BayArea Plan

Commission Workshop

April 27-28, 2011

Half Moon Bay

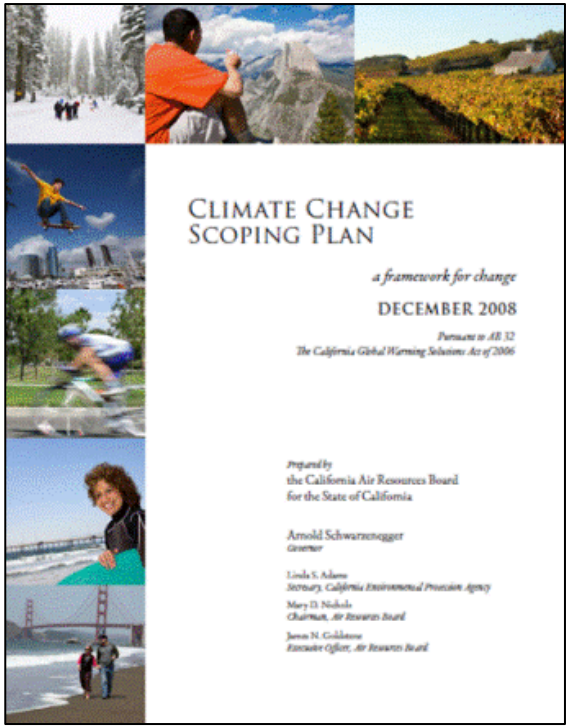
BayArea Plan

Introduction

Steve Heminger
Executive Director

AB 32 Global Warming Solutions Act of 2006

- **AB 32 establishes the first comprehensive program of regulatory and market mechanisms in the nation to achieve greenhouse gas (GHG) emissions reductions**
- **AB 32 sets GHG emissions limit for 2020 at 1990 level**
  - Acknowledges that 2020 is not the endpoint
  - Points way towards 80% reduction by 2050
- **Air Resources Board (ARB) adopted a Scoping Plan to achieve AB 32's GHG emissions reduction target**

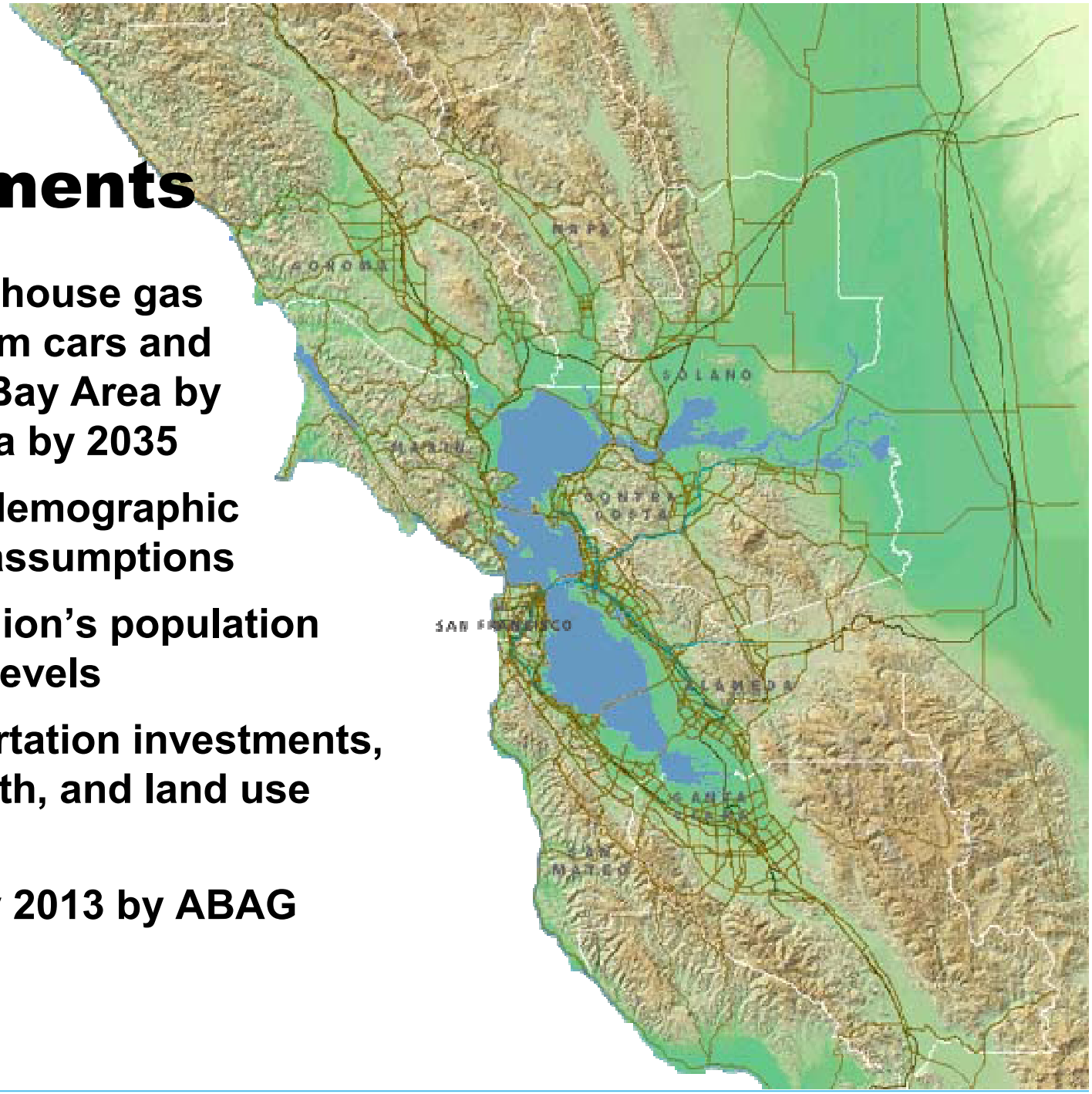


California's Approach to Reducing Transportation Greenhouse Gases

- Cleaner vehicles (Pavley, AB 32) - 38 tons
- Cleaner fuels (Low-Carbon Fuel Standard) - 15 tons
- More sustainable communities (SB 375) - 5 tons

SB 375 Requirements

- Reduce greenhouse gas emissions from cars and trucks in the Bay Area by 15% per capita by 2035
- Use realistic demographic and revenue assumptions
- House the region's population at all income levels
- Align transportation investments, housing growth, and land use planning
- Adopt in early 2013 by ABAG and MTC



