



AGENDA

ADMINISTRATIVE COMMITTEE

Joint Meeting with MTC Planning Committee

Friday, June 8, 2012, 10:00 AM to 12:00 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

A. Confirm Quorum

B. Clerk's Announcement

ABAG Staff Member will make the following announcement:

Pursuant to Assembly Bill 23, the following committee members in attendance at this meeting of the ABAG Administrative Committee 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 Sperring.

2. MTC Consent Calendar—Minutes of May 11, 2012**

MTC Planning Committee Approval

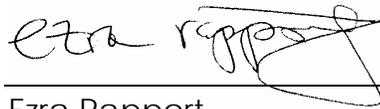
3. HUD Regional Sustainable Communities Planning Grant Initiative***

ABAG/MTC Information. Doug Johnson will provide an overview of the \$5 million grant that MTC and ABAG recently received from the U.S. Department of Housing and Urban Development (HUD).

4. Plan Bay Area: Environmental Impact Report (EIR) Scope and Alternatives***

ABAG/MTC Information. Ashley Nguyen will review the approach and purpose of the programmatic EIR and possible project alternatives to be discussed and modified during the public scoping process.

5. Public Comment/Other Business/Adjournment



Ezra Rapport
Secretary-Treasurer



METROPOLITAN
TRANSPORTATION
COMMISSION

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Adrienne J. Tissier, Chair
San Mateo County

Amy Rein Worth, Vice Chair
Cities of Contra Costa County

Tom Azumbrado
U.S. Department of Housing
and Urban Development

Tom Bates
Cities of Alameda County

David Campos
City and County of San Francisco

Dave Cortese
Santa Clara County

Bill Dodd
Napa County and Cities

Dorene M. Giacomini
U.S. Department of Transportation

Federal D. Glover
Contra Costa County

Mark Green
Association of Bay Area Governments

Scott Haggerty
Alameda County

Anne W. Halsted
San Francisco Bay Conservation
and Development Commission

Steve Kinsey
Marin County and Cities

Sam Liccardo
Cities of Santa Clara County

Jake Mackenzie
Sonoma County and Cities

Kevin Mullin
Cities of San Mateo County

Bijan Sartipi
State Business, Transportation
and Housing Agency

James P. Spering
Solano County and Cities

Scott Wiener
San Francisco Mayor's Appointee

Steve Heminger
Executive Director

Ann Flemer
Deputy Executive Director, Policy

Andrew B. Fremier
Deputy Executive Director, Operations

**MTC PLANNING COMMITTEE/ABAG ADMINISTRATIVE
COMMITTEE
May 11, 2012
MINUTES**

ATTENDANCE

Chair Spering called the MTC Planning Committee meeting to order at 9:31 a.m. Planning Committee members in attendance were: Commissioners Azumbrado, Giacomini, Green, Haggerty, Halsted, Mackenzie, and Mullin. Commission Chair Tissier, and Vice-Chair Rein-Worth were present in their ex-officio voting member capacity. Other Commissioners present as ad hoc non-voting members of the Committee were Bates, Campos, Cortese, Dodd, Kinsey, and Wiener.

ABAG Administrative Committee members in attendance were: Directors Cortese, Gioia, Gingles, Green, Haggerty, Luce, Pierce and Spering.

CONSENT CALENDAR: a) Minutes of April 13, 2012

Commissioner Halsted moved approval of the Consent Calendar, Commissioner Mackenzie seconded. Motion passed unanimously. Commissioner Halsted noted that she was not listed as an attendee in the minutes for the April meeting, but did in fact attend the meeting.

**Plan Bay Area: a) PREFERRED LAND USE AND TRANSPORTATION
INVESTMENT STRATEGY**

Mr. Steve Heminger stated that Plan Bay Area is a response to SB 375. It's a plan about strengthening the connection between housing and transportation. He noted that one of the clear priorities of this plan is to try to grow the regional economy to provide employment opportunities for citizens of all income levels. Lastly, he stated that the plan is about demonstrating leadership in the area of greenhouse gas emissions.

Mr. Ken Kirkey, ABAG, presented the final draft preferred land use scenario: The Jobs-Housing Connection Strategy and proposed methodology on the regional housing needs allocation.

Mr. Doug Kimsey, MTC, presented on the Preferred Transportation Investment Scenario, and discussed the comments from stakeholders, the response to those comments, and summarized recommended changes to the investment strategy.

Ms. Alix Bockelman responded to the public comments received asking for pre-2007 transit service cuts to be restored.

Mr. Kimsey summarized proposed changes for funding of high-performing projects with the proposed recommendation being to consider adopting a policy that sets aside \$660 million in New Starts/Small Starts for North Bay and East Bay projects. He also commented on how the preferred scenario performs against the targets. He summarized the staff proposal for a Climate Policy Initiative Strategy intended to close the gap toward the 15% GHG emission reduction target.

After briefly reviewing the remaining targets 3a – 10c, Mr. Kimsey commented on the equity analysis results of five indicators: 1) Housing and Transportation Affordability; 2) Displacement Risk; 3) VMT Density; 4) Non-Commute Travel Time; and 5) Commute Travel Time.

In closing, Mr. Kimsey stated that the Preferred Transportation and Land Use Scenario will be referred to the MTC Commission and ABAG Executive Board on May 17, 2012. In June 2012, the committee will be asked to select alternatives to the preferred scenario to be evaluated in the Plan Bay Area EIR. In December 2012, the Draft Plan Bay Area and EIR will be released. In January 2013, staff will hold public hearings/workshops, and in April 2013 the Plan Bay Area will be adopted and the final EIR certified.

Public Comment:

- Paul Campos, BIA Bay Area, stated that the real cornerstones of the preferred scenario are the PDAs and that he is concerned that there has not been a transparent and thorough release to the public of an assessment of the economic market and political feasibility building the PDAs.
- Brenda Barron, New Voices are Rising, commented on the transportation cuts and suggested a decrease in BART's fare.
- Pamela Tapia, New Voices are Rising, expressed her support for sustainable communities with affordable housing.
- Andrew Kwan/Amy Wong/Becky Tsang, ESA, commented on some critical effects that the sustainable community strategy may have on the Oakland Lake Merritt and Chinatown area. Having TODs would be beneficial to the overall neighborhood. Community involvement is crucial.
- Christina McGhee, New Voices are Rising, urged staff to improve the proposed draft scenario by prioritizing community help and social equity to make sure the historically burdened low-income residents and residents of color can benefit equally in the planning process.
- Jenne King, Malcolm X Elementary, stated that there needs to be more public transit, and staff needs to de-incentivize auto transportation.
- Parisa Fatehi, Public Advocates, stated that she looked at the final draft Plan and graded it a D. She urged staff to restore transit cuts and provide adequate work force housing throughout the region.
- Jill Ratner, New Voices are Rising, stated that the important issues are affordable, reliable, public transit, affordable housing, and the need to protect public health as new

housing is developed. She expressed her support of restoring transit cuts and adequate work force housing throughout the region.

- Eliezer Mendoza, New Voices are Rising, expressed his support for One Bay Area for all.
- Manolo Gonzalez-Estay, TransForm, stated that dedicating 80% to operation and maintenance is important. He expressed his support on proposed priority projects for New Starts and Small Starts; however, staff needs to look at innovative grants, programs, parking management, TDM, bikesharing to reduce greenhouse gas emissions. He noted that fully funding a high performing project like BART Metro is important..
- Gaby Miller, Genesis, recommended that staff focus on the needs of all the Bay Area.
- Pat Plant, PACT, encouraged staff to fund lower cost transportation, and put extremely low-income housing close to transit services.
- Gregg Plant, PACT, expressed his support for the proposed transit fare subsidy pilot plan that VTA has put forth.
- Elena Berman, St. Mary's Center, encouraged staff to restore bus service cuts.
- Cathrine Lyons, Bay Area Council, expressed her support for the inclusion of Caltrain electrification and express lanes. She expressed her concern with the aggressiveness of the plan, and stated that there are too many barriers to housing development.
- Mahasin Abdul Salaam, Genesis, recommended staff to consider 6 Wins suggestions so that the plan can be graded an "A".
- Liz Brisson, SFCTA, stated that there are two things that are problematic. The first relates to proposal to prioritize the New Starts and Small Starts funding for the North Bay and East Bay counties; secondly, the climate strategy ought to fund a second round of the popular integrative climate grant projects that are now underway.
- Sasha Hauswald, SF Mayors Office of Housing, stated that the housing that is planned in the preferred scenario is not financially constrained.
- Tony Dang, Prevention Institute, urged the committee to keep health in mind. He expressed his support with the restoration of the safe routes to schools funding back to \$20m.
- Carl Anthony, Breakthrough Communities, commented on the importance of creating economic opportunity for low-income communities.
- Wafaa Aborashed, DDDC & Healthy 880 Committee, submitted a letter to staff from Ditch and Dirty Diesel.
- Fernando Marti, Council of Community Housing Organizations, emphasized the need for a fair share of housing by income across the region.
- Alberta Maged, Riders for Transit Justice, commented on displacement.
- Sam Tepperman-Gelfant, Public Advocates, noted two major issues for affordable housing and equity – one, staff is constraining growth in the urban core where low-income communities live without making sure there are any mechanisms in place to prevent them from being displaced out of the region, and second, the areas that are largely wealthy and low minority populations and desperately need affordable housing are getting their affordable housing allocations slashed.
- Bob Allen, Urban Habitat, stated that here needs to be more transit service to make the regional growth strategy work.
- Lindsay Imai, Urban Habitat, encouraged staff to restore a baseline of transit service to meet the SCS goals and the needs of transit riders.

