

PI BayArea Plan

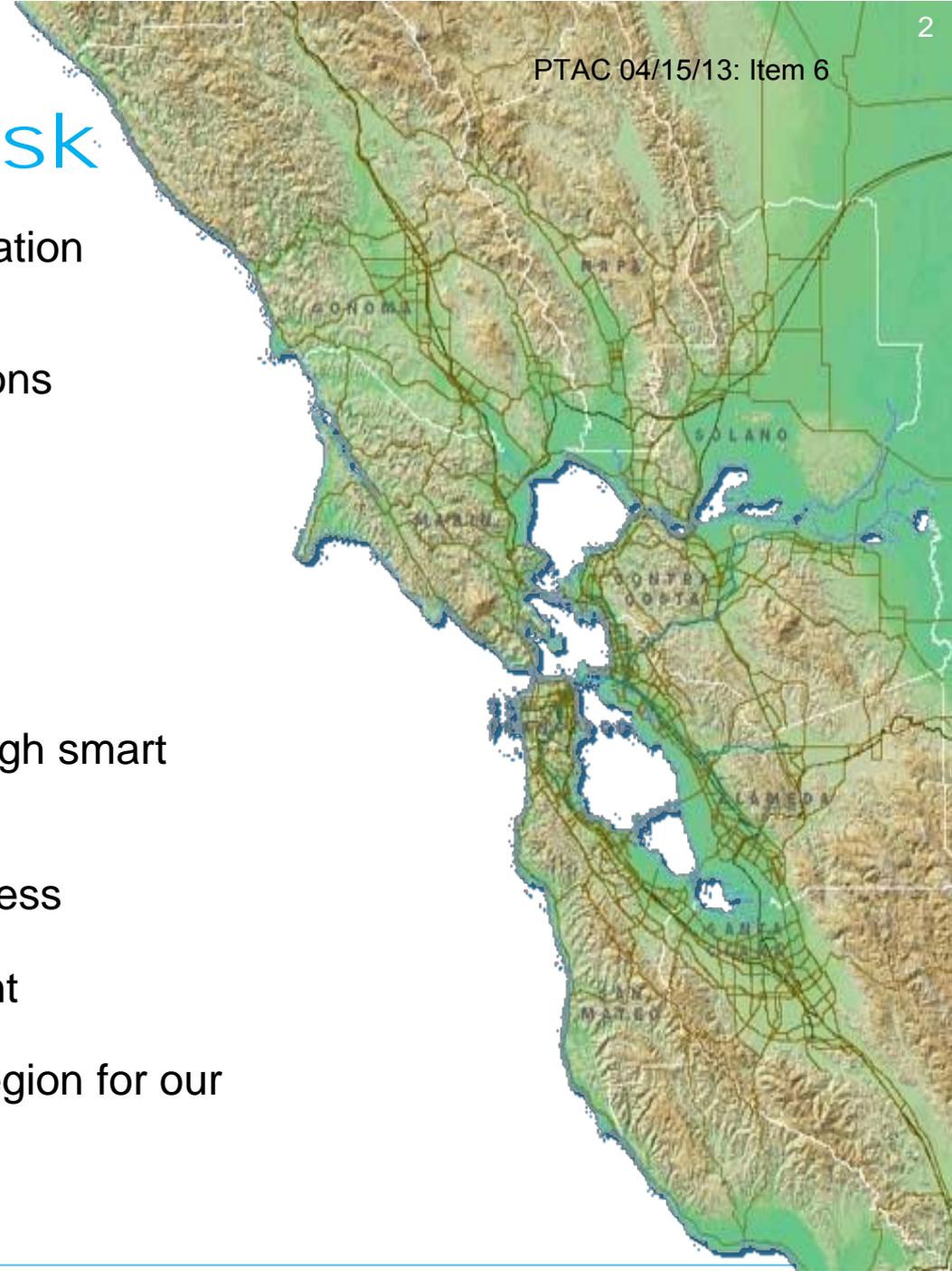
Draft Plan Bay Area Presentation

Partnership Technical Advisory Committee

April 15, 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

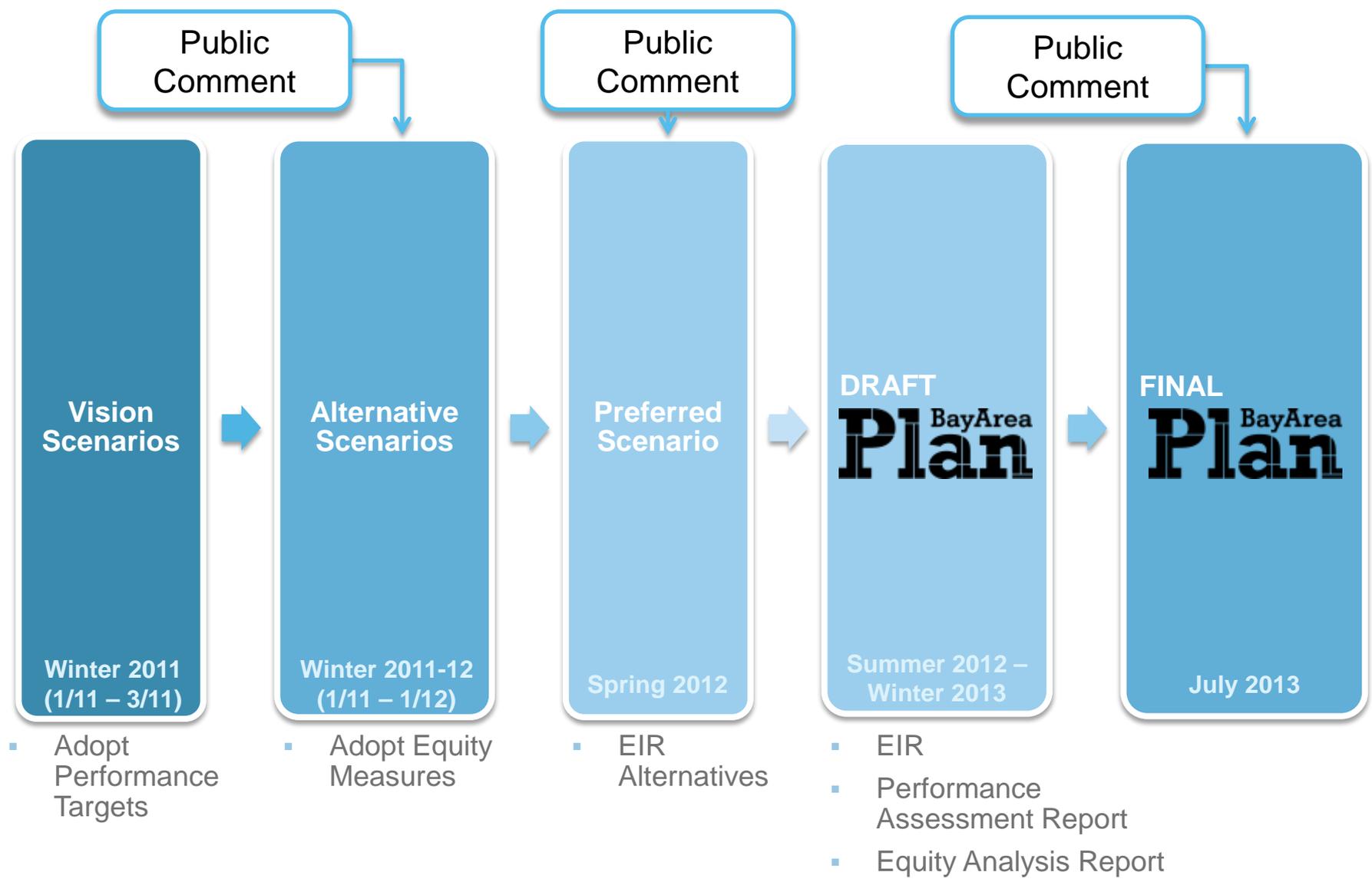


Setting Our Sights: Performance *Matters*

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 ➤ 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
ENVIRONMENT	 <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

