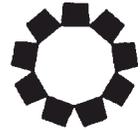


# ASSOCIATION OF BAY AREA GOVERNMENTS

Representing City and County Governments of the San Francisco Bay Area



**ABAG**

Date: May 18, 2013  
To: Executive Board  
From: Miriam Chion  
Planning and Research Director   
Subject: **Draft Plan Bay Area and EIR Highlights**

## **Summary**

For information, the attached presentation provides an overview of the Draft Plan Bay Area and Draft Environmental Impact Report (EIR).

Comments on the Draft Plan and Draft EIR are due on May 16, 2013. The Executive Board and Commission will take action on the Plan, EIR, and Regional Housing Needs Allocation (RHNA) at joint meeting in July.



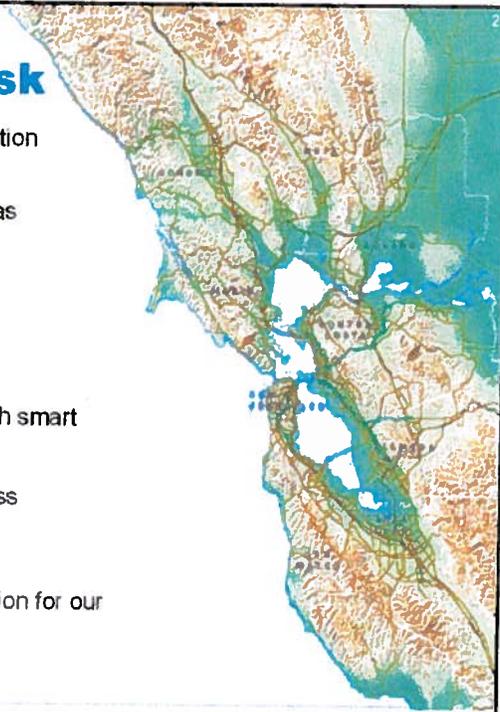
# BayArea Plan

Draft Plan Bay Area and  
Environmental Impact Report  
Highlights

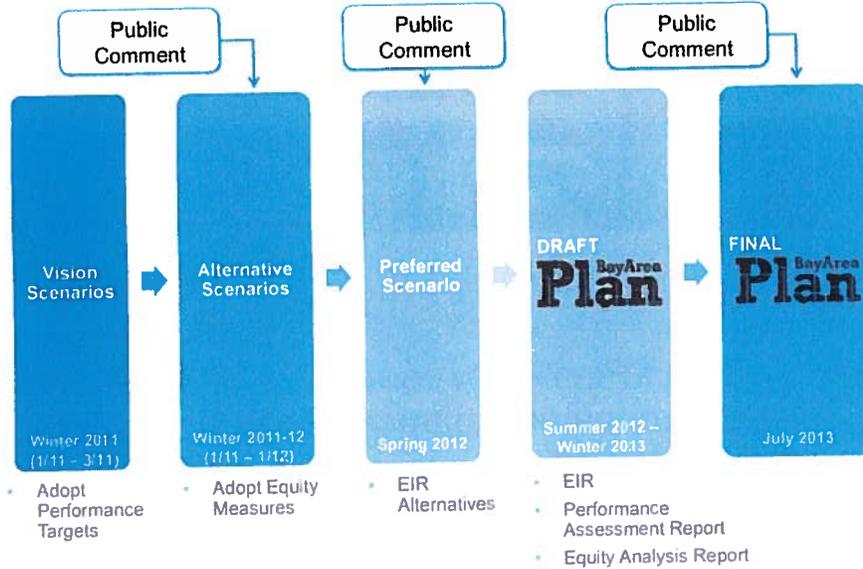
## The Regional Task

- Integrate land use and transportation planning
- Reduce per capita greenhouse gas emissions
- House the region's population at all income levels
- Build on local plans
- Stretch available revenues through smart investments
- Increase economic competitiveness
- Preserve our natural environment
- Help ensure a healthy, vibrant region for our children and grandchildren

