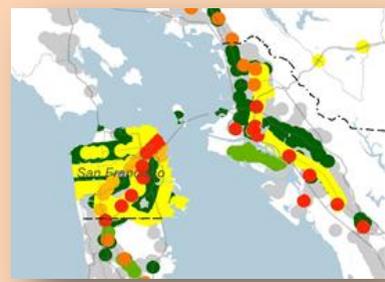


ZONING



Refer to upzoning maps

FEES AND SUBSIDIES



Refer to fee maps

ROAD NETWORK



Refer to highway map

ROAD PRICING

EXISTING GENERAL PLANS

1

NO NEW FEES

1

COMMITTED ROAD NETWORK

Assume year 2010 existing road network, plus fully funded committed projects as of May 1, 2011

1

NO PRICING

1 2

PDA-FOCUSED UPZONING

Upzone all PDAs to match Place Type designation density levels

2 4 5

SUBSIDIES NECESSARY FOR PDA GROWTH

Provide subsidies to PDAs to achieve the level of growth envisioned in the Jobs-Housing Connection alternative

2

PREFERRED ROAD NETWORK

Fund roadway improvements as included in the Preferred Transportation Investment Strategy

2 4

HIGHER PEAK PERIOD BAY BRIDGE TOLL

Increase rush hour Bay Bridge toll to \$8

3 4 5

TPP-FOCUSED UPZONING

Upzone high-quality Transit Priority Project (TPP) eligible areas based on transit service

3 5

REGIONAL DEVELOPMENT FEE

Implement increased development fees in areas with higher levels of per-capita VMT

3

REDUCED SCOPE EXPRESS LANE NETWORK

Implement Preferred Road Network with modified Express Lanes (HOV lane conversions & gap closures only)

3

VMT TAX

Charge a per-mile VMT tax of up to 10¢/mile for all annual miles driven (exempting low-income households)

5

SUBSIDIES NECESSARY FOR CURRENT REGIONAL PLANS GROWTH

Provide PDA subsidies to achieve CRP land use pattern

4

REDUCED SCOPE HIGHWAY NETWORK

Implement Preferred Road Network, excluding all projects that increase lane-miles (incl. Express Lanes)

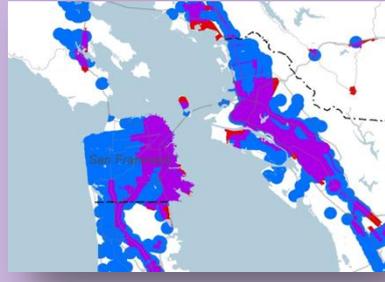
5

GROWTH BOUNDARIES



Refer to growth boundary map

INCENTIVES



Refer to incentive map

TRANSIT NETWORK



Refer to transit map

PARKING POLICIES

TREND

Assume growth boundaries continue to expand at their current rate

1 4

NO INCENTIVES

1

COMMITTED TRANSIT NETWORK

Assume year 2010 existing transit network, plus fully funded committed projects as of May 1, 2011

1

PARKING STATUS QUO

1

STRICT BOUNDARIES

Implement policies that ensure no expansion of growth boundaries

2 3 5

ONEBAYAREA GRANTS (OBAG)

2 3 4 5

PREFERRED TRANSIT NETWORK

Fund transit improvements as included in the Preferred Transportation Investment Strategy

2 4

REDUCED PARKING MINIMUMS

2 3 4 5



DEFINING EIR ALTERNATIVES:
POLICY MEASURES TO BE APPLIED

CEQA STREAMLINING

Designate Transit Priority Project areas (TPPs) as eligible for streamlined CEQA process per SB 375