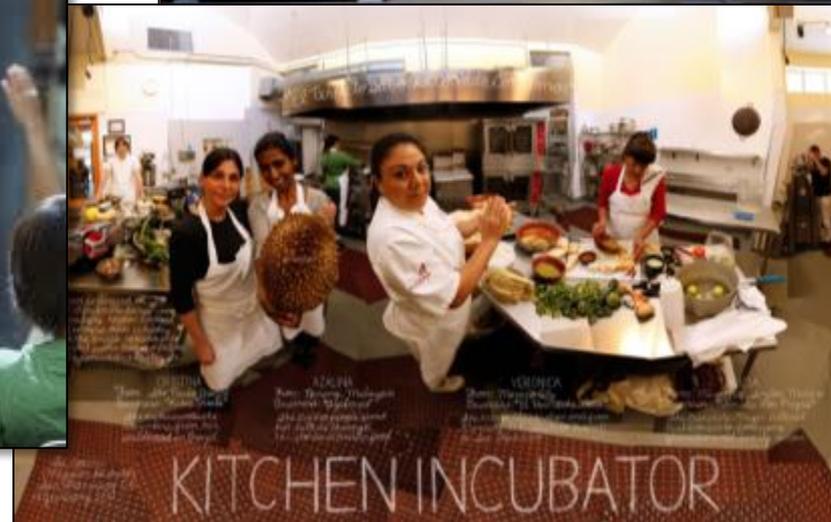
Regional Growth

	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

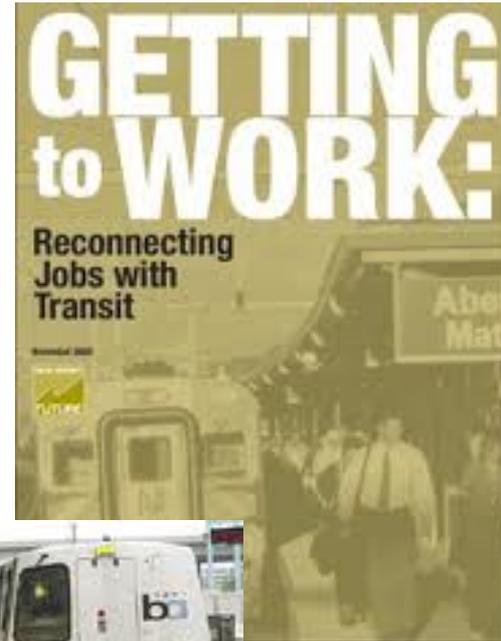
Knowledge-based and Service Industries Lead Job Growth

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



Employment Trends

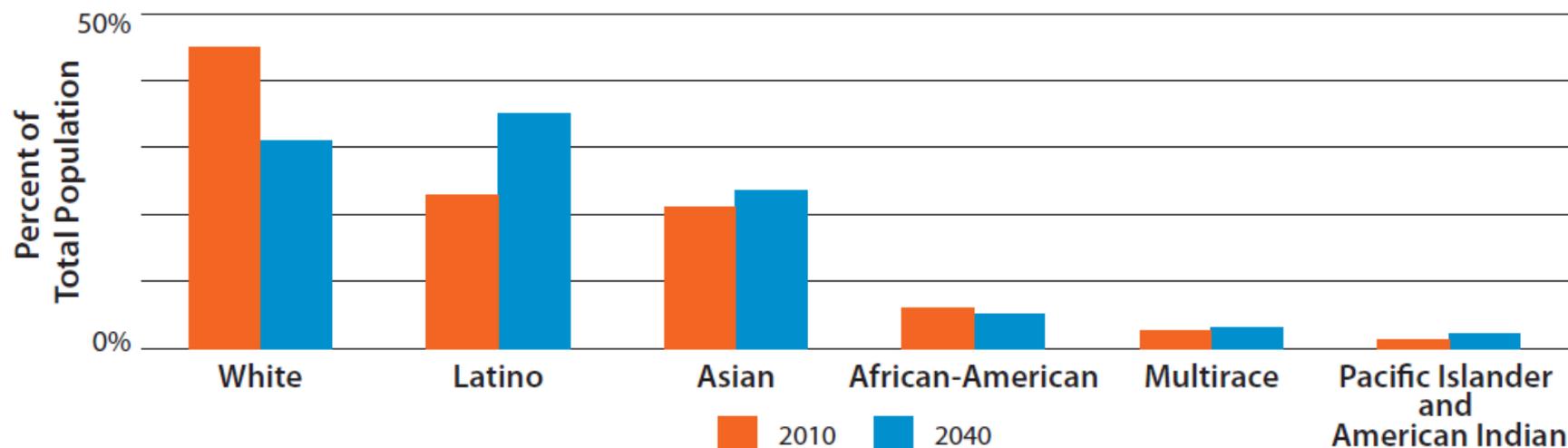
Knowledge sector and service sectors expected to grow have shown a strong preference for locations near transit in urban centers



