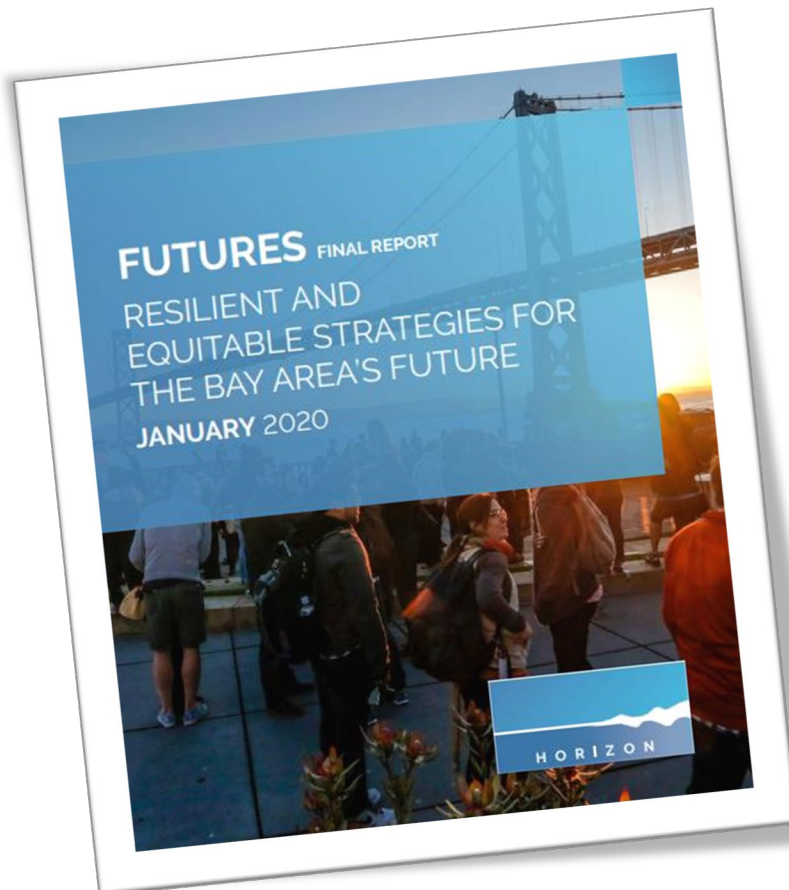
2018

2019

2020

2021

**Plan Bay Area 2050 built upon the foundation of the Horizon initiative, which generated new strategy ideas and stress-tested them against a broad range of economic, technological, environmental, and political forces.**



**Strategies  
prioritized  
based upon:**



*Resilience*



*Equity*



# Long-Range Planning... Driven by Public Input



## Engagement to Date by the Numbers

**140+** **public meetings** featuring discussion of Horizon & Plan Bay Area 2050

**140+** **public events** including in-person & virtual workshops, pop-up events, and focus groups

**60+** **stakeholder events** including RAWG and REWG meetings, workshops, and webinars

**220,000+** **public and stakeholder comments** received to date

**19,000+** **participants in planning process** to date

# Plan Bay Area 2050: Growth Geographies



**1.4  
million**

*new households  
between 2015  
and 2050*



**1.4  
million**

*new jobs  
between 2015  
and 2050*

## Protect



Areas Outside  
Urban Growth  
Boundaries  
(including PCAs)



