

Plan BayArea

TO: MTC Planning Committee, ABAG Administrative Committee

DATE: April 5, 2013

FR: Deputy Executive Director, Policy, MTC
Executive Director, ABAG

RE: Draft Plan Bay Area

MTC and ABAG released the Draft Plan Bay Area on March 22, 2013, followed by the Draft Plan Bay Area Environmental Impact Report (DEIR) on April 2, 2013. Both documents are out for public review and comment until May 16, 2013. Both documents, as well as numerous supplemental reports, are available on the www.onebayarea.org website. At your April meeting, staff will present the Draft Plan Bay Area and DEIR and take the Committee's comments.

Plan Bay Area is the region's first integrated long-range land use and transportation plan. It calls for focused housing and job growth around high-quality transit corridors, particularly within areas identified by local jurisdictions as Priority Development Areas (PDAs). By linking housing and jobs with transit, the Plan seeks to achieve a greater return on existing and planned transit investments. The Plan proposes a set of transportation investments that will be implemented with reasonably anticipated revenues available to the year 2040.

The Draft Plan's integrated land use and transportation investment strategy is based upon the Preferred Scenario adopted at a joint meeting of the MTC and ABAG Executive Board in May 2012. The Draft Plan meets SB375 requirements by reducing per capita greenhouse gas emissions related to automobiles and light duty trucks by 18% by 2040, and by providing housing for the region's projected 2040 population at all income levels. An Executive Summary of the Draft Plan is attached (Attachment A).

Opportunities for Public Input on the Draft Plan

Throughout the month of April and early May, MTC and ABAG will be conducting nine Plan Bay Area Open Houses and Public Hearings, one in each of the nine Bay Area counties, as listed below in Table 1. Comments on the Draft Plan may also be submitted online at www.OneBayArea.org; emailed to info@OneBayArea.org, or mailed to MTC-ABAG Plan Bay Area Public Comment, 101 8th Street, Oakland, CA 94607. We have also created an on-line forum for civic engagement (Plan Bay Area Town Hall) to allow participants to read what others are saying about the proposals in Plan Bay Area and post their own statements.

As per SB 375, we will also present the Draft Plan for discussion to elected officials in every county. These briefings will occur at a regularly scheduled meeting of each of the nine county congestion management agency boards in April and May.

In addition to the public meetings, MTC and ABAG staff will brief each agency's advisory committees and partner agencies, including the Regional Advisory Working Group, the MTC Policy Advisory Council, ABAG's Regional Planning Committee, the Bay Area Partnership, the Joint

Policy Committee, the Bay Area Air Quality Management Committee, and the Bay Conservation and Development Commission.

Following the close of the comment period, staff will provide an overview of all comments received and recommendations for the final plan at a joint meeting of the MTC Planning and ABAG Administrative Committees in June. The full Commission and ABAG Executive Board are scheduled to adopt the Final Plan Bay Area, along with the Final EIR, in July.

Table 1: Plan Bay Area Open House and Public Hearings

(Note: In general, Open Houses will run from 6 p.m. to 7:30 p.m.; Public Hearings from 7 p.m. to 9 p.m.)

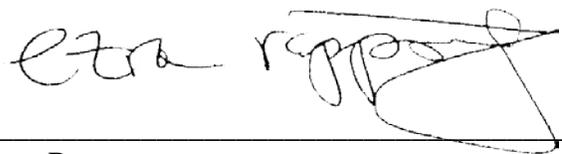
| Date | Location |
|--------------------|---|
| Monday, April 8 | Napa County: Elks Lodge, Napa |
| Monday, April 8 | Sonoma County: Friedman Center, Santa Rosa |
| Thursday, April 11 | San Francisco: Hotel Whitcomb, Civic Center |
| Monday, April 22 | Solano County: Fairgrounds, Vallejo |
| Monday, April 22 | Contra Costa County: Marriott Hotel, Walnut Creek |
| Monday, April 29 | Marin County: Marin Center, San Rafael |
| Monday, April 29 | San Mateo County: Holiday Inn Crowne Plaza, Foster City |
| Wednesday, May 1 | Alameda County: Mirage Ballroom, Fremont |
| Wednesday, May 1 | Santa Clara County: Downtown Hilton, San Jose |

Draft Air Quality Conformity Analysis of Plan Bay Area and the 2013 TIP

In addition, MTC released the Draft Transportation Air Quality Conformity Analysis for Plan Bay Area and the 2013 Transportation Improvement Program (TIP) on March 29, 2013. The Conformity analysis is required to ensure that the Plan and TIP are consistent with the purpose of the federal air quality plan, referred to as the State Implementation Plan (SIP). The conformity analysis determines whether motor vehicle emissions from the Plan and TIP are lower than the amounts specified in the SIP and national standards, and determines whether the Plan and TIP provide for timely implementation of Transportation Control Measures. The comment period for the Draft Conformity Analysis as well as the 2013 TIP closes on May 3, 2013.