2 3 4

TPP REDEVELOPMENT

Leverage potential TPP redevelopment funding (SB 1156) to support focused growth

2 3 5

INCREASE TRANSIT FUNDING FOR COAS

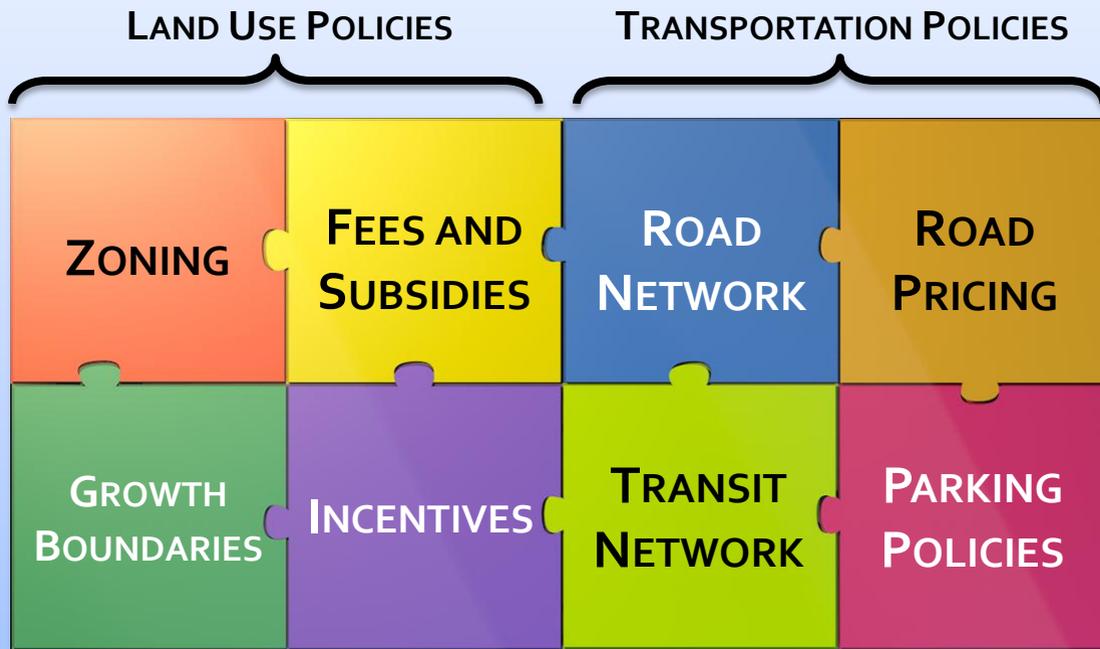
Implement Comprehensive Operations Analysis findings for BART & AC Transit

3

INCREASE TRANSIT FUNDING FOR COCS

Leverage funding to provide additional service in Communities of Concern & free youth passes