BayArea  
Plan



## Plan Bay Area Development Process



## Draft Plan Bay Area = Preferred Scenario adopted May 2012

- Jobs-Housing Connection Strategy
- Transportation Investment Strategy



BayArea  
**Plan**

# 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

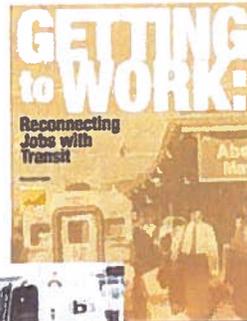
- Nearly 75% of new jobs in professional services, health and education, and leisure and hospitality



BayArea  
**Plan**

## Employment Trends

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

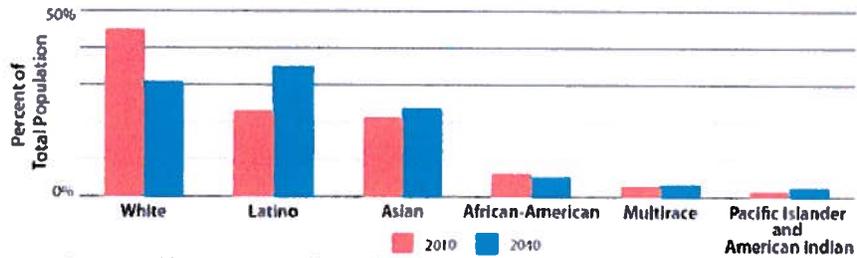


BayArea  
**Plan**

## Population Trends

Region will grow significantly more diverse.

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

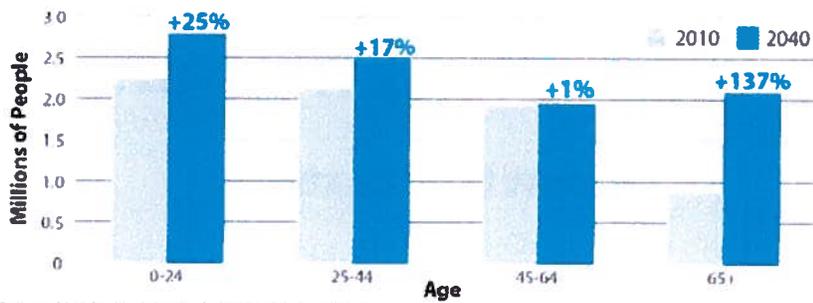


Sources: 2010 Census, California Department of Finance, ABAG

## Population Trends

Senior population will grow dramatically.

Figure 2 Bay Area Population by Age, 2010 and 2040

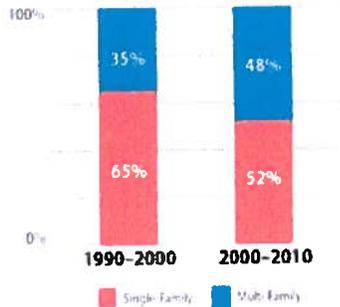


Sources: 2010 Census, California Department of Finance, ABAG

## 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: ES&S Research



# Draft Plan Bay Area

## Growth Strategy



## Regional Growth Strategy

### Priority Development Areas

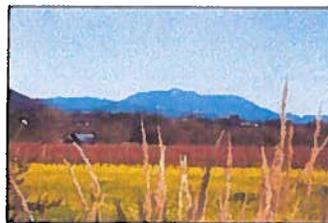
- Nearly 170 locally nominated areas in over 60 cities and counties
  - Within an existing community/Infill development area
  - Near existing/planned transit
  - Providing housing and/or jobs
  - Diversity of densities and community identities

