

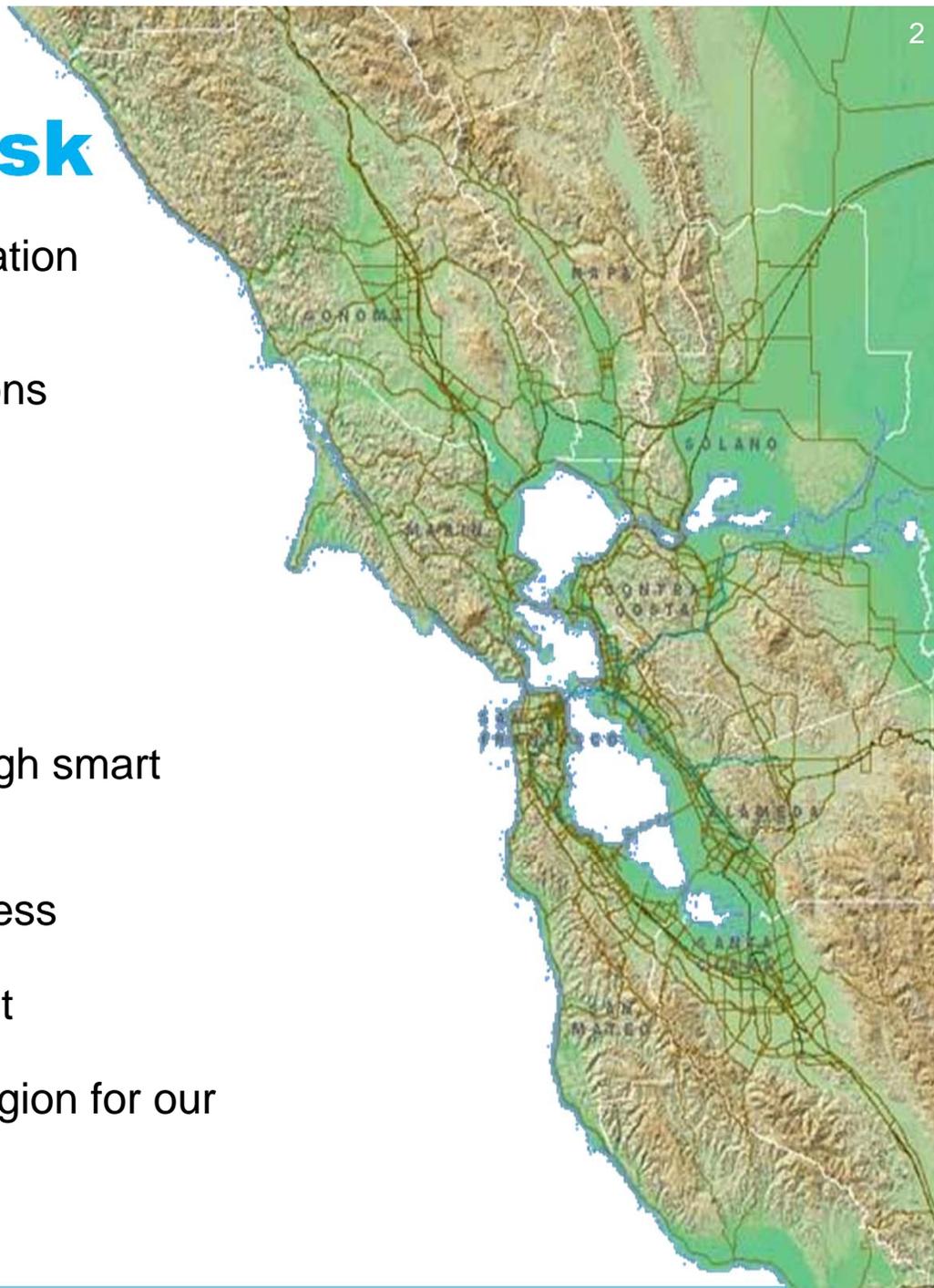
The logo features the text 'PI BayArea Plan' in a stylized font. 'PI' is in a large, blue, blocky font. 'BayArea' is in a smaller, black, sans-serif font. 'Plan' is in a large, blue, blocky font. A vertical blue line is on the left, and a horizontal blue line is on the right, intersecting at the top of the 'PI' and the bottom of the 'Plan'.

Partnership Board Briefing

May 6, 2013

# The Regional Task

- Integrate land use and transportation planning
- Reduce greenhouse gas emissions 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