- Stephanie Reyes, Greenbelt Alliance, asked that every jurisdiction with an above average medium income take on at least as much of the region's low-income housing allocation as it did during the last round.
- Scott Peterson, East Bay EDA, stated that it's clear that the economy and regional economic health is at the bottom of list when it comes to the preferred scenario. He also commented on the One Bay Area Grant Program, and noted that it creates too many pre-conditions that are going to prohibit municipalities from even applying for the funds.
- Peter Cohen, Council of Community Housing Organizations, stated that there is no reason why jurisdictions should be getting any reduction in the amount of responsibility that they have for affordable housing.
- Joshua Hugg, Housing Leadership Council of San Mateo County, stated that staff needs to make sure that the PDAs include housing for all income levels.
- Clarissa Cabansajan, Urban Habitat, asked staff to restore transit service cuts.
- Dave Coury, Marin County, stated that the models for the equity analysis do not incorporate the need for a low-income affordable and fair housing close to where people work..
- Evelyn Stivers, Non Profit Housing Association, echoed Stephanie Reyes comments on the RHNA process
- Jamie Studley, Public Advocates, asked the committee to forward the 6 Wins recommendations to the two agency boards.
- Paloma Pavel, Breaking through Communities, commented on importance of health equity.

Committee comments:

- Commissioner Weiner commented on the proposed language to restrict the \$660m New/Small Starts reserve to restrict that to the North Bay and the East Bay, and noted that the language does not adequately ensure that Peninsula projects will be fully funded.
- Commissioner Green noted that at some point staff needs to look at an overall comprehensive transportation operation system and how it would be designed. He commented on the recommended climate policy initiative and asked why doesn't staff spend \$20m on carsharing and forget everything else if that can get us a 6% reduction in GHG emissions. He commented on Fix-it-First, and noted that highway maintenance and transit maintenance are the farthest from achieving targets. He also agreed that there needs to be different language on the \$660m for the East Bay and North Bay, which should be developed in coordination with the CMAs.
- Commissioner Campos commented on the electric vehicle strategy, and asked if other alternatives were considered with the issue of cost-effectiveness and equity. He also asked about the level of housing affordability that is expected in certain areas. Mr. Kirkey stated that the sustainable communities strategy calls for a focused growth pattern and when you look at where green house gas per capita can be reduced there are places where the growth needs to be. He pointed out that he housing fair share is addressed through the RHNA process.
- Commissioner Azumbrado expressed his concern that there may not be adequate resources to support low and very low-income housing at the levels contemplated in the plan.

- Commissioner Haggerty expressed his concern with the language that is proposed for the \$660m New/Small Starts reserves. He recommended that staff don't move forward before working with the CMAs on new language.
- Commissioner Halsted suggested that staff consider pricing options in the plan.
- Supervisor Gioia stated that electric vehicles may not be an effective investment. He commented on the displacement and health issues need to be monitored as part of the OneBayArea grants.
- Commissioner Bates expressed his concern on the housing strategy and job growth in the region. He also agreed with Supervisor Gioia on the electric vehicle investment and thinks staff should redirect some of the funds.
- Commissioner Kinsey agreed with the electric vehicle comments made. He commented on the New/Small Starts reserve and noted that it's important for the North Bay and East Bay to leverage those funds along with their own local sources of funding.
- Commissioner Tissier commented on Target 2, adequate housing, and noted that 79% of new housing and PDAs will be close to jobs and transit, which coincides with the recommendations of the 6 Wins Coalition.
- Supervisor Luce stated that the RHNA process has been a burden to the North Bay by putting housing arbitrarily in places where it does not belong, but RHNA is only a small piece of the puzzle. He noted that there are many goals and objectives to take into consideration.
- Commissioner Mackenzie commented on Target #2, which states "affordable housing production assumes planning support, coordination of regulation, and increase of public funding". He also supported Commissioner Halsted's pricing comments.
- Councilmember Pierce stated that this plan is a vision for the future. She also stated that staff needs to do more to integrate business and education communities in the Plan Bay Area process.
- Commissioner Spring commented on the \$660m New/Small Starts reserve. He stated that there has to be funding certainty for future North Bay and East Bay projects. He also expressed his concern that VTA was added to the transit fare subsidy pilot program. He was hoping that it was only going to be a San Francisco pilot program, and the lessons learned from that could be applied to other parts of the region. He stated that he does not support completely removing the electric vehicles infrastructure investment. He also suggested that staff look at a way to inventory transit cuts and assess the impacts on transit-dependent communities. Mr. Heminger stated that it's the individual transit agencies that are responsible for assessing transit service reduction impacts per federal Title VI requirements.

In conclusion, Mr. Heminger summarized what was heard in the discussion among the Board members, and stated that proposed revisions on two issues, the Climate Initiatives Strategies and policy language for the \$660m New/Small Starts reserve, will be discussed with the two Boards on May 17, 2012.

Commissioner Haggerty moved to refer the preferred scenario to the Commission and ABAG Executive Board with followup on two items: 1) Electric vehicles – why and how much to invest in electric vehicles/other climate initiatives; and 2) Revised policy language for \$660m New Starts/Small Starts based on consultation with the CMAs, transit operators and other

stakeholders. Commissioner Mackenzie seconded Supervisor Luce asked for a motion from the ABAG Administrative Committee. Councilmember Pierce moved approval. Mr. Gingles seconded. Motion passed unanimously by both the MTC Planning Committee and ABAG Administrative Committee.

b) ONE BAY AREA GRANT PROGRAM

Ms. Bockelman, MTC Programming and Allocations Section, presented a proposal for the Cycle 2 OneBayArea Grant (OBAG) Program including revisions issued for public review in January. The proposal establishes program commitments and policies for investing approximately \$800 million over the four-year Cycle 2 period (FYs 2012-13 through 2015-16), funded through continuations of the current surface transportation legislation currently known as SAFETEA (the Safe, Accountable, Flexible, Efficient Transportation Equity Act) or the new surface transportation authorization currently under congressional consideration.

Ms. Bockelman recommended that the Planning Committee refer MTC Resolution No. 4035 to the Commission for approval.

Public Comment:

- Cindy Winter, expressed her support for complete streets resolution requirement for OBAG funds and suggested that the requirement specifically encompass not only all users but all ages including the elderly.
- Paul Campos, BIA, stated that his top priority for the OBAG program is a component that would incentivize jurisdictions to identify and eliminate regulatory constraints at the local level to densification, infill, and higher job density. He requested that this program not be forwarded to the Commission without adding this specific item into the OBAG program.
- Claire Jahns, The Nature Conservancy, stated that the funds identified for the Priority Conservation Area Grants Program should be used to protect land for farmers and ranchers to continue to work, and to secure land for natural systems to provide clean air and water.
- Coire Reilly, Contra Costa Health Services, expressed his support for complete streets.
- Azibuike Akaba, RAMP, expressed his concern around public health and air quality.
- Rachel Davidman, Transform, encouraged the committee to continue to support the Safe Routes to School program.
- Anne Williams Darrow expressed her support for the \$20 million, 4 year dedicated Safe Routes to School program.
- Linda Jackson, Transportation Authority of Marin, recommended that the committee defer approval of the PDA investment and growth strategy pending more discussion with the CMAs.
- Dave Campbell, East Bay Bicycle Coalition, expressed his support for complete streets.
- Matthew Dove, Presidio Community YMCA, expressed his support for the \$20 million, 4 year Safe Routes to School program.
- Art Dao, Alameda County Transportation Commission, stated that the policy concept in the OBAG grant program is a move in the right direction, but the PDA investment and growth strategy should be deferred pending further CMA discussion.