Unmitigated  
High Hazard  
Areas

## Prioritize



**Priority Development  
Areas (PDAs)**



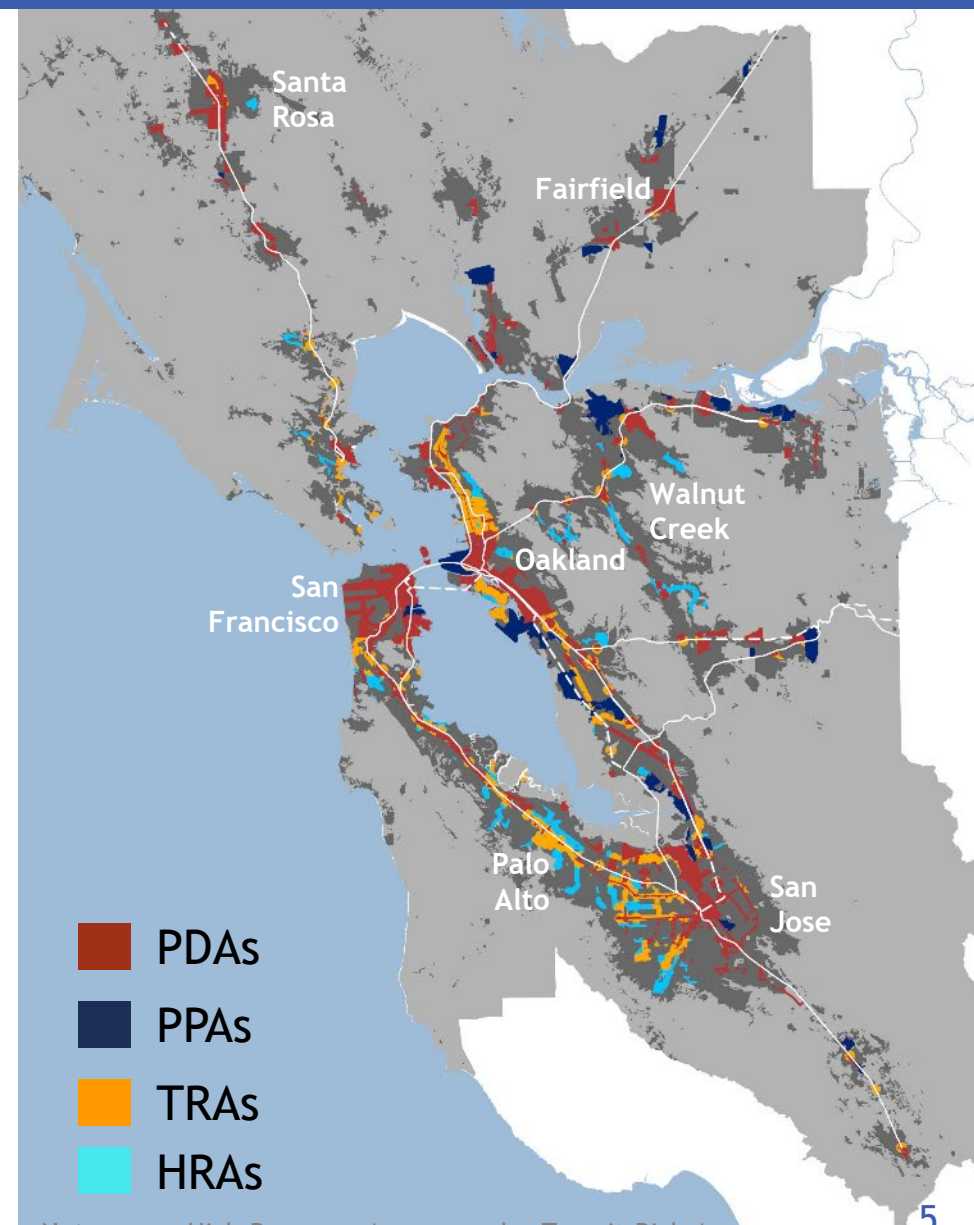
**Priority Production  
Areas (PPAs)**



**Transit-Rich Areas  
(TRAs)**



**High-Resource  
Areas (HRAs)**



Note: some High-Resource Areas are also Transit-Rich Areas

# Plan Bay Area 2050: 11 Themes, 35 Bold Strategies



Housing Strategies – Cost: \$468 Billion	
Protect and Preserve Affordable Housing	\$2 BILLION
Further Strengthen Roster Protections Beyond State Legislation. Building upon recent tenant protection laws, limit annual rent increases to the rate of inflation, while exempting units less than 10 years old.	\$237 BILLION
Preserve Existing Affordable Housing. Acquire homes currently affordable to low- and middle-income residents for preservation as permanently deed-restricted affordable housing.	N/A
Allow a Greater Mix of Housing Densities and Types in Growth Areas. Allow a variety of housing types at a range of densities to be built in Priority Development Areas, select Transit-Rich Areas, and select High Resource Areas.	\$219 BILLION
Build Adequate Affordable Housing to Ensure Homes for All. Construct enough deed-restricted affordable homes necessary to fill the existing gap in housing for the unhoused community and to meet the needs of low-income households.	N/A
Integrate Affordable Housing into All Major Housing Projects. Require a baseline of 10 to 20 percent of new market-rate housing developments of 5 units or more to be affordable to low-income households.	N/A
Transform Aging Malls and Office Parks into Neighborhoods. Permit and promote the reuse of shopping malls and office parks with limited commercial viability as neighborhoods with housing at all income levels.	\$10 BILLION
Create Inclusive Communities	N/A
Provide Targeted Mortgage, Rental and Small Business Assistance to Communities of Concern. Provide assistance to low-income communities and communities of color to address the legacy of exclusion and predatory lending, while helping to grow locally owned businesses.	N/A
Accelerate Review of Public and Community Owned Land for Mixed-Income Housing and Essential Services. Help public agencies, community land trusts and other non-profit landowners to accelerate development of mixed-income affordable housing.	N/A