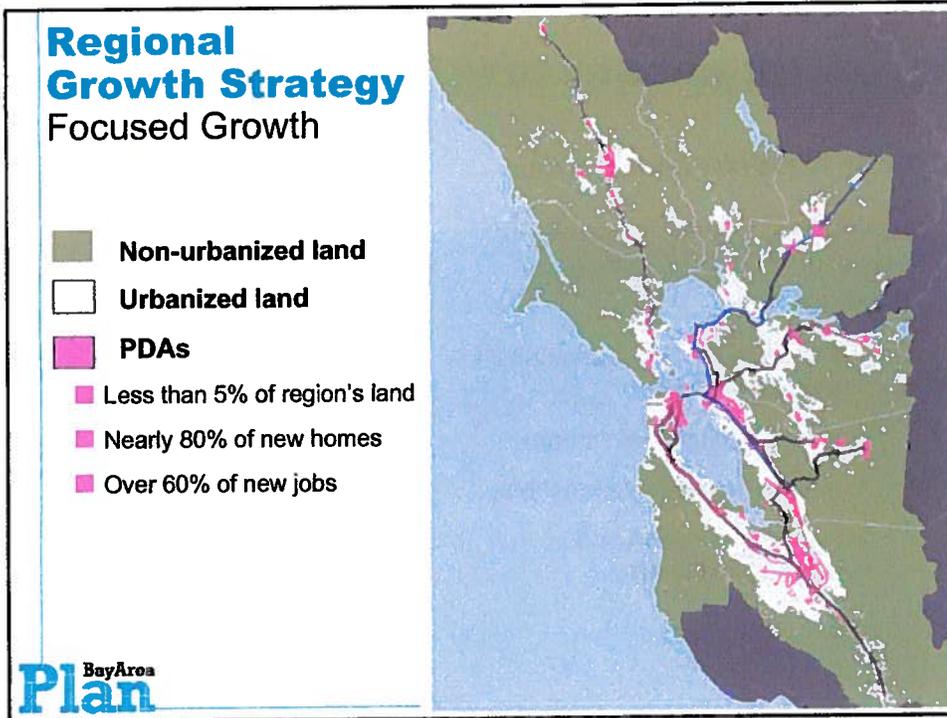


## Regional Growth Strategy

### Priority Conservation Areas

- Areas to be retained for open space or farmland to maintain quality of life
- More than 100 locally nominated areas





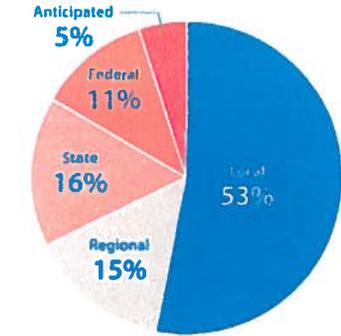
16

# Draft Plan Bay Area

## Investments

**BayArea Plan**

# Revenue Forecast to 2040

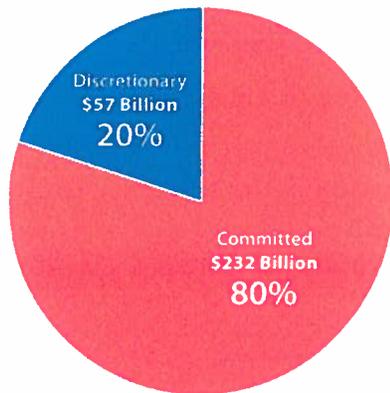


Source	YOFs billions	% of Total
Local	\$154	53%
Regional	\$43	15%
State	\$45	16%
Federal	\$33	11%
Anticipated	\$14	5%
<b>Total</b>	<b>\$289</b>	<b>100%</b>