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Planning Process & Timeline

Phase 1

- GHG Targets
- Performance Targets
- Analysis of Current Plans

} **Completed**

Phase 2

Public Outreach

2011 — April — July — October — 2012 — January/ February

We Are Here

Alternative Scenarios Analysis

Transportation Policy & Investment Discussions

Release Initial Vision Scenario
March 11

Call for RTP Projects Due
April 29

Project Performance Assessment
May - July

Adopt Preferred SCS Scenario

Regional Housing Needs Allocation

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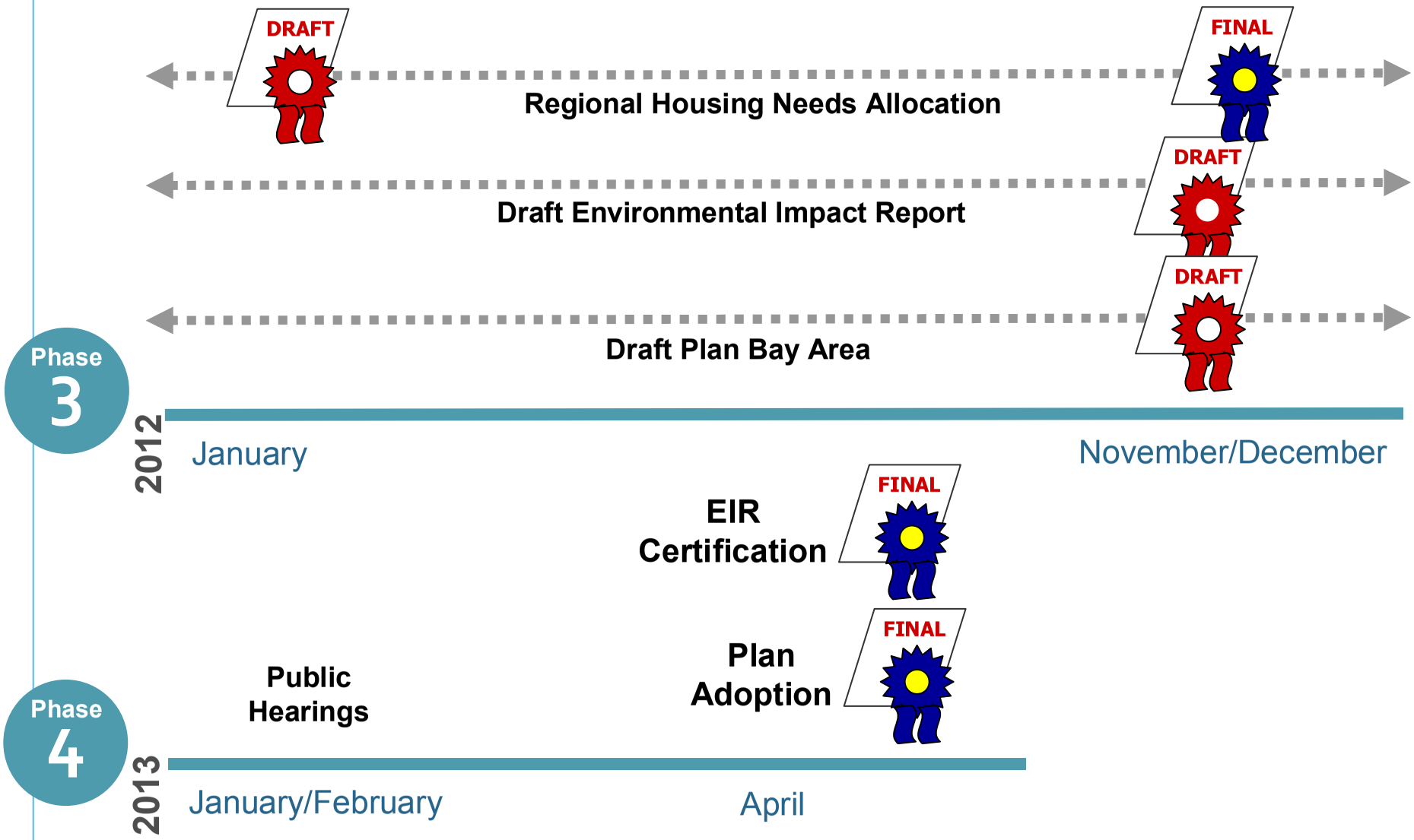
Planning Process & Timeline (cont'd)



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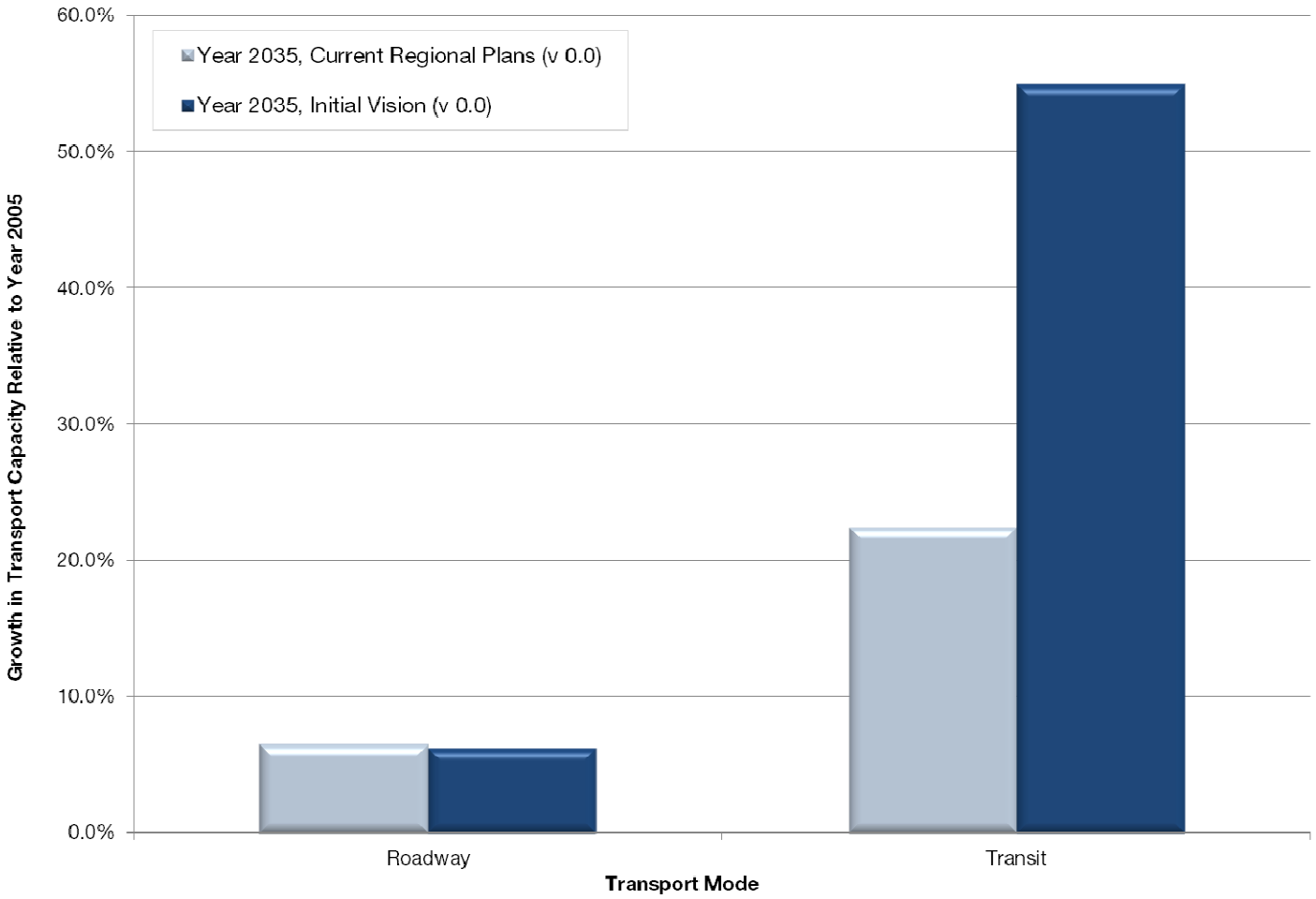
Growth in Transportation Capacity From Year 2005



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GHG Targets

(% per capita reduction compared to 2005)