Population Trends

Region will grow significantly more diverse.

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

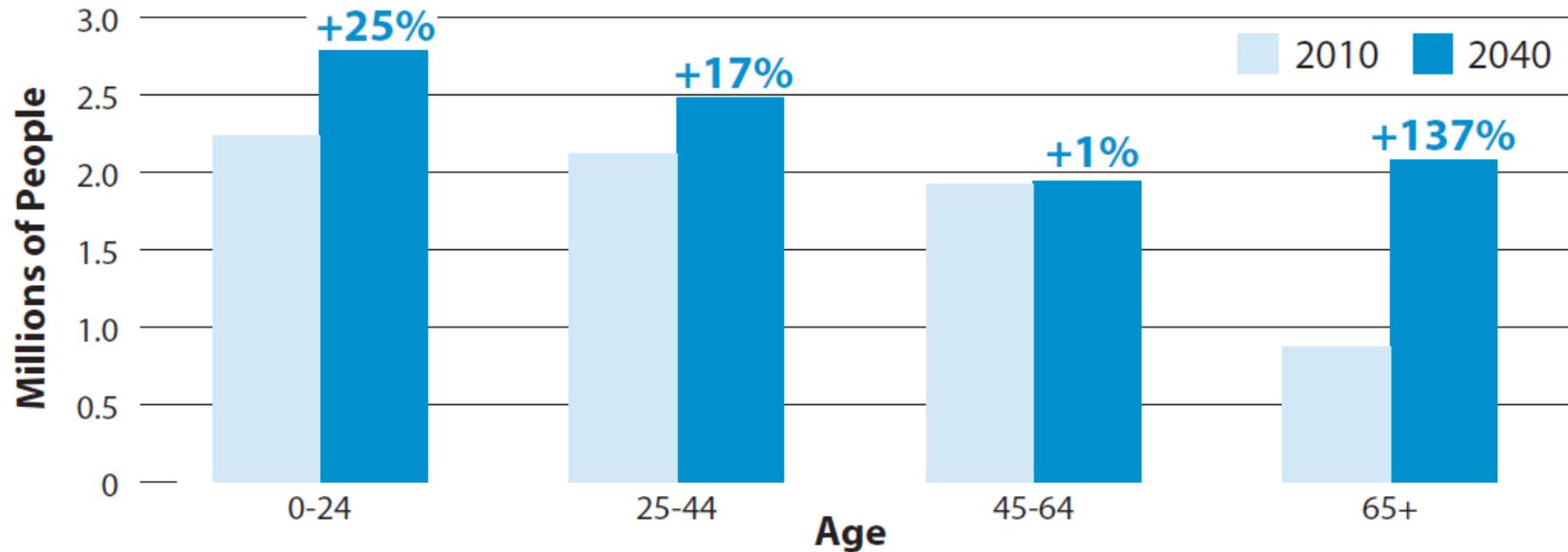


Sources: 2010 Census, California Department of Finance, ABAG

Population Trends

Senior population will grow dramatically.