Ann Flemer



Ezra Rapport

Plan BayArea

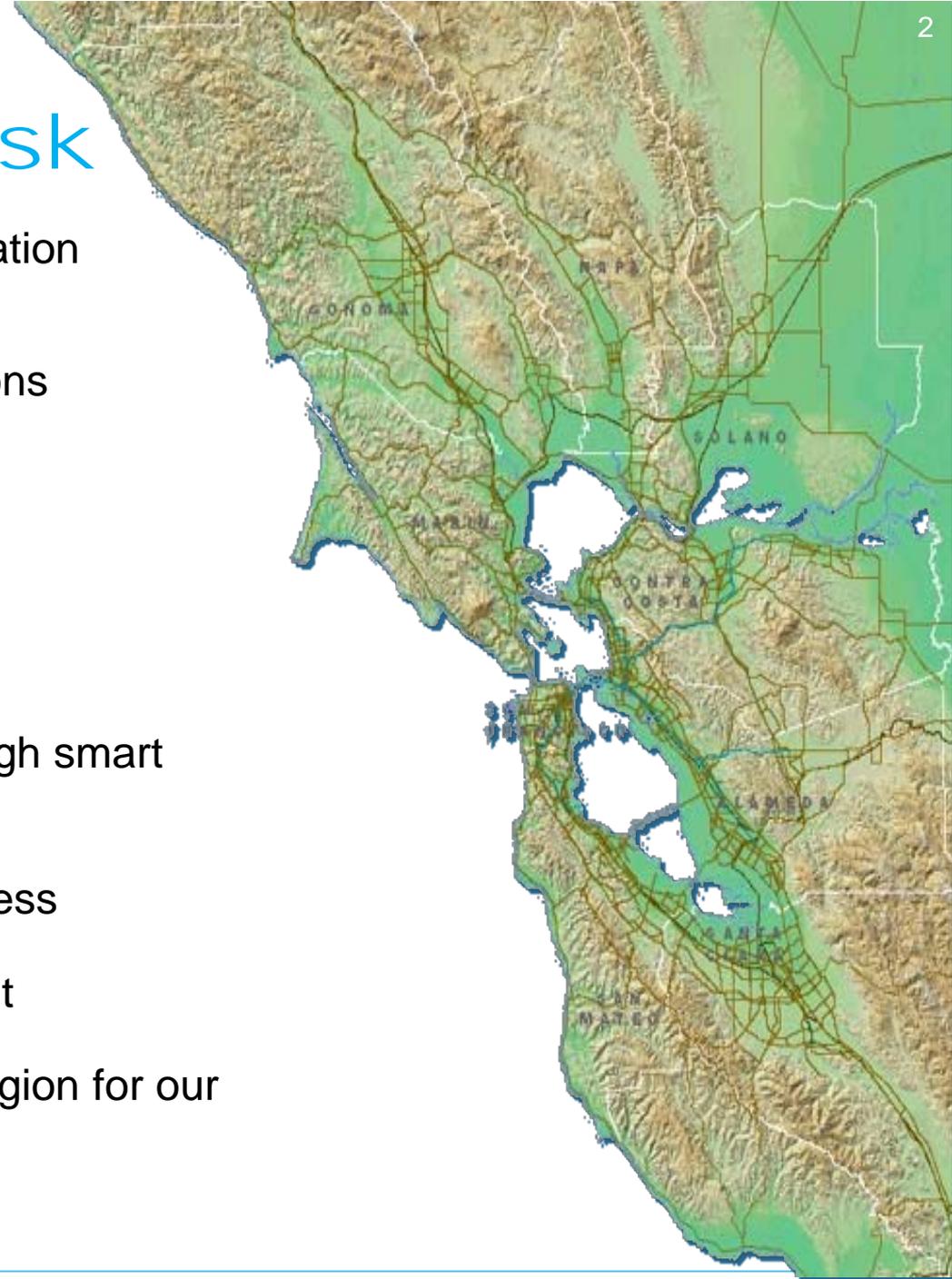
Draft Plan Bay Area Presentation

MTC Planning Committee/ABAG Administrative Committee

April 12, 2013

The Regional Task

- Integrate land use and transportation planning
- Reduce greenhouse gas emissions from by 15% per capita by 2035
- House the region's population at all income levels
- Embody local visions
- Stretch available revenues through smart investments
- Increase economic competitiveness
- Preserve our natural environment
- Help ensure a healthy, vibrant region for our children and grandchildren