Horizon Year	ARB Target	Current Regional Plans	Initial Vision Scenario
2020	-7%	-9%	-11%
2035	-15%	-10%	-12%

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Reactions to the Initial Vision Scenario

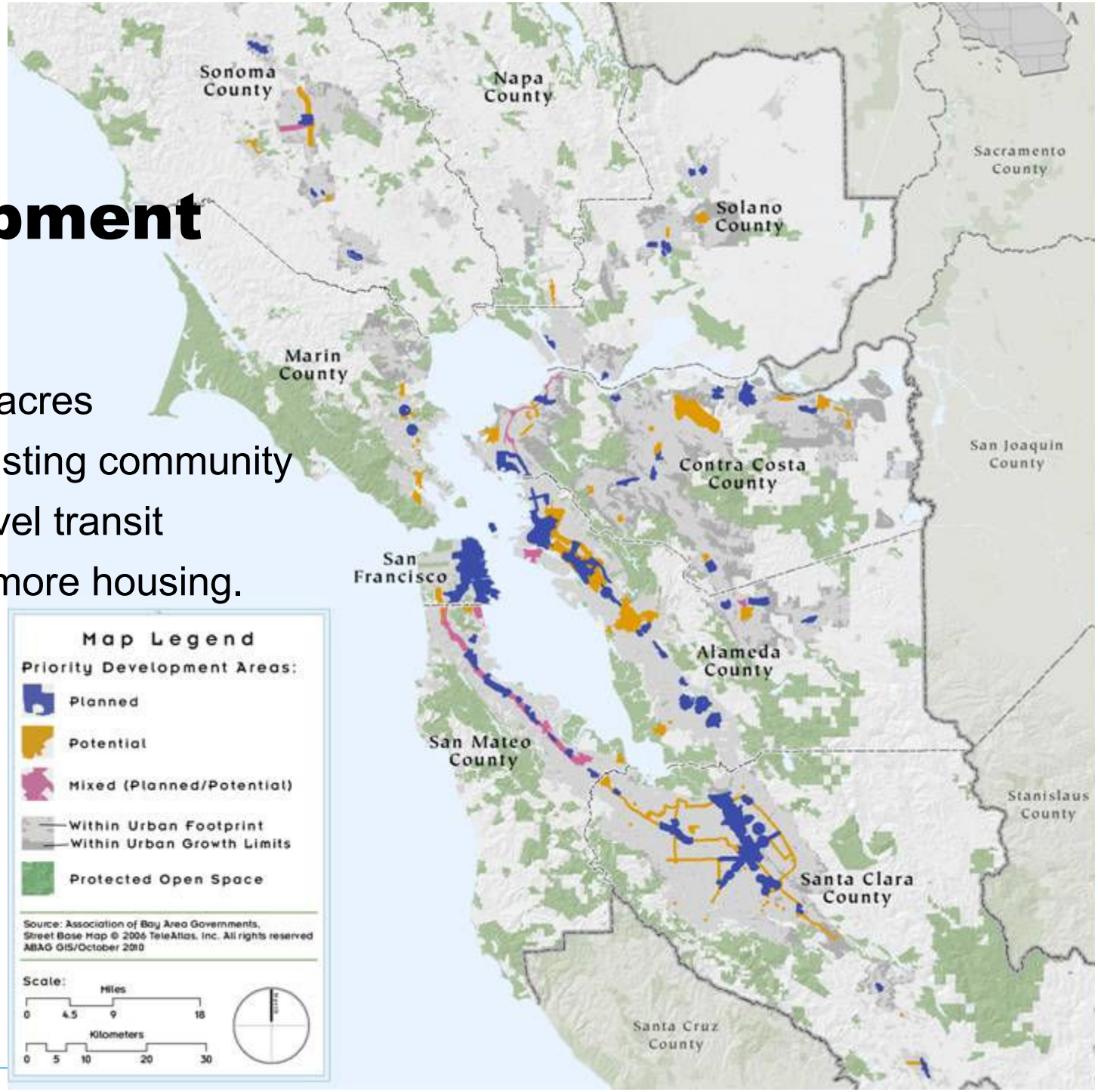
Ezra Rapport
ABAG Executive Director

Initial Vision Scenario:
Building on an Existing Framework

- Local-regional partnership to support sustainable growth and protect natural resources
- A sustainable regional growth pattern supported by policies and incentives
- Incorporates local input on places and policies for sustainable growth via locally-selected Priority Development Areas (PDAs)

Priority Development Areas

- At least 100 acres
- Within an existing community
- Near high-level transit
- Planned for more housing.



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Regional Growth Projections

Scenario	Households	Population	Employed Residents	Jobs
2010	2,669,800	7,348,300	3,152,400	3,271,300
2035 Current Regional Plans	*+633,500*	*+1,717,900*	*+881,600*	*+1,129,100*
2035 Growth Increment	*+269,000*	*+363,700*	*+165,000*	*+92,900*
2035 Initial Vision Scenario	*+902,500*	*+2,081,600*	*+1,046,600*	*+1,222,000*
Total 2035 Initial Vision Scenario	3,572,300	9,429,900	4,199,000	4,493,300

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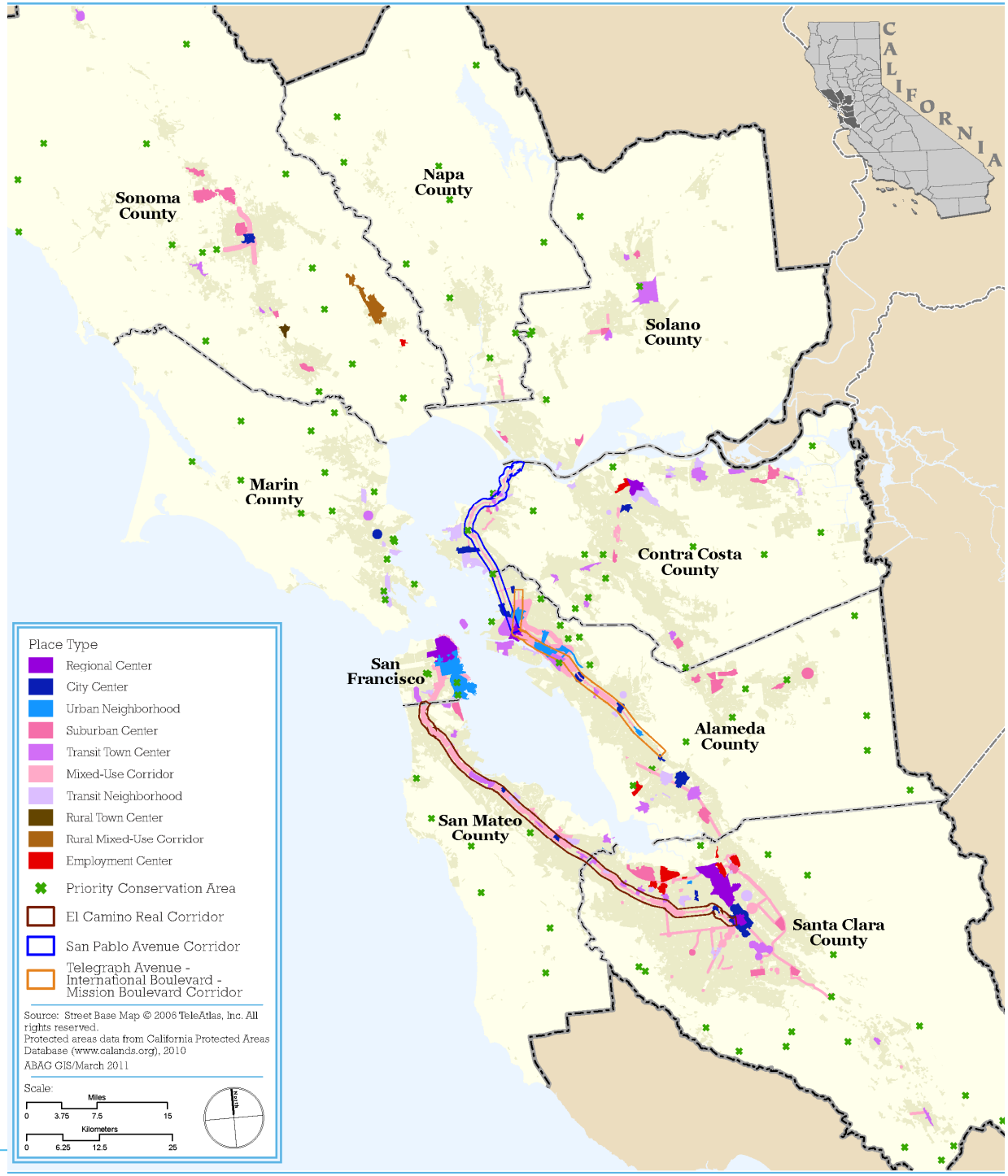
Housing Distribution

