

## Agenda Item 5



METROPOLITAN  
TRANSPORTATION  
COMMISSION

Joseph P. Bort MetroCenter  
101 Eighth Street  
Oakland, CA 94607-4700  
TEL 510.817.5700  
TDD/TTY 510.817.5769  
FAX 510.817.5848  
E-MAIL [info@mtc.ca.gov](mailto:info@mtc.ca.gov)  
WEB [www.mtc.ca.gov](http://www.mtc.ca.gov)

### *Memorandum*

TO: Policy Advisory Council

DATE: May 1, 2013

FR: Ken Kirkey

W.I. 1114

RE: Draft Plan Bay Area Discussion

At your meeting next week, the Council will continue its discussion regarding the draft Plan Bay Area documents, with a goal of formalizing initial comments and recommendations from the Council to be forwarded to the Commission. The Council will likely update and revise these comments and recommendations as the Commission moves towards final Plan adoption in July.

As a frame for your discussion, below are some of the key points the Commission and its staff have heard from Council members and from your subcommittee regarding various elements of the Plan:

- Regarding express lanes:
  - The Council continues to express a desire to see a direct benefit to low-income communities from express lane revenues. Some members have stated that perhaps the most direct benefit would be to fund transit operations with any network revenues. Another alternative discussed at prior Council meetings is to not complete the expansions at the outer edges of the region at this time. This would reduce the cost of the total network and increase the potential for the network to generate revenues to fund transit operations.
  - The Express Lane network should be built in such a way as to ensure the potential for express lane bus stations on the freeway.
  - Goals of the Express Lane Network should tie in with regional long-range goals, and an equity analysis should be performed to show how the benefits and burdens are distributed equitably.
- Regarding prioritization of revenues:
  - Prioritize funding to those jurisdictions that take on a majority of the growth and those that provide affordable housing.
- Regarding potential for new revenues:
  - Consider alternative taxes such as a sales tax at electric vehicle charging stations or a Vehicle Miles Traveled (VMT) tax.

- Regarding equity analysis:
  - Continue refining and improving the usefulness and relevance of equity performance measures to key equity concerns, including housing and transportation affordability and jobs-housing fit.
  - Refine future equity analysis work to emphasize economic opportunity for disadvantaged communities, especially rural and suburban areas of poverty and/or communities with limited fiscal capacity.
  - In future plans, consider performing some elements of the equity analysis at the county level to determine how different scenarios affect specific counties.
  - Research possible anti-displacement policies that could be included in the plan.
- Regarding public participation:
  - Future public participation should include information on the policies behind the proposals in the Plan, as well as more simplistic, understandable language.

Attached is a summary of the differences in the five Environmental Impact Report (EIR) alternatives, for your consideration (Attachment A). And, in case you missed last month's meeting, staff is including a copy of the revised presentation for your additional review (see Attachment B).

As a reminder – and if you have not yet had a chance to read them – the draft documents related to Plan Bay Area can be found in their entirety online at the following locations:

- **Draft Plan Bay Area:**  
<http://onebayarea.org/regional-initiatives/plan-bay-area/draft-plan-bay-area.html>
- **Draft Environmental Impact Report (EIR) for Plan Bay Area:**  
<http://onebayarea.org/regional-initiatives/plan-bay-area/plan-elements/environmental-impact-report.html>
- **Equity Analysis for Plan Bay Area:**  
<http://onebayarea.org/regional-initiatives/plan-bay-area/plan-elements/equity-analysis.html>

MTC Planning staff will be on hand at your May 8<sup>th</sup> meeting to answer any additional questions you may have regarding the draft documents.

Attachments

## Plan Bay Area 2040 Public Review Draft Environmental Impact Report

Using these data, urbanized land footprints were developed for each alternative<sup>1</sup> and land use impacts were analyzed using the parcel dataset.

Detailed information on modeling processes, including adjustments and outputs, is included in the Summary of Predicted Land Use Responses supplemental document, released in March 2013. This data and other documents can be obtained from the MTC/ABAG Library, or from OneBayArea website at [onebayarea.org](http://onebayarea.org).

### **Integration of Travel Model One and UrbanSim**

In order to appropriately consider the symbiotic relationship of transportation and land use, Travel Model One and UrbanSim are unified in an integrated model framework. This allowed for analysis of how transportation projects affect the surrounding land use pattern, as well as how changes to household and employment locations affect transportation demand. See *Chapter 1.2: Overview of the Proposed Plan Bay Area* for more detail on this process.

For calculations relying on outputs from Travel Model One and population totals (i.e., per capita VMT or per capita energy use), model-simulated population levels were used to ensure consistency. Simulated population may be slightly different than overall population forecasts for the proposed Plan and alternatives due to slight variability in modeling tools. Further clarification on this issue is in the Plan Bay Area EIR technical appendices.

### **References**

The Summary of Predicted Traveler Responses and Summary of Predicted Land Use Responses supplemental documents, released in March 2013, provide detail regarding the modeling assumptions and outputs for Plan Bay Area. Raster land use data development is outlined in an appendix to the Summary of Predicted Land Use Responses. MTC and ABAG also have a large body of detailed published documentation regarding the integrated travel demand and land use model. This data and other documents can be obtained from the OneBayArea website at [onebayarea.org](http://onebayarea.org).

## **Alternatives Analyzed in this EIR**

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This EIR evaluates the No Project alternative as required by CEQA, as well as three other alternatives refined through the scoping process. The descriptions of the alternatives are provided below, followed by an analysis that compares the environmental impacts of each alternative to the proposed Plan. A complete listing of projects by alternative is provided in Appendix C.

Consistent with the Notice of Preparation (NOP) of this EIR, the alternatives are listed and referred to in the following order:

1. No Project alternative,

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<sup>1</sup> Future urbanized footprints apply a density threshold of 4 households per acre and 10 jobs per acre to the 2040 growth areas.

2. Alternative 2: Proposed Plan,
3. Alternative 3: Transit Priority Focus,
4. Alternative 4: Enhanced Network of Communities, and
5. Alternative 5: Environment, Equity and Jobs.

Descriptions of the key policies of each alternative follow, emphasizing where they deviate from the proposed Plan.

### **ALTERNATIVE 1: NO PROJECT**

The No Project alternative represents the potential scenario if Plan Bay Area is not implemented. Under this alternative, no new regional policies would be implemented in order to influence local land use patterns and no uncommitted transportation investments would be made. The key elements of the No Project alternative that vary from the proposed Plan include the following:

- **Land Use Policies:** No new regional land use plan would be developed and no new policies would be implemented to influence the locations of housing and employment centers in the region. No new fees, subsidies, or land development incentives would be provided on the regional level. Urban growth boundaries would be assumed to expand at historical rates, allowing for additional development potential in greenfield locations.
- **Transportation Investments:** Projects and programs that are identified as “committed” in MTC Resolution 4006 Committed Projects and Programs Policy are included in this alternative – this is similar but not identical to the list of projects in Transportation 2035. The transportation network in this alternative would therefore not be equivalent to existing conditions. The committed projects and programs include transportation projects/programs that were sufficiently through the environmental review process as of May 2011 and had full funding plans in place. In addition, regional programs with executed contracts or funding already secured are considered committed and included in the No Project alternative, through the existing contract period for each program. However, Express Lane projects in MTC’s regional network are listed as committed but technically are uncommitted;<sup>2</sup> all of the MTC Network Express Lane projects are therefore excluded from the No Project alternative (VTA’s Express Lane Network is a fully committed project and included in every alternative).
- **Transportation Policies:** Tolls would remain the same as measured in constant year dollars. Parking prices would remain the same as measured in constant year dollars, and localized parking minimums would remain the same for new development.

### **ALTERNATIVE 2: PROPOSED PLAN**

Alternative 2, proposed as the Jobs-Housing Connection in the NOP, was selected by MTC and ABAG as the preferred plan option for Plan Bay Area, and is the proposed Plan evaluated throughout this EIR.

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<sup>2</sup> The region’s two Express Lane networks—MTC’s regional network and VTA’s network—are each viewed as a project made up of individual project segments. Unless the entire network is fully funded and committed, the entire network, or “project”, is uncommitted. As a result, MTC’s Express Lane Network is an uncommitted project; VTA’s Express Lane Network is a fully committed project.

See the Project Description in *Chapter 1.2* for a detailed description of this alternative, which includes both the Jobs-Housing Connection and the Transportation Investment Strategy.

### **ALTERNATIVE 3: TRANSIT PRIORITY FOCUS**

The Transit Priority Focus alternative seeks to develop a focused growth pattern primarily in the region’s urban core by relying on Transit Priority Project eligible areas (TPPs), which are areas with high-frequency transit service that are eligible for higher-density development streamlining, as per SB 375. The TPP framework is meant to leverage the significant investment the region has made and continues to make in transit service. This alternative was referred to as “Lower Concentrations of PDA Growth” in the NOP. Key components of this alternative that vary from the proposed Plan include the following:

- **Land Use Policies:** Rather than the Priority Development Area (PDA)-based framework of the proposed Plan, this alternative would emphasize future development in TPPs. Defined by SB 375 as growth emphasis areas, local jurisdictions would be encouraged to up-zone these areas in order to encourage growth around high-frequency transit services (especially fixed-guideway assets). Additionally, a regional development fee based on vehicle miles traveled would be implemented to discourage low-density suburban and rural development, with proceeds used to subsidize urban infill development areas.
- **Transportation Investments:** The transportation network for Alternative 3 revises the Transportation Investment Strategy identified in the proposed Plan to place a greater emphasis on supporting the urban core. This alternative slightly scales back the Regional Express Lane Network by removing proposed express lanes at the fringe of the region. In addition, funding is shifted from other priorities (the Freeway Performance Initiative and OneBayArea grants) to support additional investment in BART service in the core of the region (the BART Metro project) and increased AC Transit bus service in the urban core.
- **Transportation Policies:** This alternative would increase the San Francisco-Oakland Bay Bridge toll to \$8 at peak hours. The higher bridge toll is intended to reduce congestion and encourage transit ridership in the bridge corridor and support investment in transit service on the Bay Bridge corridor.