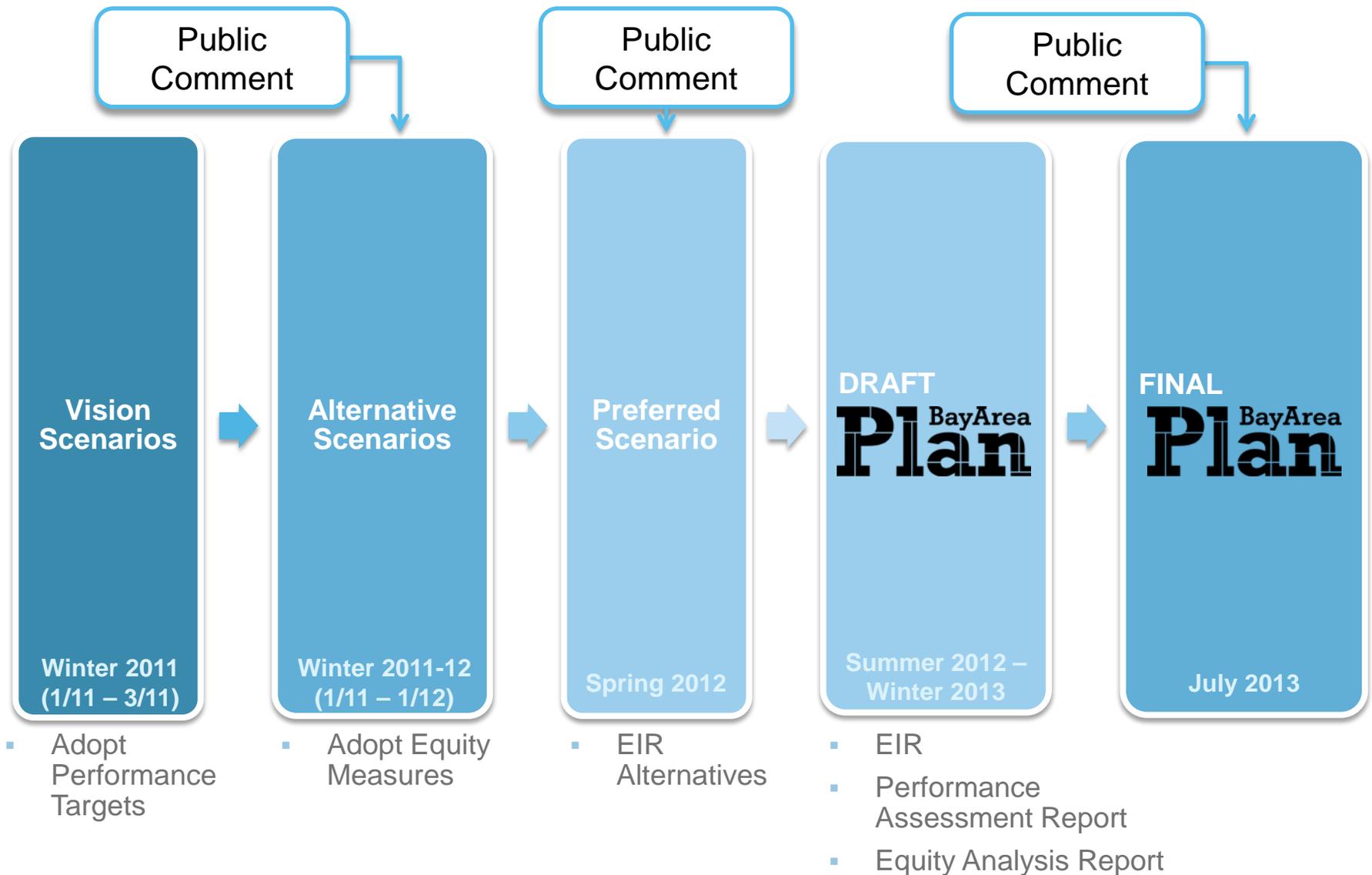


Setting Our Sights: Performance *Matters*

Adopted Plan Bay Area Performance Targets

| | | |
|---|---|--|
| ECONOMY |  <p>ECONOMIC VITALITY</p> <ul style="list-style-type: none">➤ Increase gross regional product |  <p>TRANSPORTATION SYSTEM EFFECTIVENESS</p> <ul style="list-style-type: none">➤ Increase non-auto mode share➤ Reduce VMT per-capita<ul style="list-style-type: none">➤ Maintain the transportation system |
| |  <p>CLIMATE PROTECTION</p> <ul style="list-style-type: none">➤ Reduce per-capita greenhouse gas emissions from cars and light-duty trucks |  <p>HEALTHY AND SAFE COMMUNITIES</p> <ul style="list-style-type: none">➤ Reduce premature deaths from exposure to particulate emissions➤ Reduce injuries and fatalities from collisions➤ Increase average daily time spent walking or biking |
|  <p>OPEN SPACE AND AGRICULTURAL PRESERVATION</p> <ul style="list-style-type: none">➤ Direct all non-agricultural development within the urban footprint | | |
| EQUITY |  <p>ADEQUATE HOUSING</p> <ul style="list-style-type: none">➤ House all of the region's projected housing growth |  <p>EQUITABLE ACCESS</p> <ul style="list-style-type: none">➤ Decrease housing and transportation costs as a share of low-income household budgets |

Plan Bay Area Development Process



Draft Plan Bay Area = Preferred Scenario approved May 2012

- Jobs-Housing
Connection Strategy
- Transportation
Investment Strategy



Draft Plan Bay Area Growth Trends

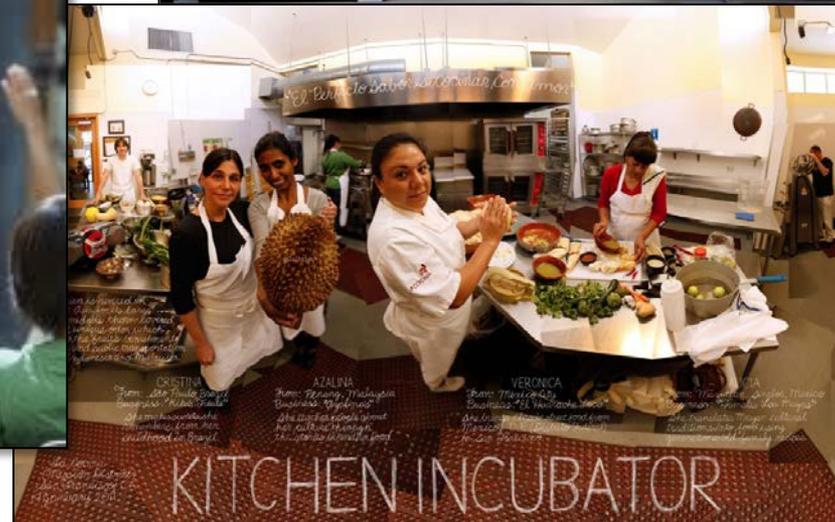
Regional Growth

| | 2010 | 2040 | Growth 2010-2040 |
|------------------|-----------|-----------|---------------------|
| Jobs | 3,385,000 | 4,505,000 | 1,120,000 |
| Population | 7,151,000 | 9,299,000 | 2,148,000 |
| Housing Units | 2,786,000 | 3,446,000 | 660,000 |

Employment Trends

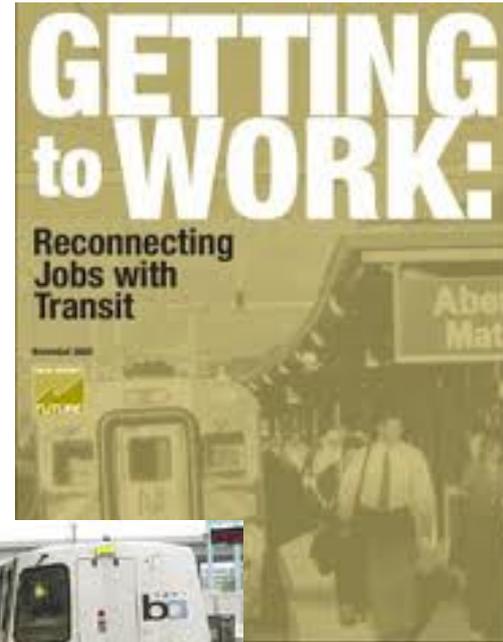
Knowledge-based and Service Industries Lead Job Growth