Figure 2 Bay Area Population by Age, 2010 and 2040

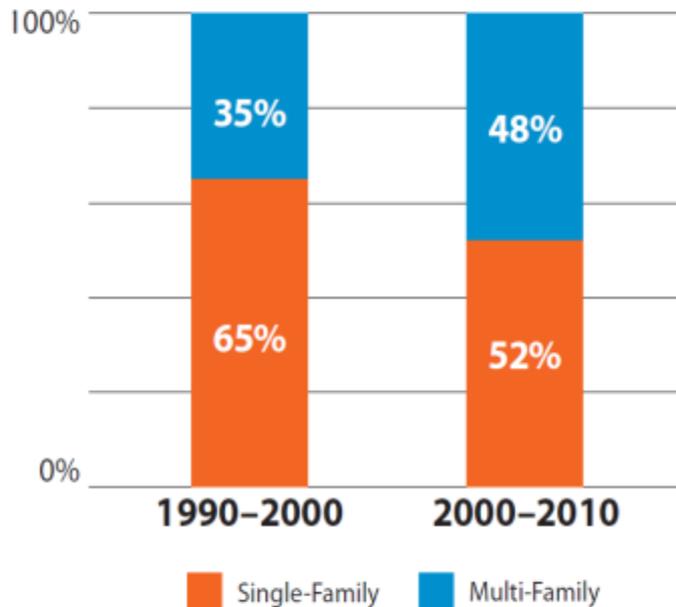


Sources: 2010 Census, California Department of Finance, ABAG

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

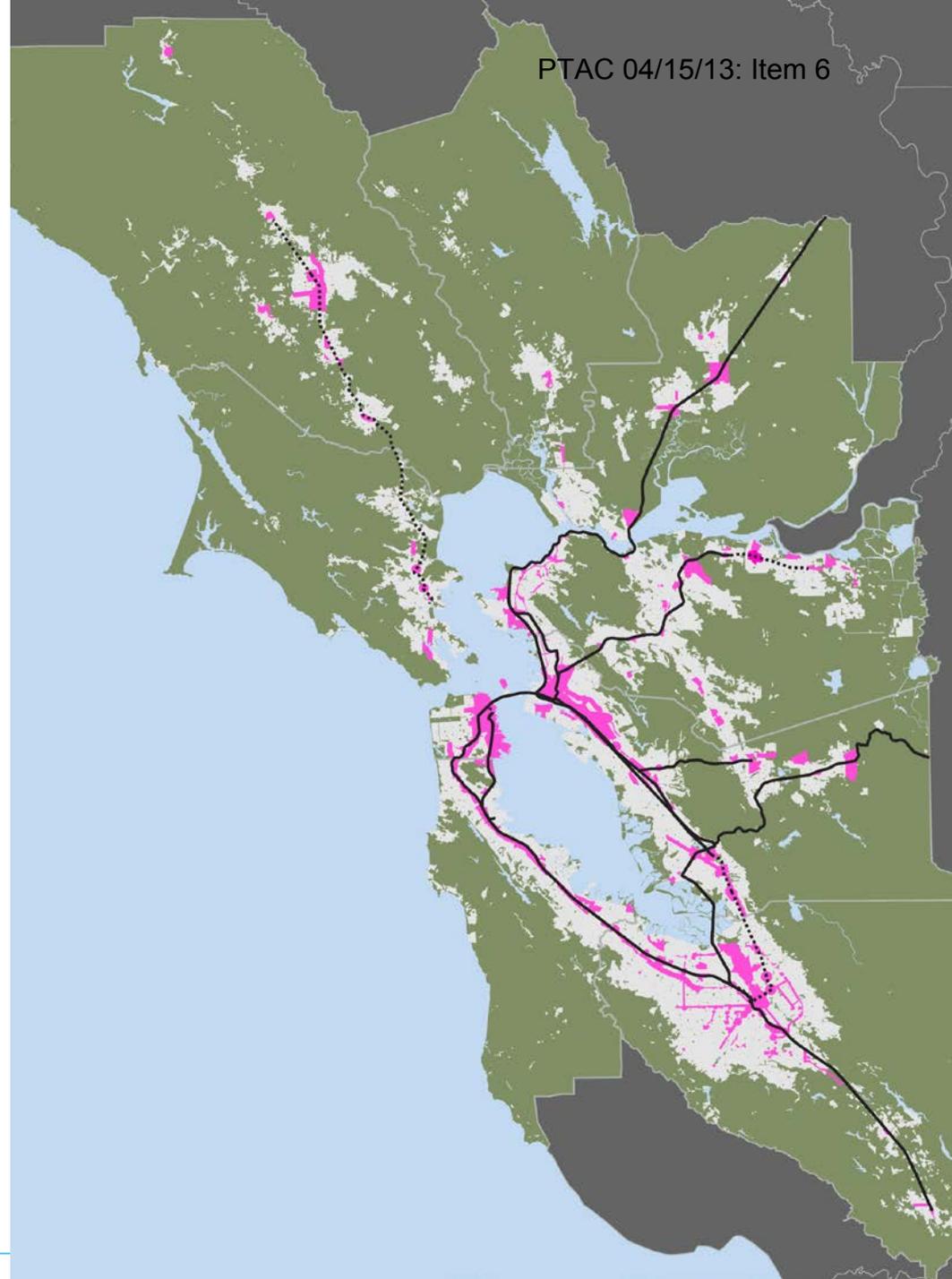
 Urbanized land

 PDAs

 Less than 5% of region's land

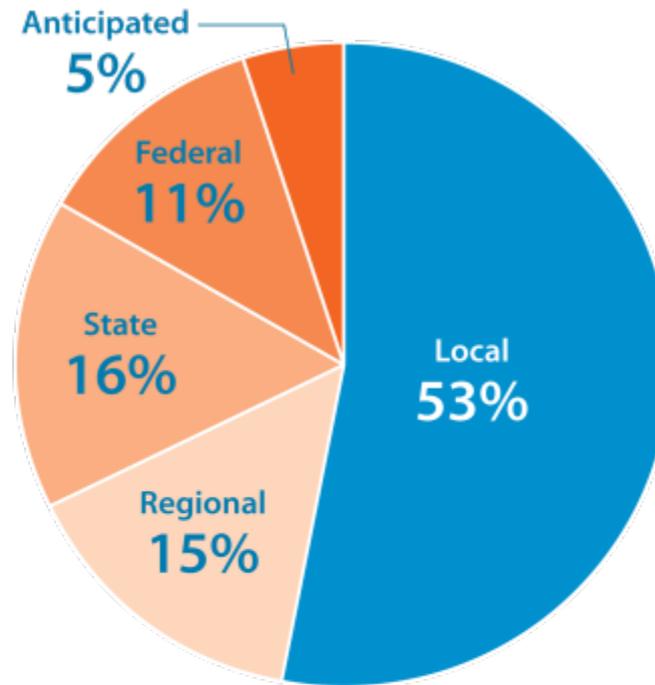
 Nearly 80% of new homes

 Over 60% of new jobs



Draft Plan Bay Area Investments

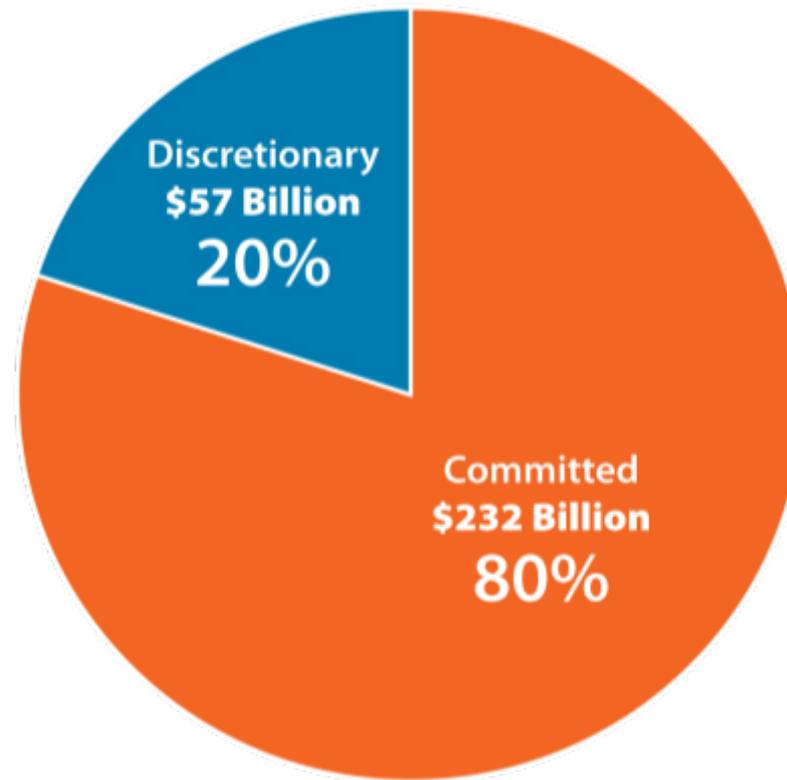
Revenue Forecast to 2040



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

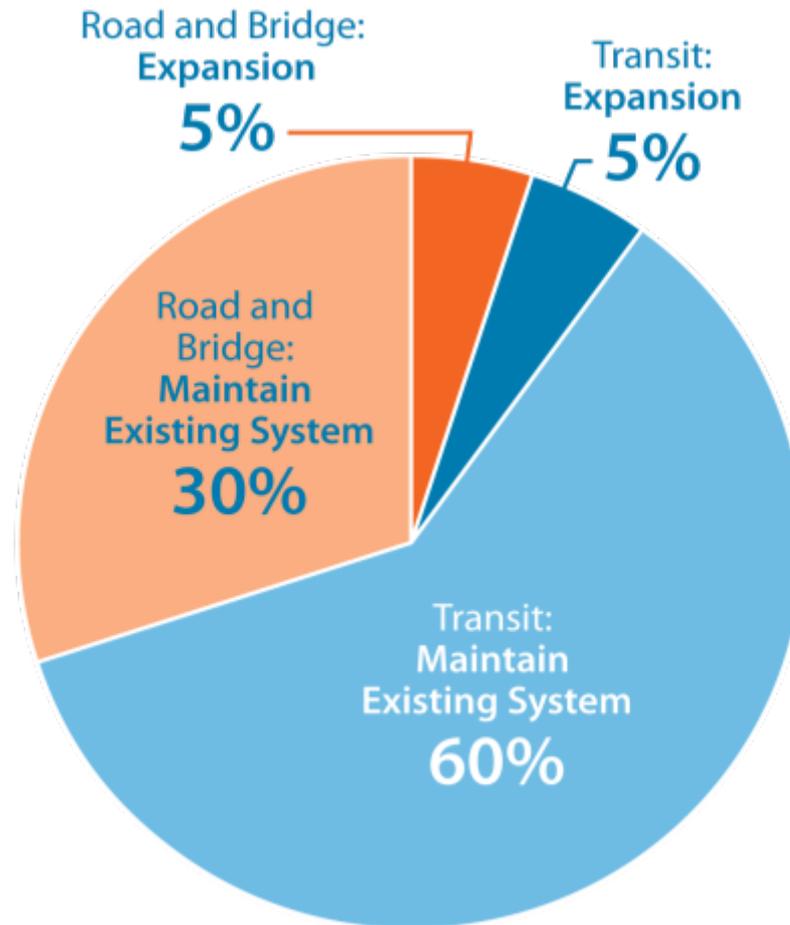
Committed and Discretionary Revenues

Total Revenue — \$289 Billion



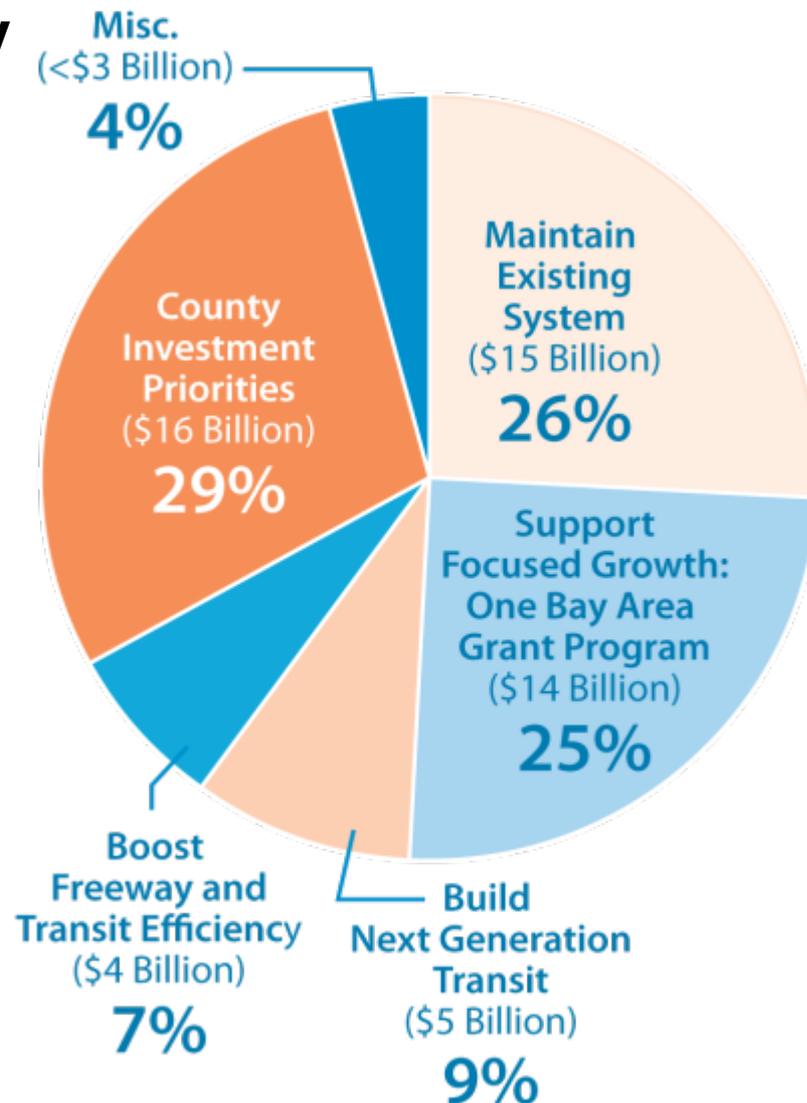
Committed Investments

Committed Revenue — \$232 Billion



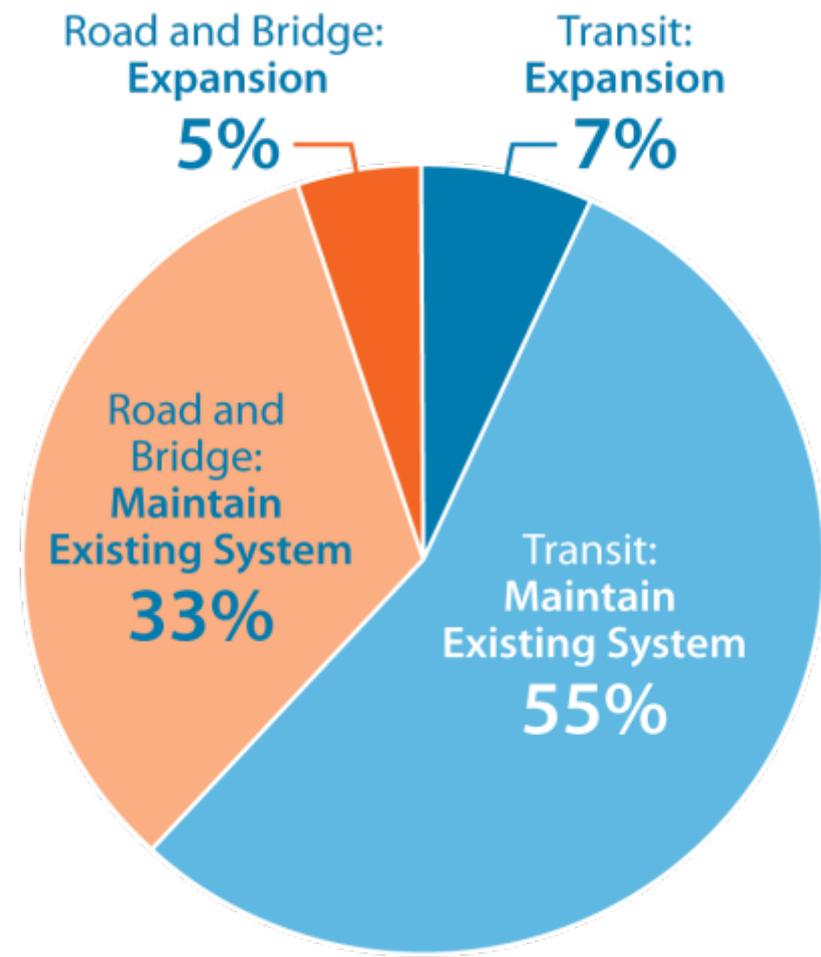
Discretionary Investments

**Discretionary
Revenue –
\$57 Billion**



Total Transportation Investments

Total Revenue — \$289 Billion



Highest Performing Transportation Projects

PTAC 04/15/13: Item 6

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

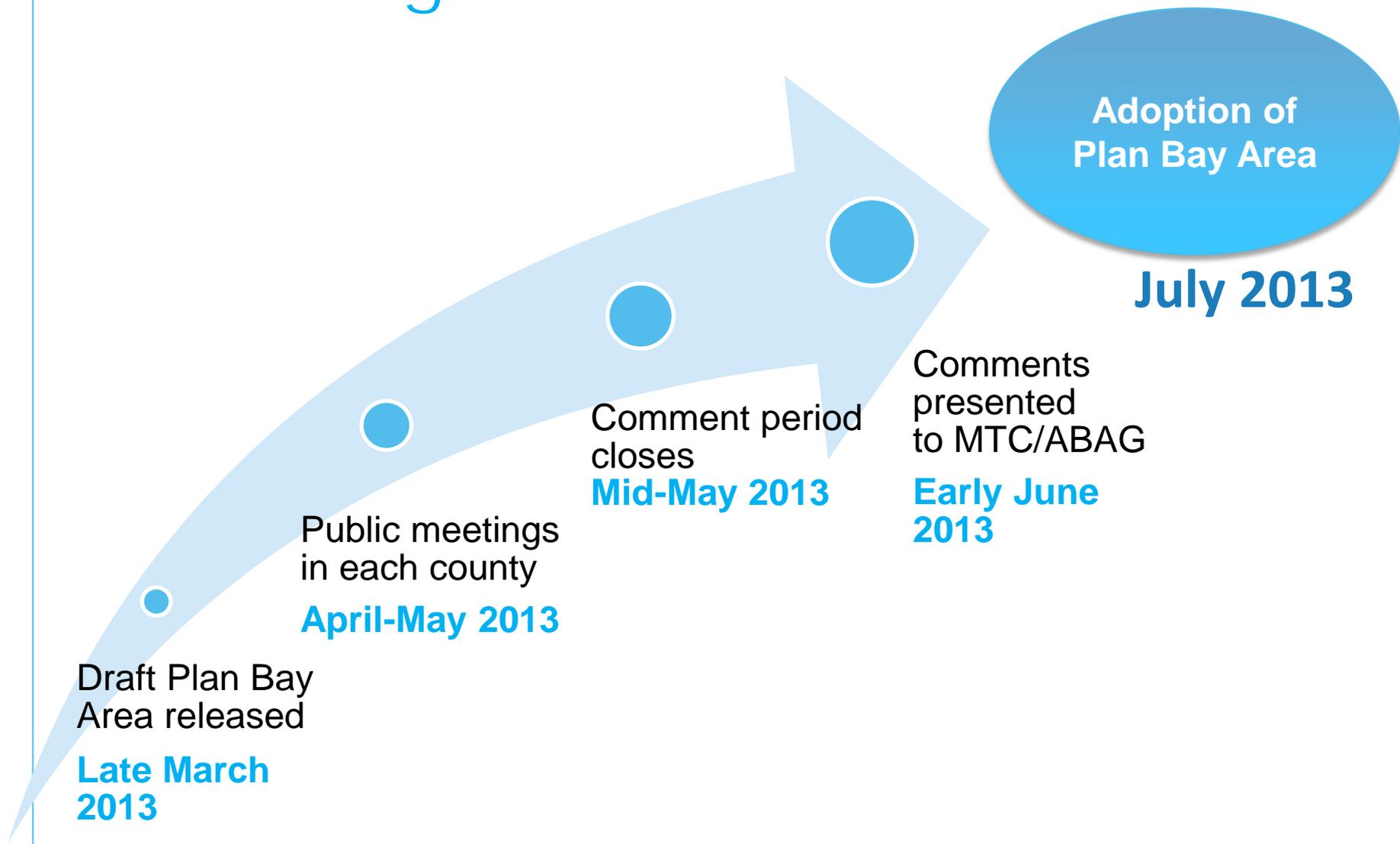
A Vibrant Economy

- 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



**Adoption of
Plan Bay Area**

July 2013

Comments
presented
to MTC/ABAG

**Early June
2013**

Comment period
closes
Mid-May 2013

Public meetings
in each county
April-May 2013

Draft Plan Bay
Area released
**Late March
2013**