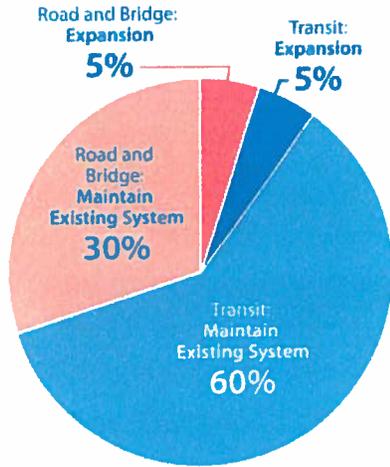
# Committed vs. Discretionary Revenues

Total Revenue — \$289 Billion



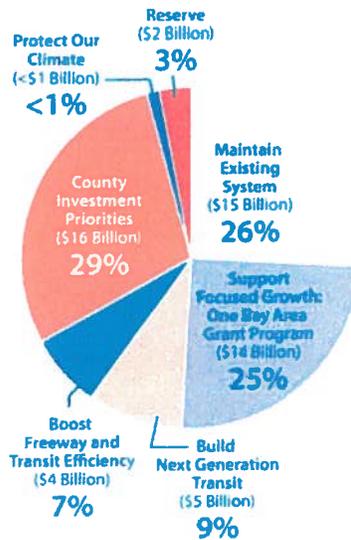
# Committed Investments

Committed Revenue — \$232 Billion



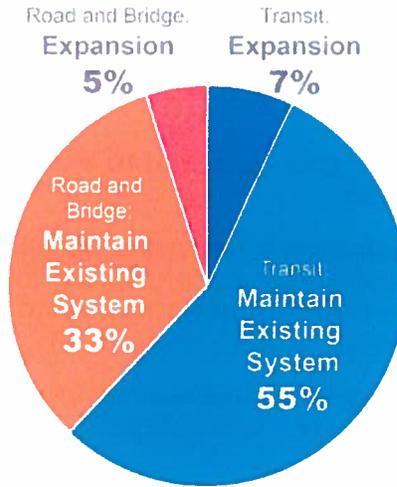
# Discretionary Investments

Discretionary Revenue — \$57 Billion



## Total Transportation Investments

Total Revenue-  
\$289 Billion



## 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

## Project (Draft Plan Bay Area)

Project	Summary
(Draft Plan Bay Area)	<ul style="list-style-type: none"> <li>• Based on collaborative planning with cities and counties</li> <li>• Emphasizes growth in locally nominated Priority Development Areas</li> <li>• Preferred Regional Transportation Plan network; no additional taxes or fees assumed</li> <li>• Assumes targeted replacement of redevelopment funding</li> <li>• Assumes current proportion of inter-regional in-commute</li> </ul>

## No Project

Alternative	How does this alternative differ from the Plan?
<b>No Project (Required)</b>	<ul style="list-style-type: none"> <li>• Urban footprint expansion reduces agricultural land (4,700 acres are affected)</li> <li>• Only fully funded new transportation projects</li> <li>• Increased highway congestion</li> <li>• Greater GHG emissions</li> <li>• Does not meet requirements of SB375; cannot be adopted as a Sustainable Community Strategy</li> </ul>

## Transit Priority Focus Alternative

Alternative	How does this alternatives differ from the Plan?
<b>Transit Priority Focus</b>	<ul style="list-style-type: none"> <li>• Higher housing densities near high quality transit (e.g. BART)</li> <li>• Location and density of new development does not conform to local government input</li> <li>• Development fees used to shift new housing toward transit station areas</li> <li>• Reduced Express Lane Network</li> <li>• Higher peak period Bay Bridge tolls; funds additional BART and AC Transit investments</li> </ul>

## Enhanced Network of Communities Alternative

Alternative	<i>How does this alternative differ from the Plan?</i>
<b>Enhanced Network of Communities</b> <i>(Building Industry)</i>	<ul style="list-style-type: none"> <li>• Based on input from the Building Industry; development pattern not reviewed by local jurisdictions</li> <li>• Includes approximately 18% higher household growth than ABAG forecast</li> <li>• Shifts growth to outlying communities with limited transit service</li> <li>• Reduces development and investment in Communities of Concern</li> <li>• Assumes reduction of inter-regional in-commute</li> <li>• Increased highway congestion</li> <li>• Higher peak period Bay Bridge tolls</li> </ul>

## Environment, Equity and Jobs Alternative

Alternative	<i>How do these alternatives differ from the Plan?</i>
<b>Environment, Equity and Jobs</b>	<ul style="list-style-type: none"> <li>• Shifts growth from central cities to smaller, high-income communities</li> <li>• Location and density of new development does not conform to local government input</li> <li>• Uncommitted roadway expansion projects eliminated</li> <li>• VMT tax and higher peak period Bay Bridge tolls; funds increased transit service (except Muni)</li> <li>• Assumes high levels of housing subsidy</li> </ul>

## Remaining Plan Milestones