### **ALTERNATIVE 4: ENHANCED NETWORK OF COMMUNITIES**

This alternative seeks to provide sufficient housing for all people employed in the San Francisco Bay Area and allows for more dispersed growth patterns than the proposed Plan. This alternative reflects input from the region’s business community, which requested an alternative that mirrors the land use pattern previously identified in Current Regional Plans/Projections 2011 (CRP).<sup>3</sup> This alternative is based on the “Eliminate Inter-Regional Commuting” alternative presented in the NOP, based on feedback to incorporate a less-focused growth pattern with higher regional household projections. Key components of this alternative that vary from the proposed Plan include the following:

- **Demographics:** This is the only alternative that includes different and higher population and employment projections within the region, which reflect an elimination of in-commuting from neighboring regions. All other alternatives assume that the Bay Area will continue to import

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<sup>3</sup> See Supplemental Report, *Current Regional Plans Technical Report*, on [onebayarea.org](http://onebayarea.org).

workers from adjacent counties at the current rate of in-commuting. This higher regional population will lead to a higher number of jobs in the region, as more residents consume services which require employees. As a result, this alternative also has a higher number of jobs than the proposed Plan.

- **Land Use Policies:** The land use is based on CRP, which focuses growth around PDAs, but at a lower level than in the proposed Plan. The distribution of future housing and jobs is based on Projections 2009, adjusted to reflect local jurisdiction input and to extend the forecast from 2035 to 2040. When developing CRP, CMAAs and local jurisdictions were asked to review and provide comments on Projections 2009 to improve the spatial distribution of housing and job growth. In some cases, local feedback included updates to forecasts at the census tract level, while in other cases local planners identified allocations of future growth at the neighborhood or city level. Responses were not comprehensive across all jurisdictions. Growth levels in CRP were adjusted proportionally to achieve consistency with the regional projections for housing and jobs assumed in this alternative. Subsidies were applied as necessary to achieve the growth distribution desired in this alternative. This alternative will include OBAG incentives for development in targeted locations, but unlike the proposed Plan would not include incentives for redevelopment.
- **Transportation Investments:** The transportation investments for both road and transit networks would remain consistent with the proposed Plan with the exception of shifting \$70 million from the Climate Initiatives Policies to local road and state highway maintenance and dedicating revenues from the bridge toll increase (see below) to state highway maintenance.
- **Transportation Policies:** Like Alternatives 3 and 5, this alternative will increase the San Francisco-Oakland Bay Bridge toll to \$8 at peak hours.

### **ALTERNATIVE 5: ENVIRONMENT, EQUITY, AND JOBS**

This alternative reflects the development proposal presented by Public Advocates, Urban Habitat, and TransForm during the scoping period. This alternative seeks to maximize affordable housing in high-opportunity urban and suburban areas through incentives and housing subsidies. The suburban growth is supported by increased transit service to historically disadvantaged communities through a Vehicle Miles Traveled (VMT) tax and higher bridge tolls. Key components of this alternative that vary from the proposed Plan include the following:

- **Land Use Policies:** The intent of this alternative is to reduce residential displacement and support affordable housing in both PDAs and “high-opportunity” suburban locations. This alternative would encourage intensification of land use beyond PDAs to include jobs-rich, high-opportunity TPPs not currently identified as PDAs. Based on criteria specified by the equity stakeholders, these additional areas would include locations that are generally rich in employment and good schools but lack affordable housing. Select PDAs in rural or exurban areas would also be disqualified for upzoning or OBAG funding, as identified by equity stakeholders, in order to discourage growth far away from existing job centers. This alternative would also include a modified OneBayArea grant program focused on affordable housing and anti-displacement policies as pre-conditions for subsidies and incentives (due to modeling limitations, these incentives did not impact modeling outputs). The reinstatement of some form of redevelopment financing would help support infill development in this alternative, while subsidies would be used to support programs that minimize displacement. Unlike Alternatives 3 and 4, this alternative would discourage CEQA streamlining for TPP-eligible areas. While streamlining

would still be legal, as per SB 375, based on the input of the EEJ stakeholders, this alternative would not reference TPPs, thus making it impossible for project sponsors to streamline. The modeling analysis for this alternative therefore did not include any benefits from CEQA streamlining to encourage development.

- Transportation Investments:** This alternative seeks to strengthen public transit by significantly boosting service frequencies in most suburban and urban areas, other than on Muni, BART or Caltrain, and providing free transit passes to youth throughout the region. This alternative includes a reduced scope highway network which excludes all uncommitted road projects, other than maintenance projects, from the Transportation Investment Strategy. As with Alternative 1, the No Project alternative, all of the MTC Network Express Lane projects are excluded as they are considered uncommitted (VTA's Express Lane Network is a fully committed project and included in every alternative). As such, this alternative does not include the Regional Express Lanes Network, with the exception of committed projects.
- Transportation Policies:** Most notably, this alternative includes the implementation of a vehicle miles traveled (VMT) tax to fund the expanded investments in public transit. This tax, assumed at a rate of one cent per mile on annual vehicle miles traveled within the region, would provide a substantial revenue source, while also discouraging residents from driving; exemptions from the tax would be provided for low-income households. Furthermore, the San Francisco-Oakland Bay Bridge would have an increased peak-period toll of \$8, consistent with Alternatives 3 and 4, providing additional revenue in the Transbay corridor.

## ALTERNATIVES COMPARISONS

Table 3.1-1 provides an overview comparison of the land use policies, transportation investments, and transportation policies proposed in the five Plan Bay Area alternatives. The full list of which transportation projects are included in each alternative is provided in Appendix C.

**TABLE 3.1-1: POLICY MEASURE COMPARISON**

	<i>Alt 1 No Project</i>	<i>Alt 2 Proposed Plan</i>	<i>Alt 3 Transit Priority</i>	<i>Alt 4 Enhanced Net</i>	<i>Alt 5 Environment, Equity, and Jobs</i>
<b>LAND USE POLICIES</b>					
<b>Zoning</b>					
Existing General Plans	•				
PDA-Focused Growth		•		•	•
TPP-Focused Growth			•		•
<b>Growth Boundaries</b>					
Current Trends Continue	•				
Strict Boundaries		•	•	•	•
<b>Fees and Subsidies</b>					
No New Fees	•				
Subsidies for PDA Growth		•		•	

**TABLE 3.1-1: POLICY MEASURE COMPARISON**

	<i>Alt 1 No Project</i>	<i>Alt 2 Proposed Plan</i>	<i>Alt 3 Transit Priority</i>	<i>Alt 4 Enhanced Net</i>	<i>Alt 5 Environment, Equity, and Jobs</i>
Subsidies for Urban Core			•		
Subsidies for PDA/TPP Opportunity Areas					•
Fee on High VMT Area			•		
<b>Incentives</b>					
None	•				
OneBayArea Grants		•	•	•	•
CEQA Streamlining		•	•	•	(see table note 1)
TPP Redevelopment		•	•		•
<b>TRANSPORTATION INVESTMENTS</b>					
<b>Road Network</b>					
Committed Projects Only	•				
Preferred		•		•	
Preferred w/ Reduced Express Lanes			•		
Preferred w/o Highway Expansion or Operational Projects					•
<b>Transit Network</b>					
Committed Projects Only	•				
Preferred		•		•	
Increased Funding for BART, AC Transit			•		
Additional Service for All Major Transit Operators other than Muni, BART or Caltrain					•
<b>Climate Initiatives</b>					
Regional Electric Vehicle Public Charger Network		•	•	•	•
Vehicle Buy-Back & Plug-In or Electric Vehicles Purchase Incentives		•	•	•	•
Car Sharing	•	•	•	•	•
Vanpool Incentives		•	•	•	•
Clean Vehicles Feebate		•	•	•	•

**TABLE 3.1-1: POLICY MEASURE COMPARISON**

	<i>Alt 1 No Project</i>	<i>Alt 2 Proposed Plan</i>	<i>Alt 3 Transit Priority</i>	<i>Alt 4 Enhanced Net</i>	<i>Alt 5 Environment, Equity, and Jobs</i>
Program					
Smart Driving Strategy		•	•		•
Commuter Benefits Ordinance	•	•	•	•	•
<b>TRANSPORTATION POLICIES</b>					
<b>Road Pricing</b>					
None	•	•			
Higher Peak Toll on Bay Bridge			•	•	•
VMT Tax					•
<b>Parking Policies</b>					
Status Quo	•				
Reduced Minimums		•	•	•	•
1. Unlike Alternatives 3 and 4, Alternative 5 would discourage CEQA streamlining for TPP-eligible areas. While streamlining would still be legal, as per SB 375, based on the input of the EEJ stakeholders, the Plan would not reference TPPs, thus making it impossible for project sponsors to streamline.					