- Parisa Fatehi, Public Advocates, stated that the OBAG funds should go directly to the cities and local governments that are doing the right thing on housing and protecting against displacement and protecting health.
- Marty Martinez, Safe Routes to School National Partnership, expressed his support for the \$20 million, 4 year Safe Routes to School program.
- Don Tatzin, Contra Costa Transportation Authority, encouraged staff to form a committee of the CMAs and jurisdictions to work with ABAG and MTC to work out details of the PDA investment and growth strategy.
- Daryl Halls, Solano Transportation Authority, submitted comments from the CMAs and requested a follow-up meeting with MTC and ABAG on the implementation process.
- Andy Peri, Marin County Bicycle Coalition, expressed his support on complete streets.
- Stephanie Reyes, Greenbelt Alliance, expressed her support for the OBAG program concept as a key first step toward providing those resources needed to make PDAs a reality. With respect to the Priority Conservation Program, she asked to make one amendment to explicitly exclude road construction, maintenance, and improvements. Finally she requested that the committee support the motion that was passed by the Policy Advisory Council, which will set some very specific and clear guidelines for local land use actions to be taken for the next cycle.
- Diana Reddy, Peninsula Interfaith Action, expressed her support for the OBAG program and believes it could be critical for the cities, not CMAs, to promote housing that is affordable for residents who wish to live in the communities.
- Deb Hubsmith, Safe Routes Scholl National Partnership, expressed her support for the Safe Routes to School Program. She also noted that complete streets is very important.
- Richard Napier, San Mateo CMA, suggested two minor changes: 1) recognize growth strategies that have already been implemented, by adding the following language: “an existing growth strategy adopted by the county will be considered as meeting this requirement if it satisfies the general terms in Appendix A-6; and 2) Recognize that the HIP Program would still be eligible for TLC funding.
- Sam Tepperman-Gelfant, Public Advocates, suggested that MTC link the release of future cycle funding on local progress towards housing production so that affordable housing gaps incentivize and reward the local cities that address affordable regional housing needs.
- Manolo Gonzalez-Estay, TransForm, expressed his support for Safe Routes to School. He also stated that OBAG is a great for promoting the PDAs to do the right thing; however, there needs to be anti-displacement policies put in place by the PDAs and the cities.

Commissioner Comment:

- Commissioner Cortese suggested that staff check in with the committee to discuss what the obstacles have been in the production of housing.
- Commissioner Tissier requested the following two amendments to MTC Resolution No. 4035: 1) On page 12, insert the following language: “an existing growth strategy adopted by the county will be considered as meeting this requirement if it satisfies the general terms in Appendix A-6; and 2) On page 17, add a new bullet: “funding for TLC projects that reward or incentivize local PDA transit oriented development housing.
- Commissioner Mackenzie asked that now that the PCA programs are competitive, does it mean that Sonoma County would be in competition with the other North Bay counties for

the \$5 million? Mr. Heminger stated yes, the \$5 million for the North Bay would be a competition among the four North Bay counties, and it would be competitive and discretionary, and the Commission would make the decision. Commissioner Mackenzie also asked if there are any constraints on the \$5 million? Mr. Heminger stated that there are a lot of constraints. He also mentioned that there are two types of money – the North Bay money, and the rest of the region money. The rest of the region money does have a match requirement of 3 to 1. The North Bay money does not have a match requirement.

- Commissioner Haggerty doesn't think the OBAG proposal is ready to go, and would like to see the PCAs expanded. He also expressed his concern that the CMAs are not capable of handling land use issues.
- Supervisor Gioia would like to see staff use funds to incentivize affordable housing production. He also noted that the program does not deal with health issues.
- Councilmember Pierce expressed her concern with the RHNA incentive based on past production because those who can easily produce the housing are still getting the incentives where those who have a harder time producing housing need the incentives. She also agreed with Commissioner Haggerty on the difficulty of putting the land use issues under CMAs. She requested that staff meet intensively over the next month or so with the CMA Directors to see what can be worked out in this regard – possibly the funding at the CMA level and the implementation requirements passed on to the jurisdictions. Mr. Heminger stated that the formula is just a means to getting the money to the CMAs, and they have a lot of flexibility about how to spend it in the individual jurisdictions. He also advised the committee to read Appendix A-6 – there is no requirement that the CMAs undertake land use regulation. He agreed that the CMAs need to learn quite a bit more about this subject if they are going to manage the program, just as MTC learned a lot about land use in developing this first Sustainable Community Strategy.
- Commissioner Worth expressed her support for three changes that have been proposed – the two that came from San Mateo regarding the existing growth strategy and the TLC projects and the third being a request to move the deadline out for the PDA Investment Strategy recognizing it's going to take significant effort for the cities and CMAs to do this.
- Supervisor Gioia expressed his support for including the formula with the provision to revisit it at the end of the funding cycle.

Mr. Steve Heminger summarized the four proposed amendments to MTC Resolution No. 4035, two made by Commissioner Tisser, one made by Commissioner Worth which moves the deadline out to May 1, 2013, and one proposed amendment from Supervisor Gioia, which Commissioner Spring supported, with respect to revising the funding formula at the end of the cycle where he is willing for staff to come up with some language that will be brought back to the Commission meeting on May 17, 2012.

Commissioner Cortese proposed that the following language be added, "MTC would commence work with state and federal government to create private sector economic incentives to increase housing production". Commissioner Spring amended the motion to include this proposed language.

Commissioner Tissier moved approval of the item with the five proposed amendments. Commissioner Worth seconded. The motion passed unanimously.

OTHER BUSINESS/PUBLIC COMMENT

There being no other business, the meeting adjourned at 2:00 p.m. The Committee's next meeting is scheduled for Friday, June 8, 2012 at 9:30 a.m. in the Lawrence D. Dahms Auditorium, Joseph P. Bort MetroCenter, Oakland, CA.

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BayArea Plan

To: MTC Planning Committee, ABAG Administrative Committee

Date: June 8, 2012

Fr: Assistant Executive Director, ABAG
Executive Director, MTC



Re: U.S. Department of Housing & Urban Development Regional Planning Grant

Background

The U.S. Department of Housing and Urban Development (HUD) created a Sustainable Communities Regional Planning Grant program in 2010 in support of the Sustainable Communities Partnership between HUD, the Department of Transportation, and the Environmental Protection Agency. The program is designed to create stronger, more sustainable communities by integrating housing and jobs planning, fostering local innovation and building a clean energy economy. The program places a high level of importance on the engagement of, and support for, disadvantaged communities within each metropolitan region.

San Francisco Bay Area Regional Prosperity Plan

HUD awarded MTC a \$5 million grant on behalf of the San Francisco Bay Area, with work beginning this summer. The Scope of Work builds on FOCUS. The grant application was co-sponsored by ABAG, 20 cities and counties, as well as a dozen non-profit partners, with more partners expected to join in the work over the course of the grant (through February 2015 [a copy of the full grant application is available at http://www.onebayarea.org/plan_bay_area/]) and includes the following two major areas of work:

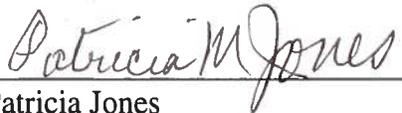
1. **Regional Prosperity Plan:** Building off of the work by the Bay Area Economic Institute, Plan Bay Area, and the Great Communities Collaborative, to develop a regional economic development strategy, with a special focus on low- and middle-income jobs that offer clear paths for advancement. The need for this work is made clear by the lack of sustained job growth between 1990-2010.
2. **Regional Affordable Housing Strategy:** Building on the work of FOCUS and Plan Bay Area, support the preservation and production of affordable housing throughout the region. This work will include an examination of affordable housing feasibility, an exploration of new funding tools, and identify potential displacement pressures associated with short and long term economic growth.

These work elements are complemented by an extensive community engagement process (Equity Collaborative), and pilot project grants. Grants will be awarded to both cities and non-profit organizations, with collaborative projects between private and public entities anticipated. The proposed organizational structure found in the attached chart shows how the workplan and funds are proposed to be managed in a partnership effort of diverse stakeholders and public agencies as required by the HUD Notice of Fund Availability. The Steering Committee will recommend funding decisions to the Commission for final action.

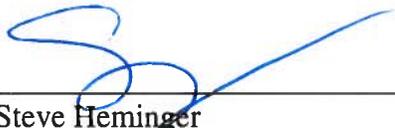
MTC and ABAG will each identify three Policy Board members to participate in the Steering Committee, with the first meeting of the Steering Committee planned for September 2012. The two workgroups and Equity Collaborative will have a Co-Chair structure that will rotate annually with regular meetings and work beginning in July.

Staff will be reaching out again to cities and Non-Profit Organizations (NGOs) throughout the region to increase participation in the process and future grant opportunities.

Staff will review the attached presentation at your meeting on June 8, 2012.