Discussion

Draft Plan Bay Area

Draft Environmental Impact Report

Draft Environmental Impact Report

- 1. Analyze and disclose the potential environmental effects of the adoption and implementation of the proposed Plan**
- 2. Analyze a range of reasonable alternatives to the proposed Plan**
- 3. Inform decision-makers, responsible and trustee agencies, and members of the public as to the range of environmental impacts of the proposed Plan**
- 4. Recommend a set of measures to mitigate significant adverse impacts**

Draft Environmental Impact Report

- **Examines the proposed Plan and four alternatives**
- **Released on April 2, 2013**
- **45 day comment period through May 16, 2013**
- **Submit Comments Multiple Ways:**
 - **Provide written or oral comments at EIR public hearings or Plan Bay Area Open Houses/Public Hearings**
 - **Submit comments by mail or via email by close of comment period**

Environmental Issue Areas

• Transportation	• Water Resources
• Air Quality	• Biological Resources
• Land Use & Physical Development	• Visual Resources
• Energy	• Cultural Resources
• Climate Change & Greenhouse Gases	• Public Utilities & Facilities
• Noise	• Hazards
• Geology & Seismicity	• Public Services & Recreation

Alternatives Evaluated in the Draft EIR

Alternative	Policies and Investments
No Project	<ul style="list-style-type: none"> • Existing 2010 land uses and local land use policies • Existing 2010 transportation network • Transportation projects (fully funded or environmental clearance)
Transit Priority Focus	<ul style="list-style-type: none"> • Higher densities near high quality transit • Reduced Express Lane Network • Development fee linked to vehicle miles travelled • Higher peak-period Bay Bridge tolls; revenues used to fund additional BART and AC Transit investments
Enhanced Network of Communities	<ul style="list-style-type: none"> • Based on input from business representatives • Includes higher population total • More dispersed growth pattern than proposed Plan • Transportation investment similar to proposed Plan • Higher peak period Bay Bridge tolls
Environment, Equity and Jobs	<ul style="list-style-type: none"> • Based on input from equity & environmental stakeholders • Emphasized increasing opportunities for low income housing in job-rich communities • Uncommitted roadway expansion projects eliminated • VMT tax and higher peak period Bay Bridge tolls; revenues used to fund increased transit service throughout the region (other than Muni)

Target Analysis for Year 2040

PTAC 04/15/13: Item 6
 Achieves or exceeds
 Falls short
 Wrong direction

	Target	Goal	No Project	Proposed Plan	Transit Priority Focus	Enhanced Network of Communities	Environment Equity and Jobs
1	Reduce per capita emissions from cars and light duty trucks	-15%	-8%	-18%	-16%	-16%	-17%