### Comparative Demographic Forecasts

All of the alternatives, except for Alternative 4, are designed to accommodate the same population and employment in the year 2040 based on forecasts developed by ABAG, with varying locational distributions of growth.

Unlike all other alternatives, Alternative 4 has different levels of household and employment growth in the region. Compared to the proposed Plan, it includes four percent more households and one percent more jobs. This higher growth total reflects the Senate Bill 375 requirement to house the region’s entire population (i.e., provide a house for every household employed in the region).

**Table 3.1-2** displays the differences in demographics between the various alternatives. As a result of the lower levels of transit infrastructure investment and more dispersed land use pattern under the No Project alternative, the share of households with zero cars is slightly lower than the proposed Plan (nine percent versus 11 percent). Otherwise, the other three alternatives have similar car ownership rates as compared to the proposed Plan.

**TABLE 3.1-2: BAY AREA DEMOGRAPHIC FORECASTS (2010-2040)**

	2010	2040 Plan (Alt 2)	2040 No Project (Alt 1)	% Difference from Proposed Plan	2040 Transit Priority Focus (Alt 3)	% Difference from Proposed Plan	2040 Enhanced Network of Communities (Alt 4)	% Difference from Proposed Plan	2040 Environment, Equity, and Jobs (Alt 5)	% Difference from Proposed Plan
Total Population	7,091,000	9,196,000	9,196,000	0%	9,196,000	0%	9,535,000	+4%	9,196,000	0%
Total Employment	3,385,000	4,505,000	4,505,000	0%	4,505,000	0%	4,550,000	+1%	4,505,000	0%
Employed Residents	3,269,000	4,350,000	4,350,000	0%	4,350,000	0%	4,513,000	+4%	4,350,000	0%
Total Households	2,608,000	3,308,000	3,308,000	0%	3,308,000	0%	3,431,000	+4%	3,308,000	0%
% of Households with Zero Autos	9%	11%	9%	N/A	10%	N/A	11%	N/A	10%	N/A
% of Households with One Auto	33%	33%	33%	N/A	33%	N/A	33%	N/A	33%	N/A
% of Households with Multiple Autos	58%	56%	58%	N/A	57%	N/A	57%	N/A	57%	N/A
Average Vehicles per Household	1.78	1.75	1.81	+3%	1.76	+1%	1.77	+1%	1.77	+1%

Sources: Association of Bay Area Governments, 2012; Metropolitan Transportation Commission Travel Forecasts, 2012

## Households

**Table 3.1-3** compares the household distribution in the years 2010 and 2040 for each alternative, along with each county's proportion of the region's population, as modeled by UrbanSim after taking each scenario's land use and transportation policies and transportation projects into account. For the draft Plan and Alternative 4, the housing and job allocations in PDAs were made to match the Jobs-Housing Connection and Current Regional Plans adopted by ABAG. Growth in areas outside of PDAs and the distribution within PDAs were modeled by UrbanSim. Each county is projected to gain households between 2010 and 2040 in every alternative, although by varying degrees. A few outcomes of note:

- The distribution of the region's households by county generally stays the same across time.
- For most counties—particularly Marin and Napa—there is relatively little difference between the alternatives. The largest range of possible outcomes is seen in San Mateo and Santa Clara counties.
- Contra Costa, Marin, and Napa counties maintain or reduce their proportion of the region's households in all alternatives (that is, grow at or below the regionwide rate). San Francisco, San Mateo, and Solano counties maintain or increase their proportion of the region's households in all alternatives.
- The No Project alternative results in the most new households for the North Bay—Napa, Solano, and Sonoma counties (16 percent of the region's total population, compared to 14 percent in the proposed Plan and 13 percent in Alternatives 3, 4, and 5) due to the urban growth boundaries in that alternative expanding at historic rates and reflective of recent trends of strong growth in the North Bay.
- Alternative 2, the proposed Plan, is the alternative that is the closest to maintaining the existing county-level distribution of households.
- Alternatives 3 and 5 deviate the most from the existing distribution of households. Alternative 3, Transit Priority Focus, pushes growth away from the East Bay and North Bay and into San Francisco, San Mateo, and Santa Clara counties. Alternative 5, Environment, Equity, and Jobs, pushes growth into Alameda and San Mateo counties.
- Alternative 4, the Enhanced Network, would result in most future household growth going to three counties: Alameda, Contra Costa and Santa Clara.

## Jobs

Similar to population and household growth, the alternatives all accommodate the same number of jobs in the year 2040, with Alternative 4 the exception (the additional regional population will lead to greater local demand for services, leading to more jobs). **Table 3.1-4** shows the projected job distribution by county for each alternative. As with households, each county gains jobs in every alternative and generally maintains its 2010 proportion of the region's jobs. Deviations from this pattern include:

- The distribution and growth of jobs does not necessarily match the location and growth in households in all areas, although ideally it would in order to reduce commuting distances and the related GHG emissions, as per the goals of SB 375.

- Contra Costa and San Mateo add jobs at or above the regionwide rate in all alternatives. Marin, Napa, and Solano grow at around the regional rate in all alternatives. San Francisco and Sonoma add jobs at or below the regional rate of growth in all alternatives. The rate of jobs growth varies more significantly in Alameda and Santa Clara.
- The No Project alternative results in the highest job growth scenarios for Napa, San Mateo, Solano, and Sonoma counties and the lowest growth scenario for Santa Clara.
- Alternative 2, the proposed Plan, is the only alternative that maintains the current distribution of jobs across counties.
- Alternative 3 pushes job growth away from Alameda and San Francisco and toward Contra Costa, Napa, and Santa Clara.
- Alternative 4 largely maintains the current distribution of jobs, although with proportional gains in Contra Costa offsetting slower growth in Alameda.
- Alternative 5 results in greater job growth in the East Bay (Alameda, Contra Costa) and slower job growth in San Francisco, Santa Clara, Solano, and Sonoma.

**TABLE 3.1-3: YEAR 2040 HOUSEHOLDS BY COUNTY**

County	Year 2010	%	Alt 1 No Project	%	Alt 2 Proposed	%	Alt 3 Transit	%	Alt 4 Enhanced	%	Alt 5 EEJ	%
Alameda	545,137	21%	667,351	20%	705,289	21%	676,693	20%	738,991	22%	719,958	22%
Contra Costa	375,364	14%	472,450	14%	463,062	14%	413,724	13%	490,651	14%	422,539	13%
Marin	103,210	4%	111,509	3%	112,021	3%	105,702	3%	111,224	3%	108,135	3%
Napa	48,876	2%	66,410	2%	56,285	2%	57,008	2%	53,240	2%	57,315	2%
San Francisco	345,813	13%	435,869	13%	447,248	14%	450,813	14%	439,163	13%	441,464	13%
San Mateo	257,837	10%	336,495	10%	315,735	10%	363,812	11%	332,967	10%	386,026	12%
Santa Clara	604,207	23%	739,151	22%	819,138	25%	868,528	26%	875,388	26%	795,303	24%
Solano	141,758	5%	211,897	6%	168,643	5%	166,336	5%	172,214	5%	167,793	5%
Sonoma	185,825	7%	266,989	8%	220,699	7%	205,505	6%	217,904	6%	209,588	6%
<i>Bay Area</i>	<i>2,608,027</i>	<i>100%</i>	<i>3,308,120</i>	<i>100%</i>	<i>3,308,120</i>	<i>100%</i>	<i>3,308,120</i>	<i>100%</i>	<i>3,431,742</i>	<i>100%</i>	<i>3,308,120</i>	<i>100%</i>

**TABLE 3.1-4: YEAR 2040 JOBS BY COUNTY**

County	Year 2010	%	Alt 1 No Project	%	Alt 2 Proposed	%	Alt 3 Transit	%	Alt 4 Enhanced	%	Alt 5 EEJ	%
Alameda	694,433	21%	921,759	20%	947,604	21%	871,452	19%	924,433	20%	987,579	22%
Contra Costa	344,914	10%	539,131	12%	465,471	10%	566,992	13%	501,219	11%	508,291	11%
Marin	110,741	3%	126,343	3%	129,110	3%	133,703	3%	156,472	3%	124,095	3%
Napa	70,651	2%	106,519	2%	89,572	2%	106,630	2%	82,413	2%	99,911	2%
San Francisco	568,728	17%	711,917	16%	760,237	17%	656,685	15%	763,323	17%	695,149	15%
San Mateo	345,201	10%	506,139	11%	445,472	10%	494,868	11%	462,121	10%	492,403	11%
Santa Clara	926,265	27%	1,135,257	25%	1,229,758	27%	1,248,658	28%	1,215,969	27%	1,188,672	26%
Solano	132,345	4%	190,133	4%	180,162	4%	186,790	4%	179,170	4%	175,861	4%
Sonoma	192,003	6%	268,021	6%	257,832	6%	239,441	5%	264,886	6%	233,257	5%
<i>Bay Area</i>	<i>3,385,281</i>	<i>100%</i>	<i>4,505,218</i>	<i>100%</i>	<i>4,505,218</i>	<i>100%</i>	<i>4,505,218</i>	<i>100%</i>	<i>4,550,006</i>	<i>100%</i>	<i>4,505,218</i>	<i>100%</i>

### PDA Growth

A major strategy of the proposed Plan is the direction of future residential and employment growth into PDAs, locally-identified locations with existing or future transit service for infill development and redevelopment. Across the region, around 99,900 acres of land are designated as PDAs. Around 70 percent of land in PDAs is TPP-eligible.