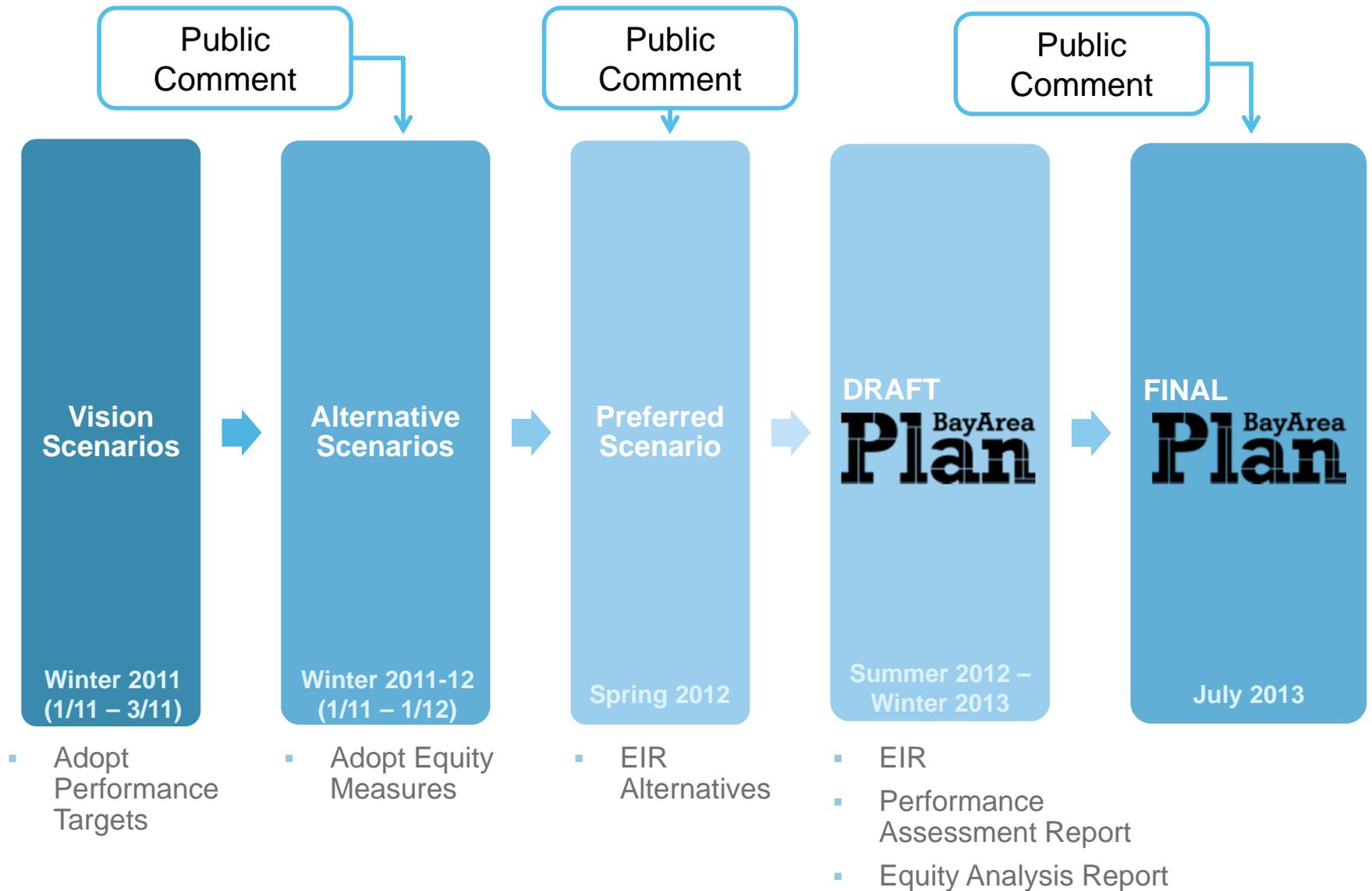


# Setting Our Sights: Performance *Matters*

## Adopted Plan Bay Area Performance Targets

<b>ECONOMY</b>	 <b>ECONOMIC VITALITY</b>	<ul style="list-style-type: none"><li>➤ Increase gross regional product</li></ul>	 <b>TRANSPORTATION SYSTEM EFFECTIVENESS</b>	<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>
	 <b>CLIMATE PROTECTION</b>	<ul style="list-style-type: none"><li>➤ Reduce per-capita greenhouse gas emissions from cars and light-duty trucks</li></ul>	 <b>HEALTHY AND SAFE COMMUNITIES</b>	<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>OPEN SPACE AND AGRICULTURAL PRESERVATION</b>	<ul style="list-style-type: none"><li>➤ Direct all non-agricultural development within the urban footprint</li></ul>			
<b>EQUITY</b>	 <b>ADEQUATE HOUSING</b>	<ul style="list-style-type: none"><li>➤ House all of the region's projected housing growth</li></ul>	 <b>EQUITABLE ACCESS</b>	<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

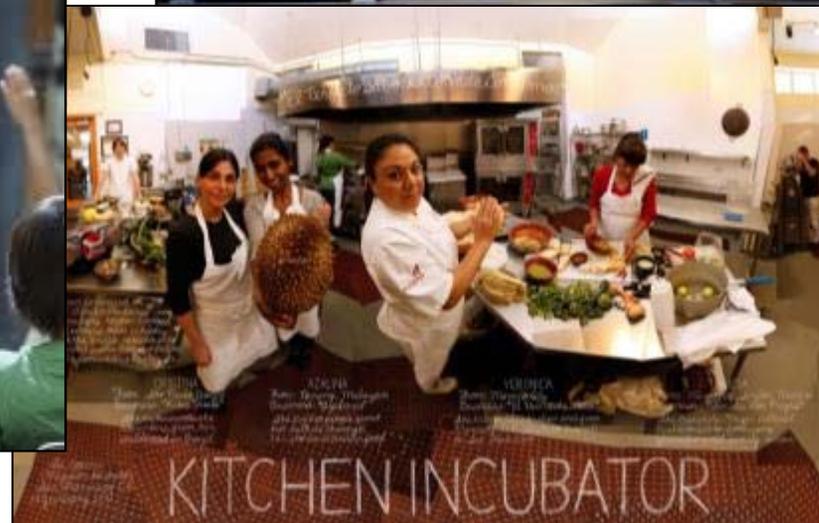
# Regional Growth

	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

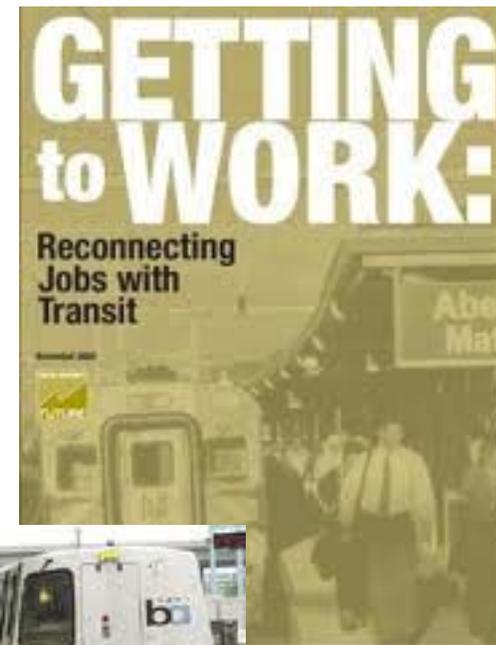
## Knowledge-based and Service Industries Lead Job Growth

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



# Employment Trends

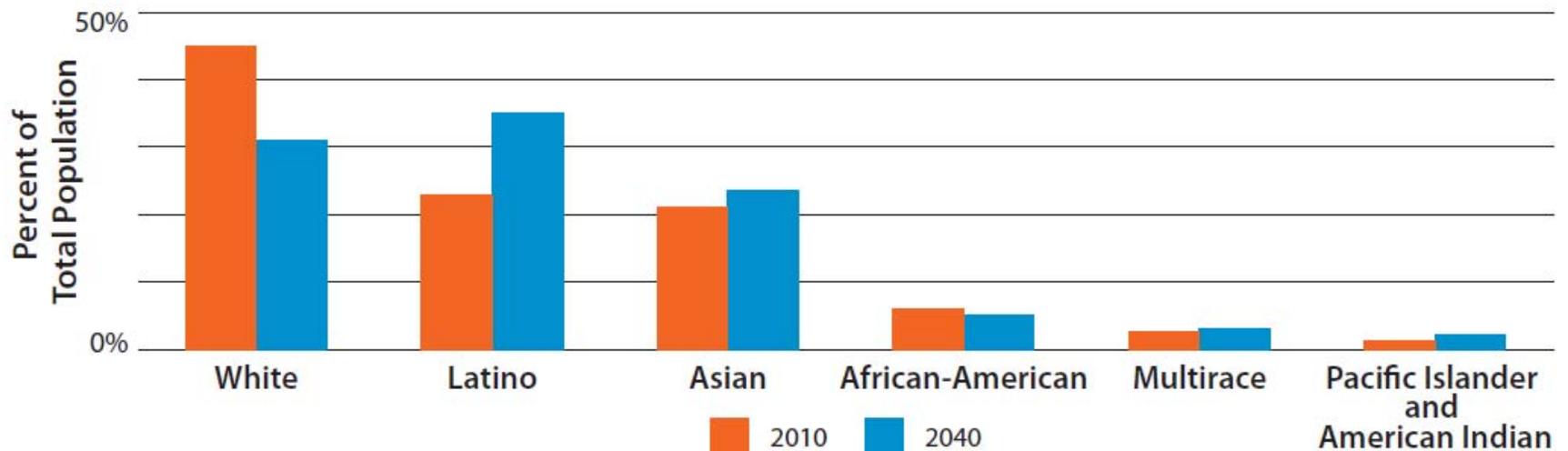
Knowledge sector and service sectors expected to grow have shown a strong preference for locations near transit in urban centers



# Population Trends

Region will grow significantly more diverse.

