AGENDA

ADMINISTRATIVE COMMITTEE
Joint Meeting with MTC Planning Committee
Friday, May 11, 2012, 9:30 AM to 12:30 PM
Special Meeting

Location
MetroCenter, 101—8th Street, Auditorium, Oakland, CA

For additional information, please call:
Fred Castro, (510) 464 7913

Agenda and attachments available at:
www.abag.ca.gov

The ABAG Administrative Committee and the MTC Planning Committee may act on any item on this agenda.

** Attachment sent to ABAG Administrative Committee;*
*** Attachment sent to MTC Planning Committee;*
**** Attachment sent to ABAG Administrative Committee and MTC Planning Committee.*

1. **Call to Order**
2. **Clerk's Announcement**

   Pursuant to Assembly Bill 23, the following committee members in attendance at this meeting constitute a quorum of the MTC Planning Committee and are entitled to receive per diem as a result of convening the meeting of the MTC Planning Committee: Mark Green, Scott Haggerty, Sam Liccardo, James Spering.
3. **MTC Consent Calendar—Minutes of April 13, 2012****
   MTC Planning Committee Approval

4. Plan Bay Area

A. Preferred Land Use and Transportation Investment Strategy***

MTC Planning Committee Approval/ABAG Administrative Committee Action

Staff will ask the joint Committees to refer approval of the combined preferred land use scenario and transportation investment strategy for Plan Bay Area to the joint ABAG Executive Board/MTC Commission meeting on May 17, 2012.

B. One Bay Area Grant Program—MTC Resolution No. 4035**

MTC Planning Committee Approval

Staff will ask the MTC Planning Committee to refer approval of the One Bay Area Grant Program to the MTC Commission at the meeting on May 17, 2012.

5. Public Comment

6. Adjournment

Ezra Rapport
Secretary-Treasurer

The ABAG Administrative Committee and the MTC Planning Committee may act on any item on this agenda.

BayArea Plan

To: MTC Planning Committee, ABAG Administrative Committee Date: May 4, 2012

Fr: Assistant Executive Director, ABAG
Executive Director, MTC

Re: Plan Bay Area Preferred Land Use Scenario/Transportation Investment Strategy

SB 375 requires regional agencies to more closely integrate land use planning and long-term transportation planning. Staff recommends a Preferred Land Use Scenario and Transportation Investment Strategy that reinforces this integration by:

1. Organizing Priority Development Areas (PDAs) around transit corridors, thus enhancing mobility and economic growth by linking housing with jobs; offering greater return on transit investment; and, preserving the region's open space.
2. Strengthening our "Fix it First" transportation policy, which undergirds the in-fill housing strategy featured in the growth element.
3. Incorporating the One Bay Area grant program, which provides for housing production, especially for low-income residents, and encourages local governments to adopt policies to reduce displacement risk of existing residents.
4. Including new transit expansion projects proposed for funding in the federal New Starts program that will be adjacent to nearly 800,000 jobs and housing units in nearby PDAs.
5. Encompassing housing and transportation investments and policy recommendations that are guided by the three E's of sustainability: building a stronger economy, protecting our natural environment, and enhancing opportunities for Bay Area residents from all walks of life.

ABAG released its draft preferred Jobs-Housing Connection land use scenario in March 2012, while MTC released its draft transportation investment strategy last month. Both agencies have received comments from this Joint Committee, our advisory committees, many local jurisdictions and various stakeholder groups.

The attached presentation and supporting materials provide MTC and ABAG staff's joint recommendation for the preferred land use scenario and transportation investment strategy for the Plan Bay Area (other technical supporting documentation can be found at: http://www.onebayarea.org/plan_bay_area/milestone_4-12.htm. As the Joint Committee requested, the presentation includes a summary of comments submitted on the draft proposals, staff responses to comments, and recommended changes to the preferred land use strategy and transportation investment strategy as a result of the comments received. Detailed jurisdictional distributions for the Preferred Land Use Scenario and allocations for the RHNA methodology will be provided at the May 11, 2012 meeting.

You will note that the transportation investment strategy, integrated with the preferred land use strategy, fully achieves the statutory GHG emission reduction and housing targets, and makes progress toward other key performance targets adopted by ABAG and MTC.

Next Steps

At your meeting on May 11, we will ask the joint ABAG Administrative Committee and MTC Planning Committee to refer approval of the combined preferred land use scenario and transportation investment strategy for Plan Bay Area to the joint ABAG/MTC board meeting to be held on the evening of May 17, 2012. This preferred scenario will comprise the Project alternative to be evaluated as part of the CEQA-required Program EIR that will be ongoing through plan adoption in April 2013. Remaining key milestones through final adoption of Plan Bay Area include:

- May 17, 2012 – Special Joint meeting of MTC Commission and ABAG Executive Board
- June 2012 - Select alternatives to be evaluated in Plan Bay Area EIR
- December 2012 – Release Draft Plan Bay Area and EIR
- Fall 2012 Hold Public hearings/workshops
- April 2013 - Adopt final Plan Bay Area and certify final EIR

P. M. Jones

Patricia Jones

Steve Heminger

SH:DK
J:\COMMITTE\Planning Committee\2012\May\Preferred scenario _Finalkk.doc

BayArea Plan

Preferred Land Use and Transportation Investment Strategy

Joint MTC Planning/ABAG Administrative Committees

May 11, 2012

Item 4.A.