The proposed Plan and the alternatives (except Alternative 4) all accommodate the same number of future households and jobs, but the distribution of this growth varies depending on the mix of land use and transportation policies and transportation investments in each scenario. **Table 3.1-5** shows the expected distribution of household growth for each alternative; **Table 3.1-6** shows the expected distribution of employment growth.

Currently, around 26 percent of households and 45 percent of jobs in the Bay Area are located within PDAs. Overall the proposed Plan would result in the largest share of development within PDAs, placing 77 percent of new household growth and 63 percent of new employment growth within PDAs. This would increase the regional share of housing in PDAs to 37 percent and of jobs to 49 percent. Comparatively, Alternative 3 places 53 percent of new households and 33 percent of new jobs into PDAs; Alternative 4 would locate 46 percent of new households and 38 percent of new jobs into PDAs; and Alternative 5 would locate 57 percent of new households and 33 percent of new jobs into PDAs. Meanwhile, the No Project alternative is projected to result in the most dispersed growth pattern as compared to existing conditions, with only 24 percent of new households and 20 percent of new jobs located in PDAs.

Overall, all alternatives would result in some increase in the share of households in PDAs, except for the No Project alternative, which would maintain the existing share. However, the share of jobs located in PDAs would drop below the existing share in all alternatives except for the proposed Plan.

**TABLE 3.1-5: TOTAL HOUSEHOLDS AND HOUSEHOLD GROWTH BY SHARE IN PDAS**

<i>Alternative</i>	<i>Total Households</i>	<i>Total Households in PDAs</i>	<i>% of Households in PDA</i>	<i>New Regional Household Growth</i>	<i>New Household Growth in PDAs</i>	<i>% of New Household Growth in PDAs</i>
Year 2010 Baseline	2,608,000	679,187	26%	n/a	n/a	n/a
1 - No Project 2040	3,308,000	849,787	26%	700,000	170,600	24%
2 –Proposed Plan 2040	3,308,000	1,217,155	37%	700,000	537,968	77%
3 - Transit Priority 2040	3,308,000	1,049,878	32%	700,000	370,691	53%
4 – Connected 2040	3,432,000	1,055,533	31%	824,000	376,346	46%
5 – EEJ 2040	3,308,000	1,079,635	33%	700,000	400,448	57%

Source: MTC, 2013.

**TABLE 3.1-6: TOTAL JOBS AND JOB GROWTH BY SHARE IN PDAS**

<i>Alternative</i>	<i>Total Jobs</i>	<i>Total Jobs in PDAs</i>	<i>% Jobs in PDAs</i>	<i>New Regional Job Growth</i>	<i>New Job Growth in PDAs</i>	<i>% of New Job Growth in PDAs</i>
Year 2010 Baseline	3,385,000	1,525,415	45%	n/a	n/a	n/a
1 - No Project 2040	4,505,000	1,749,774	39%	1,120,000	224,359	20%
2 –Proposed Plan 2040	4,505,000	2,227,918	49%	1,120,000	702,503	63%
3 - Transit Priority 2040	4,505,000	1,891,757	42%	1,120,000	366,342	33%
4 – Connected 2040	4,550,000	1,971,957	43%	1,165,000	446,542	38%
5 – EEJ 2040	4,505,000	1,889,874	42%	1,120,000	364,459	33%

Source: MTC, 2013.

### Urbanized Footprint

As of 2010, the Bay Area had 786,000 acres of urbanized land, representing 17.75% of the region’s land area of 4.4 million acres. The five alternatives are all projected to increase the region’s urbanized footprint to varying degrees, though differences between the proposed Plan, Alternative 3, Alternative 4, and Alternative 5 are marginal. The No Project alternative is expected to convert the greatest number of acres to urbanized land as compared to the other alternatives.

- The No Project alternative would add a total of 20,702 new acres of urbanized land, which is more than twice the amount of any of the other alternatives, and would result in an urbanized footprint of 18.22% of the region’s total area.
- The proposed Plan (Alternative 2) has the lowest projected increase, adding a total of 7,547 urbanized acres. This would result in an urbanized footprint of 17.92% of the region’s total land area.
- Alternative 3 would add 8,113 new acres of urbanized land, increasing the urbanized footprint to 17.94% of the region’s total area.
- Alternative 4 would have an impact similar to that of the proposed Plan. It would result in 7,586 new acres of urbanized land. The urbanized footprint resulting from Alternative 4 would cover 17.93% of the regions total area.
- Alternative 5 would result in an increase of 9,596 acres, increasing the urbanized footprint to 17.97% of the region’s total area.

### Transportation System Capacity Increases

Table 3.1-7 presents the differences in the supply of the transportation system among the alternatives. While all of the alternatives have a heavy emphasis on maintaining and operating the existing transportation system, several alternatives identify new funding sources to boost the region’s state of good repair and/or increase public transit operations beyond what is included in the proposed Plan.

- **Alternative 1 – No Project:** As the No Project alternative only includes committed projects, it does not include some of the region’s most significant capacity-increasing projects, such as the Regional Express Lanes Network, BART to San Jose, and Caltrain Electrification/Frequency

Improvements. This alternative represents a significantly lower level of road and transit capacity compared to the proposed Plan; road lane-miles are two percent less than the proposed Plan and transit seat-miles are 10 percent less than the proposed Plan. Commuter rail and express bus services are particularly affected, with service levels at least 20 percent lower than the proposed Plan.

- **Alternative 3 – Transit Priority Focus:** While this alternative’s transportation investments are largely the same as the proposed Plan, Transit Priority Focus scales back the scope of the Regional Express Lane Network, boosts AC Transit service levels, and funds BART Metro beyond what is in the proposed Plan. As a result, this alternative has one percent fewer highway lane-miles and four percent more transit seat-miles. The AC Transit frequency improvements can be evidenced by the three percent increase in local bus seat-miles and the one percent increase in express bus seat-miles, while the frequency improvements associated with BART Metro boost heavy rail seat-miles by seven percent.
- **Alternative 4 – Enhanced Network of Communities:** The transportation capacity investments for this alternative are fully consistent with the proposed Plan; therefore, Alternative 4 has approximately the same number of road lane-miles and transit seat-miles as the proposed Plan.
- **Alternative 5 – Environment, Equity, and Jobs:** This alternative’s transportation capacity levels differ most significantly from the proposed Plan. Since Alternative 5 cancels all uncommitted highway projects (both expansion and operational improvements), the alternative includes two percent fewer road lane-miles than the proposed Plan; this is relatively consistent with the No Project alternative. The alternative also leverages new funding sources, including a VMT tax and funding from canceled highway projects, to expand transit operations on urban and suburban transit operators in all counties of the region, except San Francisco. This service increase expands the region’s transit seat-miles by eight percent, boosting local bus seat-miles by 11 percent, express bus seat-miles by 13 percent, and light rail seat-miles by 19 percent. Similar to Transit Priority Focus, this alternative funds BART Metro beyond what is in the proposed Plan, increasing heavy rail seat-miles by seven percent.

**TABLE 3.1-7: TRANSPORTATION SYSTEM CAPACITY (2010-2040)**

	2010	2040 Plan (Alt 2)	2040 No Project (Alt 1)	Change from Proposed Plan	2040 Transit Priority Focus (Alt 3)	Change from Proposed Plan	2040 Enhanced Network of Communities (Alt 4)	Change from Proposed Plan	2040 Environment, Equity, and Jobs (Alt 5)	Change from Proposed Plan
Freeway Lane-Miles	5,495	6,056	5,806	-4%	5,998	-1%	6,056	0%	5,806	-4%
Expressway Lane-Miles	1,019	1,132	1,032	-9%	1,132	0%	1,132	0%	1,032	-9%
Arterial Lane-Miles	8,710	8,749	8,715	0%	8,749	0%	8,749	0%	8,683	-1%
Collector Lane-Miles	5,528	5,502	5,514	0%	5,502	0%	5,502	0%	5,509	0%
<b>Total Roadway Lane-Miles</b>	<b>20,751</b>	<b>21,438</b>	<b>21,067</b>	<b>-2%</b>	<b>21,381</b>	<b>0%</b>	<b>21,438</b>	<b>0%</b>	<b>21,030</b>	<b>-2%</b>
Daily <sup>1</sup> Local Bus Seat-Miles	34,477,000	37,828,000	36,570,000	-3%	39,039,000	+3%	37,809,000	0%	41,887,000	+11%
Daily Express Bus Seat-Miles	7,560,000	9,050,000	6,753,000	-25%	9,136,000	+1%	9,045,000	0%	10,232,000	+13%
Daily Light Rail Seat-Miles	8,114,000	10,781,000	8,848,000	-18%	10,781,000	0%	10,781,000	0%	12,814,000	+19%
Daily Heavy Rail Seat-Miles	44,134,000	56,743,000	53,090,000	-6%	60,499,000	+7%	56,743,000	0%	60,499,000	+7%
Daily Commuter Rail Seat-Miles	14,463,000	22,842,000	18,277,000	-20%	22,842,000	0%	22,842,000	0%	22,842,000	0%
Daily Ferry Seat-Miles	4,612,000	7,099,000	5,821,000	-18%	7,099,000	0%	7,099,000	0%	7,099,000	0%
<b>Total Daily Transit Seat-Miles</b>	<b>113,361,000</b>	<b>144,344,000</b>	<b>129,359,000</b>	<b>-10%</b>	<b>149,397,000</b>	<b>+4%</b>	<b>144,321,000</b>	<b>0%</b>	<b>155,374,000</b>	<b>+8%</b>