Patricia Jones



Steve Heminger

Attachments

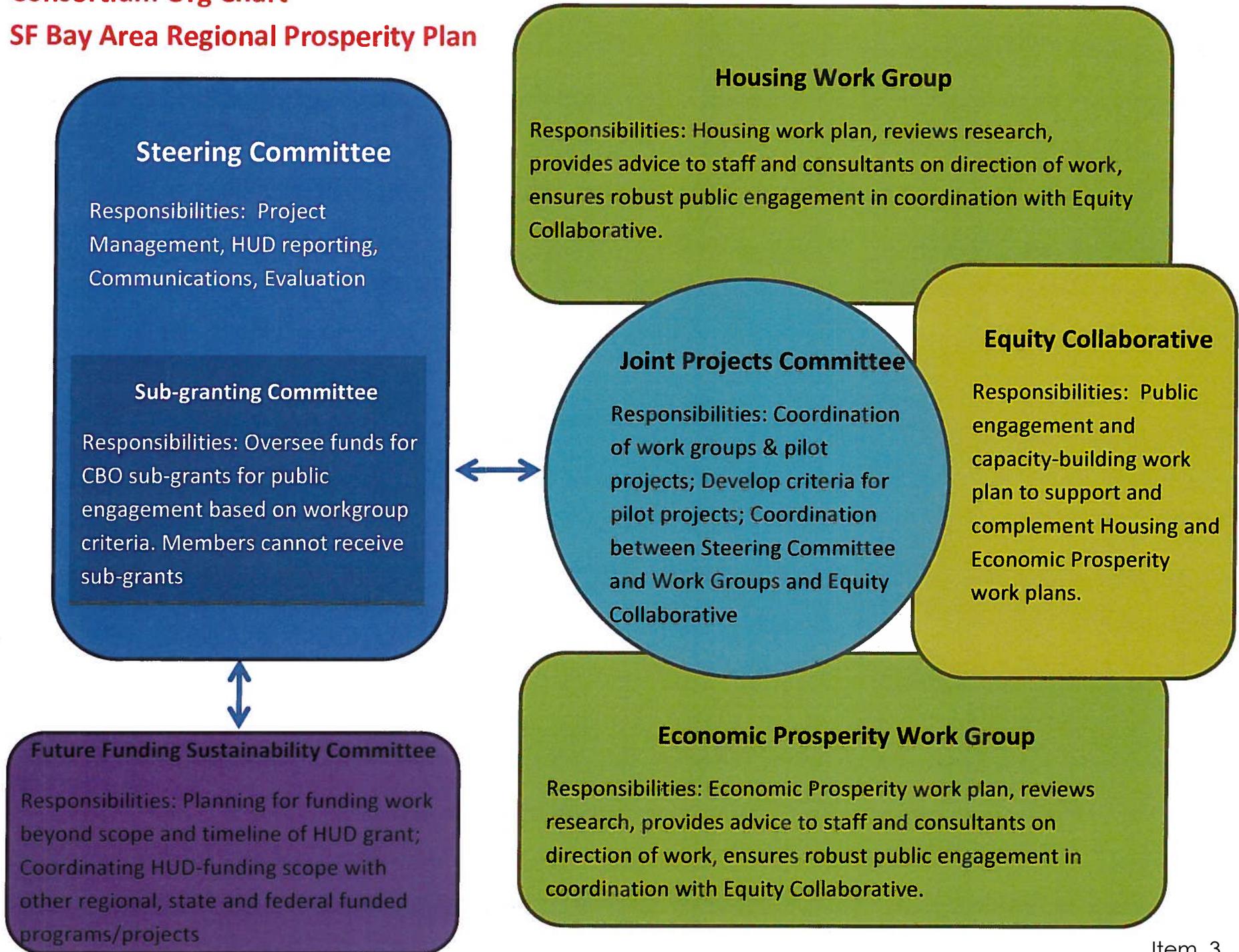
Proposed Organizational Structure for HUD Regional Planning Grant Application
Powerpoint Presentation

SH:DJ

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Consortium Org Chart

SF Bay Area Regional Prosperity Plan



Introduction to the Bay Area Regional Prosperity Planning Grant

June 8

MTC Planning Committee
ABAG Administration Committee

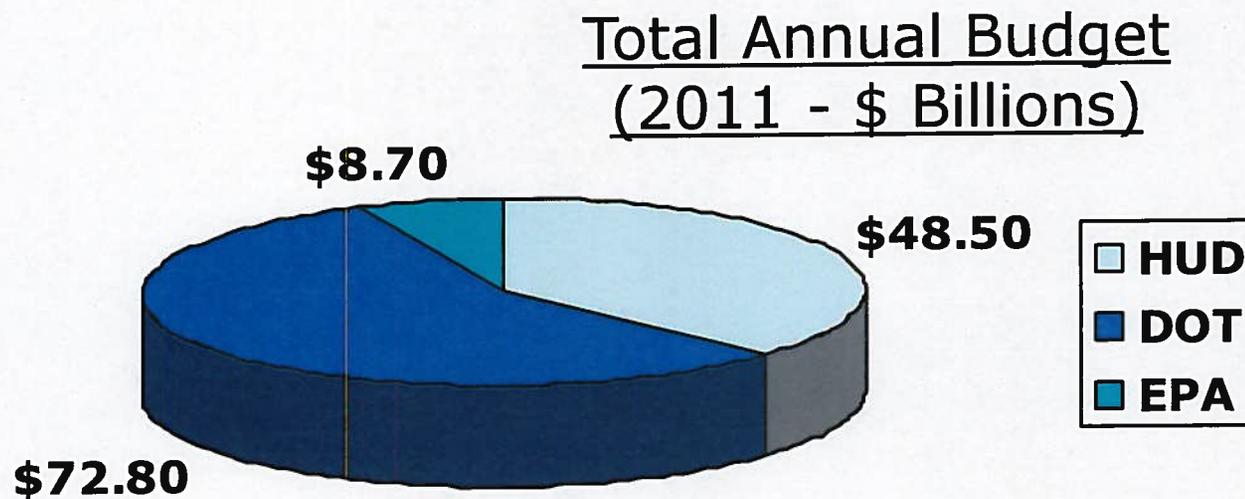
HUD's Sustainable Communities Regional Planning Grants Program

Supports regional planning that integrates housing, land use, economic and workforce development, transportation, and infrastructure investments to consider the interdependent challenges of:

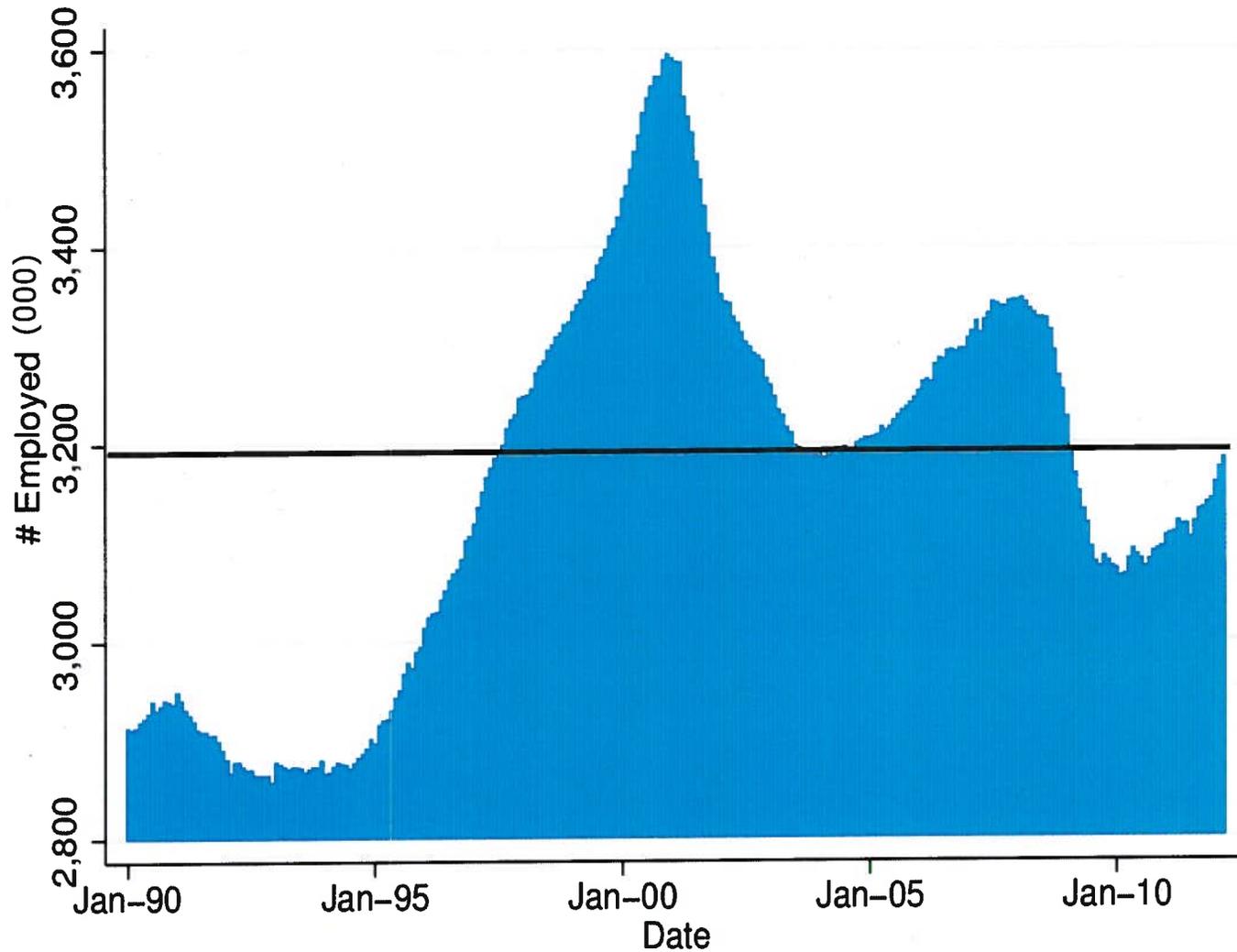
- (1) economic competitiveness and revitalization;*
- (2) social equity, inclusion, and access to opportunity;*
- (3) energy use and climate change; and*
- (4) public health and environmental impact*

Preferred Sustainability Status

- HUD offers extra points to Prosperity Plan partners for a dozen programs
- FTA considers preferred Status in Bus Livability and TIGER Programs
- EPA Office of Sustainable Communities support Status
- [Access to National Sustainable Communities Learning Network](#) offering technical assistance and lessons from across the country