- Nearly 75% of new jobs in professional services, health and education, and leisure and hospitality



Employment Trends

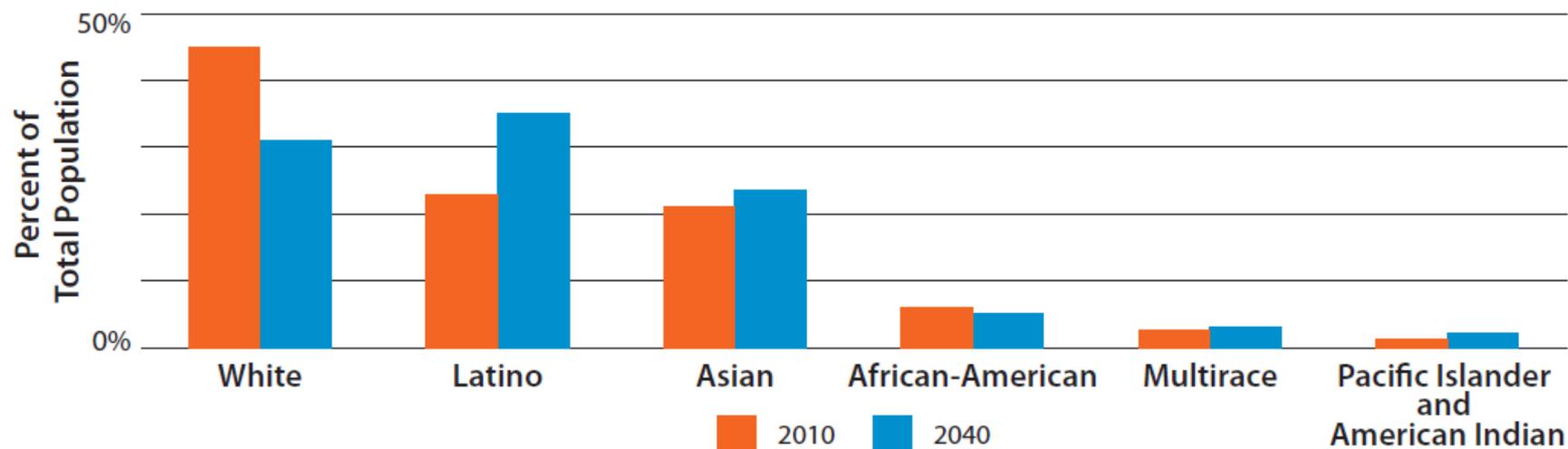
Knowledge sector and service sectors expected to grow
have shown a strong preference for locations near transit in
urban centers



Population Trends

Region will grow significantly more diverse.

Figure 1 Share of Population by Race and Ethnicity, 2010 and 2040

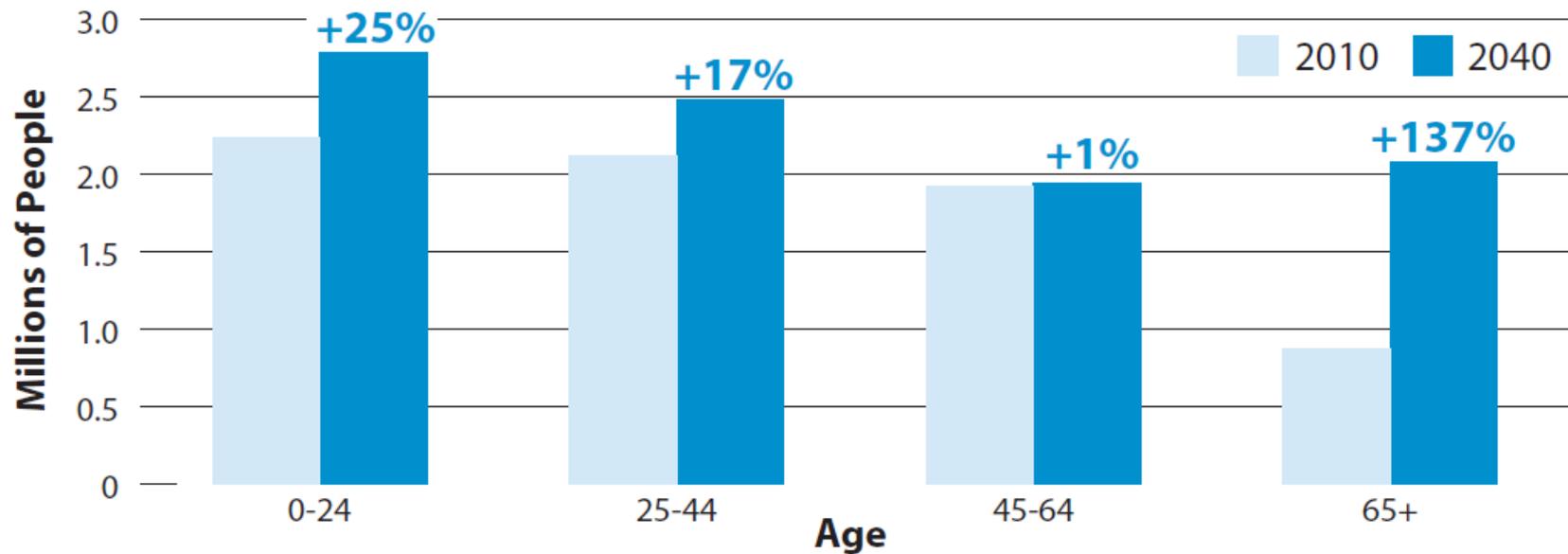


Sources: 2010 Census, California Department of Finance, ABAG

Population Trends

Senior population will grow dramatically.

