

# 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



BayArea Plan

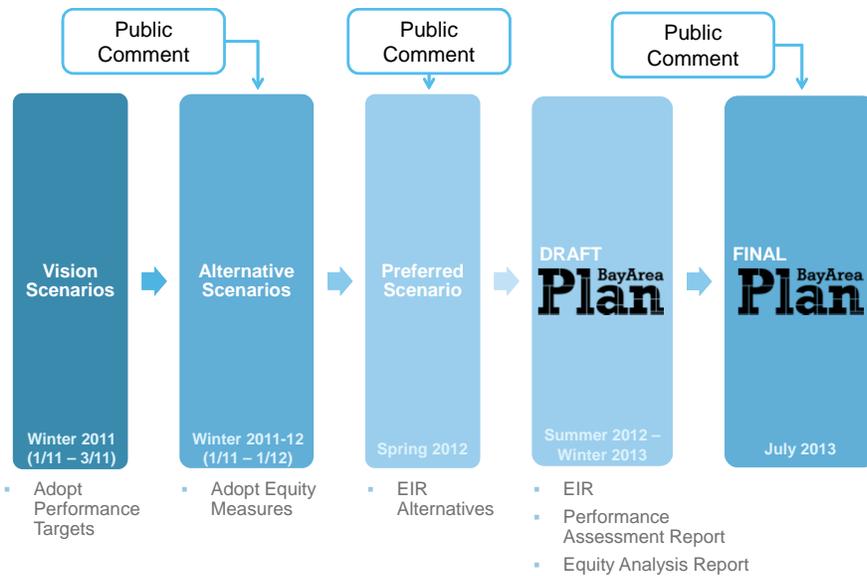
## Setting Our Sights: Performance *Matters*

### Adopted Plan Bay Area Performance Targets

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



## 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

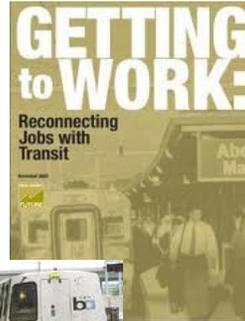
Knowledge-based and Service Industries Lead Job Growth

- 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



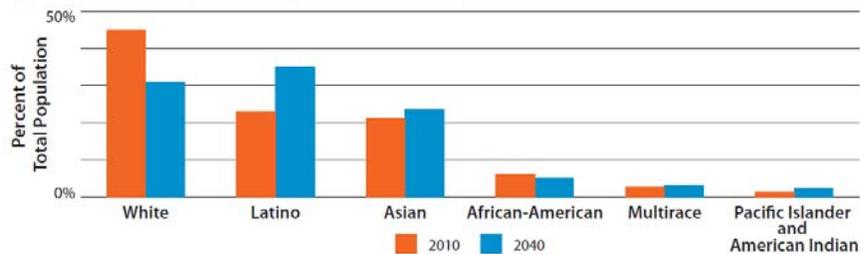
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## Population Trends

Region will grow significantly more diverse.

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



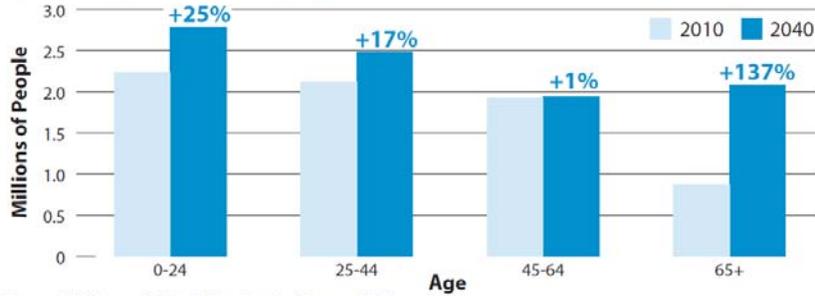
Sources: 2010 Census, California Department of Finance, ABAG

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## Population Trends

Senior population will grow dramatically.