Bay Area Job Growth



9 County Bay Area: Total Nonfarm Employment

Bay Area Workforce

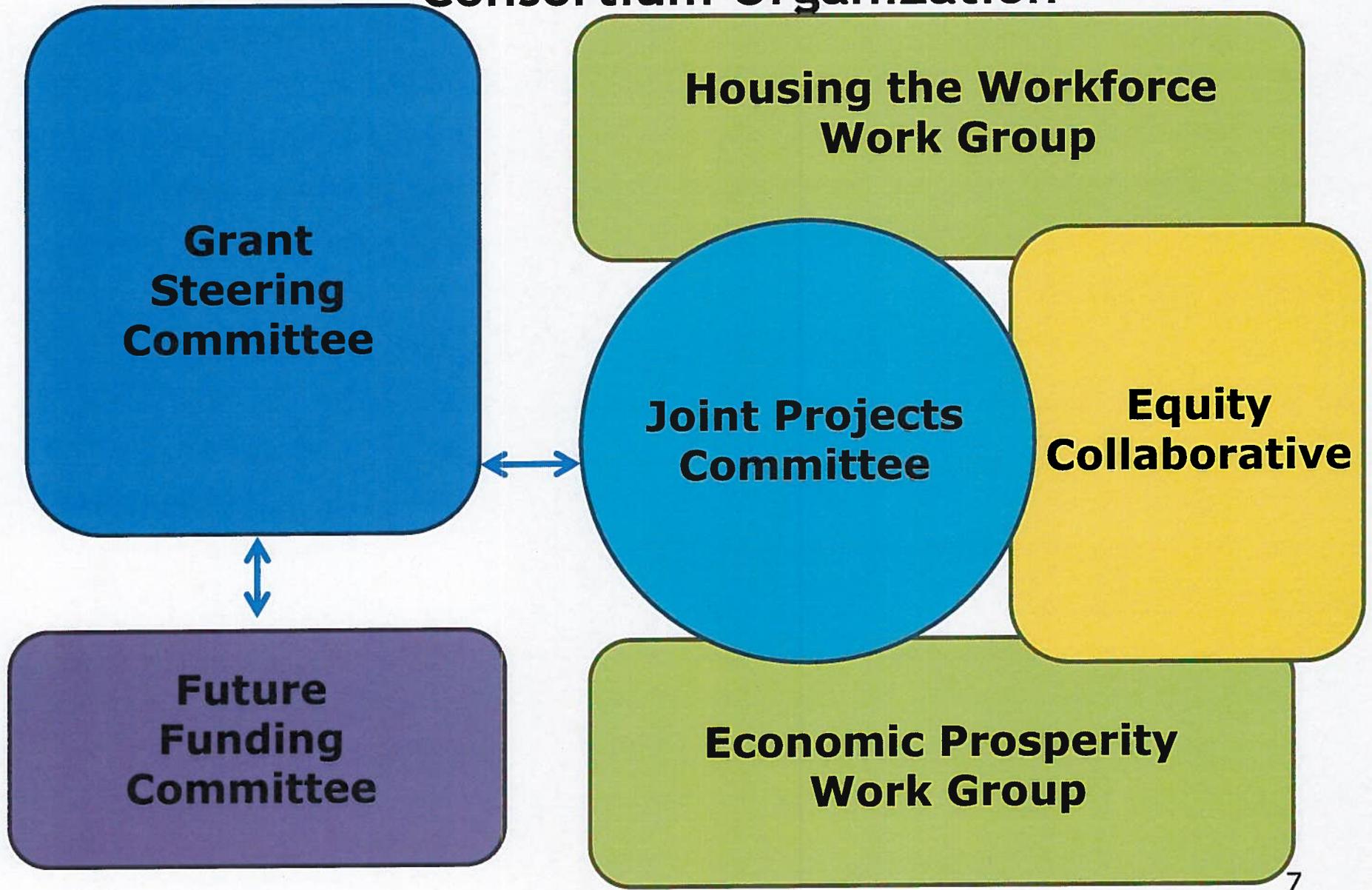
Level of Education	Median Income	Bay Area %	SF MD %	Santa Clara %	East Bay %	North Bay %
High school graduate	\$44,900	25%	21%	25%	27%	35%
Associate's degree	\$63,800	26%	22%	25%	28%	37%
Bachelor's degree	\$91,400	29%	36%	28%	27%	20%
Advanced degrees	\$132,500	19%	21%	22%	17%	8%
Number of Workers (in millions)		3.17m	.9m	.7m	1.1m	.4m

The Bay Area has the second-highest educated workforce in the U.S. based on a recent Brookings study

Equity Analysis Results from PBA

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

Regional Prosperity Plan Consortium Organization



Steering Committee

•Responsibilities:

- Project Management
- Oversight
- HUD reporting
- Communication
- Evaluation

Sub-granting Committee

Oversee pilot projects and CBO sub-grants for public engagement based on workgroup criteria.

Committee Roster

- MTC Commission (3)
- ABAG Executive Board (3)
- Three Cities (staff or elected) (3)
- Community Foundations (1)
- Great Communities Collaborative (1)
- Housing Workgroup (3)
- Prosperity Workgroup (3)

- First meeting in September
- Bi-Monthly meetings

Workgroups

- Economic Prosperity
 - Co-Chairs
 - Bay Area Council
 - Working Partnerships
 - City (TBD)
- Housing the Workforce
 - Co-Chairs
 - Council of Community Housing Organizations (SF)
 - Non-Profit Housing Assoc. of Northern California
 - City (TBD)
- Equity Collaborative
 - Urban Habitat
 - TBD

Economic Prosperity Work Group

A regional analysis and framework for economic growth and opportunity

New job and small business opportunities in transit-served job centers and underserved communities

Investment in the regional infrastructure of these communities

Pathways to channel workers and firms into Places and Industries of Opportunity

Workforce development strategies to prepare and place targeted workers in high-quality jobs

Housing the Workforce

Regional tracking tools for development & displacement

Refined parking and travel data for TOD planning & projects

Affordable housing financing strategies

Successful, collaborative pilot grants that demonstrate effective housing policy

Equity Collaborative

- Public engagement and capacity-building
- Support and complement Housing and Economic Prosperity work plans
- Facilitate public education & input on key issues throughout the region
- Peer-to-peer learning
- Provide a connection between the regional & local policy-making and “communities of concern” & other underserved communities

Grant Budget

Economic Prosperity Plan	\$520,000
Prosperity Pilot – Projects	\$1,100,000
Grants to Community Based Organizations	\$760,000
Housing Pilot Projects	\$1,200,000
Support to Partners (trainings & stipends)	\$750,000
Administration & Staffing	\$670,00
TOTAL	\$4,991,000

Grant Period: June 2012 – February 2015

2012 Timeline

Today	ABAG Admin/MTC Planning Committee •Overview & Objectives
July	MTC and ABAG name representatives to Steering Committee
July	Workgroups begin meeting
September	Steering Committee Seated Consortium Agreements
Late summer/fall	Grant criteria First Call for Projects
Winter	Grants awarded

Grant period extends to Feb. 28, 2015 to complete all work ¹⁴

BayArea Plan

To: MTC Planning Committee, ABAG Administrative Committee

Date: June 1, 2012

Fr: Assistant Executive Director, ABAG
Executive Director, MTC

Re: Plan Bay Area: EIR Scope and Alternatives

MTC and ABAG are co-lead agencies for the preparation of a programmatic Environmental Impact Report (EIR) for Plan Bay Area. This environmental assessment fulfills the requirements of the California Environmental Quality Act (CEQA) and is designed to inform decision-makers, responsible and trustee agencies, and the general public of the range of potential environmental impacts that could result from implementation of the proposed Plan Bay Area. The EIR recommends a set of measures to mitigate any significant adverse regional impacts identified in the analysis.

As a programmatic document, this EIR presents a region-wide assessment of the potential impacts of the proposed Plan Bay Area. In addition, as a first-tier environmental document, this EIR supports second-tier environmental documents for:

- Transportation projects and programs included in the financially constrained plan, and
- Residential or mixed use projects and Transit Priority Projects (TPPs) consistent with the Plan per Senate Bill 375.

The Plan Bay Area EIR does not evaluate subcomponents of the proposed Plan nor does it assess project-specific or site-specific impacts of individual transportation or development projects, which are required to separately comply with CEQA and/or National Environmental Protection Act (NEPA), as applicable.

The MTC and ABAG boards adopted a preferred land use strategy and transportation investment strategy at a joint meeting last month. The preferred strategies provide the basis for the CEQA “project” that will be evaluated by this program EIR. This EIR will also analyze a range of reasonable alternatives to the proposed project that could feasibly attain most of the Plan’s basic project objectives and would avoid or substantially lessen any of the significant environmental impacts. Due to budgetary and scheduling constraints, this EIR is proposed to evaluate up to four alternatives, including the CEQA-required “No Project” alternative.