Plan Bay Area Reinforces Land Use and Transportation Integration per SB 375:

1. **PDAs are organized around transit corridors, thus enhancing mobility to housing and offering greater return on transit investment by promising greater ridership.**

2. **The transportation "Fix it First" commitment undergirds the in-fill housing strategy featured in the growth element.**

3. **The One Bay Area grant program incentivizes housing production, especially for low-income residents, and encourages local governments to adopt policies to reduce displacement risk of existing residents.**

4. **New transit expansion projects proposed for funding in the federal New Starts program will be adjacent to nearly 800,000 jobs and housing units in nearby TODs.**

5. **Housing and transportation elements are guided by the three E's of sustainability: building a stronger economy, protecting our natural environment, and enhancing opportunities for Bay Area residents from all walks of life.**

Thousands Give Input on Plan Bay Area

Spring 2011 & Winter 2012

- **Two telephone polls (March/April 2011; 1,069 residents) and Nov. 2011/Jan. 2012; 1,610 residents) and two rounds of focus groups**
- **Ten public workshops spring 2011 (790 participants) and 9 public workshops winter 2012 (1,100 participants)**
- **Partnered with 14 non-profits to conduct two rounds of outreach in low-income communities/ communities of color (1,600 surveys and 10 focus groups with 150 participants)**
- **Strong web presence (web survey, social media, e-newsletter)**
- **Ongoing meetings with our various advisory groups (eg Policy Advisory Council, Regional Advisory Working Group meeting, Regional Equity Working Group)**
- **Extensive, ongoing outreach to local government and stakeholders**

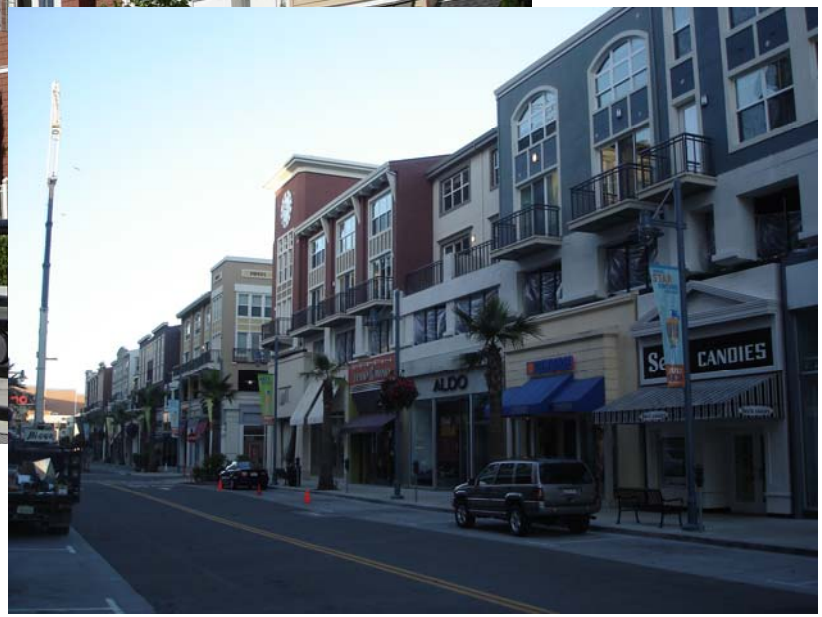
Preferred Land Use Scenario:

Jobs-Housing Connection Strategy

Goal 1:
Create Jobs to Maintain and Sustain a Prosperous and Equitable Economy

BayArea Plan

Goal 2:
Increase the amount, accessibility, affordability, and diversity of housing



Goal 3:
Create a Network of Complete Communities

Goal 4:
Protect the Region's Unique Natural Environment

Regional Growth

	2010	2040	Growth 2010 - 2040
Jobs	3,385,000	4,505,000	**1,120,000**
Population	7,152,000	9,299, 000	**2,147,000**
Housing Units	2,786,000	3,446,000	**660,000**

Jobs-Housing Connection Scenario

What we heard:

- **Support for the Scenario's alignment of Jobs, Housing and Transit**
- **Housing distributions in unincorporated counties, communities with limited transit-service/access to employment is too high**
- **Housing Distributions in suburban employment centers is too low**

Jobs-Housing Connection Scenario

Responses:

- **Addresses shortcomings in the draft Jobs-Housing Connection (JHC) scenario related to the regional objective of focused growth and access to opportunity**
- **Narrows the gap relative to the GHG performance target**
- **Incorporates jurisdictional feedback on draft JHC**

Jobs-Housing Connection Scenario:
Household Growth 2010-2040

	Draft JHC (March)	Revised JHC* (May)	Difference
Alameda	157,850	160,400	+2,550
Contra Costa	90,030	87,740	-2,290
Marin	11,180	8,700	-2,480
Napa	9,250	7,300	-1,960
San Francisco	93,470	101,720	+8,250
San Mateo	58,280	57,270	-1,010
Santa Clara	196,420	214,980	+18,560
Solano	35,670	26,910	-8,760
Sonoma	47,970	35,070	-12,900
Bay Area Total	700,120	700,090	

BayArea Plan

**Jobs-Housing Connection Scenario revision is a significantly more focused growth pattern that is not reflected in county totals*

Jobs-Housing Connection Scenario

Employment Growth 2010-2040

	Draft JHC (March)	Revised JHC (May)	Difference
Alameda	252,450	253,170	+720
Contra Costa	122,920	120,530	-2,390
Marin	19,290	18,380	-910
Napa	19,560	18,920	-640
San Francisco	175,060	191,500	+16,440
San Mateo	112,730	100,290	-12,440
Santa Clara	296,600	303,490	+6,890
Solano	50,970	47,810	-3,160
Sonoma	70,350	65,820	-4,530
Bay Area Total	1,119,920	1,119,920	

Regional Housing Needs Allocation

Proposed Methodology

- **Focused**
  - 70% allocated based on PDA growth
- **Fair Share**
  - 30% allocated based on transit, jobs and housing outside PDAs
- **Forward-Looking**
  - Goal is to increase housing diversity and affordability in all jurisdictions

Regional Housing Need Determination

2007-2014 RHND	2014-2022 RHND
214,500	***187,990***

- Bay Area's total housing need for 8-year RHNA period
- HCD's methodology accounts for economic recession and vacant / foreclosed housing units