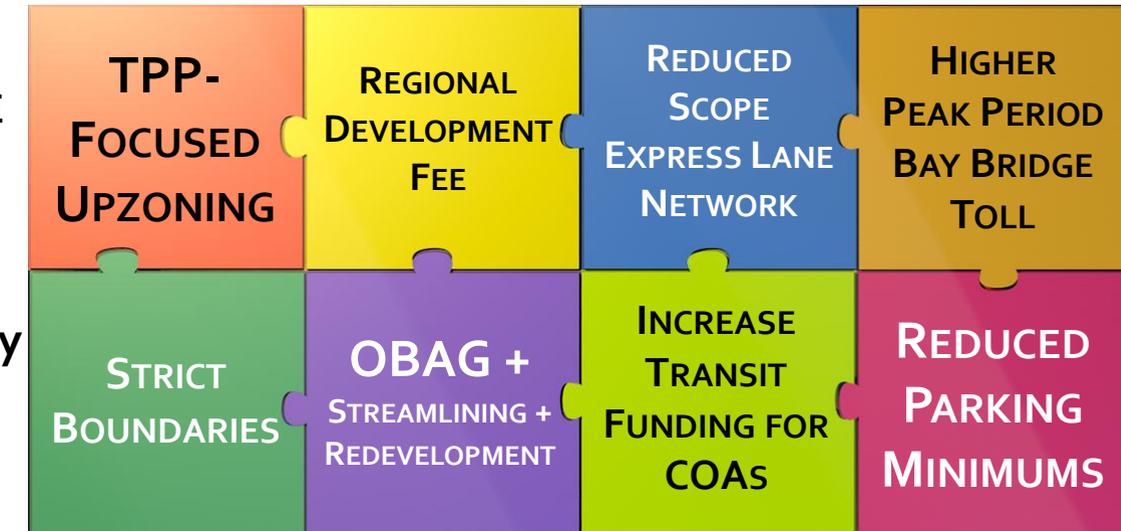
5



ALTERNATIVE

3

Transit Priority
Focus



ALTERNATIVE

1

No Project



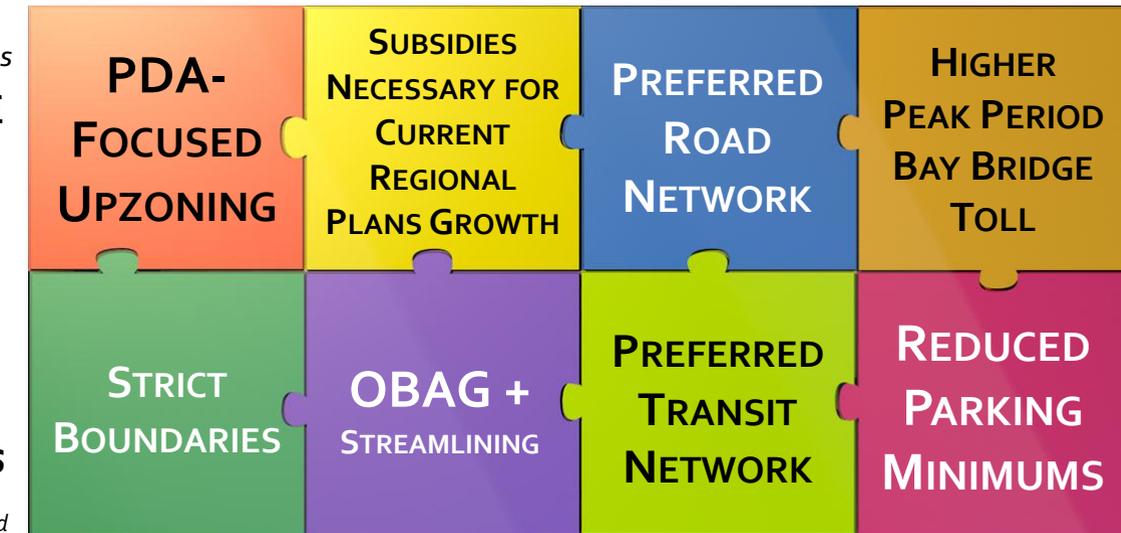
NOTE: RELIES ON HIGHER REGIONAL CONTROL TOTALS

ALTERNATIVE

4

Enhanced Network of Communities

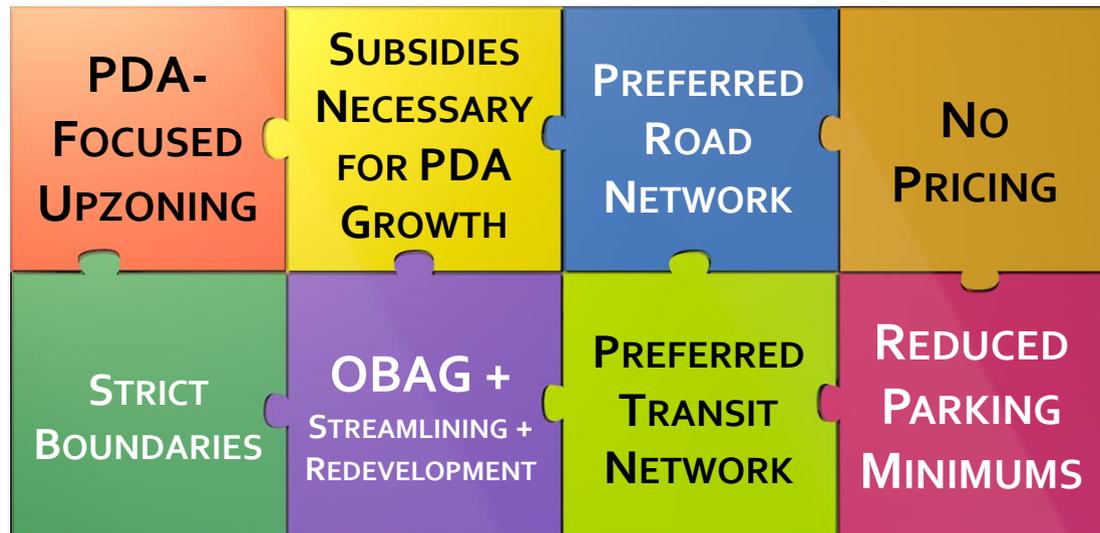
developed by: BAC, BIA, East Bay EDA, and Contra Costa Econ. Partnership



ALTERNATIVE

2

Jobs-Housing Connection



NOTE: INCLUDES AFFORDABLE HOUSING CONDITIONS TIED TO MOST POLICY LEVERS

ALTERNATIVE

5

Environment, Equity, and Jobs

developed by: Public Advocates, Urban Habitat, and TransForm