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

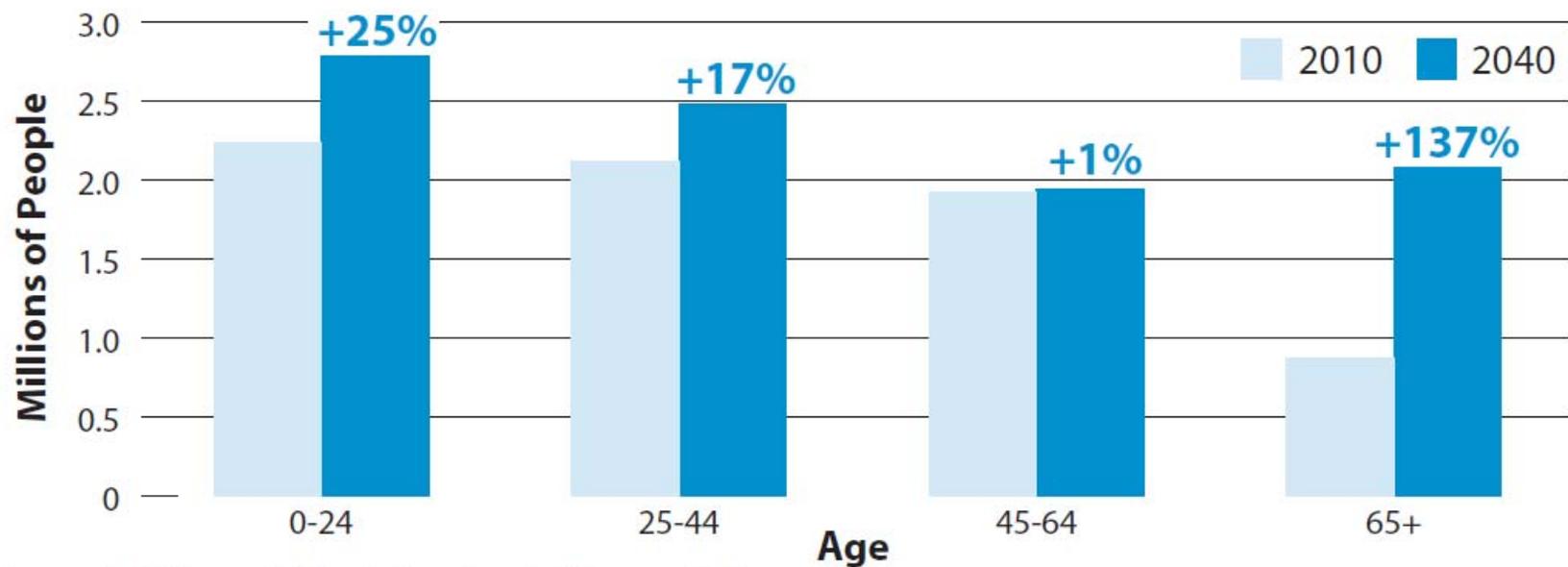


Sources: 2010 Census, California Department of Finance, ABAG

# Population Trends

**Senior population will grow dramatically.**

**Figure 2** Bay Area Population by Age, 2010 and 2040

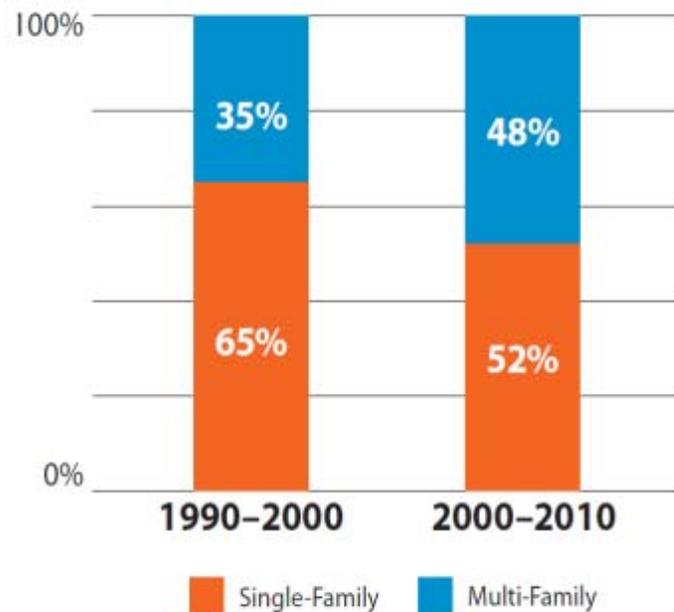


Sources: 2010 Census, California Department of Finance, ABAG

# 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

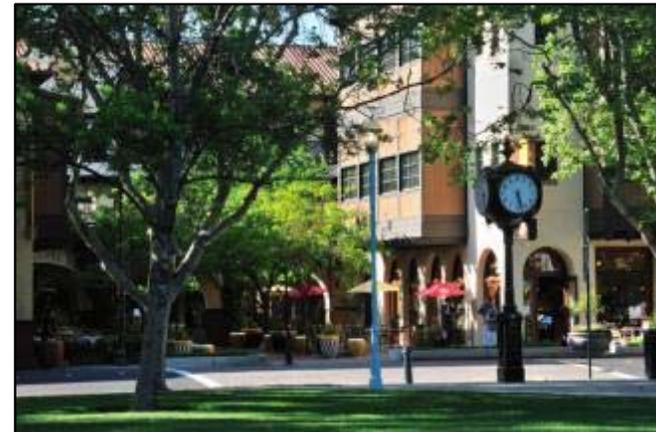