- 70% of growth in PDAs and Growth Opportunity Areas
- 97% of growth within the existing urban footprint
- Preserves character of existing residential neighborhoods
- Utilizes existing transit; strengthens planned transit
- Provides for rapid growth in senior population
- Lower per capita water use due to growth location, development type



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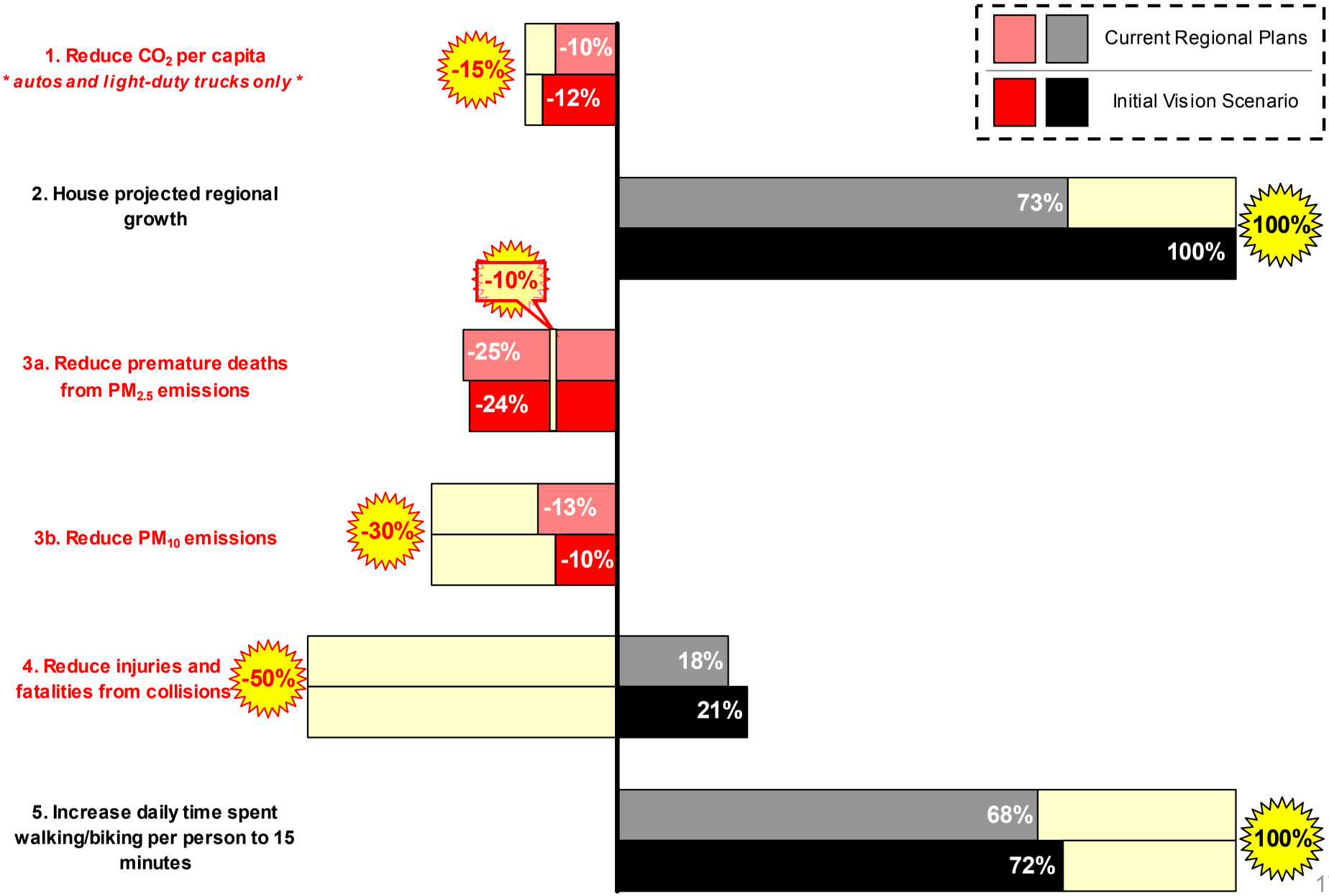
Employment Distribution

COUNTY	2010 Jobs	2035 Jobs	2010-2035 Growth	2010-2035 Growth Rate
Alameda	675,600	925,400	249,900	37%
Contra Costa	345,900	479,400	133,400	39%
Marin	129,700	151,100	21,400	17%
Napa	70,100	88,800	18,700	27%
San Francisco	544,800	713,700	168,900	31%
San Mateo	330,100	452,200	122,100	37%
Santa Clara	858,400	1,238,400	380,000	44%
Solano	126,300	176,700	50,400	40%
Sonoma	190,400	267,600	77,200	41%
TOTAL	**3,271,300**	**4,493,300**	**1,222,000**	**37%**