Regional Housing Needs Allocation

What we heard:

- ***Housing Methodology Committee supports overall RHNA methodology***
- ***Unincorporated counties allocations too high***
- ***Some smaller jurisdictions hit hard by 40% household growth formation minimum***
- ***PDA-like places with significant employment have allocations that are too low***
- ***Jurisdiction's need greater HCD transparency with housing element approval***

Responses:

- **Removed the 40% household formation growth minimum for counties**
- **Capped RHNA at not more than 50% above previous cycle for any community**
- **Made Employment Center adjustments to the Jobs-Housing Connection Scenario**
- **ABAG staff will assist and meet with HCD**

Preferred Transportation Investment Scenario

Fix-It First

What We Heard

- Require Muni and BART to maintain at least an existing state of repair
- Commit an additional $70 million per year ($2.7 billion over 28 years) to restore recent bus service cuts

Response to Comments

- Proposed approach ensures that all operators maintain existing state of repair for all critical assets, including Muni and BART
- Assertion that all transit services cut in recent years were on productive routes not supported by transit operators
- TSP recommendation to improve transit cost/service hours by 5% provided $4.7 billion that was used to close transit operating needs for existing service levels
- Funding the $2.7 billion would require unfunding other investment strategies (eg Climate, high performing projects, OBAG, transit rehab), or require transit operators to increase operating efficiency

Proposed Recommendations

- No change from April proposal

OneBayArea Grant Framework

What We Heard

- Need to address resident displacement and encourage affordable housing
- Too much authority for investment decisions transferred to counties

Response to Comments

- These and other comments are being addressed in separate agenda item

Proposed Recommendation

- These and other revisions are being addressed in separate agenda item

Fund High-Performers

What We Heard

- $660 million in New Starts/Small Starts reserve should be set aside for North Bay and East Bay projects

Response to Comments

- Will present language for committee consideration

Proposed Recommendation

- Consider adopting following policy:

"The $660 million New Starts reserve, or a regional investment equivalent, is proposed to support transit projects that are located in or enhance transit service in the East and North Bay counties before additional investment policy commitments are considered for projects in San Francisco, San Mateo, and/or Santa Clara counties. All projects are subject to evaluation for cost-effectiveness and for performance against the TOD Policy and Plan Bay Area performance targets. Further, projects to be funded through the New Starts and/or regional investment equivalent will be established through an amendment to Resolution 3434, or a successor transit expansion program."

Squeeze More Efficiency Out of Our Existing System

- **Regional Express Lanes Network**

What We Heard

- Fully integrate express bus, vanpools and carpools with Express Lanes
- Analyze how low-income commuters can benefit
- Eliminate I-80 to Yolo Co and I-580 to San Joaquin Co.

Response to Comments

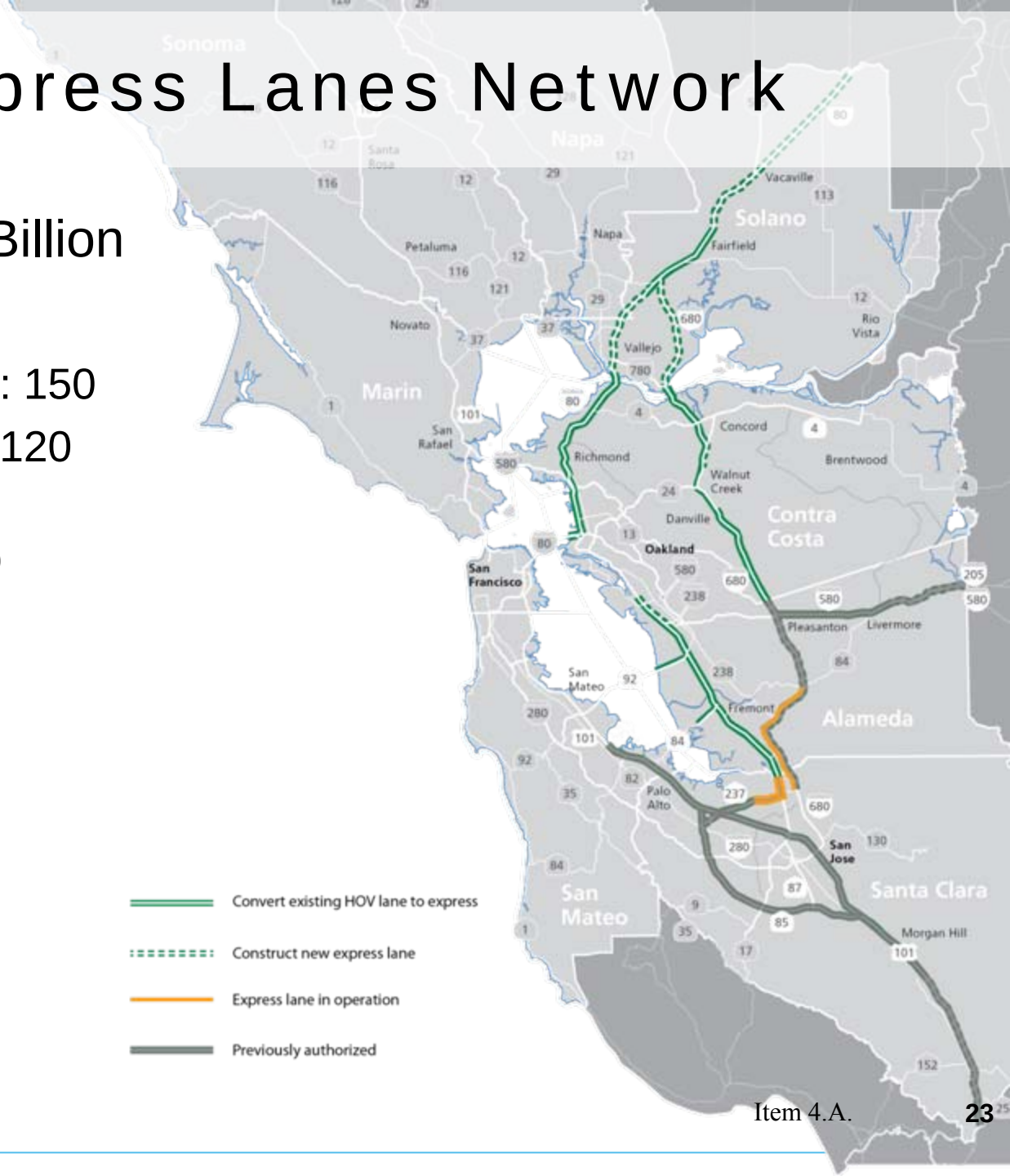
- MTC will consult with transit operators during the Express Lane design and environmental process to develop a project that fully integrates express bus, vanpools and carpools with Express Lanes
- The environmental clearance process will evaluate the impacts on low-income and minority residents
- The Commission will have ample opportunity to review the full Network scope and phasing in light of actual performance of earlier segments of the Network