# Draft Plan Bay Area Growth Strategy

# 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

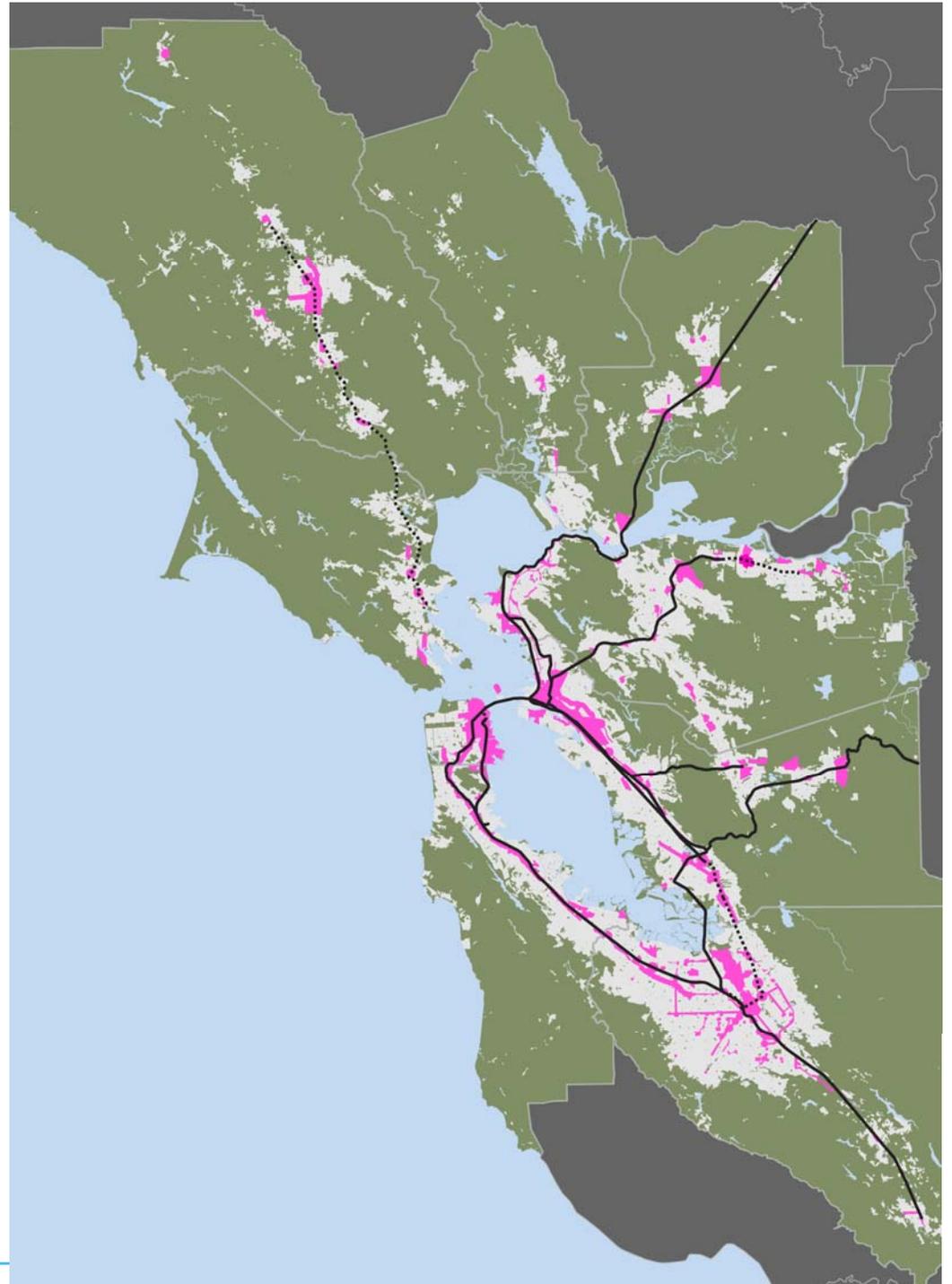
 Urbanized land

 PDAs

 Less than 5% of region's land

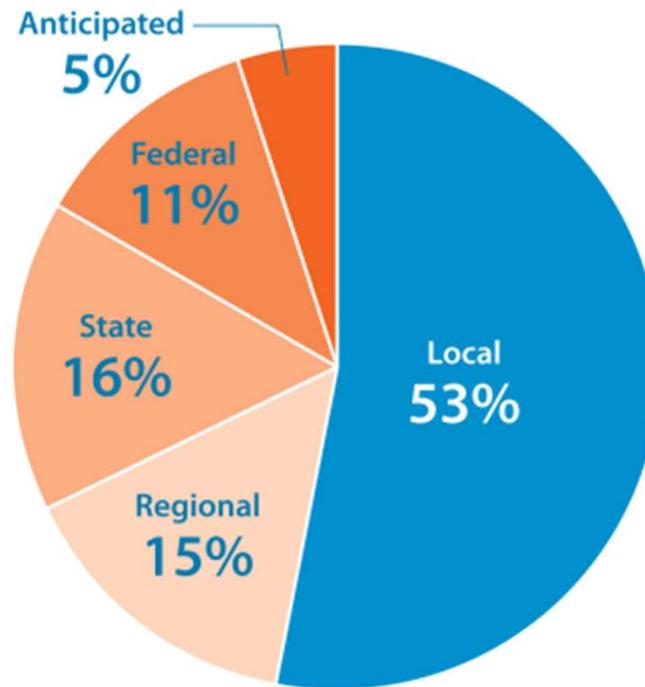
 Nearly 80% of new homes

 Over 60% of new jobs



# Draft Plan Bay Area Investments

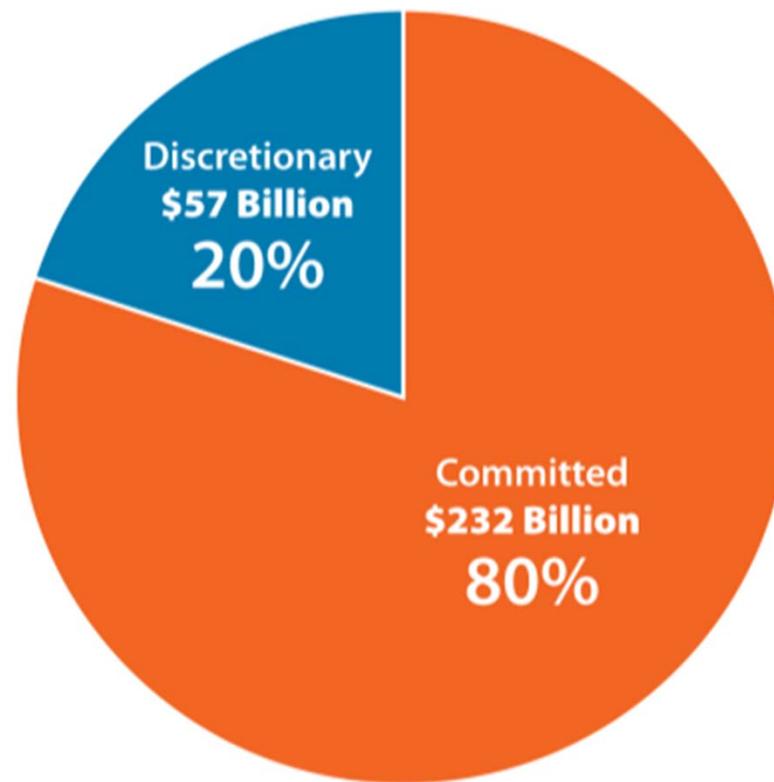
# Revenue Forecast to 2040



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