Economic Strategies – Cost: \$234 Billion	
Improve Economic Mobility	\$205 BILLION
Implement a Statewide Universal Basic Income. Provide an average \$100 per month payment to all Bay Area households to improve family stability, promote economic mobility and increase consumer spending.	\$5 BILLION
Expand Job Training and Incubator Programs. Fund assistance programs for establishing and growing small businesses, as well as job training programs, primarily in historically disadvantaged communities.	\$10 BILLION
Invest in High-Speed Internet in Underserved Low-Income Communities. Provide direct subsidies and a new business, as well as job training programs, primarily in historically disadvantaged communities.	N/A
Shift the Location of Jobs	\$10 BILLION
Allow Greater Commercial Densities in Growth Geographies. Allow greater densities for new commercial development in select Priority Development Areas and select Transit-Rich Areas to encourage more jobs to locate near public transit.	\$4 BILLION
Provide Incentives to Employers to Relocate Offices to Housing-Rich Areas near Regional Rail Stations. Provide incentives to employers to relocate offices to housing-rich areas near regional rail stations, while funding key infrastructure improvements in these areas.	N/A

Learn more about each of the 35 adopted strategies at [planbayarea.org](https://planbayarea.org).

# Bold Strategies for a More Affordable Bay Area



**Reduce the region's extreme cost of living by enabling over a million new homes near public transit**

**Strategies include:**

- Allow a Greater Mix of Housing Types and Densities in Growth Areas
- Transform Aging Malls and Office Parks into Neighborhoods
- Maintain Urban Growth Boundaries



**Produce and preserve much-needed affordable housing through public, non-profit, and private sector action**

**Strategies include:**

- Preserve Existing Affordable Housing
- Build Adequate Affordable Housing to Ensure Homes for All
- Integrate Affordable Housing into All Major Housing Projects



**Provide robust discounts for low-income residents both for tolls and transit fares**

**Strategies include:**

- Reform Regional Transit Fare Policy
- Implement Per-Mile Tolling on Congested Freeways with Transit Alternatives

# Bold Strategies for a More Connected Bay Area



**Create a world-class public transportation system, emphasizing maintenance and ridership as critical twin goals**

**Strategies include:**

- Operate and Maintain the Existing System
- Enhance Local Transit Frequency, Capacity, and Reliability
- Expand and Modernize the Regional Rail Network



**Standardize transit fares across the region and advance seamless mobility through schedule coordination**

**Strategies include:**

- Reform Regional Fare Policy
- Enable a Seamless Mobility Experience



**Permanently reduce traffic congestion through a proven approach of pricing select corridors**

**Strategies include:**

- Implement Per-Mile Tolling on Congested Freeways with Transit Alternatives
- Build an Integrated Regional Express Lane and Express Bus Network

# Bold Strategies for a More Diverse Bay Area



**Protect renters from being displaced to the region's periphery and beyond**

## Strategies include:

- Further Strengthen Renter Protections Beyond State Legislation
- Preserve Existing Affordable Housing
- Support Community-Led Transportation Enhancements



**Tackle racial inequities by enabling more housing in historically-exclusionary places**

## Strategies include:

- Allow a Greater Mix of Housing Types and Densities in Growth Areas
- Build Adequate Affordable Housing
- Accelerate Reuse of Public and Community-Owned Land



**Reduce income inequality through new universal basic income and mortgage assistance programs**

## Strategies include:

- Implement a Statewide Universal Basic Income
- Provide Targeted Mortgage, Rental, and Small Business Assistance to Equity Priority Communities

# Bold Strategies for a Healthier Bay Area



**Strive to eliminate traffic deaths by making streets safer for all roadway users**

**Strategies include:**

- Advance Regional Vision Zero Policy through Street Design and Reduced Speeds
- Build a Complete Streets Network



**Protect tens of thousands of Bay Area homes from rising sea levels and from potential earthquake damage**

**Strategies include:**

- Adapt to Sea Level Rise
- Provide Means-Based Financial Support to Retrofit Existing Residential Buildings