Figure 2 Bay Area Population by Age, 2010 and 2040



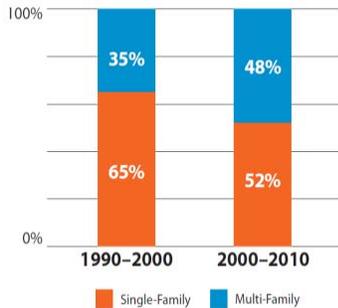
Sources: 2010 Census, California Department of Finance, ABAG



## 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



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# Draft Plan Bay Area Growth Strategy

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## 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



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## 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

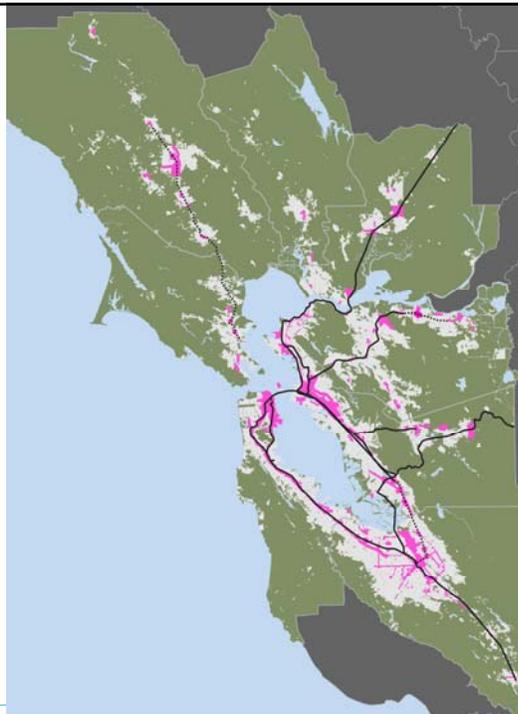
 Urbanized land

 PDAs

 Less than 5% of region's land

 Nearly 80% of new homes

 Over 60% of new jobs



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# Draft Plan Bay Area Investments

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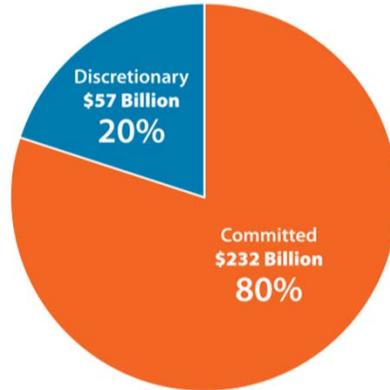
## Revenue Forecast to 2040

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

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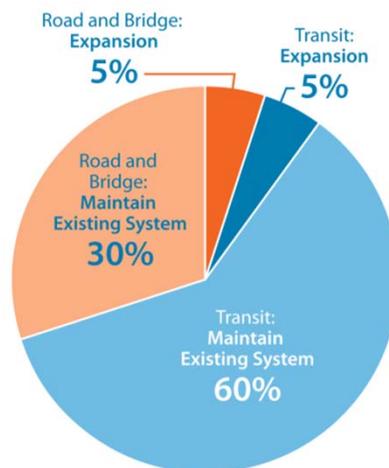
## Committed and Discretionary Revenues