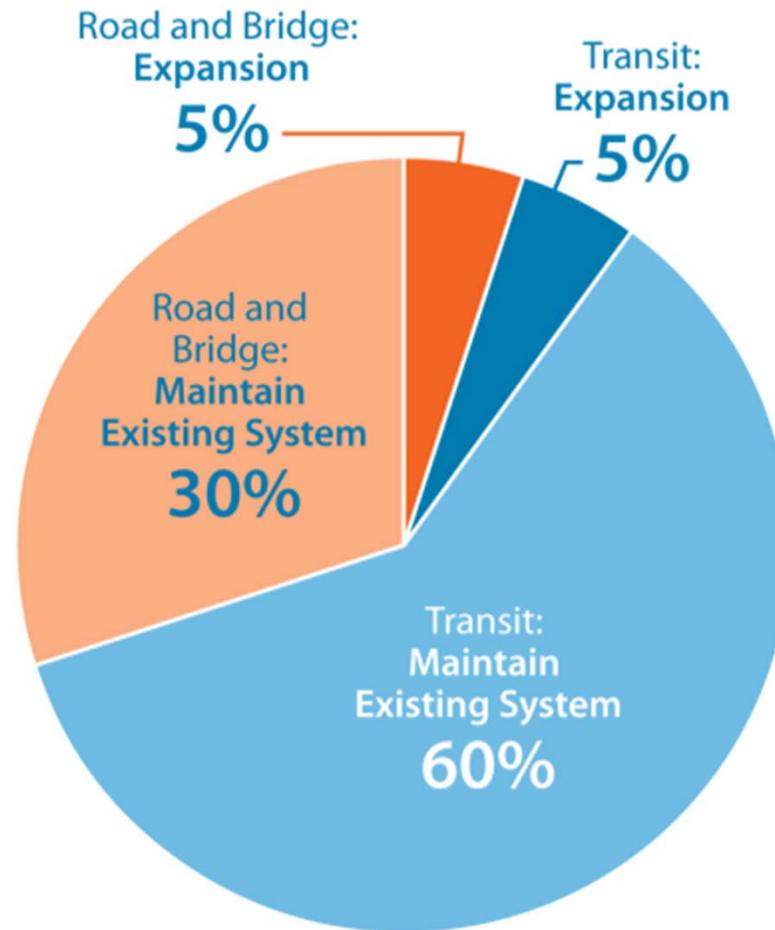
# Committed and Discretionary Revenues

**Total Revenue — \$289 Billion**



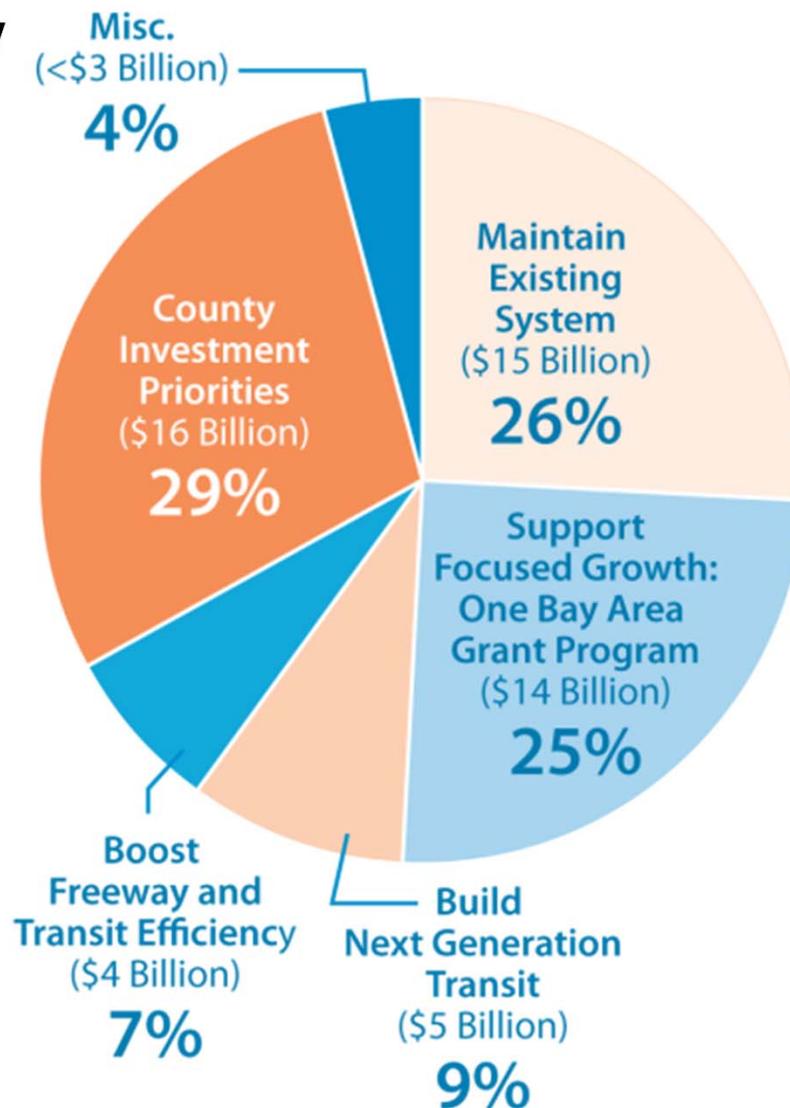
# Committed Investments

**Committed Revenue — \$232 Billion**



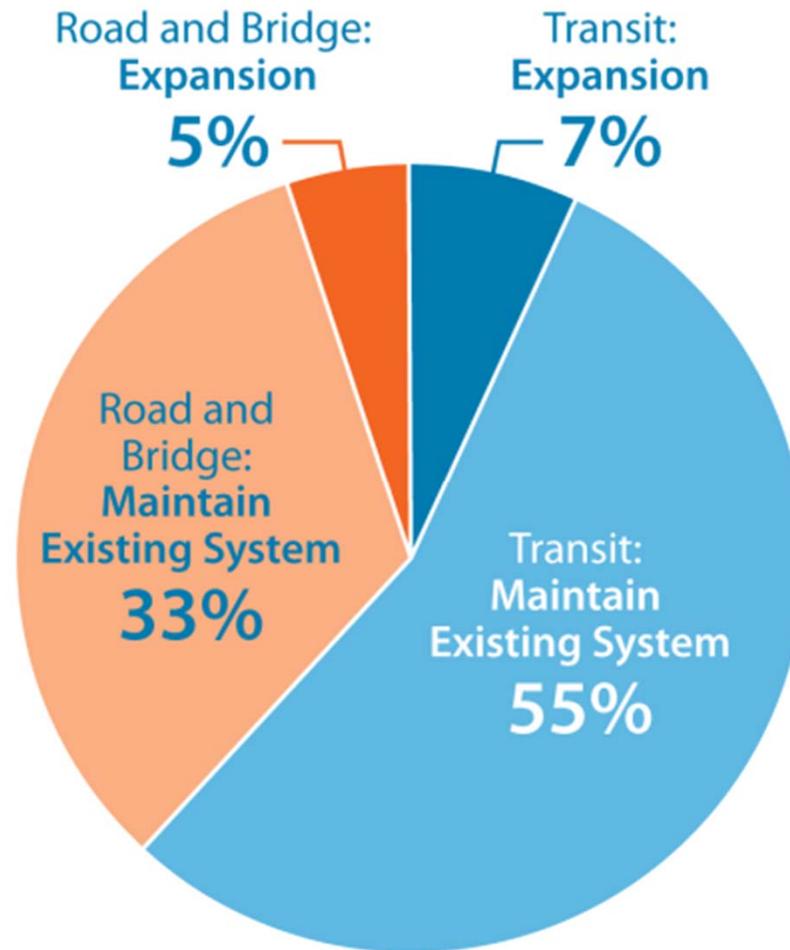
# Discretionary Investments

**Discretionary  
Revenue –  
\$57 Billion**



# Total Transportation Investments

**Total Revenue — \$289 Billion**

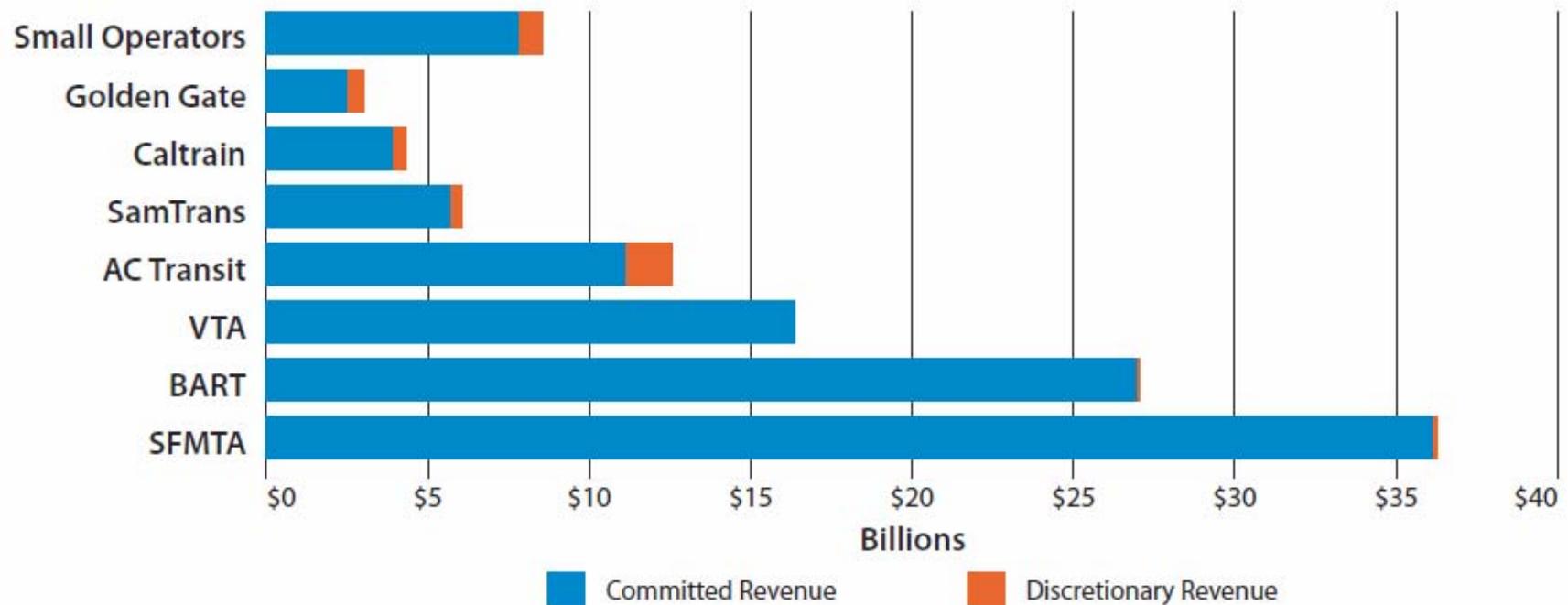