**Tackle climate change by electrifying vehicles & buildings and reducing auto trips**

**Strategies include:**

- Expand Clean Vehicle Initiatives
- Fund Energy Upgrades to Enable Carbon Neutrality in Existing Buildings
- Expand Transportation Demand Management Initiatives
- Expand Commute Trip Reduction Programs at Major Employers

# Bold Strategies for a More Vibrant Bay Area



**Encourage more job growth in housing-rich areas through financial incentives and streamlining**

**Strategies include:**

- Provide Incentives to Employers to Shift Jobs to Housing-Rich Areas Well Served by Transit
- Allow Greater Commercial Densities in Growth Geographies



**Preserve critical industrial lands and work to catalyze job growth in these locations**

**Strategies include:**

- Retain Key Industrial Lands through Establishment of Priority Production Areas
- Expand Job Training and Incubator Programs



**Ensure all communities have access to high-speed internet to fully participate in the digital economy**

**Strategies include:**

- Invest in High-Speed Internet in Underserved Low-Income Communities

# Plan Bay Area 2050: Napa County Local Focus

How might the Plan Bay Area 2050 strategies make Napa County residents' lives better?

## Strategy T10

### Enhance Local Transit Frequency, Capacity, and Reliability

- This strategy includes investments in local transit service in Napa County, as well as transit priority and frequency improvements along the SR-29 corridor connecting Napa County with Vallejo and El Cerrito.

## Strategy H2

### Preserve Existing Affordable Housing

- With deed-restricted units declining since 2015 throughout Napa County, this strategy would fund **much-needed preservation investments** to reduce displacement pressures, especially in the City of Napa.

## Strategy EC3

### Invest in High-Speed Internet in Low-Income Communities

- This strategy would help **address the digital divide** between rich and poor and between urban and rural communities, benefitting 13,000 lower-income households in Napa County.

## Strategy EN2

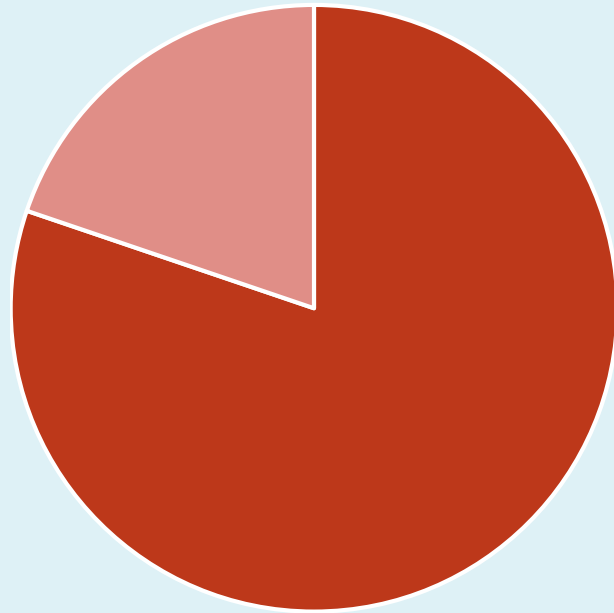
### Provide Means-Based Financial Support to Retrofit Existing Buildings

- Given the 2014 earthquake and recent wildfires, this strategy would be particularly important to Napa County residents, **providing seismic and wildfire retrofits for homes built before modern codes**, while concurrently funding energy and water efficiency upgrades.

# Plan Bay Area 2050: Revenues & Expenditures

## Transportation Element

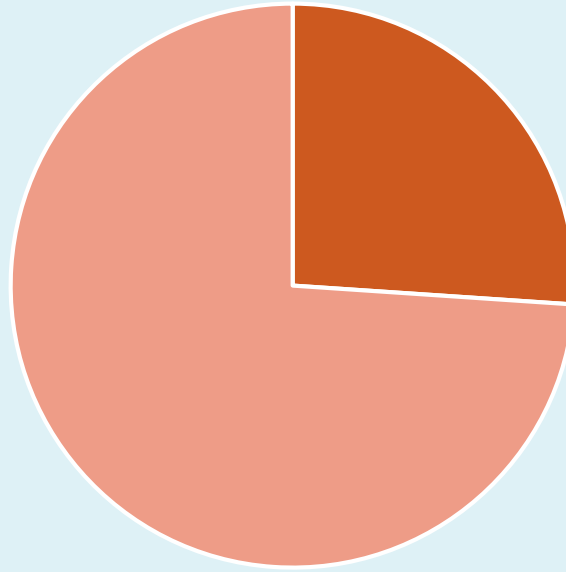
**\$466 billion** in existing funding  
**\$113 billion** in new revenues



