

AGENDA

ADMINISTRATIVE COMMITTEE

Joint Meeting with MTC Planning Committee

Friday, September 14, 2012, 9:30 AM

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 may act on any item on this agenda.

1. **Call to Order/Confirm Quorum**
2. **Compensation Announcement**
3. **MTC Consent Calendar: Minutes of July 13, 2012**

ACTION. MTC Planning Committee approval.

Attachment: MTC Planning Committee Minutes, July 13, 2012

4. **Briefing on Modeling Technologies for Plan Bay Area—Travel Model One and UrbanSim**

Information. In response to committee members' requests at the July 2012 meeting, David Ory, MTC and Michael Reilly, ABAG, will provide an overview of the agencies' modeling technologies, including the activity-based Travel Model One and the new UrbanSim land use model.

Attachment: Procedures on Modeling Technologies

Administrative Committee

September 14, 2012

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5. Public Comment

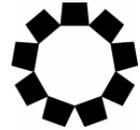
6. Adjournment



Ezra Rapport
Secretary-Treasurer

September 11, 2012

Date



CALL AND NOTICE

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

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

CALL AND NOTICE OF SPECIAL MEETING OF THE ADMINISTRATIVE COMMITTEE OF THE ASSOCIATION OF BAY AREA GOVERNMENTS

As Chair of the Administrative Committee of the Association of Bay Area Governments (ABAG), I am calling a special meeting of the ABAG Administrative Committee, which will meet jointly with the Metropolitan Transportation Commission's Planning Committee, for September 14, 2012 at 9:30 a.m., at the Joseph P. Bort MetroCenter, 101 8th Street, Lawrence D. Dahms Auditorium, Oakland, California 94607. The business to be transacted will include:

MTC Consent Calendar: Minutes of July 13, 2012

Briefing on Modeling Technologies for Plan Bay Area—Travel Model One and UrbanSim

Members of the public shall be provided an opportunity to directly address the ABAG Administrative Committee concerning any items described in this notice before consideration of that item. Agendas and materials will be posted and distributed for this meeting by ABAG staff in the normal course of business.

A handwritten signature in black ink that reads "Mark Luce". The signature is written in a cursive, flowing style.

Mark Luce
Chair, Administrative Committee

September 11, 2012

Date



METROPOLITAN
TRANSPORTATION
COMMISSION

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Oakland, CA 94607-4700
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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. Giacopini
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
July 13, 2012
MINUTES**

ATTENDANCE

Vice Chair Halsted called the MTC Planning Committee meeting to order at 9:42 a.m. Planning Committee members in attendance were: Commissioners Green, Haggerty, Liccardo, Mackenzie and Mullin. Commission Chair Tissier was present in her ex-officio voting member capacity. Other Commissioners present as ad hoc non-voting members of the Committee were Campos and Wiener.

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

CONSENT CALENDAR: a) Minutes of June 8, 2012

Commissioner Mackenzie moved approval of the Consent Calendar, Commissioner Liccardo seconded. Motion passed unanimously.

PLAN BAY AREA: Environmental Impact Report (EIR) Scoping Feedback and Alternatives

Ms. Ashley Nguyen stated that during late June and early July MTC and ABAG hosted five public outreach meetings and received a wealth of comments as well as hundreds of letters and emails. She touched on four key themes on what staff heard during the scoping process: 1) Significant concerns expressed by the public about the legitimacy, the impacts and influence of Plan Bay Area; 2) The EIR analysis needs to assess the feasibility of some of the earlier vision-based land use forecasts; 3) A wide range of alternatives should be analyzed incorporating the feedback particularly from the Business, Equity, and Environmental groups; and 4) CEQA's streamlining will support the envisioned growth patterns proposed by the Plan and will be beneficial to local jurisdictions, but it must be considered carefully.

Ms. Nguyen commented that the scoping process has been helpful in refining staff's thinking on the preliminary alternatives as well as getting stakeholders' direct input on crafting two of the five alternatives.

She also stated that over the past year and a half, staff has conducted two rounds of scenario planning. She noted that as staff moves forward with the EIR, staff proposed to use a policy-based approach, that will describe the land use and transportation policies to be tested within each alternative.

Ms. Nguyen explained the integrated land use/travel modeling systems to be used in defining and assessing the EIR alternatives. UrbanSim is an economic/land use model created in partnership with University of California, Berkeley and MTC's activity-based travel model has been developed over the past few years. She also explained the specific land use and transportation policies to be tested within each of the five proposed EIR alternatives, which are 1) No Project; 2) Jobs-Housing Connection Project; 3) Transit Priority Focus; 4) Enhanced Network of Communities, which was defined by the business community; and 5) Environmental, Equity and Jobs, which was defined by the equity and environmental communities. She recommended that the joint committees refer the five alternatives for final approval at the July 19th special joint meeting of the Commission and ABAG Executive Board.