1. Daily metrics are measured for a typical weekday.

Source: Metropolitan Transportation Commission Travel Forecasts, 2012



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](http://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](http://www.OneBayArea.org); emailed to [info@OneBayArea.org](mailto:info@OneBayArea.org), or mailed to MTC-ABAG Plan Bay Area Public Comment, 101 8<sup>th</sup> 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.)*

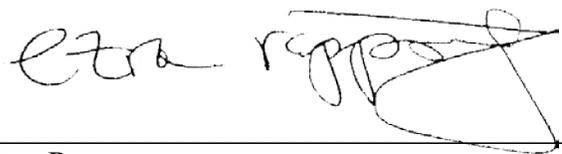
<b>Date</b>	<b>Location</b>
Monday, April 8	Napa County: Elks Lodge, Napa
Monday, April 8	Sonoma County: Friedman Center, Santa Rosa
Thursday, April 11	San Francisco: Hotel Whitcomb, Civic Center
Monday, April 22	Solano County: Fairgrounds, Vallejo
Monday, April 22	Contra Costa County: Marriott Hotel, 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

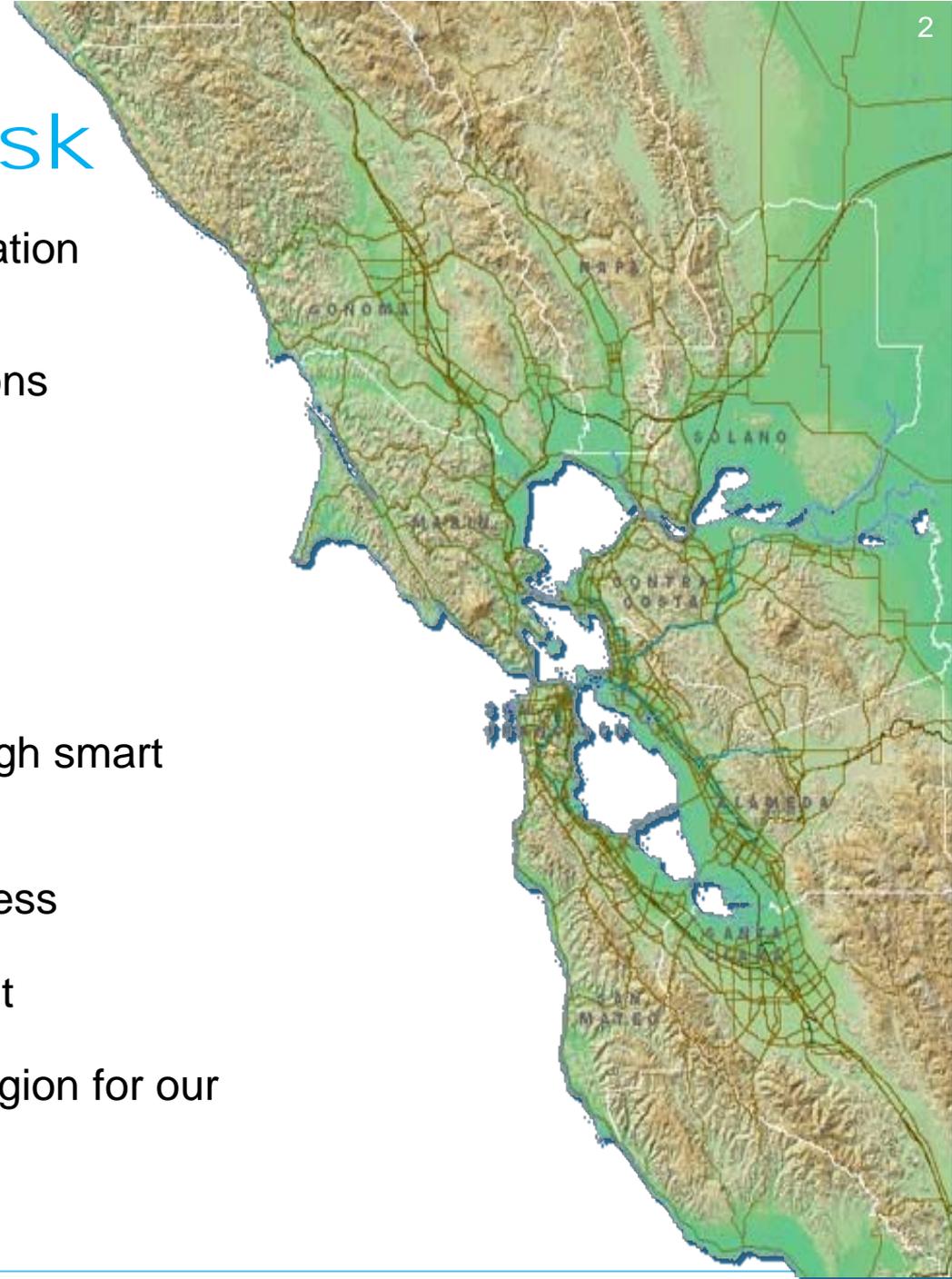
## Draft Plan Bay Area Presentation

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

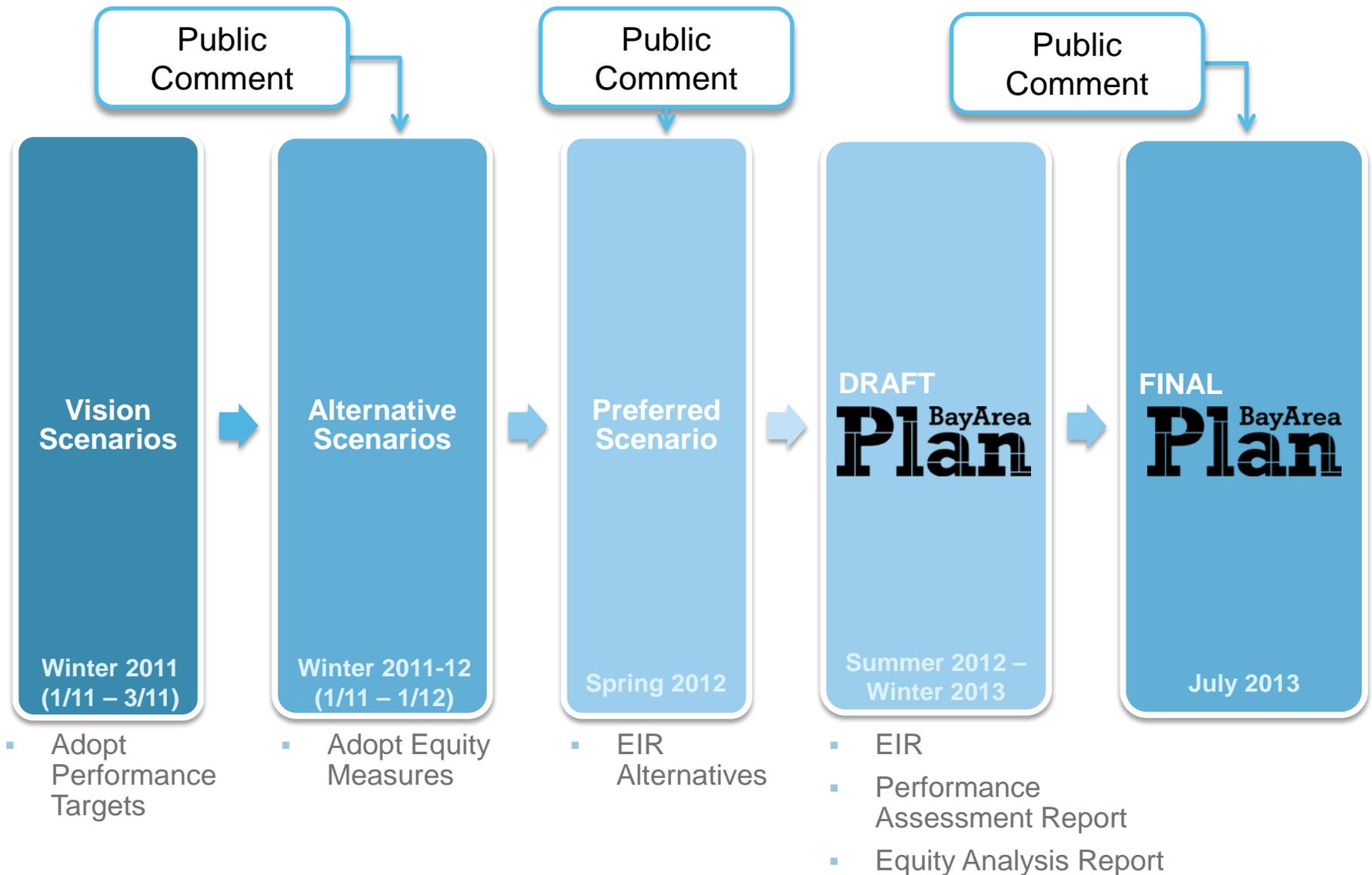


# Setting Our Sights: Performance *Matters*

## Adopted Plan Bay Area Performance Targets

<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<ul style="list-style-type: none"><li>➤ Maintain the transportation system</li></ul></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>
 <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>		
<b>EQUITY</b>	 <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