■ Existing Revenues ■ New Revenues

## Housing Element

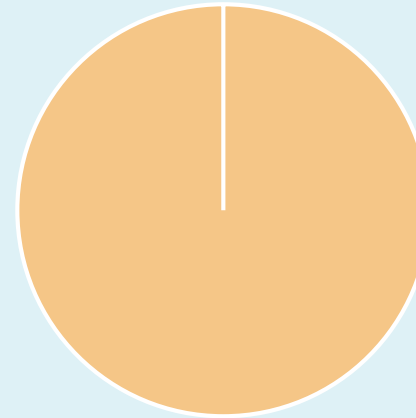
**\$122 billion** in existing funding  
**\$346 billion** in new revenues



■ Existing Revenues ■ New Revenues

## Economy Element

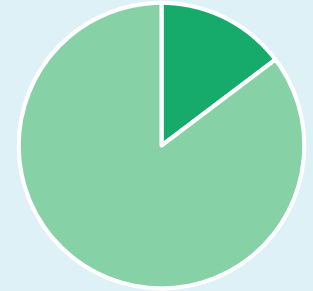
**N/A** in existing funding  
**\$234 billion** in new revenues



■ Existing Revenues ■ New Revenues

## Environment Element

**\$15 billion** in existing funding  
**\$87 billion** in new revenues



■ Existing Revenues ■ New Revenues

**Note:** \$12 billion in existing transportation funding is shown in Environment Element for climate & sea level rise strategies.

**Note:** new housing revenues could come from a mix of federal, state, regional, or local sources.

**Note:** as Needs & Revenue data is unavailable for economic development, existing funding is underrepresented.

**Note:** as Needs & Revenue data is unavailable for parks & conservation, existing funding is underrepresented.

# Forecasting the Future: Housing & Jobs Growth

## Housing Growth: 2015 to 2050

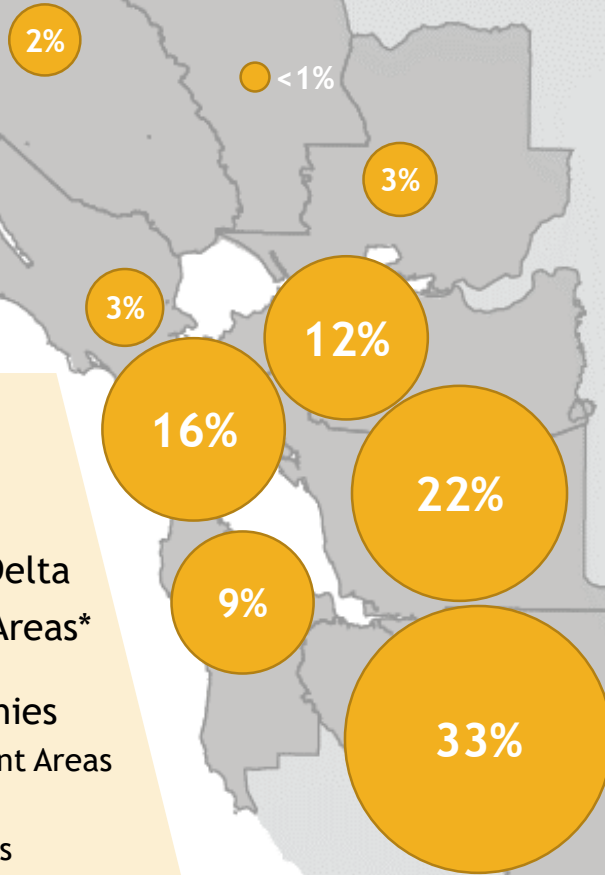
### MAP LEGEND

**X%** County's share of regional growth, sized based upon total number of new households

### KEY GROWTH STATISTICS

**43%** in Big 3 Cities  
**34%** in Bayside Cities  
**18%** in Inland/Coastal/Delta  
**5%** in Unincorporated Areas\*

**85%** in Growth Geographies  
**72%** in Priority Development Areas  
**82%** in Transit-Rich Areas  
**28%** in High-Resource Areas



