

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
WEB www.mtc.ca.gov

Memorandum

TO: Policy Advisory Council

DATE: June 5, 2013

FR: Plan Bay Area Ad Hoc Subcommittee

W.I. 1114

RE: Policy Advisory Council Suggested Plan Bay Area Comments

At its May 8, 2013 meeting, the Policy Advisory Council appointed an ad hoc subcommittee to review the issues discussed surrounding the Draft Plan Bay Area and its accompanying reports. The Council requested the subcommittee hold at least one meeting and report back at the June Policy Advisory Council meeting with a suggestion of official comments the Council could adopt to forward to the Joint MTC Planning/ABAG Administrative Committee on June 14th.

A subcommittee consisting of Egon Terplan, Cathleen Baker, Carlos Castellanos and Marshall Loring met on Tuesday, May 28th and has the following recommendations for consideration by the Council.

- 1. Establish clear performance measurements and accountability to regional goals in the implementation of the Priority Development Areas (PDAs).**
 - a. The Council supports the PDAs as a basic framework, but is concerned that the concept could be watered down over time. For example, what assurance is there of reaching employment and housing density of transit service levels after PDAs are established?
 - b. There needs to be a standardization of terms that can be interpreted the same across different jurisdictions. For example, “proximate access” should be clearly defined so it is not interpreted stringently by some jurisdictions and more loosely by others.
 - c. The Council recommends more performance measurements and accountability with the PDA framework.

- 2. Condition future OneBayArea Grant funding to local jurisdictions on the existence of local affordable housing and anti-displacement policies such as just cause eviction ordinances and/or inclusionary zoning.**

- 3. Incorporate a fee on development in high Vehicle Miles Traveled (VMT) areas (Alternative 3).**
 - a. This recommendation assumes that this policy will be passed and implemented during the life of the plan.
 - b. MTC should strongly encourage the Bay Area Air Quality Management District to take on this policy initiative and prepare it for full inclusion in the next plan update.

- 4. Adopt the VMT tax (Alternative 5) as part of the Final Plan Bay Area.** The Council strongly encourages MTC to pursue the VMT tax not only because it can be a replacement for the gas tax, but also because it is a more direct way to price travel behavior and achieve the plan's goals.

- 5. Incorporate HOT lanes only if they are conversions from existing HOV lanes (Alternative 3).**
 - a. Eliminate all HOT lanes that are expansions of the existing freeway system.
 - b. For gap closures, in places where there are at least three lanes in each direction, convert existing mixed-flow lanes to HOV/HOT lanes, as opposed to creating new lanes.
 - c. The Council strongly suggests MTC pursue a legislative agenda to allow for the conversion of mixed flow lanes to HOV/HOT.

- 6. Establish an off-plan study of road pricing, particularly to analyze tolls on all lanes of the freeways.**
 - a. The Council encourages MTC to incorporate user fees as a tool in managing travel in the region, and – to the extent feasible – within a corridor.
 - b. In the current plan, incorporate the higher peak toll on the Bay Bridge (Alternative 3).

- 7. Reduce the size of the transit capital deficit.** Consider reducing the size and scale of funds for the Freeway Performance Initiative (FPI) and shift these resources to reduce the transit capital deficit.

- 8. Expand the Transit Performance Initiative (TPI) beyond its initial \$500 million investment.** The TPI could also be expanded with resources from the FPI.

- 9. Remove the electric vehicle purchase incentive, but keep the vehicle buy-back program.**

In addition to the above recommendations, the Council is submitting a matrix showing how the policies examined in the EIR differ between the Council's priorities and those in the proposed plan:

Proposed Policy/Investment	Proposed Plan Says	Policy Advisory Council Says
LAND USE POLICIES		
Zoning: PDA-Focused Growth	Yes	Yes, but include performance measures and standardization of terms
Fees and Subsidies: Fee on High VMT Area	No	Yes, consistent with Alternative 3 development fee
Incentives: OneBayArea Grants	Yes	Yes, but on condition of inclusion of local affordable housing and anti-displacement policies
TRANSPORTATION INVESTMENTS		
Road Network: Preferred	Preferred	<ul style="list-style-type: none"> • Reduce regional express lanes network (removing I-80 and I-580 extensions) • Reduce FPI to shift funds to transit
Transit Network	Preferred	Shift FPI funds to TPI and transit capital
Climate Initiatives	Full Program	Eliminate EV purchase incentives
TRANSPORTATION POLICIES		
Road Pricing: Higher Peak Toll on Bay Bridge	No	Yes
Road Pricing: VMT Tax	No	Yes