2	House the region's projected growth	100%	100%	100%	100%	118%	100%
3a	Reduce premature deaths from exposure to fine particulates (PM _{2.5})	-10%	-71%	-71%	-72%	-69%	-72%
3b	Reduce coarse particulate emissions (PM ₁₀)	-30%	-16%	-17%	-17%	-14%	-18%
3c	Achieve greater reductions in highly impacted areas	Yes	Yes	Yes	Yes	No	Yes
4	Reduce injuries and fatalities from collisions	-50%	+18%	+18%	+17%	+23%	+16%
5	Increase average daily walking or biking per person	+70%	+12%	+17%	+18%	+13%	+20%

Target Analysis for Year 2040

PTAC 04/15/13: Item 6

- Achieves or exceeds
- Falls short
- Wrong direction

	Target	Goal	No Project	Proposed Plan	Transit Priority Focus	Enhanced Network of Communities	Environment Equity and Jobs
6	Direct all non-agricultural development within the 2010 urban footprint	100%	53%	100%	100%	100%	100%
7	Decrease share of low- and lower-middle income residents' household income consumed by transportation and housing	-10%	+8%	+3%	+5%	+3%	+2%
8	Increase gross regional product (GRP)	+110%	+118%	+119%	+118%	+123%	+118%
9a	Increase non-auto mode share	26%	19%	20%	20%	19%	21%
9b	Decrease automobile vehicle miles traveled (VMT) per capita	-10%	-5%	-9%	-8%	-9%	-9%
10a	Increase local road pavement condition index (PCI)	75	50	68	68	68	71
10b	Decrease share of distressed lane-miles of state highways	10%	44%	44%	44%	30%	41%
10c	Reduce share of transit assets exceeding useful life	0%	36%	24%	24%	24%	24%

