



ABAG

AGENDA

ADMINISTRATIVE COMMITTEE

Friday, November 9, 2012, 9:30 AM to 10:30 AM

Special Joint Meeting with the MTC Planning Committee

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/Compensation Announcement**
2. **MTC Planning Committee Consent Calendar: Approval of Minutes of October 12, 2012**

MTC Planning Committee ACTION

3. **Plan Bay Area Schedule Update**

Information. Staff will provide an overview of the Plan Bay Area efforts currently underway and an update on the overall schedule.

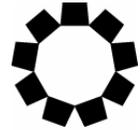
Attachments: Rapport/Heminger memo dated November 2, 2012; Plan Bay Area Schedule Update Presentation

4. **Public Comment/Adjournment**

Ezra Rapport
Secretary-Treasurer

November 5, 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 Vice Chair of the Administrative Committee of the Association of Bay Area Governments (ABAG), I am calling a special meeting of the ABAG Administrative Committee for Friday, November 9, 2012, at 9:30 a.m. to 10:30 a.m., at Joseph Bort MetroCenter, 101 8th Street, Auditorium, Oakland, California 94607. This will be a joint meeting with the Planning Committee of the Metropolitan Transportation Commission.

The business to be transacted will include:

**MTC Planning Committee Consent Calendar: Approval of Minutes of
October 12, 2012**

Plan Bay Area Schedule Update

Members of the public shall be provided an opportunity to directly address the ABAG Administrative Committee concerning any item 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 blue ink that reads "Julie Pierce". The signature is written in a cursive style.

Julie Pierce
Vice Chair, Administrative Committee

November 5, 2012

Date



METROPOLITAN
TRANSPORTATION
COMMISSION

Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, CA 94607-4700
TEL 510.817.5700
TTY/TDD 510.817.5769
FAX 510.817.5848
E-MAIL info@mtc.ca.gov
WEB www.mtc.ca.gov

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
October 12, 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, Giacopini, Green, Haggerty, Halsted, Liccardo, Mackenzie and Mullin. Commission Chair Tissier and 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, and Wiener.

CONSENT CALENDAR: a) Minutes of September 14, 2012

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

SAN FRANCISCO BAY TRAIL UPDATE

Ms. Laura Thompson, ABAG, updated the committee on the San Francisco Bay Trail Project to advance completion of a continuous 500-mile trail through all nine Bay Area counties, 47 shoreline cities, and across seven toll bridges. She noted that 330 miles are complete and the objectives of the project are to coordinate completion of the multi-jurisdictional trail system; close trail gaps through grant awards to local agencies for trail planning and construction; and educate the public about this valuable resource.

Committee comment:

- Commissioner Green commented on the pace of the project, which is 9 miles per year since 1995 and another 175 miles to go, and asked if there is anyway it can be accelerated.
- Commissioner Halsted stated that the results of polls in San Francisco about Parks and Recreation indicate that trails are a widely supported investment. She expressed her support for advancing implementation as soon as possible.
- Commissioner Rein-Worth agrees with Commissioner Green in terms of the desirability of the project, and asked if this project is considered when development projects need mitigation credits. She also expressed support for accelerating the project. Ms. Thompson stated that much of the Bay Trail is completed through permit requirements from BCDC, so any development within the 100ft. shoreline band, new development is required to place a section of the Bay Trail on the shoreline. She also noted that local agencies have supported the trail through integration into General Plans, Bicycle and Pedestrian Plans, and Waterfront Plans.

- Commissioner Tissier asked if there is a priority list of where staff is going next, so the Commission can see where they may be helpful in funding or providing support. Ms. Thompson stated that they completed a regional gap analysis in 2005, which looked at the remaining gaps in the system and did some detailed analysis of all of those areas to develop cost estimates for the remaining trail segments. Staff has used this information to generate a list of projects they believe will be moving forward in the short term (within the next five year), as well as the longer term projects.
- Commissioner Bates asked if there is money available to complete the projects once a trail alignment is identified. Ms. Thompson stated that the local communities are securing funding from a variety of different sources as well as the Bay Trail Grant Program. She noted that funding from Prop. 84 the last voter approved bond measure to provide state-level funding for open space is largely spent. As a result direct Bay Trail program funding will no longer be an option for local jurisdictions.
- Commissioner Spring stated that back in 1989 the request was to help with the staffing and program management, and thought MTC was adequately funding the program management side of things. Mr. Steve Heminger stated that the request that has generally been made of MTC is to fund the program's overhead and when asked for additional funding, MTC has provided it. The cost to complete the project is approximately \$150m, which does not include the toll bridges. He noted that given the history and the precedent of using toll bridge funds to provide greater access to the Bay and to the bridges may be a source for completing the remaining segments.
- Commissioner Spring asked, outside of the funding for capital projects, is there any additional money that could go towards managing the program. Mr. Heminger stated MTC created an endowment for the Bay Trail Program to cover these costs. He concluded by saying the MTC will work with ABAG staff and come back to the committee with a game plan for the remaining portions of the system.
- Commissioner Rein Worth stated that she would like to look at the inter-agency barriers and to see how MTC can be helpful cutting through some of the red tape.
- Commissioner Haggerty expressed his support in finding more funding for this project.