# Highest Performing Transportation Projects

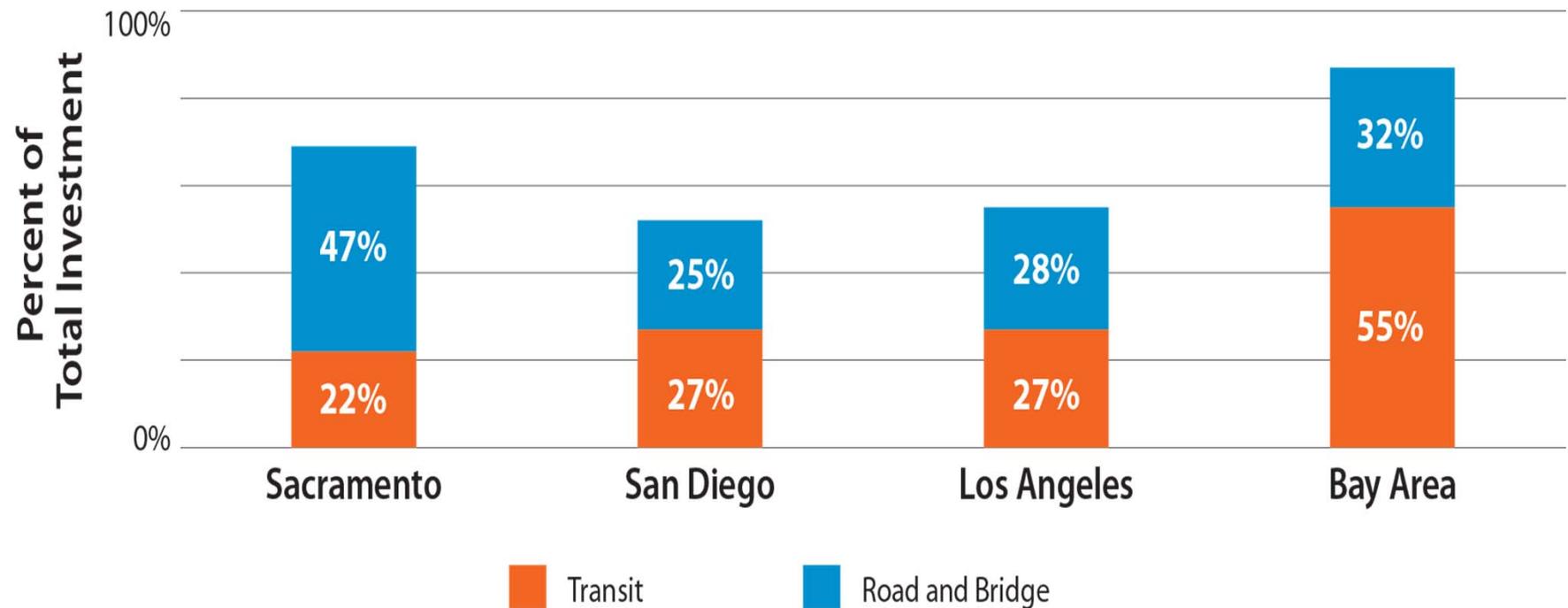
1	BART Metro Program (including Bay Fair Connection & Civic Center Turnback)
2	Treasure Island Congestion Pricing
3	Congestion Pricing Pilot
4	AC Transit Grand-MacArthur Bus Rapid Transit (BRT)
5	Freeway Performance Initiative
6	Intelligent Transportation System (ITS) Improvements in San Mateo Co.
7	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