Proposed Recommendation

- Support inclusion of the entire Network previously approved by MTC and the CTC

Regional Express Lanes Network

- Total Cost: $3.6 Billion
- Total Miles: 290
  - Conversion Miles: 150
  - New Lane Miles: 120
  - Operational Gap Closure Miles: 20



Pricing Strategies

What We Heard

- Consider regional road pricing and other local parking pricing initiatives

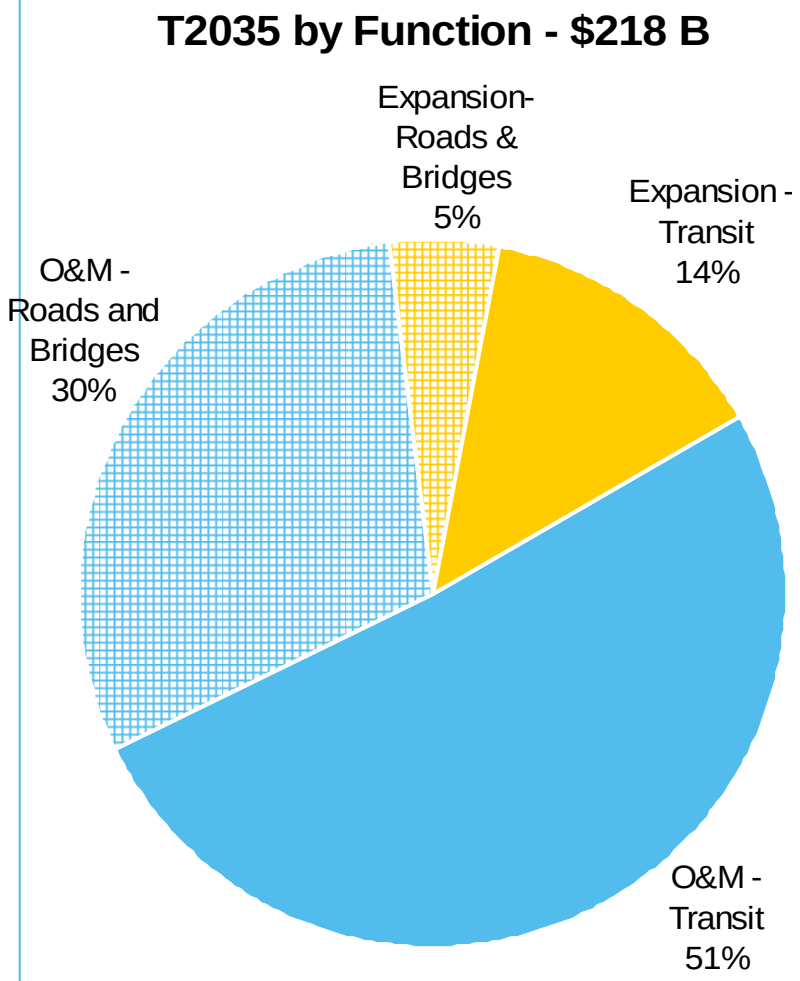
Response to Comments

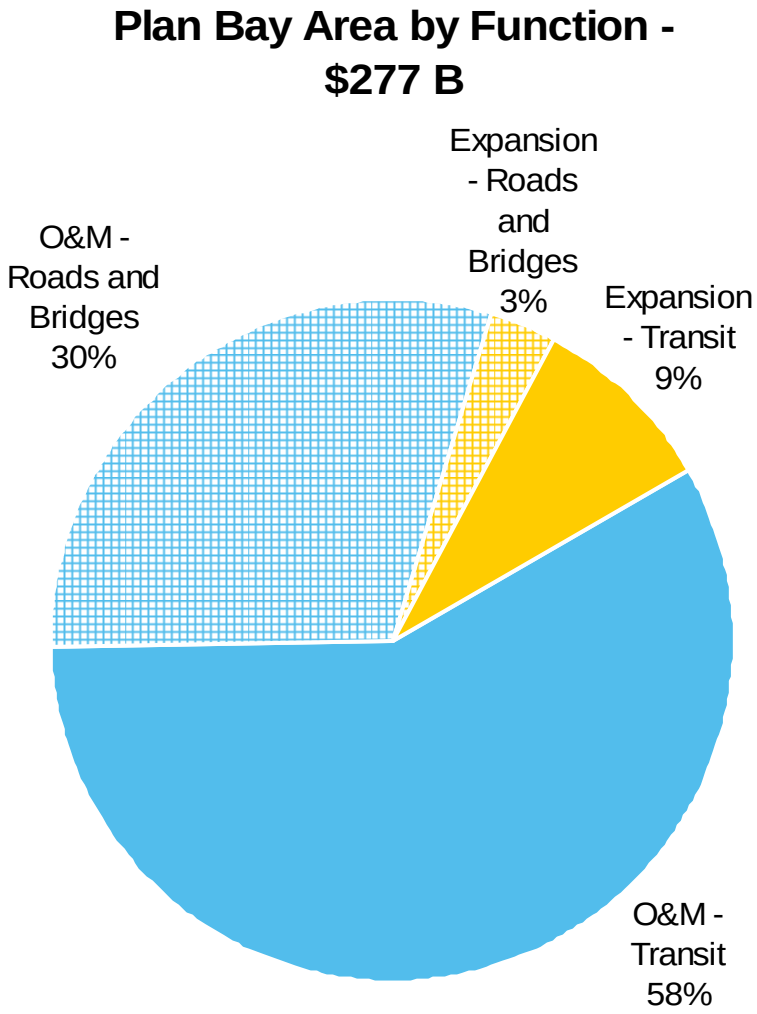
- Had previously considered congestion and parking pricing during target-setting but lacked support/regional authority
- Local agencies establish parking policies so regional impacts difficult to quantify
- Express Lanes represent the regional road pricing strategy in the financially constrained/preferred Scenario
- Investment strategy does include SFMTA's downtown cordon pricing and Treasure Island pricing programs
- MTC will be providing funding to SFMTA for SF Go/parking pricing initiative