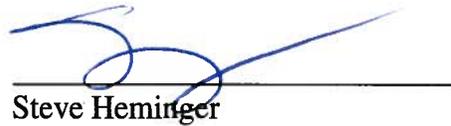
Agency and public comments on the scope of the environmental analysis and alternatives will be solicited through the Notice of Preparation (NOP) to be issued on June 11, 2012 for a 30-day review period and at four regional scoping meetings to be held starting on June 20, 2012 through June 28, 2012.

At your June 8 meeting, staff will review the attached presentation which lays out a proposed approach, methods and draft alternatives for your review and comment. We expect to modify the

alternatives in response to committee comments and comments submitted during the scoping process. Following the scoping process, staff will present final alternatives to the MTC Planning/ABAG

Administrative Committees for review on July 13, 2012 and the Commission and ABAG Executive Board for approval on July 17, 2012. The full schedule of milestones is provided in Table 1, attached to this memorandum.


Patricia Jones


Steve Heminger

SH:AN

J:\COMMITTEE\Planning Committee\2012\June\EIR_Scope-Alternatives.doc

TABLE 1

<i>Dates</i>	<i>EIR Milestones</i>
June 8	Present Draft Alternatives for review by Joint MTC Planning/ABAG Administrative Committees
June 11	Release Notice of Preparation for 30-Day Public Review Period (Comment Period: June 11, 2012 – July 11, 2012)
June	Hold Regional Scoping Meetings <ul style="list-style-type: none"> • June 20 – Oakland • June 21 – San Jose • June 26 – San Francisco • June 28 – San Rafael
July 13	Present Final Alternatives for review by Joint MTC Planning/ABAG Administrative Committees and recommendation to the Commission and ABAG Executive Board
July 19	Commission and ABAG Executive Board approve Final EIR Alternatives
July - December	Prepare Draft EIR
December 14	Release Draft EIR for 45-Day Public Review Period by Joint MTC Planning/ABAG Administrative Committees (Comment Period: December 14, 2012 – January 31, 2013)
January 2013	Hold Public Hearings on Draft Plan and Draft EIR
February – March 2013	Prepare Final EIR (includes Response to Comments)
April 2013	Commission and ABAG Executive Board Certify Final EIR and Adopt Final Plan



**PI BayArea
Plan**

Scoping the EIR Alternatives

Joint MTC Planning/ABAG Administrative Committees
June 8, 2012

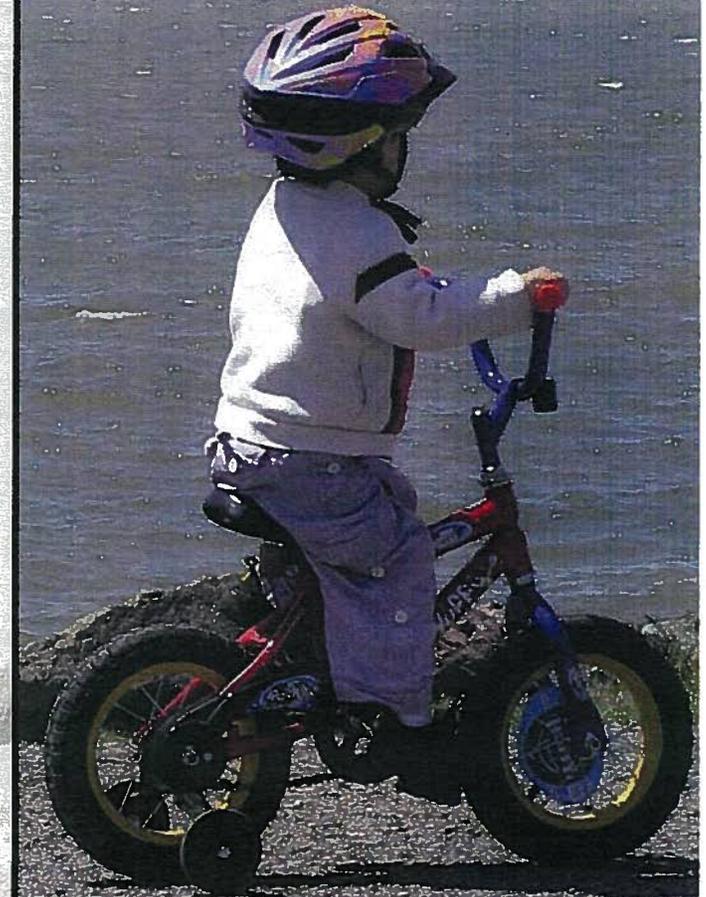
EIR (Environmental Impact Report)

- **Purpose**
 - Identify the Plan's significant impacts on the environment
 - Evaluate a range of reasonable alternatives to the Plan
 - Determine how the Plan can avoid or mitigate significant impacts
- **Scope**
 - Presents region-wide assessment of the proposed Plan and alternatives
 - Provides CEQA streamlining opportunities for:
 - transportation projects and programs included in the financially constrained Plan
 - development projects as defined by SB 375

Equity Analysis

- **Purpose**
 - **Assess the equity implications** of all alternatives included in the Plan Bay Area EIR
 - **Identify the benefits and burdens** of land use impacts and transportation investments for different socioeconomic groups

- **Timeline**
 - Analysis takes place in parallel with EIR
 - Equity Analysis Report slated for completion in early 2013

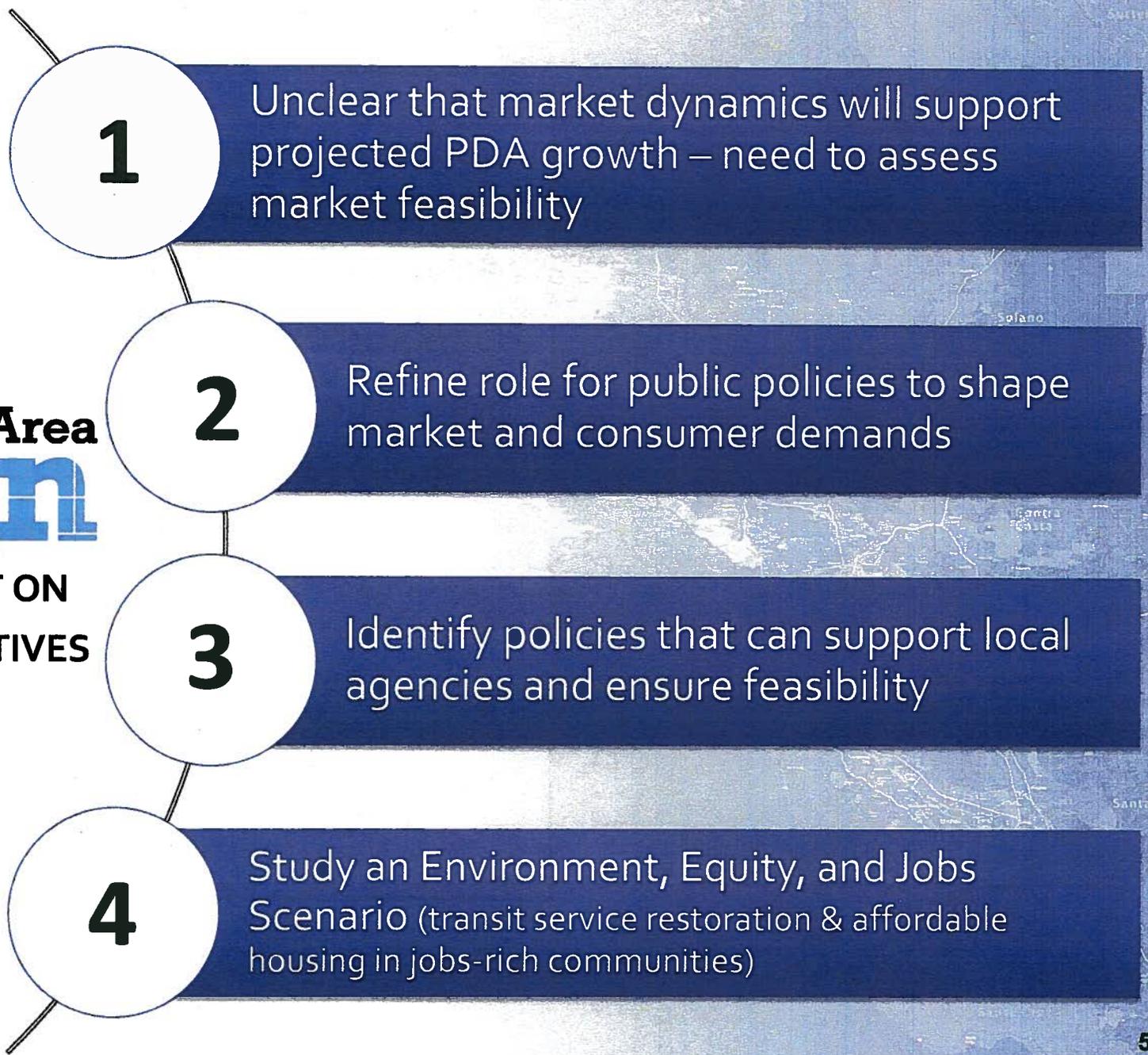


Economic Impact Analysis

- **Purpose**
 - Assess economic impacts of Plan Bay Area's land use patterns and transportation investments on regional economy
- **Key Areas of Interest**
 - State of Good Repair
 - Pricing
 - Housing Policy
 - PDA Land Use & Development
 - Goods Movement
- **Timeline**
 - Analysis slated for completion in fall 2012
 - Results will inform future economic analysis efforts