## Job Growth: 2015 to 2050

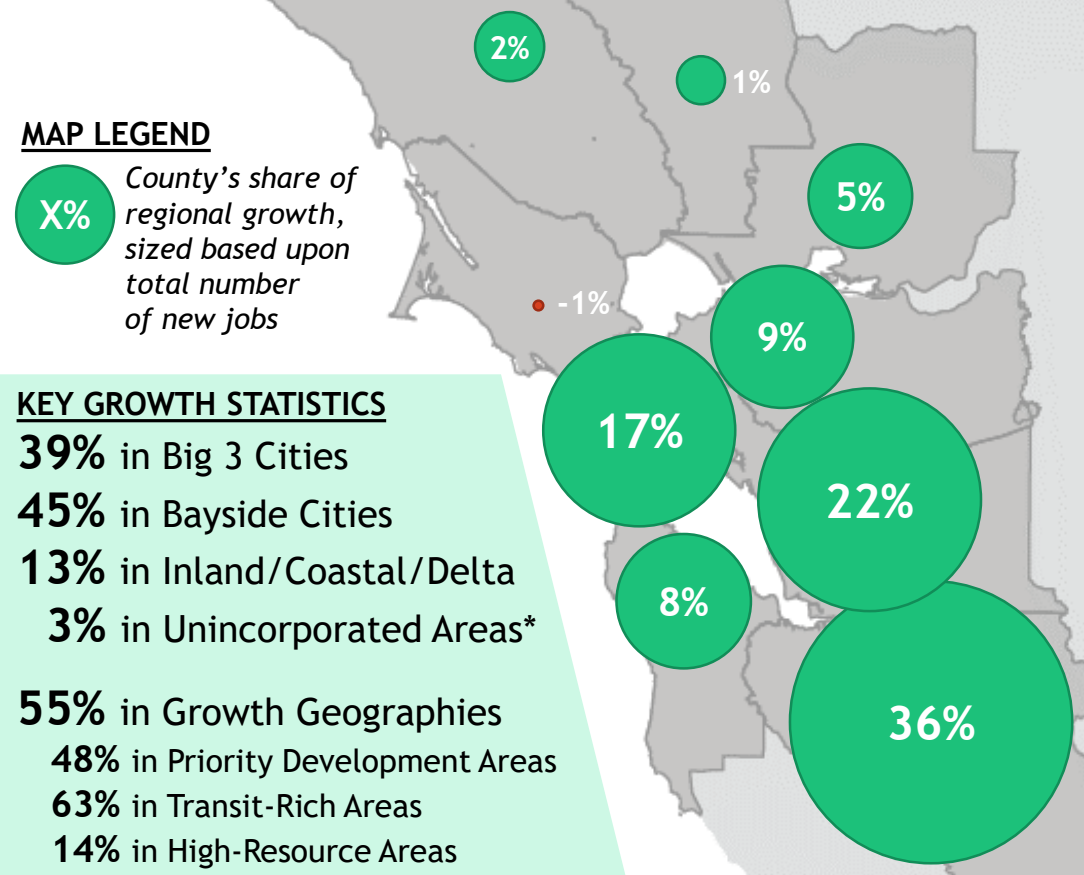
### MAP LEGEND

**X%** County's share of regional growth, sized based upon total number of new jobs

### KEY GROWTH STATISTICS

**39%** in Big 3 Cities  
**45%** in Bayside Cities  
**13%** in Inland/Coastal/Delta  
**3%** in Unincorporated Areas\*

**55%** in Growth Geographies  
**48%** in Priority Development Areas  
**63%** in Transit-Rich Areas  
**14%** in High-Resource Areas



\* All urbanized growth in unincorporated areas is focused **within existing urban growth boundaries** (Strategy EN4).

For breakdowns on the subcounty level, please refer to the Final Blueprint Growth Pattern on [planbayarea.org](http://planbayarea.org).

Totals do not always sum to 100% due to rounding.

# Forecasting the Future: Projected Outcomes

AFFORDABLE



Plan would reduce housing & transportation cost burden by 13 percentage points, with even greater improvements for low-income households

CONNECTED



Plan would improve access to frequent transit and to safe bicycle & pedestrian facilities, enabling nearly 20 percent of workers to shift away from commuting by auto

DIVERSE



Plan would provide more affordable housing in historically-exclusionary jurisdictions, while helping at least 10 percent of the region's low-income residents to buy their first home

HEALTHY



Plan would meet the state-mandated greenhouse gas reduction target, while concurrently protecting nearly all homes from sea level rise impacts through 2050

VIBRANT



Plan would improve jobs-housing balance in counties throughout the Bay Area, yielding shorter commutes for all workers

# Advancing Toward Implementation: Overview

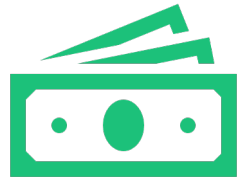
Plan Bay Area 2050  
*30-year strategies*

Implementation Plan  
*5-year near-term actions*

The near-term Implementation Plan for Plan Bay Area 2050 is exploring the **success factors** for each of the 35 strategies, the **role** for MTC/ABAG, and specific **MTC/ABAG implementation actions**.