# Investment in Transit Operations

**Figure 6 Transit Operating Funding by Operator 2013–2040, YOES**

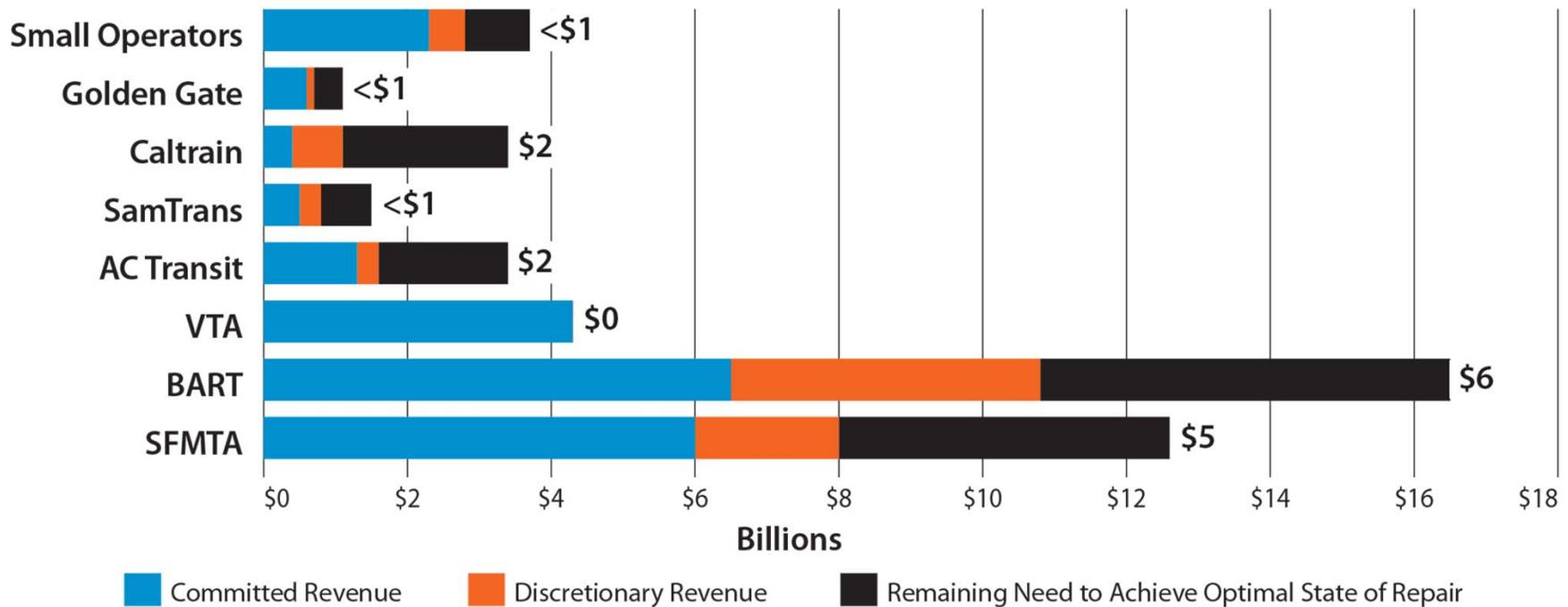


## System Maintenance and Management Share of Total Investment: California's Largest Regions' Long-Range Plans



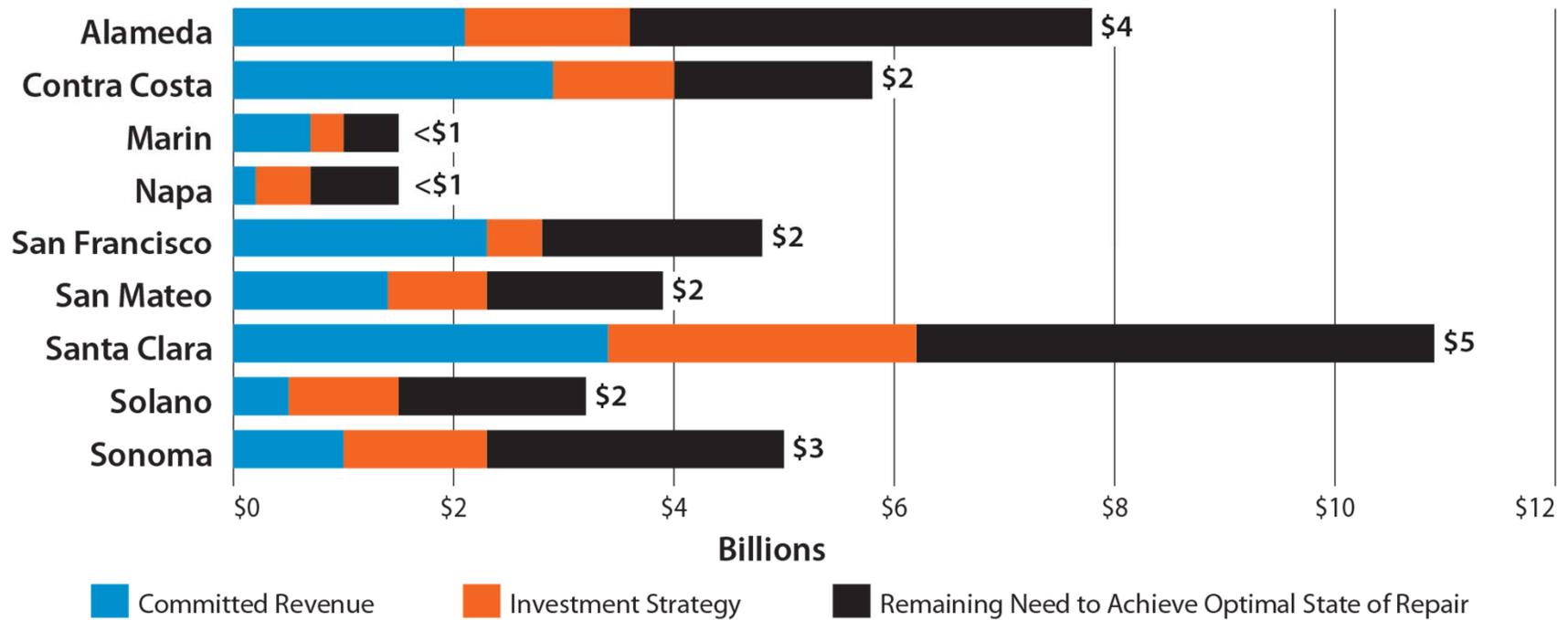
# Transit Replacement and Rehabilitation

**Transit Capital Funding and Remaining Needs 2013-2040, YOES**



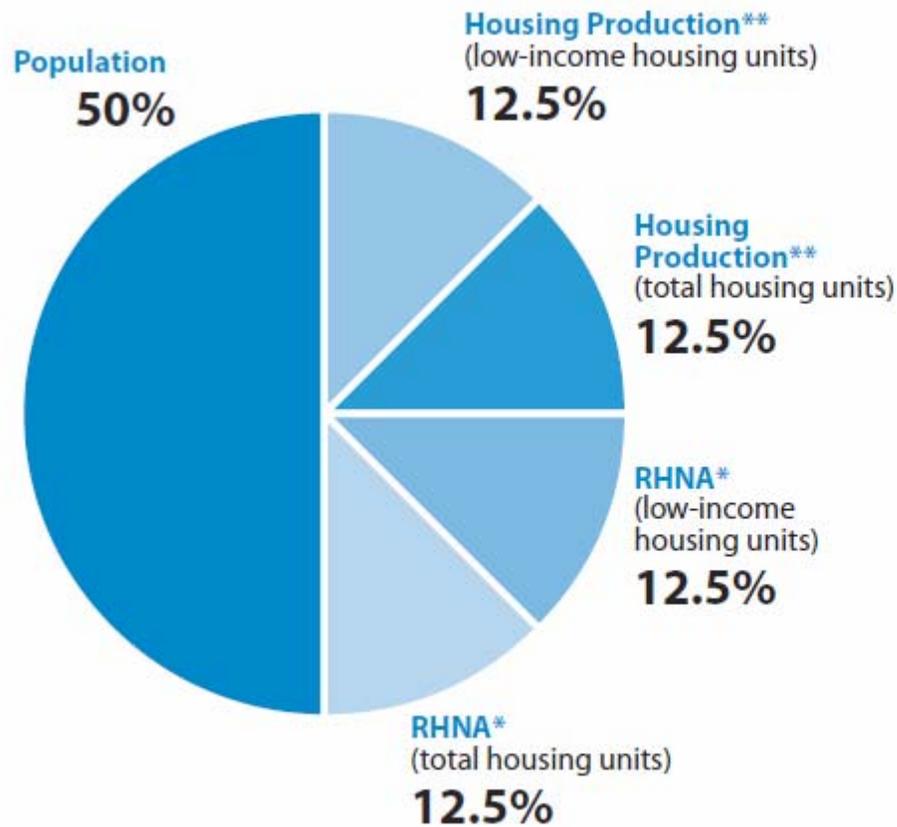
# Local Streets and Roads

**Local Streets and Roads Investments and Remaining Needs (by County)  
2013-2040, YOES**



# Support Focused Growth

## One Bay Area Grant Distribution Formula: FY2012-13 through FY2015-16



### OBAG County Fund Distribution

(Millions \$, rounded)

County	Total Funds
Alameda	\$63
Contra Costa	\$45
Marin	\$10
Napa	\$6
San Francisco	\$38
San Mateo	\$26
Santa Clara	\$88
Solano	\$18
Sonoma	\$23
<b>Regional Total</b>	<b>\$320</b>

\* RHNA 2014-2022

\*\* Housing Production Report 1999-2006, ABAG

# Next Generation Transit

Project	Cost (Millions of \$)	Previously Committed Funding	New Starts/ Small Starts	Other Funding from Plan Bay Area
BART: Berryessa to San Jose/Santa Clara	\$3,962	\$1,504	\$1,100	\$1,358
Transbay Transit Center /Caltrain Downtown Extension: Phase 2	2,596	639	650	1,307
AC Transit Enhanced Bus/BRT: Grand- MacArthur corridor	37	0	30	7
Van Ness Avenue Bus Rapid Transit Project	126	67	30	29
AC Transit Berkeley/Oakland/San Leandro Bus Rapid Transit	205	115	28	63
New Starts and Small Starts Reserve	660		660	
<b>Total</b>	<b>\$7,586</b>	<b>\$2,325</b>	<b>\$2,498</b>	<b>\$2,764</b>