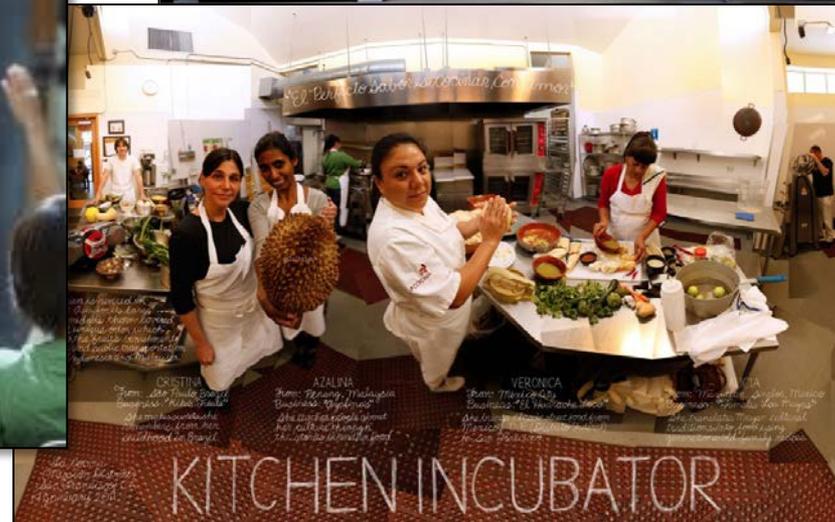
# Regional Growth

	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

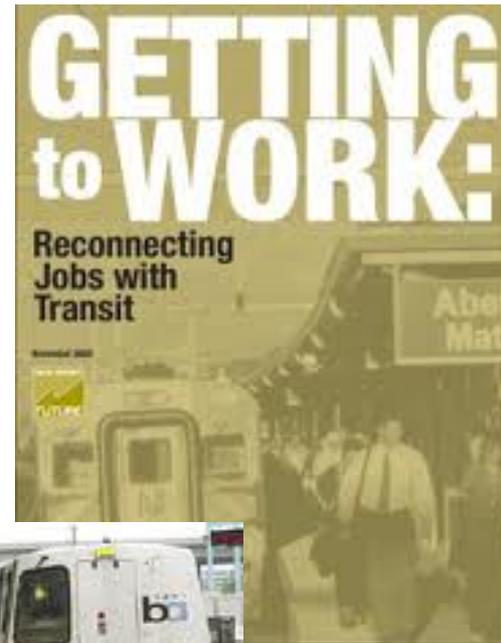
## Knowledge-based and Service Industries Lead Job Growth

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



# Employment Trends

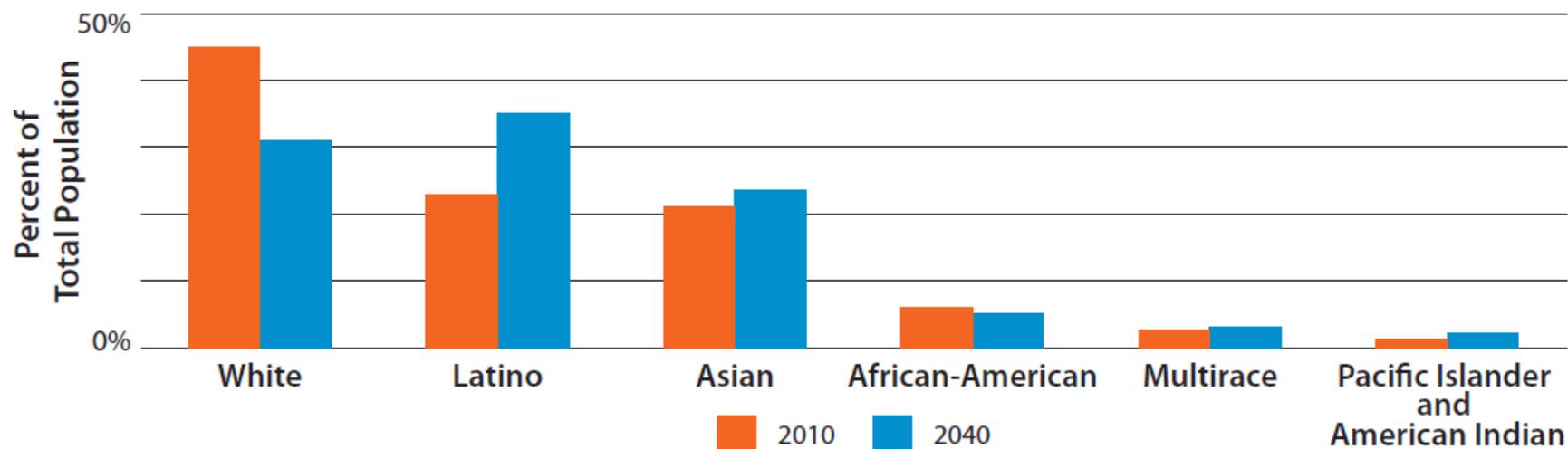
Knowledge sector and service sectors expected to grow  
have shown a strong preference for locations near transit in  
urban centers



# Population Trends

Region will grow significantly more diverse.

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

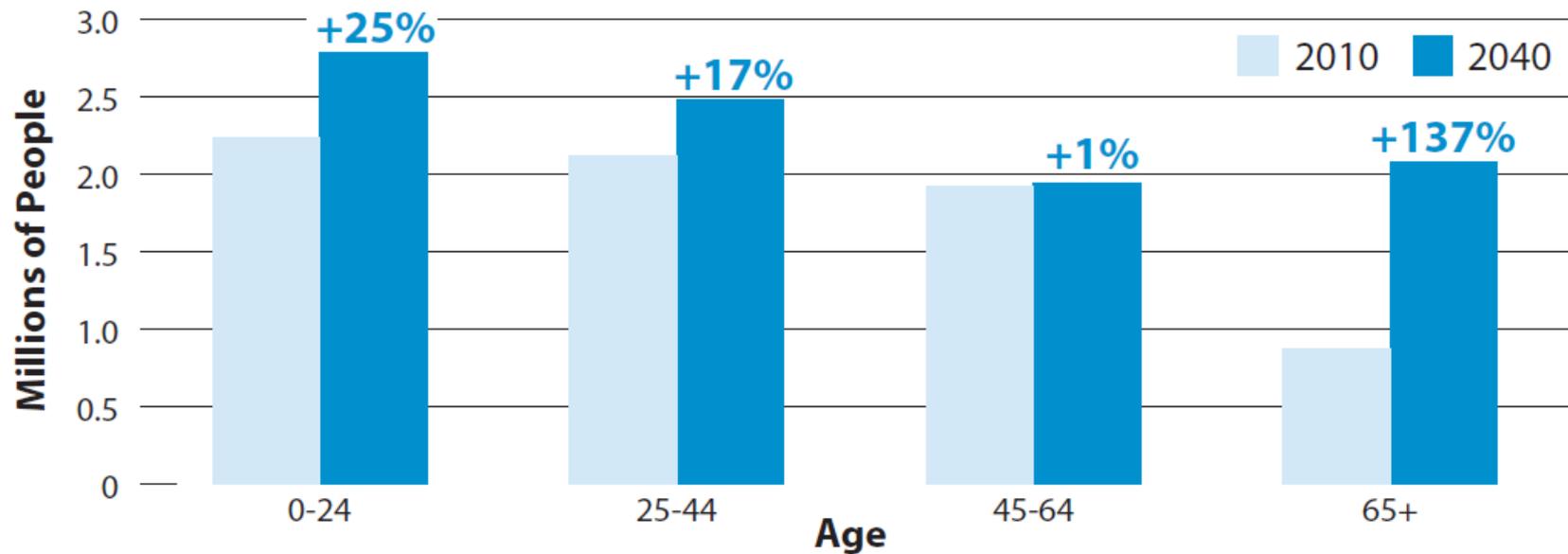


Sources: 2010 Census, California Department of Finance, ABAG

# Population Trends

Senior population will grow dramatically.