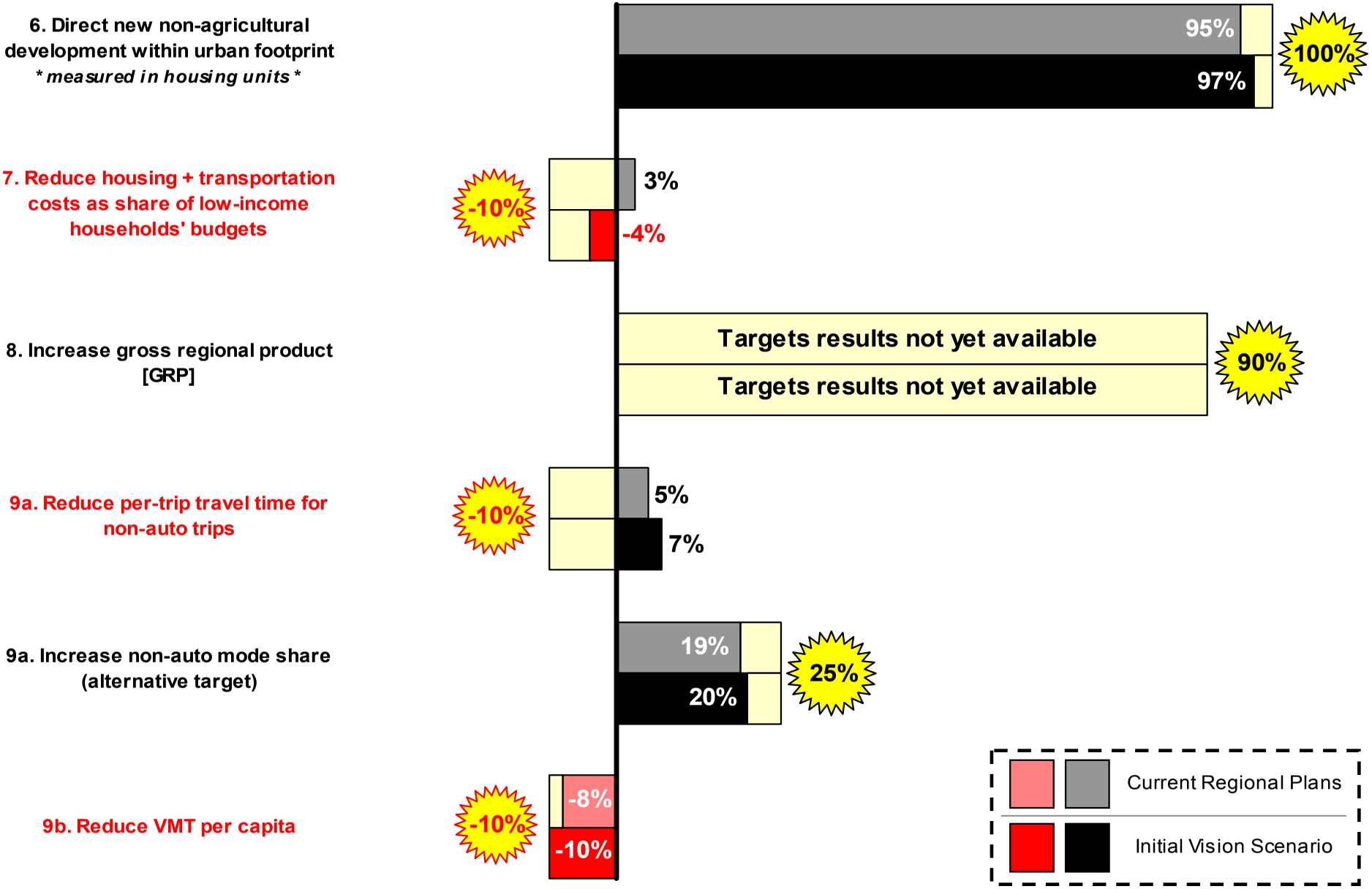
Initial Vision Scenario
Transportation Network

- Transportation 2035 is base network with Express Lane Backbone system
- Improvement to existing transit services adjacent to Initial Vision growth areas
- Increased frequencies on over 70 local bus routes and several express bus routes
- Increased frequencies on BART, eBART, Caltrain, Muni Metro, VTA Light Rail, and ACE
- 60 miles of dedicated bus lanes in San Francisco and Santa Clara counties

Initial Vision: Target Results (1)



Initial Vision: Target Results (2)



Initial Vision Scenario:
Lessons Learned

- The Initial Vision Scenario builds upon the considerable focused growth planning that has already occurred in the region
- Accommodating future housing demand requires significant new resources and a supportive transit network
- While the IVS meets the 2020 GHG target, it does not meet the 2035 GHG target nor several other targets
- Achieving the targets will require additional land-use, transportation and non-infrastructure strategies
- Employment location, and its relationship to housing and transit, is a key issue requiring further analysis

Outreach to Local Jurisdictions: What Have We Heard?

- Accommodating all demand for housing regionally and locally will be a big challenge (particularly given market conditions)
- Placement of housing and jobs appears too aggressive in some areas, while growth potential in other PDAs is underutilized
- Difficult for many jurisdictions to even plan for future growth given staff resources
- Substantial focused growth planning completed but inadequate capital resources to support development
- Need to consider jobs/housing balance-fit
- Need to develop an economic development strategy

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Look Ahead: Alternative Scenarios

Doug Kimsey, MTC Planning Director

Ken Kirkey, ABAG Planning Director

Defining the Alternative Scenarios

- Explore tradeoffs among varying land use strategies, transportation investments and supportive policies that will achieve adopted targets
- Define and assess up to three scenario “packages” that are financially constrained and achievable
- Project performance assessment will inform transportation investment for scenarios

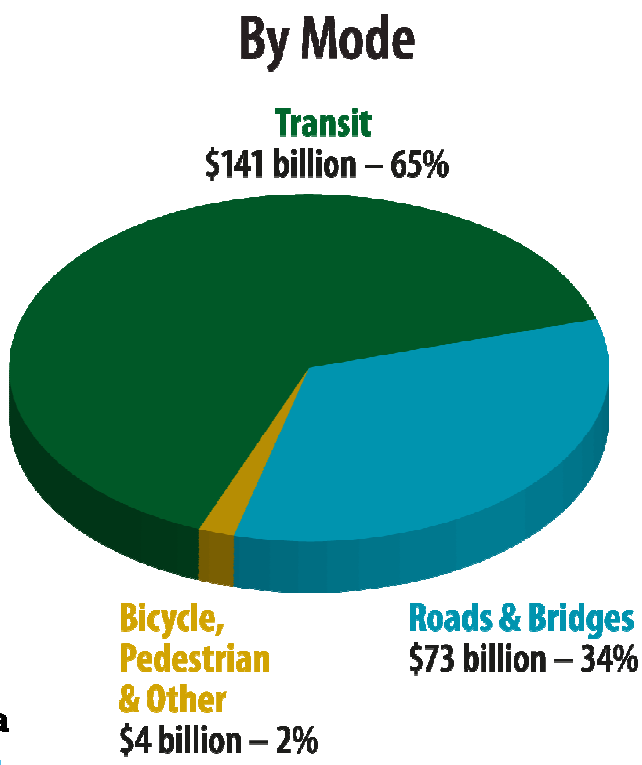
Alternative Land Use Scenarios

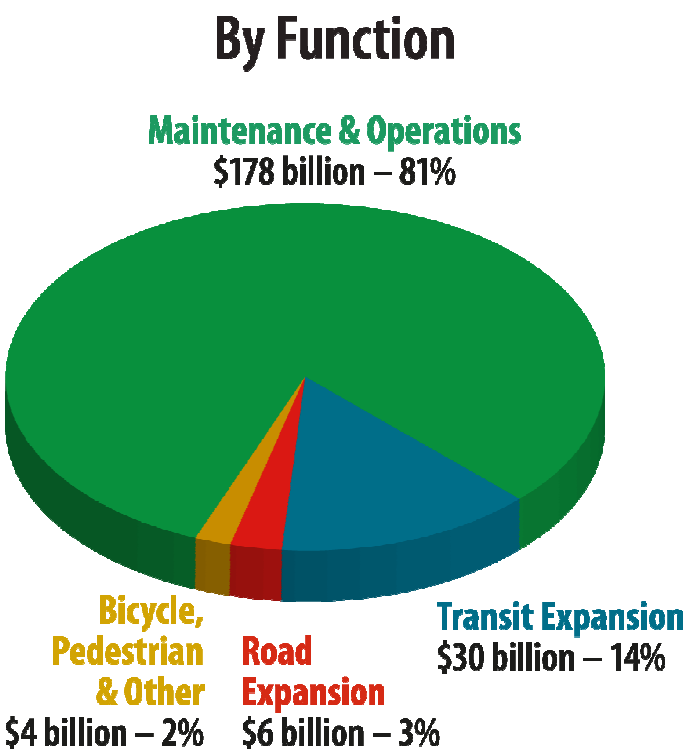
- **More Urban Jobs-Housing Fit**
  - Shift jobs and housing growth among Priority Development Areas and growth opportunity areas (via changes to Initial Vision Scenario)
- **Even More Aggressive Urban Jobs-Housing Fit**
  - Focus even more growth into the urban core
- **More Suburban Jobs-Housing Fit**
  - Shift job growth into suburban areas to improve jobs-housing fit, particularly in Priority Development Areas and other areas with good transit connectivity
- **Your ideas?**