# Freeway and Transit Efficiency

## **Freeway Performance Initiative**

- Technology
- Incident Management
- Arterial Management
- Traveler Information

## **Transit Performance Initiative**

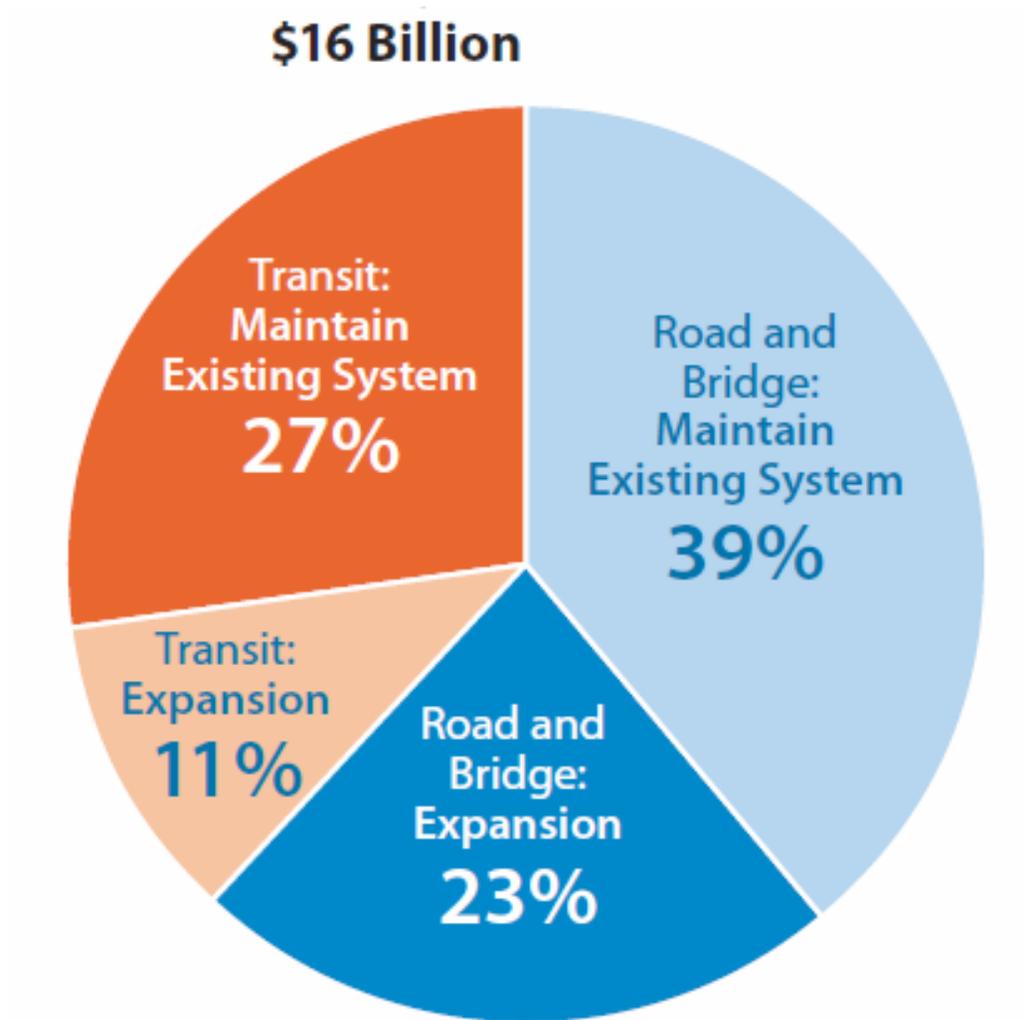
- Supporting Infrastructure
- Performance Incentives

## **Regional Express Lane Network**

## **San Francisco Congestion Pricing**

- Treasure Island
- Downtown San Francisco

# County Funding Priorities



# Climate Program Initiatives

Policy Initiative (From most to least cost-effective)	Cost (In Year of Expenditure, Millions of \$)	Per Capita CO <sub>2</sub> Emissions Reductions in 2035
Commuter Benefit Ordinance	\$0	-0.3%
Car Sharing	\$13	-2.8%
Vanpool Incentives	\$6	-0.4%
Clean Vehicles Feebate Program	\$25	-0.7%
Smart Driving Strategy	\$160	-1.6%
Vehicle Buy-Back & Plug-in or Electric Vehicle Purchase Incentive	\$120	-0.5%
Regional Electric Vehicle Charger Network	\$80	-0.3%
Climate Initiatives Innovative Grants	\$226	TBD
<b>Total</b>	<b>\$630</b>	<b>-6.6%</b>

# Draft Environmental Impact Report

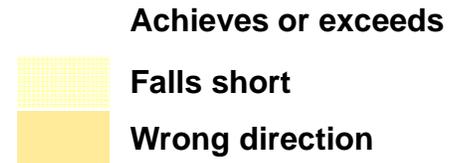
# Draft Environmental Impact Report

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

# Alternatives Evaluated in the Draft EIR

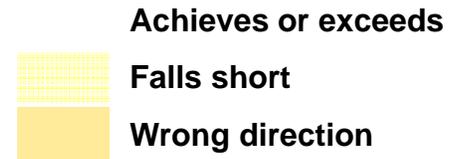
Alternative	Policies and Investments
<b>No Project</b>	<ul style="list-style-type: none"> <li>• Existing 2010 land uses and local land use policies</li> <li>• Existing 2010 transportation network</li> <li>• Transportation projects (fully funded or environmental clearance)</li> </ul>
<b>Transit Priority 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



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

# Target Analysis for Year 2040



	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

			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

# A Plan to Build On

# 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**

# A Platform for Advocacy

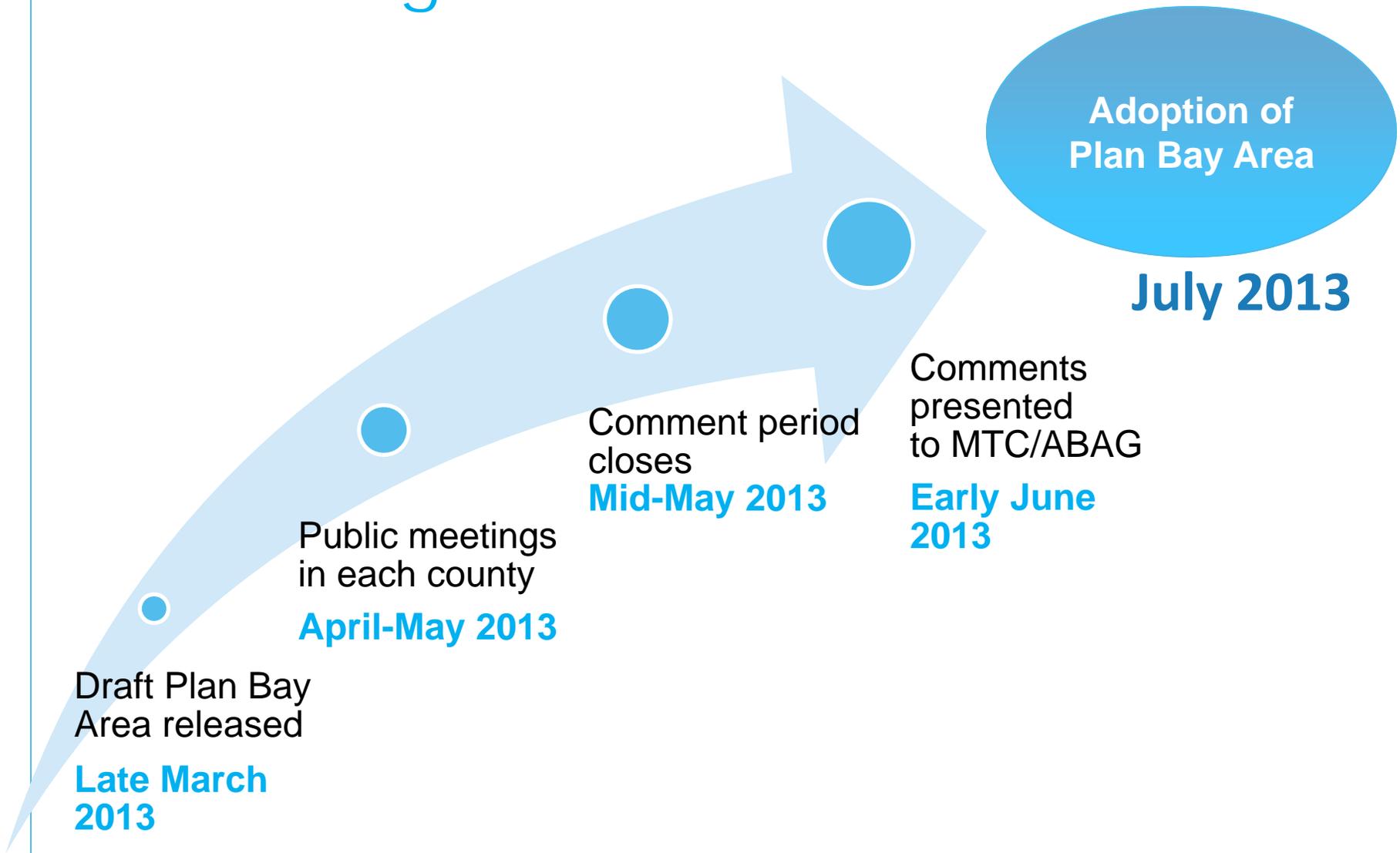
## Land Use

- **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**

# Remaining Plan Milestones



# Discussion