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

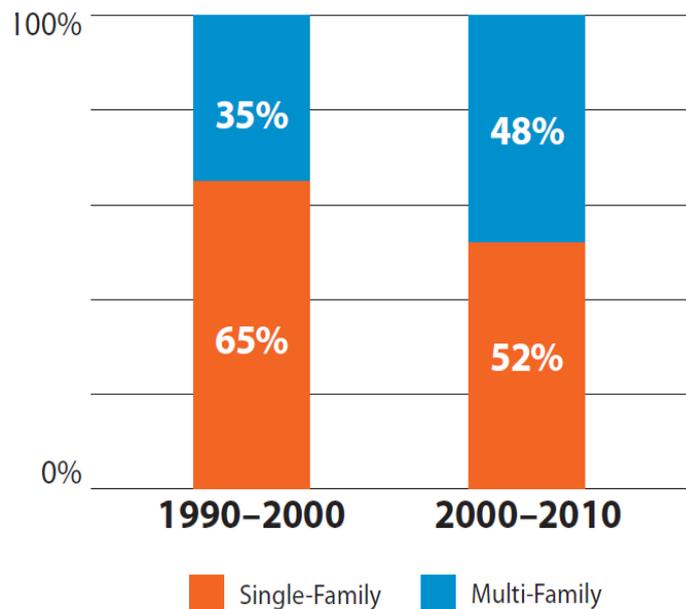


Sources: 2010 Census, California Department of Finance, ABAG

# 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**

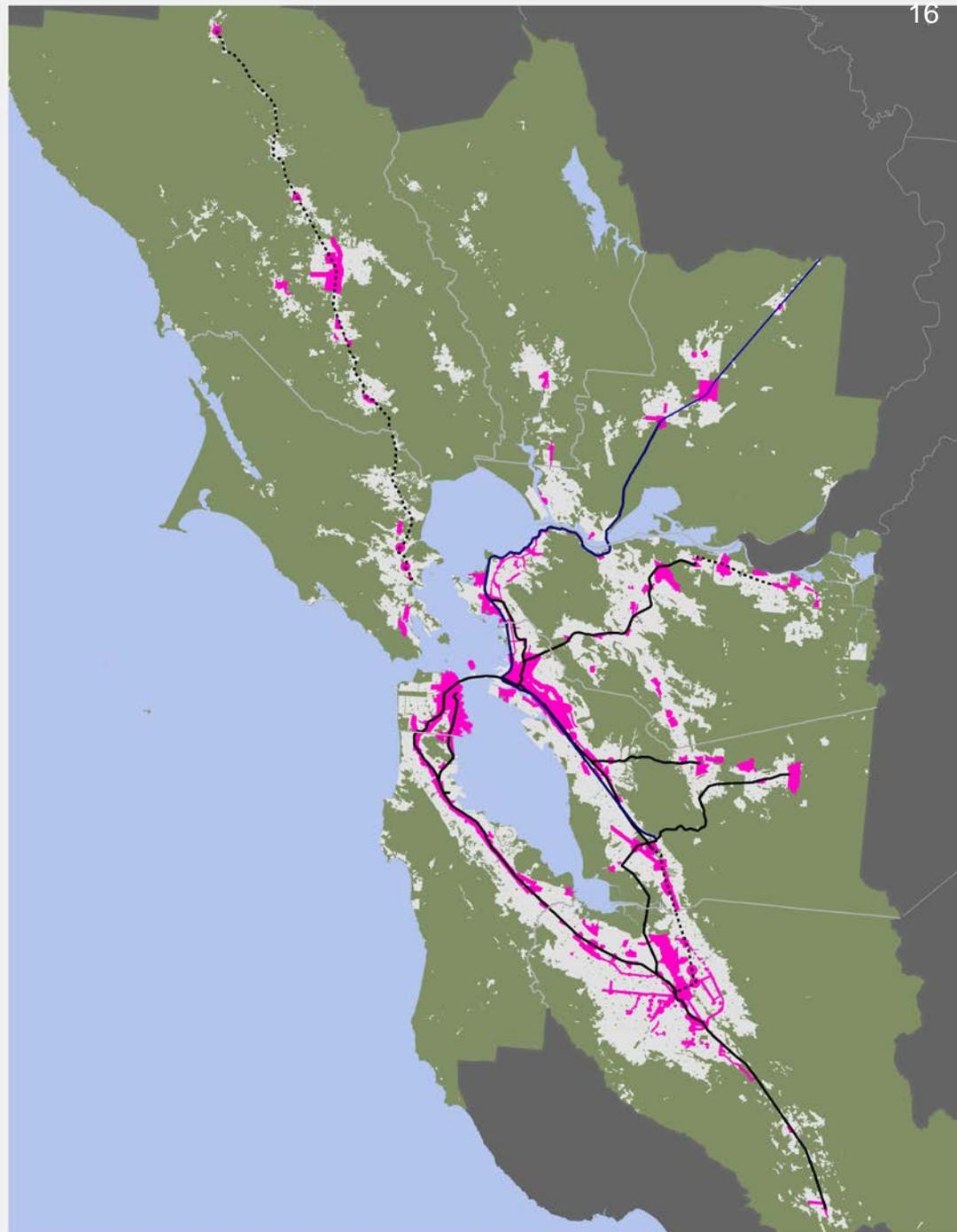
 **Urbanized land**

 **PDA**

 Less than 5% of region's land

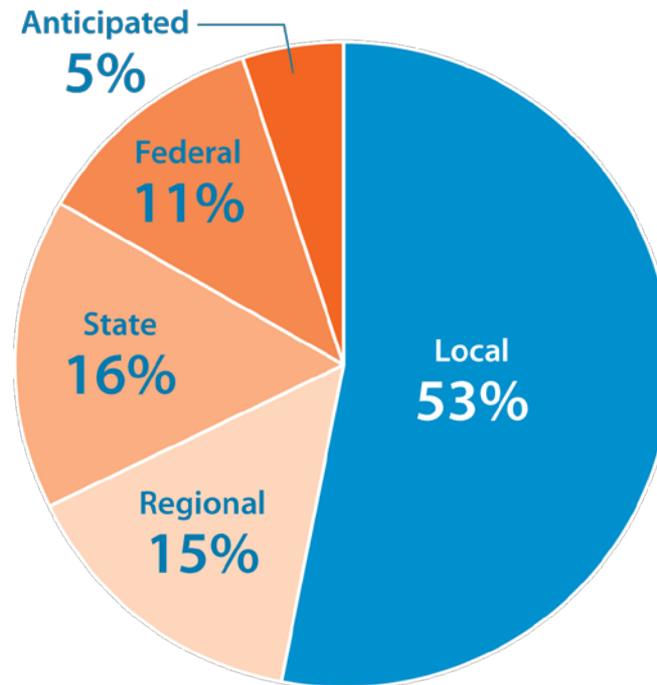
 Nearly 80% of new homes

 Over 60% of new jobs



# Draft Plan Bay Area Investments

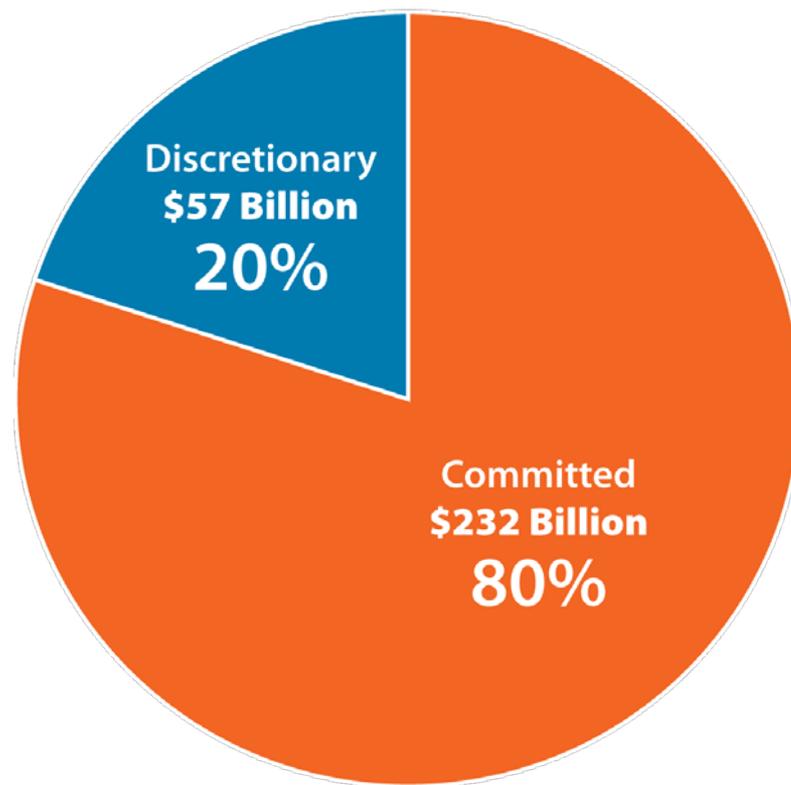
# Revenue Forecast to 2040



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

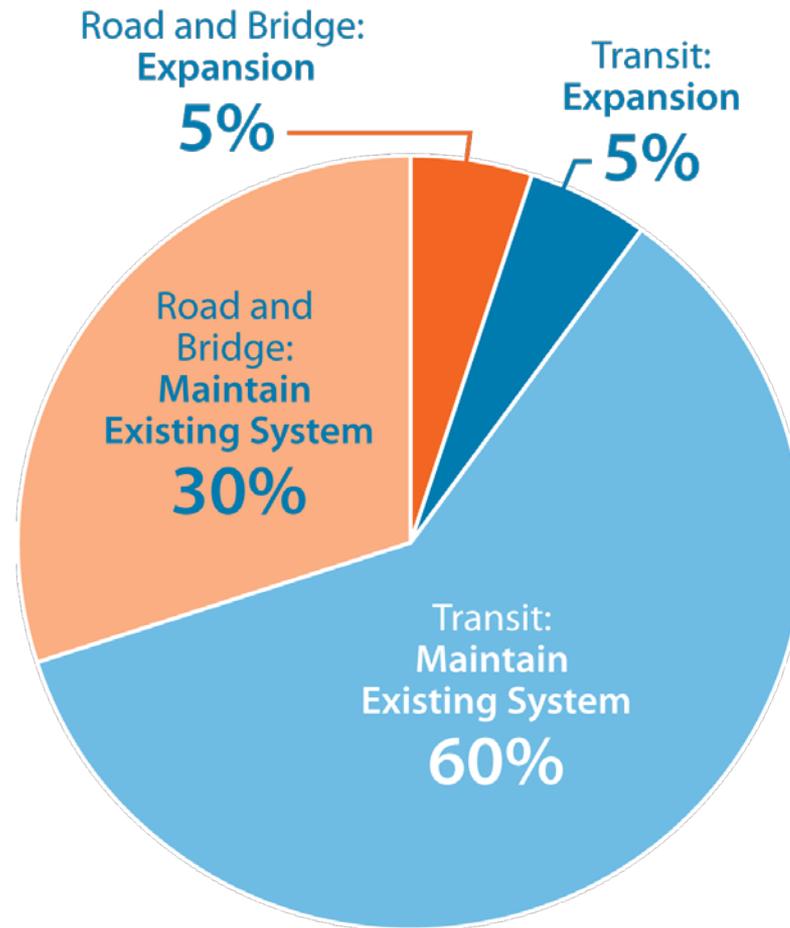
# Committed and Discretionary Revenues

**Total Revenue — \$289 Billion**



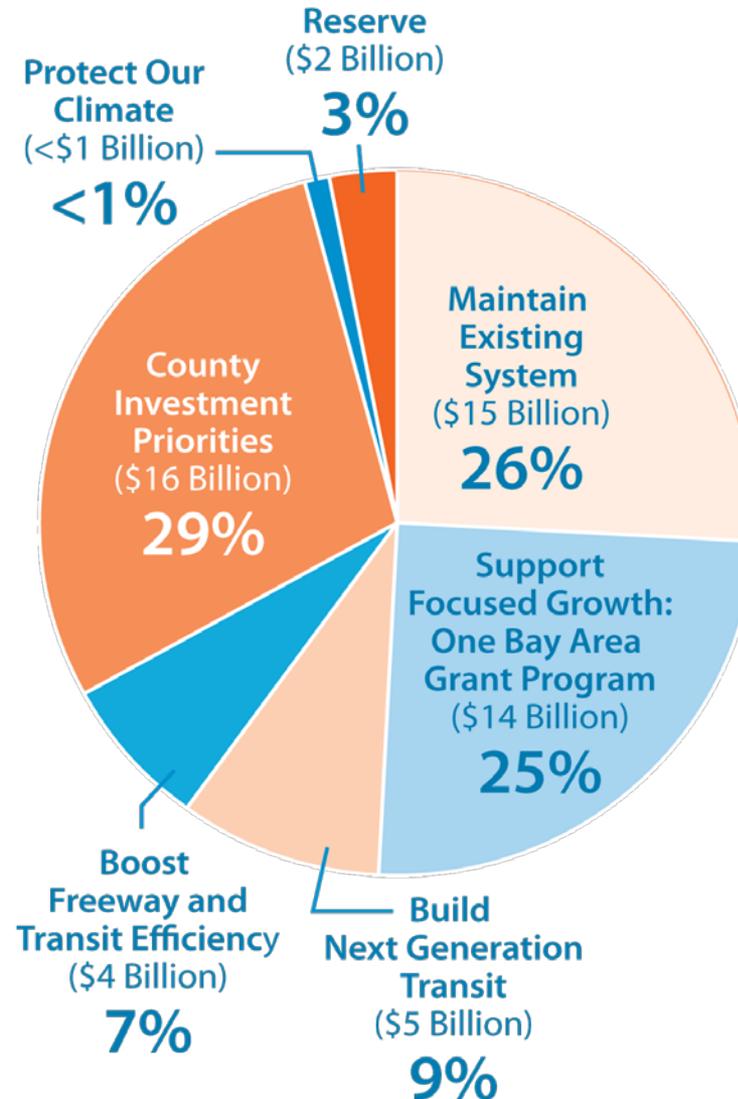
# Committed Investments

**Committed Revenue — \$232 Billion**



# Discretionary Investments

**Discretionary  
Revenue –  
\$57 Billion**



# 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

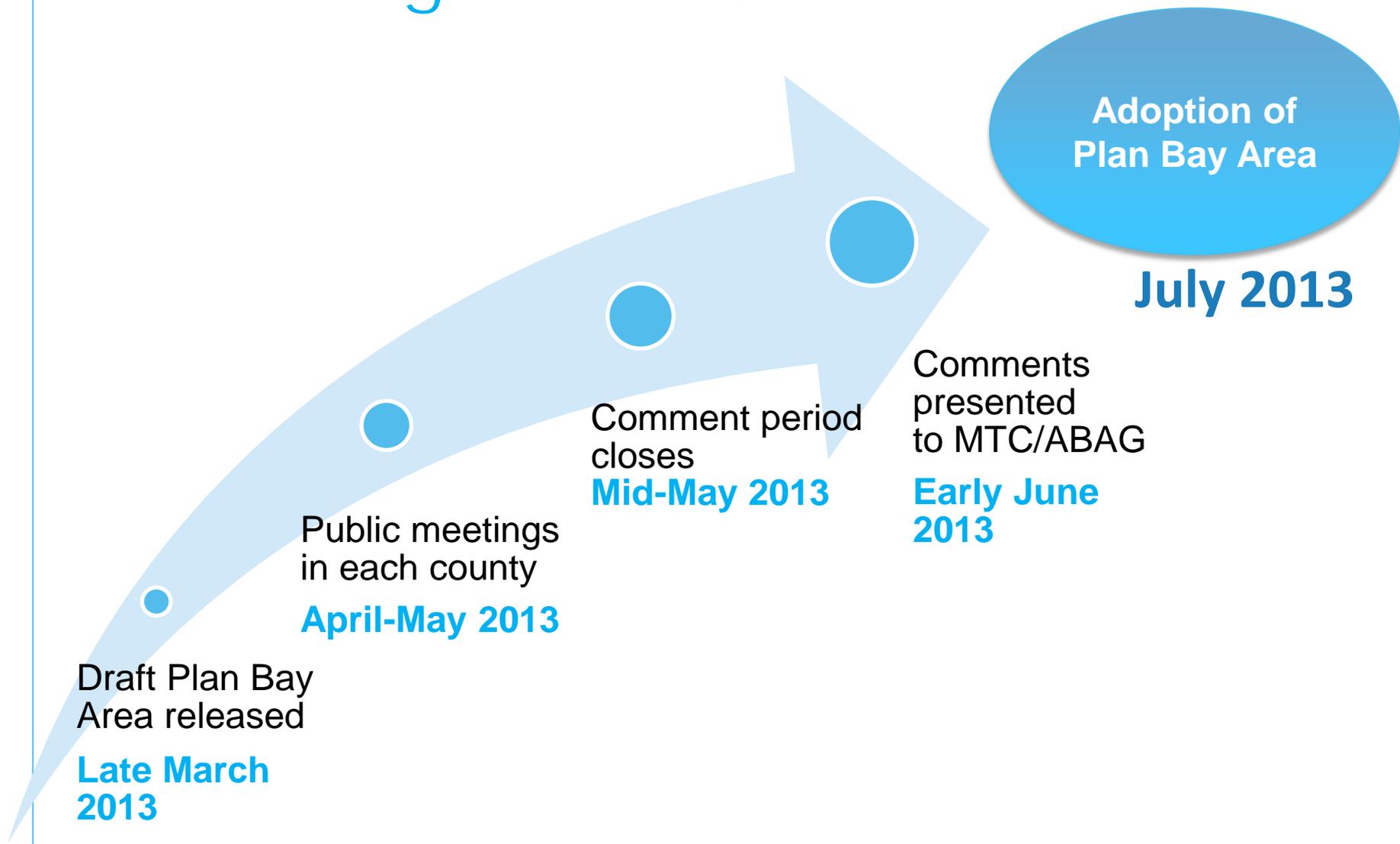
## **A Vibrant Economy**

- 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



Draft Plan Bay  
Area released

**Late March  
2013**

Public meetings  
in each county

**April-May 2013**

Comment period  
closes

**Mid-May 2013**

Comments  
presented  
to MTC/ABAG

**Early June  
2013**