Proposed Recommendation

- Consider pricing options in the SCS/RTP EIR to assess regional impacts

Plan Bay Area Summary





How Does the Preferred Land Use and Transportation Investment Strategy Perform Against Targets?

2 Mandated – GHG and Housing
8 Others Adopted
in January 2011 Plus Equity Indicators

PREFERRED SCENARIO:

Meets or Exceeds Target

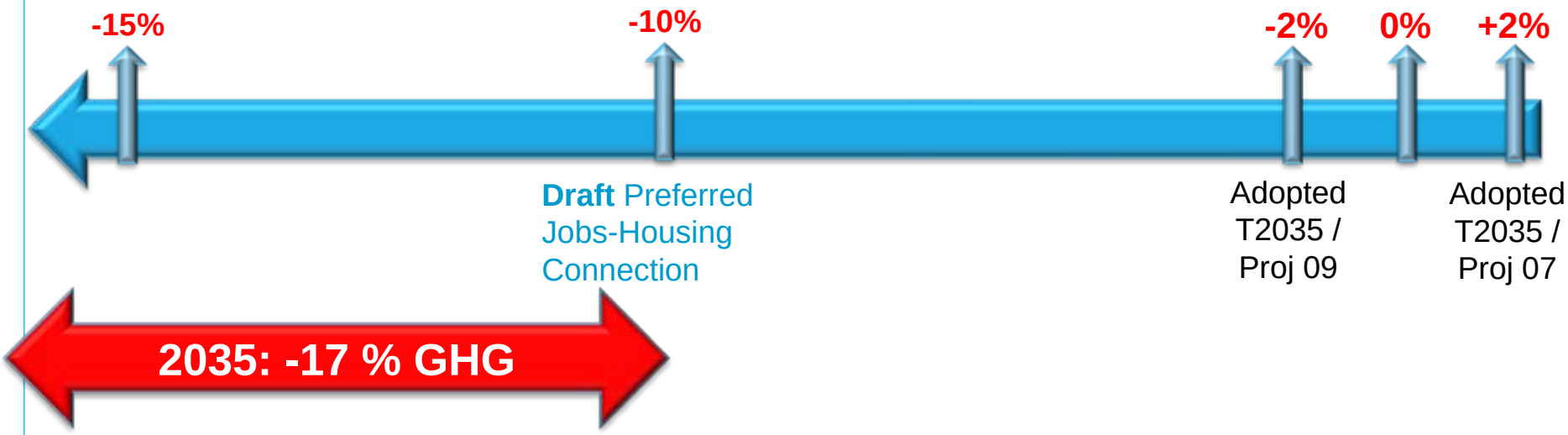
Falls Short of Target

Moves in the Wrong Direction

	TARGET (2035)	GOAL	PREFERRED SCENARIO
1	Carbon Dioxide (CO_2) per capita	-15%	-17%
2	Adequate Housing	100%	100%

Target #1

GHG Emission Reductions Target - 2035



"… set forth a forecasted development pattern for the region, which, when integrated with transportation network, and other transportation measures and policies, will reduce GHG emissions from autos and light trucks to achieve … GHG emission reduction targets approved by ARB…"

- SB 375 (Section 65080 et al)

Target #1
Close the GHG Gap

Climate Policy Initiatives

What We Heard

- Too heavily focused on improving vehicle efficiency; should be reducing auto dependency
- Fund programs for low-income groups
- Include other bike/ped programs
- Mainly negative reaction to 55 mph speed limit

Response to Comments

- Need strategies that move us measurably toward our GHG reduction target
- 85% of 2035 Bay Area trips still by auto
- “Greening the fleet” a critical ARB strategy
- $180 billion in “Fix it First”, which includes Lifeline, and “Transit Expansion” support mobility for low-income groups

Proposed Recommendations

- Eliminate 55 mph speed limit
- Add Commuter Benefits Ordinance
- Evaluate SFMTA and VTA requests for funding low-income transit pass pilot programs

Target #1

Recommended Climate Policy Initiatives:

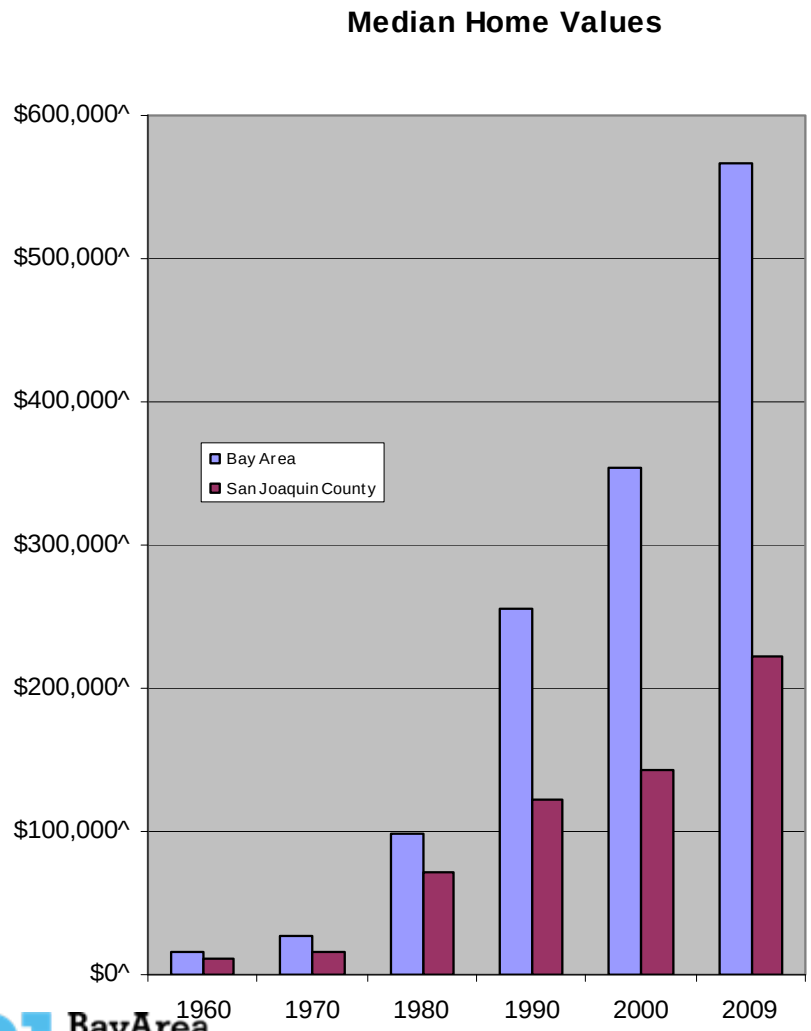
Policy Initiative	Cost 2035 in millions YOE$)	Per-Capita CO_2 Emissions Reductions 2035	Cost per GHG ton Reduced 2035
Electric Vehicle Acceleration •Regional Public Charger Network	**$240**	**-0.9%**	**$812**
Vehicle Buy-Back & Plug-In or Electric Vehicles Purchase Incentives	**$180**	**-0.8%**	**$684**
Car Sharing •For Profit and Non-Profit Car Sharing (includes clean vehicle car sharing) •Peer-to-Peer Car Sharing (includes clean vehicle car sharing)	**$4**	**-1.2%**	**$10**
Vanpool Incentives	**$6**	**-0.6%**	**$29**
Clean Vehicles Feebate Program	**$25 for admin costs**	**-0.7%**	**$108**
Smart Driving Strategy •Tire Pressure Cap Rebate Program •In-vehicle Fuel Economy Meters Rebate Program •Education Campaign	**$230**	**-2.2%**	**$322**
Commuter Benefits Ordinance	**No Additional Investment**	**-0.3%**	**$0**
Total	**$685**	**-6.7%**	**N/A**

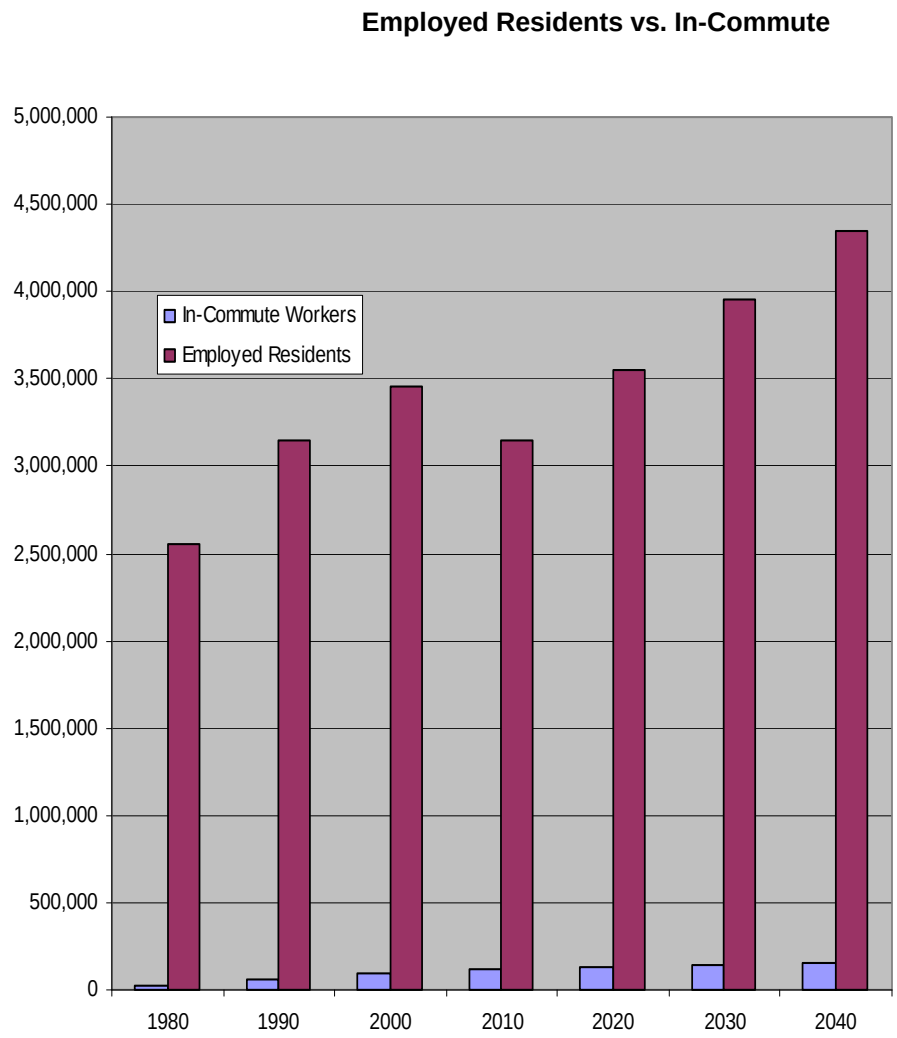
Target #2: Adequate Housing

Implementation Strategies:

- **Focused investments and planning in PDAs.**
- **Coordination of regulations and CEQA amongst regional agencies, local jurisdictions and special districts.**
- **Legislative strategy and related policies to support improvements in neighborhood amenities, infrastructure and affordable housing development.**
- **Continued support for policy protection to retain open space.**
- **Support job growth and equity through transit accessibility and linking transportation investments to housing and employment.**

Target #2: Adequate Housing





Target #2: Adequate Housing

	2010	2040	Growth
Employed Residents	**3,153,000**	**4,350,000**	**1,197,000***
Jobs	**3,271,000**	**4,505,000**	**1,234,000**
Jobs less Employed Residents	**118,000**	**155,000**	**0***

***Assumes no increase in Jobs/Employed Residents Imbalance in 2040:**

- **There are 37,000 more Jobs than Employed Residents between 2010 and 2040**
- **Reasonable to assume that these jobs filled by Employed Residents holding multiple jobs** (Bureau of Labor Statistics: 4% of Californians work multiple jobs - 4% x 1,197,000 = Employed residents = 60,000 workers holding multiple jobs)

PREFERRED SCENARIO:

Meets or Exceeds Target

Falls Short of Target

Moves in the Wrong Direction

	TARGET	GOAL	PREFERRED SCENARIO
1	**Carbon Dioxide (CO_2)** per capita	-15%	-17%
2	**Adequate Housing**	100%	100%
3a	**Fine Particulate Matter ($PM_{2.5}$)** (premature deaths due to emissions)	-10%	-73%
3b	**Coarse Particulate Matter (PM_{10})** (tons of particulate emissions)	-30%	-19%
3c	**Particulates in CARE Communities** (achieve greater reductions than Non-CARE communities)	Yes	Yes
4	**Collisions** (fatalities & injuries)	-50%	+15%
5	**Active Transport** (time spent walking/biking)	+70%	+15%

PREFERRED SCENARIO:

Meets or Exceeds Target

Falls Short of Target

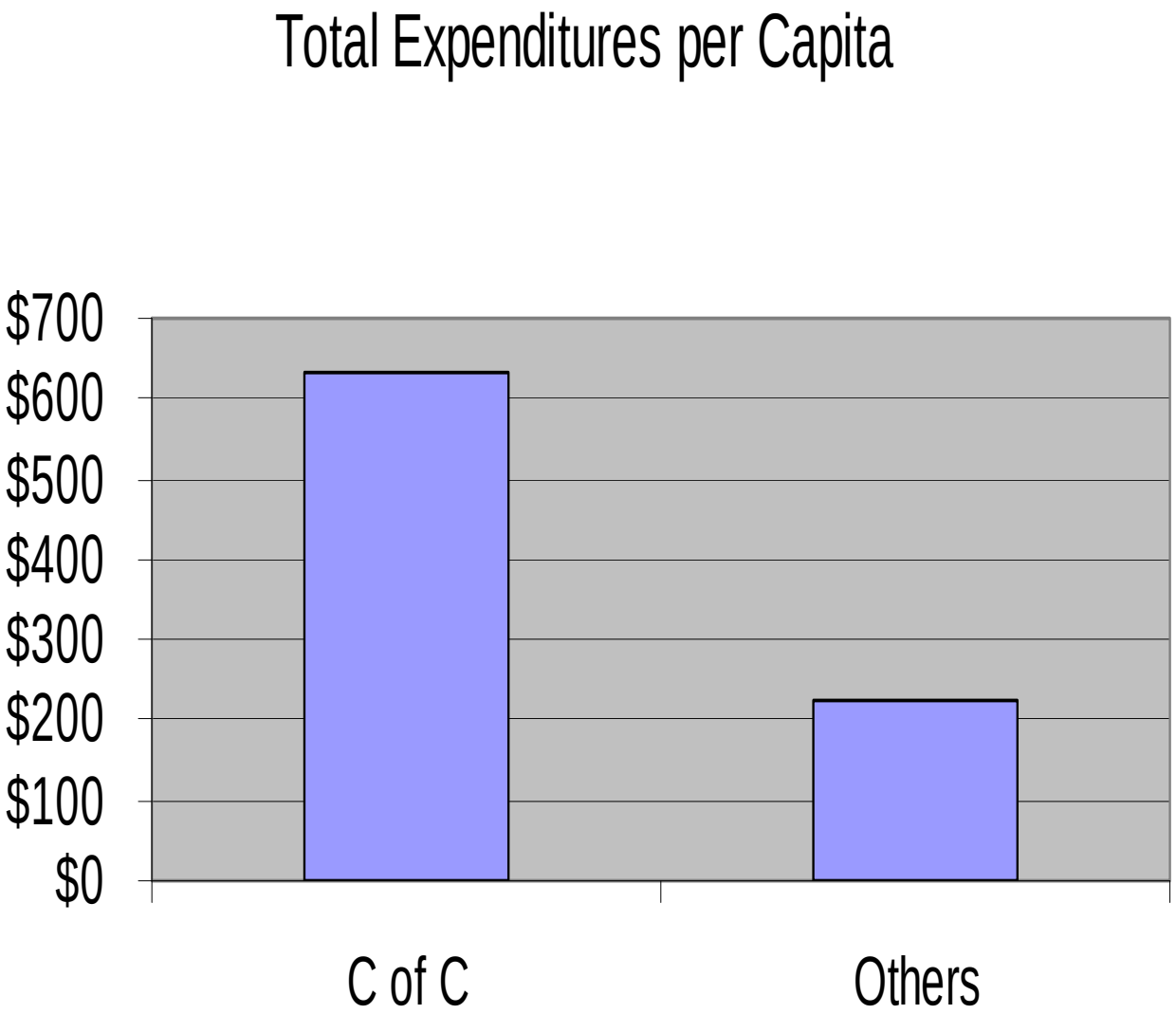
Moves in the Wrong Direction

	TARGET	GOAL	PREFERRED SCENARIO
6	**Open Space/Ag. Preservation** (development within urban footprint)	100%	99%
7	**Low-Income H+T Affordability** (for households less than $60,000)	-10%	+2%
8	**Gross Regional Product (GRP)**	+90%	+114%
9a	**Non-Auto Mode Share**	26%	20%
9b	**VMT** per capita	-10%	-8%
10a	**Local Road Maintenance** (PCI)	+19%	+5%
10b	**Highway Maintenance** (distressed lane-miles)	-63%	+51%
10c	**Transit Maintenance** (assets past their useful life)	-100%	+87%

Equity Analysis Results

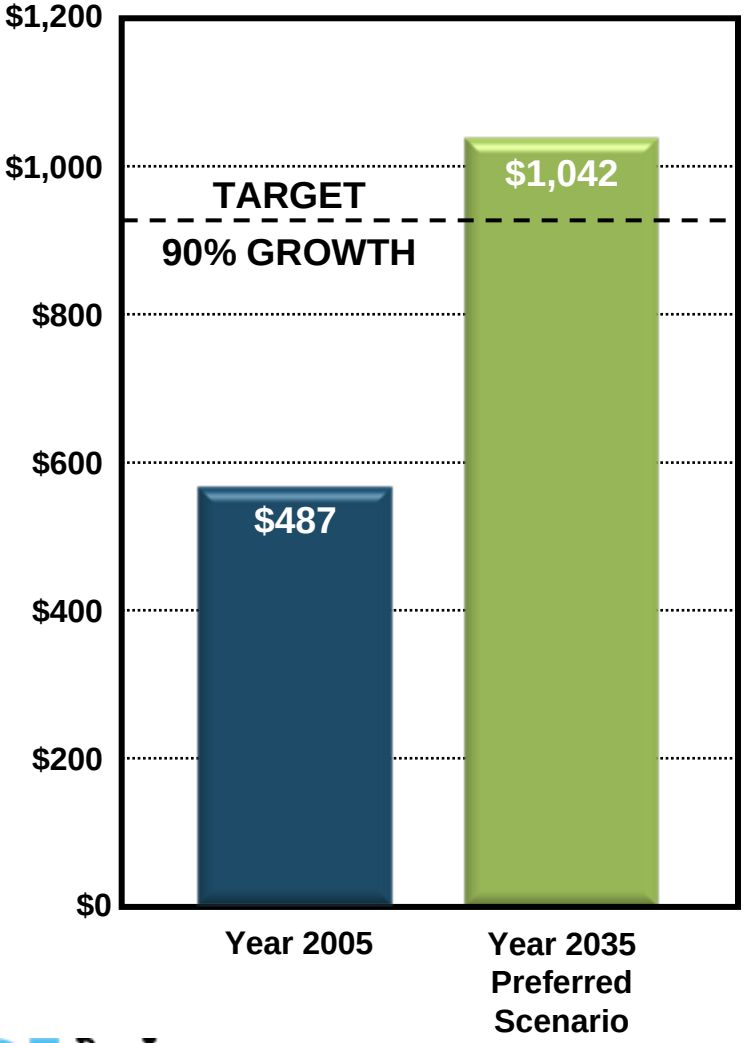
	INDICATOR	POPULATION	BASE YEAR	PREFERRED SCENARIO	% CHANGE
1	**Housing + Transportation Affordability** % of income spent	HH < $30K	72%	75%	+3%
		HH > $30K	41%	42%	+2%
2	**Displacement Risk** % of today's rent-burdened households at risk for displacement from future growth	COC	n/a	33%	n/a
		Remainder	n/a	9%	n/a
3	**VMT Density** daily VMT on major roads near developed areas (avg. VMT per sq. mi. / total population wgt.)	COC	6.7	5.9	–12%
		Remainder	1.8	1.7	–5%
4	**Non-Commute Travel Time** minutes	COC	12	13	+1
		Remainder	13	13	0
5	**Commute Travel Time** minutes	COC	25	26	+1
		Remainder	27	27	0

Relative Expenditures in Communities of Concern
Total of $277 Billion over 28 Years



Target #8

Bay Area Economic Forecast: 2035 Gross Regional Product (in billions)



Follow-up Activities:

- **Bay Area Economic Strategy Framework (**Joint Policy Committee/Bay Area Council Economic Institute): develop regional strategies to support strengthened economic competitiveness and business economic growth
- **Bay Area Economic Impact Report** (MTC, ABAG): assess how the next SCS/RTP can provide a more rigorous analysis of the plan's impact on the region's economy
- **HUD Regional Planning Grant** (MTC, ABAG): focus on creating middle-income jobs and developing and preserving affordable housing in transit-served communities

Next Steps

- May 17, 2012 - Special Joint meeting of MTC Commission and ABAG Executive Board
- June 2012 – Select alternatives to be evaluated in Plan Bay Area EIR
- December 2012 – Release Draft Plan Bay Area and EIR
- Fall 2012 – Hold public hearings/workshops
- April 2013 – Adopt final Plan Bay Area and certify final EIR