Committee comment:

- Supervisor Luce stated that he doesn't know if staff can label any of these alternatives – other than the ones that are already based on an existing land use policy – as realistic alternatives. Ms. Nguyen stated the committee needs to look at the five alternatives and determine which elements of those alternatives may be called into question in terms of feasibility and consider advancing those that they believe pass the feasibility test. Mr. Heminger also stated that the committee can mix and match individual elements of each of the alternatives.
- Supervisor Gioia asked if the legal analysis in the EIR will be sufficient enough if the committee mixes and matches individual components. Ms. Tina Thomas, Thomas Law Group, stated that yes, the committee can pick and choose amongst the elements, and if the committee picks a hybrid, staff will make sure the EIR covers elements points and prepare findings accordingly.
- Commissioner Liccardo commented on Alternative 3 and asked why staff would scale back the Regional Express Lanes if the goal in that alternative would be an improvement of an environmental impact? Ms. Nguyen stated that the Regional Express Lanes Network is largely intact because it does include both the HOV lane conversions as well as all the gap closures. Overall, while this alternative does scale back widenings for express lanes on I-80 and I-580, the feasibility and viability of Regional Express Lane Network as a whole remains because the main elements of the network are still there.
- Commissioner Haggerty stated that it seems the assumption is the Express Lane Network will become growth inducing. Mr. Heminger stated that the question staff has heard from various commenters is whether the express lane network should focus just on the core of the system and largely on conversion or should it contemplate the fact that the network will eventually connect into the adjoining region's network. He stated that what staff is proposing is to look at the alternative – it's not a suggestion that the alternative be endorsed.
- Commissioner Mackenzie asked if the UrbanSim model is being programmed to test two different population and job growth projections. Ms. Nguyen stated that there are two different regional growth forecasts being tested. All alternatives will use the regional growth forecast used by ABAG with the exception of Alternative 4 which will test a different regional growth forecast that provides a housing opportunity for every employed resident. The UrbanSim model takes those regional growth forecasts as inputs into the model – it does not make variations in any of the forecasts itself while it's going

through the simulation process. Commissioner Mackenzie also questioned CEQA's streamlining and asked if it's the opinion of MTC's legal counsel that what staff is proposing is consistent with the statute. Ms. Thomas responded yes. She also stated that an exemption is one way to streamline, and the other way is what's called a Sustainable Communities Environmental Assessment (SCEA), which is the most likely tool to be used for qualifying projects.

- Commissioner Green stated that there will most likely be an Alternative 6 which will be a weaving of the best elements of the other five alternatives. He also noted that the Alameda County Transportation Commission sent a letter to MTC expressing their concerns, which he summarized, and asked staff if they had a chance to look at these concerns. Ms. Nguyen stated that staff is sorting through all the comments received and will take them into consideration during the EIR process.
- Supervisor Gioia stated that all the different alternatives really came out of discussions from the past meetings, input from organizations and advocates, and is pleased that staff is studying these alternatives. He also asked that if the analysis is less thorough on some of the alternatives, then how does that impact staff's ability to pull from that into a preferred scenario. Ms. Thomas stated that there will be a slightly lesser degree of analysis on the alternatives, but will be sufficient enough so the Committee members can pick and choose.
- Commissioner Mackenzie questioned if staff creates an Alternative 6 will there be any benefit of having it run through the UrbanSim process. Ms. Nguyen stated that staff will fully assess the alternative and make sure it's adequately covered in the EIR. He also suggested that Commissioners would benefit from a classroom-style briefing on the workings of UrbanSim. Ms. Nguyen said that staff will make those arrangements.
- Commissioner Campos commented on Alternative 5 and asked if the modeling will give the Committee all the information that will be needed. Ms. Nguyen stated that staff feels confident that they will get results across the board equally for all the alternatives.
- Commissioner Luce stated that staff needs to go in with their eyes open and scrutinize what they are doing and ask themselves if this really makes sense, and if it is politically viable.

Public comment:

- Ms. Linda Best, Contra Costa Council, urged the committee to include in the EIR assessment the alternative 4 that she had submitted in a letter to staff.
- Mr. Paul Campos, Building Industry Association, agreed with Ms. Best's comments, and also thanked staff for reaching out to the Building Industry community in creating a wide range of EIR alternatives. He expressed his support with including Alternative 4.
- Mr. Manolo Gonzalez-Estay, TransForm, expressed his support for the mix-and-match of alternatives. He commented on the public participation of the scoping process, and noted that it was unfortunate that four of the five public scoping meetings were held during the middle of the day.
- Ms. Catherine Lyons, Bay Area Council, stated the Bay Area Council looks forward to continuing to work with MTC and ABAG on potentially increasing streamlining opportunities and identifying and reducing impediments to this kind of development to make sure that the Plan can be fully implemented.