PARKING PRICING REGIONAL ANALYSIS PROJECT

Ms. Valerie Knepper stated that MTC has received a grant from the Federal Highway Administration Value Pricing Pilot Program for the Parking Pricing Analysis Project.

Ms. Knepper provided an overview of the context, described policy questions to be analyzed, and summarized key steps in the process.

She stated that MTC will contract with a consultant team based on a scope of work to be developed in coordination with the project technical and policy committees. The project budget is \$700,000 and is expected to be completed by midyear 2015.

Committee comments:

- Commissioner Spering commented on the RM2 money, and noted that \$14m was just put into a parking garage in Vallejo, and they did not develop a Parking Management Plan. He stated that a Parking Management Plan should be required.
- Commissioner Liccardo expressed his interest why parking ratios are where they are. He stated that it isn't necessarily public policy that's constraining developers but the financing arrangements where banks won't finance projects unless they have the parking – so there lies the challenge. He noted that where survey work would be most valuable is related to where development is going and what the real constraints are. Ms. Knepper stated that there are financiers who are interested in financing housing with lower parking ratios. Staff is looking at holding a workshop with developers and financiers who are interested in creating housing and mixed-use development with lower parking ratios. Mr. Heminger suggested that staff move on with this topic with the private development interests who are working on the PDA strategy.
- Commissioner Green stated that working with the private sector and local communities is needed. He also said that staff needs to work with the regional transit agencies around HUBs providing parking spaces. For example, ridership demand on the BART extension to Santa Clara County will place a burden on Alameda County to come up with the parking spaces.
- Commissioner Bates stated that this information will be very important to have because local parking policies in many cases will have an impact on the entire region.
- Commissioner Azumbrado stated that one of the problems is when building new development, you are comparing value with comparables, and if comparables all have parking, people are going to devalue a development that does not have parking.
- Commissioner Haggerty commented on the study schedule and asked staff to consider more public outreach worked in between Tasks 3 – 5, and, for staff to come back sometime in 2013 to update the committee.
- Commissioner Rein Worth asked if staff will be including the home to work analysis in this study. Ms. Knepper stated that the project will be focused on parking supply and utilization at various locations, as well as policies and pricing. It will tie into analysis in terms of where various developments are likely to take place based on the market and then tie into the transportation model in terms of travel.
- Commissioner Mackenzie asked what types of communities are going to be selected to participate in the study. Ms. Knepper stated that it will be a key question for the Policy and Technical Committees.
- Commissioner Mackenzie asked who sits on the committees, and Ms. Knepper stated that staff will be looking for participation from a variety of sectors related to the issue.
- Commissioner Haggerty requested that a list of both the Policy and Technical Committee participants be given to the Planning Committee for review.

Commissioner Spering called for public comment.

- Mr. Rich Hedges stated that staff needs to consider neighborhood enforcement of parking, more valet parking, and increased costs for parking.

OTHER BUSINESS/PUBLIC COMMENT

There being no other business, the meeting adjourned at 10:40 a.m. The Committee's next meeting is scheduled for Friday, October 12, 2012 at 9:30 a.m. in the Lawrence D. Dahms Auditorium, Joseph P. Bort MetroCenter, Oakland, CA.