Figure 2 Bay Area Population by Age, 2010 and 2040

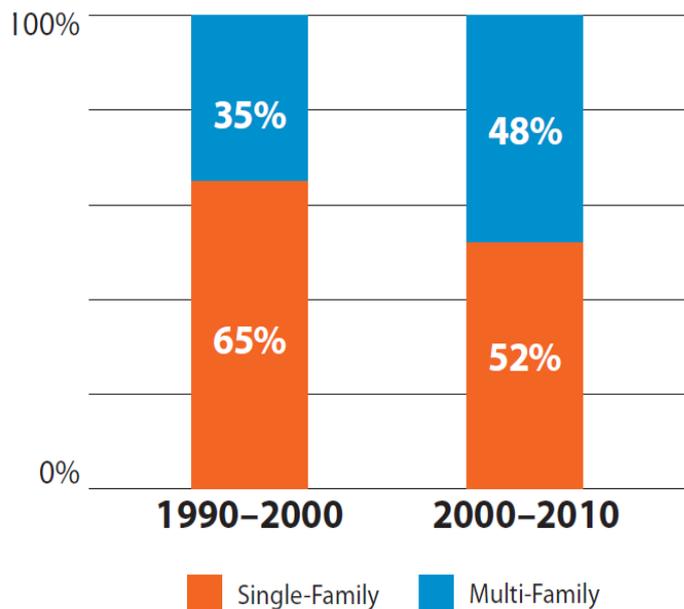


Sources: 2010 Census, California Department of Finance, ABAG

Housing Trends

Aging, more diverse population drives demand for multi-family housing near services and transit.

Figure 6 Bay Area Housing Construction
By Type, 1990–2010



Source: U.S. Census



Draft Plan Bay Area Growth Strategy

Regional Growth Strategy

Priority Development Areas

- Nearly 170 city nominated-areas in over 60 cities and counties
 - Within an existing community/Infill development area
 - Near existing/planned transit
 - Providing housing and/or jobs
 - Diversity of densities and community identities



Regional Growth Strategy

Priority Conservation Areas

- Areas to be retained for open space or farmland to maintain quality of life
- More than 100 locally nominated areas