Alternative Transportation Scenarios

- Continued maintenance focus
- Transit sustainability options
- Strategic expansion – urban/suburban focus
- Your ideas?

Transportation 2035 Plan Expenditures





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Alternative Transportation Policy Scenarios

- Transportation Demand Management (e.g., telework, commuter benefits, ridesharing services)
- Eco-Driving (e.g., establish 55 mph speed limit, educate drivers about how to drive to save fuels and reduce emissions)
- Electric vehicle and charging infrastructure (beyond what's assumed by Air Resources Board)
- Parking Pricing (e.g., charge higher rates during peak hours, charge for employer parking)
- Other Pricing Strategies (e.g., Regional Express Lane Network, other tolling or vehicle fee approaches)

- **Your ideas?**

Conceptual Scenarios

1. More development in current urban footprint
2. Maintain core transit services — expanded local transit in PDAs
3. Emphasize TDM, bicycle/pedestrian
4. Parking demand management/other regional and local pricing approaches

Alternative Scenario Timeline

Develop alternative scenarios through an iterative process	Now – June 2011
Present alternative scenarios for initial review and then approval by MTC and ABAG	June – July 2011
Start scenario analysis	August 2011
Release scenario results	October 2011
Seek public review and comment on scenario results	October 2011
Identify preferred scenario	January 2012
Approval of preferred scenario by MTC and ABAG	February 2012

YouChoose Bay Area

- **Interactive exercise conducted at our Plan Bay Area public workshops**
- **Workshop goals:**
  - Identify the priorities
  - See how priorities are affected by various growth choices
  - Hear the perspectives of other residents and have the opportunity to discuss similarities or differences of opinions
  - Gain a deeper understanding of the regional planning process, and the trade-offs involved in decision-making
  - Be able to thoughtfully provide feedback to the SCS process and be encouraged to remain engaged

BREAK

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Funding Incentives

Ann Flemer
Deputy Executive Director, Policy

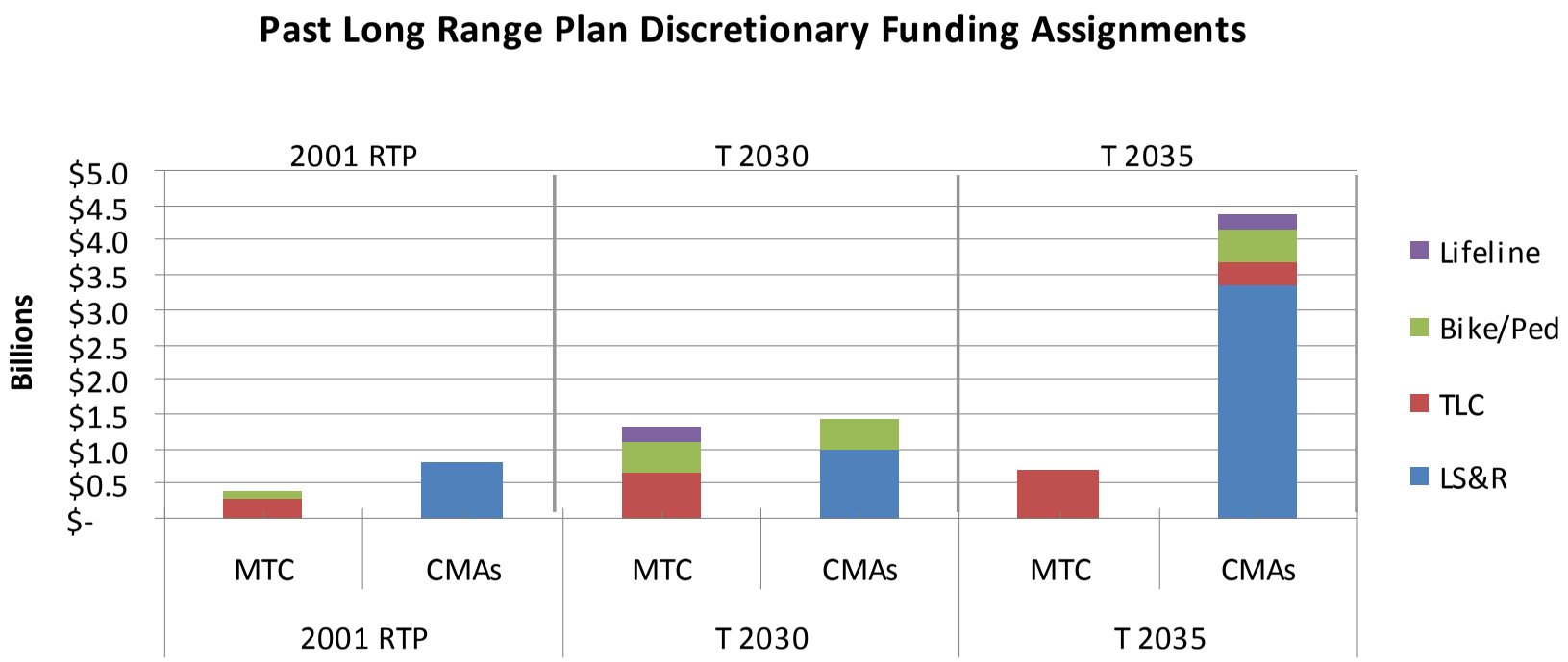
Project Selection: Early Period

- ISTEA (early 1990s) provided the first opportunity for MTC to select projects using federal funding
- Investments reflected:
  - conventional transportation infrastructure needs
  - addressed significant project / program shortfalls
- Programs generally managed at the regional level, with funding guarantees to ensure equity among counties and modes
- Certain program components devolved to the CMAs (Local Streets & Roads Rehabilitation)

Program and Project Selection Evolves over Past Two Decades

- Addition of programs to incentivize transportation and land use linkages
  - Transportation for Livable Communities
  - Housing Incentive Program
  - Station Area Planning
- New programs to clean the air
  - Spare the Air
  - Vehicle Buy-back
- Introduction of performance based framework
  - Local Streets and Road Formula
  - Freeway Performance Initiative and Transportation 2035
- More funding devolved to county CMAs to address broader transportation needs (i.e. TLC, Bike/Ped, SR2S)

Program and Project Selection Evolves over Past Two Decades



Regional Programs Retained

Program	T-2035 Discretionary Funding ($ billions)
Transit Capital Rehabilitation	$3.1
Freeway Performance Initiative	$0.8
Traveler Information	$0.5
Clipper	$0.4
Incident Management	$0.2
Total	$5.0

Where are we Today?