j:\committe\planning committee\2012\november\3_final minutes.doc

PI BayArea Plan

Schedule Update

Joint MTC Planning/ABAG Administrative Committees

Item 3, Presentation

November 9, 2012

Plan Bay Area Schedule

July 19	Commission and ABAG Executive Board Approve Final Alternatives
August	Finalized details of the Alternatives
September - February	Prepare Draft EIR Prepare Draft Plan Bay Area
March	Release Draft EIR and Draft Plan for 45- and 55-Day Public Review Periods
April	Hold Public Hearings on Draft Plan and Draft EIR Release Draft Conformity Analysis for 30-day Public Review Period
May	Prepare Final EIR (including Response to Comments) Prepare Final Plan
June	Commission and ABAG Executive Board: 1) Certify Final EIR , 2) Adopt Final Plan Bay Area , and 3) Make Air Quality Conformity Determination

Item 3, Presentation

Plan BayArea

TO: MTC Planning Committee, ABAG Administrative Committee

DATE: November 2, 2012

FR: Executive Director, MTC
Executive Director, ABAG

RE: Plan Bay Area Schedule Update

The MTC and ABAG boards approved the initial Plan Bay Area (Plan) schedule in December 2010. The initial schedule called for final adoption of the Plan in April 2013. This memo provides an update on work completed since your July approval of the alternatives for the programmatic Environmental Impact Report (EIR), and the overall schedule. The revised schedule calls for release of the Draft EIR and Draft Plan in March, with board adoption of the Final EIR and Final Plan in June 2013. The full schedule of milestones is provided in Table 1, attached to this memorandum.

This new schedule moves final approval of the Plan and EIR two months past the initial project schedule for several reasons. This is the region's first Sustainable Communities Strategy, with transportation investments and land use patterns being developed and evaluated together. Throughout the past two years, staff has been directed to provide for more extensive discussions with local jurisdictions regarding the land use element of the plan or input from local communities and stakeholders related to the development of the alternative land use scenarios that informed the preferred scenario adopted in July. We added multiple rounds of scenario analysis combined with extensive public input prior to presenting recommendations of the Preferred Scenario and EIR alternatives. In contrast to past Regional Transportation Plans, the EIR is evaluating five alternatives, two of which were developed by stakeholders and required significant staff work to finalize before beginning the modeling work using two updated modeling tools. Finally, for Plan Bay Area we are conducting an Economic Impact Analysis for the first time.

EIR Alternatives and Model Development

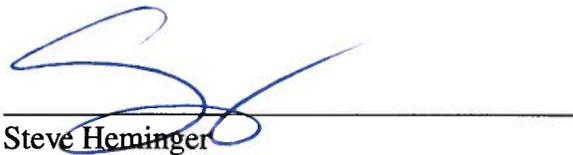
In July, the MTC and ABAG boards approved the alternatives to be analyzed in the programmatic EIR. The Draft EIR will evaluate the preferred land use and transportation investment strategy adopted by the MTC and ABAG boards at your joint meeting in July as well as a range of reasonable alternatives. Since July, MTC and ABAG staffs have worked to refine the details of the alternatives approved by the boards, develop the model inputs, and conduct the technical modeling analysis. Staff worked throughout the summer with representatives of the business community and equity stakeholders to finalize the details of alternatives four (Enhanced Network of Communities) and five (Environment, Equity, and Jobs) respectively. This included identifying specific policy assumptions for each alternative, such as land use densities, fee/tolling structures, and specific transportation investments. Once the alternatives were finalized in August, staff began the technical work of coding the land use assumptions, transportation investments, and policies for all five alternatives included in the environmental analysis.

At your September meeting, MTC and ABAG staff presented an overview of the agencies' modeling technologies, including the activity-based Travel Model One and the new spatially-explicit economic and land use model known as UrbanSim. As required by SB 375, these tools take an integrated approach to the analysis and help us examine the connections between transportation investments and land use patterns. Past plans did not require this analysis, which is taking longer than anticipated in the initial schedule. While the complexity of the modeling technologies, combined with more detailed land use, transportation and policy inputs has resulted in a longer schedule, the more robust modeling work will be a significant improvement over prior analyses.

Revised Schedule

Staff anticipates a concurrent release of the Draft EIR and Draft Plan Bay Area document for 45-day and 55-day public comment periods, respectively, in March 2013, followed by public hearings and workshops to be held throughout the region. The Draft EIR analysis, together with input from the public workshops and public hearings on the Draft Plan, will inform the policy discussions and public dialogue leading to the Final Plan Bay Area adoption by both boards in June 2013.


Ezra Rapport


Steve Heminger

SH: CC

J:\COMMITTEE\PLANNING COMMITTEE\2012\NOVEMBER\PLAN BAY AREA SCHEDULE UPDATE.DOC