Regional Growth Strategy Focused Growth

 **Non-urbanized land**

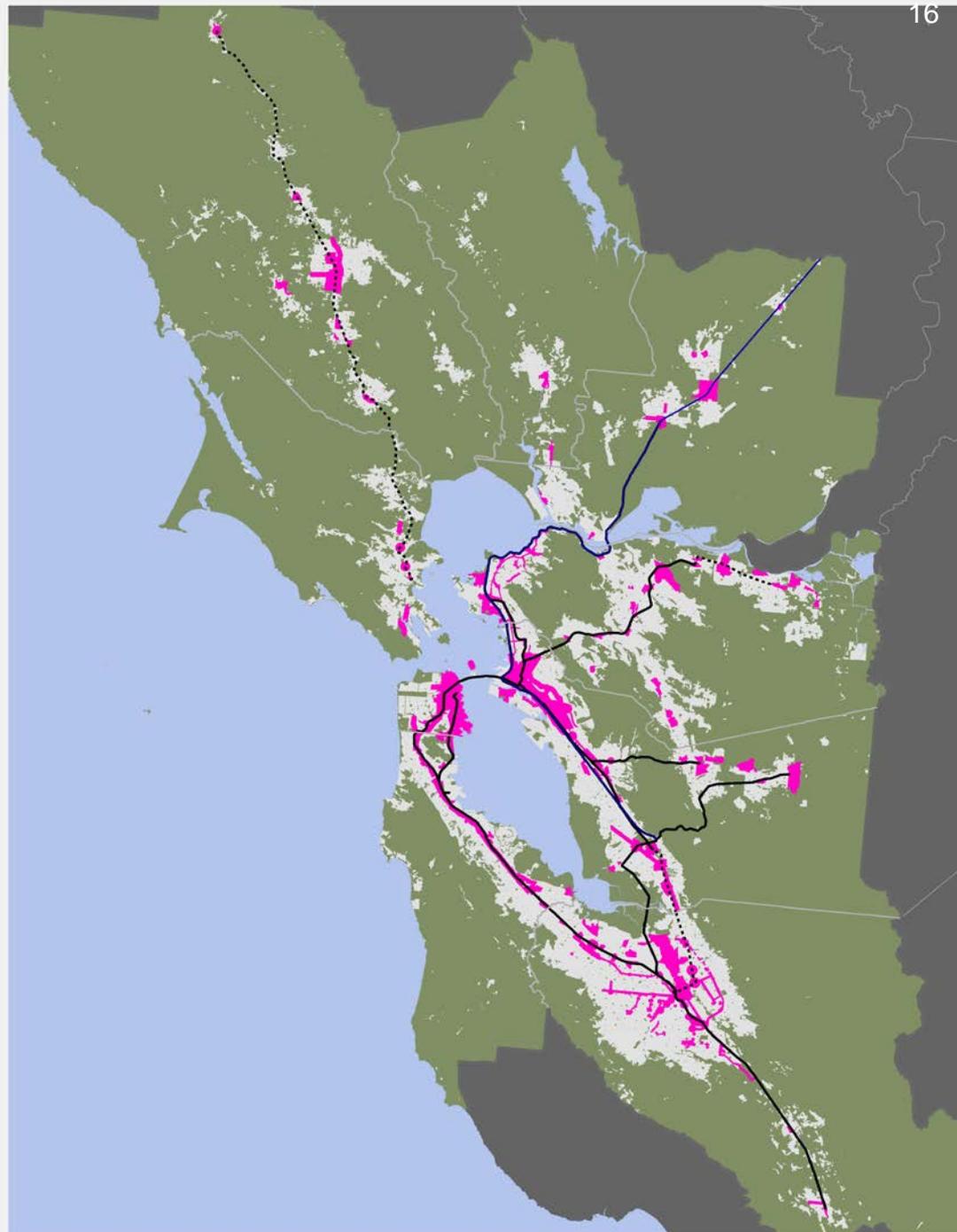
 **Urbanized land**

 **PDA**

 Less than 5% of region's land

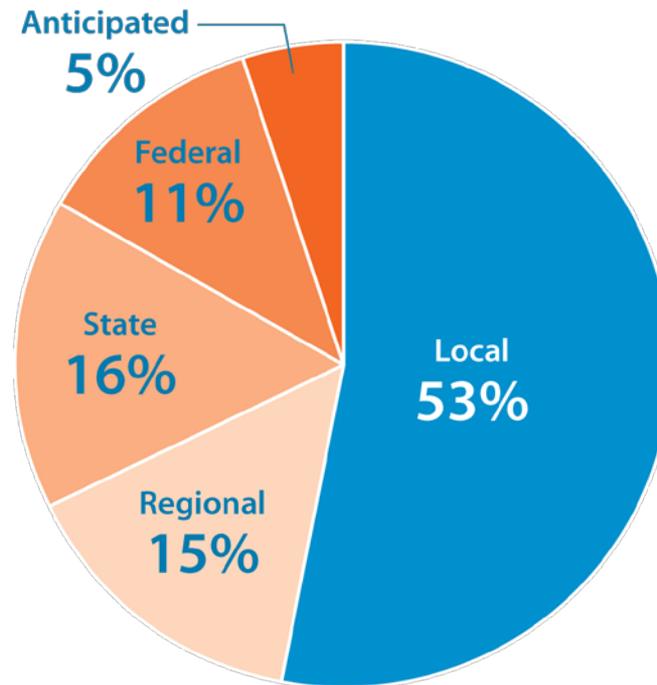
 Nearly 80% of new homes

 Over 60% of new jobs



Draft Plan Bay Area Investments

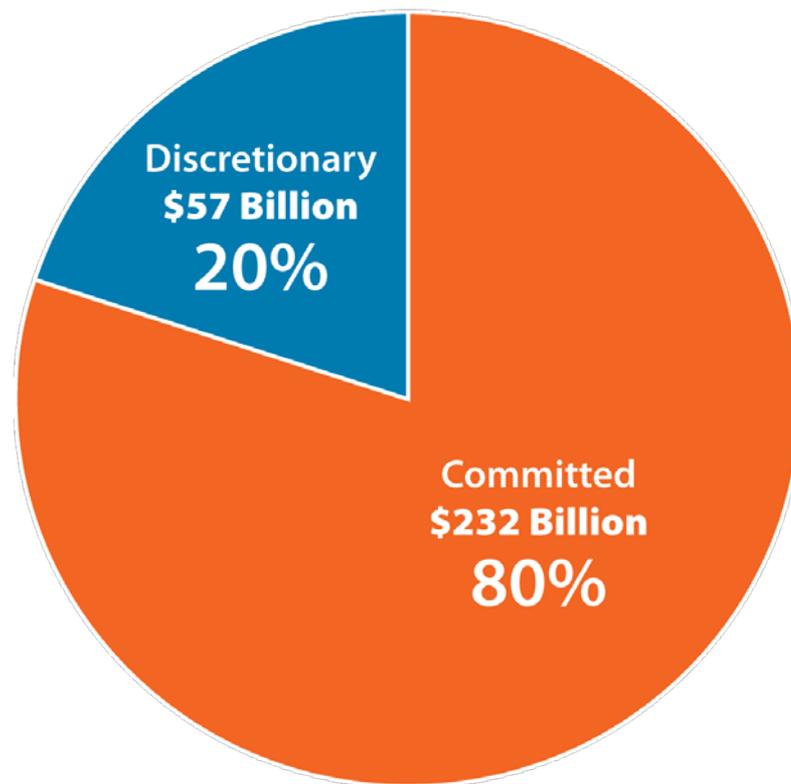
Revenue Forecast to 2040



| Source | YOES billions | % of Total |
|--------------|------------------|-------------|
| Local | \$154 | 53% |
| Regional | \$43 | 15% |
| State | \$45 | 16% |
| Federal | \$33 | 11% |
| Anticipated | \$14 | 5% |
| Total | \$289 | 100% |