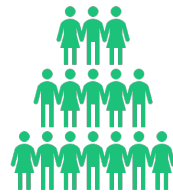
Authority



Financial  
Resources



Technical  
Capacity



Public &  
Political  
Support



Lead



Partner



Support

Moving into summer 2021, MTC/ABAG will pivot to the **partnership phase** of the **Implementation Plan**, identifying existing initiatives and roles for partner organizations to ensure the success of Plan Bay Area 2050.

# Advancing Toward Implementation: Initial Actions

The initial actions identified in the Draft Implementation Plan focus on near-term actions - through 2025 - that MTC and ABAG can prioritize to advance Plan implementation, which will be augmented by commitments from partners this summer and fall. **Select implementation actions identified to-date are shown below and on the following slide:**



## Cross-Cutting

- **Seek new revenues to support identified needs**, from a next-generation transit network to a suite of sea level rise protections to affordable housing production & preservation
- **Continue and seek greater strategic alignment** between a broad range of existing MTC/ABAG programs, including Express Lanes, FasTrak START, Clipper START, Regional Housing Technical Assistance, and Regional Trails, among others



## Transportation

- **Implement the recommendations** of the Blue Ribbon Transit Recovery Task Force, the Fare Integration Task Force, and the Regional Active Transportation Plan
- **Complete & advance the TOD Policy Update** to ensure land use supports transit investments
- **Lead the next-generations freeways study** to further explore pricing and complementary strategies through deep engagement with partners, stakeholders, and the public

# Advancing Toward Implementation: Initial Actions



Housing

- **Provide financial resources and technical assistance** through the Regional Housing Technical Assistance and PDA Planning Program
- **Launch and deliver a suite of pilot projects** to equitably advance the “3 P’s” of housing: protection, preservation, and production
- **Partner with local jurisdictions** to study and accelerate mall & office park redevelopment



Economy

- **Evaluate funding sources** and develop a pilot Priority Production Area (PPA) Planning and Technical Assistance program, with a goal of supporting up to five PPAs by 2025
- **Engage with local partners** on economic recovery as part of the Regional Government Partnership for Local Economic Rebound initiative



Environment

- **Explore legislative reforms** to establish clear roles for sea level rise adaptation
- **Restructure MTC Climate Initiatives** program and operational travel demand management (TDM) programs to ensure they can effectively scale over the next five years
- **Evaluate feasibility** of expanding the scope and mission of BayREN to develop a broader range of program offerings that support building retrofits and water & energy upgrades

# What's Next: June & July 2021 Public Engagement



## Virtual Public Workshops

- June 14 at 5 PM — East Bay Focus (*Alameda & Contra Costa Counties*)
- June 30 at 12 PM — North Bay Focus (*Marin, Napa, Solano & Sonoma Counties*)
- June 17 at 12 PM — South Bay Focus (*Santa Clara County*)
- June 28 at 5 PM — West Bay Focus (*San Francisco & San Mateo Counties*)



## Virtual Public Hearings

- June 11 at 9:30 AM (Draft Plan Document) & directly after (EIR)
- June 22 at 5:30 PM (Draft Plan Document) & 6:30 PM (EIR)
- July 7 at 1:30 PM (Draft Plan Document) & 2:30 PM (EIR)



Overview Videos  
& Web Resources



Youth Events &  
Video Challenge



Virtual Tribal  
Summit

# What's Next: Upcoming Public Comment Period



**Draft Plan Bay Area 2050 is slated for public release by early June and will include:**

- Draft Plan Document + Implementation Plan
- Draft Supplemental Reports
- Draft Environmental Impact Report

**The public comment period will continue through July 20<sup>th</sup> - for more information on how to submit comments, go to [planbayarea.org](http://planbayarea.org).**



May 10, 2021

David Rabbitt, Chair, Programming and Allocations Committee  
 Metropolitan Transportation Commission  
 Bay Area Metro Center  
 375 Beale St., Suite 800  
 San Francisco, CA 94105-2066

Dear Commissioner Rabbitt:

In advance of the May 12<sup>th</sup> Programming and Allocations Committee meeting, we are writing to support Agenda Item 4b: Proposed Principles for the Distribution of Transit Funding from the American Rescue Plan Act of 2021 (ARP Act) in the San Francisco Bay Region.