- Mr. Rob Means questioned whether this Plan is going to reduce the CO2 emissions by 19% eight years from now, and by 55% within 25 years. He suggested that when staff looks at transit portion that they consider automated transit networks - consider advanced transportation options.
- Ms. Parisa Fatehi, Public Advocates, stated that the Draft EIR should analyze the distribution of the environmental impacts to ensure that they are fairly distributed across all segments of the populations. She encouraged staff to make sure that the models/tools that are being used for analysis in the EIR are sensitive to the differences not only in behavior but in policy impacts on vulnerable communities.

Commissioner Mackenzie, MTC, moved that these alternatives go forward to the full Commission for their approval. Commissioner Liccardo seconded. Motion passed unanimously.

Supervisor Gioia, ABAG, moved that these alternatives be referred to the ABAG Executive Board for approval. Mr. Gingles seconded. Motion passed unanimously.

OTHER BUSINESS/PUBLIC COMMENT

There being no other business, the meeting adjourned at 11:09 a.m. The Committee's next meeting is scheduled for Friday, September 14, 2012 at 9:30 a.m. in the Lawrence D. Dahms Auditorium, Joseph P. Bort MetroCenter, Oakland, CA.

Plan BayArea

TO: MTC Planning Committee, ABAG Administrative
Committee

DATE: September 7, 2012

FR: Executive Director

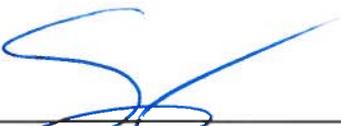
RE: Briefing on Modeling Technologies for Plan Bay Area

In response to committee members' requests at the July 2012 meeting, MTC and ABAG staff will provide an overview of the agencies' modeling technologies, including the activity-based Travel Model One and the new UrbanSim land use model.

Over the past eighteen months, ABAG and MTC staff have been working closely with Professor Paul Waddell of the University of California to develop and refine a spatially-explicit economic and land use model known as UrbanSim. When combined with MTC's existing activity-based Travel Model One, UrbanSim will produce detailed results for Plan Bay Area Environmental Impact Report (EIR) alternatives currently under development this fall.

The UrbanSim model has been developed to predict economic behavior based on detailed market and regulatory information stored at a parcel level and subsequently simulate economic behavior of developers and development patterns. This modeling approach is analogous to Travel Model One's simulation of household travel behavior, allowing for the development of regional travel forecasts. UrbanSim and Travel Model One work in an integrated manner to help us examine the connections between transportation investments and land use patterns.

At your meeting, staff will brief you on how the models work, the sources of data used to run the models, and the manner in which the results will be presented for the draft EIR later this year.



Steve Heminger

SH: KK

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Plan BayArea

Land Use and Transportation Modeling Briefing

Joint MTC Planning/ABAG Administrative Committees
September 14, 2012

New Analytical Tools

- Starts with policies and projects as inputs into the models
- Examines potential consequences of policies/projects on outcomes such as land use patterns, land use mix, density, and travel patterns
- Allows interactive testing of how different policy strategies fare in achieving an outcome
- Assesses growth inducing and cumulative impacts – two key areas for SB 375 CEQA streamlining

URBANSIM

Integrated



TRAVEL MODEL



Largest MPOs should “build formal microeconomic land use models, as soon as is practical, so that they can be used to analyze and evaluate the effects of growth scenarios on economic welfare (utility), including land prices, home affordability, jobs-housing fit, the combined housing-transportation cost burden, and economic development (wages, jobs, exports).”

Source: *California Transportation Commission’s 2010 RTP Guidelines*

The Power of Analytical Tools

URBANSIM

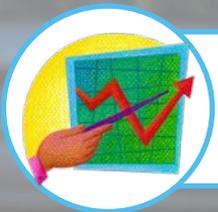
Integrated



TRAVEL MODEL



- Utilized throughout the Plan Bay Area process
- Forecasts regional travel demand using a tour-based framework, rather than a trip-based framework
- Leverages extensive transportation data collected as part of decennial Bay Area Travel Survey & U.S. Census
- Activity-based models are being used by many MPOs nationwide, including Atlanta, Denver, and Sacramento



**STAFF
DEMONSTRATION**

- Developed for use in analyzing land use in EIR alternatives
- Relies on an economic framework to forecast future land use pattern using a policy-based approach
- Based on residential and commercial development data, integrated with cities' General Plan frameworks
- UrbanSim has been used for land use analysis worldwide, including Seattle, Phoenix, Salt Lake City, Paris, and Zurich



**STAFF
DEMONSTRATION**

Questions and Answers