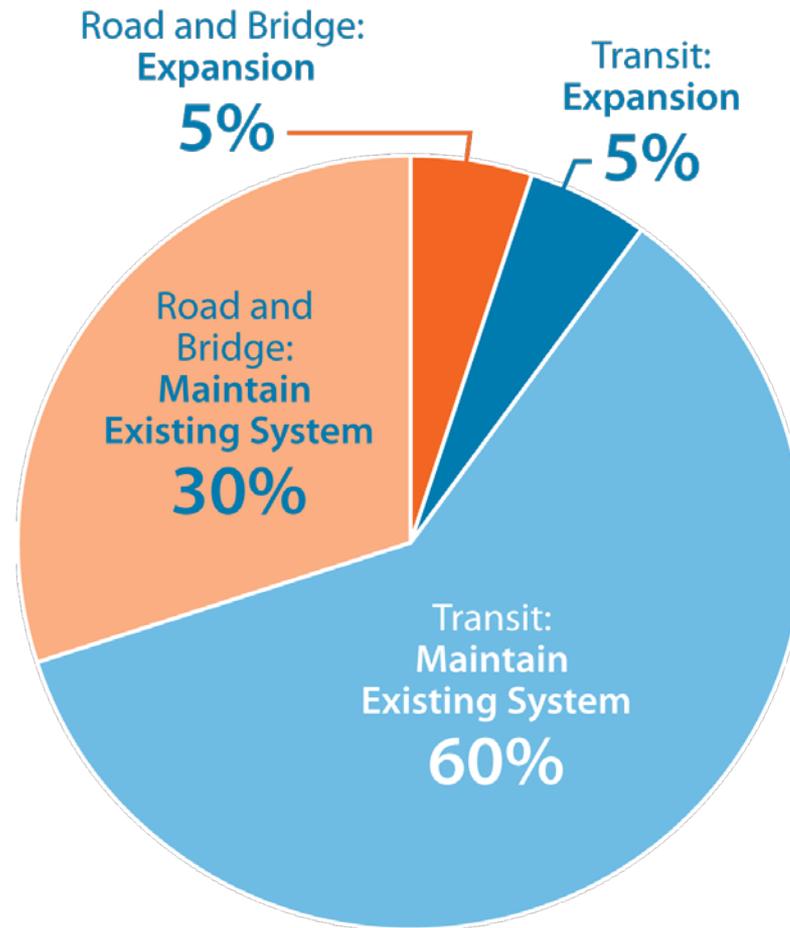
Committed and Discretionary Revenues

Total Revenue — \$289 Billion



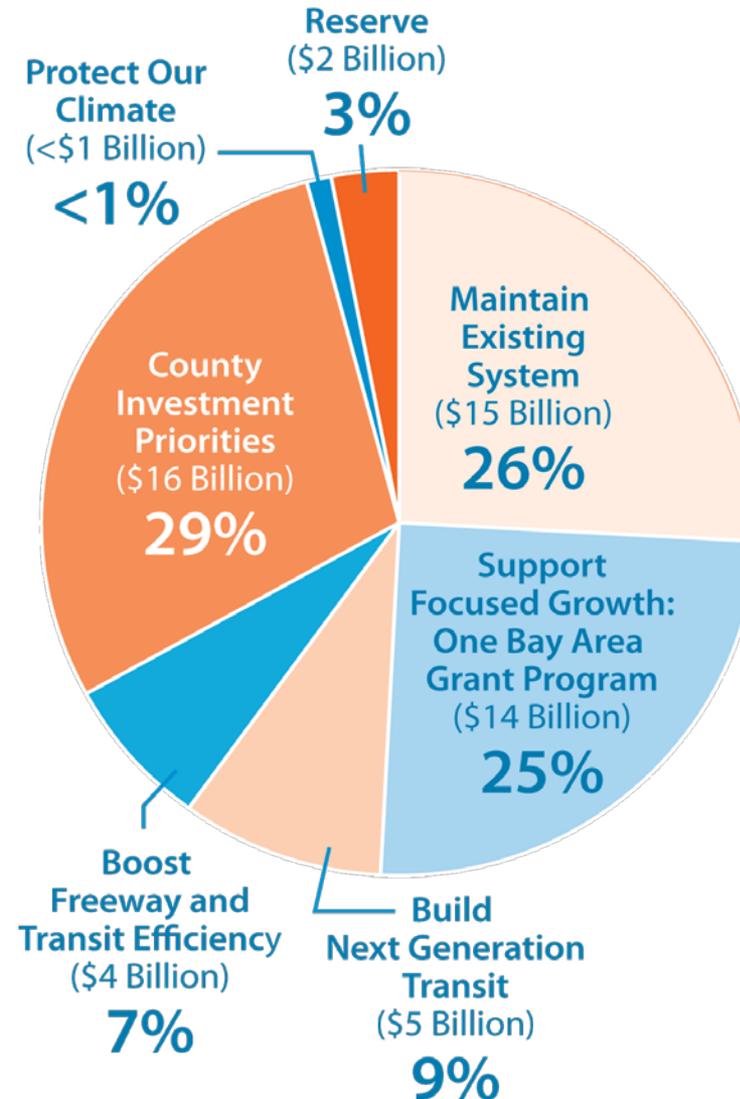
Committed Investments

Committed Revenue — \$232 Billion



Discretionary Investments

**Discretionary
Revenue –
\$57 Billion**



Highest Performing Transportation Projects

| | |
|----|--|
| 1 | BART Metro Program (including Bay Fair Connection & Civic Center Turnback) |
| 2 | Treasure Island Congestion Pricing |
| 3 | Congestion Pricing Pilot |
| 4 | AC Transit Grand-MacArthur Bus Rapid Transit (BRT) |
| 5 | Freeway Performance Initiative |
| 6 | Intelligent Transportation System (ITS) Improvements in San Mateo Co. |
| 7 | ITS Improvements in Santa Clara Co. |
| 8 | Irvington BART Station |
| 9 | SFMTA Transit Effectiveness Project |
| 10 | Caltrain Service Frequency Improvements (6-train Service during Peak Hours) + Electrification (SF to Tamien) |
| 11 | BART to San Jose/Santa Clara (Phase 2: Berryessa to Santa Clara) |
| 12 | Van Ness Avenue BRT |
| 13 | Better Market Street |

Performance Results

Plan Meets or Exceeds Six Targets

| | | |
|----------------------------------|---|---------------------------------|
| Climate Protection | Reduce per-capita emissions from cars and light duty trucks by 15% | Reduces by 18% by 2040 |
| Adequate Housing | House 100% of the region's projected growth | Houses 100% of projected growth |
| Healthy and Safe Communities | Reduce premature deaths from exposure to fine particulate matter by 10% | Reduces exposure by 71% |
| | Achieve greater reductions in highly impacted areas | Achieves greater reductions |
| Open Space and Agricultural Land | Direct all non-agricultural development within existing urban development and urban growth boundaries | Achieves target |
| Economic Vitality | Increase gross regional product (GRP) by 110% | Increases GRP by 119% to 2040 |

