

PI BayArea Plan

Draft Plan Bay Area Key Issues and Preliminary Recommendations

MTC Planning Committee/ABAG Administrative Committee
June 14, 2013

Overview

1. Corrections and Clarifications

2. Issues for Discussion

3. Additional Initiatives for Implementation

Corrections/Clarifications

- **Statement:** *“Plan Bay Area usurps local land-use authority.”*
- **Correction:** Per Senate Bill 375, *“Nothing in a Sustainable Communities Strategy shall be interpreted as superseding the exercise of the land use authorities within the region.”*

Plan Bay Area does not regulate local land use authority or preclude a local jurisdiction from planning or approving growth that is different than the level or location of growth described in the Plan.

Corrections/Clarifications

- **Statement:** *“All transportation funding is being shifted to the urban core because of the Plan.”*
- **Correction:** In Plan Bay Area, MTC continues its long-standing Fix-It-First Policy by dedicating 88% of the plan’s \$289 billion in funding to maintaining the region’s existing transportation system across our urban, suburban, and rural communities.

Corrections/Clarifications

- **Statement:** *“The Draft Plan puts 95% of housing growth into 15 cities with PDAs”*
- **Correction:** The Draft Plan directs 64% of housing growth to the region’s top 15 cities that are major employment centers. The Draft Plan directs 63% of job growth to the region’s 15 largest cities.

Corrections/Clarifications

- **Statement:** *“The Draft Environmental Impact Report (DEIR) does not adequately address the impacts of individual projects.”*

- **Correction:** Any transportation project or development proposal in the region will see more public review and, if applicable, will be subject to additional project-level CEQA review at the local level. The Plan’s DEIR is a programmatic review of the plan at the regional level.

Corrections/Clarifications

- **Statement:** *“The Plan should focus on technological advancements that result in more sweeping reductions in greenhouse gas emissions than land-use changes and public transit that people do not want.”*
- **Correction:** SB375 calls for Plan Bay Area to reduce per capita greenhouse gas emissions from autos and light trucks through integrated land use and transportation planning and to plan for future housing growth.

The state scoping plan addresses vehicle efficiency and low carbon fuels, energy efficiency, renewable energy and more to meet long-term targets.

Corrections/Clarifications

- **Statement**: *“The EEJ alternative significantly outperforms the Draft Plan.”*
- **Correction**: CEQA requires lead agencies to identify the environmentally superior alternative. The EEJ alternative developed as part of the Draft Environmental Impact Report was determined to be the environmentally superior alternative.

However, the overall differences in environmental impacts are minimal at the regional scale and in some respects the proposed Plan performs better than the EEJ alternative.

Issues and Recommended Revisions

Cap and Trade Revenues

- 1. Revenues available 2015 through 2020**
- 2. \$3.1 Billion through 2040**
- 3. Assumes program extension after 2020, similar to assumptions for existing county sales tax measures**
- 4. Anticipate eligible uses to include investments as proposed in the Draft Plan – affordable TOD and transportation improvements**

Population and Housing Forecast

- Some organizations and local jurisdictions have suggested that the Draft Plan's population and housing be increased or decreased.
- The forecast has undergone significant scrutiny and has been validated by the Departments of Finance (DOF) and Housing and Community Development (HCD). Plan Bay Area and its related forecast will be updated every four years.

Recommendation:

1 Retain the jobs, population and housing forecast in the Draft Plan.

Housing Re-Distribution to Suburban Locations

- Some housing advocates, developers and stakeholders raised concerns about the Draft Plan's concentration of growth in core urban areas.
- Not enough low and moderate income housing in communities with high quality amenities and job access
- More housing needs to be distributed outside of core urban areas and PDAs to ensure a large, diverse supply.

Recommendation:

- 1. Retain the Draft Plan housing distribution.**

Affordable Housing

- Large number of comments on Draft Plan cite concerns about lack of financial support for affordable housing.
- Loss of redevelopment and reduced state and federal funding levels leaves a funding gap of at least 10—20% for most affordable housing projects.

Recommendations:

- 1. Reserve \$600 million in Plan from Cap and Trade revenues for a regional affordable housing fund.**
- 2. Continue use of PDA Planning Funds to facilitate entitlement of affordable housing.**

Reduce Potential Risk of Displacement

- Concern about potential for displacement associated with the growth pattern in the Draft Plan.
- Displacement can be primarily addressed by *preserving* and *creating* affordable housing.

Recommendations:

1. Target TOAH Funding.
2. Develop policies for future OBAG funding.
3. Consider policies developed through the HUD Regional Prosperity Grant.

Transportation Investments

- A large number of comments addressed the level of investment for public transit and streets and roads.
- Many organizations requested more funding for transit, specifically funding for local bus operations and youth bus passes. Several agencies flagged the need to address unfunded transit capital and road needs.

Recommendation:

- 1. Reserve \$ 2.5 billion of Cap and Trade revenues for transit operating and capital and for local streets and roads, consistent with the focused land use strategy outlined in the Plan.**

Regional Express Lanes Network

Significant number of comments requesting changes to the Regional Express Lanes Network

- **Closing HOV network gaps is critical aspect of express lanes strategy**
- **Data from other regions indicates low-income travelers use express lanes and value having the choice**
- **Express Lanes Network will include project-level environmental clearance and environmental justice analysis**

Recommendation:

- 1. Continue to include Express Lanes Network.**
- 2. Study the potential benefits/impacts of converting lanes to inform implementation.**

Additional Initiatives/Priorities for Plan Bay Area Implementation.

- 1. Goods Movement and Industrial Lands**
- 2. Inter-Regional Coordination**
- 3. State of the Region Report**
- 4. Priority Conservation Area (PCA) Program**
- 5. Expansion and Refinement**
- 6. Integration of Economic Development into Regional Planning**
- 7. Local Project Consistency with Plan Bay Area Regional Planning**

Upcoming Meetings

- **ABAG Executive Board, June 20**
- **ABAG Administrative / MTC Planning Committee, July 12**
- **Joint ABAG Executive Board / MTC Commission July 18**

Discussion