

## Agenda Item 3



METROPOLITAN  
TRANSPORTATION  
COMMISSION

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### *Memorandum*

TO: Joint MTC Planning Committee/ABAG Administrative  
Committee

DATE: June 13, 2013

FR: MTC Policy Advisory Council – Dolly Sandoval, Chair

W.I. 1114

RE: Comments on Draft Plan Bay Area

At its June 12, 2013 meeting, the Policy Advisory Council approved the following recommendations regarding the Draft Plan Bay Area to be forwarded to the Joint MTC Planning Committee and ABAG Administrative Committee:

- 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. In order to achieve the land-use vision of Plan Bay Area, improve social equity and prevent displacement, establish an off-plan study of available tools and mechanisms, including but not limited to: 1) development incentives and/or 2) a fee on development in high VMT areas (as included in DEIR Alternative 3).** Given that such a study could take 18 to 24 months, the Council encourages the Commission to begin such a study as soon as possible so that such tools might be available for the next update to Plan Bay Area.

4. **As part of the Final Plan Bay Area, commit to beginning a study of a VMT tax (as included in DEIR Alternative 5), including the health/equity impacts as well as possible mitigations.** The Council strongly encourages MTC to pursue additional study of a VMT tax or fee not only because it could 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 of reducing driving and concentrated development.
5. **Incorporate HOT lanes only if they are conversions from existing HOV lanes.**
  - 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, study the possibility of conversion of 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 from the Climate Initiatives Program, but keep the vehicle buy-back and feebate programs.**

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

Proposed Policy/Investment	Proposed Plan Says	Policy Advisory Council Says
<b>LAND USE POLICIES</b>		
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 DEIR Alternative 3 development fee, but also study other alternative tools with a focus on achieving the Plan’s land-use vision, improving social equity and preventing displacement. Study should begin as soon as possible to enable enough time for potential inclusion in the next update to the Plan.
Incentives: OneBayArea Grants	Yes	Yes, but on condition of inclusion of local affordable housing and anti-displacement policies
<b>TRANSPORTATION INVESTMENTS</b>		
Road Network: Preferred	Preferred	<ul style="list-style-type: none"> <li>• Reduce regional express lanes network (removing I-80 and I-580 extensions)</li> <li>• Reduce FPI to shift funds to transit</li> </ul>
Transit Network	Preferred	Shift FPI funds to TPI and transit capital
Climate Initiatives	Full Program	Eliminate EV purchase incentives
<b>TRANSPORTATION POLICIES</b>		
Road Pricing: Higher Peak Toll on Bay Bridge	No	Yes
Road Pricing: VMT Tax	No	Yes, and begin study off-plan of potential implementation methods and impacts for potential inclusion in the next update to the Plan.