Performance Results

Plan Makes Progress toward Five Targets

| | | |
|-------------------------------------|--|--|
| Healthy and Safe Communities | Reduce coarse particulate emissions by 30% | Reduces coarse particulate emissions by 17% |
| Active Transport | Increase average daily walking or biking per person by 70% | Plan boosts per-person active transport by 17% |
| Transportation System Effectiveness | Increase non-auto trips to 26% of all trips | Plan boosts non-auto trips to 20% of all trips |
| | Decrease auto vehicle miles traveled (VMT) per person by 10% | Plan reduces VMT per person by 9% |
| | Increase local road pavement condition to rating of 75 or better | Plan improves condition to rating of 68 |

Performance Results

Plan Moves in Opposite Direction from Four Targets

Reduce Injuries and Fatalities from Collisions

Reduce by collisions by 50%, including bike and pedestrian

Collisions increase by 18% during plan period

Equitable Access

Decrease share of household income needed to cover transportation and housing costs from 66% to 56%

Share of household income projected to rise to 69% for low-income and lower-income households

Transportation System Effectiveness

Decrease number of poor quality highway lane miles to less than 10% of total highway system

Percentage projected to rise to 44% of total highway system

Replace all buses, trains and other transit equipment on schedule

Share of transit assets past their useful life projected to increase to 24%

Draft Plan Bay Area

A Plan To Build On

A Platform for Advocacy

Land Use

- **Support PDA Development With Locally Controlled Funding**
- **Modernize CEQA**
- **Stabilize Federal Funding Levels**
- **“Defiscalize” Land Use Decision-making**

Transportation

- **Support Local Self-Help**
- **Seek Reliable Transportation Funding Levels and Flexibility**
- **Grow State Transportation Funding**

A Work in Progress

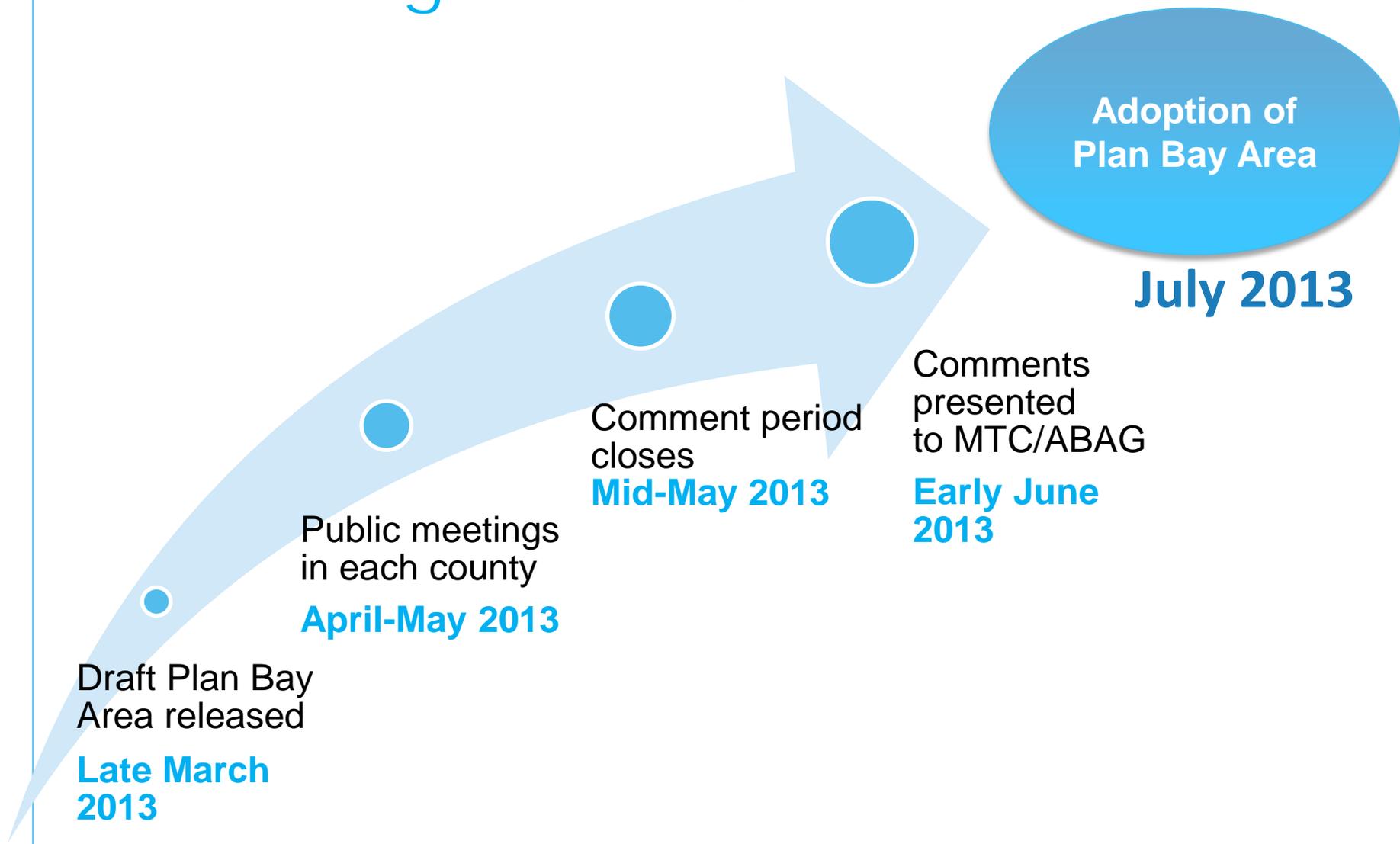
A Vibrant Economy

- Improve Permitting Process
- Implement the Plan Bay Area Prosperity Plan
- Link Housing, Transportation and Economic Development

Cleaning Our Air

- Promote Healthy Infill Development
- Curb Greenhouse Gases
- Climate Adaptation and Sea Level Rise
- Earthquake Mitigation and Recovery

Remaining Plan Milestones



Discussion