BayArea Plan

EARLY INPUT ON EIR ALTERNATIVES



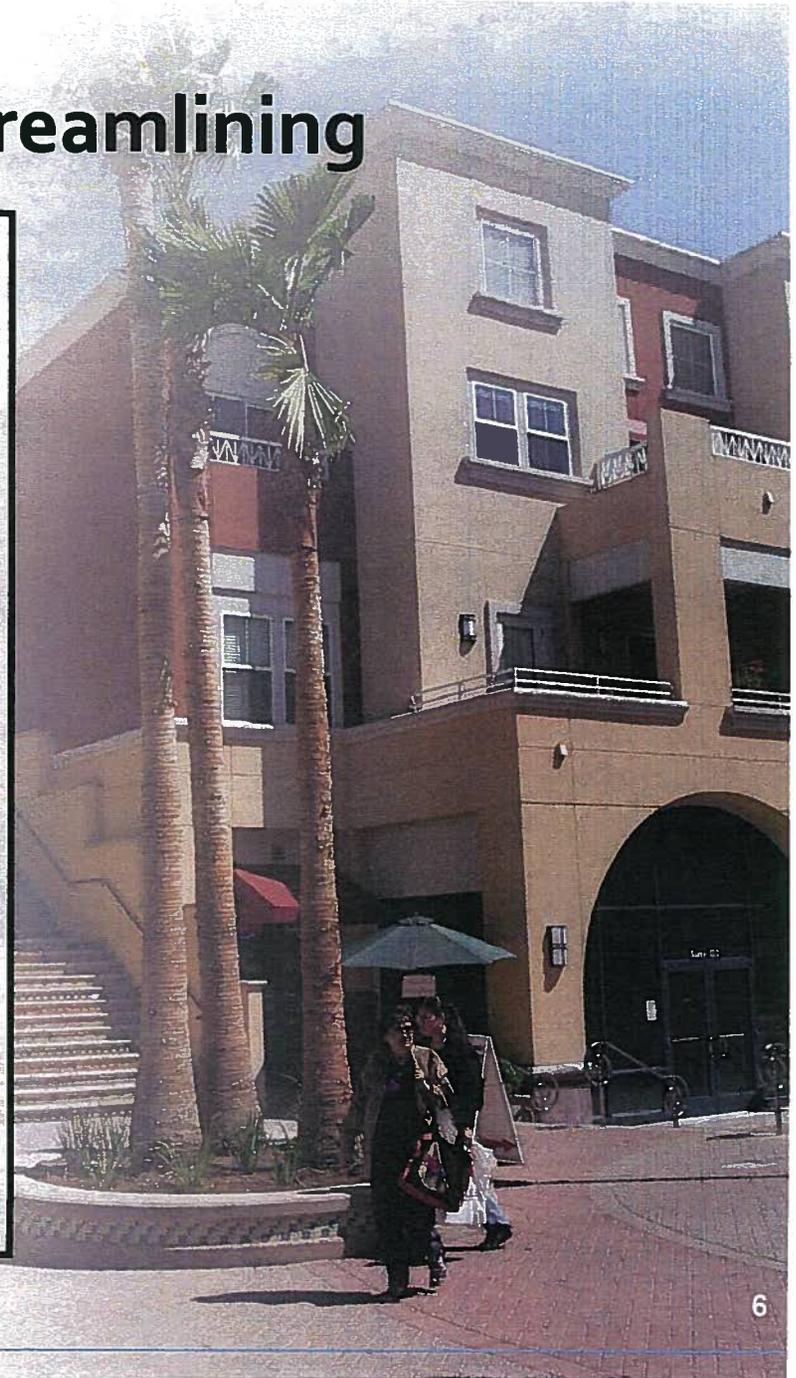
SB 375 Allows for CEQA Streamlining

Residential/Mixed Use Project

- At least 75% of building square footage is residential use

Transit Priority Project (TPP)

- At least 50% residential use & minimum of 0.75 floor/area ratio
- Minimum density of 20 units/acre
- ***Within ½ mile of a major transit stop or high-frequency transit corridor (15 minute headways)***





BayArea Plan



If the proposed residential or mixed use project is consistent with the land use designation, density, intensity, and policies of Plan Bay Area...



...and if the project is located in a TPP eligible area **and** meets all exemption criteria:

Project is fully exempt from CEQA



...and if the project is located in a TPP eligible area **but** doesn't meet all exemption criteria:

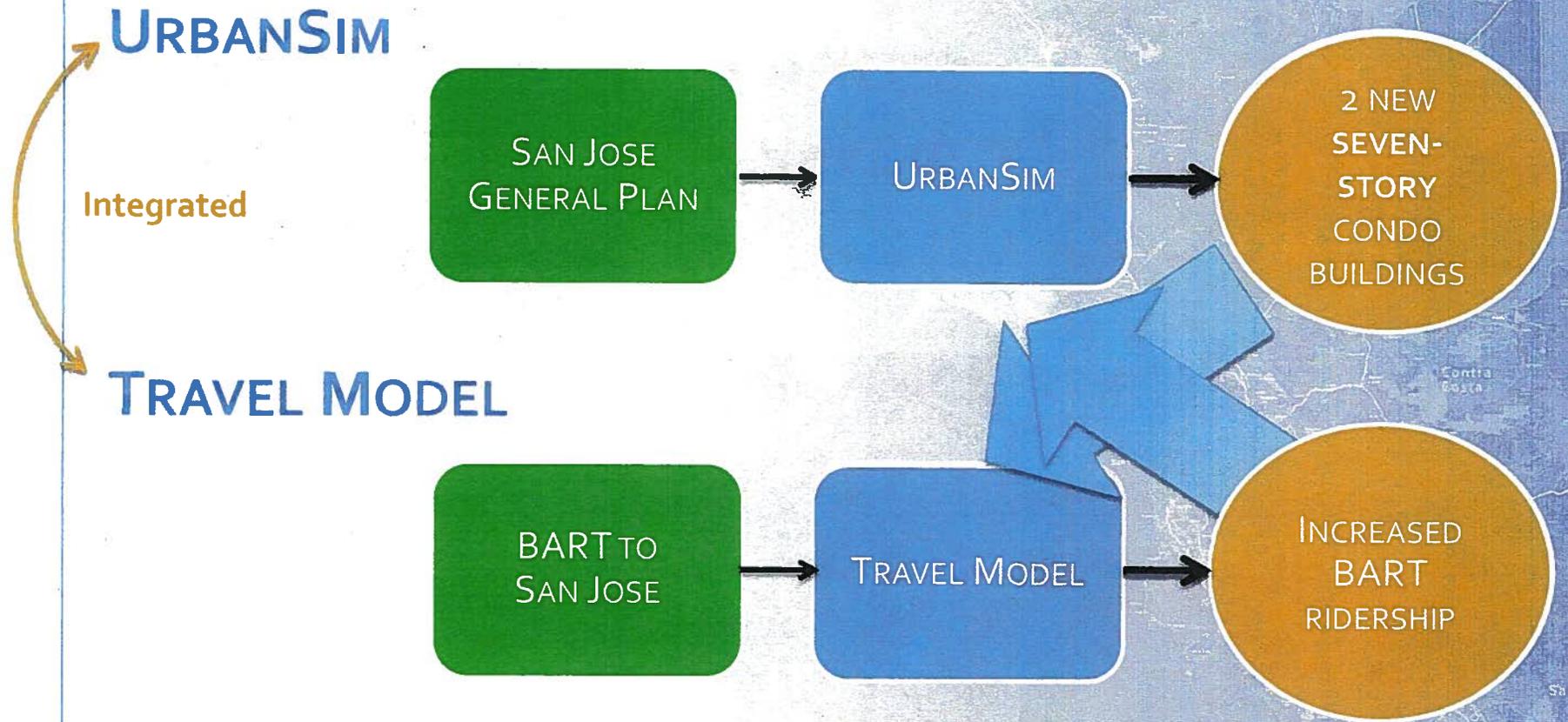
Project qualifies for streamlined environmental review (SCEA)



...and if the project is **not** located in a TPP eligible area:

Project is only eligible for limited CEQA streamlining

The Power of Analytical Tools



UrbanSim: Policy Toolbox and Market Dynamics

UrbanSim tests explicit land use policies that attract or constrain development.