- **Respond to new challenges:**
  - Climate Protection
  - Sustainable Communities Strategy
- **Target TLC and station area planning grants to areas that are priority development areas (PDAs)**
- **Forge better partnerships to promote synergies among transportation, environment and land use efforts**
- **Recent MTC programs that showcase these efforts:**
  - Affordable Housing TOD Fund
  - Climate Innovative Grants
  - PDA focus of TLC program

Concepts for Plan Bay Area

- **Consolidate programs into single block grant**
- **Distribute funding to encourage results (e.g., formula guarantees vs. performance based allocations)**
- **Quid pro Quo: address other regional policies in addition to housing objectives**
  - Parking/pricing polices
  - Community risk reduction plans per CEQA guidelines
  - Inclusionary zoning polices
  - Participation in climate adaptation strategy
- **Decide what remains a regional program and what devolves to local level**
- **Monitor and evaluate performance over time**

Regional Economic Development Strategy

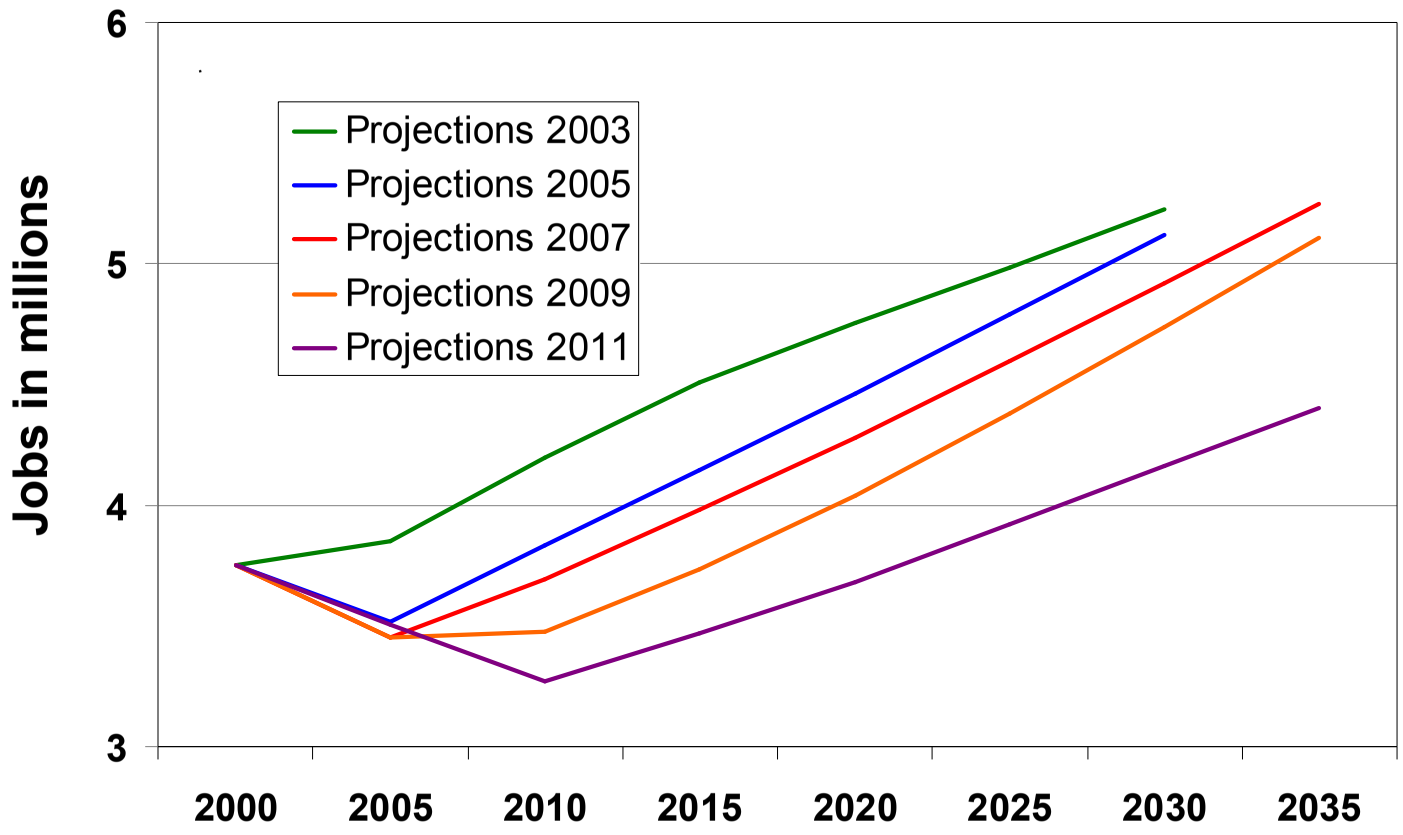
Ted Droettboom
Joint Policy Committee

Focus on Employment Growth

- Business community concern that the economy will be an afterthought
- There are questions about the Bay Area's ability to sustain its competitive economic advantage
- Initial Vision Scenario assumes 50,000 jobs per year; since 1990 under 10,000 jobs per year

Slower Job Growth

- Long-term regional job projections keep falling



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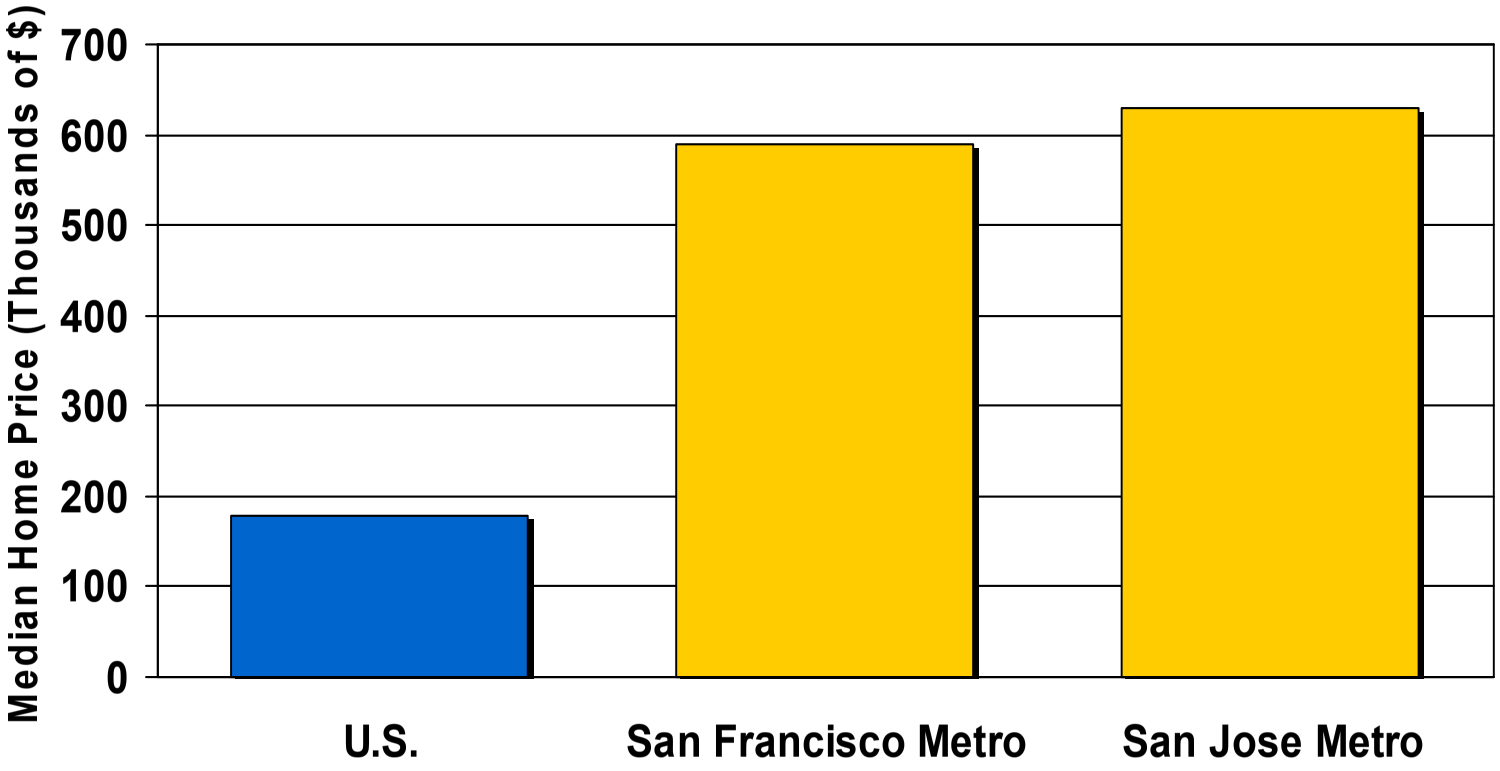
High Housing Costs