Adoption of  
Plan Bay Area

**July 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

<ul style="list-style-type: none"><li>• <b>Transportation</b></li></ul>	<ul style="list-style-type: none"><li>• <b>Water Resources</b></li></ul>
<ul style="list-style-type: none"><li>• <b>Air Quality</b></li></ul>	<ul style="list-style-type: none"><li>• <b>Biological Resources</b></li></ul>
<ul style="list-style-type: none"><li>• <b>Land Use &amp; Physical Development</b></li></ul>	<ul style="list-style-type: none"><li>• <b>Visual Resources</b></li></ul>
<ul style="list-style-type: none"><li>• <b>Energy</b></li></ul>	<ul style="list-style-type: none"><li>• <b>Cultural Resources</b></li></ul>
<ul style="list-style-type: none"><li>• <b>Climate Change &amp; Greenhouse Gases</b></li></ul>	<ul style="list-style-type: none"><li>• <b>Public Utilities &amp; Facilities</b></li></ul>
<ul style="list-style-type: none"><li>• <b>Noise</b></li></ul>	<ul style="list-style-type: none"><li>• <b>Hazards</b></li></ul>
<ul style="list-style-type: none"><li>• <b>Geology &amp; Seismicity</b></li></ul>	<ul style="list-style-type: none"><li>• <b>Public Services &amp; Recreation</b></li></ul>

# 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>

# Remaining EIR Milestones