**Total Revenue — \$289 Billion**



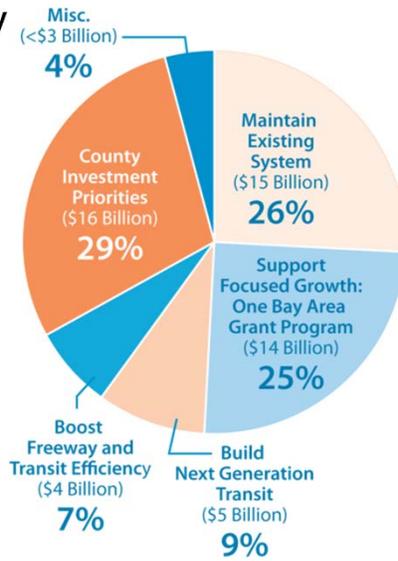
## Committed Investments

**Committed Revenue — \$232 Billion**



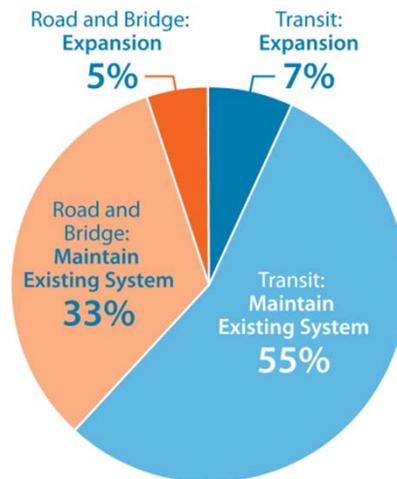
## Discretionary Investments

**Discretionary Revenue – \$57 Billion**



## Total Transportation Investments

**Total Revenue — \$289 Billion**



## Highest Performing Transportation Projects

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

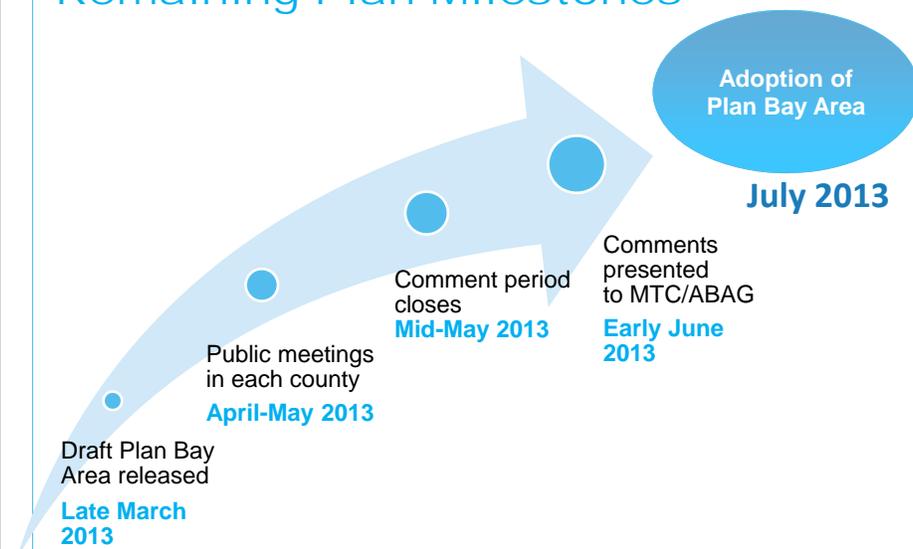
- Improve Permitting Process
- Implement the Plan Bay Area Prosperity Plan
- Link Housing, Transportation and Economic Development

### Cleaning Our Air

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



## Remaining Plan Milestones



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# Discussion

 **See [OneBayArea.org](http://OneBayArea.org) for more**

# Draft Plan Bay Area

Draft Environmental Impact Report

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## 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

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

## Alternatives Evaluated in the Draft EIR

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

### Target Analysis for Year 2040

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 <sub>2.5</sub> )	-10%	-71%	-71%	-72%	-69%	-72%
3b	Reduce coarse particulate emissions (PM <sub>10</sub> )	-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%

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### Target Analysis for Year 2040

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%

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

		2010 Base Year	No Project	Proposed Plan	Transit Priority Focus	Enhanced Network of Communities	Environment Equity and Jobs	
<b>1 Housing and Transportation Affordability</b>	Households <\$38,000/year	H+T %	72%	80%	74%	77%	74%	73%
	Households >\$38,000/year	H+T %	41%	44%	43%	43%	42%	43%
<b>2 Potential for Displacement</b>	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%	
<b>3 VMT Density</b>	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	
<b>4 Commute Time</b>	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	
<b>5 Non-commute Travel Time</b>	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**