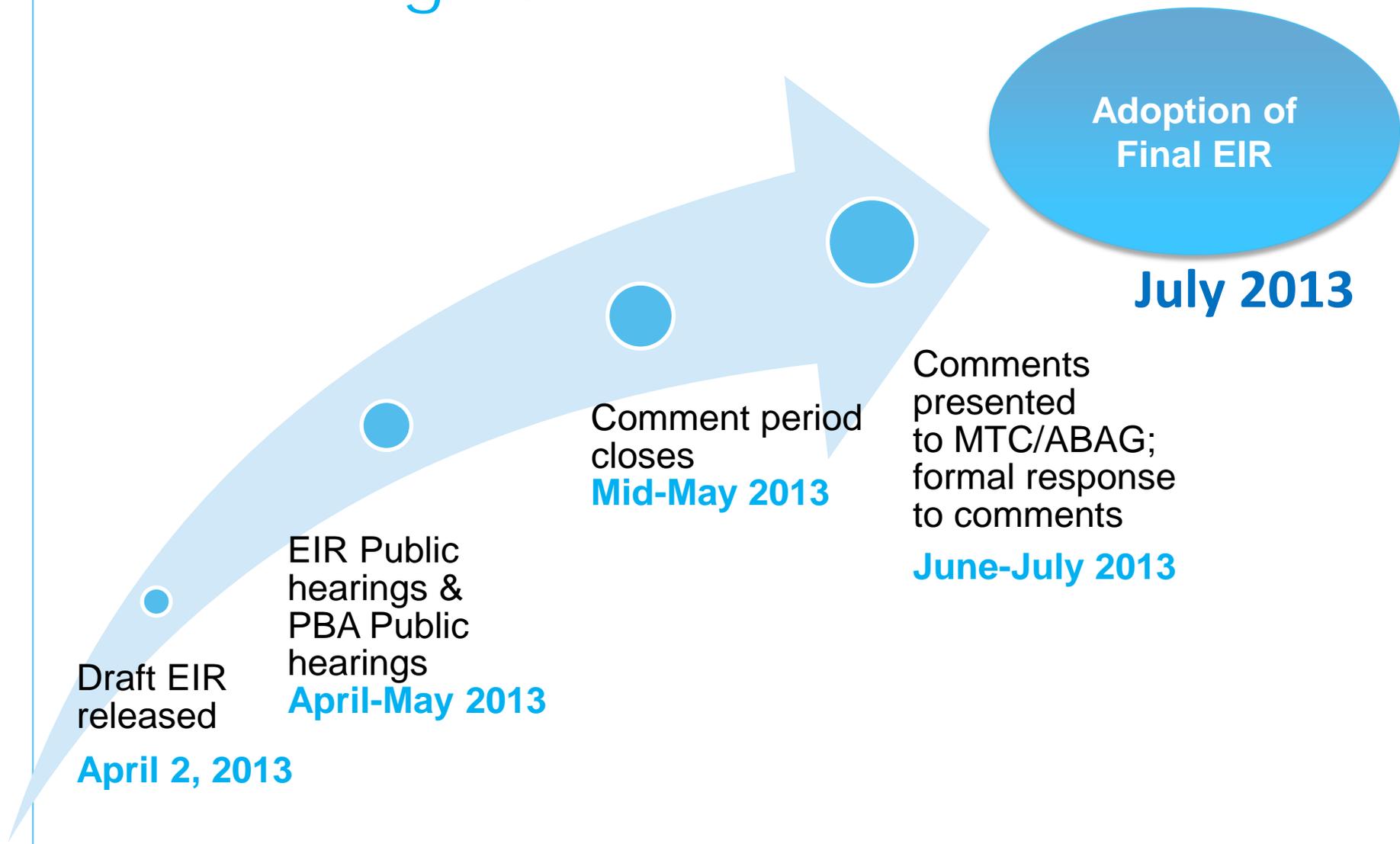
Results of Plan Bay Area Equity Analysis for EIR Alternatives 2010-2040

1 Housing and Transportation Affordability			2010 Base Year	No Project	Proposed Plan	Transit Priority Focus	Enhanced Network of Communities	Environment Equity and Jobs
	Households <\$38,000/year	H+T %	72%	80%	74%	77%	74%	73%
Households >\$38,000/year	H+T %	41%	44%	43%	43%	42%	43%	
2 Potential for Displacement	Communities of Concern	n/a	21%	36%	25%	31%	21%	
	Remainder of Region	n/a	5%	8%	7%	9%	6%	
	Regional Average	n/a	12%	18%	13%	17%	12%	
3 VMT Density	Communities of Concern	9,737	11,447	11,693	11,536	12,123	11,259	
	Remainder of Region	9,861	11,717	11,895	11,804	12,261	11,626	
	Regional Average	9,836	11,664	11,855	11,751	12,234	11,554	
4 Commute Time	Communities of Concern	25	26	26	25	26	25	
	Remainder of Region	27	29	27	26	27	27	
	Regional Average	26	28	27	26	27	27	
5 Non-commute Travel Time	Communities of Concern	12	13	13	13	13	13	
	Remainder of Region	13	13	13	13	13	13	
	Regional Average	13	13	13	13	13	13	

Next Steps

- **Continue presentations to various committees throughout April**
- **Per meeting of Policy Advisory Council:**
 - Highlight the policy inputs for each EIR alternative
 - Conduct focused sensitivity analysis to better understand the impacts of the policy inputs
- **Begin the policy deliberations once the public comment period closes**

Remaining EIR Milestones



**Adoption of
Final EIR**
July 2013

Comments
presented
to MTC/ABAG;
formal response
to comments
June-July 2013

Comment period
closes
Mid-May 2013

EIR Public
hearings &
PBA Public
hearings
April-May 2013

Draft EIR
released
April 2, 2013