Defining EIR Alternatives

LAND USE

Objectives

- Identify efficient land use pattern that maximizes existing and planned transportation investments
- Support housing choice and diversity
- Improve jobs-housing fit
- Preserve agricultural lands/open space

Approach

- Locally adopted General Plans and zoning policies provide the base
- Assess preferred land use strategy (Jobs-Housing Connection)
- Assess various land use policies to consider future growth distribution

TRANSPORTATION

Objectives

- Identify financially constrained transportation investment strategy

Approach

- Existing transportation network provides the base
- Assess preferred Transportation Investment Strategy, or modify it to reflect shifts in investment priorities
- Assess explicit transportation demand management policies

Potential EIR Alternatives



1

No Project

(CEQA required)

LAND USE

- Base on 2010 existing land use conditions
- Continue existing General Plans and local zoning into the future
- Assume loose compliance with urban growth boundaries -> more greenfield development

TRANSPORTATION

- Base on 2010 existing transportation network
- Only include projects that have either already received funding and have environmental clearance as of May 1, 2011



2

Jobs-Housing Connection

(Preferred Scenario - CEQA "Project")

LAND USE

- Direct 80% of future growth into Priority Development Areas
- Policy measures to be determined

TRANSPORTATION

- Preferred Transportation Investment Strategy



3

Network of Transit Neighborhoods

LAND USE

- Start with No Project land use
- Assess land use mix and density by leveraging policies:

UPZONING

INCENTIVES

FEEES

GROWTH
BOUNDARIES

TRANSPORTATION

- Preferred Transportation Investment Strategy



4

Workforce Housing Opportunities

LAND USE

- Start with Network of Transit Neighborhoods land use
- All Bay Area jobs filled by Bay Area workers (i.e. zero in-commuting)
- Further constrain development in outer Bay Area by leveraging policies:

FEES

GROWTH
BOUNDARIES

TRANSPORTATION

- Modified Preferred Transportation Investment Strategy #1:

Transit Comprehensive
Operations Analyses
(COA) Implementation

Only HOV lane
conversions for
Express Lanes

- Implement pricing policies:

VMT
FEE

PARKING
PRICING



5

Environment, Equity, and Jobs

LAND USE

- Start with No Project land use
- Provides more affordable housing in high job accessibility locations via the following policies:

UPZONING

INCENTIVES

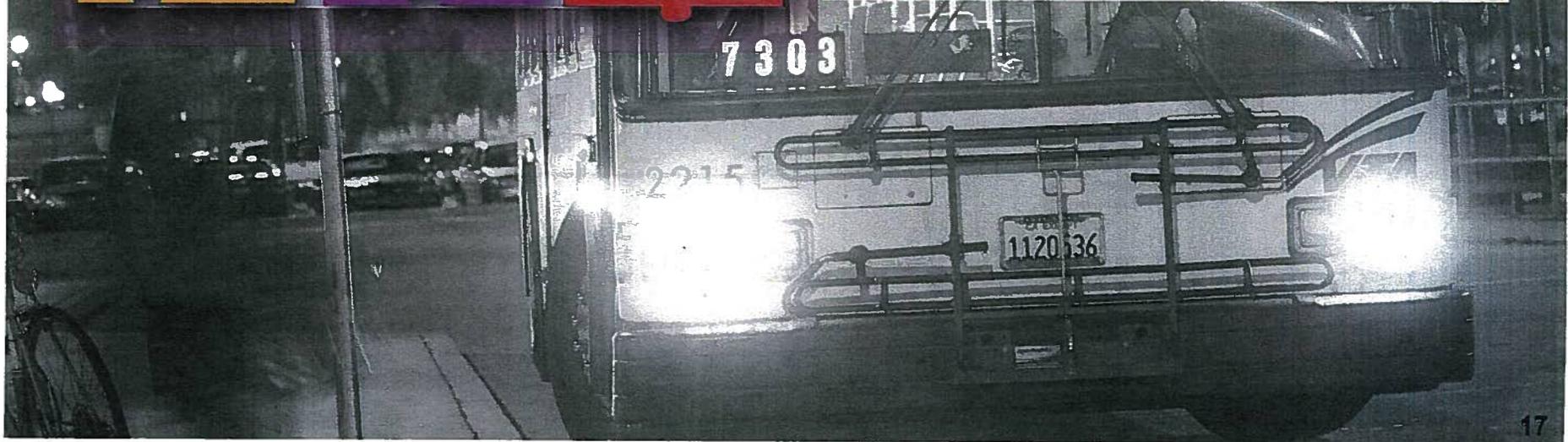
FEES

TRANSPORTATION

- Modified Preferred Transportation Investment Strategy #2:

2005 Transit Service Level Restoration

Only HOV lane conversions for Express Lanes

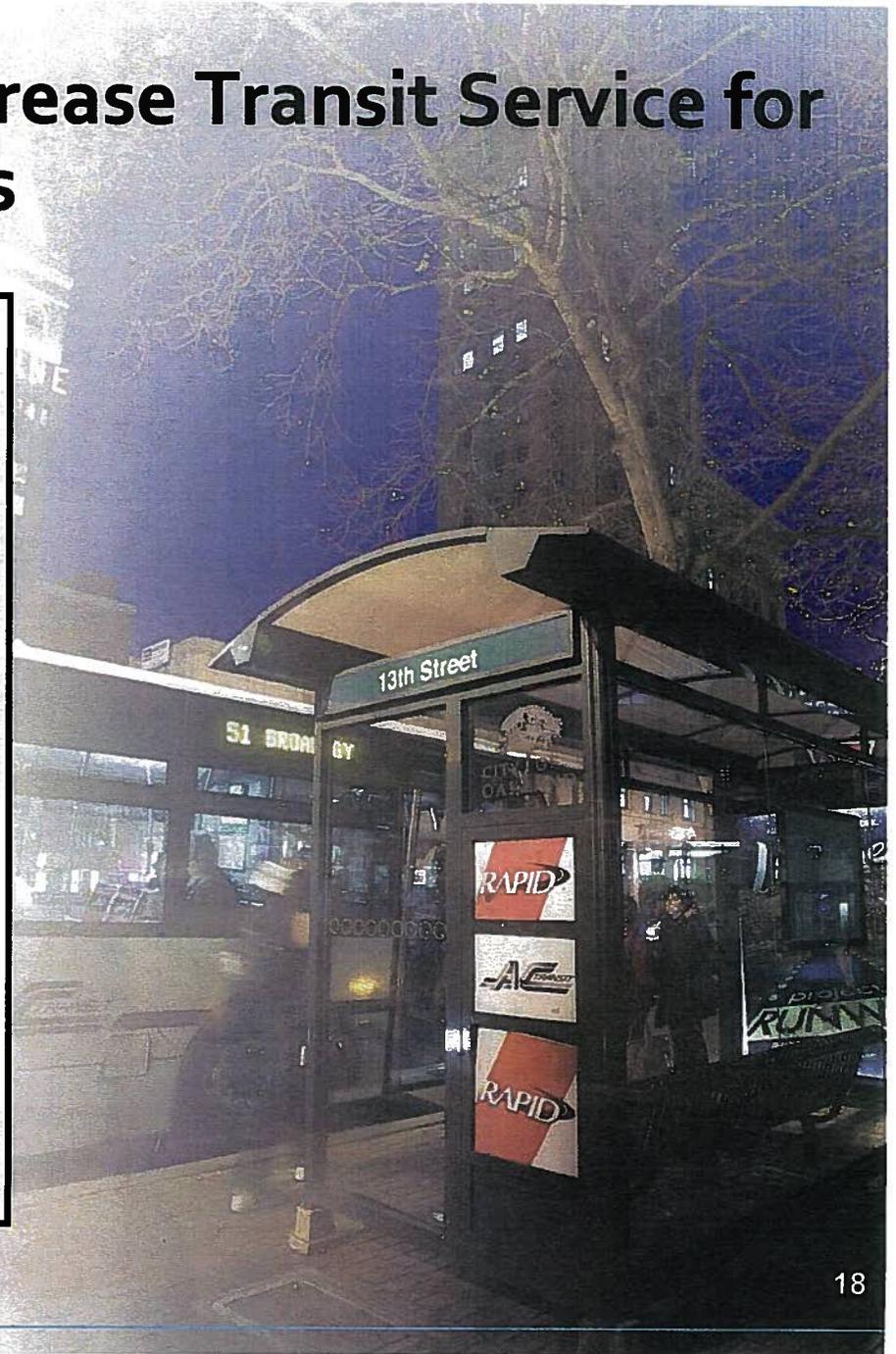


Redirect Funding to Increase Transit Service for Certain EIR Alternatives

Potential Shifts to Transit Operating

Project/ Program	Investment Strategy	Possible Shifts
Transit Capital Replacement	\$8.3 billion	\$2.6 billion
OBAG	\$14.0 billion	\$2.0 billion
Regional Express Lanes Network	\$0.6 billion	\$0.3 billion
Freeway Performance Initiative	\$2.7 billion	\$1.0 billion
TOTAL	\$25.6 billion	\$5.9 billion

Shift funding towards
EIR alternatives'
investment priorities



Key Scoping Questions

- **Are we applying the appropriate policy levers to better encourage sustainable development?**
- **Are there missing land use policy or transportation strategies that should be included in the draft alternatives?**
- **Should we test an entirely different alternative? If yes, what are the land use policy or transportation strategies to be tested?**

EIR Schedule

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December 14	Release Draft EIR and Draft Plan for 45- and 55-Day Public Review Periods by Joint MTC Planning/ABAG Administrative Committees
January	Hold Public Hearings on Draft Plan and Draft EIR
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April	Commission and ABAG Executive Board Certify Final EIR and Adopt Final Plan