The CARES and CRRSA Acts provided a \$2.3 billion lifeline to Bay Area transit agencies to preserve the region's transit systems in the face of the devastating ridership and revenue losses due to the pandemic. Most importantly, that funding has ensured the survival of our transit agencies in the meantime while averting layoffs and enabling safe transit service for those who need it the most. We continue to appreciate the dedication, collaboration and flexibility demonstrated by our labor partners throughout the pandemic. Now that the worst of the pandemic is behind us and the Bay Area begins to emerge from over a year of shelter-in-place, transit agencies are looking to the ARP Act funding to help them recover into the future along with the rest of the economy.

MTC's proposed principles for the ARP Act facilitate an equitable and sustainable recovery and will allow MTC to target the initial distribution to ensure all agencies have sufficient funding for the next year of transit operations, stabilizing our systems and forestalling any possible layoffs. The principles also hold operators accountable by focusing the funding on planning and taking demonstrated measures to restore service to meet the expected increases in demand by September 2021.

In planning for the future, one possible outcome is that the ARP Act could be the last infusion of federal operating recovery funds for the Bay Area's transit systems, despite the fact that the trajectory of the recovery is uncertain, evolving, and is expected to take many years. Having more than one distribution of ARP Act funds will allow the region to make a more deliberate and

May 10, 2021

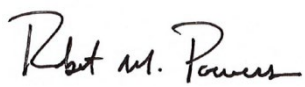
Page 2

informed decision until we have better information about the trajectory of the recovery, ridership demand, and the unique financial circumstances each transit agency is facing. Accordingly, it will allow for the ARP Act funds to be deployed as strategically as possible to meet rider demand and allow transit operators to meet budget needs and keep workers in their jobs.

Finally, we appreciate the acknowledgement of the importance of reducing physical distancing guidelines in order to more effectively operate and continue service restoration. Due to the capacity constraints imposed on transit vehicles, meeting increasing ridership demand will not be possible until the physical distancing health orders are lifted.

We want to thank MTC staff for their work to craft the currently proposed principles and the Commission for its past actions to ensure that the Bay Area's federal relief dollars are allocated in an expeditious, thoughtful, and strategic manner under such challenging circumstances. We urge the Commission to adopt the proposed principles and look forward to our continued partnership to strive to best meet the public's needs with the ARP Act funds and through the work underway with the Blue Ribbon Transportation Recovery Task Force.

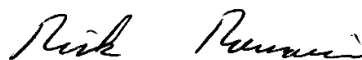
Sincerely,



Robert Powers,  
General Manager  
San Francisco Bay Area  
Rapid Transit District  
(BART)



Michelle Bouchard,  
Acting Executive Director  
Caltrain



Rick Ramacier,  
General Manager  
County Connection



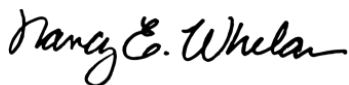
Diane Feinstein,  
Transportation Manager  
Fairfield and Suisun Transit  
(FAST)



Denis Mulligan,  
General Manager  
Golden Gate Bridge,  
Highway and Transportation  
District



Michael S. Tree,  
General Manager  
Livermore Amador Valley  
Transport Authority (Wheels)



Nancy Whelan,  
General Manager  
Marin Transit



Kate Miller,  
Executive Director  
Napa Valley Transportation  
Authority (NVTA)



Jeffrey Tumlin,  
General Manager  
San Francisco Municipal  
Transportation Agency  
(SFMTA)

May 10, 2021

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Carter Mau,  
Acting General Manager  
San Mateo County Transit  
District (SamTrans)



Seamus Murphy,  
Executive Director  
Water Emergency  
Transportation Authority (SF  
Bay Ferry)



Beth Kranda,  
Executive Director  
Solano County Transit  
(SolTrans)



Jeanne Krieg,  
Chief Executive Officer  
Tri Delta Transit



Evelynn Tran,  
General Counsel & Interim  
General Manager/CEO  
Santa Clara Valley  
Transportation Authority  
(VTA)



Charles Anderson,  
General Manager  
Western Contra Costa Transit  
Authority (WestCAT)