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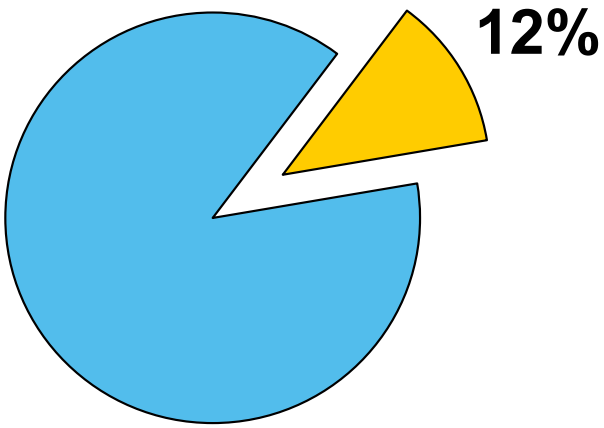
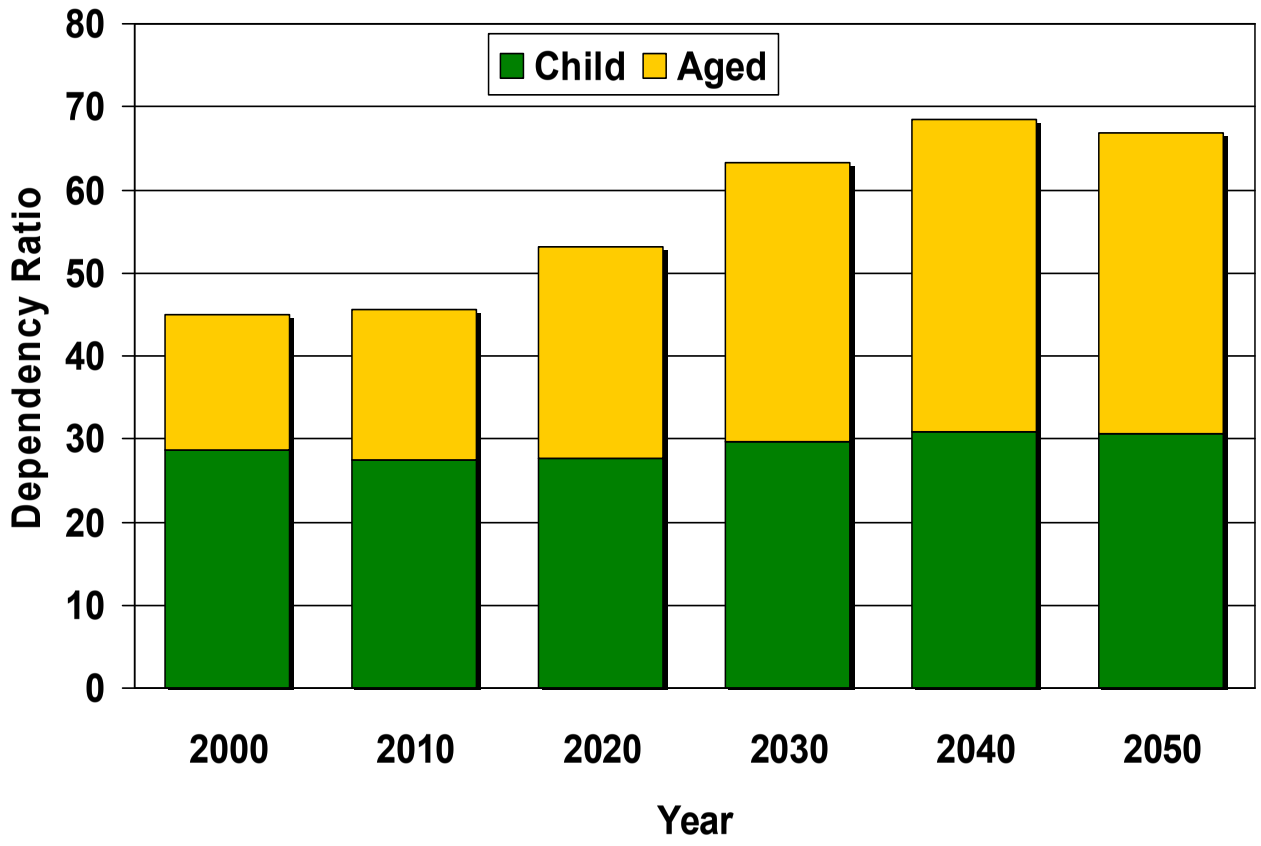
Climate Impacts

ANNUAL GDP LOST TO CLIMATE IMPACTS



Aging Population



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Plan Bay Area Will…

- Identify regional job centers that can support future growth.
- Consider transportation capacity and access issues specific to job centers
- Consider economic, real estate, and policy impacts of various job allocation options
- Consider revisions to the MTC's TOD Policy to include transit access to jobs
- Pursue CEQA streamlining potential

Beyond Plan Bay Area — Regional Economic Development Strategy

- **Regional economic competitiveness assessment**
- **Identify trends shaping the geography of work**
- **Regional policy framework for improving mode split**
  - Encouraging more accessible business locations
  - Transit investments
  - Job-based transportation demand management
- **Industrial land supply and competing land-use pressures**
- **Potential for office park re-development**

JPC Initiatives

Resilience

Economic Development

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Public Opinion Polling

Doug Kimsey
MTC Planning Director

What We Heard from Your Constituents: Current and Past Polls

- **Climate Initiatives Poll – completed April 2011**
  - Attitudes and behaviors toward Climate Change issues
- **Plan Bay Area Poll – Ongoing**
  - Priorities for future transportation investments
- **TOD Choice Survey – September 2008**
  - Understanding what attracts Bay Area residents to Transit Oriented Developments

A full briefing will be provided at the Commission Workshop